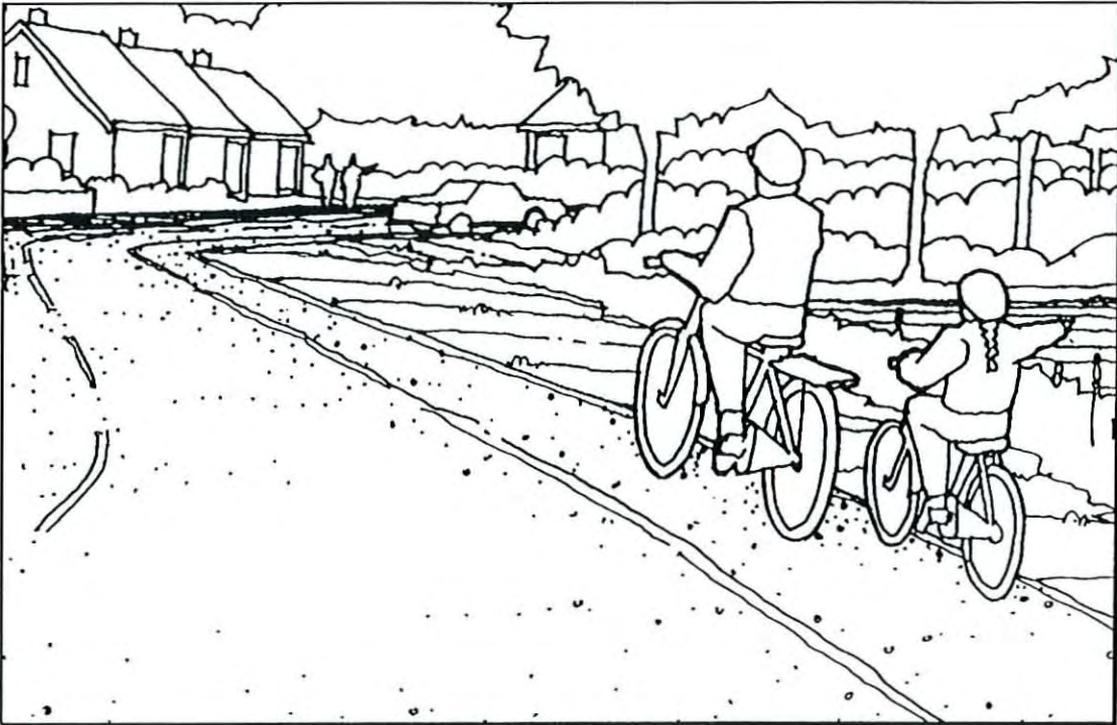


A planning document for...

The City of Whitewater, Wisconsin



Comprehensive Bikeway Plan

An Addendum to the City's *Park and Open Space Plan*

Recommended by Park and Recreation Board: January 12 and June 14, 2000

Adopted by Plan and Architectural Review Commission: June 26, 2000

Certified by the Common Council: July 11, 2000



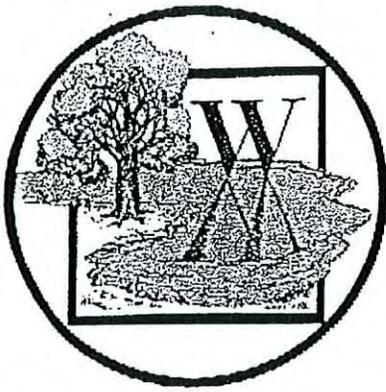
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CITY OF WHITEWATER

Parks, Recreation, and Forestry Department

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P.O. Box 178
Whitewater, WI 53190



Tom Barnes, Director

DeAnna Brunner, Program Coordinator

Jan Schmeling, Secretary



January 14, 2000

TO: PLANNING COMMISSION
CITY COUNCIL

FROM: PARK AND RECREATION BOARD

RE: THE CITY OF WHITEWATER BIKEWAY PLAN

THE PARK AND RECREATION BOARD MET ON WEDNESDAY, JANUARY 12, 2000.
THE FOLLOWING ACTION WAS TAKEN:

RONI TELFER MOVED THAT THE BIKEWAY PLAN BE ACCEPTED AS ADDENDUM TO THE OPEN SPACE PLAN AND RECOMMEND THE PLANNING COMMISSION TO MAKE IT A COMPONENT OF THE CITY OF WHITEWATER'S MASTER PLAN. ERIC ZIMDARS SECONDED THE MOTION. MOTION PASSED UNANIMOUSLY.

At the monthly meeting held on Wednesday, June 14, 2000, the Parks and Recreation Board recommended to the City Council and Plan Commission the following:

The Parks and Recreation Board is recommending: The City should consider bikeway and/or pedestrian paths in the areas of Turtle Mound Lane (heading west) and north of the detention pond, off Indian Mound Parkway (heading west). The City should not consider proposals that place a path through the Indian Mounds Park. Gary Harms made the motion and Jim Toennies seconded. Motion passed unanimously.

RESOLUTION

ADOPTING THE *COMPREHENSIVE BIKEWAY PLAN*
AS A COMPONENT OF THE CITY OF WHITEWATER MASTER PLAN

WHEREAS, the City of Whitewater Plan Commission has the authority under Wis. Stats. 62.23(c) to adopt a master plan for the general purpose of guiding and accomplishing coordinated, adjusted, and harmonious development of the city; and

WHEREAS, the Plan Commission and Park and Recreation Board have caused to be created the attached *Comprehensive Bikeway Plan* as a component of its master plan, specifically as an addendum to the *1997 City of Whitewater Park and Open Space Plan*; and

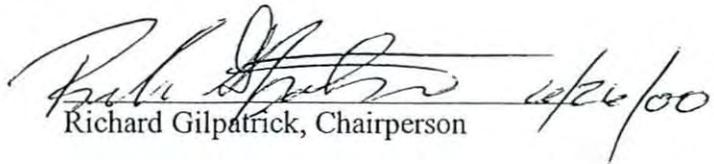
WHEREAS, the Park and Recreation Board on January 12, 2000 recommended approval of the *Comprehensive Bikeway Plan* as a component of the City's master plan, and through subsequent meetings recommended changes to the map included within the *Comprehensive Bikeway Plan*, and

WHEREAS, the Plan Commission has duly noticed and held a public hearing on the aforementioned master plan component;

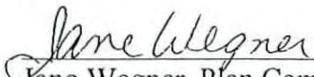
NOW, THEREFORE, BE IT RESOLVED that the Plan Commission of the City of Whitewater hereby:

1. Adopts the attached *Comprehensive Bikeway Plan* as a component of its master plan, specifically as an addendum to the *1997 City of Whitewater Park and Open Space Plan*, provided that (a) two east-west on-street bike routes north and south of Indian Mounds Park are placed on the map instead of a bike trail through that park, (b) the trail previously proposed to run through Hillside Cemetery is removed entirely, and (c) a off-road trail is added along Whitewater Creek south of Tripp Lake; and
2. Certifies a copy of the attached plan to the City Council; and
3. Directs that the recommendations of the *Comprehensive Bikeway Plan* shall control in the event of any conflicts with other previously adopted components of the City's master plan.

Resolution Adopted: June 26, 2000


Richard Gilpatrick, Chairperson

ATTEST:


Jane Wegner, Plan Commission Clerk

RESOLUTION CERTIFYING THE COMPREHENSIVE BIKEWAY PLAN AS
A COMPONENT OF THE CITY OF WHITEWATER MASTER PLAN

WHEREAS, the City of Whitewater Plan Commission has the authority under Wisconsin Statutes 62.33(c) to adopt a master plan for the general purpose of guiding and accomplishing coordinated, adjusted, and harmonious development of the city;

AND WHEREAS, the Plan Commission and Park and Recreation Board have caused to be created the attached Comprehensive Bikeway Plan as a component of the City's master plan, specifically as an addendum to the 1997 City of Whitewater Park and Open Space Plan;

AND WHEREAS, the Park and Recreation Board on January 12, 2000 recommended approval of the Comprehensive Bikeway Plan as a component of the City's master plan, and later recommended changes to the map include in that Plan, and the Plan Commission on June 26, 2000 adopted that Plan, with the recommended map changes, after noticing and holding a public hearing;

AND WHEREAS, the Common Council of the City of Whitewater recognizes the benefit to the municipality in utilizing a master plan to guide development and public investment decisions;

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Whitewater hereby certifies the attached Comprehensive Bikeway Plan, with the map as revised by action of the Park and Recreation Board and the Plan Commission, as a component of the City's master plan and as an addendum to the Park and Open Space Plan.

Resolution introduced by Councilmember Olsen, who moved its adoption. Seconded by Councilmember Scherer.

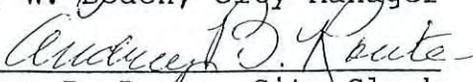
AYES: Olsen, Scherer, Kienbaum, Allen, Zweifel, Boyd

NOES: None

ABSENT: Rutledge

ADOPTED: July 11, 2000



Gary W. Boden, City Manager


Audrey B. Route, City Clerk

City of Whitewater Comprehensive Bikeway Plan

ACKNOWLEDGEMENTS

City Plan and Architectural Review Commission

Donna Henry, Chair
Richard Gilpatrick
Alan Hutchinson
Al Stanek
Roni Telfer
Sylvia Zweifel
Caryl Yasko
Stephen Kazar, Alternate
Dan McCrea, Alternate
Jim Olsen, Alternate

City Park and Recreation Board:

Don Chrusciel
David Halbach
Gary Harms
Randy Holsbach
Mark Rutledge
Roni Telfer
Jim Toennies
Eric Zimdars, Alternate

City Staff

Gary Boden, City Manager
Mike Stumpf, Community Development Director
Bruce Parker, Zoning Administrator
Tom Barnes, Park and Recreation Director
Dean Fischer, Public Works Director
John Tremain, Assistant Public Works Director

Consultant Staff

Mark Roffers, AICP, Project Manager
Rob Gottschalk, Urban Designer
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Brad Davis, Associate Planner

Prepared for:

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TABLE OF CONTENTS

I. INTRODUCTION	1
II. DESIGN STANDARDS	1
III. PLANNING APPROACH	4
IV. RECOMMENDATIONS	5
V. IMPLEMENTATION	5

Map: Comprehensive Bikeway Plan

Tables: Recommendations for On-Street Routes

Appendix A: Whitewater Creek Path Sketch

Appendix B: Potential Bicycle Facility Funding Sources in Wisconsin

I. Introduction

The *City of Whitewater Comprehensive Bikeway Plan* has been prepared as a component of the City's master plan, adopted under Section 62.23, Wisconsin Statutes. This *Plan* is intended to provide a strategy for designing and implementing a comprehensive bicycle network for Whitewater. The goal of this *Plan* is to develop a safe, convenient and effective bikeway system that promotes bicycle travel as a viable transportation mode; connects work, shopping, parks and schools with residential areas; and enhances recreational opportunities. This goal is best accomplished by providing a network of off-street and on-street bicycle pathways that link important destinations in the community.

The proposed bicycle and pedestrian transportation system for the City of Whitewater is intended to serve all age groups and bicycling ability levels. Implementation of this *Plan* would also provide facilities that will conveniently serve persons with disabilities. Recommendations within this *Plan* are in accordance with American's with Disabilities Act (ADA) and American Association of State Highway and Transportation Officials (AASHTO) design guidelines.

This *Plan* is an addendum to the 1997 *City of Whitewater Park and Open Space Plan*. In particular, the recommendations of the *Comprehensive Bikeway Plan* replace Map 5 of the *Park and Open Space Plan*. The *Comprehensive Bikeway Plan* also refines and supplements other existing plans for the City of Whitewater that address bicycle facilities, including the *Jefferson County Bikeway/Pedestrianway Plan* and the *City of Whitewater Quadrant Neighborhood Land Use Plans*. Where conflicts do occur, for future City actions, the recommendations of this *Comprehensive Bikeway Plan* should supercede all others.

The primary objectives of the *City of Whitewater Comprehensive Bikeway Plan* are:

- To identify bicycle routes between important destinations within the City (e.g., University campus, parks, downtown, schools, business park, West Main Street commercial area).
- To provide design standards for recommended bike facilities
- To provide detailed recommendations for an off-road or multi-use trail system along Whitewater Creek and looping around the City to increase recreational opportunities for both residents and visitors.
- To mitigate parking space demand and traffic problems in and around the University by promoting and implementing bikeway facilities which connect the campus internally and to nearby residential and commercial areas.
- To bring together bikeway recommendations from previous plans and studies into one planning document.
- To survey available funding sources for future implementation of bikeway improvements including, but not limited to, new off-road routes, signage and marking, and route promotion.

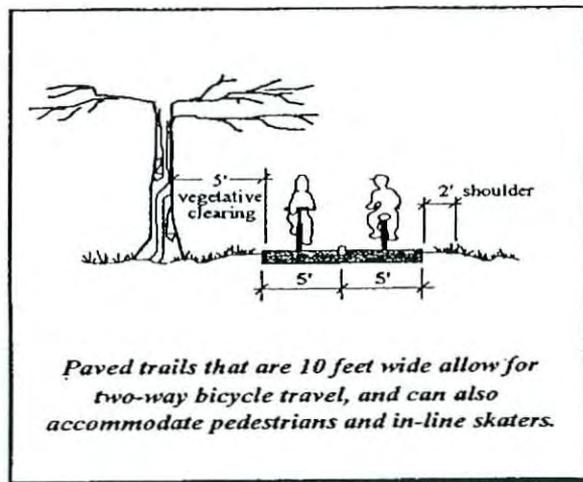
II. Design Standards

The following factors should be carefully considered when designing a comprehensive bikeway system: automobile traffic speeds and volumes; the number of trucks and buses using the roadway; the presence and duration of on-street parking; the number of intersections and commercial driveways along the route; the width of the pavement, right-of-way and shoulder; and the surface conditions of the roadway and shoulder. Clearly, different types of facility improvements are required for different conditions and functions of system segments (e.g. commuter versus recreational). This section includes design standards for the facilities recommended in this plan.

Off-Road Multi-Use Trails

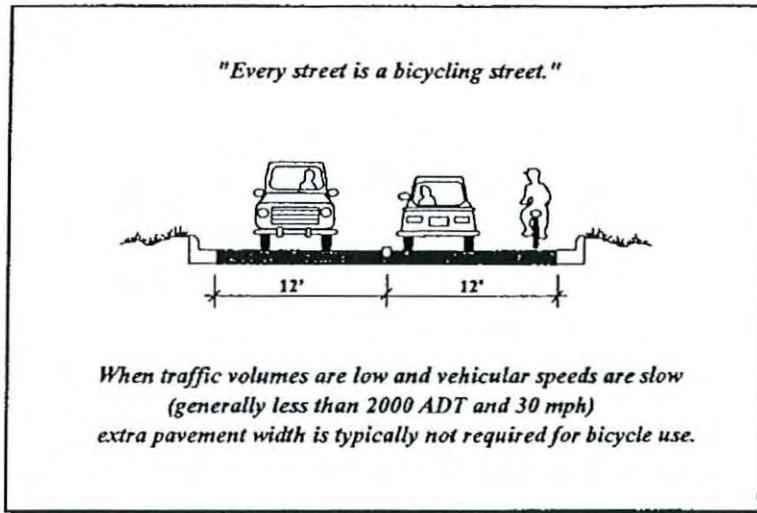
Bicycle facilities separated from the street and road system are referred to as off-road bike or multi-use trails. Typically, trails in urban areas have a paved surface 10 feet wide or more to accommodate two-way bicycle travel as well as other types of movement (e.g. walking, in-line skating). Trails in rural areas may be 8 feet wide and surfaced with limestone screenings or similar material. In addition to providing recreational opportunities, these trails provide a safe environment desired by less skilled cyclists. These trails are most effective when they provide system continuity and adequate access points to on-street bike routes that encompass the remainder of a community's bicycle system.

The proposed Whitewater Creek Path will be an off-road trail connecting the University's trail system to Downtown Whitewater along the creek route (see Appendix A). The City has received a federal grant to fund up to 80% of the construction costs of this path. A proposed trail looping around Whitewater is another proposed off-road facility linking outlying neighborhoods and providing access to Whitewater's lakes and environmental corridors. Proposed off-road trails described in this plan may have on-road segments where traffic volumes are very low.

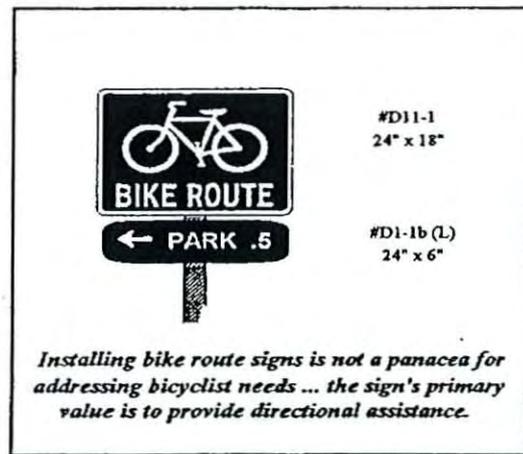


On-Street Bike Routes

On-street bike routes (or shared-use facilities) may include many local streets where cyclists "share" a travel lane with automobiles. Most bicycle travel occurring today in Whitewater takes place on these types of shared roadway facilities. These types of signed bike routes provide good access to many origins and destinations throughout a community. Bicyclists typically find that sharing roadway space with automobiles is most pleasant on local streets in residential areas with low automobile traffic volumes (<2000 vehicles per day) and slow speed limits (<30 mph). Maintaining on-street bike routes is relatively inexpensive and can be accomplished primarily by eliminating basic hazards to bike travel. These hazards include parallel drainage grates, rough at-grade railroad crossings, rumble strips, pot holes, pavement seams, and gravel and debris along the curbside.

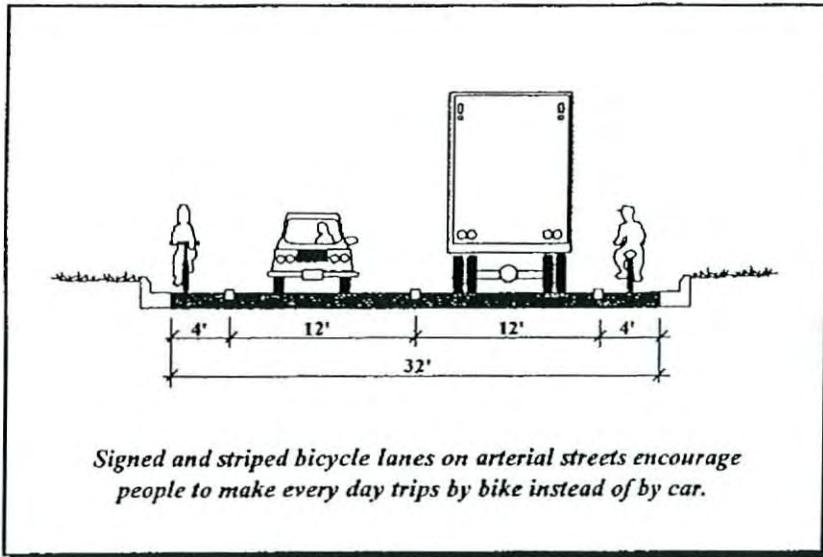


Bike route signs are recommended for all *preferred* shared-use roadways within a community's bikeway system. In addition, this *Plan* recommends installing signs for segments of the proposed system that are on-street routes with designated bicycle lanes (see below). Ideally, signed bike routes should be directed toward a major destination and indicate the distance to that point. Except in rare cases where other alternatives are not available, signs should not be used to designate sidewalks as bikeways. For liability and safety reasons, all hazards to bicycle travel should be removed or improved before signing a route.



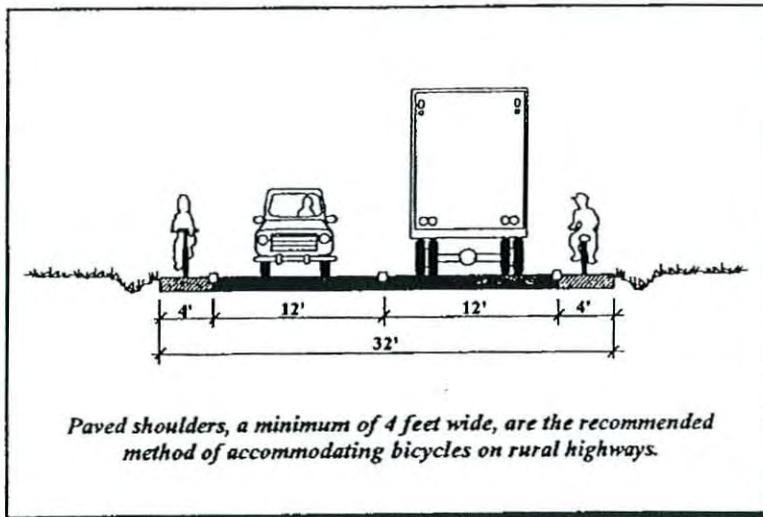
On-Street Bicycle Lanes

A signed and striped bicycle lane is the preferred bicycle accommodation on busier streets (generally more than 2000 vehicles per day). Striping bicycle lanes establishes designated traffic channels that promote an orderly flow by both cyclists and motorists. Typically, bicycle lanes are established on roadways that are 32 feet or wider with no on-street parking. The recommended minimum width for a designated bike lane is 4 feet (not including gutter pan). Bike lanes should be maintained on a regular basis to remove any sand, gravel and/or debris.



Rural Road Bicycle Facilities

Rural roadways with high traffic volumes (generally more than 1000 vehicles per day) can best accommodate bicycle use through the construction of widened, paved shoulders. Paved shoulders intended to benefit bicyclists should be at least 4 feet wide. On rural roadways with low traffic volumes (generally less than 500 to 1000 vehicle per day), cyclists can “share” the roadway with motorists without widened shoulders.



III. Planning Approach

The recommended bicycle facilities in this *Plan* have been developed after a detailed planning process that included: (a) a review of existing conditions in the City which have an impact on the movements of pedestrians and bicyclists (e.g. an inventory of existing street widths, traffic volumes, and conditions); (b) site visits along the proposed bikeway system by consulting staff and city officials; (c)

a review of accepted bicycle standards and plans from other communities; and (d) distribution of a draft concept plan to various groups and individuals (UW-Whitewater, Wisconsin Department of Transportation) for their review and comment.

IV. Recommendations

Most City streets are capable of providing for safe bicycle travel. Many local and collector streets maintain low enough traffic volumes that little more than signage and normal maintenance activities are needed to make bicycling safe. The locations of the proposed bikeway system and improvement recommendations for each facility are provided in the attached map, tables, and Appendix A.

V. Implementation

The recommended bikeway system described on the attached Map and tables will be phased over time. This phasing will be dictated, in part, by the funding available to make necessary improvements. This *Plan* recommends that, as a first phase, the City develop the Whitewater Creek Path. At the same time, the City should implement a comprehensive bike-route signage program for the “high priority” on-street bike routes, and publish and distribute a detailed map of the bikeway system. It should be recognized that grants, road projects, and private development along the system may provide opportunities to expedite implementation of other components of the bikeway plan.

There are a number of potential funding sources available to help finance implementation. These funding sources are included as Appendix B. Funds from programs such as the State Stewardship Program and Intergovernmental Surface Transportation Equity Act for the 21st Century (TEA-21) are subject to change due to uncertainties with current federal and state budgets. Perhaps most importantly, the bikeway facilities recommended in this plan should be incorporated in roadway projects as the City completes its regular capital improvement plans and programs. Construction and maintenance of on-street bike routes are typically funded through the Department of Public Works; while construction and maintenance of off-road trails are typically funded through the Parks and Recreation Department.

The City should also coordinate efforts with other units of government (e.g. towns, Jefferson County, Walworth County, other cities in the region), governmental departments and public agencies (e.g. Whitewater School District, UW-Whitewater, Wisconsin Department of Transportation, Wisconsin Department of Natural Resources), and private agencies (e.g. Trek Bicycle Corporation) to help fund and implement the recommendations presented in this *Plan*. For road signs also on the Jefferson County bikeway system, county bike logos are recommended.

Making strategic revisions to the City’s zoning and subdivision ordinances can also further many of the recommendations presented in this *Plan*. For example, the zoning ordinance could include standards for provision of bike racks and safe access to commercial uses. Use of the City ordinances are especially critical when evaluating development decisions on the city’s fringe, where much of the proposed bike system will be located. In this area, steps should be taken to acquire land through dedication or easements to accommodate a continuous bikeway network.

Updating the City’s official map would also help the City implement the recommendations of this Plan. The official map allows the City to identify existing and future pedestrian and bicycle travel facilities and ensure that as lands in the community are developed, these facilities are incorporated into the design of subdivisions and site plans.

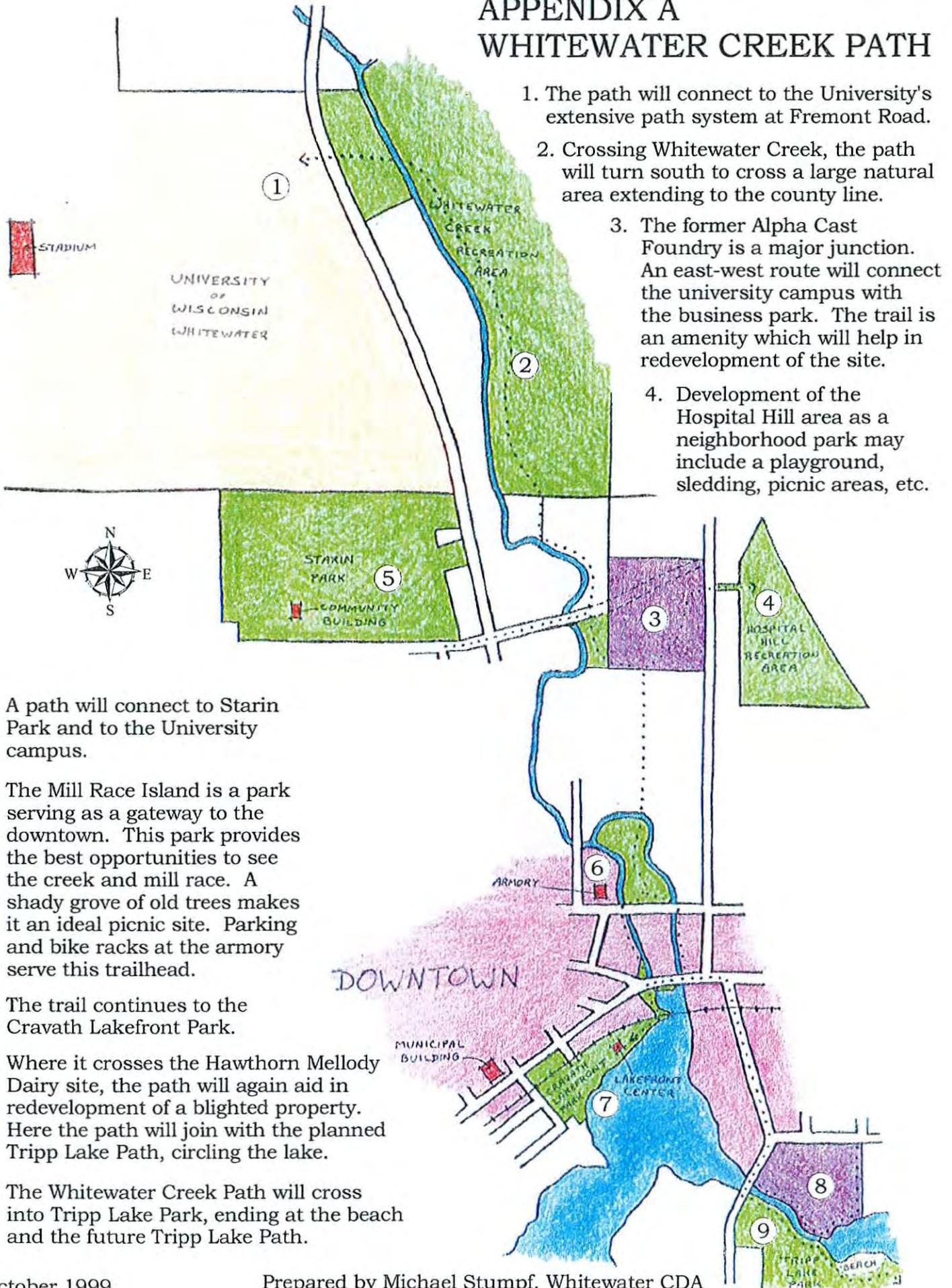
Recommendations for On-Street Routes -- East/West Roadways

Segment	Current	Condition	Proposed Treatment*	Priority	Comments
	width	cars/day ¹		(High/Low)	
Walworth Street					
Cnty Line to Indian Mound Pkwy	32'	4300	on-street bike route	Low	<i>Shoulder should be provided when resurfaced; For experienced riders</i>
Indian Mound Pkwy to Janesville St.	32'-34'	6200	on-street bicycle lanes	High	
Janesville St to Ann St	29'	NA	on-street bike route	High	
Ann Street					
	30'	NA	on-street bike route	High	
Turtle Mound Lane					
	32'	NA	on-street bike route	Low	<i>Sign route when connection to off-road path to west possible</i>
East Main Street					
Wisconsin St to Fonda St	34'	2700	on-street bicycle lanes	High	<i>Replace drainage grate at intersection with Cherry Street</i>
Fonda St to Bluff Road	24'-30'	2400	on-street bicycle lanes	High	<i>Would need widening for 4' bike lanes</i>
Bluff Road					
	20'	NA	on-street bicycle lanes	High	<i>Being widened to 38' w/ bike lanes to Howard Rd. in 1999</i>
Willis Ray Road					
	NA	NA	on-street bike route	Low	<i>Rural route for experienced riders only</i>
Executive/Universal/Corporate					
	32'	NA	on-street bicycle lanes	Low	<i>Mark when Starin/Moraine View connectivity made</i>
Clay Street					
Wisconsin St to Newcomb St	28'-36'	NA	on-street bike route	High	
Newcomb St to Rice St.	24'	NA	on-street bike route	High	
Melrose/Satinwood/Wildwood					
	30'-32'	NA	on-street bike route	High	<i>Connects Elizabeth Street to Indian Mound Parkway</i>
Highland Street					
	32'-40'	NA	on-street bike route	High	
Center Street					
Summit St. to 4th Street	24'-25'	NA	on-street bike route	High	
4th Street to S. Fremont	35'	NA	on-street bike route	High	
North Street					
Cherry St. to South Fremont St.	23'-30'	3000	on-street bike route	High	<i>North Street bridge needed for creek path</i>
Starin Road					
Tratt St. to Prince St.	38'	4800	on-street bicycle lanes	Low	
Prince St. to Prairie St.	48'	NA	on-street bicycle lanes	High	<i>Bike lanes already in place</i>
Prairie St. to Fremont St	32'	2500	on-street bicycle lanes	High	
Fremont St. to Newcomb St (planned)	NA	NA	on-street bicycle lanes	Low	<i>Future extension could include on-road lanes or off-road path</i>
Schwager Drive					
	22'	NA	on-street bike route	Low	<i>University-maintained; steep slope; connects to other side streets</i>
Blooming Field Drive					
	28'	NA	on-street bike route	Low	<i>On-street connection or off-road loop</i>
South Street					
Prince St to High School (planned)	NA	NA	on-street bike route	Low	
* All streets proposed for on-street bike lanes should also be signed for bicycle travel				¹ WisDOT, 1996	

Recommendations for On-Street Routes -- North/South Roadways

Segment	Current	Condition	Proposed Treatment*	Priority	Comments
	width	cars/day ¹		(High/Low)	
Indian Mound Parkway					
Walworth St. to West Main St.	40'	NA	on-street bicycle lanes	High	<i>Could add bike lanes at any time</i>
West Main St. to Tratt St. (planned)	NA	NA	on-street bicycle lanes	Low	<i>Future extension should include on-street bike lanes</i>
Tratt Street/CTH N					
Starin Rd to Walton Drive	37'	8700	on-street bicycle lanes	Low	<i>For experienced bikers only; pave shoulders in future</i>
North of Walton Drive	20'	NA	on-street bike route	Low	<i>For experienced bikers only; pave shoulders in future</i>
Walton Drive					
North of Blooming Field Drive	30'	NA	on-street bike route	Low	<i>Proposed multiple-use trail located near cul-de-sac</i>
Buckingham Blvd.	32' - 33'	NA	on-street bike route	High	
Woodland/Pleasant	30'-32'	NA	on-street bike route	High	<i>Short segment for Melrose/Satinwood/Wildwood route</i>
Elizabeth Street	32'	2500	on-street bike route	High	<i>Future trailhead near High School; possible future bike lanes</i>
Prince Street	32'	880	on-street bike route	High	
Whiton Street					
West Main St. to Highland St	25'	NA	on-street bike route	High	<i>Connects to West Main sidewalk and University parks</i>
University Campus Road (planned)	NA	NA	on-street bicycle lanes	High	<i>Connects to off-road system to north and south</i>
Prairie Street					
Starin Road to Warhawk Dr	50' - 60'	NA	on-street bike route	Low	<i>Width includes parking lanes; High priority to Starin Park</i>
Franklin Street					
Walworth St to Willis Ray Road	32'	NA	on-street bike route	Low	<i>Connection to future loop trail</i>
Fremont Street					
Ann St. to Starin Road	33' - 40'	3600	on-street bike route	High	<i>R.O.W. not wide enough for lanes; possible sidewalk route</i>
Starin Road to CTH U	22'	2800	on-street bike route	Low	<i>Future trailhead at Fremont Park; pave shoulders; experienced bikers</i>
Wisconsin Street					
Willis Ray Rd. to Coburn Lane	20'	NA	on-street bike route	Low	<i>Rural cross-section; pave shoulders in future; for experienced bikers</i>
Coburn Lane to Clay St.	20' - 26'	NA	on-street bike route	Low	<i>Pave shoulders in future</i>
Clay St. to East Main St.	33'	1300	on-street bicycle lanes	High	<i>Connects Tripp Lake Park to Cravath Lake Park</i>
Cherry Street					
East Main St to North St	29'	NA	on-street bike route	High	<i>Replace drainage grade at intersection with Main Street</i>
North St. to end of street	29' - 33'	NA	on-street bike route	Low	<i>North end of street connects to future Hospital Hill trail</i>
Rice Street/Willard Street	29'	NA	on-street bike route	Low	<i>Future connection to Tripp Lake Loop Trail</i>
Dann Street	28'	NA	on-street bike route	High	<i>Connects to school via bridge over railroad tracks</i>
Moraine View Parkway (planned)	NA	NA	on-street bicycle lanes	Low	<i>Street width for bike lanes being incorporated in design</i>
Howard Road					
Bluff Road to STH 59	20'	NA	on-street bike route	Low	<i>Consider bike lanes with any future urbanization</i>
Elkhorn Road/CTH P	NA	NA	on-street bike route	Low	<i>Realigns with bypass; for experienced riders only</i>
* All streets proposed for on-street bicycle lanes should also be signed for bicycle travel					
¹ WisDOT, 1996					

APPENDIX A WHITEWATER CREEK PATH



1. The path will connect to the University's extensive path system at Fremont Road.
2. Crossing Whitewater Creek, the path will turn south to cross a large natural area extending to the county line.
3. The former Alpha Cast Foundry is a major junction. An east-west route will connect the university campus with the business park. The trail is an amenity which will help in redevelopment of the site.
4. Development of the Hospital Hill area as a neighborhood park may include a playground, sledding, picnic areas, etc.

5. A path will connect to Starin Park and to the University campus.
6. The Mill Race Island is a park serving as a gateway to the downtown. This park provides the best opportunities to see the creek and mill race. A shady grove of old trees makes it an ideal picnic site. Parking and bike racks at the armory serve this trailhead.
7. The trail continues to the Cravath Lakefront Park.
8. Where it crosses the Hawthorn Melody Dairy site, the path will again aid in redevelopment of a blighted property. Here the path will join with the planned Tripp Lake Path, circling the lake.
9. The Whitewater Creek Path will cross into Tripp Lake Park, ending at the beach and the future Tripp Lake Path.

APPENDIX B Potential Bicycle Facility Funding Sources in Wisconsin

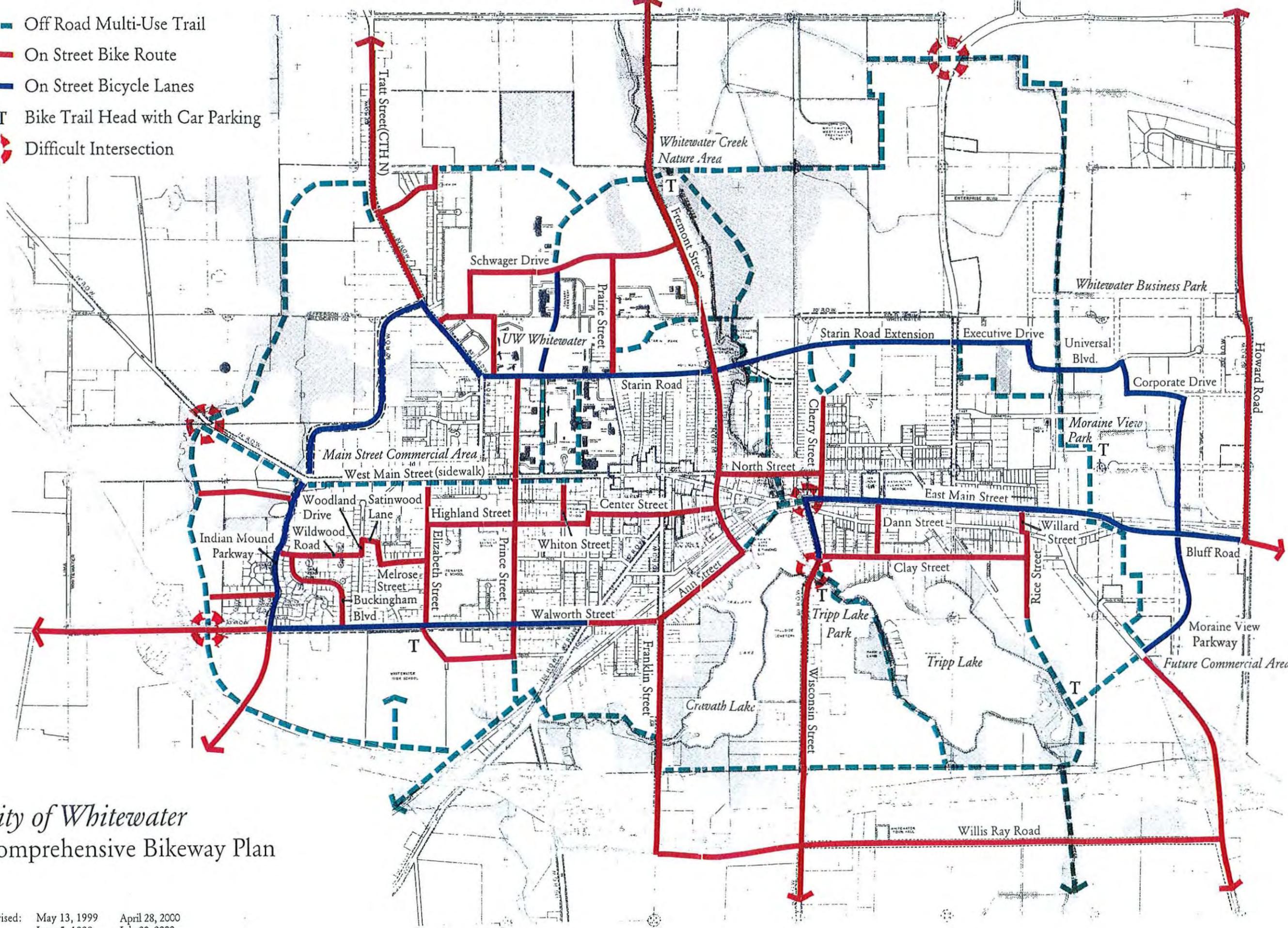
Program	Purpose	Funding Details	App. Date	Notes	Administering Agency	Contact
Wisconsin Stewardship Programs						
Aids for the Acquisition and Development of Local Parks	To acquire or develop public outdoor recreation areas for "nature based" activities. Program rules being developed in 2000.	Program reauthorized and funding expanded for year 2000 as part of State Stewardship program.	May 1	A comprehensive outdoor recreation plan is required; priority for land acquisition.	Wisconsin DNR	Duane Hofstetter (608) 266-5791 Eugene Park (414) 263-8676
Urban Greenspace Program (UGS)	To acquire land to provide natural space within or near urban areas, or to protect scenic or ecological features.	Program reauthorized and funding expanded for year 2000 as part of State Stewardship program.	May 1	A comprehensive outdoor recreation plan is required.	Wisconsin DNR	Duane Hofstetter (608) 266-5791 Eugene Park (414) 263-8676
Trails Program	To acquire lands for trails.	In 1999, \$1,500,000 per year statewide – 50% local match per project.	May 1	Funds available to organized conservation organizations.	Wisconsin DNR	Dave Hammer (608) 264-6034
Urban Rivers Grant Program (URGP)	To acquire lands or rights in land adjacent to urban rivers to preserve or restoring them for economic revitalization or outdoor recreation.	Program reauthorized and funding expanded for year 2000 as part of State Stewardship program.	May 1	A comprehensive outdoor recreation plan is required to participate.	Wisconsin DNR	Duane Hofstetter (608) 266-5791 Janet Beach Hanson (608) 266-0868
Land and Water Conservation Fund (LAWCON)						
	To acquire and develop public outdoor recreation areas and facilities.	50% local match per project. Wisconsin's annual share of approximately \$740,000	May 1	A comprehensive outdoor recreation plan is required to participate.	Wisconsin DNR, with Federal funds.	Duane Hofstetter (608) 266-5791
National Recreational Trails Fund (RTA)						
a.k.a. "Symm's Fund"	To provide funds for acquisition, maintenance, rehabilitation and development of both motorized and non-motorized and diversified trails.	Part of TEA-21. \$603,000 was available statewide in 1998-1999; 20% local match per project.	May 1		Wisconsin DNR, with Federal funds	Larry Friedig (608) 266-5797

Program	Purpose	Funding Details	App. Date	Notes	Administering Agency	Contact
Statewide Multi-Modal Improvement Program (SMIP)						
Bicycle and Pedestrian Facilities Program (BFPF)	For planning proposals and for facility development projects that implement a bicycle and/or pedestrian plan.	Part of TEA-21. 20% local match per project.	Feb 25	Large projects are encouraged.	WisDOT Bicycle / Pedestrian Program Tom Huber (608) 267-7757	District 1: Dave McCosh, (608) 246-3860
Statewide Transportation Enhancements Program (STEP)	Enhance a state transportation project, including pedestrian and bicycle facilities, acquiring scenic easements, and preserving abandoned railway corridors. Local projects must be adjunct to a state highway.	Part of TEA-21. State will pick up half of the mandatory 20% local match.	Feb 25	Minimum project size is \$12,500; larger projects are encouraged. Program applications mailed November/December.	WisDOT Enhancements Program.	District 1: Dave McCosh, (608) 246-3860
Surface Transportation Discretionary Program (STP-D)	For projects that foster alternatives to single-occupancy vehicle trips.	Part of TEA-21. 20% local match per project. Program directed mainly at local communities.	Feb 25	Small projects, costing \$5,000 or more, are encouraged.	WisDOT STP-D Program	Mary Forlenza (608) 264-8724
Federal Transit Administration Grants						
Includes Section 3 discretionary funds.	Transit capital projects; includes intermodal facilities such as bike racks on buses and bicycle parking at transit stations; most funds are to be directed toward transit itself.	\$16.7 million expected to be available in 1999-2000 for Wisconsin. 20% local match per project.	Early spring		WisDOT Bureau of Transit	Linda Lovejoy (608) 266-1379
Congestion Mitigation / Air Quality (CMAQ) Improvement Program						
	Funds projects which will reduce vehicle trips and miles; reduce emissions due to traffic congestion; or reduce the per mile rate of vehicle emissions.		Early April	Limited to Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowoc, Walworth and Door Counties.	US DOT	John Duffy (608) 264-8723

Program	Purpose	Funding Details	App. Date	Notes	Administering Agency	Contact
Section 402 – Highway Safety Funds						
Community Programs	Bicycle and pedestrian education and enforcement projects; Non-construction projects such as helmet purchase, sponsorship of bicycle rodeos, development of brochures, etc.	About 12 "fill-in-the-blank" contracts were available in 1999.	Dec 1		WisDOT Office of Transportation Safety	Joanne Pruit-Thunder (608) 267-3154
Highway Safety Program	Available for Bicycle/Pedestrian education. May also be used to develop safety classes for Bicycle/Pedestrian offenders.	\$170,000 available in FY 1999-2000.	Dec. 1		WisDOT Office of Transportation Safety	Joanne Pruit-Thunder (608) 267-3154
Research Projects	Funds the research of data needed to substantiate unique local needs for safety funds.	Up to \$5,000 per project, 4 to 8 projects annually funded statewide.	1st draft, Dec. 1	Participating communities combine enforcement efforts with an education program	WisDOT Office of Transportation Safety	Joanne Pruit-Thunder (608) 267-3154
Wisconsin Main Street Community Program						
	Comprehensive downtown revitalization program which includes fundraising, business retention and marketing, volunteer development, public streetscape improvements, etc.	Technical assistance is available for 5 years. Inclusion in the program is competitive, with approximately 3 communities accepted into the program.	Late spring	Communities must be able to dedicate at least \$30,000 annually to the program.	National MainStreet Center (202) 673-4219	Wisconsin Dept. of Commerce, Bureau of Downtown Development (608) 266-7531
Urban State Forestry Grant Program						
	To help communities increase their capability to manage trees through training, public awareness, inventory, tree planting, care and maintenance programs.	\$450,000 to \$500,000 available annually; \$1,000 to \$25,000 grants awarded with a 50% local match. Match may include in-kind services and donations.	Nov 1	50 to 60 grants made each year. Funds can be used for street tree planting if the communities demonstrates that this is its greatest need.	Wisconsin DNR Urban Forestry	Dick Rideout (608) 267-0843

Source: *Jefferson County Bikeway/Pedestrianway Plan*, May 1996, Prepared by Camiros, Ltd., Madison, Wisconsin; Bicycle & Inc., Bolingbrook, Illinois; and R.A. Smith & Associates, Inc., Brookfield, Wisconsin; Updated by Vandewalle & Associates in August 1999 and May 2000.

-  Off Road Multi-Use Trail
-  On Street Bike Route
-  On Street Bicycle Lanes
-  Bike Trail Head with Car Parking
-  Difficult Intersection



City of Whitewater
 Comprehensive Bikeway Plan

Revised: May 13, 1999 April 28, 2000
 June 5, 1999 July 20, 2000
 August 3, 1999
 August 17, 1999