The City of Whitewater appreciates the efforts of the numerous residents and enthusiasts who participated in the development of this plan. Their creativity, energy, and commitment were the driving force behind this effort. In addition, the following residents, staff, and other agency and organization members contributed regularly to the City of Whitewater Bicycle and Pedestrian Plan.

<table>
<thead>
<tr>
<th>Common Council</th>
<th>City Staff</th>
<th>Steering Committee Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patrick Singer, President</td>
<td>Matt Amundson, Director, Parks and</td>
<td>Andrew Crone</td>
</tr>
<tr>
<td>Stephanie Abbott</td>
<td>Recreation</td>
<td>David Yochum</td>
</tr>
<tr>
<td>Sarah Bregant</td>
<td>Michelle Dujardin, Recreation &amp;</td>
<td>Dick Haven</td>
</tr>
<tr>
<td>Lynn Binnie</td>
<td>Community Events Programmer</td>
<td>Greg Swanson</td>
</tr>
<tr>
<td>Phil Frawley</td>
<td>Latisha Birkeland, Neighborhood</td>
<td>John Sotherland</td>
</tr>
<tr>
<td>Dr. Ken Kidd</td>
<td>Services Manager</td>
<td>Josh Clements</td>
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<tr>
<td>Jim Winship</td>
<td>Scott Weberpal, GIS Technician</td>
<td>Dr. Ken Kidd</td>
</tr>
<tr>
<td></td>
<td>Dean Fischer, Public Works Director</td>
<td>Latisha Birkeland</td>
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<tr>
<td></td>
<td>Chuck Nass, Parks/Streets</td>
<td>Lisa Otterbacher</td>
</tr>
<tr>
<td></td>
<td>Superintendent</td>
<td>Thayer Coburn</td>
</tr>
<tr>
<td></td>
<td>Cameron Clapper, City Manager</td>
<td>Wes Enterline</td>
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<tr>
<td></td>
<td>Kevin Brunner, Former City Manager</td>
<td>Matt Amundson</td>
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<tr>
<td></td>
<td>Lisa Otterbacher, Chief of Police</td>
<td></td>
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<td></td>
<td>Brian Uhl, Captain</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Saul Valadez, Juvenile Officer</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Timothy Swartz, Patrol Officer</td>
<td></td>
</tr>
</tbody>
</table>

Alta Planning+Design, Wisconsin Bicycle Federation

Alta Planning + Design is firmly committed to the development of a sustainable global community and planet by enhancing transportation options, investing in local communities and reducing our carbon footprint in our personal and professional lives. For more information visit: www.altaplanning.com
Executive Summary

The City of Whitewater is located in southeastern Wisconsin just west of the Kettle Moraine in the beautiful rolling countryside of Walworth and Jefferson counties.

The city has made excellent use of its waterfront by developing park land and public gathering spaces on Cravath Lake and trails along Trippe Lake and Whitewater Creek. The trails provide an excellent opportunity for Whitewater residents and visitors to enjoy the outdoors on foot or on bike.

The City of Whitewater Bicycle and Pedestrian Plan builds on efforts by the community to improve transportation options and the quality of life in Whitewater. The Plan guides the development of a network of bicycle routes linking activity centers within the City as well as to the larger regional network. The improved network will not only make bicycling a more viable mode of transportation, but will contribute to economic development opportunities and enhanced quality of life for the community. Pedestrian policies are discussed to assist Whitewater in making it easier and more pleasant to walk for transportation and recreation.

Why Bicycling and Walking?

Bicycling and walking are low-cost means of transportation that are non-polluting, energy-efficient, versatile, healthy and fun. Both modes can help build physical activity into our daily lives while reducing traffic congestion and air pollution and saving money. The many advantages to walking and bicycling include:

- Bicycling and walking are good for the economy. Bicycling makes up $133 billion of the US economy, funding 1.1 million jobs.\(^1\)
- Walkable and bikeable neighborhoods are more livable and attractive; increasing home values and property tax revenue.\(^2\)
- Walking and bicycling can save families money. By replacing short car trips, bicycling and walking can help lessen personal transportation costs.\(^3\)
- Walking and bicycling are good for public health. Bicycling for exercise can reduce the cost of spending on health care by as much as $514 per person every year.\(^4\)
- More people walking and bicycling increase safety for others. In a community where twice as many people walk, a person walking has a 66 percent reduced risk of being injured by a motorist.\(^5\)


Vision

The City of Whitewater will enhance transportation choices by developing a network of on-street and off-street bicycle and pedestrian facilities that provide connections to destinations throughout the city and regionally significant assets.
Whitewater’s bikeway network today consists of bike lanes along a few of the busier streets, an off street path system running along Whitewater creek and Cravath and Trippe Lake shores, connecting paths through parks, and many peaceful local streets that carry very little traffic through the city. This Plan seeks to leverage opportunities and to overcome barriers to accommodating and encouraging bicycle and pedestrian trips.

Opportunities include:
- A pedestrian- and bicycle- friendly downtown district;
- Existing walk- and bicycle-friendly streets through the local neighborhoods;
- The trail along Whitewater Creek, connecting parks, lakes, open space and the UW-Whitewater campus;
- Space in many locations to provide low-cost bicycle improvements; and
- A large base of potentially high-demand in the students of UW-Whitewater.

Constraints include:
- A bottleneck at the East Gateway over Cravath Lake makes full accommodation of all users difficult.;
- Lack of wayfinding tools along existing walkway and bikeway networks;
- Uncomfortable walking and bicycling environments along high-volume roadways, in particular Main Street.

Public Involvement
Whitewater residents, community stakeholder groups and public agency staff helped guide the development of this Plan. Public input about the opportunities and challenges to better bicycling and walking in Whitewater was obtained in several ways, including two public input workshops (June 2012 and December 2012), and through several project meetings with the plan Steering Committee from April of 2012 to March of 2013.

Implementation
The City of Whitewater Bicycle and Pedestrian Plan is a 20-year plan for completing the system of bikeways, shared-use paths and spot improvements in Whitewater. The completed network will result
in a city where biking and walking for transportation and recreation are every day, safe activities that are enjoyed by residents and visitors alike. The recommended network builds upon previous and on-going local and regional planning efforts and reflects the input offered by county staff, the project Steering Committee, stakeholder groups, and Whitewater residents. Implementation of the plan will take place over many years. The implementation strategy presents a targeted methodology for how the City of Whitewater can institutionalize bicycle and pedestrian improvements into local and regional planning processes and projects.

The following strategies and action items are provided to guide the City of Whitewater toward the vision identified in the plan:

- Establish a Permanent Pedestrian and Bicycle Advisory Committee.
- Implement the wayfinding sign program on the existing trails in 2014.
- Begin a feasibility study of the “road diet” on Main Street in 2014.
- Strategically pursue infrastructure projects by obtaining capital improvement and grant funding as well as incorporating projects into upcoming public works projects, especially the short-term bicycle improvements.
- Regularly revisit project priorities in the plan as projects are completed, conditions change and new projects are needed.
- Partner with W3 and the university to implement education, encouragement and enforcement activities to encourage more walking and bicycling in Whitewater.

**Short-term Project List**

- Shared Lane Markings along W Whitewater and E Main in Downtown to promote business access;
- Neighborhood Greenways on N Prince St, N Franklin St, E Clay St, W Highland St, and other low-stress neighborhood streets to offer comfortable routes close to home;
- Bike Lanes on S Wisconsin St, W Main St, and Elkhorn Rd, and other busier streets to help people reach key destinations along those corridors.
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“The City of Whitewater will enhance transportation choices by developing a network of on-street and off-street bicycle and pedestrian facilities that provide connections to destinations throughout the city and regionally significant assets.”

- The Vision Statement of the Whitewater Bicycle and Pedestrian Plan
1 Introduction

Setting

The City of Whitewater is located mostly in the northwest corner of Walworth County, with the northern edge of the city in Jefferson County. In 2010 the city’s population was 14,390. University of Wisconsin–Whitewater (also known as UW–Whitewater) is located in the northwest corner of the city. It is a four-year, co-educational, residential college accredited by the North Central Association of Colleges and Secondary Schools. Enrollment in 2010-11 was over 11,500. The city hosts a vibrant downtown, and two large commercial areas on the east and west ends of town. Located less than an hour to either Madison or Milwaukee, and twenty minutes from Whitewater Lake, the Kettle Moraine and other beautiful natural resources, Whitewater is a great place to live and work.

Whitewater Creek, Cravath Lake and Trippe Lake are all located within the city boundaries. The city has made excellent use of its waterfront by developing park land and public gathering spaces on Cravath Lake and trails along Trippe Lake and Whitewater Creek. The trails provide an excellent opportunity for Whitewater residents and visitors to enjoy the outdoors on foot or on bike. The rolling rural landscape surrounding Whitewater also provides fantastic biking opportunities, both on-road and off-road.

In addition to its setting that encourages active and healthy living, Whitewater is fortunate enough to have a community-based collaboration working to increase the longevity and quality of life here. Working for Whitewater’s Wellness (W3) is comprised of individuals representing healthcare, school systems, and municipalities within the Whitewater community.

Contents of the Plan

The Whitewater Bicycle and Pedestrian Plan provides a path forward for expanding and enhancing the existing bicycling and path network, and guides the City toward a solid policy basis for pedestrian focused improvements. The Plan is organized as follows:

Chapter 1: Introduction, provides an overview of this plan and its purpose, and the planning context within Whitewater and Wisconsin.

Chapter 2: Needs Analysis, estimates the amount of walking and bicycling in Whitewater today, and models the benefits of potential increases of walking and bicycling in 2025.
Chapter 3: Existing Conditions, describes Whitewater's existing bikeway and path network and summarizes strengths and weaknesses of the system.

Chapter 4: Recommended Bikeway Network, depicts the recommended system of bikeways and facility types to provide opportunities for cycling throughout the city.

Chapter 5: Recommended Pedestrian Policies, makes the case for a strong Complete Streets policy to support development of the pedestrian environment.

Chapter 6: Recommended Programs, describes education, encouragement, enforcement and evaluation measures the City of Whitewater and/or other local agencies should implement to promote bicycling, increase bicyclist safety, and increase the awareness of bicycling and walking as a viable travel mode.

Chapter 7: Implementation presents evaluation criteria for facilities and programs and details several top-priority projects. This chapter provides cost opinions for the recommended bicycle and trail projects and programs, and identifies potential funding strategies and supporting policies.
Goals and Objectives

The vision, goals and objectives of the Plan are principles that will guide the development and implementation of bicycle and pedestrian improvements in coming decades. Goals and objectives direct the way the public improvements are made, where resources are allocated, how programs are operated and how implementation priorities are determined. The goals and policies in this Plan were developed through an analysis of existing policies and review of best practices in other similar communities and discussion with the public and stakeholders.

Several objectives are measurable and allow tracking and benchmarking to demonstrate the extent of the City’s progress toward the goals and overall vision over time. The Plan has four levels in its framework:

**Vision.** Pursuit of this statement underpins all of the Plan’s goals and objectives.

**Goals.** The four principal goals provide guidance for achieving the Plan vision.

**Objectives.** Objectives guide the community on how to achieve and measure progress toward realizing each goal.

**Benchmarks.** Potential measurable metrics that describe Whitewater’s progress towards Plan implementation.

---

**Goal 1. Support bicycling and walking as viable transportation modes in the City of Whitewater.**

**Objective 1.1.** Implement the Whitewater Bicycle and Pedestrian Plan facility recommendations to provide bicycling and walking routes to key destinations.

**Objective 1.2.** Seek new funding sources and strategies to support the implementation of the Whitewater Bicycle and Pedestrian Plan.

**Objective 1.3.** Improve bicyclists’ and pedestrians’ safety and comfort by creating a greater awareness and understanding of how these modes may be accommodated during construction or facility repair activities.

**Benchmarks**

- Miles of new bikeways and sidewalks completed; percentage of high-priority projects identified in the City of Whitewater Bicycle and Pedestrian Plan completed.
BICYCLE AND PEDESTRIAN PLAN

- Proportion of roadway restriping, reconstruction, and construction projects that include bicycle and/or pedestrian improvements.
- Number of grants applied for; amount of grant funding acquired.

Goal 2. Promote bicycling and walking in the City of Whitewater by improving awareness of the benefits of bicycling and walking to the entire community.

Objective 2.1. Improve public awareness of the bicycle network and presence of bicyclists.

Objective 2.2. Support education and encouragement efforts in the City.

Objective 2.3. Establish a bicycle and pedestrian count program following the National Bicycle and Pedestrian Documentation Program (NBPD) methodology.

Benchmarks

- Development of a wayfinding signage and trail naming plan;
- Number of signs installed
- Number of encouragement/safety training events in the community
- Completed Bicycle Friendly Community application; goal of initial recognition at the bronze level with a target of obtaining gold level recognition.
- Track and publish the use and change of active transportation modes over time.

Goal 3. Integrate bicycle and pedestrian planning into the City of Whitewater’s planning processes.

Objective 3.1. Institutionalize bicycle and pedestrian planning into all of The City of Whitewater’s planning efforts by establishing a Bicycle and Pedestrian Advisory Committee (BPAC).

Objective 3.2. Require inclusion of bicyclists and pedestrians in citywide planning efforts.

Objective 3.3. Adopt and implement a Complete Streets policy.

Objective 3.4. Encourage annual staff and decision maker attendance at conferences and other training opportunities that emphasize bicycle and pedestrian friendly design.

Objective 3.5. Coordinate with neighboring jurisdictions to develop regionally serving on- and off-street bicycle facilities.

Benchmarks

- Revised project priorities list every five years.
- Adopted Complete Streets Policy.
Public Involvement

The planning process included many opportunities for residents of Whitewater to share their experiences and knowledge of biking and walking in the city. Many people shared detailed information on where they bike and walk, things they would like to see improved and their program ideas to encourage more people to bike and walk. The information gathered from residents inspired the recommendations for both on-road and trail improvements, and ideas for programs to encourage citizens to use active transportation modes and to educate them on how to do so safely. This information has helped to create a better plan. The meeting dates are provided below.

Steering Committee

The Steering Committee followed the plan development closely, and met 6 times throughout the planning process:

- April 2012
- June 2012
- September 2012
- October 2012
- December 2012
- March 2013

Public Information Meetings

Two public meetings formed the foundation of direct outreach with the public during the planning process:

- June 2012
- December 2012
Policy Review

Over 10 years of plans and policy documents relevant to the Whitewater Bicycle and Pedestrian Plan were reviewed to support the creation of the Plan. The review focuses on plans and studies prepared by the Wisconsin Department of Transportation (WisDOT), as well as relevant information from the City of Whitewater and related regions of Jefferson, Walworth and Rock counties.

The following plans were reviewed for this analysis. A detailed description of each plan is included in Appendix B: Plan and Policy Review.

Statewide Planning Documents

- Administrative Code Trans 75: BIKEWAYS AND SIDEWALKS IN HIGHWAY PROJECTS (2009)
- Wisconsin State Bicycle Transportation Plan 2020 (1998)
- Wisconsin Department of Transportation Guide for Path/Street Crossings (2011)

County Planning Documents

- 2010 Jefferson County Bicycle Plan (2010)

City of Whitewater Planning Documents

- City of Whitewater Comprehensive Bikeway Plan (2000)
- City of Whitewater 2009 Comprehensive Plan Community Survey (2009)
2 Needs Analysis

Demand Potential and Benefits

To support and quantify the objectives of the Plan, analysts used a walking and biking demand model to measure the impacts of current and potential future trip activity within Whitewater. A detailed description of model assumptions and data sources is included in Appendix C: Demand Benefits Model.

This model uses Census and other national studies to extrapolate the number of bicycling or walking trips taken today within Whitewater. Comparing today’s trip making with aspirational future mode share targets can illustrate the potential benefits of achieving such changes.

Current Demand and Benefits

Table 2-1 shows the results of the model, which estimates that 2,428 bicycle and 16,765 walking trips occur in Whitewater each day for transportation purposes. The majority are utilitarian trips not related to work, which include medical/dental services, shopping/errands, family or personal business, obligations, meals, and other trips.

Table 2-1: Model Estimate of Current Walking and Bicycling Trips

<table>
<thead>
<tr>
<th></th>
<th>Bicycling</th>
<th>Walking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work Commute Trips (Daily)</td>
<td>590</td>
<td>2,298</td>
</tr>
<tr>
<td>K-12 School Trips (Daily)</td>
<td>15</td>
<td>229</td>
</tr>
<tr>
<td>College Commute Trips (Daily)</td>
<td>350</td>
<td>1,364</td>
</tr>
<tr>
<td>Utilitarian Trips</td>
<td>1,473</td>
<td>12,874</td>
</tr>
<tr>
<td><strong>Total Current Daily Trips</strong></td>
<td><strong>2,428</strong></td>
<td><strong>16,765</strong></td>
</tr>
</tbody>
</table>

To the extent that bicycling and walking trips replace single-occupancy vehicle trips, they reduce emissions and have the tangible economic benefits of reducing traffic congestion, crashes, and maintenance costs. In addition, the reduced need to own and operate a vehicle saves families money. The current annual household transportation cost savings alone is estimated at $280 per person. Full benefits calculations are available in Appendix C: Demand Benefits Model.
BICYCLE AND PEDESTRIAN PLAN

Future Demand and Benefits

Estimating future benefits requires additional assumptions regarding Whitewater’s future population and anticipated commuting patterns in 2025, the timeframe for this planning effort. Future population predictions determined in *A Multi-Jurisdictional Comprehensive Plan for Walworth County: 2035* were used in this model. Table 2-2 shows the model results for future trip making in Whitewater.

Table 2-2: Future (2025) Bicycling and Walking Trips

<table>
<thead>
<tr>
<th></th>
<th>Bicycling (6% Share)</th>
<th>Bicycling (8% Share)</th>
<th>Walking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work Commute Trips</td>
<td>999</td>
<td>1,332</td>
<td>2,598</td>
</tr>
<tr>
<td>(Daily)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K-12 School Trips</td>
<td>147</td>
<td>196</td>
<td>259</td>
</tr>
<tr>
<td>(Daily)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>College Commute Trips (Daily)</td>
<td>594</td>
<td>792</td>
<td>1,545</td>
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<tr>
<td>Utilitarian Trips</td>
<td>2496</td>
<td>3328</td>
<td>14564</td>
</tr>
<tr>
<td>Total Current Daily Trips</td>
<td><strong>4,236</strong></td>
<td><strong>5,648</strong></td>
<td><strong>18,966</strong></td>
</tr>
</tbody>
</table>

The important factor to consider with these future assumptions is not the accuracy of the mode share percentages, but the benefits that would accrue to Whitewater if those numbers are reached. As more cities across the country track changes in bikeway mileage over time and participate in annual bicycle counts, more data will be available to better understand and refine mode share predictions.

For the 6% bicycle mode share assumption, transportation savings are estimated to accrue at a rate of $322 per person. An 8% bicycle mode share would result in an estimated $366 per person savings. Additional future benefit calculations are available in Appendix C: Demand Benefits Model.

Difficult-to-Quantify Benefits of Bicycling and Walking

Bicycling is a low-cost and effective means of transportation and is non-polluting, energy-efficient, versatile, healthy, and fun. Bicycles offer low-cost mobility to the non-driving public. Bicycling as a means of transportation has been growing in popularity as many communities work to create more balanced transportation systems and individuals seek to be healthier. In addition, more people are willing to bicycle more frequently if better bicycle facilities are provided.\(^6\)

In addition to the tangible financial savings estimated above, bicycling has many other benefits that are challenging to quantify, but are increasingly the subject of study. Bike lanes can improve retail business directly by drawing customers and, indirectly, by supporting the regional economy. Patrons who bike to local stores have been found to spend more money than patrons who drive.\(^7\) Other studies show that bikeable and walkable communities attract the young creative class,\(^8\) which can help cities and counties gain a competitive edge and diversify economic base. By replacing short car trips, bicycling can help middle-class families defray

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\(^8\) Cortright, Joe for CEOs for Cities. (2007). *Portland’s Green Dividend.*

8 | CITY OF WHITEWATER
rising transportation costs. Families that drive less spend 10 percent of their income on transportation, compared to 19 percent for households with heavy car use, freeing additional income for local goods and services.

**Bicycle Friendly Community Benefits**

The League of American Bicyclists sponsors the Bicycle Friendly America program [bikeleague.org] to encourage businesses, cities, states and universities to provide good cycling infrastructure, education, evaluation and enforcement through a standardized review process. Typically, bicycle friendly communities are places where people want to live, work and visit. Benefits of increasing bicycle use include reduced motor vehicle traffic, greater physical health and fitness and improved air quality. People that ride bicycles more often reduce their transportation costs, have more disposable income, and achieve their recommended weekly exercise without a gym workout. Bicycle Friendly Community status can help a community understand how it relates to peers across the US and, by studying the experiences of these communities, put the potential benefits of increasing bike friendliness into perspective. 2012 Gold level BFC Communities with populations comparable to Whitewater include Steamboat Springs, CO; Jackson & Teton County, WY; and Breckenridge, CO.

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This chapter describes the current on- and off-street bikeway network and local pedestrian policies in Whitewater. The chapter begins with a local pedestrian policy assessment, followed by an inventory of existing bicycle lane and shared use path facilities. An analysis of system strengths and weaknesses that highlights key areas where improvements may be needed concludes this chapter.

Pedestrian Policy Assessment

Whitewater, like all Wisconsin cities, must conform to Administrative Code Trans 75. The rule aims to “ensure that bikeways and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds.”

Local Whitewater Policy

Administrative Code

The municipal code for Whitewater contains many pedestrian-focused regulations. Specific chapters or code items are identified below, sorted according to whether they support or serve as impediments to active travel.

<table>
<thead>
<tr>
<th>Supportive Code Items</th>
<th>This chapter recognizes the value of active uses of the public right of way and provides guidelines for the placement and use of dining areas on sidewalks adjacent to restaurants.</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.19 - Sidewalk Café Permit</td>
<td>Placement restrictions identified in the code include:</td>
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<td></td>
<td>• Sidewalk cafés shall be located in such a manner that a distance of not less than four feet is maintained at all times as a clear and unobstructed pedestrian path. For the purpose of the minimum clear path, parking meters, traffic signs, trees, light poles and all similar obstacles shall be considered obstructions.</td>
</tr>
<tr>
<td></td>
<td>• Shall not be placed within five feet of fire hydrants, alleys, or bike racks. Shall not be placed within five feet of a pedestrian crosswalk or corner.</td>
</tr>
</tbody>
</table>
### Supportive Code Items

<table>
<thead>
<tr>
<th>12.20 - Sidewalks</th>
<th>This chapter covers the use and upkeep of sidewalks within Whitewater. It requires the owner or occupant of the adjacent property to ensure the removal of trash and obstructions from the sidewalk, as well as requires the daily removal of snow accumulation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.22 - Construction Standards of Sidewalks</td>
<td>This chapter covers the construction, installation, and repair standards of sidewalks within Whitewater. Aside from key streets identified in the Code, “All sidewalks shall be laid within the street right-of-way and shall be laid one foot from the property line, and shall be four feet in width ....” All sidewalk shall be constructed in accordance with applicable provisions of the State of Wisconsin Standard Specifications for Road and Bridge Construction, 1981 Edition.</td>
</tr>
</tbody>
</table>

### Restrictive Code Items

<table>
<thead>
<tr>
<th>12.04 – General Regulations</th>
<th>Item 12.04.020 - Ball playing on streets prohibited, discourages active use of streets within Whitewater. While the penalty is minimal, and enforcement is unlikely, Code items prohibiting active uses may act as a barrier to encouraging pedestrian use of the right of way.</th>
</tr>
</thead>
</table>
| 12.22 Construction Standards of Sidewalks | The Code identifies four conditions in which the normal requirement for sidewalks on major roads is waived. As sidewalk provision is an important part of a complete street, waiving the construction requirements should be done after careful considerations. The identified conditions are:  
  - Sidewalk will not be required when the nature of the terrain creates insurmountable engineering problems.  
  - Sidewalk will not be required where there is insufficient right-of-way.  
  - Sidewalk will not be required if the installation would generate a safety hazard by encouraging pedestrian traffic in dangerous areas.  
  - Sidewalks will not be required along vacant land which extends to the city limits which is not situated between areas generating pedestrian traffic, and streets on which curb and gutter has not been installed. |
Future Policy Opportunities

The City of Whitewater may want to consider additional policies and programs to bolster its currently existing pedestrian-supportive regulations. These policies include:

- Creation of a network of ‘complete streets’
- Balancing motor vehicle mobility with bicycle and pedestrian accessibility
- Encouraging traffic calming and intersection improvements
- Prioritizing traffic calming measures over congestion management
- Assigning high priority to pedestrian and bicycle projects
- Considering establishment of pedestrian only zones
- Enforcing laws that protect pedestrians
- Ensuring that bicycling and walking facilities are provided for all demographics, including people of different ages, races, ethnicities, incomes, and different neighborhoods
- Establishing and participating in Safe Routes to School programs
- Amending Ordinance 12.04.020 so as to encourage Open Streets and other on-street events
- Minimizing impervious surface area

Existing Bikeway Facilities

Federal and state bicycle planning and design guides define bikeways as preferential roadways accommodating bicycle travel through the use of bicycle route designations, bike lane striping, or shared-use paths to physically separate cyclists from motorists. Map 3-1 shows the existing bikeway network in Whitewater.

Existing On-Street Bikeways

On-street bikeways can take several forms, depending on the speed and volume of traffic on the roadway, space available to accommodate bicyclists, and type of users expected on the facility. Currently, bike lanes are the only implemented on-street bikeway type in Whitewater. The Whitewater Bicycle and Pedestrian Plan recommends a variety of on-street bikeway facility types in addition to conventional bike lanes. These recommended bikeway types are described briefly below, and are discussed in detail in Appendix D: Bicycle and Pedestrian Design Guidelines.

- **Bike Lanes**: Designated exclusively for bicycle travel, bike lanes are separated from vehicle travel lanes with striping and also include pavement stencils. Bike lanes are most appropriate where higher traffic volumes and/or speeds warrant greater separation of bicyclists and motor vehicles.

There are approximately 4.17 miles of existing bike lanes in Whitewater. These are illustrated on Map3-1 and detailed in Table 3-1.

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<th>Miles</th>
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<td>Whitewater University Tech Park Path</td>
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<td>N Universal Blvd</td>
<td>0.09</td>
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Off-Street Bikeways, commonly called shared-use paths (also referred to as “trails” and “multi-use paths” or “off-street trails”) are often viewed as recreational facilities, but they are also important corridors for utilitarian trips. Off-street facilities that accommodate bicycle travel can be categorized into the following typologies: multi-use path, a facility that has an exclusive right-of-way; side path, a two-way trail on one side of the road located within the road right-of-way; and park trail, a shared-use facility located within a park.

The following section briefly describes these off-street facilities.

- **Shared-Use Paths** have exclusive right-of-way and are not directly adjacent to a roadway. They provide access across the city and connect to the regional network. Multi-use paths are frequently used by cyclists riding long distances, whether to go to work in neighboring towns and villages or to get out for a long-distance weekend ride. In addition to fast-moving cyclists, recreational riders use the shared use trails for family outings or more leisurely rides.

- **Side Paths**: Some shared-use paths in Whitewater are directly adjacent to roadways and within the street right-of-way, such as the path adjacent to East Starin Road. These ‘side paths’ serve both bicyclists and pedestrians and are wider than a standard sidewalk. Side paths provide commuter routes between residential areas and employment centers, as well as to retail areas. They are used by recreational riders mainly to access the shared use path or regional trail network. The high frequency of street crossings limits fast and continuous riding, making them less preferable to on-street bikeways for transportation-oriented riders.

Current off-street bikeways in Whitewater are a mixture of all types of paths and trails, with several facilities providing access to the University of Wisconsin-Whitewater campus. In total, there are approximately 7.5 miles of existing off-street bikeways in Whitewater. These are illustrated on Map 3-1, and identified in Table 3-2 below.
Several bicycle facilities exist around and through campus including bike lanes on Warhawk Drive and West Starin Road, and off-street trails along portions of Schwager Drive and Fremont Road. The central east-west roadway through campus, West Starin Road, is a boulevard style street that accommodates cyclists, pedestrians and motor vehicles. There are periodic pullouts for motor vehicle loading and parking. In-pavement pedestrian crosswalk signs are placed in the bike lane and may create a hazard for bicycle traffic. Motor vehicle volumes in the campus area range from 4,800 ADT (Average Daily Trips) on Prince Street to 15,100 ADT on Prairie Street. Roadways such as Prince Street that are already designated bikeways, could be enhanced with additional signing, marking and potential traffic calming. Bicycles may be ridden on campus except where prohibited by posted signs or otherwise noted in the Campus Policy on Skating and Bicycling.\(^{10}\)

Pedestrians around the university are accommodated by sidewalks, which are generally separated from motor vehicle traffic by a wide planter strip. The bulk of pedestrian traffic occurs in the academic core, south of Starin Road and crosswalks are typically provided at all intersections. In addition to sidewalks, pedestrians are accommodated along numerous pathways connecting campus buildings. Direct access to downtown Whitewater and the Main Street Commercial Area is provided via West Main Street (Old Highway 12).

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### Table 3-2. City of Whitewater Off-Street Bikeways

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<thead>
<tr>
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<tbody>
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<tr>
<td>City Garage/Brewery Park</td>
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<td>Prairie Village</td>
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<td>Waters Edge South</td>
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<tr>
<td>Cravath Lakefront</td>
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<td>Prairie Village to Lauderdale Dr</td>
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</tr>
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<td>North Tratt</td>
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</tr>
<tr>
<td>Schwager Drive</td>
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</tr>
<tr>
<td>Whitewater Middle School Path</td>
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</tr>
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<td><strong>Total</strong></td>
<td><strong>7.41</strong></td>
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</table>
Opportunities and Constraints

Constraints

Described below, bicyclists in Whitewater face a variety of challenges. Major barriers, challenging intersections, and network gaps are identified on Map 3-2: Opportunities and Constraints.

Limited Bikeway Network

The existing network of bicycle routes is limited in scope, and does not comprehensively provide full access to common destinations. Current bikeway corridors do not serve recreational riders who want to connect quickly into the regional trail system for long recreational rides. Filling these gaps can quickly increase the effectiveness of existing bicycling infrastructure. The system also does not serve utilitarian cyclists who want to ride to a workplace or shopping center quickly. A complete network of on- and off-street bikeways would provide routes for cyclists of all abilities and trip purposes.

Barriers

The waterways in Whitewater are a barrier to comfortable bicycle travel. Bridges tend to be narrow, without adequate room for all users. Successfully implementing comfortable facilities on these corridors will be impossible if overcrossings are not made to be bicycle friendly. Overcrossings to consider for improvement include:

- Main Street
- East Starin Road

Challenging Intersections

Major intersections can be challenging for cyclists riding on the bikeway network. These challenges include:

- Intersections of existing shared use paths at arterial roadways that do not provide marked crossings, such as the shared use path through Brewery Hill Park at West North Street.
- Intersections where sidepaths end abruptly or offer inadequate transition to other bikeway types. This may be seen at the transition from the Fremont Street sidepath to a shared use trail in the northeast corner on Starin Park.
- Intersections where on-street bikeways are terminated in advance of the intersection, often done to assign roadway space to turn lanes. This can be seen at West Starin Road & North Fremont Street.

Gaps

While bicyclists in Whitewater benefit from the existence of some on- and off-street bicycle facilities, these do not offer continuous travel opportunities throughout the entire city. Even small network gaps between facilities require bicyclists to either ride on the road or on a sidewalk to access another bikeway. Filling gaps is an effective way to capitalize on existing infrastructure and was a key strategy used in both development of the cycling network and phasing of project recommendations.

Lack of Wayfinding Tools

Whitewater’s bikeway system could benefit from signage and additional wayfinding tools to orient users and direct them to and through major destinations like the downtown, schools, parks, and commercial areas.
Currently bicycle and pedestrian wayfinding signing in Whitewater is limited and found primarily at trailheads and within some parks. As the on-street network is being developed, cyclists should be directed to key destinations along the bikeway, to raise awareness of the new facilities and to encourage more residents to try bicycling to different destinations around the city.

**Side Path Safety Concerns**

The *AASHTO Guide for the Development of Bicycle Facilities* generally recommends against the development of trails adjacent to roadways. Also known as “side paths,” these facilities create a situation where a portion of the bicycle traffic rides against the normal flow of motor vehicle traffic. Key concerns about shared-use paths directly adjacent to roadways (e.g., with minimal or no separation) are:

- When the path ends, cyclists riding against traffic tend to continue to travel on the wrong side of the street, as do cyclists going to the path. Wrong-way bicycle travel is a major cause of crashes.
- At intersections, motorists crossing the path may not notice bicyclists approaching from certain directions, especially where sight distances are poor.
- Ambiguity as to expected user behavior at the crossings of paths, streets, and driveways.
- Stopped vehicles on a cross-street or driveway may block the path.
- Because of the closeness of vehicle traffic to opposing bicycle traffic, barriers are often necessary to separate motorists from cyclists. These barriers serve as obstructions, complicate facility maintenance and waste available right-of-way.
- Paths directly adjacent to high-volume roadways diminish users’ experience by placing them in an uncomfortable environment. This could lead to a path’s underutilization.
- When implementing a side path, special attention should be paid to the design of intersections and driveway crossings to mitigate the concerns noted above.

When designing a bikeway network, the presence of a nearby or parallel path should not be used to preclude adequate shoulder or bike lane width on the roadway, as the on-street bicycle facility will generally be superior to the side path for experienced cyclists and those who are cycling for transportation purposes. Bike lanes should be provided as an alternate (more transportation-oriented) facility whenever possible.

**Driver Behavior/Lack of Awareness of Bicycling Facilities**

In Whitewater, motorists often disregard marked crosswalks and warning devices. At trail crossings, this lack of compliance requires trail users to wait until the road is clear before proceeding across the street. Motorists’ lack of compliance with posted speeds is another safety concern, particularly to bicyclists riding on the shoulder of major roads.

**Opportunities**

Various characteristics foster an environment where bicycling is safe and enjoyable in Whitewater. These system strengths are described below.

**East Main Street Repaving**

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11 Wisconsin DOT published the *Wisconsin Department of Transportation Guide for Path/Street Crossings* in 2011 to help clarify path/street crossing ambiguities, though user awareness of this guidance is likely to be limited.
Routine paving of roadways may offer an opportunity to add bike lanes where adequate right-of-way exists. East Main Street is scheduled for repaving in the next five years and should be considered for such an upgrade.

**Highway 12 Undercrossing**

Built at the time of highway construction, the undercrossing of Highway 12 will offer a safe way to cross the busy roadway away from traffic. When the opportunity arises to connect to this location, the grade-separated crossing will be a useful asset to connecting corridors.

**Existing Trail Network**

Whitewater already has a number of existing recreational trails that can form the basis of a first-class off-street trail network that provides access to destinations like the Whitewater Creek Natural Area and Cravath Lake. Whitewater could enhance the existing trails by providing improved trailhead facilities, providing wayfinding and extending the existing network. A trail map could be developed and marketed to help increase tourism and recreation associated with the system.

**Potential for Neighborhood Greenways**

Most neighborhood or residential streets in Whitewater can be classified as “shared roadways.” Shared roadways accommodate vehicles and bicycles in the same travel lane. The most suitable roadways for shared vehicle/bicycle use are those with lower posted speeds (25 MPH or less) and lower traffic volumes (3,000 average daily traffic volume or less). Figure 3-2 identifies the traffic volumes of a selection of city streets, and reveals that many of these local streets feature low-traffic volumes appropriate for shared roadway bicycle use.

These streets present a generally good environment for bicycling. Formally designating streets as neighborhood greenways often requires little more than signage and pavement markings, as well as improving crossings at major streets. Other streets that have higher traffic volumes and speeds (but not sufficient to warrant bike lanes or cycle tracks), may require traffic calming techniques to reduce vehicle speeds while limiting conflicts between motorists and bicyclists.

**Planned Bikeway Improvements**

Although there are few existing bikeways in Whitewater, many miles have been proposed in existing planning documents. See Appendix B: Plan and Policy Review.
This chapter lays out a 20-year plan for completing the system of bikeways in Whitewater. The recommended network builds upon previous and on-going local and regional planning efforts and reflects the extensive input offered by city staff, the project Steering Committee, bicycle and pedestrian stakeholder groups, and Whitewater residents.

The recommended bikeway network includes a comprehensive and diverse set of bicycle and trail facilities connecting key destinations in and around Whitewater. System improvements include establishing a formalized on-street bikeway system, upgrading intersections for safer trail crossings, improvements to bicycle and pedestrian facilities downtown and projects to enhance safety and encourage bicycling and walking. Suggested improvements include low-cost measures yielding immediate results, such as re-striping of streets to accommodate bike lanes (Figure 4-2), map development and low cost signage. Other improvements, such as expanding the local trail system, represent longer-term strategies for transforming Whitewater into a truly bicycle- and pedestrian-friendly community.

Facility Definitions for the Whitewater Network

Many on-street bicycle facilities can be developed inexpensively with paint and signs. These facilities include bike lane restriping, shared lane markings, and neighborhood greenways. The Draft Bicycle Network for Whitewater has recommendations for four facility types: bike lanes, shared lanes, neighborhood greenways and shared use paths. Each facility type is illustrated below and describe in detail in Appendix D: Bicycle and Pedestrian Design Guidelines.

Figure 4-1: Bikeway facility types recommended in the Whitewater Bicycle and Pedestrian Plan
BICYCLE AND PEDESTRIAN PLAN

On-Street Bikeways

A list of recommended on-street bikeways was developed based on public comments, street widths, and providing an interconnected network that links schools, parks, commercial areas, paths and other attractions. Wherever possible, bike lanes were recommended over shared lane markings as they provide both bicyclists and motor vehicle operators with a higher level of comfort. However, a number of streets, particularly in the downtown area, are not wide enough to provide bike lanes. In those cases, shared lane markings are recommended.

The proposed network provides formal bicycle facilities in most areas of the city, and will greatly increase the visibility of existing routes. When combined with the existing and proposed shared-use paths, the on-street bikeways will provide a comprehensive network connecting all parts of the city.

Bike Lanes

Designated exclusively for bicycle travel, bike lanes are separated from vehicle travel lanes with striping and are denoted by pavement stencils and signs. On streets in Whitewater that have higher vehicle speeds and carry higher levels of traffic, dedicated bike lanes are appropriate to separate bicyclists from motor vehicle travel and turn lanes. On many roads in Whitewater, sufficient space exists to accommodate bike lanes without removing parking or narrowing drive lanes to less than 11-foot width.

Recommendations for Bike Lanes Requiring Construction

While several of the bike lane projects can be accomplished simply by restriping a roadway, other projects would require additional construction and engineering effort. These projects may be able to reallocate existing street width through road diets or parking reduction to accommodate bike lanes, while some projects may require road widening. Future roads should be constructed with sufficient right-of-way to accommodate bicyclists via bike lanes.

Shared Lane Markings

Shared lane markings are often used on streets where bike lanes are desirable but are not possible due to width constraints, and where motor vehicle speeds are moderate (less than 35 mph). High visibility pavement markings (MUTCD Section 9C.07) are placed in the travel lane to alert motorists of bicycle traffic, while also encouraging cyclists to ride at an appropriate distance from the...
“door zone” of adjacent parked cars. Placed in a linear pattern along a corridor, shared lane markings also encourage cyclists to ride in a straight line so their movements are predictable to motorists. These pavement markings have been successfully used in many small and large communities throughout the U.S.

**Neighborhood Greenways**

Neighborhood greenways are lower-order, lower-volume streets that employ various treatments to promote safe and convenient bicycle travel. These roadways accommodate bicyclists and motorists in the same travel lanes, often with no specific vehicle or bicycle lane delineation. Greenways assign higher priority to through bicyclists, with secondary priority assigned to motorists. These facilities can also include treatments to slow vehicle traffic to enhance the bicycling environment. Neighborhood greenways serve multiple bicyclist types, including commuter cyclists, family cyclists and less-experienced cyclists. Most of the streets selected for this treatment in Whitewater currently have low traffic volumes and low traffic speeds and will only require signage (and in some cases pavement markings) to become part of the neighborhood greenway system.

**Shared Use Trails**

A shared use trail is defined as a paved or gravel path (minimum width of 10-feet or 12- to 14-feet if heavy traffic is expected) that accommodates all sorts of non-motorized traffic such as pedestrians, bicycles, in-line skates, strollers, etc. The shared use trail may have a right of way of its own or it may share a right of way with a street or highway. A shared use path that shares right of way with a street or highway has special issues with crossing traffic and careful design is necessary to provide a safe facility. Even when the shared use path has its own right-of-way, careful design at each street or rail road crossing is necessary to assist users safely across the street.

**Street Corridor Recommendations**

Table 4-1, Table 4-2, and Table 4-3 list recommended on-street bike lanes, neighborhood greenways and shared lane bike routes, respectively. Figure 4-5 through Figure 4-10 depict how the bike lanes might fit with existing curb to curb street widths typically found in Whitewater. Further study will be necessary before any recommendations can be implemented. Map 4-1 provides an overview of the proposed network.
Figure 4-5: Typical 24' Wide Roadway Cross Section
Figure 4-6: Typical 28’ – 40’ Wide Shared Roadway Cross Section
30’ Typical Cross Section
2 Travel Lanes, 2 Bike Lanes, No Parking Lanes

Bike Lane Stripe
Thermoplastic or paint pavement marking
6” [150mm] solid white line

Bike Lane Clear Space
A minimum of 4’ of clear space should be provided for the bike lane outside the gutter pan

Bike Lane Markings
Thermoplastic or paint pavement markings; arrow and bike should meet MUTCD specifications

Figure 4-7: Typical 30’ Wide Roadway Cross Section
Figure 4-8: Typical 36' Wide Roadway Cross Section
Figure 4-9: Typical 38’ Wide Roadway Cross Section
Figure 4-10: Typical 46’ Wide Roadway Cross Section
## Table 4-1: Proposed Bike Lanes

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<th>Street</th>
<th>From</th>
<th>To</th>
<th>Miles</th>
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### Table 4-2: Proposed Neighborhood Greenways

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### Table 4-3: Proposed Shared Lane Bike Routes

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<td>0.33</td>
</tr>
<tr>
<td>E North St</td>
<td>N Jefferson St</td>
<td>N Newcomb St</td>
<td>0.54</td>
</tr>
<tr>
<td>N Fonda St</td>
<td>E Main St</td>
<td>E North St</td>
<td>0.10</td>
</tr>
<tr>
<td>S Fremont St</td>
<td>W Whitewater St</td>
<td>W North St</td>
<td>0.21</td>
</tr>
<tr>
<td>W Carriage Dr</td>
<td>W Carriage Dr</td>
<td>N Tratt St</td>
<td>0.21</td>
</tr>
<tr>
<td>W Main St</td>
<td>W North St</td>
<td>W Whitewater St</td>
<td>0.35</td>
</tr>
<tr>
<td>W Whitewater St</td>
<td>S Fourth St</td>
<td>E Main St</td>
<td>0.27</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>2.01</strong></td>
</tr>
</tbody>
</table>
City of Whitewater
Bicycle & Pedestrian Plan
Recommended Network

 Streets, Bikeways & Paths
- US / State Highway
- County Highway
- Local Street / Road
- Neighborhood Greenway, Existing/Proposed
- Bicycle Lane, Existing/Proposed
- Shared Lane Marking, Existing/Proposed
- Shared Use Path, Existing/Proposed

 Regional Connections
- Bike & Pedestrian Underpass/Overpass

 Land Use
- Park / Open Space
- University of Wisconsin - Whitewater
- Water

 Bikeway & Path Descriptions

 Neighborhood Greenways
Neighborhood Greenways are residential streets with low traffic volumes and speeds where bicyclists and pedestrians are given priority. They reduce cut-through traffic, reduce traffic speeds, and guide bicyclists and pedestrians to destinations.

 Bicycle Lanes
Bicycle lanes are a marked lane dedicated to bicycle use. Typically five to six feet wide, bike lanes often make cyclists and motorists more comfortable by providing space for each type of user.

 Shared Lane Markings (SLM’s or “sharrows”)
Shared Lane Markings (SLM’s or “sharrows”) are on streets with posted speeds of 25 mph or less, and indicate that the lane is to be shared by both cyclists and motorists. They also indicate to both cyclists and motorists where bicyclists should position themselves.

 Map prepared by the Wisconsin Bike Fed. Map data provided by the City of Whitewater and the U.S. Census Bureau.

 November 2013

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 November 2013
Shared Use Paths

A number of shared use paths are recommended for Whitewater. These paths range from short segments of a few hundred feet to longer paths of up to two miles. All of these paths serve the same purpose: they increase bicycle and pedestrian access in areas where access does not currently exist, or where users do not feel safe or comfortable using existing streets.

1. **West Walworth – West Main Connector**

This 0.68 mile path will provide an off-street connection between West Walworth Avenue and West Main Street, west of the Effigy Mounds Park. This connection would create a pleasant north/south connection in the city as well as provide access to the park via a spur.

2. **West Main to West Carriage Drive Connector**

This path will connect users from the proposed bike lane on Indian Mound Parkway to the proposed shared lane markings on West Carriage Drive. The proposed 0.62 mile trail will allow users to avoid West Main Street when accessing the southwest part of the UW campus.
3. **West Walworth Street Trail**

This 0.36 mile proposed trail will allow users to connect off street from the proposed bike lanes on Indian Mound Parkway to the trail that circumnavigates Whitewater High School. Providing this connection will allow for students to ride their bikes to school in a more comfortable atmosphere.

4. **South Ardmore Street Extension**

This short segment (0.07 miles) will allow users to connect from the proposed Neighborhood Greenway on South Ardmore Drive to the back of St. Patrick’s Catholic Church, where they can continue on to access West Main Street.

5. **South Franklin Street/East Gate Park Connector**

This proposed 1.2 mile trail will travel parallel to the city boundary on the southeast side and connect the proposed neighborhood greenway on South Franklin to East Gate Park. It will utilize a segment of the existing trail located on the west side of Trippe Lake. From East Gate Park, cyclists will be able to access Moraine View Park to the north, where many recreational and youth sports events are held.

6. **Spur connection from East Gate Park Trail to S. Rice Street**

This 0.48 mile path will connect from the proposed trail mentioned above (East Gate Park) to South Rice Street, on the east side of Trippe Lake. This connection will help to complete a Trippe Lake off–street loop.

7. **East Main Street Rail with Trail**

This 0.86 mile trail will run alongside the active rail line from the new pedestrian/bicycle bridge to the existing trail located at the end of East Main Street on the city’s northeast side. This trail will facilitate traffic to Washington Elementary School and allow for convenient access to Moraine View Park, home to many sporting events.

8. **East Clay Street Connector**

This very short 0.04 mile connection will fill the gap between the existing trail segment that travels to the east of the Trippe Lake condominium development, and East Clay Street.

9. **East Commercial Avenue/Corporate Drive Connector**

This 0.39 mile path will provide access from the current terminus of the trail in Moraine View Park to East Commercial Avenue, utilizing existing City of Whitewater parkland. East Commercial Avenue is slated to receive shared lane markings as well.

10. **Hospital Hill Extension**

This 0.11 mile proposed trail will connect the proposed Neighborhood Greenway on North Cherry Street to the existing trail that parallels West Starin Street.
11. Shaw Court Extension

This trail extension, 0.45 miles, will formalize the footpath between Shaw Court and the UW Whitewater Miller Stadium, located on the northwest side of campus (Figure 4-12). The trail will continue to the n/s portion of Koshkonong Drive.

12. Treyton’s Field of Dreams Trail

This 0.3 mile trail is a part of the Treyton’s Field of Dreams project in Starin Park.

Bike/Ped Bridge over Cravath Lake

This bike/ped bridge would connect the two sides of the lake, traveling parallel to the existing railroad crossing. This bridge would directly connect the residential neighborhood on the east side of the lake to downtown and could be a landmark icon for the city.

Bicycle Facility Selection

The Table 4-4 on the following page is provided to assist the City of Whitewater in making decisions in the future as to which facility to use for streets with various posted speed limits and average daily traffic (ADT) levels. Guidance from the Minnesota Department of Transportation (MNDOT) was used as a basis for these recommendations. Other factors beyond speed and volume which affect facility selection include traffic mix of automobiles and heavy vehicles, the presence of on-street parking, intersection density, surrounding land use, and roadway sight distance. These factors are not included in the facility identification chart above, but should always be a consideration in the facility selection and design process.
It should be noted that providing bicycle lanes on certain streets or designating certain streets as shared signed routes does not imply that bicycles should not be accommodated on all streets. The majority of bicycling takes place on undesignated city streets within neighborhoods. Bicyclists are legally allowed on all city streets and roads regardless of whether the roads are designated as a bikeway or not.

**Safe Routes to School Recommendations**

As a part of the Whitewater Bicycle and Pedestrian Plan, a condensed SRTS audit was performed for two schools in the City of Whitewater. These audits included establishing the existing conditions of a school site and operations, assessing the existing conditions and proposing a series of recommendations. Recommendations are based around the 5 E’s (see page 3). Summarized recommendations for each school are included on the following pages and the full audit reports are available in Appendix E: Safe Routes to School Audits.
Washington Elementary School SRTS Issues/Recommendations

<table>
<thead>
<tr>
<th>Key</th>
<th>Location</th>
<th>Issue/Problem</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Dann Street Pedestrian Bridge</td>
<td>Bridge is old and not ADA compliant, trails/sidewalks leading to the bridge are in rough condition</td>
<td>Replace the bridge, consider alternatives, replace the trails and sidewalks leading to the bridge.</td>
</tr>
<tr>
<td>B</td>
<td>E Main Street crosswalk</td>
<td>Key SRTS crosswalk</td>
<td>Upgrade to a ladder crosswalk and consider its maintenance a high priority.</td>
</tr>
<tr>
<td>C (COMPLETED)</td>
<td>Back parking lot</td>
<td>Currently a mix of student drop off and staff parking</td>
<td>Do not allow parents to drop off here. (COMPLETED)</td>
</tr>
<tr>
<td>D</td>
<td>Fonda Street</td>
<td>Parent drop off area, congested</td>
<td>Consider loading the cars in platoons and adding student or staff safety patrols.</td>
</tr>
<tr>
<td>E</td>
<td>Fonda Street and E North Street</td>
<td>Key SRTS crosswalk</td>
<td>Upgrade to a ladder crosswalk and consider its maintenance a high priority.</td>
</tr>
<tr>
<td>F</td>
<td>E Main Street from Fonda St to N Harris Street</td>
<td>School zone area</td>
<td>Formalize school zone pavement markings and signing following MUTCD guidance.</td>
</tr>
<tr>
<td>G (COMPLETED)</td>
<td>E Main Street near school entrance</td>
<td>Parents dropping off on Main along with the buses</td>
<td>Formalize parent pick up area on Fonda Street, add written policy, and enforce it. (COMPLETED)</td>
</tr>
<tr>
<td>H</td>
<td>E North Street from Fonda Street to N Harris Street</td>
<td>Lack of sidewalk on the campus side</td>
<td>Install sidewalks on the campus side of E North Street. Explore alternatives such as retaining walls or extending the curb to resolve issues with grade.</td>
</tr>
<tr>
<td>I</td>
<td>Dann Street and Milwaukee</td>
<td>Recent improvements are an asset</td>
<td></td>
</tr>
<tr>
<td>J</td>
<td>Ridge Street and Milwaukee St</td>
<td>Recent improvements are an asset</td>
<td></td>
</tr>
<tr>
<td>K</td>
<td>Cravath Lake Park parking lot</td>
<td>Parking lot about 3.5 blocks from the school is an asset</td>
<td>Consider a Walking Wednesdays program where students are walked into the campus from here with an adult escort.</td>
</tr>
</tbody>
</table>
LINCS SRTS Issues/Recommendations

<table>
<thead>
<tr>
<th>Key</th>
<th>Location</th>
<th>Issue/Problem</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Peck Street and South Prince Street</td>
<td>Congestion at arrival and pick up, skewed crosswalk makes crossing longer, parked cars on Peck and Lincoln cause sight distance issues for the guard</td>
<td>Sign and enforce ‘no parking’ for 50 feet east from the intersection of Peck and Prince, (at least during arrival and pick up hours), consider constructing bump outs on the north east and southeast corners of Peck Street to lessen the crossing distance, add a crosswalk to the east leg of intersection.</td>
</tr>
<tr>
<td>B</td>
<td>Trail through campus</td>
<td>Paved trail exists on campus but it is not a direct route to Middle School</td>
<td>Consider formalizing the dirt trail the students use between campuses to provide a more direct connection.</td>
</tr>
<tr>
<td>C</td>
<td>Trail connection at Middle School</td>
<td>Paved trail deadends into the parking lot/driveway on the east side of the building</td>
<td>Install a formal paved path to connect to the school and the sidewalk on S Elizabeth Street.</td>
</tr>
<tr>
<td>D</td>
<td>S Elizabeth and W Melrose</td>
<td>Due to students crossing into neighborhoods west of here, this is a key SRTS crossing</td>
<td>Install crosswalks and associated pedestrian crossing signs, place location high on the maintenance list.</td>
</tr>
<tr>
<td>E</td>
<td>S Elizabeth and W Laurel St</td>
<td>Due to students crossing into neighborhoods west of here, this is a key SRTS crossing</td>
<td>Install crosswalks and associated pedestrian crossing signs, place location high on the maintenance list.</td>
</tr>
<tr>
<td>F</td>
<td>S Elizabeth and W Court</td>
<td>Due to students crossing into neighborhoods west of here, this is a key SRTS crossing</td>
<td>Install crosswalks and associated pedestrian crossing signs, place location high on the maintenance list.</td>
</tr>
<tr>
<td>G</td>
<td>Parking lot on W Highland Street</td>
<td>Due to its location close to the north parking lot and the connection via the running track, this would be an excellent place for remote drop off or pick up</td>
<td>Formalize the connection between the north lot and this lot, train staff to watch for students from this location, encourage parents to consider dropping or picking up their student from here rather than use the north lot.</td>
</tr>
<tr>
<td>H</td>
<td>School Driveway on north end of campus on S Prince Street</td>
<td>Key location for SRTS</td>
<td>Continue to staff this driveway to help students cross during arrival and dismissal, consider a cross walk and maintain the stop bar/stop sign combination.</td>
</tr>
<tr>
<td>I</td>
<td>North parking lot</td>
<td>Lot is congested during arrival and dismissal</td>
<td>Consider platooning the cars for drop off and pick up, ask the parents not to idle their motors while waiting in the afternoons, encourage car pooling to decrease the numbers of private cars on campus.</td>
</tr>
</tbody>
</table>
5 Recommended Pedestrian Policies

In order to fulfill the vision outlined for this plan and create a safe, connected pedestrian system, an update to City policies should be pursued to establish a Complete Streets policy. This policy would be in support of State of Wisconsin Complete Street legislation, and further advance the needs of pedestrians and bicyclists in Whitewater.

A Complete Street is a roadway that, in addition to general purpose vehicular travel lanes, includes sidewalks, bike lanes or shoulders, bus lanes, transit stops, crosswalks, median refuges, curb extensions, appropriate landscaping, and other features that add to the usability and livability of the street as determined by context. Complete streets principles aim to provide a balanced transportation system for all modes of travel providing transportation options that are safe, comfortable, and convenient for anyone to travel by foot or bicycle, with mobility devices, on transit, and in automobile regardless of age or ability. Most importantly, complete streets are based on community desires and are the outcome of good planning and design.

The City of La Crosse Experience

Wisconsin’s Pedestrian and Bicycle Accommodations law addressing complete streets was codified in 2009 as State statute SS 84.01(35) and later into administrative rule as Transportation 75 (Trans-75). The rule aims to “ensure that bikeways and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds.”

In 2011 the City of La Crosse became the first local municipality in Wisconsin to adopt a complete streets policy. This major milestone was the natural partner to the state- and county-level complete streets policy.

Figure 5-1 on the following page displays the full text of the policy passed by the City of La Crosse, and identifies the key elements of their policy. The City of Whitewater should use the language and content of the La Crosse policy as a starting point for a Whitewater specific Complete Streets policy.
PURPOSE
The purpose of the City’s Green Complete Street regulation is to establish standards to safeguard life and property and promote and preserve public welfare and community aesthetics and to allow citizens to enjoy the use of streets and corridors within the city of La Crosse by the establishment of comprehensive standards, regulations and procedures governing the planning, design and construction or major construction of corridors within the City. The regulations found in this section attempt to balance the needs of all users of city streets and corridors including motorists, transit users, pedestrians and cyclists. The purpose of this ordinance is to ensure that the streets of the City of La Crosse provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation, encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people with disabilities. This ordinance is further intended to provide a mechanism to combine the principles of complete streets and traffic calming with improving the stormwater quality and quantity problems that the City faces by incorporating stormwater considerations into each and every complete street or traffic calming activity where feasible.

FOCUS AREAS
The City shall focus Green Complete Streets implementation in areas where the Green Complete Streets infrastructure is most immediately needed such as missing links in sidewalks, along transit routes and stops, areas where non-motorized transportation modes are common or anticipated to become common, corridors which provide primary access to significant destinations such as parks, schools, commercial areas, or employment centers, and streets/intersections which have high pedestrian and/or bicycle crash rates. In addition to focus areas, all corridor projects shall be considered for Green Complete Streets. Green Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the Council’s intent that all sources of transportation funding be drawn upon to implement Green Complete Streets. The City believes that maximum financial flexibility is important to implement Green Complete Streets principles.

DEFINITIONS
The following words and phrases, whenever used in this ordinance shall have the meanings defined in this section unless the context clearly requires otherwise:

(1) Green Complete Streets. Green Complete Streets are streets that safely accommodate all users of the right-of-way, including pedestrians, people requiring mobility aids, bicyclists and drivers and passengers of transit vehicles, trucks, automobiles and motorcycles, while at the same time incorporating best management practices for addressing stormwater runoff.
comfortable travel experience for users, include but are not limited to incorporating a combination of treatments such as sidewalks; shared use paths; bicycle facilities; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes, as well as stormwater and native vegetation features such as curb cuts to vegetation and permeable pavements, and those features identified in the City of La Crosse Bicycle/Pedestrian Master Plan.

(2) Corridor. Any right of way, public or private, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.

(3) Projects. The Construction, reconstruction, retrofit, alteration, or repair of any corridor, including the planning, design, approval, and implementation processes, but does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.

(4) Users. People of all ages and abilities that use corridors, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders and drivers.

(D) REQUIREMENT OF INFRASTRUCTURE ENSURING SAFE TRAVEL

(1) The City Engineering Department, Street Department, Board of Public Works and Planning Department shall make Green Complete Streets practices a routine part of everyday operations and shall approach every transportation project and program as an opportunity to improve public and private corridors and the transportation network for all user groups, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Green Complete Streets.

(2) Every corridor project on public or private property shall incorporate Green Complete Streets infrastructure sufficient to enable reasonable safe travel along and across the right of way for each category of use; provided, however, that such infrastructure may be excluded, upon written approval by the Board of Public Works where documentation and data indicate that:

(a) Use by non-motorized users is prohibited by law;

(b) The cost would be excessively disproportionate (greater than 20 percent) to the need or probable future use over the long term (stormwater and facilities for non-motorized users are weighted equally);

(c) There is a demonstrable absence of current or future need;

(d) Inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project, or because it would be contrary to public safety;

(e) Loss of on-street parking shall not be considered a singular criterion for exclusion of a Green Complete Street Project.
BICYCLE AND PEDESTRIAN PLAN

(f) Public transit facilities are not required on streets not serving as transit routes.

(g) For repairs made pursuant to the pavement openings and restorations or to ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes;

(h) Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight shall be the major priority on streets classified as truck routes. Green Complete Street improvements that are consistent with freight mobility but also support other modes shall be considered on these streets.

(3) The City of La Crosse shall incorporate Green Complete Streets infrastructure into existing and future public and private streets to improve the safety and convenience of users, construct and enhance the transportation network for each category of users, and create employment.

(4) If the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping, or signalization operations on public or private streets, such projects shall implement Green Complete Streets infrastructure to increase safety for users.

(5) Trainings in how to integrate, accommodate, and balance the needs of each category of users shall be provided for planners, civil and traffic engineers, project managers, plan reviewers, inspectors, and other personnel responsible for the design, construction, and maintenance of streets.

(E) DATA COLLECTION, STANDARDS, AND PUBLIC INPUT

(1) The City of La Crosse shall collect data measuring how well the streets of The City of La Crosse are serving each category of users. Data may include latent demand, existing levels of service for different modes of transport and users, collision statistics, bicycle and pedestrian injuries and fatalities, or others.

(2) The City of La Crosse shall put into place performance standards with measurable benchmarks reflecting the ability of users to travel in safety and comfort. Performance standards may include transportation mode shift, miles of new bicycle facilities or sidewalks, percentage of streets with tree canopy and low design speeds, public participation, or others.

(3) The City of La Crosse shall establish procedures to allow full public participation in policy decisions and transparency in individual determinations concerning the design and use of streets.

(4) The City of La Crosse shall incorporate Green Complete Street principles into all appropriate plans, zoning and subdivision codes, laws, manuals, rules, regulations and programs as appropriate; including Confluence The La Crosse Comprehensive Plan and the Bicycle/Pedestrian Master Plan; to integrate, accommodate, and balance the needs of all users on public and private streets.
Proposed Complete Street Policies for the City of Whitewater

To achieve a roadway network that is safe, comfortable, and attractive for all users, the City of Whitewater should adopt a complete streets policy that is consistent with Trans-75 and considers the following topics:

- Planning
- Design
- Construction
- Operations
- Exceptions

Action items listed below can form the basis for either a formally adopted policy, or an informal action plan.

Planning
1. Regularly discuss current roadway projects to provide seamless transitions between existing facilities.
2. Adopt a green transportation hierarchy as a common basis for transportation planning.
3. Review and provide comment on the Transportation Plans of Jefferson and Walworth Counties.
4. Coordinate trail development with Jefferson and Walworth Counties to prioritize trail segments that provide connectivity to the regional system.

Design
1. When appropriate, consider roadway design that slows motor vehicles and/or limits access so as to provide greater safety for cyclists, pedestrians, and motorists (e.g. lane narrowing or the reduction of lanes; reduction of access etc.).
2. Adopt consistent design principles for cyclists and pedestrians as recommended in this Plan and other Statewide planning documents.
3. Evaluate existing and potential on-road bicycle use in all repaving and re-striping projects (i.e. striping of bicycle lanes, wide curb lanes, paving of roadway shoulders or widening of curb lanes) as well as new roadway construction and reconstruction projects.
4. Evaluate the effectiveness of narrowing pedestrian crossing distances at intersections where high motor vehicle counts and high pedestrian counts are expected.
5. Provide appropriate bicycle accommodation on and along all highway, arterial and collector streets.
6. Maintain the function of existing freight corridors, but evaluate design treatments to improve function of the corridor for cyclists and pedestrians.
7. Provide pedestrian accommodation in the form of sidewalks or shared-use paths adjacent to all arterial, highway and collector streets.
8. Develop a complete streets checklist to guide the development of individual transportation projects.\(^\text{12}\)

Construction
1. Provide alternate routes for cyclists and pedestrians during construction, reconstruction, and repair of streets.
2. Develop standards to maintain pedestrian and cyclist access during construction activities.

Operations

\(^\text{12}\) A sample checklist from the Metropolitan Transportation Commission in the San Francisco, CA area can be found here: [http://www.mtc.ca.gov/planning/bicyclespedestrians/Routine_Accommodation_checklist_FINAL.pdf](http://www.mtc.ca.gov/planning/bicyclespedestrians/Routine_Accommodation_checklist_FINAL.pdf)
BICYCLE AND PEDESTRIAN PLAN

1. Time traffic signals to provide adequate/comfortable pedestrian and cyclist crossing time.
2. In pedestrian areas, provide audible and countdown signal heads. Consider exclusive pedestrian timing or leading pedestrian intervals where appropriate.
3. Provide bicycle signal detection at all actuated signals along bikeways and major roads typically used as cycling routes.
4. Develop a coordinated maintenance schedule or program to address bikeway, sidewalk, and shared use path maintenance needs.
5. Establish performance metrics to track the implementation of this policy. These metrics should be consistent with or included in the Policy, Vision, Goals, Objectives and Benchmarks and could include:
   a. Miles of bikeways, shared use paths, and sidewalks in relation to miles of roadway
   b. Reduced collisions involving people who ride bikes or pedestrians
   c. Improvements to air quality
   d. Reduced transportation system maintenance costs
   e. Increased numbers of people walking and riding bicycles (counted annually)
   f. Increased percentage of traffic signals with countdown signalization and/or bicycle detection

Exceptions

Not every street can be ideal for every traveler. However, it is still important to provide basic, safe, and direct access for users regardless of the design strategy used.

Exceptions to the complete streets policy should be made by Common Council or other transportation authority where:

1. A suitable or more desirable alternative is available within a reasonable distance based on public and staff input or criteria defined in Trans-75.
2. The cost of accommodation would be excessively disproportionate to the need or probable use as defined by Trans-75.
6 Recommended Programs

The infrastructure recommendations in the Plan provide safer, more comfortable places for further growth in bicycling and trail use. While improving infrastructure is critical to increasing walking and bicycling rates, the importance of non-infrastructure strategies should not be underestimated. This chapter contains recommendations for education, encouragement, enforcement, and evaluation programs that should be pursued in conjunction with infrastructure investments.

**Safe Routes to School (SRTS) Program**

A SRTS program in Whitewater should address all ‘Five E’s’: Engineering, Education, Encouragement, Enforcement, and Evaluation. Several potential partners are already working on or have expressed willingness to address one or more of the E’s. The Working for Whitewater’s Wellness (W3) organization, a community-based coalition of healthcare, school systems and municipalities within the community, is the right forum for determining the correct next step in light of the organization’s mission and membership, especially since the school district is already a partner. The City will take leadership in the Engineering component of SRTS by pursuing funding for school-specific infrastructure recommendations that emerge from this Plan; the School District will actively support this effort. The City should further support the School District as they develop leadership around the remaining 4 E’s together. The School District should assign high-level leadership to this effort and plan to support the program on a site-specific level as the program may begin locally with interested parents and teachers rather than the district level. W3 can provide additional support, particularly in the health and encouragement components. Potential first steps include promoting walking school buses and park-and-walk routes and implementing infrastructure recommendations at LINCS, Whitewater Middle School and Washington Elementary School.
**Whitewater Biking Map**

This biking map, which was created as part of this Plan, should be oriented at residents (rather than planners), and should show both biking routes as well as destinations. The City will print and distribute copies of the map, but online distribution will be an important way to extend the reach of the product, including exploring the option of offering it for use on mobile devices. There would be great benefit in having the City partner with the University to print and distribute additional copies of the map as part of university orientation, as well as at other community events. Other potential partners for printing and distribution include the Whitewater Tourism Council, the Whitewater Area Chamber of Commerce, and Downtown Whitewater, Inc.

**UW-Whitewater New Student Orientation**

Incoming students (at least freshmen, but preferably all students annually) should receive the walking/biking map and a list of existing community resources, rides, and classes (e.g. Everyone’s Biking Group, Lady Flyer’s Biking Group, and volunteer opportunities). In addition, workshops and clinics could be offered, such as Bike Commuting 101, flat tire and basic maintenance clinics, or women’s biking classes.

**Crosswalk Enforcement Actions and Speeding Enforcement Campaigns**

The goal of these campaigns is to reduce vehicle speeding, increase yielding to pedestrians by both drivers and cyclists, and reducejaywalking. These campaigns should be organized to garner maximum media attention (e.g. a ‘Santa sting’ in costume during December) and should focus on the beginning of the school year and the end of daylight savings. Main/Old Hwy 12 south of campus should be one priority corridor for these campaigns. For campaigns specific to school traffic safety, state Safe Routes to School grants may be able to fund police overtime for the purposes of enforcement activities.

**Bicycle/Pedestrian Counts**

The City should identify key locations for bicycling and walking, and organize consistent annual counts at these locations. The counts should follow the National Bicycle and Pedestrian Documentation Project guidelines, and could be manual counts (supported by W3 and local volunteers), automated counts, or a combination of the two. A volunteer training should be coordinated with a professional who is familiar with count procedure (Figure 6-3).
**Pedestrian and Bicycle Advisory Committee (PBAC)**

It is recommended that the City formalize the current Plan advisory committee as a standing quarterly or bimonthly committee that advises the City on walking and bicycling issues (Figure 6-4). If a City bicycle/pedestrian coordinator is identified, that person should be the staff liaison to the PBAC.

**Bicycle/Pedestrian Coordinator**

Identify a single staff person at the City who is the community liaison for answering walking/bicycling questions, working with W3 and other community organizations, and coordinating Plan implementation.

**Professional Development Courses for Engineers and Planners**

The City should continue to allow staff to participate in Wisconsin Active Communities Action Institute trainings, and other webinars and on-site trainings (such as webinars offered by the Association of Pedestrian and Bicycle Professionals). These opportunities can support City staff by imparting technical expertise on pedestrian and bicycle infrastructure issues.

**Annual Report Card**

The City should publish an annual report summarizing accomplishments (both infrastructure and programs), partnerships, and count results. This report should be co-authored by the PBAC and reviewed by W3 for presentation by the Bicycle/Pedestrian Coordinator to the City Council. The goal is to celebrate accomplishments and raise the overall profile of bicycling and walking efforts in the community (Figure 6-5).

**Walk & Bicycle Friendly Community Designation**

The City, assisted by W3, should apply for both Bicycle Friendly Community (BFC) and Walk-Friendly Community (WFC) designations, and celebrate the awards with media outreach and a public event (e.g. group ride or walk) when they are received. The application process is involved but very valuable. To reduce the impact on City staff, it is recommended that BFC and WFC applications be completed during different years, and supported by partners from W3.
BICYCLE AND PEDESTRIAN PLAN

**Bike/Pedestrian Resources Website**

The City website should include all official planning documents and reports related to bicycling and walking in Whitewater, including the adopted Plan, any updates about implementation of the Plan, media releases (e.g. about crosswalk enforcement actions), bike/ped counts, the annual report card, and PBAC agendas/minutes. In addition, the City website should include any bicycle and pedestrian events in the community as well as the network map. There should be coordination between the City website and the W3 website and events calendar to reduce duplication of effort.

**Open Streets Event**

Open Streets Events (also called Summer Streets, Ciclovias, or Play Streets) are periodic street closures (usually on Sundays) that create a park-like experience on the street, encouraging walking, bicycling, dancing, hula hooping, roller skating, and more. The purpose of the event is to promote walking and biking to the general public by providing a car-free street event, an especially effective strategy in neighborhoods without close access to parks. The city should partner with W3 and interested downtown businesses to identify the appropriate roadway corridor and time of year for an open street event. W3 can take the lead on coordination with support from city staff.
7 Implementation

The Whitewater Bicycle and Pedestrian Plan is a 20-year plan that city residents and decision makers can use to guide Whitewater's progress towards becoming a great place to walk and bike. This chapter highlights short-term infrastructure recommendations and associated costs, discusses programmatic actions that should be implemented first and provides a suggested timeframe for various actions recommended in previous chapters. Table 7-1 and Table 7-2 provide a summary of key recommended Plan actions and priority projects, along with implementation timeframes.

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Table 7-2: Short Term Implementation Work Plan for Infrastructure

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<td>Bike Lanes / 48 ft</td>
<td>W Main St to N Cherry Street</td>
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<td></td>
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<td>Treyton’s Field of Dreams</td>
<td>Shared Use Path</td>
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<td>East Gate Project</td>
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<td>Shared Use Path / Bike lanes on Wisconsin St from Milwaukee St to Tripp Lake Path</td>
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<td>W Main Street</td>
<td>Bike Lanes /48 ft</td>
<td>N Tratt St to S Franklin Street</td>
<td>✓</td>
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<td></td>
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<td>Advocacy with Walworth Co. and WisDOT</td>
<td>Pedestrian Connection</td>
<td>Ped improvements on CTY N for connections to mobile home park and to HWY 26 Shared Use Path Network</td>
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<td>E North Street</td>
<td>Bike Lanes/ 34 ft</td>
<td>S Franklin Street to N Newcomb Street</td>
<td>✓</td>
<td></td>
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</tr>
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<td>Indian Mound Parkway</td>
<td>Bikes Lanes/ 44 ft</td>
<td>W Walworth Street to W Main Street</td>
<td>✓</td>
<td></td>
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<tr>
<td>W Walworth Street</td>
<td>Bike Lanes / 38 ft</td>
<td>STH 12 to S Franklin Street</td>
<td>✓</td>
<td></td>
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<td>S Elizabeth Street</td>
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<td>Whitewater High School to W Main Street</td>
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<td>N Fremont Street</td>
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<td>W North Street to E Schwager Drive</td>
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<td></td>
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<tr>
<td>N Newcomb Street</td>
<td>Bike Lanes / 36 ft</td>
<td>E Milwaukee Street to E Executive Drive</td>
<td>✓</td>
<td></td>
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<tr>
<td>E Bluff Road</td>
<td>Bike Lanes / 38 ft</td>
<td>Elkhorn Road to Howard Road</td>
<td>✓</td>
<td></td>
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<tr>
<td>W Main Street</td>
<td>Bike Lanes / 48 ft</td>
<td>Indian Mound Parkway to N Tratt Street</td>
<td>✓</td>
<td></td>
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<tr>
<td>N Tratt Street</td>
<td>Bike Lanes /29 ft</td>
<td>W Main Street to Bloomingfield Drive</td>
<td>✓</td>
<td></td>
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<tr>
<td>E Milwaukee Street</td>
<td>Bike Lanes / 38 ft</td>
<td>Easterley Street to E Bluff Road</td>
<td>✓</td>
<td></td>
<td></td>
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<td>Elkhorn Road Resurfacing - Bike Lane Markings</td>
<td>Bike Lanes / 48 ft</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
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<tr>
<td>Indian Mound Parkway</td>
<td>Bike Lanes / 38 ft</td>
<td>South of W Walworth Street</td>
<td>✓</td>
<td></td>
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<td>Dann Street Bridge Replacement</td>
<td>Shared Use Path</td>
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<td></td>
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<tr>
<td>STH 89</td>
<td>Bike Lanes / 38 ft</td>
<td>Willis Ray Road to STH 12</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Shaw Court Ext Path</td>
<td>Shared Use Path</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
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<tr>
<td>South Franklin/East Gate Path/S Rice</td>
<td>Shared Use Path</td>
<td>Grants, Include in CIP</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

* Bike lane street width measurements are estimates from aerial photography or city supplied databases. Measurements represent the distance between curb face and/or edge of pavement. Measurements may vary along the length of the project may change at intersections.
Infrastructure Project Prioritization

The Whitewater Bicycle and Pedestrian plan provides a comprehensive set of trail and on-street infrastructure recommendations that Whitewater and other project partners can implement, allowing residents and visitors alike to walk and bike more safely and comfortably. The order in which projects in this plan are constructed will depend on many factors including budget and grant availability, community support and various city policies.

While all projects represent important steps for improving Whitewater’s cycling environment, prioritizing projects will allow the City to program limited financial and staff resources in the most strategic fashion. Project prioritization was driven by data and knowledge of future planned construction, available funding, and local priorities. Projects were first prioritized using objective criteria and then reviewed by city staff to develop the short term implementation plan that is presented in Table 7-2.

The objective project scoring criteria are shown in Table 7-3. Points were assigned and then scores for each criterion were weighted, based on input from the steering committee.

Table 7-3: Bicycle Facility Prioritization Criteria

<table>
<thead>
<tr>
<th>Steering Committee Ranking</th>
<th>Criterion</th>
<th>Description</th>
<th>Scoring Definitions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>System Connectivity</td>
<td>To what degree does the project fill a missing gap in the bicycle system?</td>
<td>Projects will receive five points if they fill a gap of less than one-quarter mile and 3 points for gap measuring between one-quarter and one-half mile.</td>
</tr>
<tr>
<td>2</td>
<td>Safety and Comfort</td>
<td>How well can the project potentially improve bicycling on routes that will likely be used by children and the elderly.</td>
<td>Projects within one-quarter mile of a school receive 5 points; projects within one-half mile of a school receive 2 points.</td>
</tr>
<tr>
<td>3</td>
<td>Provides Access to Community Destinations</td>
<td>Score each project based on its proximity to commercial areas, parks and civic areas. Projects receive a higher score if they are located closer to community destinations.</td>
<td>Projects within one-half mile of a park, school or commercial area receive 5 points; projects within one mile receive 3 points.</td>
</tr>
<tr>
<td>4</td>
<td>Roadway Function</td>
<td>Does the street become more complete with a dedicated bicycle facility? Projects are scored based on roadway types. Projects on arterials score higher than projects on local roadways.</td>
<td>Projects will receive 5 points if they are located on a state or county highway, 3 points if they are located on a local roadway and 1 point if they are a pathway.</td>
</tr>
</tbody>
</table>
The proposed bikeway system is comprised of about 80 projects which have been organized into three tiers representing the relative project priority and a suggested construction timeframe:

- Short Term (0 – 7 Years) – listed on Table 7-2
- Medium Term
- Long Term

Project prioritization is shown on Map 7-1 through 7-4 and described in Table 7-2 and Table 7-4:

Recommended Bikeway Project Phasing. The City should regularly revisit the project list to schedule near term projects, as there are many factors that can and should affect project implementation, including:

- Any changes to existing grant programs, or creation of new grant or funding programs that affect the type or number of large-budget projects that can be implemented
- Any changes in City policy that could affect how local, state or federal funds can be spent
- Changes to zoning and land use that will affect where and how development occurs in Whitewater
- Changes to staff capacity to manage project implementation
- Community input (e.g., through the Bicycle Advisory Committee)
- Directives (policy or otherwise) from elected officials and other governing bodies
- Interest from partners (i.e., University of Wisconsin-Whitewater) in implementing projects that are partially or entirely within their jurisdiction

<table>
<thead>
<tr>
<th>Name</th>
<th>From</th>
<th>To</th>
<th>Facility Type / Street Width*</th>
<th>Length (Mi.)</th>
<th>Priority</th>
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<tbody>
<tr>
<td>CTH U</td>
<td>N Tratt St</td>
<td>Fremont Rd</td>
<td>Bike Lane / 24 Ft</td>
<td>0.96</td>
<td>Medium</td>
</tr>
<tr>
<td>E Cty Line Rd</td>
<td>N Warner Rd</td>
<td>Indian Mound Pkwy</td>
<td>Bike Lane / 30 Ft</td>
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<td>E Main St</td>
<td>S Wisconsin St</td>
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<td>S Estery St</td>
<td>S Newcomb St</td>
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<td>Elkhorn Rd</td>
<td>E Clay St</td>
<td>Hwy 12</td>
<td>Bike Lane / 40 Ft</td>
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<td>E Schwager Dr</td>
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<td>Bloomingfield Dr</td>
<td>CTH U</td>
<td>Bike Lane / 28 Ft</td>
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<td>Medium</td>
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<td>S Franklin St</td>
<td>S Fourth St</td>
<td>Bike Lane / 36 Ft</td>
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<td>Medium</td>
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<td>S Wisconsin St</td>
<td>Elkhorn Rd</td>
<td>Neighborhood Greenway</td>
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<td>Medium</td>
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<td>E North St / N Oak St / E Chicago St / N East St</td>
<td>N Newcomb St</td>
<td>E Main St</td>
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<td>W Main St</td>
<td>W Starin St</td>
<td>Neighborhood Greenway</td>
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<td>Medium</td>
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<td>S Moraine View Pkwy</td>
<td>E Jakes Way</td>
<td>E Bluff Rd</td>
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<tr>
<td>Name</td>
<td>From</td>
<td>To</td>
<td>Facility Type / Street Width*</td>
<td>Length (Mi.)</td>
<td>Priority</td>
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<td>S Pleasant St / W Satinwood Ln / S Ardmore Dr</td>
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<td>S Ardmore Dr</td>
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<td>Neighborhood Greenway</td>
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<td>W Highland St</td>
<td>W Center St</td>
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<td>Medium</td>
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<td>S Franklin St</td>
<td>W Whitewater St</td>
<td>Neighborhood Greenway</td>
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<td>Medium</td>
</tr>
<tr>
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<td>S Summit St</td>
<td>S Franklin St</td>
<td>Neighborhood Greenway</td>
<td>0.25</td>
<td>Medium</td>
</tr>
<tr>
<td>W Harper St</td>
<td>S Janesville St</td>
<td>W Walworth St</td>
<td>Neighborhood Greenway</td>
<td>0.46</td>
<td>Medium</td>
</tr>
<tr>
<td>W Highland St</td>
<td>S Elizabeth St</td>
<td>S Summit St</td>
<td>Neighborhood Greenway</td>
<td>0.54</td>
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</tr>
<tr>
<td>W Melrose St</td>
<td>S Pleasant St</td>
<td>S Elizabeth St</td>
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<tr>
<td>W Peck St</td>
<td>S Prairie St</td>
<td>S Janesville St</td>
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<tr>
<td>W South St</td>
<td>S Prince St</td>
<td>S Janesville St</td>
<td>Neighborhood Greenway</td>
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<td>W South St</td>
<td>S Elizabeth St</td>
<td>Terminus of W South St</td>
<td>Neighborhood Greenway</td>
<td>0.11</td>
<td>Medium</td>
</tr>
<tr>
<td>W Wildwood Rd / S Woodland Dr / W Satinwood Dr</td>
<td>Indian Mound Pkwy</td>
<td>S Pleasant St</td>
<td>Neighborhood Greenway</td>
<td>0.39</td>
<td>Medium</td>
</tr>
<tr>
<td>Walton Dr / Shaw Ct</td>
<td>CTH N</td>
<td>Terminus of Shaw CT</td>
<td>Neighborhood Greenway</td>
<td>0.43</td>
<td>Medium</td>
</tr>
<tr>
<td>E Commercial Ave / Moraine View Park</td>
<td>Industrial Dr</td>
<td>Corporate Dr</td>
<td>Off Street Trail</td>
<td>0.39</td>
<td>Medium</td>
</tr>
<tr>
<td>Hospital Hill Trail Extension</td>
<td>N Cherry St</td>
<td>Existing Trail</td>
<td>Off Street Trail</td>
<td>0.11</td>
<td>Medium</td>
</tr>
<tr>
<td>W South St Connector</td>
<td>200' E of Elizabeth St</td>
<td>S Prince St</td>
<td>Off Street Trail</td>
<td>0.12</td>
<td>Medium</td>
</tr>
<tr>
<td>WHS-S Franklin Path</td>
<td>Hwy 12</td>
<td>S Wisconsin St</td>
<td>Off Street Trail</td>
<td>1.36</td>
<td>Medium</td>
</tr>
<tr>
<td>STH 89</td>
<td>Willis Ray Rd</td>
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<td>Regional Connection</td>
<td>0.44</td>
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</tr>
<tr>
<td>E Commercial Ave</td>
<td>N Newcomb St</td>
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<td>Shared Lane Marking</td>
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<td>N Fonda St</td>
<td>E Main St</td>
<td>E North St</td>
<td>Shared Lane Marking</td>
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<tr>
<td>S Fremont St</td>
<td>W Whitewater St</td>
<td>W North St</td>
<td>Shared Lane Marking</td>
<td>0.21</td>
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<tr>
<td>W Carriage Dr</td>
<td>W Carriage Dr</td>
<td>N Tratt St</td>
<td>Shared Lane Marking</td>
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<tr>
<td>Name</td>
<td>From</td>
<td>To</td>
<td>Facility Type/ Street Width*</td>
<td>Length (Mi.)</td>
<td>Priority</td>
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<tr>
<td>-------------------------------</td>
<td>--------------------</td>
<td>---------------------</td>
<td>-----------------------------</td>
<td>--------------</td>
<td>----------</td>
</tr>
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<td>W North St</td>
<td>W Whitewater St</td>
<td>Shared Lane Marking</td>
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</tr>
<tr>
<td>W Whitewater St</td>
<td>S Fourth St</td>
<td>E Main St</td>
<td>Shared Lane Marking</td>
<td>0.27</td>
<td>Medium</td>
</tr>
<tr>
<td>S Franklin St</td>
<td>Willis Ray Rd</td>
<td>S Janesville St</td>
<td>Neighborhood Greenway</td>
<td>1.09</td>
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<tr>
<td>Cravath Lake bike/ped bridge</td>
<td>Cravath Lake Park</td>
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<td></td>
<td></td>
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<tr>
<td>E Main Street St Rail with Trail</td>
<td>S Ridge St</td>
<td>E Main St Terminus</td>
<td>Off Street Trail</td>
<td>0.86</td>
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</tr>
<tr>
<td>S Ardmore St Extension</td>
<td>S Ardmore Dr</td>
<td>Church Property</td>
<td>Off Street Trail</td>
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<tr>
<td>South Franklin/East Gate Path/S Rice Extension</td>
<td>Existing MUP</td>
<td>S Moraine View Pkwy</td>
<td>Off Street Trail</td>
<td>1.19</td>
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</tr>
<tr>
<td>South Franklin/East Gate Path/S Rice Extension</td>
<td>Willis Ray</td>
<td>Proposed MUP Indian Mound Pkwy</td>
<td>Off Street Trail</td>
<td>0.26</td>
<td>Long</td>
</tr>
<tr>
<td>W Walworth St Trail</td>
<td>Hwy 12</td>
<td></td>
<td></td>
<td>0.36</td>
<td>Long</td>
</tr>
<tr>
<td>West Main-West Carriage Drive Connector</td>
<td>W Main St</td>
<td>W Carriage Dr</td>
<td>Off Street Trail</td>
<td>0.62</td>
<td>Long</td>
</tr>
<tr>
<td>West Walworth-West Main Path</td>
<td>Walworth Ave</td>
<td>W Main St</td>
<td>Off Street Trail</td>
<td>0.68</td>
<td>Long</td>
</tr>
<tr>
<td>Bluff Rd</td>
<td>Howard Rd</td>
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<td>Regional Connection</td>
<td>0.59</td>
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</tr>
<tr>
<td>Clover Valley Rd</td>
<td>Willis Ray Rd</td>
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<td>Regional Connection</td>
<td>0.38</td>
<td>Long</td>
</tr>
<tr>
<td>CTH P</td>
<td>Hwy 12</td>
<td>Regional destination</td>
<td>Regional Connection</td>
<td>0.62</td>
<td>Long</td>
</tr>
<tr>
<td>Fremont Rd</td>
<td>CTH U</td>
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<td>0.56</td>
<td>Long</td>
</tr>
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<td>S Franklin St</td>
<td>W Walworth St</td>
<td>Regional destination</td>
<td>Regional Connection</td>
<td>0.77</td>
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</tr>
<tr>
<td>N Tratt St</td>
<td>CTH U</td>
<td>Regional destination</td>
<td>Regional Connection</td>
<td>0.86</td>
<td>Long</td>
</tr>
<tr>
<td>W Clay St Connector</td>
<td>Existing Trail</td>
<td>E Clay Street</td>
<td>Off Street Trail</td>
<td>0.04</td>
<td>Long</td>
</tr>
</tbody>
</table>

* Bike lane street width measurements are estimates from aerial photography or city supplied databases. Measurements represent the distance between curb face and/or edge of pavement. Measurements may vary along the length of the project may change at intersections.
Map 7-1: Project Prioritization: Overview

City of Whitewater
Bicycle & Pedestrian Plan
Project Prioritization

Streets, Bikeways & Paths
- US / State Highway
- County Highway
- Local Street / Road

Project Prioritization
- Short Term (2013 - 2020)
- Medium Term
- Longer Term

Land Use
- Park / Open Space
- City of Whitewater
- University of Wisconsin - Whitewater
- Water

Map prepared by the Wisconsin Bike Fed. Map data provided by the City of Whitewater and the U.S. Census Bureau. November 2013
City of Whitewater
Bicycle & Pedestrian Plan
Project Prioritization
Medium Term

Streets, Bikeways & Paths
- Neighborhood Greenway, Existing/Proposed
- Bicycle Lane, Existing/Proposed
- Shared Lane Marking, Existing/Proposed
- Shared Use Path, Existing/Proposed
- US / State Highway
- County Highway
- Local Street / Road

Land Use
- Park / Open Space
- City of Whitewater
- University of Wisconsin - Whitewater
- Water

Map prepared by the Wisconsin Bike Fed. Map data provided by the City of Whitewater and the U.S. Census Bureau. November 2013
City of Whitewater
Bicycle & Pedestrian Plan
Project Prioritization
Long Term

Streets, Bikeways & Paths
- Neighborhood Greenway, Existing/Proposed
- Bicycle Lane, Existing/Proposed
- Shared Lane Marking, Existing/Proposed
- Shared Use Path, Existing/Proposed
- US / State Highway
- County Highway
- Local Street / Road

Land Use
- Park / Open Space
- City of Whitewater
- University of Wisconsin - Whitewater
- Water

Map prepared by the Wisconsin Bike Fed. Map data provided by the City of Whitewater and the U.S. Census Bureau.
November 2013
Priority Project Sheets

The following pages provide project description sheets with specific recommendations and maps for three high priority projects, which represent the first stage of Plan implementation. Specific recommendations were based on field visits, high-resolution aerial photos, and discussions with local and regional planning staff and system users. Each map depicts the recommended bikeway or trail under focus, as well as selected nearby connections. Please refer to the larger system maps for each project’s context within the overall surrounding bikeway and trail networks.

Appendix F: West Main Street Safety Project provides a more detailed description and needs analysis for improvements on West Main Street, including detailed planning level cost estimates.
Project Sheet: West Main Street Traffic Safety Project

**Roadway Reconfiguration Cross Section**

*Dimensions:*

**Before**

- 11' Travel
- 11' Travel
- 11' Travel
- 11' Travel

**After**

- 6' Bike Lane
- 11' Travel
- 10' Center Turn Lane
- 11' Travel
- 6' Bike Lane

**Description:**

The West Main Street Traffic Safety Project proposes a series of related roadway improvements to reduce excessive speeding, promote smooth traffic flow, and increase safety and mobility for non-motorized transportation. This project proposes the following:

- **Roadway reconfiguration**
  - Going from 4 lanes to 3 lanes to provide a two-way center turn lane provides dedicated space for turning vehicles, encourages consistent through travel speed and removes the “double threat” at pedestrian crossings.

- **New bicycle lanes**

- **One new mid block pedestrian crossing.**

- **Three new median refuge islands**
  - Median Refuge islands enhance new and existing unsignalized marked pedestrian crossings.

- **High Visibility Striping**
  - Black backing striping will be used to increase the contrast and visibility of roadway markings.

The plan is separated into three phases. Phase I implements striping changes from Franklin to Tratt. Phase II introduces median refuge islands. Phase III extends the treatment to Indian Mound Parkway.

**Planning Level**

<table>
<thead>
<tr>
<th>Location</th>
<th>Cost (in dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Franklin to Tratt (Phase I)</td>
<td>$80,000</td>
</tr>
<tr>
<td>Franklin to Tratt (Phase II)</td>
<td>$20,000</td>
</tr>
<tr>
<td>Tratt to Indian Mound Pkwy (Phase III)</td>
<td>$142,000</td>
</tr>
</tbody>
</table>

**Typical Signing at Median Refuge Island Crossing:**

- W11-2, W16-7p

**Pedestrian Crossing Enhancement Locations:**

- New midblock crossing and median island on west side of crossing
- Relocate crossing to west side of intersection, add median refuge island
- Median refuge island on west side of crossing

---

70 | CITY OF WHITEWATER
**Informational Signs:** Clear wayfinding and informational signs should direct users onto and off of the path where it joins Main Street. There are many potential routings bicyclists may use to reach destinations, and an informational sign including a map may help users identify the most appropriate route to their destination. Likely routes to the two lakes are described below:

**To Cravath Lake:** Path users should travel east toward the intersection with Jefferson Street; cross the marked crosswalk when safe and continue westbound along the south side of Main Street to connect with Cravath lake pathways. Alternatively, users may take the north-side sidewalks to cross at the intersection of Whitewater St.

**To Trippe Lake:** Path users should cross to the south side of Main Street at the Jefferson Street marked crosswalk. Continue along Main Street until it becomes Milwaukee Street. Head south on Wisconsin Street to connect with the Trippe Lake pathways.

---

**East Gateway Bicycle Circulation**

City of Whitewater
Whitewater Bicycle and Pedestrian Plan

Source: Downtown East Gateway Street Reconstruction Concept, City of Whitewater, 2013.
Author: NF
Date: December 2013
Description:
South Janesville Street intersects with South Franklin Street at an angle from the southwest. Most vehicles traveling south on South Franklin, take the easy right and continue south on South Janesville; most bicyclists, however, will wish to cross South Janesville here, and continue south on South Franklin. This plan presents two options to make that movement more comfortable for the bicyclist. In either case, the cyclist will need to look back at traffic coming from South Franklin, wait for a gap in traffic from behind, then continue south on South Franklin.

Option 1 - Drop Bike Lane

Option 2 - Two Stage Turn

Project Sheet: Intersection of South Franklin Street and South Janesville Street
**East Main** carries traffic volumes and speeds to warrant a separate bicycle lane for safe bicycle travel. Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lanes are located on the right side of the street, between the adjacent travel lane and curb, and is used in the same direction as motor vehicle traffic.

**Design considerations:**
When adjacent to on-street parallel parking, bicycle lanes should be expanded to up to 7’ wide to avoid door zone hazards. When adjacent to front-in angled parking, consider the use of Shared Lane Markings rather than bicycle lanes to reduce conflict with reversing automobiles.

---

**East Main Street Bike Lanes (W Main St. to N Newcomb St.)**

City of Whitewater
Whitewater Bicycle and Pedestrian Plan

*Author: NF*
*Date: June 2013*
North Fonda Street is a narrow, one-way street with front-in angled parking. The best bicycle facility on this street is to provide a shared-roadway marked with Shared Lane Markings. This configuration differs from a neighborhood greenway due to a lack of traffic calming, wayfinding, and other enhancements designed to provide a higher level of comfort for a broad spectrum of users.

Conventional front-in diagonal parking is not compatible or recommended with the provision of bike lanes, as drivers backing out of conventional diagonal parking have limited visibility of approaching bicyclists. Under these conditions, shared lane markings should be used to guide bicyclists away from reversing automobiles.

**North Fonda Shared Lane Markings (E Main St. to E. North St.)**

City of Whitewater
Whitewater Bicycle and Pedestrian Plan

Author: NF
Date: June 2013
North Franklin St. is a local neighborhood street connecting W Main St. to Starin Park. The best bicycle facility to take advantage of the low-stress setting is a neighborhood greenway.

Neighborhood greenways are low-volume, low-speed streets modified to enhance bicycling by using treatments such as signage, pavement markings, traffic calming and/or traffic reduction, and intersection modifications. These treatments allow through movements of bicyclists while discouraging similar through-trips by non-local motorized traffic.

Potential design features are illustrated below (not all will be appropriate for North Franklin St):

- **Curb Extensions** shorten pedestrian crossing distance.
- **Speed Humps** manage driver speed.
- **Mini Traffic Circles** slow drivers in advance of intersections.
- **Enhanced Crossings** use signals, beacons, and road geometry to increase safety at major intersections.
- **Partial Closures** and other volume management tools limit the number of cars traveling on the bicycle boulevard.
- **Signs and Pavement Markings** identify the street as a bicycle priority route.

**Project Length:** .34 mi  
**Medium Term (5-10 Years)**

---

City of Whitewater  
Whitewater Bicycle and Pedestrian Plan  
Author: NF  
Date: December 2013
West Walworth St is a fast street, and extra separation from moving vehicles may improve bicyclist comfort. With relatively no street crossings on the south side of the street, a two-way shared use path is an appropriate bicycle facility at this location. Shared-use paths allow for two-way, off-street bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

This path will connect to an existing path at Whitewater High School and proposed bike lanes at Indian Mound Parkway.

Key features of shared use paths include:

- Access points from the local road network.
- Directional signs to direct users to and from the path.
- A limited number of at-grade crossings with streets or driveways.
- Terminating the path where it is easily accessible to and from the street system.

Project Length: .36 mi
Medium Term (5-10 Years)

Location:

West Walworth Street Shared Use Path (Indian Mound Pkwy. to Whitewater High School)
A shared use path loop around Trippe Lake could serve both transportation and recreational purposes in Whitewater. The project consists of two parts as identified in the Whitewater Bicycle and Pedestrian Plan:

**South Franklin Street/East Gate Park Connector (2 miles)**
This proposed 2 mile trail will travel parallel to the city boundary on the southeast side and connect the proposed neighborhood greenway on South Franklin to East Gate Park. It will utilize a segment of the existing trail located on the west side of Trippe Lake.

This project will require a stream crossing of Whitewater Creek at the southeast corner of the lake.

**Rice Street Spur Connection (0.48 miles)**
Spur connection from East Gate Park Trail to S. Rice Street
This 0.48 mile path will connect from the proposed trail mentioned above (East Gate Park) to South Rice Street, on the east side of Trippe Lake.

The path alignment close to Trippe Lake brings the potential of traveling through wetland areas. Boardwalk path designs are available to reduce impacts to natural areas such as wetlands, and may be required in environmentally sensitive areas. Cost estimates presented here assume .1 miles of wetland boardwalks.

**Implementation Phasing:** The Whitewater Bicycle and Pedestrian Plan identifies two separate projects to result in the Trippe Lake loop. If construction of the loop is a high priority, it is possible to implement only a portion of the South Franklin Street/East Gate Park Connector project necessary to connect to the Rice Street Spur Connection.

These cost opinions were developed based on initial planning-level examples and industry averages. These costs are fully burdened estimates provided in 2013 dollars rounded to the nearest ten thousand and do not include costs for right-of-way acquisition, wayfinding signs or other site-specific costs.

**Project Sheet: Trippe Lake Shared Use Path Loop**

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Shared-Use Path 2.25 mi</td>
<td>$2,800,000</td>
</tr>
<tr>
<td>Boardwalk Segments (.1 mi)*</td>
<td>$450,000</td>
</tr>
<tr>
<td>Stream Crossing (50 ft)</td>
<td>$900,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$4,150,000</strong></td>
</tr>
</tbody>
</table>

*Precise length of boardwalk and stream crossing segments to be determined with further analysis.*
Cost Estimates

A project cost for each type of on-street bicycle and trail facility is shown in Table 7-5: Cost Assumptions. These cost opinions were developed based on initial planning-level examples of similarly constructed projects and industry averages. These costs are fully burdened estimates provided in 2012 dollars rounded to the nearest thousand and do not include costs for right-of-way acquisition, wayfinding signs or other site-specific costs.

Table 7-5: Cost Assumptions

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Cost Per Mile</th>
<th>Annualized On-Going Costs*</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>Shared Lane Markings</td>
<td>$20,000</td>
<td>$7,000</td>
<td>Assumes SLM marking every 200' each direction, regulatory signage every 400' each direction. May reduce on-going costs by using thermoplastic markings.</td>
</tr>
<tr>
<td>Neighborhood Greenways</td>
<td>$100,000</td>
<td>$7,000</td>
<td>Assumes an “Average” treatment, including speed humps, median refuge islands, curb extensions and sidewalk curb ramps as needed along the corridor.</td>
</tr>
<tr>
<td>Bike Lane</td>
<td>$36,000</td>
<td>$29,000</td>
<td>Assumes striping removal and restriping. Bike lane markings every 800' in both directions. May reduce on-going costs by using thermoplastic markings.</td>
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<tr>
<td>Shared-Use Path</td>
<td>$1,250,000</td>
<td>Varies***</td>
<td>Assumes 12’ path. Estimates do not include ROW acquisition costs; costs for potentially required bridges or retaining walls; or costs for amenities including lighting, benches, bicycle parking, interpretive kiosks, etc.</td>
</tr>
</tbody>
</table>

*Costs include engineering (25%), contingency (15%), and design (20%) allowances.
**Annualized costs assume repainting stripes and pavement markings twice per year.
***Asphalt paths typically require repaving every 7 – 15 years and concrete pathways every 25

Maintenance Costs

On-street bikeways and trails require regular maintenance and repair. On-street bikeways are typically maintained as part of standard roadway maintenance programs, and extra emphasis should be placed on keeping bike lanes and roadway shoulders clear of debris and keeping vegetation overgrowth from blocking visibility or creeping into the roadway.

Funding Sources

Acquiring funding for projects and programs is considerably more likely if it can be leveraged with a variety of local, state, federal and public and private sources. This section identifies potential matching and major funding sources available for bicycle and trail projects and programs. A detailed description of these funding programs is available in Appendix G: Funding Sources.

Moving Ahead for Progress in the Twenty-First Century (MAP-21)

The largest source of federal funding for bicycle and pedestrian projects is the United States Department of Transportation’s (US DOT) Federal-Aid Highway Program, which Congress has reauthorized roughly every six years since the passage of the Federal-Aid Road Act of 1916. The latest act, Moving Ahead for Progress in the Twenty-First Century (MAP-21) was enacted in July 2012 as Public Law 112-141.
MAP-21 authorizes funding for federal surface transportation programs including highways and transit until September 2014. There are a number of programs identified within MAP-21 that are applicable to bicycle and pedestrian projects. These programs include:

- Transportation Alternatives (TAP)
  - Transportation Alternatives
  - Recreational Trails
  - Safe Routes to School
    - Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation/Air Quality Program (CMAQ)
- New Freedom Initiative
- Pilot Transit-Oriented Development Planning

**Other Federal Grant Programs**

- Partnership for Sustainable Communities
- Community Development Block Grants
- Community Transformation Grants
- Land and Water Conservation Fund
- Rivers, Trails, and Conservation Assistance Program

The City of Whitewater should track federal communications and be prepared to respond proactively to announcements of grant availability.

**State Funding Sources**

The State of Wisconsin has historically funded bicycle and pedestrian projects above and beyond Federal Transportation Enhancement (TE) dollars through two State grant programs: the Bicycle and Pedestrian Funding Program (BPFP) and the Surface Transportation Program – Discretionary (STP-D). Funding levels and cycles for both programs has been somewhat sporadic since the early 1990s. In 2002 the Surface Transportation Program – Discretionary (STP-D) was dismantled, but the Bicycle and Pedestrian Funding Program (BPFP) still exists.

**WisDOT Bicycle and Pedestrian Funding Program (BPFP)**

The most recent funding cycle of the BPFP in 2010 provided more than half a million dollars for bicycle and pedestrian planning and design throughout the state. Funding through the program is competitive – a
committee ranks projects and makes funding recommendations to the Wisconsin Department of Transportation Secretary.

All BPFP funds have been awarded through FY 2014. Information on the next BPFP funding cycle will be posted on the WisDOT Bicycle and Pedestrian Facilities Program webpage in 2013: http://www.dot.wisconsin.gov/localgov/aid/bike-ped-facilities.htm.

**State Recreation Grant Programs**

The Wisconsin Department of Natural Resources administers several grant programs that may support bicycle and pedestrian facilities that provide a recreational benefit to the state. Grants are due on May 1st of each year. With the exception of the Recreational Trail Aids program, each program below is part of the Knowles-Nelson Stewardship Program, a fund created by the Wisconsin Legislature in 1989 to “preserve valuable natural areas and wildlife habitat, protect water quality and fisheries, and expand opportunities for outdoor recreation."

- Acquisition & Development of Local Parks
- Friends of State Lands
- Habitat Area
- Recreational Trail Aids (RTA)
- State Trails
- Urban Green Space
- Urban Rivers

**Private Foundations**

Private foundations are an increasingly important source of funds for bicycle and pedestrian planning and implementation. For example, planners in Ozaukee County successfully secured a $10,000 grant from the Bikes Belong Coalition and a $25,000 grant from the Wisconsin Energy Corporation Foundation to partially fund the Ozaukee Interurban Trail.

To read a case study of the Ozaukee Interurban Trail, visit: http://www.bicyclinginfo.org/library/details.cfm?id=4154

For more information on private foundations, including an extensive list of national foundations visit: http://www.foundationcenter.org/
### Table 7-6: Summary of Potential Funding Sources

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>On-Street Pedestrian Facilities</th>
<th>On-Street Bicycle Facilities</th>
<th>Off-Street Shared-Use Paths</th>
<th>Non-Infrastructure Programs</th>
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<td><strong>Federal Sources</strong></td>
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<td>MAP-21</td>
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<td>✓</td>
</tr>
<tr>
<td>Transportation Alternatives (TAP)</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Recreational Trails Program (RTP)</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Safe Routes to School (SRTS)</td>
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Appendices

This report references detailed appendix items for additional data and support of Plan recommendations. The following appendices are available:

Appendix A: Best Practices Review of Vision, Goals and Objectives
Appendix B: Plan and Policy Review
Appendix C: Demand Benefits Model
Appendix D: Bicycle and Pedestrian Design Guidelines
Appendix E: Safe Routes to School Audits
Appendix F: West Main Street Safety Project
Appendix G: Funding Sources

The appendices to this plan may be viewed at:

City of Whitewater Parks and Recreation Department
http://www.whitewater-wi.gov/departments/recreation
312 W Whitewater Street
Whitewater, WI 53190