



Our intention is to have in-person meetings going forward. For the time being, we will hold the City Committee Meetings, Plan Commission, Council and most others at the Community Room at 933 Michigan Avenue. This in-person location will meet the legal requirement for our open meetings.

We will have a virtual option available, but the technology for the hybrid style meeting may not be reliable all of the time.

Members

- Mayor Wiza
- Alderperson Kneebone
- Commissioner Arntsen
- Commissioner Beacom
- Commissioner Rice
- Commissioner Schade Stroik
- Commissioner Schuler

AGENDA

CITY PLAN COMMISSION

Date and Time:	January 26, 2026 6:00 PM	Location:	Community Room 933 Michigan Avenue, Stevens Point, WI
			<u>OR</u>
			<u>Zoom Teleconferencing</u>
			Meeting ID: 863 5013 2383
			Passcode: 477372
			<u>By Computer:</u>
			https://us02web.zoom.us/j/86350132383?pwd=3Yz0Ocvms1
			<u>By Phone:</u> +1-312-626-6799 (US Chicago)

Opening Section:

1. Roll Call

Discussion and Possible Action on:

2. Zoning Code Rewrite: First review of draft floodplain ordinance.
3. Zoning Code Rewrite: First review of draft shoreland zoning ordinance.
4. Zoning Code Rewrite: First review of draft zoning map and purpose statements.
5. Presentation and discussion on the draft Portage County Countywide Bicycle & Pedestrian Plan.

Closing Section:

6. Adjourn

PLEASE TAKE NOTICE that any person who has special needs while attending these meetings or needs agenda materials for these meetings should contact the City Clerk as soon as possible to ensure that a reasonable accommodation can be made. The City Clerk can be reached by telephone at (715) 346-1569 or by mail at 1515 Strongs Avenue, Stevens Point, WI 54481.

Maps further defining the above area(s) may be obtained from the City of Stevens Point Department of Community Development, 1515 Strongs Avenue, Stevens Point, WI 54481, or by calling (715) 346-1567, during normal business hours.

PLEASE TAKE FURTHER NOTICE that a quorum of the Common Council may be in attendance at this meeting.



MEMORANDUM

To: Plan Commission

From: Adam Kuhn, AICP
Associate Planner / Zoning Administrator

Date: January 26, 2026

RE: First Review of Draft Floodplain Ordinance

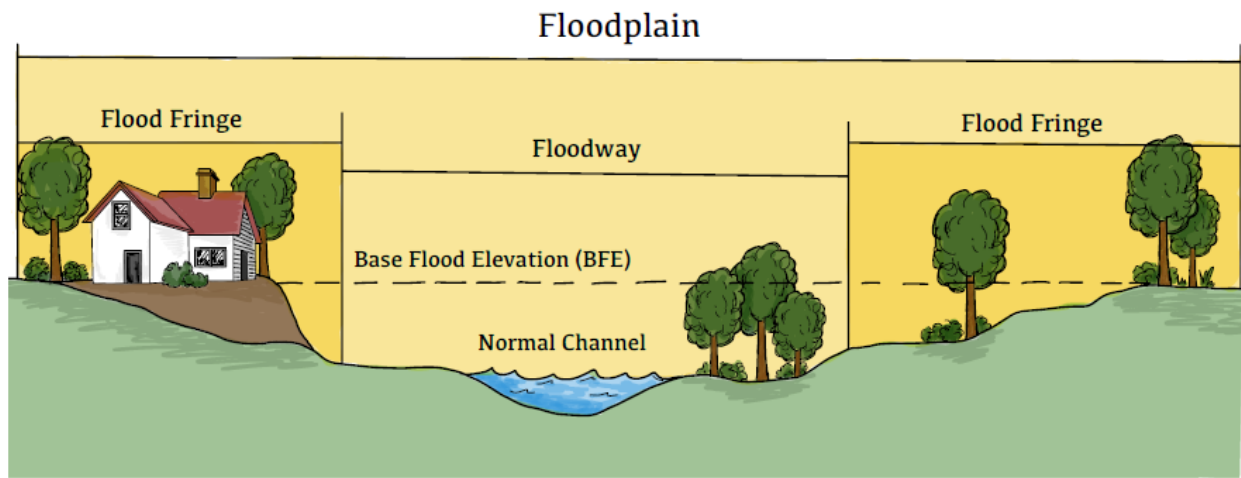
Background: As referenced during a previous Plan Commission meeting, coordination has taken place between myself and staff from the Wisconsin Department of Natural Resources (WDNR) and Federal Emergency Management Agency (FEMA) in rewriting the City's Floodplain Ordinance. The City's current Floodplain Ordinance is, by itself, not an ordinance – rather, it is roughly 1 ½ pages of provisions interwoven within the City's Zoning Code. As required by State law, the WDNR and FEMA are required to review proposed revisions to a municipality's floodplain ordinance to ensure compliance with state and federal law – something that our current Ordinance fails to meet.

Taking a step back, it is important to provide basics as to what a floodplain is and how floodplain regulations are administered in a municipal zoning code. A floodplain is broadly defined as an area of land that is or can be covered by floodwater during a regional flood. The location of a floodplain area is further broken down into different areas, all identified in the attached draft ordinance and are referenced below.

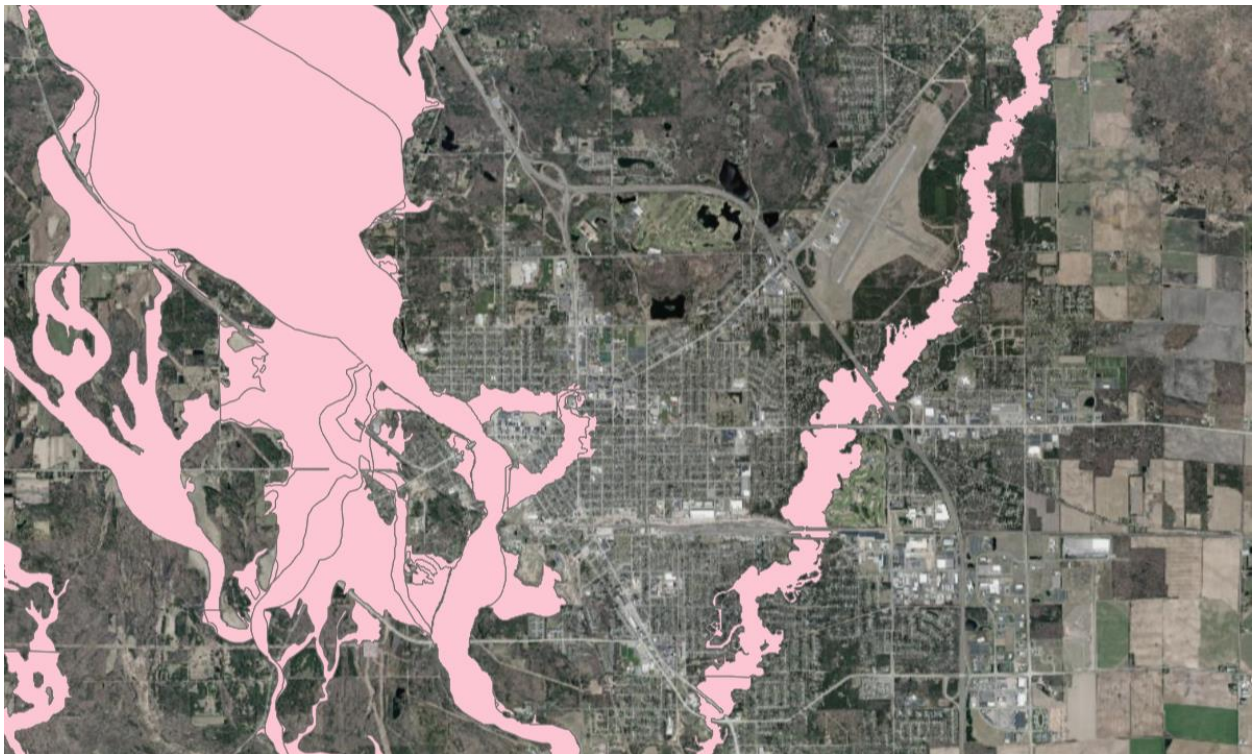
- Flood Fringe: That portion of the floodplain outside of the floodway which is covered by flood waters during the regional flood and associated with standing water rather than flowing water.
- Floodway: The channel of a river or stream and those portions of the floodplain adjoining the channel required to carry the regional flood discharge.
- Base Flood Elevation: Means the flood having a one percent chance of being equaled or exceeded in any given year, as published by FEMA as part of a flood insurance study and depicted on a Flood Insurance Rate Map.

www.stevenspoint.com

Open Records Rider: The City of Stevens Point is subject to Wisconsin Statutes relating to public records. Communication, such as this document, sent or received by City employees are subject to these laws. Unless otherwise exempted from the public records law, senders and receivers of City communication should presume that the communications are subject to release upon request, and to state record retention requirements.



Floodplain areas are broken into multiple zoned, which are based on flood hazard analyses summarized in a flood insurance study. Example floodplain zones include zones A, AO, AE and AH. Floodplain zones within city limits are generally limited to the city's westside and the shoreline of McDill Pond, as shown in the pink shaded areas below.



The draft ordinance attached outlines the different components of a floodplain, the different floodplain zones, and land use and development regulations within certain floodplain zones. Admittedly, the attached ordinance is full of dense regulations that are typically handled by the Zoning Administrator. With that said, it is important for the Plan Commission to understand their role in floodplain regulation. As shown on page 31 of the draft ordinance, the role of the Plan Commission is to:

- Oversee the functions of the office of the Zoning Administrator; and

- Review and advise the governing body on all proposed amendments to this ordinance, maps, and text.

Importantly, the Plan Commission cannot grant variances to the provisions of a floodplain ordinance in place of action by the City's Zoning Board of Appeals. The Zoning Board of Appeals have greater powers with a floodplain ordinance – by granting variances, hearing administrative appeal, and deciding upon disputes to floodplain district boundaries.

Please review the attached ordinance and provide any questions or revisions as necessary. As a reminder, the enclosed ordinance has been drafted in coordination with the WDNR and FEMA, meeting their standards for ordinance language.

FLOODPLAIN ORDINANCE FOR THE CITY OF STEVENS POINT, WISCONSIN

Adopted XX, X 20XX

A cooperative effort of
WI Department of Natural Resource (DNR)
and
Federal Emergency Management Agency (FEMA)

1.0 STATUTORY AUTHORIZATION, FINDING OF FACT, STATEMENT OF PURPOSE, TITLE, AND GENERAL PROVISIONS

1.1 STATUTORY AUTHORIZATION

This ordinance is adopted pursuant to the authorization in Wisconsin Statutes 62.23.

1.2 FINDING OF FACT

Uncontrolled development and use of the floodplains and rivers of this municipality would impair the public health, safety, convenience, general welfare, and tax base.

1.3 STATEMENT OF PURPOSE

This ordinance is intended to regulate floodplain development to:

- (1) Protect life, health and property;
- (2) Minimize expenditures of public funds for flood control projects;
- (3) Minimize rescue and relief efforts undertaken at the expense of the taxpayers;
- (4) Minimize business interruptions and other economic disruptions;
- (5) Minimize damage to public facilities in the floodplain;
- (6) Minimize the occurrence of future flood blight areas in the floodplain;
- (7) Discourage the victimization of unwary land and homebuyers;
- (8) Prevent increases in flood heights that could increase flood damage and result in conflicts between property owners; and
- (9) Discourage development in a floodplain if there is any practicable alternative to locate the activity, use or structure outside of the floodplain.

1.4 TITLE

This ordinance shall be known as the Floodplain Zoning Ordinance for Stevens Point, Wisconsin.

1.5 GENERAL PROVISIONS

1) AREAS TO BE REGULATED

This ordinance regulates all areas of special flood hazard identified as zones A, AO, AH, A1-30, or AE on the Flood Insurance Rate Map. Additional areas identified on maps approved by the Department of Natural Resources (DNR).

2) OFFICIAL MAPS & REVISIONS

Special Flood Hazard Areas (SFHA) are designated as zones A, A1-30, AE, AH, or AO on the Flood Insurance Rate Maps (FIRMs), based on flood hazard analyses summarized in the

Flood Insurance Study (FIS) listed in Subsection A below. Additional flood hazard areas subject to regulation under this Ordinance are identified on maps based on studies approved by the DNR and listed in Subsection B below. These maps and revisions are on file in the office of the Zoning Administrator.

a) OFFICIAL MAPS: Based on the Flood Insurance Study (FIS):

1) Flood Insurance Rate Map (FIRM)

- a) Panel number 55097C0211D, effective July 20, 2009
- b) Panel number 55097C0213D, effective July 20, 2009
- c) Panel number 55097C0326D, effective July 20, 2009
- d) Panel number 55097C0327D, effective July 20, 2009
- e) Panel number 55097C0214D, effective July 20, 2009
- f) Panel number 55097C0212D, effective July 20, 2009
- g) Panel number 55097C0331D, effective July 20, 2009
- h) Panel number 55097C0335D, effective July 20, 2009
- i) Panel number 55097C0220D, effective July 20, 2009
- j) Panel number 55097C0210D, effective July 20, 2009
- k) Panel number 55097C0250D, effective July 20, 2009
- l) Panel number 55097C0375D, effective July 20, 2009

2) Flood Insurance Study (FIS) for Portage County, dated July 20, 2009.

3) Letter of Map Revision

- a) Case number 10-05-7569P-550342, effective October 20, 2011
- b) Case number 14-05-4844P-550342, effective May 15, 2015
- c) Case number 09-05-4698A-550342, effective September 3, 2009
- d) Case number 10-05-0478A-550342, effective January 7, 2010
- e) Case number 10-05-0518A-550342, effective January 7, 2010
- f) Case number 10-05-0804A-550342, effective January 5, 2010
- g) Case number 10-05-1008A-550342, effective January 7, 2010
- h) Case number 10-05-2975A-550342, effective May 27, 2010
- i) Case number 10-05-4096A-550342, effective June 29, 2010
- j) Case number 10-05-4993A-550342, effective June 17, 2010
- k) Case number 11-05-1324A-550342, effective February 10, 2011
- l) Case number 11-05-3894A-550342, effective March 31, 2011
- m) Case number 11-05-6335A-550342, effective September 8, 2011
- n) Case number 11-05-7095A-550342, effective July 17, 2011
- o) Case number 13-05-5267A-550342, effective August 2, 2013

- p) Case number 14-05-6220A-550342, effective June 19, 2014
- q) Case number 15-05-1453A-550342, effective March 3, 2015
- r) Case number 16-05-3257A-550342, effective April 29, 2016
- s) Case number 17-05-2725A-550342, effective May 3, 2017
- t) Case number 18-05-2389A-550342, effective March 15, 2018
- u) Case number 18-05-4009A-550342, effective June 18, 2018

3) ESTABLISHMENT OF FLOODPLAIN ZONING DISTRICTS

The flood hazard areas regulated by this ordinance are divided into districts as follows:

- a) The Floodway District (FW), is the channel of a river or stream and those portions of the floodplain adjoining the channel required to carry the regional floodwaters, within AE Zones as shown on the FIRM, or within A Zones shown on the FIRM when determined according to Section 5.1(5).
- b) The Floodfringe District (FF) is that portion of a riverine special flood hazard area outside the floodway within AE Zones on the FIRM, or, when floodway limits have been determined according to Section 5.1(5), within A Zones shown on the FIRM.
- c) The General Floodplain District (GFP) is those riverine areas that may be covered by floodwater during the regional flood in which a floodway boundary has not been delineated on the FIRM and also includes shallow flooding areas identified as AH and AO zones on the FIRM.

4) LOCATING FLOODPLAIN BOUNDARIES

Discrepancies between the exterior boundaries of zones A1-30, AE, AH, or A on the official floodplain zoning map and actual field conditions may be resolved using the criteria in Subsection A or B below. If a significant difference exists, the map shall be amended according to Section 8.0. The Zoning Administrator can rely on a boundary derived from a profile elevation to grant or deny a land use permit, whether or not a map amendment is required. The Zoning Administrator shall be responsible for documenting actual pre-development field conditions and the basis upon which the district boundary was determined. Disputes between the Zoning Administrator and an applicant over the district boundary line shall be settled according to Section 7.3(3) and the criteria in Subsections A and B below. Where the flood profiles are based on established base flood elevations from a FIRM, FEMA must approve any map amendment or revision pursuant to Section 8.0.

- a) If flood profiles exist, the map scale and the profile elevations shall determine the district boundary. The regional or base flood elevations shall govern if there are any discrepancies.

- b) Where flood profiles do not exist for projects, including any boundary of zone A or AO, the location of the boundary shall be determined by the map scale.

5) REMOVAL OF LANDS FROM FLOODPLAIN

- a) Compliance with the provisions of this ordinance shall not be grounds for removing land from the floodplain unless it is filled at least two feet above the regional or base flood elevation, the fill is contiguous to land outside the floodplain, and the map is amended pursuant to Section 8.0.
- b) The delineation of any of the Floodplain Districts may be revised by the community where natural or man-made changes have occurred and/or where more detailed studies have been conducted. However, prior to any such change, approval must be obtained from the Wisconsin Department of Natural Resources and Federal Emergency Management Agency. A completed Letter of Map Revision is a record of this approval. The floodplain administrator shall not sign a community acknowledgement form unless all criteria set forth in the following paragraphs are met:
 - 1) The land and/or land around the structure must be filled at least two feet above the regional or base flood elevation; and
 - 2) The fill must be contiguous to land outside the floodplain; Applicant shall obtain floodplain development permit before applying for a LOMR or LOMR-F;
 - 3) Removal of lands from the floodplain may also occur by operation of Wis. Stats. 87.30(1)(e) if a property owner has obtained a letter of map amendment from the federal emergency management agency under 44 C.F.R. 70.

6) COMPLIANCE

- a) No structure or use within areas regulated by this ordinance shall hereafter be located, erected, constructed, reconstructed, repaired, extended, converted, enlarged, or altered without full compliance with the terms of these regulations and all other applicable regulations that apply to uses within the jurisdiction of these regulations.
- b) Failure to obtain a floodplain development permit shall be a violation of these regulations and shall be punishable in accordance with Section 9.0.
- c) Floodplain development permits issued on the basis of plans and applications approved by the Zoning Administrator authorize only the use, and arrangement, set forth in such approved plans and applications, or amendments thereto if approved by the Zoning Administrator. Use, arrangement, or construction contrary to that authorized shall be deemed a violation of these regulations and punishable in accordance with Section 9.0.

7) MUNICIPALITIES AND STATE AGENCIES REGULATED

Unless specifically exempted by law, all cities, villages, towns, and counties are required to comply with this ordinance and obtain all necessary permits. State agencies are required to comply if Wis. Stats. 13.48(13) applies. The construction, reconstruction, maintenance and repair of state highways and bridges by the Wisconsin Department of Transportation is exempt when Wis. Stats. 30.2022 applies. Although exempt from a local zoning permit and permit fees, the DOT must provide sufficient project documentation and analysis to ensure that the community is in compliance with Federal, State, and local floodplain standards. If a local transportation project is located within a Zone A floodplain and is not a WisDOT project under Wis. Stats. 30.2022, then the road project design documents (including appropriate detailed plans and profiles) may be sufficient to meet the requirements for issuance of a local floodplain permit if the following apply: The applicant provides documentation to the Zoning Administrator that the proposed project is a culvert replacement or bridge replacement under 20' span at the same location, the project is exempt from a DNR permit under Wis. Stats. 30.123(6)(d), the capacity is not decreased, the top road grade is not raised, and no floodway data is available from a federal, state, or other source. If floodway data is available in the impacted area from a federal, state, or other source that existing data must be utilized by the applicant in the analysis of the project site.

8) ABROGATION AND GREATER RESTRICTIONS

- a) This Ordinance supersedes all the provisions of Wis. Stats. 62.23 which relate to floodplains. A more restrictive ordinance shall continue in full force and effect to the extent of the greater restrictions, but not otherwise.
- b) This Ordinance is not intended to repeal, abrogate, or impair any existing deed restrictions, covenants, or easements. If this ordinance imposes greater restrictions, the provisions of this ordinance shall prevail.

9) INTERPRETATION

In their interpretation and application, the provisions of this Ordinance are the minimum requirements liberally construed in favor of the Common Council and are not a limitation on or repeal of any other powers granted by the Wisconsin Statutes. If a provision of this Ordinance, required by Chapter NR 116, Wis. Adm. Code, is unclear, the provision shall be interpreted in light of the standards in effect on the date of the adoption of this Ordinance or in effect on the date of the most recent text amendment to this Ordinance.

10) WARNING AND DISCLAIMER OF LIABILITY

The flood protection standards in this Ordinance are based on engineering experience and research. Larger floods may occur, or the flood height may be increased by man-made or natural causes. This Ordinance does not imply or guarantee that non-floodplain areas or permitted floodplain uses will be free from flooding and flood damages. This Ordinance does not create liability on the part of, or a cause of action against, the municipality or any officer or employee thereof for any flood damage that may result from reliance on this ordinance.

11) SEVERABILITY

Should any portion of this ordinance be declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance shall not be affected.

12) ANNEXED AREAS

The Portage County floodplain zoning provisions in effect on the date of annexation shall remain in effect and shall be enforced by the municipality for all annexed areas until the municipality adopts and enforces an ordinance which meets the requirements of ch. NR 116, Wis. Adm. Code and 44 CFR 59-72, National Flood Insurance Program (NFIP). These annexed lands are described on the Stevens Point Zoning Map. Portage County floodplain zoning provisions are incorporated by reference for the purpose of administering this section and are on file in the office of the Zoning Administrator. All plats or maps of annexation shall show the regional flood elevation and the floodway location.

2.0 GENERAL STANDARDS APPLICABLE TO ALL FLOODPLAIN DISTRICTS

The Zoning Administrator shall review all permit applications to determine whether proposed building sites will be reasonably safe from flooding and assure that all necessary permits have been received from those governmental agencies whose approval is required by federal or state law.

- 1) If a proposed building site is in a flood-prone area, all new construction and substantial improvements shall:
 - a) Be designed and anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy;
 - b) Be constructed with flood-resistant materials;
 - c) Be constructed by methods and practices that minimize flood damages; and

- d) Mechanical and utility equipment must be elevated to or above the flood protection elevation.
- 2) If a subdivision or other proposed new development is in a flood-prone area, the community shall assure that:
- a) Such proposed subdivision or other proposed new development is consistent with the need to minimize flood damage within the flood-prone area;
 - b) Public utilities and facilities such as sewer, gas, electrical, and water systems are located and constructed to minimize or eliminate flood damage; and
 - c) Adequate drainage is provided to reduce exposure to flood hazards. All subdivision proposals (including manufactured home parks) shall include regional flood elevation and floodway data for any development that meets the subdivision definition of this ordinance and all other requirements in Section 7.1(2).

2.1 HYDRAULIC AND HYDROLOGIC ANALYSES

1) No floodplain development shall:

- a) Obstruct flow, defined as development which blocks the conveyance of floodwaters by itself or with other development, causing any increase in the regional flood height; or
- b) Cause any increase in the regional flood height due to floodplain storage area lost.

2) The Zoning Administrator shall deny permits if it is determined the proposed development will obstruct flow or cause any increase in the regional flood height, based on the officially adopted FIRM or other adopted map, unless the provisions of Section 8.0 are met.

2.2 WATERCOURSE ALTERATIONS

No land use permit to alter or relocate a watercourse in a mapped floodplain shall be issued until the local official has notified in writing all adjacent municipalities, the Department and FEMA regional offices, and required the applicant to secure all necessary state and federal permits. The standards of Section 2.1 must be met and the flood carrying capacity of any altered or relocated watercourse shall be maintained.

As soon as is practicable, but not later than six months after the date of the watercourse alteration or relocation and pursuant to Section 8.0, the City shall apply for a Letter of Map Revision (LOMR) from FEMA. Any such alterations must be reviewed and approved by FEMA and the DNR through the LOMC process.

2.3 CHAPTER 30, 31, WIS. STATS., DEVELOPMENT

Development which requires a permit from the Department of Natural Resources, under Wis. Stats. 30 and 31, such as docks, piers, wharves, bridges, culverts, dams, and navigational aids, may be allowed if the necessary permits are obtained and amendments to the Zoning Ordinance are made according to Section 8.0.

2.4 PUBLIC OR PRIVATE CAMPGROUNDS

Public or private campgrounds shall have a low flood damage potential and shall meet the following provisions:

- 1) The campground is approved by the Department of Agriculture, Trade and Consumer Protection;
- 2) A land use permit for the campground is issued by the Zoning Administrator;
- 3) The character of the river system and the campground elevation are such that a 72-hour warning of an impending flood can be given to all campground occupants;
- 4) There is an adequate flood warning procedure for the campground that offers the minimum notice required under this section to all persons in the campground. This procedure shall include a written agreement between the campground owner, the Zoning Administrator, the City Emergency Management Coordinator and the chief law enforcement official which specifies the flood elevation at which evacuation shall occur, personnel responsible for monitoring flood elevations, types of warning systems to be used and the procedures for notifying at-risk parties, and the methods and personnel responsible for conducting the evacuation;
- 5) This agreement shall be for no more than one calendar year, at which time the agreement shall be reviewed and updated - by the officials identified in Subsection 4 - to remain in compliance with all applicable regulations, including those of the state Department of Agriculture, Trade and Consumer Protection and all other applicable regulations;
- 6) All mobile recreational vehicles placed on site must meet one of the following:
 - a) Be fully licensed, if required, and ready for highway use; or
 - b) Not occupy any site in the campground for more than 180 consecutive days, at which time the recreational vehicle must be removed from the floodplain for a minimum of 24 hours; or

- c) Meet the requirements in either Section 3.0, 4.0, or 5.1 for the floodplain district in which the structure is located;
 - d) A mobile recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick-disconnect utilities and security devices and has no permanently attached additions.
- 7) All camping units that remain on site for more than 30 days shall be issued a limited authorization by the campground operator, a written copy of which is kept on file at the campground. Such authorization shall allow placement of a camping unit consistent with Section 2.4(6) and shall ensure compliance with all the provisions of this Section;
- 8) The municipality shall monitor the limited authorizations issued by the campground operator to assure compliance with the terms of this Section;
- 9) The campground shall have signs clearly posted at all entrances warning of the flood hazard and the procedures for evacuation when a flood warning is issued; and
- 10) All service facilities, including but not limited to refuse collection, electrical service, gas lines, propane tanks, sewage systems and wells shall be properly anchored and placed at or floodproofed to the flood protection elevation; and
- 11) Standards for structures in a campground:
 - a) All structures must comply with Section 2.4 or meet the applicable requirements in Subsections 3.0, 4.0, or 5.1 for the floodplain district in which the structure is located;
 - b) Deck/landing-a portable landing may be allowed for a camping unit for each entry provided that the landing is not permanently attached to the ground or camping unit, is no more than 200 square feet in size, shall be portable, contain no walls or roof, and can be removed from the campground by a truck and/or trailer. Sections of such portable landings may be placed together to form a single deck not greater than 200 square feet at one entry point. Provisions for the removal of these temporary landings during flood events must be addressed within the written agreement with the municipality compliant with Section 2.4(4). Any such deck/landing structure may be constructed at elevations lower than the flood protection elevation but must not obstruct flow of flood waters or cause any increase in flood levels during the occurrence of the regional flood.
 - c) Decks/patios that are constructed completely at grade may be allowed but must also comply with applicable shoreland zoning standards.
 - d) Camping equipment and appurtenant equipment in the campground may be allowed provided that the equipment is not permanently attached to the ground or camping

unit, is not used as a habitable structure, and must not obstruct flow of flood waters or cause any increase in flood levels during the occurrence of the regional flood. Provisions for the removal of this equipment during flooding events shall be addressed within the written agreement with the municipality compliant with Section 2.4(4).

- e) Once a flood warning in the written agreement has been issued for the campground, the campground owner or the designated operator shall ensure that all persons, camping units, decks, camping equipment and appurtenant equipment in the campground shall be evacuated within the timelines specified within the written agreement with the municipality compliant with section 2.4(4).

12) A land use permit shall be obtained as provided under 7.1(2) before any development; repair, modification, or addition to an existing structure; or change in the use of a building or structure, including sewer and water facilities, may be initiated.

3.0 FLOODWAY DISTRICT (FW)

3.1 APPLICABILITY

This section applies to all floodway areas on the floodplain zoning maps and those identified pursuant to Section 5.1(5).

3.2 PERMITTED USES

The following open space uses are allowed in the Floodway District and the floodway areas of the General Floodplain District, if:

- They are not prohibited by any other ordinance;
 - They meet the standards in Sections 3.3 and 3.4; and
 - All permits or certificates have been issued according to Section 7.1.
- 1) Agricultural uses, such as: farming, outdoor plant nurseries, horticulture, viticulture, and wild crop harvesting.
 - 2) Nonstructural industrial and commercial uses, such as loading areas, parking areas and airport landing strips.
 - 3) Nonstructural recreational uses, such as golf courses, tennis courts, archery ranges, picnic grounds, boat ramps, swimming areas, parks, wildlife and nature preserves, game farms, fish hatcheries, shooting, trap, and skeet activities, hunting and fishing areas and hiking and horseback riding trails, subject to the fill limitations of Section 3.3(4).
 - 4) Uses or structures accessory to open space uses or classified as historic structures that comply with Section 3.3 and 3.4.

- 5) Extraction of sand, gravel or other materials that comply with Section 3.3(4).
- 6) Functionally water-dependent uses, such as docks, piers or wharves, dams, flowage areas, culverts, navigational aids and river crossings of transmission lines, and pipelines that comply with Wis. Stats Chapters 30 and 31.
- 7) Public utilities, streets and bridges that comply with Section 3.3(3).
- 8) Portable latrines that are removed prior to flooding and systems associated with recreational areas and DNR-approved campgrounds that meet Wis. Stats Chapter 383.
- 9) Public or private wells used to obtain potable water for recreational areas that meet the requirements of local ordinances and Chapters. NR 811 and NR 812, Wis. Adm. Code.
- 10) Wastewater treatment ponds or facilities permitted under Section NR 110.15(3)(b), Wis. Adm. Code.
- 11) Sanitary sewer or water supply lines to service existing or proposed development located outside the floodway that complies with the regulations for the floodplain area occupied.

3.3 STANDARDS FOR DEVELOPMENT IN THE FLOODWAY

1) GENERAL

- a) Any development in the floodway shall comply with Section 2.0 and have a low flood damage potential.
- b) Applicants shall provide an analysis calculating the effects of this proposal on the regional flood height to determine the effects of the proposal according to Section 2.1 and 7.1(2)(c). The analysis must be completed by a registered professional engineer in the state of Wisconsin.
- c) Any encroachment in the regulatory floodway is prohibited unless the data submitted for Subsection 3.3(1)(b) above demonstrates that the encroachment will cause no increase in flood elevations in flood events up to the base flood at any location or removes the encroached area from the regulatory floodway as provided in Section 1.5(5).

2) STRUCTURES

Structures accessory to permanent open space uses, including utility and sanitary facilities, or functionally dependent on a waterfront location may be allowed by permit if the structures comply with the following criteria:

- a) Not designed for human habitation, does not have a high flood damage potential and is constructed to minimize flood damage;
- b) Shall either have the lowest floor elevated to or above the flood protection elevation or shall meet all the following standards:

- 1) Have the lowest floor elevated to or above the regional flood elevation and be dry floodproofed so that the structure is watertight with walls substantially impermeable to the passage of water and completely dry to the flood protection elevation without human intervention during flooding;
 - 2) Have structural components capable of meeting all provisions of Section 3.3(2)(g) and;
 - 3) Be certified by a registered professional engineer or architect, through the use of a Federal Emergency Management Agency Floodproofing Certificate, that the design and methods of construction are in accordance with Section 3.3(2)(g).
- c) Must be anchored to resist flotation, collapse, and lateral movement;
- d) Mechanical and utility equipment must be elevated to or above the flood protection elevation; and
- e) Must not obstruct flow of flood waters or cause any increase in flood levels during the occurrence of the regional flood.
- f) For a structure designed to allow the automatic entry of floodwaters below the Regional Flood Elevation, the applicant shall submit a plan that meets Sections 3.3(2)(a) through 3.3(2)(e) and meets or exceeds the following standards:
- 1) The lowest floor must be elevated to or above the regional flood elevation;
 - 2) A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding;
 - 3) The bottom of all openings shall be no higher than one foot above the lowest adjacent grade; openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters, otherwise must remain open.
 - 4) The use must be limited to parking, building access or limited storage.
- g) Certification: Whenever floodproofing measures are required, a registered professional engineer or architect shall certify that the following floodproofing measures will be utilized, where appropriate, and are adequate to withstand the flood depths, pressures, velocities, impact and uplift forces and other factors associated with the regional flood:
- 1) Reinforcement of floors and walls to resist rupture, collapse, or lateral movement caused by water pressures or debris buildup;
 - 2) Construction of wells, water supply systems and waste treatment systems so as to prevent the entrance of flood waters in such systems and must be in accordance with provisions in Sections 3.4(4) and 3.4(5);
 - 3) Subsurface drainage systems to relieve external pressures on foundation walls and basement floors;
 - 4) Cutoff valves on sewer lines or the elimination of gravity flow basement drains; and

5) Placement of utilities to or above the flood protection elevation.

7) PUBLIC UTILITIES, STREETS AND BRIDGES

Public utilities, streets and bridges may be allowed by permit, if:

- a) Adequate floodproofing measures are provided to the flood protection elevation; and
- b) Construction meets the development standards of Section 2.1.

8) FILLS OR DEPOSITION OF MATERIALS

Fills or deposition of materials may be allowed by permit, if:

- a) The requirements of Section 2.1 are met;
- b) No material is deposited in navigable waters unless a permit is issued by the DNR pursuant to Chapter 30, Wis. Stats., and a permit pursuant to Section 404 of the Federal Water Pollution Control Act, Amendments of 1972, 33 U.S.C. 1344 has been issued, if applicable, and all other requirements have been met;
- c) The fill or other materials will be protected against erosion by riprap, vegetative cover, sheet piling or bulkheading; and
- d) The fill is not classified as a solid or hazardous material.

3.4 PROHIBITED USES

All uses not listed as permitted uses in Section 3.2 are prohibited, including the following uses:

- 1) Habitable structures, structures with high flood damage potential, or those not associated with permanent open-space uses;
- 2) Storing materials that are buoyant, flammable, explosive, injurious to property, water quality, or human, animal, plant, fish or other aquatic life;
- 3) Uses not in harmony with or detrimental to uses permitted in the adjoining districts;
- 4) Any private or public sewage systems, except portable latrines that are removed prior to flooding and systems associated with recreational areas and Department-approved campgrounds that meet the applicable provisions of local ordinances and Chapter SPS 383, Wis. Adm. Code;
- 5) Any public or private wells which are used to obtain potable water, except those for recreational areas that meet the requirements of local ordinances and Chapters NR 811 and NR 812, Wis. Adm. 22 Code;
- 6) Any solid or hazardous waste disposal sites;

- 7) Any wastewater treatment ponds or facilities, except those permitted under s. NR 110.15(3)(b), Wis. Adm. Code; and
- 8) Any sanitary sewer or water supply lines, except those to service existing or proposed development located outside the floodway which complies with the regulations for the floodplain area occupied.

4.0 FLOODFRINGE DISTRICT (FF)

4.1 APPLICABILITY

This section applies to all floodfringe areas shown on the floodplain zoning maps and those identified pursuant to Section 5.1(5).

4.2 PERMITTED USES

Any structure, land use, or development is allowed in the Floodfringe District if the standards in Section 4.3 are met, the use is not prohibited by this, or any other ordinance or regulation and all permits or certificates specified in Section 7.1 have been issued.

4.3 STANDARDS FOR DEVELOPMENT IN THE FLOODFRINGE

Section 2.0 shall apply in addition to the following requirements according to the use requested. Any existing structure in the floodfringe must meet the requirements of s. 6.0 Nonconforming Uses;

1) RESIDENTIAL USES

Any structure, including a manufactured home, which is to be newly constructed or moved into the floodfringe, shall meet or exceed the following standards;

- a) All new construction, including placement of manufactured homes, and substantial improvement of residential structures, shall have the lowest floor elevated to or above the flood protection elevation on fill. The fill around the structure shall be one foot or more above the regional flood elevation extending at least 15 feet beyond the limits of the structure. No area may be removed from the floodfringe district unless it can be shown to meet Section 1.5(5).
- b) Notwithstanding Section 4.3 (1)(a), a basement or crawlspace floor may be placed at the regional flood elevation if the basement or crawlspace is designed to make all portions of the structure below the flood protection elevation watertight with walls substantially impermeable to the passage of water and with structural components having the

capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. No floor of any kind is allowed below the regional flood elevation;

- c) Contiguous dryland access shall be provided from a structure to land outside of the floodplain, except as provided in Subsection D.
- d) In developments where existing street or sewer line elevations make compliance with Subsection C impractical, the City may permit new development and substantial improvements where roads are below the regional flood elevation, if:
 - 1) The City has written assurance from police, fire and emergency services that rescue, and relief will be provided to the structure(s) by wheeled vehicles during a regional flood event; or
 - 2) The municipality has a DNR-approved emergency evacuation plan that follows acceptable hazard mitigation planning guidelines.

2) ACCESSORY STRUCTURES OR USES

In addition to Section 2.0, new construction and substantial improvements of accessory structures shall be constructed on fill with the lowest floor at or above the regional flood elevation.

3) COMMERCIAL USES

In addition to Section 2.0, any commercial structure which is erected, altered, or moved into the floodfringe shall meet the requirements of Section 4.3(1). Subject to the requirements of Section 4.3(5), storage yards, surface parking lots and other such uses may be placed at lower elevations if an adequate warning system exists to protect life and property.

4) MANUFACTURING AND INDUSTRIAL USES

In addition to Section 2.0, any manufacturing or industrial structure which is erected, altered, or moved into the floodfringe shall have the lowest floor elevated to or above the flood protection elevation or meet the floodproofing standards in Section 7.5. Subject to the requirements of Section 4.3(5), storage yards, surface parking lots and other such uses may be placed at lower elevations if an adequate warning system exists to protect life and property.

5) STORAGE OF MATERIALS

Materials that are buoyant, flammable, explosive, or injurious to property, water quality or human, animal, plant, fish, or aquatic life shall be stored at or above the flood protection

elevation or floodproofed in compliance with Section 7.5. Adequate measures shall be taken to ensure that such materials will not enter the water body during flooding.

6) PUBLIC UTILITIES, STREETS AND BRIDGES

All utilities, streets and bridges shall be designed to be compatible with comprehensive floodplain development plans; and

- a) When failure of public utilities, streets and bridges would endanger public health or safety, or where such facilities are deemed essential, construction or repair of such facilities shall only be permitted if they are designed to comply with Section 7.5.
- b) Minor roads or non-essential utilities may be constructed at lower elevations if they are designed to withstand flood forces to the regional flood elevation.

7) SEWER SYSTEMS

All sewage disposal systems shall be designed to minimize or eliminate infiltration of flood water into the system, pursuant to Section 7.5(3), to the flood protection elevation and meet the provisions of all local ordinances and Chapter SPS 383, Wis. Adm. Code.

8) WELLS

All wells shall be designed to minimize or eliminate infiltration of flood waters into the system, pursuant to Section 7.5(3), to the flood protection elevation and shall meet the provisions of Chapter NR 811 and NR 812, Wis. Adm. Code.

9) SOLID WASTE DISPOSAL SITES

Disposal of solid or hazardous waste is prohibited in floodfringe areas.

10) DEPOSITION OF MATERIALS

Any deposited material must meet all the provisions of this Ordinance.

11) MANUFACTURED HOMES

- a) Owners or operators of all manufactured home parks and subdivisions shall provide adequate surface drainage to minimize flood damage, and prepare, secure approval, and file an evacuation plan, indicating vehicular access and escape routes, with local emergency management authorities.

- b) In existing manufactured home parks, all new homes, replacement homes on existing pads, and substantially improved homes shall:
 - 1) Have the lowest floor elevated to the flood protection elevation; and
 - 2) Be anchored so they do not float, collapse, or move laterally during a flood;
- c) Outside of existing manufactured home parks, including new manufactured home parks and all single units outside of existing parks, all new, replacement and substantially improved manufactured homes shall meet the residential development standards for the floodfringe in Section 4.3(1).

12) MOBILE RECREATIONAL VEHICLES

All mobile recreational vehicles must be on site for less than 180 consecutive days and be either:

- a) Fully licensed and ready for highway use; or
- b) Shall meet the elevation and anchoring requirements in Sections 4.3 (11)(b) and (c).

A mobile recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick-disconnect utilities and security devices and has no permanently attached additions.

5.0 OTHER FLOODPLAIN DISTRICTS

5.1 GENERAL FLOODPLAIN DISTRICT (GFP)

1) APPLICABILITY

The provisions for the General Floodplain District shall apply to development in all floodplains mapped as A, AO, AH, and in AE zones within which a floodway is not delineated on the Flood Insurance Rate Maps identified in Section 1.5(2)(a).

2) FLOODWAY BOUNDARIES

For proposed development in zone A, or in zone AE within which a floodway is not delineated on the Flood Insurance Rate Map identified in Section 1.5(2)(a), the boundaries of the regulatory floodway shall be determined pursuant to Section 5.1(5). If the development is proposed to encroach upon the regulatory floodway, the development is subject to the

standards of Section 3.0. If the development is located entirely within the floodfringe, the development is subject to the standards of Section 4.0.

3) PERMITTED USES

Pursuant to Section 5.1(5) it shall be determined whether the proposed use is located within the floodway or floodfringe. Those uses permitted in the Floodway and Floodfringe Districts are allowed within the General Floodplain District, according to the standards of Section 5.1(4) provided that all permits or certificates required under Section 7.1 have been issued.

4) STANDARDS FOR DEVELOPMENT IN THE GENERAL FLOODPLAIN DISTRICT

Section 3.0 applies to floodway areas, determined to pursuant to Section 5.1(5); Section 4.0 applies to floodfringe areas, determined to pursuant to Section 5.1(5).

- a) New construction and substantial improvement of structures in zone AO shall have the lowest floor, including basement, elevated:
 - 1) To or above the depth, in feet, as shown on the FIRM above the highest adjacent natural grade; or
 - 2) If the depth is not specified on the FIRM, two feet above the highest adjacent natural grade or higher.
- b) New Construction and substantial improvement of structures in zone AH shall have the lowest floor, including basement, elevated to or above the flood protection elevation.
- c) In AO/AH zones, provide adequate drainage paths to guide floodwaters around structures.
- d) All development in zones AO and zone AH shall meet the requirements of Section 4.0 applicable to flood fringe areas.

5) DETERMINING FLOODWAY AND FLOODFRINGE LIMITS

Upon receiving an application for development within zone A, or within zone AE where a floodway has not been delineated on the Flood Insurance Rate Maps, the Zoning Administrator shall:

- a) Require the applicant to submit two copies of an aerial photograph or a plan which shows the proposed development with respect to the general floodplain district limits, stream channel, and existing floodplain developments, along with a legal description of the

property, fill limits and elevations, building floor elevations and flood proofing measures and the flood zone as shown on the FIRM.

- b) Require the applicant to furnish any of the following information deemed necessary by the Department to evaluate the effects of the proposal upon flood height and flood flows, regional flood elevation and to determine floodway boundaries.
 - 1) A Hydrologic and Hydraulic Study as specified in Section 7.1(2)(c).
 - 2) Plan (surface view) showing elevations or contours of the ground; pertinent structure, fill or storage elevations; size, location, and layout of all proposed and existing structures on the site; location and elevations of streets, water supply, and sanitary facilities; soil types and other pertinent information.
 - 3) Specifications for building construction and materials, floodproofing, filling, dredging, channel improvement, storage, water supply and sanitary facilities.

6.0 NONCONFORMING USES

6.1 GENERAL

- 1) Applicability
 - a) The standards in this section shall apply to all uses and buildings that do not conform to the provisions contained within a floodplain zoning ordinance or with Wis. Stats. 87.30, NR 116.12-14, Wis. Adm. Code and 44 CFR 59-72. These standards shall apply to all modifications or additions to any nonconforming use or structure and to the use of any structure or premises which was lawful before the passage of this ordinance or any amendment thereto. A party asserting existence of a lawfully established nonconforming use or structure has the burden of proving that the use or structure was compliant with the floodplain zoning ordinance in effect at the time the use or structure was created.
 - b) As permit applications are received for additions, modifications, or substantial improvements to nonconforming buildings in the floodplain, The City shall develop a list of those nonconforming buildings, their present equalized assessed value, and a list of the costs of those activities associated with changes to those buildings.
- 2) The existing lawful use of a structure or its accessory use which is not in conformity with the provisions of this ordinance may continue subject to the following conditions:
 - a) No modifications or additions to a nonconforming use or structure shall be permitted unless they comply with this ordinance.

- 1) The words "modification" and "addition" include, but are not limited to, any alteration, addition, modification, structural repair, rebuilding or replacement of any such existing use, structure or accessory structure or use.
 - 2) Maintenance is not considered a modification; this includes painting, decorating, paneling and other nonstructural components and the maintenance, repair or replacement of existing private sewage or water supply systems or connections to public utilities.
 - 3) Any costs associated with the repair of a damaged structure are not considered maintenance.
 - 4) The construction of a deck that does not exceed 200 square feet and that is adjacent to the exterior wall of a principal structure is not an extension, modification, or addition. The roof of the structure may extend over a portion of the deck in order to provide safe ingress and egress to the principal structure.
- b) If a nonconforming use or the use of a nonconforming structure is discontinued for 12 consecutive months, it is no longer permitted and any future use of the property, and any structure or building thereon, shall conform to the applicable requirements of this ordinance;
- c) The City shall keep a record which lists all nonconforming uses and nonconforming structures, their present equalized assessed value, the cost of all modifications or additions which have been permitted, and the percentage of the structure's total current value those modifications represent;
- d) No modification or addition to any nonconforming structure or any structure with a nonconforming use, which over the life of the structure would equal or exceed 50% of its present equalized assessed value, shall be allowed unless the entire structure is permanently changed to a conforming structure with a conforming use in compliance with the applicable requirements of this ordinance. Contiguous dry land access must be provided for residential and commercial uses in compliance with Section 4.3(1). The costs of elevating the lowest floor of a nonconforming building or a building with a nonconforming use to the flood protection elevation are excluded from the 50% provisions of this paragraph;
- e) No maintenance on a per event basis to any nonconforming structure or any structure with a nonconforming use, the cost of which would equal or exceed 50% of its present equalized assessed value, shall be allowed unless the entire structure is permanently changed to a conforming structure with a conforming use in compliance with the applicable requirements of this ordinance. Contiguous dry land access must be provided for residential and commercial uses in compliance with Section 4.3(1). Maintenance to

any nonconforming structure, which does not exceed 50% of its present equalized assessed value on a per event basis, does not count against the cumulative calculations over the life of the structure for substantial improvement calculations.

- f) If on a per event basis the total value of the work being done under 6.1(2)(d) and (e) equals or exceeds 50% of the present equalized assessed value, the work shall not be permitted unless the entire structure is permanently changed to a conforming structure with a conforming use in compliance with the applicable requirements of this ordinance. Contiguous dry land access must be provided for residential and commercial uses in compliance with Section 4.3(1).
- g) Except as provided in 6.1(2)(d)(h), if any nonconforming structure or any structure with a nonconforming use is destroyed or is substantially damaged, it cannot be replaced, reconstructed, or rebuilt unless the use and the structure meet the current ordinance requirements. A structure is considered substantially damaged if the total cost to restore the structure to its pre-damaged condition equals or exceeds 50% of the structure's present equalized assessed value.
- h) For nonconforming buildings that are substantially damaged or destroyed by a non-flood disaster, the repair or reconstruction of any such nonconforming building shall be permitted in order to restore it to the size and use in effect prior to the damage event, provided that the following minimum requirements are met, and all required permits have been granted prior to the start of construction:

1) Residential Structures

- a) Shall have the lowest floor, including basement, elevated to or above the base flood elevation using fill, pilings, columns, posts, or perimeter walls. Perimeter walls must meet the requirements of Section 7.5(2).
- b) Shall be anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy, and shall be constructed with methods and materials resistant to flood damage.
- c) Shall be constructed with electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities that are designed and/or elevated so as to prevent water from entering or accumulating within the components during conditions of flooding.
- d) In A Zones, obtain, review, and utilize any flood data available from a federal, state or other source.

- e) In AO Zones with no elevations specified, shall have the lowest floor, including basement, meet the standards in Section 5.1(4).
- f) in AO Zones, shall have adequate drainage paths around structures on slopes to guide floodwaters around and away from the structure.

2) Nonresidential Structures

- a) Shall meet the requirements of Section 6.1(2)(h)1a-f.
 - b) Shall either have the lowest floor, including basement, elevated to or above the regional flood elevation; or, together with attendant utility and sanitary facilities, shall meet the standards in Sections 7.5 (1) or (2).
 - c) In AO Zones with no elevations specified, shall have the lowest floor, including basement, meet the standards in Section 5.1(4).
- 3) A nonconforming historic structure may be altered if the alteration will not preclude the structure's continued designation as a historic structure, the alteration will comply with s. 3.3 (1), flood resistant materials are used, and construction practices and floodproofing methods that comply with s. 7.5 are used. Repair or rehabilitation of historic structures shall be exempt from the development standards of s. 6.1 (2)(h)1 if it is determined that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and is the minimum necessary to preserve the historic character and design of the structure.

6.2 FLOODWAY DISTRICT

- 1) No modification or addition shall be allowed to any nonconforming structure or any structure with a nonconforming use in the Floodway District, unless such modification or addition:
- a) Has been granted a permit or variance which meets all ordinance requirements;
 - b) Meets the requirements of Section 6.1;
 - c) Shall not increase the obstruction to flood flows or regional flood height;
 - d) Any addition to the existing structure shall be floodproofed, pursuant to Section 7.5, by means other than the use of fill, to the flood protection elevation; and,
 - e) If any part of the foundation below the flood protection elevation is enclosed, the following standards shall apply:
 - 1) The enclosed area shall be designed by a registered architect or engineer to allow for the efficient entry and exit of flood waters without human intervention. A minimum of two openings must be provided with a minimum net area of at least one square

inch for every one square foot of the enclosed area. The lowest part of the opening can be no more than 12 inches above the adjacent grade;

- 2) The parts of the foundation located below the flood protection elevation must be constructed of flood-resistant materials;
 - 3) Mechanical and utility equipment must be elevated or floodproofed to or above the flood protection elevation; and
 - 4) The use must be limited to parking, building access or limited storage.
-
- 2) No new on-site sewage disposal system, or addition to an existing on-site sewage disposal system, except where an addition has been ordered by a government agency to correct a hazard to public health, shall be allowed in the Floodway District. Any replacement, repair or maintenance of an existing on-site sewage disposal system in a floodway area shall meet the applicable requirements of all municipal ordinances, Section 7.5(3) and Ch. SPS 383, Wis. Adm. Code.
 - 3) No new well or modification to an existing well used to obtain potable water shall be allowed in the Floodway District. Any replacement, repair, or maintenance of an existing well in the Floodway District shall meet the applicable requirements of all municipal ordinances, Section 7.5(3) and chs. NR 811 and NR 812, Wis. Adm. Code.

6.3 FLOODFRINGE DISTRICT

- 1) No modification or addition shall be allowed to any nonconforming structure or any structure with a nonconforming use unless such modification or addition has been granted a permit or variance by the municipality and meets the requirements of Section 4.3 except where Section 6.3(2) is applicable.
- 2) Where compliance with the provisions of Subsection (1) would result in unnecessary hardship and only where the structure will not be used for human habitation or be associated with a high flood damage potential, the Board of Appeals, using the procedures established in Section 7.3, may grant a variance from those provisions of Subsection (1) for modifications or additions using the criteria listed below. Modifications or additions which are protected to elevations lower than the flood protection elevation may be permitted if:
 - a) No floor is allowed below the regional flood elevation for residential or commercial structures;
 - b) Human lives are not endangered;
 - c) Public facilities, such as water or sewer, shall not be installed;
 - d) Flood depths shall not exceed two feet;
 - e) Flood velocities shall not exceed two feet per second; and
 - f) The structure shall not be used for storage of materials as described in Section 4.3(5).

- 3) All new private sewage disposal systems, or addition to, replacement, repair or maintenance of a private sewage disposal system shall meet all the applicable provisions of all local ordinances, Section 7.5 (3) and Chapter SPS 383, Wis. Adm. Code.
- 4) All new wells, or addition to, replacement, repair, or maintenance of a well shall meet the applicable provisions of this ordinance, Section 7.5 (3) and Chapter NR 811 and NR 812, Wis. Adm. Code.

7.0 ADMINISTRATION

Where a Zoning Administrator has already been appointed to administer a zoning ordinance adopted under Wis. Stat. 62.23(7), they shall also administer this ordinance.

7.1 ZONING ADMINISTRATOR

1) DUTIES AND POWERS

The Zoning Administrator is authorized to administer this Ordinance and shall have the following duties and powers:

- a) Advise applicants of the ordinance provisions, assist in preparing permit applications and appeals, and assure that the regional flood elevation for the proposed development is shown on all permit applications.
- b) Issue permits and inspect properties for compliance with provisions of this ordinance and issue certificates of compliance where appropriate.
- c) Inspect and assess all damaged floodplain structures to determine if substantial damage to the structures has occurred.
- d) Keep records of all official actions such as:
 - 1) All permits issued, inspections made, and work approved;
 - 2) Documentation of certified lowest floor and regional flood elevations;
 - 3) Floodproofing certificates.
 - 4) Water surface profiles, floodplain zoning maps and ordinances, nonconforming uses and structures including changes, appeals, variances and amendments.
 - 5) All substantial damage assessment reports for floodplain structures.
 - 6) List of nonconforming structures and uses.
- e) Submit copies of the following items to the Department Regional office:
 - 1) Within 10 days of the decision, a copy of any decisions on variances, appeals for map or text interpretations, and map or text amendments;

- 2) Copies of case-by-case analyses and other required information.
 - 3) Copies of substantial damage assessments performed and all related correspondence concerning the assessments.
- f) Investigate, prepare reports, and report violations of this ordinance to the municipal zoning agency and attorney for prosecution. Copies of the reports shall also be sent to the Department Regional office.
 - g) Submit copies of amendments to the FEMA Regional office.

2) LAND USE PERMIT

A land use permit shall be obtained before any development; repair, modification, or addition to an existing structure; or change in the use of a building or structure, including sewer and water facilities, may be initiated. Application to the Zoning Administrator shall include:

a) GENERAL INFORMATION

- 1) Name and address of the applicant, property owner and contractor;
- 2) Legal description, proposed use, and whether it is new construction or a modification;

b) SITE DEVELOPMENT PLAN

A site plan drawn to scale shall be submitted with the permit application form and shall contain:

- 1) Location, dimensions, area and elevation of the lot;
- 2) Location of the ordinary highwater mark of any abutting navigable waterways;
- 3) Location of any structures with distances measured from the lot lines and street center lines;
- 4) Location of any existing or proposed on-site sewage systems or private water supply systems;
- 5) Location and elevation of existing or future access roads;
- 6) Location of floodplain and floodway limits as determined from the official floodplain zoning maps;
- 7) The elevation of the lowest floor of proposed buildings and any fill using the vertical datum from the adopted study – either National Geodetic Vertical Datum (NGVD) or North American Vertical Datum (NAVD);
- 8) Data sufficient to determine the regional flood elevation in NGVD or NAVD at the location of the development and to determine whether or not the requirements of Sections 3.0 or 4.0 are met; and

- 9) Data to determine if the proposed development will cause an obstruction to flow or an increase in regional flood height or discharge according to s. 2.1. This may include any of the information noted in s. 3.3(1).

c) HYDRAULIC AND HYDROLOGIC STUDIES TO ANALYZE DEVELOPMENT

All hydraulic and hydrologic studies shall be completed under the direct supervision of a professional engineer registered in the State. The study contractor shall be responsible for the technical adequacy of the study. All studies shall be reviewed and approved by the Department.

- 1) Zone A floodplains and in AE zones within which a floodway is not delineated:

- a) Hydrology

- 1) The appropriate method shall be based on the standards in Chapter NR 116.07(3), Wis. Admin. Code, Hydrologic Analysis: Determination of Regional Flood Discharge.

- b) Hydraulic modeling The regional flood elevation shall be based on the standards in Chapter NR 116.07(4), Wis. Admin. Code, Hydraulic Analysis: Determination of Regional Flood Elevation and the following:

- 1) Determination of the required limits of the hydraulic model shall be based on detailed study information for downstream structures (dam, bridge, culvert) to determine adequate starting WSEL for the study.
- 2) Channel sections must be surveyed.
- 3) Minimum four-foot contour data in the overbanks shall be used for the development of cross section overbank and floodplain mapping.
- 4) A maximum distance of 500 feet between cross sections is allowed in developed areas with additional intermediate cross sections required at transitions in channel bottom slope including a survey of the channel at each location.
- 5) The most current version of HEC-RAS shall be used.
- 6) A survey of bridge and culvert openings and the top of road is required at each structure.
- 7) Additional cross sections are required at the downstream and upstream limits of the proposed development and any necessary intermediate locations based on the length of the reach if greater than 500 feet.

- 8) Standard accepted engineering practices shall be used when assigning parameters for the base model such as flow, Manning's N values, expansion and contraction coefficients or effective flow limits. The base model shall be calibrated to past flooding data such as high-water marks to determine the reasonableness of the model results. If no historical data is available, adequate justification shall be provided for any parameters outside standard accepted engineering practices.
- 9) The model must extend past the upstream limit of the difference in the existing and proposed flood profiles in order to provide a tie-in to existing studies. The height difference between the proposed flood profile and the existing study profiles shall be no more than 0.00 feet.

c) Mapping

A work map of the reach studied shall be provided, showing all cross-section locations, floodway/floodplain limits based on best available topographic data, geographic limits of the proposed development and whether the proposed development is located in the floodway.

- 1) If the proposed development is located outside of the floodway, then it is determined to have no impact on the regional flood elevation.
- 2) If any part of the proposed development is in the floodway, it must be added to the base model to show the difference between existing and proposed conditions. The study must ensure that all coefficients remain the same as in the existing model, unless adequate justification based on standard accepted engineering practices is provided.

2) Zone AE Floodplains

- a) Hydrology. If the proposed hydrology will change the existing study, the appropriate method to be used shall be based on Chapter NR 116.07(3), Wis. Admin. Code, Hydrologic Analysis: Determination of Regional Flood Discharge.
- b) Hydraulic modeling. The regional flood elevation shall be based on the standards in Chapter NR 116.07(4), Wis. Admin. Code, Hydraulic Analysis: Determination of Regional Flood Elevation and the following:
 - 1) Duplicate Effective Model. The effective model shall be reproduced to ensure correct transference of the model data and to allow integration of the revised data to provide a continuous FIS model upstream and downstream of the revised reach. If data from the effective model is available, models shall be

generated that duplicate the FIS profiles and the elevations shown in the Floodway Data Table in the FIS report to within 0.1 foot.

- 2) Corrected Effective Model. 39 The Corrected Effective Model shall not include any man-made physical changes since the effective model date but shall import the model into the most current version of HEC-RAS for Department review.
- 3) Existing (Pre-Project Conditions) Model. The Existing Model shall be required to support conclusions about the actual impacts of the project associated with the Revised (Post-Project) Model or to establish more up-to-date models on which to base the Revised (Post-Project) Model.
- 4) Revised (Post-Project Conditions) Model. The Revised (Post-Project Conditions) Model shall incorporate the Existing Model and any proposed changes to the topography caused by the proposed development. This model shall reflect proposed conditions.
- 5) All changes to the Duplicate Effective Model and subsequent models must be supported by certified topographic information, bridge plans, construction plans and survey notes.
- 6) Changes to the hydraulic models shall be limited to the stream reach for which the revision is being requested. Cross sections upstream and downstream of the revised reach shall be identical to those in the effective model and result in water surface elevations and top widths computed by the revised models matching those in the effective models upstream and downstream of the revised reach as required. The Effective Model shall not be truncated.

c) Mapping

Maps and associated engineering data shall be submitted to the Department for review which meet the following conditions:

- 1) Consistency between the revised hydraulic models, the revised floodplain and floodway delineations, the revised flood profiles, topographic work map, annotated FIRMs and/or Flood Boundary Floodway Maps (FBFMs), construction plans, bridge plans.
- 2) Certified topographic map of suitable scale, contour interval, and a planimetric map showing the applicable items. If a digital version of the map is available, it may be submitted in order that the FIRM may be more easily revised.
- 3) Annotated FIRM panel showing the revised 1% and 0.2% annual chance floodplains and floodway boundaries.

- 4) If an annotated FIRM and/or FBFM and digital mapping data (GIS or CADD) are used, then all supporting documentation or metadata must be included with the data submission along with the Universal Transverse Mercator (UTM) projection and State Plane Coordinate System in accordance with FEMA mapping specifications.
- 5) The revised floodplain boundaries shall tie into the effective floodplain boundaries.
- 6) All cross sections from the effective model shall be labeled in accordance with the effective map and a cross section lookup table shall be included to relate to the model input numbering scheme.
- 7) Both the current and proposed floodways shall be shown on the map.
- 8) The stream centerline, or profile baseline used to measure stream distances in the model shall be visible on the map.

3) EXPIRATION

All permits issued under the authority of this ordinance shall expire no more than 180 days after issuance. The permit may be extended for a maximum of 180 days for good and sufficient cause. If the permitted work has not started within 180 days of the permit date, the development must comply with any regulation, including any revision to the FIRM or FIS, that took effect after the permit date.

4) CERTIFICATE OF COMPLIANCE

No land shall be occupied or used, and no building which is hereafter constructed, altered, added to, modified, repaired, rebuilt, or replaced shall be occupied until a certificate of compliance is issued by the Zoning Administrator, except where no permit is required, subject to the following provisions:

- a) The certificate of compliance shall show that the building or premises or part thereof, and the proposed use, conform to the provisions of this ordinance;
- b) Application for such certificate shall be concurrent with the application for a permit;
- c) If all ordinance provisions are met, the certificate of compliance shall be issued within 10 days after written notification that the permitted work is completed;
- d) The applicant shall submit a certification signed by a registered professional engineer, architect, or land surveyor that the fill, lowest floor and floodproofing elevations are in compliance with the permit issued. Floodproofing measures also require certification by a registered professional engineer or architect that the requirements of Section 7.5 are met.

- e) Where applicable pursuant to Section 5.1(4), the applicant must submit a certification by a registered professional engineer or surveyor of the elevation of the bottom of the lowest horizontal structural member supporting the lowest floor (excluding pilings or columns), and an indication of whether the structure contains a basement.
- f) Where applicable pursuant to Section 5.1(4), the applicant must submit certifications by a registered professional engineer or architect that the structural design and methods of construction meet accepted standards of practice as required by Section 5.1(4).

5) OTHER PERMITS

Prior to obtaining a floodplain development permit the applicant must secure all necessary permits from federal, state, and local agencies, including but not limited to those required by the U.S. Army Corps of Engineers under Section 404 of the Federal Water Pollution Control Act, Amendments of 1972, 33 U.S.C. 1344.

7.2 ZONING AGENCY

1) The Stevens Point Plan Commission shall:

- a) Oversee the functions of the office of the Zoning Administrator; and
- b) Review and advise the governing body on all proposed amendments to this ordinance, maps, and text.
- c) Publish adequate notice pursuant to Wis. Stats. Chapter 985, specifying the date, time, place, and subject of the public hearing.

2) The Stevens Point Plan Commission shall not:

- a) Grant variances to the terms of the ordinance in place of action by the Board of Appeals;
or
- b) Amend the text or zoning maps in place of official action by the governing body.

7.3 BOARD OF APPEALS

The Board of Appeals, created under Wis. Stats. 62.23(7)(e)., is hereby authorized or shall be appointed to act for the purposes of this Ordinance. The Board shall exercise the powers conferred by Wisconsin Statutes and adopt rules for the conduct of business. The Zoning Administrator shall not be the secretary of the Board.

1) POWERS AND DUTIES

The Board of Appeals shall:

- a) Appeals - Hear and decide appeals where it is alleged there is an error in any order, requirement, decision or determination made by an administrative official in the enforcement or administration of this ordinance;
- b) Boundary Disputes - Hear and decide disputes concerning the district boundaries shown on the official floodplain zoning map; and
- c) Variances - Hear and decide, upon appeal, variances from the ordinance standards.

2) APPEALS TO THE BOARD

- a) Appeals to the board may be taken by any person aggrieved, or by any officer or department of the municipality affected by any decision of the Zoning Administrator or other administrative officer. Such appeal shall be taken within 30 days unless otherwise provided by the rules of the board, by filing with the official whose decision is in question, and with the board, a notice of appeal specifying the reasons for the appeal. The official whose decision is in question shall transmit to the board all records regarding the matter appealed.

b) NOTICE AND HEARING FOR APPEALS INCLUDING VARIANCES

1) Notice - The Board shall:

- a) Fix a reasonable time for the hearing;
- b) Publish adequate notice pursuant to Wisconsin Statutes, specifying the date, time, place, and subject of the hearing; and
- c) Assure that notice shall be mailed to the parties in interest and the Department Regional office at least 10 days in advance of the hearing.

2) Hearing - Any party may appear in person or by agent. The Board shall:

- a) Resolve boundary disputes according to Section 7.3(3);
- b) Decide variance applications according to Section 7.3(4); and
- c) Decide appeals of permit denials according to Section 7.4.

1) DECISION: The final decision regarding the appeal or variance application shall:

- a) Be made within a reasonable time;
- b) Be sent to the Department Regional office within 10 days of the decision;

- c) Be a written determination signed by the chairman or secretary of the Board;
 - d) State the specific facts which are the basis for the Board's decision;
 - e) Either affirm, reverse, vary or modify the order, requirement, decision, or determination appealed, in whole or in part, dismiss the appeal for lack of jurisdiction or grant or deny the variance application; and
 - f) Include the reasons for granting an appeal, describing the hardship demonstrated by the applicant in the case of a variance, clearly stated in the recorded minutes of the Board proceedings.
- 3) **BOUNDARY DISPUTES** The following procedure shall be used by the Board in hearing disputes concerning floodplain district boundaries:
 - a) If a floodplain district boundary is established by approximate or detailed floodplain studies, the flood elevations or profiles shall prevail in locating the boundary.
 - b) The person contesting the boundary location shall be given a reasonable opportunity to present arguments and technical evidence to the Board; and
 - c) If the boundary is incorrectly mapped, the Board should inform the zoning committee or the person contesting the boundary location to petition the governing body for a map amendment according to Section 8.0.
- 4) **VARIANCE**
 - a) The Board may, upon appeal, grant a variance from the standards of this Ordinance if an applicant convincingly demonstrates that:
 - 1) Literal enforcement of the ordinance will cause unnecessary hardship;
 - 2) The hardship is due to adoption of the Floodplain Ordinance and unique property conditions, not common to adjacent lots or premises. In such case the ordinance or map must be amended;
 - 3) The variance is not contrary to the public interest; and
 - 4) The variance is consistent with the purpose of this ordinance in Section 1.3.
 - b) In addition to the criteria in Subsection (a), to qualify for a variance under FEMA regulations, the Board must find that the following criteria have been met:
 - 1) The variance shall not cause any increase in the regional flood elevation;
 - 2) The applicant has shown good and sufficient cause for issuance of the variance;
 - 3) Failure to grant the variance would result in exceptional hardship;
 - 4) Granting the variance will not result in additional threats to public safety, extraordinary expense, create a nuisance, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances;

- 5) The variance granted is the minimum necessary, considering the flood hazard, to afford relief.
- c) A variance shall not:
- 1) Grant, extend or increase any use prohibited in the zoning district;
 - 2) Be granted for a hardship based solely on an economic gain or loss;
 - 3) Be granted for a hardship which is self-created.
 - 4) Damage the rights or property values of other persons in the area;
 - 5) Allow actions without the amendments to this ordinance or map(s) required in Section 8.0; and
 - 6) Allow any alteration of an historic structure, including its use, which would preclude its continued designation as an historic structure.
- d) When a floodplain variance is granted, the Board shall notify the applicant in writing that it may increase risks to life and property and flood insurance premiums could increase up to \$25.00 per \$100.00 of coverage. A copy shall be maintained with the variance record.

7.4 TO REVIEW APPEALS OF PERMIT DENIALS

- 1) The Plan Commission or Board shall review all data related to the appeal. This may include:
 - a) Permit application data listed in Section 7.1(2);
 - b) Floodway/floodfringe determination data in Section 5.1(5);
 - c) Data listed in Section 3.3(1)(b) where the applicant has not submitted this information to the Zoning Administrator; and
 - d) Other data submitted with the application or submitted to the Board with the appeal.
- 2) For appeals of all denied permits the Board shall:
 - a) Follow the procedures of Section 7.3;
 - b) Consider Plan Commission recommendations; and
 - c) Either uphold the denial or grant the appeal.
- 3) For appeals concerning increases in regional flood elevation the Board shall:
 - a) Uphold the denial where the Board agrees with the data showing an increase in flood elevation. Increases may only be allowed after amending the flood profile and map and all appropriate legal arrangements are made with all adversely affected property owners as per the requirements of Section 8.0; and

- b) Grant the appeal where the Board agrees that the data properly demonstrates that the project does not cause an increase provided no other reasons for denial exist.

7.5 FLOODPROOFING STANDARDS

- 1) No permit or variance shall be issued for a non-residential structure designed to be watertight below the regional flood elevation until the applicant submits a plan certified by a registered professional engineer or architect that the floodproofing measures will protect the structure or development to or above the flood protection elevation and submits a FEMA Floodproofing Certificate. Floodproofing is not an alternative to the development standards in Subsections 2.0, 3.0, 4.0, or 5.1.
- 2) For a structure designed to allow the entry of floodwaters, no permit or variance shall be issued until the applicant submits a plan either:
 - a) Certified by a registered professional engineer or architect; or
 - b) Meeting or exceeding the following standards:
 - 1) A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding;
 - 2) The bottom of all openings shall be no higher than one foot above grade; and
 - 3) Openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.
- 3) Floodproofing measures shall be designed, as appropriate, to:
 - a) Withstand flood pressures, depths, velocities, uplift and impact forces and other regional flood factors;
 - b) Protect structures to the flood protection elevation;
 - c) Anchor structures to foundations to resist flotation and lateral movement;
 - d) Minimize or eliminate infiltration of flood waters;
 - e) Minimize or eliminate discharges into flood waters;
 - f) Placement of essential utilities to or above the flood protection elevation; and
 - g) If any part of the foundation below the flood protection elevation is enclosed, the following standards shall apply:
 - 1) The enclosed area shall be designed by a registered architect or engineer to allow for the efficient entry and exit of flood waters without human intervention. A minimum of two openings must be provided with a minimum net area of at least one square inch for every one square foot of the enclosed area. The lowest part of the opening can be no more than 12 inches above the adjacent grade;

- 2) The parts of the foundation located below the flood protection elevation must be constructed of flood-resistant materials;
- 3) Mechanical and utility equipment must be elevated or floodproofed to or above the flood protection elevation; and
- 4) The use must be limited to parking, building access or limited storage.

7.6 PUBLIC INFORMATION

- 1) Place marks on structures to show the depth of inundation during the regional flood.
- 2) All maps, engineering data and regulations shall be available and widely distributed.
- 3) Real estate transfers should show what floodplain district any real property is in.

8.0 AMENDMENTS

Obstructions or increases may only be permitted if amendments are made to this ordinance, the official floodplain zoning maps, floodway lines and water surface profiles, in accordance with Section 8.1.

- 1) In AE Zones with a mapped floodway, no obstructions or increases shall be permitted unless the applicant receives a Conditional Letter of Map Revision from FEMA and amendments are made to this ordinance, the official floodplain zoning maps, floodway lines and water surface profiles, in accordance with Section 8.1. Any such alterations must be reviewed and approved by FEMA and the DNR.
- 2) In A Zones increases equal to or greater than 1.0 foot may only be permitted if the applicant receives a Conditional Letter of Map Revision from FEMA and amendments are made to this ordinance, the official floodplain maps, floodway lines, and water surface profiles, in accordance with Section 8.1.

8.1 GENERAL

The governing body shall change or supplement the floodplain zoning district boundaries and this ordinance in the manner outlined in Section 8.2 below. Actions which require an amendment to the ordinance and/or submittal of a Letter of Map Change (LOMC) include, but are not limited to, the following:

- 1) Any fill or floodway encroachment that obstructs flow causing any increase in the regional flood height;
- 2) Any change to the floodplain boundaries and/or watercourse alterations on the FIRM;
- 3) Any changes to any other officially adopted floodplain maps listed in Section 1.5 (2)(b);
- 4) Any floodplain fill which raises the elevation of the filled area to a height at or above the flood protection elevation and is contiguous to land lying outside the floodplain;

- 5) Correction of discrepancies between the water surface profiles and floodplain maps;
- 6) Any upgrade to a floodplain zoning ordinance text required by NR 116.05, Wis. Adm. Code, or otherwise required by law, or for changes by the municipality; and
- 7) All channel relocations and changes to the maps to alter floodway lines or to remove an area from the floodway or the floodfringe that is based on a base flood elevation from a FIRM requires prior approval by FEMA.

8.2 PROCEDURES

Ordinance amendments may be made upon petition of any party according to the provisions of Wis. Stats. 62.23. The petitions shall include all data required by Sections 5.1(5) and 7.1(2). The Land Use Permit shall not be issued until a Letter of Map Revision is issued by FEMA for the proposed changes.

- 1) The proposed amendment shall be referred to the zoning agency for a public hearing and recommendation to the governing body. The amendment and notice of public hearing shall be submitted to the Department Regional office for review prior to the hearing. The amendment procedure shall comply with the provisions of Wis. Stats. 62.23.
- 2) No amendments shall become effective until reviewed and approved by the DNR.
- 3) All persons petitioning for a map amendment that obstructs flow causing any increase in the regional flood height, shall obtain flooding easements or other appropriate legal arrangements from all adversely affected property owners and notify local units of government before the amendment can be approved by the governing body.

9.0 ENFORCEMENT AND PENALTIES

Any violation of the provisions of this ordinance by any person shall be unlawful and shall be referred to the municipal attorney who shall expeditiously prosecute all such violators. A violator shall, upon conviction, forfeit to the municipality a penalty of not more than \$50.00 (fifty dollars), together with a taxable cost of such action. Each day of continued violation shall constitute a separate offense. Every violation of this ordinance is a public nuisance, and the creation may be enjoined, and the maintenance may be abated by action at suit of the municipality, the state, or any citizen thereof pursuant to Wis. Stats. 87.30.

10.0 DEFINITIONS

Unless specifically defined, words and phrases in this Ordinance shall have their common law meaning and shall be applied in accordance with their common usage. Words used in the present tense include the future, the singular number includes the plural and the plural number includes the singular. The word "may" is permissive, "shall" is mandatory and is not discretionary.

1. A ZONES – Those areas shown on the Official Floodplain Zoning Map which would be inundated by the regional flood. These areas may be numbered or unnumbered A Zones. The A Zones may or may not be reflective of flood profiles, depending on the availability of data for a given area.
2. AH ZONE – See “AREA OF SHALLOW FLOODING”.
3. AO ZONE – See “AREA OF SHALLOW FLOODING”.
4. ACCESSORY STRUCTURE OR USE – A facility, structure, building or use which is accessory or incidental to the principal use of a property, structure or building. An accessory structure shall not be used for human habitation.
5. ALTERATION – An enhancement, upgrade or substantial change or modification other than an addition or repair to a dwelling or to electrical, plumbing, heating, ventilating, air conditioning and other systems within a structure.
6. AREA OF SHALLOW FLOODING – A designated AO, AH, AR/AO, AR/AH, or VO zone on a community’s Flood Insurance Rate Map (FIRM) with a 1 percent or greater annual chance of flooding to an average depth of 1 to 3 feet where a clearly defined channel does not exist, where the path of flooding is unpredictable, and where velocity flood may be evident. Such flooding is characterized by ponding or sheet flow.
7. BASE FLOOD – Means the flood having a one percent chance of being equaled or exceeded in any given year, as published by FEMA as part of a FIS and depicted on a FIRM.
8. BASEMENT – Any enclosed area of a building having its floor sub-grade on all sides.
9. BUILDING – See STRUCTURE.
10. BULKHEAD LINE – A geographic line along a reach of navigable water that has been adopted by a municipal ordinance and approved by the Department pursuant to s. 30.11, Stats., and which allows limited filling between this bulkhead line and the original ordinary highwater mark, except where such filling is prohibited by the floodway provisions of this ordinance.
11. CAMPGROUND – Any parcel of land which is designed, maintained, intended, or used for the purpose of providing sites for nonpermanent overnight use by 4 or more camping units, or which is advertised or represented as a camping area.

12. **CAMPING UNIT** – Any portable device, no more than 400 square feet in area, used as a temporary shelter, including but not limited to a camping trailer, motor home, bus, van, pick-up truck, or tent that is fully licensed, if required, and ready for highway use.
13. **CERTIFICATE OF COMPLIANCE** – A certification that the construction and the use of land or a building, the elevation of fill or the lowest floor of a structure is in compliance with all of the provisions of this ordinance.
14. **CHANNEL** – A natural or artificial watercourse with definite bed and banks to confine and conduct normal flow of water.
15. **CRAWLWAYS or CRAWL SPACE** – An enclosed area below the first usable floor of a building, generally less than five feet in height, used for access to plumbing and electrical utilities.
16. **DECK** – An unenclosed exterior structure that has no roof or sides and has a permeable floor which allows the infiltration of precipitation.]
17. **DEVELOPMENT** – Any artificial change to improved or unimproved real estate, including, but not limited to, the construction of buildings, structures or accessory structures; the construction of additions or alterations to buildings, structures or accessory structures; the repair of any damaged structure or the improvement or renovation of any structure, regardless of percentage of damage or improvement; the placement of buildings or structures; subdivision layout and site preparation; mining, dredging, filling, grading, paving, excavation or drilling operations; the storage, deposition or extraction of materials or equipment; and the installation, repair or removal of public or private sewage disposal systems or water supply facilities.
18. **DRYLAND ACCESS** – A vehicular access route which is above the regional flood elevation, and which connects land located in the floodplain to land outside the floodplain, such as a road with 48 its surface above regional flood elevation and wide enough for wheeled rescue and relief vehicles.
19. **ENCROACHMENT** – Any fill, structure, equipment, use or development in the floodway.
20. **FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)** – The federal agency that administers the National Flood Insurance Program.

21. FLOOD INSURANCE RATE MAP (FIRM) – A map of a community on which the Federal Insurance Administration has delineated both the floodplain and the risk premium zones applicable to the community. This map can only be amended by the Federal Emergency Management Agency.
22. FLOOD or FLOODING – A general and temporary condition of partial or complete inundation of normally dry land areas caused by one of the following conditions:
- a. The overflow or rise of inland waters;
 - b. The rapid accumulation or runoff of surface waters from any source;
 - c. The inundation caused by waves or currents of water exceeding anticipated cyclical levels along the shore of Lake Michigan or Lake Superior; or
 - d. The sudden increase caused by an unusually high-water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature, such as a seiche, or by some similarly unusual event.
23. FLOOD FREQUENCY – The probability of a flood occurrence which is determined from statistical analyses. The frequency of a particular flood event is usually expressed as occurring, on the average once in a specified number of years or as a percent (%) chance of occurring in any given year.
24. FLOODFRINGE – That portion of the floodplain outside of the floodway which is covered by flood waters during the regional flood and associated with standing water rather than flowing water.
25. FLOOD HAZARD BOUNDARY MAP – A map designating approximate flood hazard areas. Flood hazard areas are designated as unnumbered A-Zones and do not contain floodway lines or regional flood elevations. This map forms the basis for both the regulatory and insurance aspects of the National Flood Insurance Program (NFIP) until superseded by a Flood Insurance Study and a Flood Insurance Rate Map.
26. FLOOD INSURANCE STUDY – A technical engineering examination, evaluation, and determination of the local flood hazard areas. It provides maps designating those areas affected by the regional flood and provides both flood insurance rate zones and base flood elevations and may provide floodway lines. The flood hazard areas are designated as numbered and unnumbered A-Zones. Flood Insurance Rate Maps, that accompany the Flood

Insurance Study, form the basis for both the regulatory and the insurance aspects of the National Flood Insurance Program.

27. FLOODPLAIN – Land which has been or may be covered by flood water during the regional flood. It includes the floodway and the floodfringe and may include other designated floodplain areas for regulatory purposes.
28. FLOODPLAIN ISLAND – A natural geologic land formation within the floodplain that is surrounded, but not covered, by floodwater during the regional flood.
29. FLOODPLAIN MANAGEMENT – Policy and procedures to ensure wise use of floodplains, including mapping and engineering, mitigation, education, and administration and enforcement of floodplain regulations.
30. FLOOD PROFILE – A graph or a longitudinal profile line showing the relationship of the water surface elevation of a flood event to locations of land surface elevations along a stream or river.
31. FLOODPROOFING – Any combination of structural provisions, changes or adjustments to properties and structures, water and sanitary facilities and contents of buildings subject to flooding, for the purpose of reducing or eliminating flood damage.
32. FLOOD PROTECTION ELEVATION – An elevation of two feet of freeboard above the Regional Flood Elevation. (Also see: FREEBOARD.)
33. FLOOD STORAGE – Those floodplain areas where storage of floodwaters has been taken into account during analysis in reducing the regional flood discharge.
34. FLOODWAY – The channel of a river or stream and those portions of the floodplain adjoining the channel required to carry the regional flood discharge.
35. FREEBOARD – A safety factor expressed in terms of a specified number of feet above a calculated flood level. Freeboard compensates for any factors that cause flood heights greater than those calculated, including ice jams, debris accumulation, wave action, obstruction of bridge openings and floodways, the effects of watershed urbanization, loss of flood storage areas due to development and aggregation of the river or stream bed.
36. HABITABLE STRUCTURE – Any structure or portion thereof used or designed for human habitation.

37. **HEARING NOTICE** – Publication or posting meeting the requirements of Wis. Stats. 985. For appeals, a Class 1 notice, published once at least one week (7 days) before the hearing, is required. For all zoning ordinances and amendments, a Class 2 notice, published twice, once each week consecutively, the last at least a week (7 days) before the hearing. Local ordinances or bylaws may require additional notice, exceeding these minimums.
38. **HIGH FLOOD DAMAGE POTENTIAL** – Damage that could result from flooding that includes any danger to life or health or any significant economic loss to a structure or building and its contents.
39. **HIGHEST ADJACENT GRADE** – The highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.
40. **HISTORIC STRUCTURE** – Any structure that is either:
- a. Listed individually in the National Register of Historic Places or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
 - b. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
 - c. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or
 - d. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either by an approved state program, as determined by the Secretary of the Interior; or by the Secretary of the Interior in states without approved programs.
41. **INCREASE IN REGIONAL FLOOD HEIGHT** – A calculated upward rise in the regional flood elevation greater than 0.00 foot, based on a comparison of existing conditions and proposed conditions which is directly attributable to development in the floodplain but not attributable to manipulation of mathematical variables such as roughness factors, expansion and contraction coefficients and discharge.
42. **LAND USE** – Any nonstructural use made of unimproved or improved real estate. (Also see DEVELOPMENT.)
43. **LOWEST ADJACENT GRADE** – Elevation of the lowest ground surface that touches any of the exterior walls of a building.

44. **LOWEST FLOOR** – The lowest floor of the lowest enclosed area (including basement).
45. **MAINTENANCE** – The act or process of ordinary upkeep and repairs, including redecorating, refinishing, nonstructural repairs, or the replacement of existing fixtures, systems or equipment with equivalent fixtures, systems, or structures.
46. **MANUFACTURED HOME** – A structure transportable in one or more sections, which is built on a permanent chassis and is designed to be used with or without a permanent foundation when connected to required utilities. The term "manufactured home" includes a mobile home but does not include a "mobile recreational vehicle."
47. **MOBILE/MANUFACTURED HOME PARK OR SUBDIVISION** – A parcel (or contiguous parcels) of land, divided into two or more manufactured home lots for rent or sale.
48. **MOBILE/MANUFACTURED HOME PARK OR SUBDIVISION, EXISTING** – A parcel of land, divided into two or more manufactured home lots for rent or sale, on which the construction of facilities for servicing the lots is completed before the effective date of this ordinance. At a minimum, this would include the installation of utilities, the construction of streets and either final site grading or the pouring of concrete pads.
49. **MOBILE/MANUFACTURED HOME PARK, EXPANSION TO EXISTING** – The preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed. This includes installation of utilities, construction of streets and either final site grading, or the pouring of concrete pads.
50. **MOBILE RECREATIONAL VEHICLE** – A vehicle which is built on a single chassis, 400 square feet or less when measured at the largest horizontal projection, designed to be self-propelled, carried or permanently towable by a licensed, light-duty vehicle, is licensed for highway use if registration is required and is designed primarily not for use as a permanent dwelling, but as temporary living quarters for recreational, camping, travel or seasonal use. Manufactured homes that are towed or carried onto a parcel of land, but do not remain capable of being towed or carried, including park model homes, do not fall within the definition of "mobile recreational vehicles."
51. **MODEL, CORRECTED EFFECTIVE** – A hydraulic engineering model that corrects any errors that occur in the Duplicate Effective Model, adds any additional cross sections to the Duplicate Effective Model, or incorporates more detailed topographic information than that used in the current effective model.

52. MODEL, DUPLICATE EFFECTIVE – A copy of the hydraulic analysis used in the effective FIS and referred to as the effective model.
53. MODEL, EFFECTIVE – The hydraulic engineering model that was used to produce the current effective Flood Insurance Study.
54. MODEL, EXISTING (PRE-PROJECT) – A modification of the Duplicate Effective Model or Corrected Effective Model to reflect any man-made modifications that have occurred within the floodplain since the date of the effective model but prior to the construction of the project for 51 which the revision is being requested. If no modification has occurred since the date of the effective model, then this model would be identical to the Corrected Effective Model or Duplicate Effective Model.
55. MODEL, REVISED (POST-PROJECT) – A modification of the Existing or Pre-Project Conditions Model, Duplicate Effective Model or Corrected Effective Model to reflect revised or post-project conditions.
56. MUNICIPALITY or MUNICIPAL – The county, city or village governmental units enacting, administering, and enforcing this zoning ordinance.
57. NAVD or NORTH AMERICAN VERTICAL DATUM – Elevations referenced to mean sea level datum, 1988 adjustment.
58. NGVD or NATIONAL GEODETIC VERTICAL DATUM – Elevations referenced to mean sea level datum, 1929 adjustment.
59. NEW CONSTRUCTION – Structures for which the start of construction commenced on or after the effective date of a floodplain zoning regulation adopted by this community and includes any subsequent improvements to such structures.
60. NON-FLOOD DISASTER – A fire or an ice storm, tornado, windstorm, mudslide, or other destructive act of nature, but excludes a flood.
61. NONCONFORMING STRUCTURE – An existing lawful structure or building which is not in conformity with the dimensional or structural requirements of this ordinance for the area of the floodplain which it occupies. (For example, an existing residential structure in the floodfringe district is a conforming use. However, if the lowest floor is lower than the flood protection elevation, the structure is nonconforming.)

62. **NONCONFORMING USE** – An existing lawful use or accessory use of a structure or building which is not in conformity with the provisions of this ordinance for the area of the floodplain which it occupies. (Such as a residence in the floodway.)
63. **OBSTRUCTION TO FLOW** – Any development which blocks the conveyance of floodwaters such that this development alone or together with any future development will cause an increase in regional flood height.
64. **OFFICIAL FLOODPLAIN ZONING MAP** – That map, adopted and made part of this ordinance, as described in s. 1.5(2), which has been approved by the Department and FEMA.
65. **OPEN SPACE USE** – Those uses having a relatively low flood damage potential and not involving structures.
66. **ORDINARY HIGHWATER MARK** – The point on the bank or shore up to which the presence and action of surface water is so continuous as to leave a distinctive mark such as by erosion, destruction or prevention of terrestrial vegetation, predominance of aquatic vegetation, or other easily recognized characteristic.
67. **PERSON** – An individual, or group of individuals, corporation, partnership, association, 52 municipality, or state agency.
68. **PRIVATE SEWAGE SYSTEM** – A sewage treatment and disposal system serving one structure with a septic tank and soil absorption field located on the same parcel as the structure. It also means an alternative sewage system approved by the Department of Safety and Professional Services, including a substitute for the septic tank or soil absorption field, a holding tank, a system serving more than one structure, or a system located on a different parcel than the structure.
69. **PUBLIC UTILITIES** – Those utilities using underground or overhead transmission lines such as electric, telephone and telegraph, and distribution and collection systems such as water, sanitary sewer, and storm sewer.
70. **REASONABLY SAFE FROM FLOODING** – Means base flood waters will not inundate the land or damage structures to be removed from the floodplain and that any subsurface waters related to the base flood will not damage existing or proposed buildings.
71. **REGIONAL FLOOD** – A flood determined to be representative of large floods known to have occurred in Wisconsin. A regional flood is a flood with a one percent chance of being

equalled or exceeded in any given year, and if depicted on the FIRM, the RFE is equivalent to the BFE.

72. **START OF CONSTRUCTION** – The date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition, placement, or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond initial excavation, or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading, and filling, nor does it include the installation of streets and/or walkways, nor does it include excavation for a basement, footings, piers or foundations or the erection of temporary forms, nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For an alteration, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.
73. **STRUCTURE** – Any manmade object with form, shape and utility, either permanently or temporarily attached to, placed upon or set into the ground, stream bed or lakebed, including, but not limited to, roofed and walled buildings, gas or liquid storage tanks, bridges, dams and culverts.
74. **SUBDIVISION** – Has the meaning given in s. 236.02(12), Wis. Stats.
75. **SUBSTANTIAL DAMAGE** – Damage of any origin sustained by a structure, whereby the cost of restoring the structure to its pre-damaged condition would equal or exceed 50 percent of the equalized assessed value of the structure before the damage occurred.
76. **SUBSTANTIAL IMPROVEMENT** – Any repair, reconstruction, rehabilitation, addition or improvement of a building or structure, the cost of which equals or exceeds 50 percent of the equalized assessed value of the structure before the improvement or repair is started. If the structure has sustained substantial damage, any repairs are considered substantial improvement regardless of the work performed. The term does not include either any project for the improvement of a building required to correct existing health, sanitary or safety code violations identified by the building official and that are the minimum necessary to assure safe living conditions; or any alteration of a historic structure provided that the alteration will not preclude the structure's continued designation as a historic structure.
77. **UNNECESSARY HARDSHIP** – Where special conditions affecting a particular property, which were not self-created, have made strict conformity with restrictions governing areas,

setbacks, frontage, height, or density unnecessarily burdensome or unreasonable in light of the purposes of the ordinance.

- 78. **VARIANCE** – An authorization by the board of adjustment or appeals for the construction or maintenance of a building or structure in a manner which is inconsistent with dimensional standards (not uses) contained in the floodplain zoning ordinance.
- 79. **VIOLATION** – The failure of a structure or other development to be fully compliant with the floodplain zoning ordinance. A structure or other development without required permits, lowest floor elevation documentation, floodproofing certificates or required floodway encroachment calculations is presumed to be in violation until such time as that documentation is provided.
- 80. **WATERSHED** – The entire region contributing runoff or surface water to a watercourse or body of water.
- 81. **WATER SURFACE PROFILE** – A graphical representation showing the elevation of the water surface of a watercourse for each position along a reach of river or stream at a certain flood flow. A water surface profile of the regional flood is used in regulating floodplain areas.
- 82. **WELL** – means an excavation opening in the ground made by digging, boring, drilling, driving or other methods, to obtain groundwater regardless of its intended use.



MEMORANDUM

To: Plan Commission

From: Adam Kuhn, AICP
Associate Planner / Zoning Administrator

Date: January 26, 2026

RE: First Review of Draft Shoreland Ordinance

Background: As referenced during a previous Plan Commission meeting, coordination has taken place between myself and staff from the Wisconsin Department of Natural Resources (WDNR) in rewriting the City's Shoreland Ordinance. The City's existing Shoreland Ordinance is merely one paragraph that outlines how close structures can be placed from the shoreline and how much clearcutting can occur within close proximity of a shoreline.

The enclosed draft ordinance identifies the location of shoreland areas within city limits, outlines the land uses allowed within shoreland area, and the process for amending shoreland zoning regulations. Note that the process for amending a shoreland ordinance goes beyond simply amending a zoning ordinance – there are additional noticing requirements and statutory rules to follow.

Please review the enclosed shoreland ordinance and be prepared to provide any questions or comments.

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SHORELAND ORDINANCE FOR THE CITY OF STEVENS POINT, WISCONSIN

Adopted XX, X 20XX

A cooperative effort of
WI Department of Natural Resource (DNR)

1.0 STATUTORY AUTHORIZATION, FINDING OF FACT AND STATEMENT OF PURPOSE

1.1 STATUTORY AUTHORIZATION

This ordinance is adopted pursuant to the authorization in Wisconsin Statutes 62.231.

1.2 FINDING OF FACT AND PURPOSE

- 1) **Purpose.** It is the purpose of this Section to prevent the uncontrolled use of shoreland-wetlands and pollution of the navigable waters of the City in order to protect the public health, safety, convenience, and general welfare and impair the tax base. The shoreland-wetland overlay district is intended to:
 - a) Promote the public health, safety, convenience and general welfare;
 - b) Maintain the storm and flood water storage capacity of wetlands;
 - c) Prevent and control water pollution by preserving wetlands which filter or store sediments, nutrients, heavy metals or organic compounds that would otherwise drain into navigable waters;
 - d) Protect fish, their spawning grounds, other aquatic life and wildlife by preserving wetlands and other aquatic habitat;
 - e) Prohibit certain uses detrimental to the shoreland wetland area; and
 - f) Preserve shore cover and natural beauty by restricting the removal of natural shoreland cover and controlling shoreland wetland excavation, filling and other earth moving activities.
- 2) **Authority.** This ordinance is adopted pursuant to the authorization in Wis. enact shorelandwetland ordinances subject to WDNR approval and in strict conformity with Chapter NR 117, Wis. Adm. Code.
- 3) **Interpretation.** In their interpretation and application, the provisions of this Ordinance shall be held to be minimum requirements and shall be liberally construed in favor of the municipality and shall not be deemed a limitation or repeal of any other powers granted by the Wisconsin Statutes. Where a provision of this ordinance is required by a standard in Chapter NR 117, Wis. Adm. Code, and where the ordinance provision is unclear, the provision shall be interpreted in light of the Chapter NR 117 standards in effect on the date of the adoption of this ordinance or in effect on the date of the most recent text amendment to this ordinance.
- 4) **Annexed Areas.** The Portage County Shoreland Zoning provisions in effect on the date of annexation or attachment remain in effect administered by the City for all areas annexed or attached by the City after May 7, 1982. These annexed or attached lands are described on the City's Official Map. The Portage County Shoreland Zoning provisions

are incorporated by reference for the purpose of administering this Section and are on file in the office of the Zoning Administrator.

2.0 SHORELAND-WETLAND ZONING DISTRICT

2.1 SHORELAND-WETLAND ZONING MAPS.

The following maps are hereby adopted and made part of this Ordinance and are on file in the Office of the Zoning Administrator.

- 1) The most recent version of the Wisconsin Wetland Inventory as depicted on the Department of Natural Resources Surface Water Data Viewer is made part of this Ordinance.
- 2) Floodplain zoning maps titled and dated.
- 3) United States Geological Survey maps titled and dated.
- 4) Zoning maps titled and dated.

2.2 DISTRICT BOUNDARIES

The shoreland wetland zoning district is an overlay district includes all wetlands in the municipality which are two acres or more and are shown on the most recent version of the Wisconsin Wetland Inventory as depicted on the Department of Natural Resources Surface Water Data Viewer and the Zoning Map, and which are:

- 1) Within 1,000 feet of the ordinary high water mark of navigable lakes, ponds or flowages. Lakes, ponds or flowages in the municipality shall be presumed to be navigable if they are shown on the United States Geological Survey quadrangle maps or other zoning base maps which have been incorporated by reference and made a part of this Ordinance.
- 2) Within 300 feet of the ordinary high water mark of navigable rivers or streams, or to the landward side of the floodplain, whichever distance is greater. Rivers and streams shall be presumed to be navigable if they are designated as either continuous or intermittent waterways on the United States Geological Survey quadrangle maps or other zoning base maps which have been incorporated by reference and made a part of this Ordinance.
- 3) Determinations of navigability and ordinary high water mark location shall initially be made by the Zoning Administrator. When questions arise, the Zoning Administrator shall contact the appropriate office of the DNR for a final determination of navigability or ordinary high water mark.
- 4) When an apparent discrepancy exists between the shoreland wetland district boundary shown on the official zoning maps and actual field conditions at the time the maps were adopted, the Zoning Administrator shall contact the appropriate office of the DNR to

determine if the shoreland wetland district boundary as mapped, is in error. If DNR staff concur with the Zoning Administrator that a particular area was incorrectly mapped as a wetland, the Zoning Administrator shall have the authority to immediately grant or deny a zoning permit in accordance with the regulations applicable to the correct zoning district. In order to correct wetland mapping errors or acknowledge exempted wetlands, the Zoning Administrator shall be responsible for initiating a map amendment within a reasonable period.

2.3 USE REGULATIONS

- 1) Permitted Uses. The following uses are permitted subject to the provisions of Wis. Stats. Chapters 30 and 31, and the provisions of other local, state and federal laws, if applicable:
 - a) Hiking, fishing, trapping, hunting, swimming, snowmobiling and boating;
 - b) The harvesting of wild crops, such as marsh hay, ferns, moss, wild rice, berries, tree fruits and tree seeds, in a manner that is not injurious to the natural reproduction of such crops;
 - c) The practice of silviculture, including the planting, thinning and harvesting of timber;
 - d) The pasturing of livestock and the construction and maintenance of fences, including limited filling and excavating necessary for fence construction and maintenance;
 - e) The cultivation of agricultural crops if cultivation can be accomplished without wetland alterations, except for the maintenance and repair of existing farm drainage ditches or of other existing agricultural drainage systems to restore the functional drainage of existing agricultural lands. The minimum amount of filling necessary to dispose of dredged spoil is allowed, provided that filling is otherwise permissible, and that dredged spoil is placed on existing spoil banks where possible.
 - f) The construction and maintenance of piers, docks, walkways, observation decks, and trail bridges, including limited filling and excavating necessary for the installation of pilings.
 - g) The establishment and development of parks and recreation areas, outdoor education areas, historic, natural, and scientific areas, game refuges and closed areas, fish and wildlife habitat improvement projects, game farms and wildlife preserves, and public boat launching ramps, provided that:
 - 1) Only limited filling and excavating necessary for the development of boat launching ramps, swimming beaches, or the construction of park shelters or similar structures shall be allowed.

- 2) Wetland alterations in game refuges and closed areas, fish and wildlife habitat improvement projects, game farms, and wildlife preserves shall be for the purpose of improving wildlife habitat or to otherwise enhance wetland values.
- h) Construction and maintenance of electric and telephone transmission lines, water and gas distribution lines, sewage collection lines, and construction and maintenance of railroad lines, provided that:
- 1) These facilities cannot, as a practical matter, be located outside of the wetland.
 - 2) Only limited filling or excavating necessary for construction or maintenance shall be allowed.
 - 3) Construction or maintenance shall be performed so as to minimize adverse impacts upon the natural functions of the shoreland-wetland.
- i) Construction and maintenance of roads as necessary for the continuity of the City street system, essential utility and emergency services, or access to uses permitted under this subsection, provided that:
- 1) The road cannot, as a practical matter, be located outside of the wetland.
 - 2) The road is designed and constructed to minimize the adverse impact upon the natural functions of the shoreland-wetland.
 - 3) The road is designed and constructed with the minimum cross-sectional area practical to serve the intended use.
 - 4) Road construction activities are carried out only in the immediate area of the road bed.
 - 5) Any wetland alteration shall only be the minimum necessary to accommodate construction or maintenance of the road.
- j) Installation and maintenance of sealed tiles for the purpose of draining lands outside of the shoreland-wetland zoning district, provided that such installation or maintenance is done in a manner designed to minimize the adverse impact upon the natural functions of the shoreland-wetland.
- k) Maintenance, repair, replacement, and reconstruction of existing highways and bridges, including limited excavating and filling necessary for these functions.
- l) The maintenance and repair of existing drainage systems to restore pre-existing levels of drainage, including the minimum amount of filling necessary to dispose of dredged spoil, provided that the filling is otherwise permissible and that dredged spoil is placed on existing spoil banks where possible.

- 2) Prohibited Uses. The use of a boathouse for human habitation and the construction or placement of a boathouse or fixed houseboat below the ordinary high water mark of any navigable waters are prohibited.
- 3) Nonconforming Uses. This Ordinance shall not limit the repair, reconstruction, renovation, remodeling or expansion of a nonconforming structure in existence on the effective date of the shoreland wetland provisions, or of any environmental control facility in existence on May 7, 1982 related to such a structure. All other modifications to nonconforming structures are subject to Wis. Stats. 62.23(7)(hb). If a nonconforming use or the use of a nonconforming structure is discontinued for 12 consecutive months, any future use of the building, structure or property shall conform to this ordinance.

2.4 AMENDING SHORELAND-WETLAND ZONING REGULATIONS

The Common Council may alter, supplement or change the district boundaries and the regulations contained in this Ordinance in accordance with the requirements of Wis. Stats. 62.23(7)(d)2 and Chapter NR 117, Wis. Adm. Code, and the following:

- 1) A copy of each proposed text or map amendment shall be submitted to the appropriate office of the DNR within 5 days of the submission of the proposed amendment to the Plan Commission;
- 2) All proposed text and map amendments to the shoreland wetland zoning regulations shall be referred to the Plan Commission, and a public hearing shall be held after class II notice as required by Wis. Stats. 62.23(7)(d)2. The appropriate office of the DNR shall be provided with written notice of the public hearing at least 10 days prior to such hearing.
- 3) In order to ensure that this ordinance will remain consistent with the shoreland protection objectives of Wis. Stats. 281.31, the Common Council may not rezone a wetland in a shoreland wetland zoning district, or any portion thereof, where the proposed rezoning may result in a significant adverse impact upon any of the following wetland functions:
 - a) Storm and flood water storage capacity.
 - b) Maintenance of dry season stream flow or the discharge of groundwater to a wetland, the recharge of groundwater from a wetland to another area, or the flow of groundwater through a wetland.
 - c) Filtering or storage sediments, nutrients, heavy metals, or organic compounds that would otherwise drain into navigable water.
 - d) Shoreline protection against erosion.
 - e) Fish spawning, breeding, nursery, or feeding grounds.
 - f) Wildlife habitat.
 - g) Areas of special recreational, scenic, or scientific interest, including scarce wetland types and habitat of endangered species.

- 4) Where the DNR determines that a proposed rezoning may have a significant adverse impact upon any of the criteria listed in the preceding Subsection, the DNR shall so notify the City of its determination either prior to or during the public hearing held on the proposed amendment. The appropriate office of the Department shall be provided with:
 - a) A copy of the recommendation and report, if any, of the Plan Commission on a proposed text or map amendment, within 10 days after the submission of those recommendations to the Common Council.
 - b) Written notice of the action on the proposed text or map amendment within 10 days after the action is taken.
- 5) If the DNR notifies the municipal planning agency in writing that a proposed amendment may have a significant adverse impact upon any of the criteria listed in Section 2.4(3) that proposed amendment, if approved by the Common Council, shall not become effective until more than 30 days have elapsed since written notice of City approval was mailed to the DNR. If within the 30 day period, the DNR notifies the municipality that the Department intends to adopt a superseding shoreland wetland zoning ordinance, the proposed amendment shall not become effective.

3.0 DEFINITIONS

For the purpose of administering and enforcing this ordinance, the terms or words used herein shall be interpreted as follows: Words used in the present tense include the future; words in the singular number include the plural number; words in the plural number include the singular number. The word "shall" is mandatory, not permissive. All distances unless otherwise specified, shall be measured horizontally. The following terms used in this ordinance mean:

- 1) Boathouse - as defined in section 30.121(1), Wis. Stats., means a permanent structure used for the storage of watercraft and associated materials and includes all structures which are totally enclosed, have roofs or walls or any combination of structural parts.
- 2) Development - means any man made change to improved or unimproved real estate, including, but not limited to, the construction of buildings, structures or accessory structures; the construction of additions or substantial alterations to buildings, structures or accessory structures; the placement of buildings or structures; ditching, lagooning, dredging, filling, grading, paving, excavation or drilling operations; and the deposition or extraction of earthen materials.
- 3) Drainage system - means one or more artificial ditches, tile drains or similar devices which collect surface runoff or groundwater and convey it to a point of discharge.
- 4) Environmental control facility - means any facility, temporary or permanent, which is reasonably expected to abate, reduce or aid in the prevention, measurement, control or

monitoring of noise, air or water pollutants, solid waste and thermal pollution, radiation or other pollutants, including facilities installed principally to supplement or to replace existing property or equipment not meeting or allegedly not meeting acceptable pollution control standards or which are to be supplemented or replaced by other pollution control facilities.

- 5) Fixed houseboat - as defined in section 30.121(1), Wis. Stats., means a structure not actually used for navigation which extends beyond the ordinary high water mark of a navigable waterway and is retained in place either by cables to the shoreline or by anchors or spudpoles attached to the bed of the waterway.
- 6) Navigable waters - all natural inland lakes within Wisconsin, and all streams, ponds, sloughs, flowages and other waters within the territorial limits of this state, including the Wisconsin portion of boundary waters, which are navigable under the laws of this state.
A wetland ordinance does not apply to lands adjacent to:
 - a) Farm drainage ditches where such lands are not adjacent to a natural navigable stream or river and such lands were not navigable streams before ditching; and
 - b) Artificially constructed drainage ditches, ponds or stormwater retention basins that are not hydrologically connected to a natural navigable water body
- 7) Ordinary high water mark - means the point on the bank or shore up to which the presence and action of surface water is so continuous as to leave a distinctive mark such as by erosion, destruction or prevention of terrestrial vegetation, predominance of aquatic vegetation, or other easily recognized characteristic.
- 8) Shorelands - means lands within the following distances from the ordinary high water mark of navigable waters; 1,000 feet from a lake, pond or flowage; and 300 feet from a river or stream or to the landward side of the floodplain, whichever distance is greater.
- 9) Wetlands - means those areas where water is at, near or above the land surface long enough to support aquatic or hydrophytic vegetation and which have soils indicative of wet conditions.
- 10) Wetland alteration - means any filling, flooding, draining, dredging, ditching, tiling, excavating, temporary water level stabilization measures or dike and dam construction in a wetland area.



MEMORANDUM

To: Plan Commission

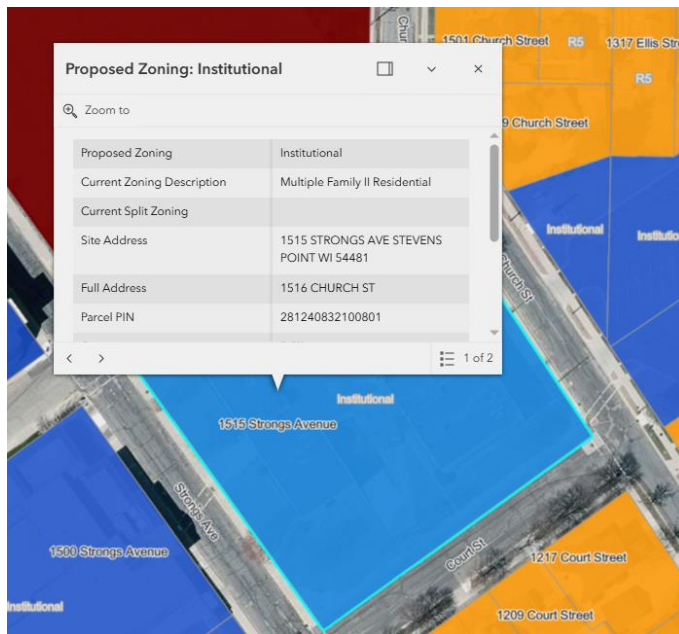
From: Adam Kuhn, AICP
Associate Planner / Zoning Administrator

Date: January 26, 2026

RE: **First Review of Draft Zoning Map & Purpose Statements**

Background: For the last few months, time has been spent disseminating all the public feedback and data received in 2025 in preparation to create the proposed zoning map. The proposed zoning map can be found enclosed in the agenda and within the following [link](#). When utilizing the link to view the zoning map, one can view the proposed changes by simply clicking on a parcel of interest.

Example:

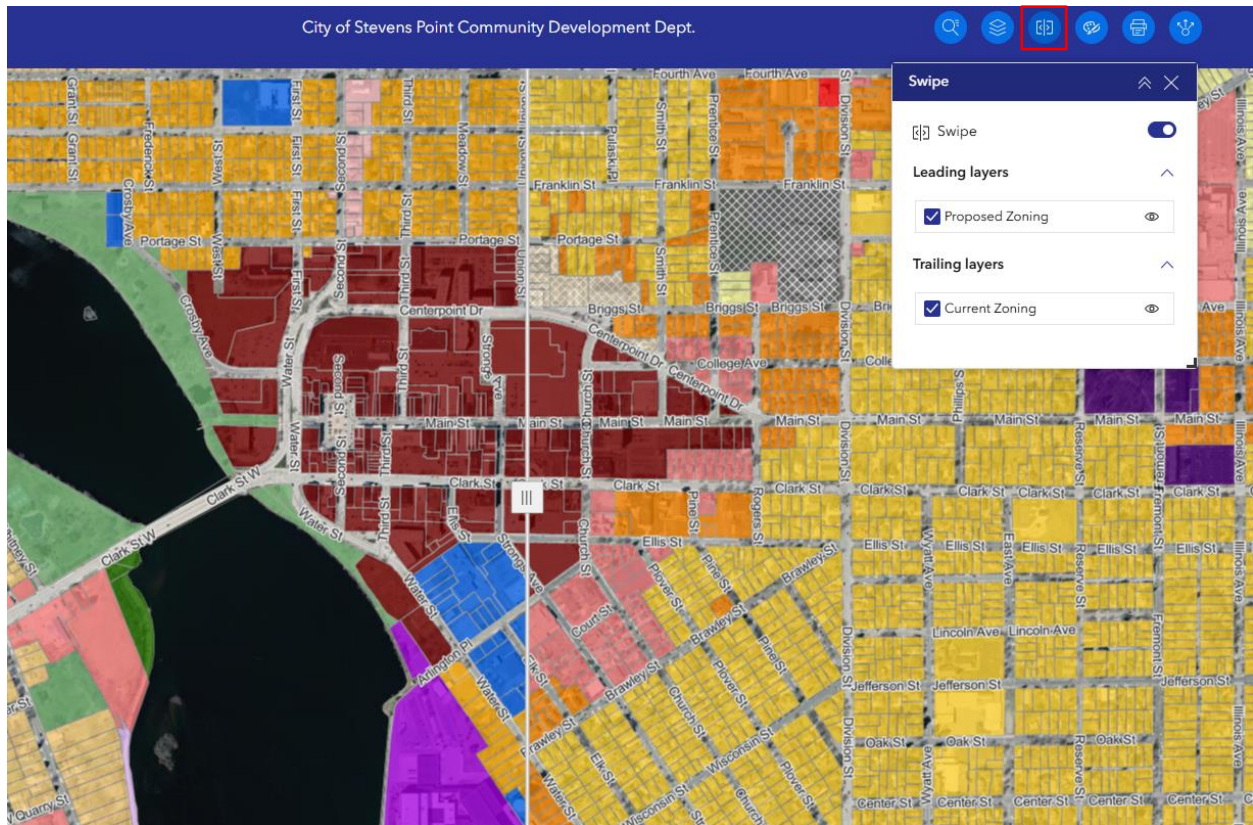


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Additionally, one can utilize the swipe tool to toggle between the existing and proposed zoning layers, and use the slide tool to compare the changes among broad areas of the city.

Example:



As addressed during previous Plan Commission meetings, the purpose of the January 26th meeting is to present the proposed zoning designations and how they apply to the city as a whole. There will be no conversation of the proposed performance standards (e.g., minimum lot size, lot width, building setbacks, parking, etc.) and land use regulations by district – that will occur in the subsequent months. This structure is intention to ensure that the proposed zoning districts adhere to their applicable purpose statements – an essential element when reviewing rezoning requests.

To begin, it would be helpful to provide a comparative of the existing zoning districts and how they relate to the proposed zoning district. The table shown below provides the closest equivalent of proposed zoning district for existing zoning districts.

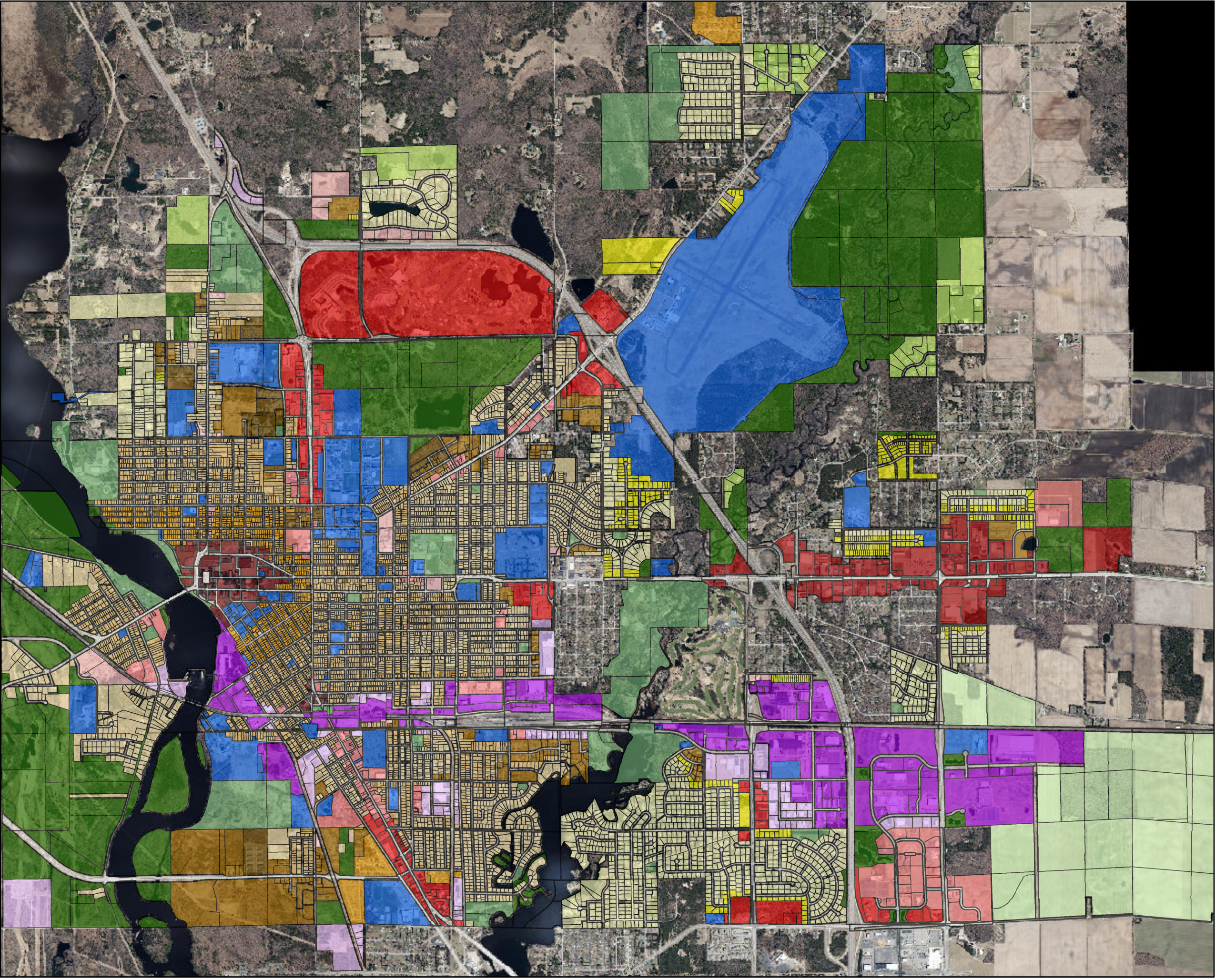
Existing Zoning District	Equivalent Zoning District
"C" Conservancy District	Conservancy District Park District
"R-LD" Low Density Residential	Non-Sewered Residential
"R-1" Suburban Single-Family Residential	Suburban Residential-1 Suburban Residential-2
"R-2" Single-Family Residential	Suburban Residential-1 Suburban Residential-2 Traditional Neighborhood-1
"R-3" Single- and Two-Family Residential	Traditional Neighborhood-2 Urban Residential
"R-4" Multiple Family I Residential	Multi-Family Residential – Low Density Multi-Family Residential – High Density
"R-5" Multiple Family I Residential	Multi-Family Residential – Low Density Multi-Family Residential – High Density
"B-1" Neighborhood Business	Neighborhood Commercial
"B-2" Central Business Transition District	Central Business District
"B-3" Central Business District	Central Business District
"B-4" Commercial District	General Commercial Corridor Commercial
"B-5" Highway Commercial District	Highway Commercial
"M-1" Light Industrial District	Light Industrial
"M-2" Heavy Industrial District	Heavy Industrial
"U-1" University Facilities District	Institutional

During the January 26th meeting, I will be giving an in-depth presentation of the proposed zoning map and the purpose statements for each district. A few notes to be mindful of:

- Although this is the proposed zoning map, there will be further amendments based on your feedback. The map that is enclosed should not be perceived to be 'final.'
- A purpose statement for the Planned Development District is included on the packet, but it is not identified on the draft zoning map. For existing lots that have a planned development overlay designation, there is also a base zoning designation that is applied and utilized when considering land use and development regulations. At this time, I am unable to determine if existing planned developments will continue to need a planned development zoning designation as part of this Zoning Code rewrite – that question will be answered once we discussed proposed performance standards by district.
- Proposed overlay zoning districts are not included for review during the January 26th meeting, but it will be presented in February or March. Such overlay districts include a height limitation overlay district (for airport operations), groundwater protection districts, form-based overlay districts, etc.
- The City's Zoning Code includes a Traditional Neighborhood Overlay District. The intent with the proposed zoning map is to build in the development standards of the Traditional Neighborhood Overlay District into base zoning districts (i.e., proposed Traditional Residential-1, Traditional Residential-2 and Urban Residential Zoning Districts).
- The existing "U-1" University Facilities District, which identifies UWSP property, is encapsulated within the proposed Institutional District. As there are statutory constraints for a municipality to regulate land use and development on State-

owned properties, there will be a provision in the new Zoning Code that addresses this fact as such.

Please review the proposed zoning map and corresponding purpose statements. If you have any questions, please let me know.



Legend

Zoning Districts

<all other values>

Zoning2025

Agriculture

Conservancy

Park

Non-Sewered Residential

Suburban Residential-1

Suburban Residential-2

Traditional Residential-1

Traditional Residential-2

Urban Residential

Mobile Home

Multi-Family Residential - Low Density

Multi-Family Residential - High Density

Central Business District

Neighborhood Commercial

General Commercial

Corridor Commercial

Highway Commercial

Light Industrial

Heavy Industrial

Institutional

Agricultural Zoning District

This district is established to preserve agricultural and urban forest lands, promote existing farm operations, and protect agricultural uses from the encroachment of incompatible land uses. This district is also intended to allow non-sewered single-family residential development used in conjunction with agricultural operations.

Conservancy Zoning District

This district is established to provide protection to environmentally-sensitive lands such as floodplains, wetlands, shorelands, airport fringe lands and fringe lands remote from City services and access.

Park Zoning District

This district is established on land owned by the City of Stevens Point containing activities administered by the Stevens Point Parks, Recreation & Forestry Department.

Institutional Zoning District

This district is established to support higher-intensity institutional and civic uses, educational facilities, religious institutions, and other noncommercial places of assembly. This district is further established to support facilities operated by the City of Stevens Point, Portage County, State of Wisconsin, United States of America, and other government agencies. Institutional land should be prioritized near residential uses with a road network that can handle expected traffic volume, support safe access and limit traffic congestion.

Non-Sewered Residential Zoning District

This district is established to accommodate single-family residential development that is not connected to public utilities and is located in fringe areas of the City. This district is not intended to be applied to new residential development beyond what exists at the effective date of this Ordinance.

Suburban Residential-1 Zoning District

This district is established to accommodate existing single-family residential uses located north of Interstate 39 and east of McDill Pond. This district is further intended to accommodate new single-family residential development that is sensitive to and intended to match or be compatible with an adjacent, established residential neighborhood and development pattern.

Suburban Residential-2 Zoning District

This district is established to accommodate existing single- and two-family residential uses located north of Interstate 39 and east of McDill Pond. This district is further intended to accommodate new single-family and duplex development that allows for an increase in density that is sensitive and compatible with an adjacent, established residential neighborhood and development pattern. Land in this district is intended to be located adjacent to high-density residential neighborhoods, serve as a transition between single-family and nonresidential development, and be located along residential and collector streets.

Traditional Residential-1 Zoning District

This district is established to provide for single-family and zero-lot-line duplex development intended to serve as a transition district between lower intensity uses permitted in the Suburban Residential-1 District and higher intensity land uses found in the Traditional Residential-2 District. This district is intended to accommodate existing single-family neighborhoods, and allow for slight density increases in new neighborhoods that is compact, pedestrian focused, and offers a range of housing types.

Traditional Residential-2 Zoning District

This district is established to accommodate existing residential neighborhoods that are compact, pedestrian focused, and consistent with design principles of traditional neighborhoods. A traditional neighborhood is compact, designed for the human scale, and characterized by larger homes on smaller lots with smaller setbacks from the property lines. This district is further established to accommodate mid-density infill development that prioritizes single-family buildings and house-scale multi-unit residential buildings that are compatible in scale with single-family homes that addresses the established neighborhood character.

Urban Residential Zoning District

This district is established to accommodate existing residential neighborhoods and infill development that is higher density, pedestrian focused, and serves as a transition zone between the Downtown Central Business District and mid-density traditional neighborhoods. A range of housing types is intended in this district, including single-family homes, duplexes, cottage courts, and other house-scale multi-unit residential buildings that are compatible in scale with single-family homes.

Mobile Home Zoning District

This district is established to create and preserve neighborhoods solely for manufactured and mobile home developments.

Multi-Family Residential – Low Density Zoning District

This district is established to support apartments, townhomes, and other multi-family residential developments with a gross density of 20 dwelling units per acre or less. This district is intended to serve as a buffer between lower density residential uses and commercial/industrial uses, and in areas capable of handling higher traffic volumes.

Multi-Family Residential – High Density Zoning District

This district is established to support apartments, townhomes, and other multi-family residential developments with a gross density exceeding 20 dwelling units per acre. This district is intended to serve as a buffer between lower density residential uses and commercial/industrial uses, and in areas capable of handling higher traffic volumes.

Neighborhood Commercial Zoning District

This district is established to support commercial and office uses, small in operation and of building footprint, that serves nearby residents with products and services. New construction in this district should be small in mass, including a mixture of standalone commercial and mixed-use developments that provide pedestrian, bicycle, or public transportation accommodations.

General Commercial Zoning District

This district is established to support commercial, office and multi-family residential uses, large in operation and of building footprint, serving the community at large, in areas that can accommodate both vehicular and pedestrian access. This district is intended to serve as a transition between large-scale commercial and industrial uses, with adjacent residential uses. Development in this district should be located along collector and arterial streets, and be capable of handling higher traffic volumes.

Central Business Zoning District

This district is established to provide a single contiguous district encompassing the central business district or downtown area which will encourage primarily retail uses and a variety of supporting uses. This district is intended to help implement the

Downtown Targeted Area Master Plan, particularly the development and maintenance of the Downtown area as a specialized pedestrian-oriented shopping and community center.

Corridor Commercial Zoning District

This district is established to support high-intensity commercial, office and multi-family residential uses, large in operation and of building footprint, serving the community at large, that can accommodate high vehicular traffic volumes. Development in this district is intended to be located along arterial streets for safe access and reduced traffic congestion, be highly visible along arterial roadways, and can support pedestrian, bicycle and public transportation surrounding the property.

Highway Commercial Zoning District

This district is established to provide for larger retail, commercial, office, service, and multi-family residential uses which depend upon access to U.S. Highway 10 East. It is the intent of this district to prevent traffic congestion, provide safe access along U.S. Highway 10 East, and to create a convenient and safe commercial area.

Light Industrial Zoning District

This district is established to provide for those manufacturing or other industrial uses having the least obnoxious or nuisance impacts and having a lower scale of activity as compared with permitted uses of the Heavy Industrial District. It is intended that this district be located as a buffer between heavy manufacturing uses and commercial or multi-family residential uses. New development in this district should be concentrated in campus-style parks located along collector and arterial streets.

Heavy Industrial Zoning District

This district is established to provide for those manufacturing or other industrial uses having more obnoxious or nuisance impacts, such as light, noise, traffic or vibration concerns. It is intended that this district be located as a buffer between heavy manufacturing uses and commercial or multi-family residential uses. New development in this district should be concentrated in campus-style parks located along collector and arterial streets.

Planned Development Zoning District

This district is established to promote creative and high-quality site designs that cannot be achieved under a literal application of the development standards in this

Ordinance. This district enables a process where custom development standards may be approved that meets the context of the area in which it is located.

Planned Industrial Development District

This district is established to promote creative and high-quality site designs for industrial uses in the East Park Commerce Center that cannot be achieved under a literal application of the development standards in this Ordinance. This district enables a process where custom development standards may be approved that meets the context of the area in which it is located.



MEMORANDUM

To: Plan Commission

From: Adam Kuhn, AICP
Associate Planner / Zoning Administrator

Date: January 26, 2026

RE: First Review of Draft Portage County Countywide Bicycle & Pedestrian Plan

Background: For the last year, City staff have been working with other local officials to aid the contracted consultant, Vandewalle & Associates, in the development of the Portage County Countywide Bicycle & Pedestrian Plan. Funded by a planning grant through the Safe Streets and Roads for All Grant from the U.S. Department of Transportation, it sought to update the 2015 Countywide Bicycle & Pedestrian Plan to address new planning strategies, new engineering best practices, and ensure that public opinion is consistent with the recommended policies of the Plan.

For the last half-year or so, municipal and County staff have been reviewing and providing edits of the attached Plan. The attached Plan represents the third draft that is created, and the first that will be released to the public for feedback.

The draft Plan is broken into the following sections:

- Identifying short-term actions that should be prioritized to promote and enhance the County bicycle and sidewalk network.
- An overview of the planning process, aiding in the development of this Plan.
- Presenting existing bicycling and walking conditions across Portage County.
- A description of the different bicycle and pedestrian facilities.
- Establish a vision for what bicycling and walking in Portage County should look like in 2045.
- Infrastructure and non-infrastructure recommendations in the Urban Area (defined as the City of Stevens Point, Villages of Plover, Whiting, Park Ridge, and the Towns of Hull and Plover) and the Rural Area.
- Steps and strategies to implement the Plan.

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During this January 21st meeting, the Bicycle & Pedestrian Street Safety Commission will have an opportunity to review the draft Plan and provide feedback. To aid in your review, the following are a few areas that I would prioritize:

- Recommended short-term actions (pg. 1-10): Are these recommendations reasonable and realistic to achieve in the next 1-5 years? Are there any short-term actions that are not identified that should be?
- Bicycle & pedestrian facility types (pg. 35-46): Is a better explanation needed for any of these facility types?
- Vision for 2045 (pg. 47-54): Does this vision for bicycle and pedestrian conditions match your expectations for the year 2045? Does the goals and strategies identified to achieve this vision make sense? Are these goals and strategies measurable and attainable?
- Non-infrastructure recommendations (pg. 55-66): Please review and provide general feedback. Note that some of these recommendations will apply to areas outside of the City.
- Urban area facility recommendations (pg. 81-102): For this section, please prioritize reviewing:
 - Map 9.1 (pg. 87): Urban area existing and proposed bike facilities.
 - Map 9.2 (pg. 98): Urban area sidewalk inventory and recommendations.
 - For the two above maps, focus solely on areas within City limits.

Please be prepared to provide feedback during our meeting on the 26th. In addition to this Commission reviewing the Plan, the City's Bicycle and Pedestrian Street Safety Commission will be reviewing the Plan during their meeting scheduled for January 21st.

If you have any questions, please let me know.

PORTAGE COUNTY COUNTYWIDE BICYCLE & PEDESTRIAN PLAN



ADOPTION RESOLUTION

Placeholder for Adoption Resolution(s)

ACKNOWLEDGEMENTS

Portage County Board

Vincent Miresse	Bob Gifford	Amberle Schartz
Chris Doubek	Stan Potocki	James Yetter
Janell Wehr	Mike Splinter	Jeanne Dodge
David Medin	Donald Jankowski	Matt Jacowski
Julie Morrow	Chris Randazzo	Barry Jacowski
Shawn V. Przybylski	Nancy Eggleston	Steve Cieslewicz
Dave Ladick	Steve Fritz	Ray Reser
Joan M. Honl	Suzanne Oehlke	
Andrew Rockman	Larry Raikowski	

Portage County Staff

Planning and Zoning Department

Timothy Reed, Director

Kristen Johnson, Planner

Highway Department

Nathan Check, Highway Commissioner

Lucas Meddaugh, County Engineer

Bicycle & Pedestrian Plan Subcommittee

Rebecca Roberts, Amherst

Steve McKay, Stevens Point

Karalyn Peterson, Stevens Point

Neil Prendergast, Stevens Point

Janet Way, Town of Hull

Jack Orlando, Stevens Point

Safe Streets For All Project Team

Kristen Johnson, Planner, Portage County

John Campbell, Director of Traffic
Engineering Safety Services, Traffic
Analysis & Design, Inc.

Karmen Anderson, Planner,
Village of Plover

Katie Livernash, Community Development
Educator, UW-Extension Portage County

Adam Kuhn, Associate Planner,
City of Stevens Point

Scott Beduhn, Director of Public Works,
City of Stevens Point

Trevor Roark, 1000 Friends of WI - Stevens
Point

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This plan update was prepared through a collaborative public input process led by Vandewalle & Associates, 2025. Original plan prepared by Toole Design Group and SAA Design Group, 2014.

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VANDEWALLE &
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CHAPTER 1: **SHORT-TERM ACTION PLAN**

Short-Term Action Plan

BUILD THE NETWORK

Expand and enhance the bicycle and pedestrian infrastructure by working with municipalities, prioritizing projects, and funding top recommendations.

GROW THE CULTURE

Promote walking and biking through community engagement and outreach to build public and financial support.

This Short-Term Action Plan is designed to advance two primary goals. One, the **County seeks to grow and enhance the existing bicycle and pedestrian network**. The County can lead in this effort by working with municipalities to prioritize recommendations regularly, encouraging and supporting efforts by local communities in implementing top priority infrastructure projects, and funding priority projects within its jurisdiction. Equally important is the need to **grow the culture of walking and biking in Portage County** to generate community and financial support to fund bicycle and pedestrian infrastructure. The County can grow the culture through promotional efforts and community engagement that bring attention to walking and biking and its benefits. The following are achievable, short-term action steps that the County and its partners should undertake in the next three to five years.

After these recommendations are completed or underway, this Plan contains many more recommendations that should be pursued. Additional non-infrastructure recommendations intended to grow the culture are found in Chapter 7. Additional infrastructure recommendations aimed at building the bicycle and pedestrian network are found in Chapter 8 and 9. If the next steps are not immediately apparent, this Plan recommends initiating a process to prioritize the recommendations. A method for prioritizing pedestrian improvements in the Urban Area is found in Section 9.3, and a suggested method for prioritizing bicycle improvements (Rural and Urban) is found in Chapter 10, Implementation.

Build the Network

Expand and enhance the bicycle and pedestrian infrastructure by working with municipalities, prioritizing projects, and funding top recommendations.

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

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

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

Apply for Transportation Alternatives Program (TAP) Grants in Each Cycle.

One of the most significant grant programs for bicycle and pedestrian projects is the Transportation Alternatives Program or TAP, which is administered by the Wisconsin Department of Transportation (WisDOT). During the last grant period, more than \$32 million was awarded for 55 bicycle and pedestrian projects across the state. Because it is the largest grant program dedicated to bicycle and pedestrian projects, it is highly recommended that Portage County apply for project-specific funding for at least one County project during each TAP grant cycle (typically every two years). The County should also encourage municipalities, particularly in the Urban Area, to apply for project-specific funding in each cycle. The City of Stevens Point has received multiple TAP grant awards to implement various recommendations from the 2014 Bicycle and Pedestrian Plan. Multijurisdictional grant applications are encouraged, as they are viewed favorably when being considered for funding. These applications could be coordinated through the existing Stevens Point Area Surface Transportation Project Committee. Applications are generally due in October on an annual basis.¹

Responsibility: *County Board with input from City of Stevens Point and the Villages and Towns in the Urban Area; local municipalities are responsible for grants targeting projects in their jurisdictions.*

Implement Priority Rural Area Bikeway Recommendations

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

¹ TAP is the State of Wisconsin's program for federal Transportation Alternatives set-aside program, and WisDOT will adjust the program budget and scheduling according to future changes in federal or state funding. More information regarding the TAP is available from the Wisconsin Department of Transportation: <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

County road projects were reviewed. Just three paved shoulder projects were identified as short term priorities:

TABLE 1.1: SHORT-TERM PRIORITY BIKEWAY PROJECTS FOR THE RURAL AREA

Project	Miles
Install paved shoulders on County Highway HH from Burbank Road to Custer Road	2.57

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

Implement Priority Urban Area Recommendations

The projects listed below are the ten priority recommendations for the Urban Area bikeway system. The priority recommendations were developed based on cost, project complexity, and project need which included latent bicycle demand in the area, crash history, connectivity, and public comments. Some of these projects will take substantial planning and funding, and work should begin on them as soon as possible.

TABLE 1.2: PRIORITY PROJECTS FOR THE URBAN AREA

Project	Miles
Sign the bike route network recommended for the entire Urban Area	25.97
Install protected bike lanes on Division Street between Fourth Avenue and North Point Drive in Stevens Point (in progress)	0.83
Install the shared use path recommended along Park Ridge Drive in Park Ridge	0.11
Install the shared use path recommended along Main Street in Stevens Point	0.36
Install protected bike lanes on Fourth Avenue from Second Street to Illinois Avenue in Stevens Point, working with UW-Stevens Point	0.76
Install raised shared use path on Michigan Avenue under the railroad overpass (Patch Street to Dixon Street)	0.25
Install shared use path on Okray Avenue in Plover	1.68
Install bike lanes on McDill Avenue in Whiting and Plover	1.05
Install paved shoulders on Old Highway 18 from Highway 10 to Brilowski Road	0.95
Install sidewalk from Post Street to Hoover Road on Plover Springs Drive	

Grow the Culture

Promote walking and biking through community engagement and outreach to build public and financial support.

Proactive Plan Monitoring and Implementation by Portage County Departments

The Portage County Planning and Zoning Department and the Highway Department should regularly report to their respective committees and the Traffic Safety Committee on the implementation of this Bicycle and Pedestrian Plan. Regular monitoring of the Plan and reporting to County Committees emphasizes the County's commitment to making biking and walking safer and more appealing to residents and visitors. Regular updates to County Committees brings the Plan right to County decision makers.

Proactive updates should occur three or four times per year: at least a month before capital projects are due, once in October, and once in spring to plan for the next year. These reports could include the following elements:

- Monitor and advance implementation of the Bicycle and Pedestrian Plan
- Identify potential priority projects for implementation
- Provide status updates on ongoing projects
- Regularly review and provide input on County capital project planning as it affects bicycling and walking
- Monitor police reports to determine if additional safety education or modified enforcement is needed

In the future, the County may wish to explore a permanent staff person to proactively advance the recommendations of this Plan.

Responsibility: *Portage County Planning and Zoning Department, Portage County Highway Department*

Develop County Bike Maps

Develop a bicycle user map that displays bicycle facilities, key destinations, and recommended routes for biking. The map should be available online and hardcopy format. Distributing these maps widely will encourage Portage County residents to bicycle more and to raise awareness about bicycle facilities. The maps will also make Portage County visitors more aware of recreational bicycling opportunities.

Responsibility: *County Planning and Zoning Department*

Increase Knowledge of Elected Officials and Other Decision Makers on the Benefits of Well Connected, Walkable, and Bikeable Communities.

- Provide regular updates to county and local government officials on the many benefits of walking and biking (see Figure 3.1, the Case for Walking and Biking) and share relevant case studies regularly.
- Help elected officials gain perspective into opportunities and existing challenges for walking and biking by coordinating events for them to walk and bicycle in their community with residents. Walk & Roll audits, as described in this Plan, is one possible model.
- Invite elected officials and the public to “grand opening” or similar events for new bicycle and pedestrian facilities.
- Encourage members of the public to speak at public meetings in support of bicycle and pedestrian projects and well connected, walkable, and bikeable communities in general.

Responsibility: *Portage County Planning and Zoning Department staff, Portage County Highway Department staff, local advocacy groups*

Promote Portage County as a Destination for Recreational Bicycling

Before taking on an extensive marketing effort, the County should start by meeting with local tourism and economic development entities who can add recreational bicycling as another reason to visit Portage County as a part of their messaging. The County could establish a partnership with one or more of these entities to spread the message that Portage County is a great place for recreational biking, with an initial focus on the Green Circle Trail and the Tomorrow River Trail. The County should develop simple marketing materials that can be shared by partner tourism entities with a deeper marketing reach than the County. Materials could also highlight the County Bike Maps described above, promote bike-related events, and emphasize local businesses who offer bike-related services. The County should meet with the Wisconsin Office of Outdoor Recreation and Travel Wisconsin to learn about other simple marketing opportunities that would promote Portage County without placing an undue burden on County staff. After the initial efforts are completed, the County could take steps to add new recreational bikeways and partner with tourism entities to expand bicycle tourism marketing efforts. These ideas are described further in Chapter 5.

Responsibility: *County Planning and Zoning Department and tourism and business related entities such as, Downtown Alliance, Plover Area Convention and Visitors Bureau, Stevens Point Area Convention & Visitors Bureau, North Central Wisconsin Tourism Partnership, and Portage County Business Council*

Sponsor Bike to Work Week and Bike & Walk to School Day, Working with Local Municipalities, Employers, and Advocates to Host Events and Provide Support.

Bicycling to work or to other destinations is a great way to get exercise, save money, reduce pollution, and have some fun. Bike to Work Week and Bike & Walk to School Day are national activities and are easily organized with help from the League of American Bicyclists website. Information on the website includes national and local events, promotional materials, and a handbook. The Wisconsin Bike Fed also provides support for Wisconsin communities participating in Bike to Work Week. Bike & Walk to School Day is an important component of Safe Routes to School as it both encourages and educates students on how to get to school via bike or on foot.

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

Boost Bicycle and Pedestrian Education Efforts through the Internet and Social Media

Including bicycle and pedestrian related educational pieces on the County website and on social media is an easy way to reach a large group of people. Simple communications can cover a seasonal topic such as rules of the road, local bicycling ordinances, back-to-school safety information, and using lights as fall approaches. The County should coordinate with municipalities to include at least four pieces of bicycle and pedestrian education annually in municipal and County digital communications to residents (newsletters, websites, social media).

Responsibility: *County Planning and Zoning Department, Any public agencies that communicate with Portage County residents*

Create a Landing Page for Bicycle and Pedestrian Education on the County Website

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

- Maps and other resources
- Links to rules and responsibilities related to walking and biking
- Information about local biking and walking events
- List of and links to local bike shops
- List of and links to all walking and biking groups, including clubs, racing teams, and advocacy groups

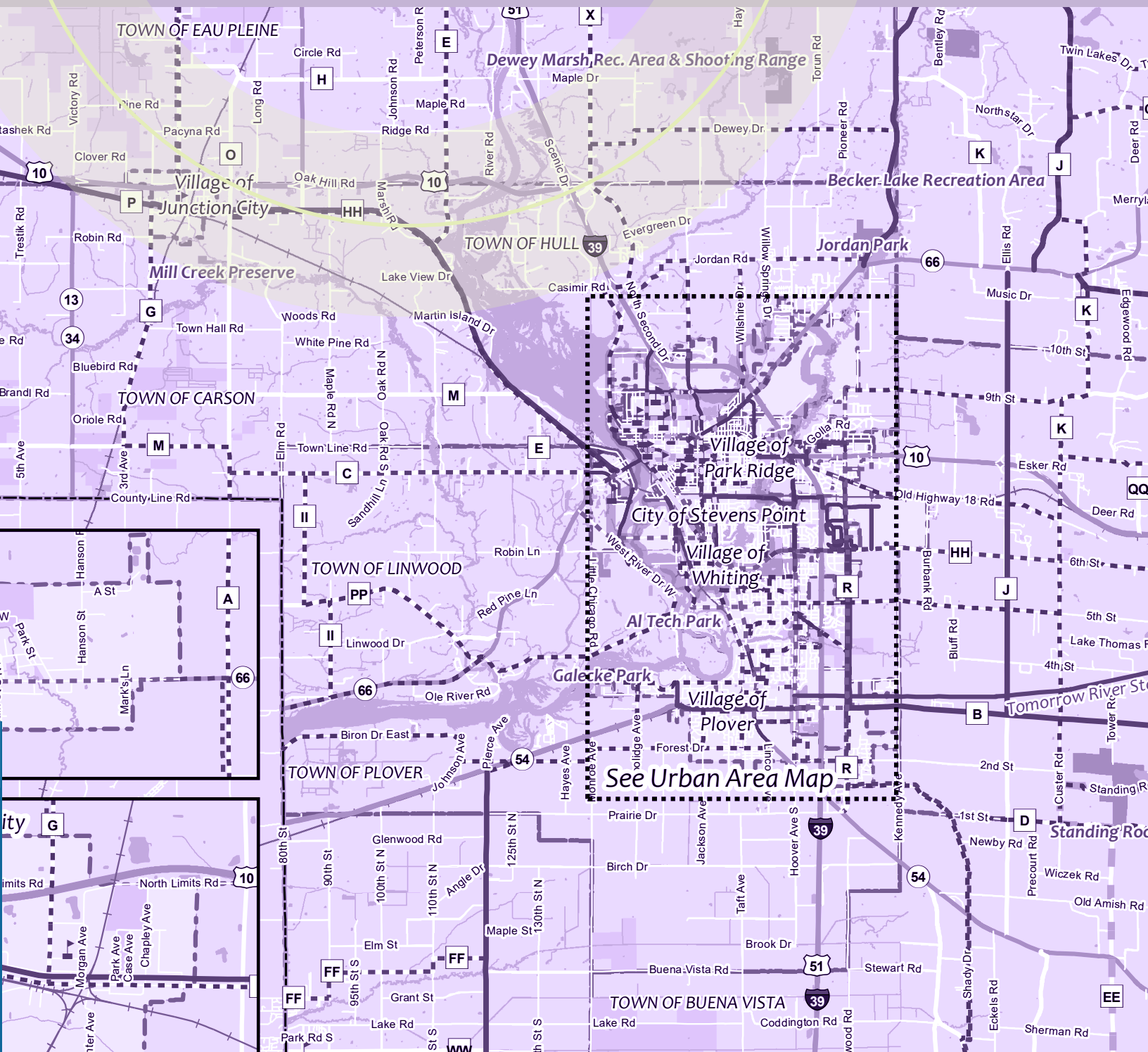
The County should encourage local municipalities to provide information on their websites or provide a link to the County's site.

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

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

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

CHAPTER 2: PLAN OVERVIEW



2 | PLAN

2.1 | Introduction

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



A bicyclist on a shared use path in Portage County.

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

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

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

- A near-term action plan focused on building the culture of walking and bicycling and prioritizing near-term implementation efforts to build momentum
- An assessment of existing bicycling and walking conditions, plans, and policies in Portage County
- An overview of bicycle and pedestrian facility types
- A Vision, Goals, and Strategies for improving bicycling and walking in the County
- Non-infrastructure recommendations designed to improve bicycling and walking conditions in Portage County through Education, Encouragement, Enforcement, and Evaluation efforts
- Bicycle and pedestrian infrastructure recommendations for the rural portion of Portage County and the outlying Villages
- Bicycle and pedestrian infrastructure recommendations for the Portage County Urban Area
- Funding and implementation recommendations to aid the County and its municipalities in prioritizing projects and programs

This Plan is an update of the Portage County Bicycle and Pedestrian Plan, prepared by Toole Design Group and SAA Design Group, and adopted in 2014. The 2014 plan was the first of its kind in Portage County and paved the way for improved walking and biking throughout the County. Many of the elements and recommendations from that plan have been carried forward into this Plan.

A Countywide Plan with Rural and Urban Elements

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

Impetus for the Plan Update

In December of 2023, Portage County, the City of Stevens Point and the Villages of Plover, Whiting and Park Ridge were awarded a \$200,000 Multi-Jurisdictional Planning and Demonstration Grant from the U.S. Department of Transportation. Administered through the Safe Streets and Roads for All (SS4A) discretionary program, this grant funds local and regional initiatives to prevent deaths and serious injuries on roadways within Portage County. Funded by the Infrastructure Investment and Jobs Act of 2021, Portage County joins 11 Wisconsin communities and tribal nations who were awarded funds in the 2023 application cycle. As a part of the SS4A planning effort, an updated Bicycle and Pedestrian Plan was desired. Through a competitive process, Portage County selected a team of consultants consisting of Traffic Analysis and Design Inc. (TADI), Vandewalle & Associates, raSmith, and Revelation. TADI led the development of the SS4A Safety Action Plan, and Vandewalle & Associates led the update of the Bicycle and Pedestrian Plan.

2.2 | A Countywide Plan

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

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

The Rural Area

The Portage County Rural Area includes all 17 Towns in Portage County and the six outlying Villages of Almond, Amherst, Amherst Junction, Nelsonville, Junction City, and Rosholt. The Rural Area of Portage County had never had a formal bicycle or pedestrian Plan until the approval of the 2014 plan. Although pedestrian planning that had occurred at a small scale in some of the Villages, and

municipalities typically identified existing trails, etc. when completing their Comprehensive Plans prior to the 2014 Bicycle and Pedestrian Plan. Bicycle and pedestrian planning in rural areas has several unique aspects. Although most Town Roads, and some County Roads, carry very little motor vehicle traffic, the traffic that is present often travels at a high speed. While bike lanes may be warranted in Villages, rural bicycle accommodations typically take the form of paved shoulders, shared roads, and shared-use paths. From a pedestrian perspective, providing sidewalks along rural roads in unincorporated areas is rarely cost-effective. In these areas, pedestrians will often use paved shoulders or shared-use paths.

The Urban Area

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

The Village of Plover and City of Stevens Point – which constitute the majority of the Urban Area – created a Bicycle/Pedestrian Plan in the late 1990s and implemented some, but not all, of the Plan's recommendations. Some progress was achieved following the 2014 plan. However, considerable changes have occurred in the Urban Area since the completion of the last Plan, and the Urban Area is in need of an updated Plan to guide bicycling and walking improvements. There are several unique aspects of urban bicycle and pedestrian planning compared to planning for the Rural Area. For example, streets in the Urban Area tend to be wider and carry more traffic, but speed limits also tend to be lower. Bike lanes are often good solutions in cities and villages, and sidewalks for pedestrian use are essential in areas with urban levels of density.

School Areas

Fewer children walk and bicycle to school today than ever before in the United States.² Increasing walking and biking to schools in Portage County can positively contribute to the well-being of children at the local scale.

Safe Routes to School (SRTS) programs are sustained efforts to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. Safe Routes to School programs assess conditions around the school and conduct surveys to determine existing attitudes about bicycling and walking and bicycle and pedestrian facilities near the school. SRTS programs then identify opportunities to make bicycling and walking to school a safer and more appealing transportation choice.

The SRTS program was adopted in 2014 and implementation should continue. The new bicycle and pedestrian plan will provide recommendations that may be congruent with the goals of the SRTS



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

² Safe Routes to School and Childhood Obesity Facts Sheet (2015), Accessed November 2024. <https://www.saferoutespartnership.org/resources/factsheet/srts-childhood-obesity-review-research>

program. The North Central Regional Planning Commission has recently reached out to the County to begin the process for updates to the SRTS plan.

Need for a Plan Update

Despite the comprehensive nature and thorough analysis conducted in the 2014 plan, there has been only a modest level of implementation of that plan since it was adopted. A few impediments to implementation included changes in staffing at Portage County, a focus on other priorities, a lack of funding allocated to implementation efforts, and skepticism about the value of bicycle and pedestrian improvements by some residents and elected officials. For this reason, this plan update focuses on building the culture of bicycling and prioritizing near-term implementation efforts to build momentum.

Additionally, since 2014, there have been breakthroughs and trends in active transportation technology with the advent and ever-growing popularity of E-bicycles and other forms of E-transportation devices such as electric scooters. There have also been changes in thought and advances in bicycle and pedestrian planning to accommodate these changes in technology in the past 10 years. Keeping up with these innovations and trends will result in connected and safe routes for all.

2.3 | Upfront Public Involvement

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

Community Workshops

On January 15 and 16, 2025, two in-person community workshops were hosted in Portage County. The project team selected workshop locations in both the urban and rural areas of Portage County. One workshop was held in Stevens Point at Mid-State Technical College, and the other workshop was hosted in Amherst at the Jensen Community Center. About 26 people signed in at the urban area workshop and 12 people signed in the rural area workshop, but actual attendance numbers were a bit higher.

The community workshops began with a short introductory presentation, followed by open-house style activities consisting of marking up large paper maps and providing sticky note comments and sticky dots on question boards. Participants were also encouraged to fill out comment forms to turn in when they were finished for the evening. Summaries of input received at the two workshops are included in Appendix B.

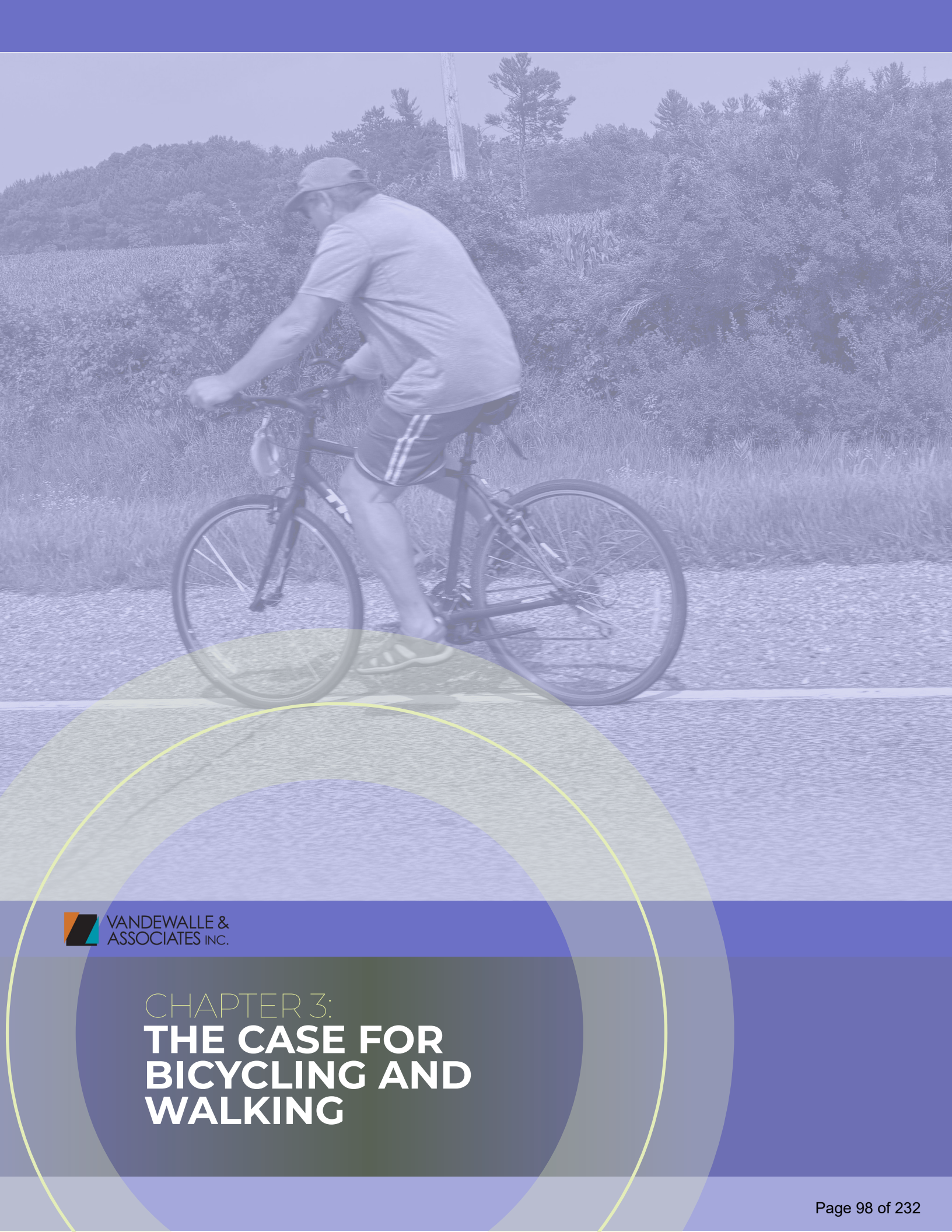


Online Survey and Mapping

Between December 20, 2024, and January 31, 2025, an online survey and an online mapping survey was made available for the general public and promoted through a wide range of county channels. During the course of this survey and mapping, over 900 respondents gave their input on bicycle and pedestrian facilities as well as thoughts on safety and attitudes towards active transportation in Portage County. A summary of survey results is included in Appendix B.

Walk and Roll Audits

A walk and roll audit is a guided walk in which participants gather data about the barriers to safely walking and rolling (bike, wheelchair, scooter, stroller, etc.) along a given route. A primary objective is to identify challenges and find solutions for observed conditions. Consultants from Vandewalle and Associates and members of the Bicycle and Pedestrian Plan Subcommittee led three walk and roll audits in May of 2025. On May 19, a group walked a route in Downtown Amherst, beginning at Village Hall. On May 22, a group walked a route near Stevens Point Area High School and Madison Elementary School. On May 28, a group walked a route in Downtown Stevens Point, along Clark Street. Participants recorded their findings on worksheets and on their smartphones using a website which allowed them to upload photos and comments tied to a specific location. A summary of results from the three walk and roll audits is included in Appendix B.



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CHAPTER 3: **THE CASE FOR BICYCLING AND WALKING**

3 | THE CASE FOR BICYCLING AND WALKING

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



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

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

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

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

3.1 | Health

The Centers for Disease Control and Prevention recommends two and a half hours of moderate-intensity aerobic activity every week, which is equivalent to 10 minutes of brisk walking, three times per day, five days per week.³ Adults who are physically active are healthier and less likely to develop many chronic diseases that are more common amongst inactive adults. In the United States, the percentage of children and adolescents affected by obesity has more than tripled since the 1970s.⁴ Expanded and improved bicycle and pedestrian facilities and support programs enable children, adolescents, and adults to get exercise as a part of their daily transportation routines. The health

³ Centers for Disease Control and Prevention, Adult Activity: An Overview, <https://www.cdc.gov/physical-activity-basics/guidelines/adults.html>

⁴ Managing Obesity in Schools. Centers for Disease Control and Prevention. Accessed December 3, 2024. <https://www.cdc.gov/school-health-conditions/chronic/obesity.html>

benefits of active transportation have also been shown to include increased labor productivity amongst adults and improved academic performance for youth.

3.2 | Transportation Choice

Improving bicycling and walking conditions will expand transportation choices for the entire community. For those on low or fixed incomes, biking and walking may provide a supplement to public transit. According to the Wisconsin Department of Transportation, 31% of the Wisconsin population is classified as a “non-driver” with an estimated 20-30% of Portage County residents also being classified as non-drivers⁵. Many non-drivers do not drive because they are too young or too old, have a physical disability, do not have the economic resources to own and operate a car, or simply do not want to drive. However, most of these people can bicycle or walk if safe and convenient bikeways and sidewalks are present.

Biking and walking may also be options for the elderly who reach an age where driving is no longer an option. Older adults still need to travel to the grocery store, to medical appointments, to bus stops, and to access recreational opportunities. Improvements to bicycling and walking conditions make it easier for Portage County’s residents to age-in-place, while also lowering transportation costs.

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

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

3.3 | Economic Impacts

Bicycle recreation and tourism is a big economic sector in Wisconsin. According to a 2024 report by WisDOT, it is estimated that bicycle recreation and bicycle tourism brought in \$5.36 billion in spending to Wisconsin communities in 2022.⁶ These dollars are spent at local restaurants and bars, shops, hotels, and other establishments. The small community of Sparta, Wisconsin, sees over 60,000 visiting bicyclists every year thanks to the presence of the Elroy-Sparta Trail.⁷ With attractions such as the Green Circle Trail, the Tomorrow River State Trail, beautiful countryside traversed by low-volume roads, and dining and other attractions in its many communities, Portage County is well placed to greatly expand bicycle tourism in the region.



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

⁵ “Improving Transportation for Non-Drivers”. Wisconsin DOT. <https://wisconsindot.gov/Pages/projects/multimodal/nd.aspx>

⁶ “Economic Impact of Bicycling in Wisconsin”. 2019. Wisconsin DOT. <https://wisconsindot.gov/Documents/projects/multimodal/bike/econ-impact.pdf>

⁷ “Bicycling Capital of America” Sparta Chamber of Commerce. <https://www.bikesparta.com/bicycling-capital-of-america/>

3.4 | Recreation

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

3.5 | Building Community & Public Safety

It cannot be underestimated what bicycling and walking contributes to building community and promoting public safety. Building a strong sense of community is dependent on knowing your neighbors and meeting the people who live on the next block or in the next neighborhood. A community that bicycles and walks will significantly increase the social interactions that create these bonds. More bicycling and walking also means more eyes on the streets and on the paths. The best deterrent to crime is the active presence of people in the public realm who are engaged in constructive activities.

3.6 | Traffic Congestion & Safety

Bicycling can have an impact on local traffic congestion. According to the Bureau of Transportation Statistics, around 52% of all daily trips in 2021 were less than three miles in length ⁸, a distance covered by bicycle in 15 to 20 minutes. Most of these trips are made by automobile, in part due to a lack of walking and bicycling facilities that are perceived to be safe. Improved bicycling conditions can reduce congestion by providing the option to travel by bicycle for shopping, running errands, visiting friends, and commuting to work or school. At certain times of day, there may be little difference in the time it takes to make a short trip by bicycle or by car, and bicycling may save time and money.



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

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

⁸ *Trips by Distance*, Bureau of Transportation Statistics, https://data.bts.gov/Research-and-Statistics/Trips-by-Distance/w96p-f2qv/about_data

bicyclists are encountered more frequently on streets, motorists become more accustomed to sharing the road with them.⁹

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

3.7 | Environment

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

3.8 | Quality of Life

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

3.9 | Economic & Community Vitality

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

The Community

In many industries the competition for workers is place-based; people are choosing employers not just on salary and traditional benefits, but on external criteria such as lifestyle and quality of life. According to a 2023 survey by the National Association of Realtors, 79% of Americans said they want to live in communities within an easy walk of other places such as shops and parks. Of those, more than 78% also said they would be willing to pay more to live in a walkable community.¹¹

In today's global economy, the ability to attract business – and business's ability to attract employees – depends on the livability index of the community, which is composed of five factors:

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

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

¹¹ "New NAR Survey Finds Americans Prefer Walkable Communities," National Association of Realtors, June 27, 2023, <https://www.nar.realtor/newsroom/new-nar-survey-finds-americans-prefer-walkable-communities> . Accessed June 2025.

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

A bicycle-friendly street system and extensive path system are central to items 3, 4, and 5 on this list. The “knowledge workers” of today and tomorrow’s businesses want healthy and sustainable lifestyles, of which daily bicycling and walking is a part. A survey by the commercial real estate development association NAIOP found that office workers would prefer to work in walkable locations four-to-one over isolated suburban office parks.¹²

Communities that are making investments to become more walkable and bikeable are seeing dividends in the form of attracting new residents and employers.

The Neighborhood

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

The Household

A motor vehicle is the second-highest household expense in the United States after housing, according to the League of American Bicyclists. In Portage County, approximately 4% of households report not owning a car while approximately 65% report owning two or more cars.¹³ The American Automobile Association estimates that Americans spend on average \$12,297 each year to own and operate a car.¹⁴ A large amount of this cost leaves the local economy (through fuel purchases, insurance fees, etc.) while the remainder stays in the community (through taxes, maintenance, registration, etc.). In a period of high-variability in the cost of fuel, bicycling and walking offer lower-cost transportation options. Bicycling has an annual operating cost of approximately \$300 to \$400 – less than 4% of average annual car operating costs.¹⁵ Providing transportation choices can give households the option of owning fewer cars, thus freeing up more household money that can be spent in the local economy.

¹² Emil Malizia, “Preferred Office Locations,” NAIOP Research Foundation, October 2014, <https://www.naiop.org/globalassets/research-and-publications/report/preferred-office-locations-comparing-location-preferences-and-performance-of-office-space-in-cbds-suburban-vibrant-centers-and-suburban-areas/researchreportexecutive-summary.pdf>. Accessed June 2025.

¹³ U.S. Census Bureau; American Community Survey, 2023 American Community Survey, 1-year Estimates. Table B08201.

¹⁴ The American Automobile Association <https://newsroom.aaa.com/2024/09/aaa-your-driving-costs-the-price-of-new-car-ownership-continues-to-climb/>

¹⁵ “Bicycle Maintenance Costs” Upcycle Bikes. <https://upcyclebikes.co/blogs/bicycle-maintenance-costs/>

THE CASE FOR BICYCLING AND WALKING

DESIRABLE COMMUNITY



79% of Americans said they want to live in communities within an easy walk of destinations such as shops and parks. Of those, more than 78% also said they would be willing to pay more to live in a walkable community.¹

Americans spend on average \$12,297 each year to own and operate a car. Bicycling has an annual operating cost of approximately \$300 to \$400. Walking has virtually no transportation cost.²

LOCAL ECONOMIC DEVELOPMENT



Bicycle recreation and tourism brought in \$5.36 billion in spending to Wisconsin communities in 2022. These dollars are spent at local restaurants and bars, shops, hotels, and businesses.³

Expanded and improved bicycle and pedestrian facilities and support programs allow residents to get exercise as a part of their daily transportation routines and provide great options for active recreation.

ACTIVE & HEALTHY LIFESTYLES



SAFER STREETS



Areas with more bicycling trips per capita have a lower frequency of bicycle/motor vehicle crashes than other areas; when there are more bicyclists, drivers become more accustomed to sharing the road with them.⁴

Non-drivers need transportation options too! 20-30% of Portage County residents are non-drivers, meaning they do not have a drivers license, have a physical disability, cannot afford a car, or simply do not want to drive.⁵

SUPPORTS NON-DRIVERS



REGIONAL RECREATIONAL ASSET



Bicycle and pedestrian networks are valuable ways to enhance access to the County's many parks and recreational assets. Renowned shared-use paths such as the Green Circle Trail and the Tomorrow River State Trail provide excellent recreation opportunities and attract visitors to Portage County.

Walking or biking for one short trip a day can reduce a person's annual CO₂ emissions by approximately 0.5 tons per year.⁶

REDUCES CO₂ EMISSIONS



...AND IT'S FUN!



Walking is the most popular form of exercise in the United States. Biking, walking, and jogging along paths are great ways to de-stress, exercise, and experience nature.

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CHAPTER 4: EXISTING CONDITIONS



4 | EXISTING CONDITIONS

4.1 | Overview

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

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

Portage County is centrally located in Wisconsin. The County is approximately 115 miles north of Madison, the state capital, and 200 miles east of Minneapolis. The County covers approximately 823 square miles and has a 2023 estimated population of 71,024 people.

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

Stevens Point is the largest municipality in Portage County; it is the County's only incorporated City, and it is the County Seat. With a population of 25,549 and an area of 17.2 square miles, Stevens Point contains the majority of the population and land area in the Urban Area. The Village of Whiting is adjacent to Stevens Point on the south side of the City. Whiting had an estimated 2022 population of 1,538 people and covers an area of 2.16 square miles. The Village is bound by Stevens Point to the north, the Village of Plover to the south and east, and the Wisconsin River to the west. The Village of Plover is adjacent to Whiting and Stevens Point, and is the southernmost municipality in the Urban Area. The Village had an estimated 2022 population of 13,549 people and covers an area of 10.79 square miles. Plover is bound by Whiting and Stevens Point to the north, and unincorporated Towns of Plover and Stockton to the west, south, and east. The Village of Park Ridge is completely surrounded by Stevens Point and lies in the eastern portion of that City. Park Ridge had an estimated 2022 population of 479 people and covers an area of 0.22 square miles. Combined, the four municipalities have an estimated population of 41,115 and cover an area of approximately 31 square miles.

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

4.3 | Bicycling and Walking Conditions

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

Bicycling and Walking in Portage County

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

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

Conditions in the Urban Area in particular stand out as a bit of an exception to the national and statewide situation. As seen in Figure 4.1 and Figure 4.2, bicycling and walking are far more common in the Urban Area than the state as a whole. The close proximity of destinations to each other and to where people live has a big impact on the potential for bicycling and walking. This is especially apparent when considering the proximity of major generators of walking traffic in Stevens Point, such as downtown businesses, UW-Stevens Point, and major employers.

Although there may be other more populous places in Wisconsin that have higher numbers of people walking and bicycling to work, the Urban Area has higher rates of bicycling and walking to work as compared to the rest of the state. According to the U.S. Census Bureau's American Community Survey for a five-year average from 2018 to 2023, 1.36% of all residents in the Urban Area commuted to work by bicycle. In Stevens Point, the percentage was 1.76%, and in Park Ridge the percentage was 1.2%, figures which are considerably higher than the rate for Wisconsin (see Figure 1). Walking to work rates were considerably higher with 5.52% of Urban Area residents



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

walking to work. Remarkably, in Stevens Point, the rate was over 8%, but less than 1% in other parts of the County, including Villages within the Urban Area. With such high rates for the Urban Area, the County's rate of bicycling and walking is consequently high with 0.94% of the resident population bicycling to work and 3.97% walking to work. By comparison, just 0.5% of the Wisconsin population bicycled to work and 2.73% walked. While it is encouraging that people are using alternate forms of transportation to the automobile, these rates are significantly lower than the those found in the 2007-2011 ACS data, so there is a need to recover to previous rates and to expand beyond them.

Unfortunately, bicycle and walking data is rather limited. The work trip information is the only reliable community-level data available. There are many other purposes for bicycling and walking including shopping, visiting and social, education, and recreation.

FIGURE 4.1: BICYCLE COMMUTE MODE SHARE (2019 - 2023)

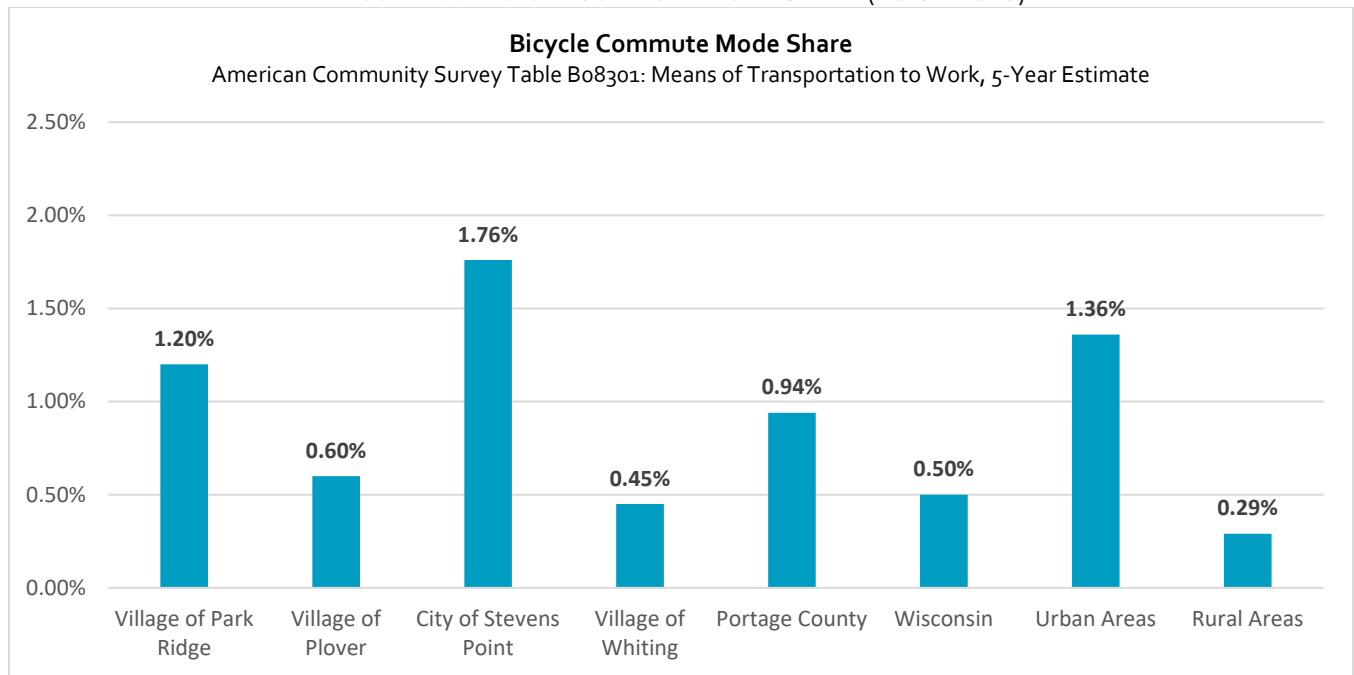
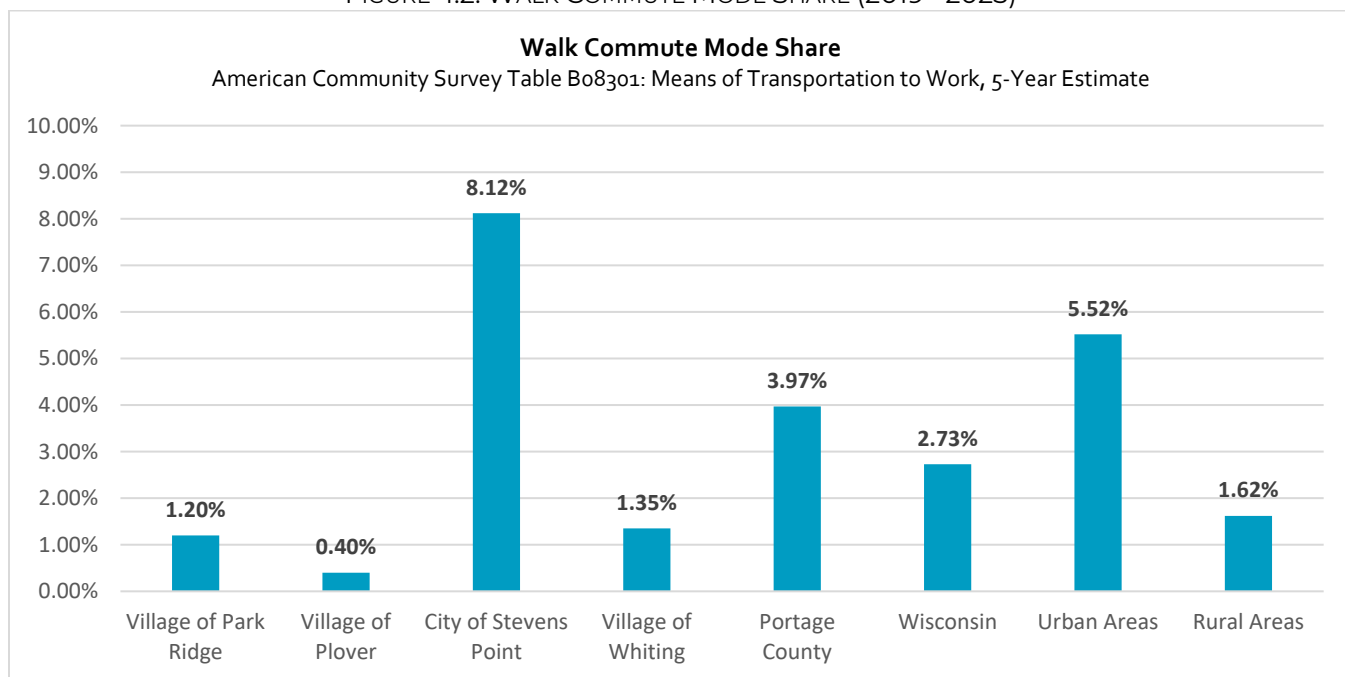


FIGURE 4.2: WALK COMMUTE MODE SHARE (2019 - 2023)



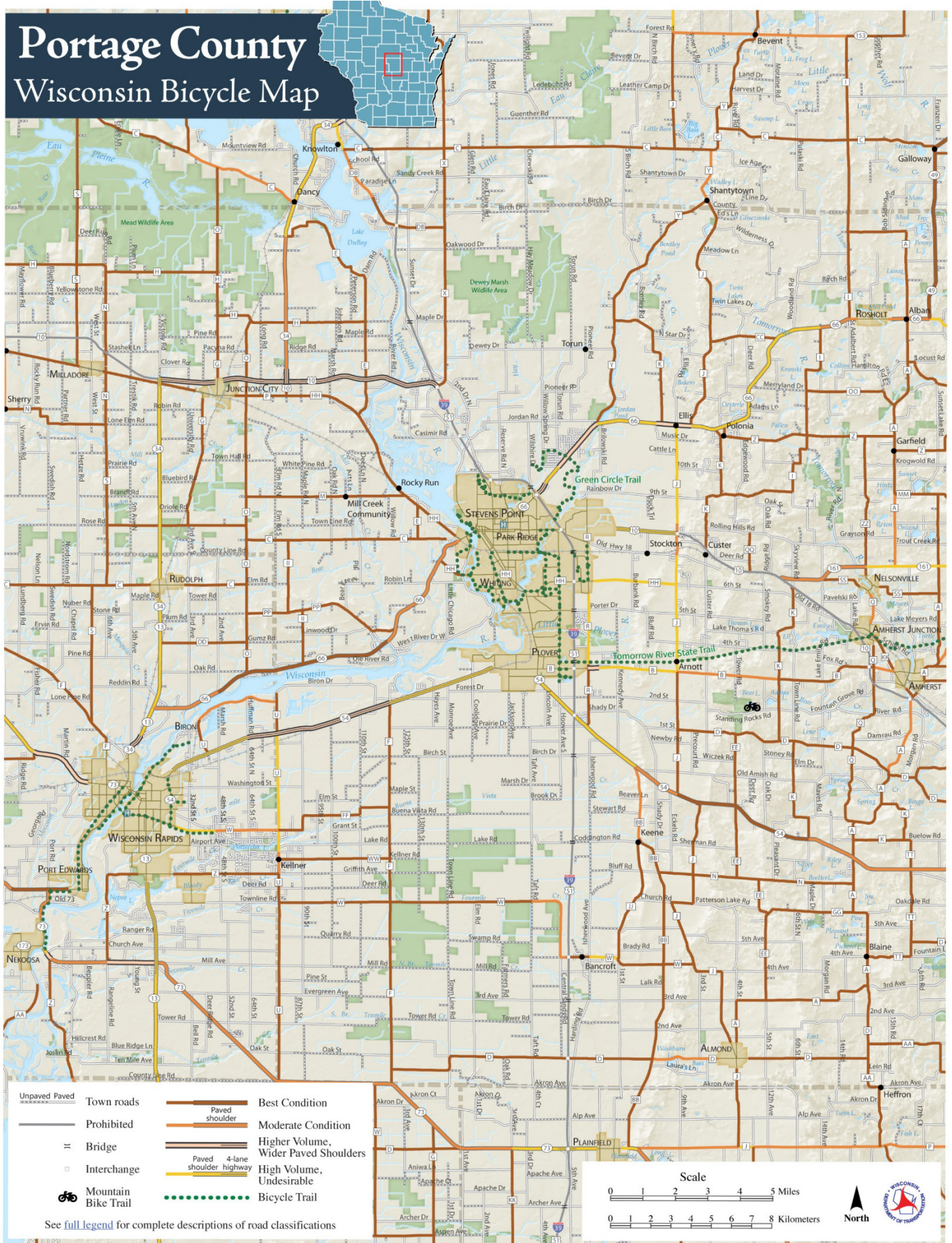
Existing Conditions Data Map

Existing conditions data relevant to walking and bicycling is found on an interactive web map, which is a digital component of this Plan. The map includes existing bicycle facilities, suitability of roads for biking ratings (described below), locations of bicycle and pedestrian crashes from 2010-2024 (described above), the Portage County High Injury Network (described below), and average daily traffic counts collected by WisDOT. The map also includes future bicycle facilities as recommended by this Plan. The interactive map allows the user to zoom into specific geographic locations, turn data layers on and off, and see how existing conditions data interacts with the Plan's recommendations. This map is located at the following address: <https://tinyurl.com/PoCoBikePed>

Suitability of Roads for Biking – Rural Areas

Map 4.1: Portage County Bicycle Map is prepared by the Wisconsin Department of Transportation (WisDOT). It highlights the most favorable bicycling conditions while presenting the full continuum of roadways—from narrow town roads to U.S. Highways. This approach enables bicyclists of all abilities to select their own routes to meet their individual transportation and recreational needs. The methodology used with this map is applicable to rural roadways, but not urban streets. Increased traffic volumes, lower speeds, and changing road design affect bicycle travel in urban areas in ways that cannot be accurately depicted on the map. Thus, the bicycling condition ratings for roadways stop at urban fringes; however, the major streets are still depicted. This map was referenced when developing the recommendations for this Plan.

Portage County Wisconsin Bicycle Map



Bicycle and Pedestrian Crash Data

Looking at bicycle and pedestrian crash data is a way to identify problematic intersections, corridors, and areas where crashes occur the most. Once identified, these crash spots can be targeted for strategic improvements to make safer travel possible for all residents. Based on vehicle crashes in Portage County that police crash reports were filed for from 2010 through October 2024, a few patterns can be observed. These patterns can be organized by the rural areas of the County and the urban areas of the County as they tend to differ in nature.

Crashes in the rural areas of Portage County tend to be evenly spread out with slight concentrations in or near rural villages and cities. For the most part, these crashes tend to be on or near intersections between state highways and local roads or county highways and local roads. The majority of crashes reported in rural areas are between automobiles and pedestrians. The overall pattern for crashes in the urban areas of Portage County is opposite of the rural pattern. Crashes tend to be concentrated in specific areas and main transportation corridors. This is likely due to the higher population density and traffic in the urban areas leading to more interactions between pedestrians, cyclists, and automobiles on busy streets or places with a lot of foot and bicycle traffic.

Key areas of concern include:

- Downtown Stevens Point
- The bordering streets surrounding UW-Stevens Point
 - Heavily concentrated on Division Street between Fourth Avenue and Clark Street
- The area by Goerke Park, the Stevens Point Police Department and Parks and Recreation Department, Boys and Girls Club, and PJ Jacobs Junior High School
 - Heavily concentrated on Michigan Avenue between Clark Street and Prais Street

Key corridors of concern include:

- US 51 (including Division Street/Post Road/Church Street)
 - Spread throughout the corridor with a heavy concentration at the intersection of Post Road and McDill Avenue
- Highway 10/I-39 ALT (including Main Street/Clark Street)
 - Spread throughout the corridor with a heavy concentration between Wildwood Drive and Ridge Road

Portage County High Injury Network

As part of the County's Safety Action Plan, TADI prepared a High Injury Network using crash data from 2020-2024. This analysis identifies the roadways that experience the most fatal and injury crashes in Portage County. Those corridors and intersections identified on Portage County's roadway network are categorized as High Injury Networks (HIN). These crashes would be expected to continue into the future if the infrastructure on these corridors are not changed. The development of a HIN can help prioritize safety investments and other strategies on the corridors in Portage County that see the highest density of fatalities and injuries.

Within the High Injury Network, there were nine fatal injuries, 65 serious injuries, and 201 minor/moderate injuries. Six pedestrians and 17 bicyclists were hit in these crashes. The analysis found that 28% of crashes in Portage County occurred on only 1.3% of the roadway network. The High Injury Network will be a focus for intervention in this Plan as well as the Safety Action Plan.

Summary of Bicycle Infrastructure

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

- Second Street North
- Michigan Avenue North
- North Point Drive
- Michigan Avenue
- Minnesota Avenue
- Streets in the Portage County Business Park
- Patch Street
- Prentice Street North
- Maria Drive
- Stanley Street
- Franklin Street
- First Street
- Centerpoint Drive
- Main Street
- Clark Street
- West Clark Street
- Jefferson Street
- Water Street
- West River Drive
- Whiting Avenue
- Hoover Road
- E.M. Copps Drive
- Clem's Way
- Business Park Drive
- John Joanis Drive
- Vern Holmes Drive
- Venture Drive
- Badger Avenue
- Brilowski Road



Stevens Point has a growing number of bike lanes.

There are bicycle lanes in Plover and Whiting on Post Road, however there are no bicycle lanes in Park Ridge.

Stevens Point has an extensive bike route network that extends minimally beyond the City borders. The bike route network is well signed, with signs including wayfinding information to guide users to specific destinations or routes. In response to the 2014 Bicycle and Pedestrian Plan, Stevens Point has added 26 miles of bicycle infrastructure. The bike route network typically uses lower-volume streets and avoids busy streets. However, some moderate volume streets are designated as bicycle routes. Some comments were received during the development of this Plan that some of these streets are not comfortable for less confident bicyclists. The Stevens Point bike route network provides a strong starting point for a wayfinding network for the Urban Area.

The arterial streets throughout the Urban Area are generally undesirable and challenging for bicyclists to use. The neighborhood streets throughout Stevens Point, Plover, Whiting, and Park Ridge are generally acceptable for bicycling. These streets have low volumes of motor vehicle traffic and lower speed limits than are on many of the arterial and collector streets in the Urban Area. The design of many neighborhood streets encourages speeding which contributes to unsafe cycling conditions.

The County has excellent roads. Like the remainder of the state, most Town roads are paved, a testament to the importance of farm-to-market roadways in the dairy state. Most of the state highways have paved shoulders; however, the shoulders are somewhat narrow at three feet of width. The County Road system provides excellent coverage in the County and is well maintained. Traffic volumes on most County Roads are low or moderately low. Very few County Roads have paved shoulders.

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

Summary of Pedestrian Infrastructure Conditions

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



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

Map 9.2 presents the current sidewalk system in the Urban Area. Stevens Point has by far the most sidewalks while few streets within the Villages in the Urban Area have sidewalks. There are gaps in the sidewalk system, which seem most pronounced in Stevens Point due to the high concentration of sidewalks in other areas of the City. Almost all streets functionally classified as local streets in Plover, Whiting, and Park Ridge have no sidewalks, and even most of the collector streets do not have sidewalks.

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

As one countermeasure to pedestrian crashes, there are a number of existing pedestrian signals that can assist pedestrians in crossing busy streets at intersections. Most of these are located along current and former state highways. There are few or no medians providing space for pedestrians to make a two-stage crossing. Rapid flash beacons, which are described in Chapter 5, are used in limited cases in municipalities across Portage County. These flash beacons are located at Franklin Street and Division Street, Water Street and 3rd Street, and Hoover Avenue and Airline Road.

Pedestrian facilities were evaluated through three Walk, Bike, and Roll Audits conducted in May of 2025. These events were held in two locations in Stevens Point and one location in Amherst. These audits revealed a range of sidewalk network gaps, pedestrian crossing issues, and ADA accessibility issues. Detailed findings are included in Appendix B. Pedestrian facilities within the County's smaller Villages were also examined when doing the 2014 Safe Routes to School planning for Almond, Amherst, Junction City, and Rosholt. Sidewalks in Nelsonville and Amherst Junction were examined at the same time. Sidewalks are located along the main streets within these Villages, although there were a few locations where a sidewalk is located only on one side. With a few exceptions, the sidewalks are generally in good condition.

4.4 | Review and Summary Existing Plans & Policies

The wide range of plans and policies related to walking and bicycling in Portage County were reviewed for this Plan. A brief summary of each plan that was reviewed is provided in Appendix C.



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CHAPTER 5: BICYCLE & PEDESTRIAN FACILITY TYPES

5 | BICYCLE & PEDESTRIAN FACILITY TYPES

All facilities that are specifically recommended in this Plan are identified with a green box. However, all facilities listed in this chapter are suitable for implementation, depending on location and context.

5.1 | On-Street Bicycle Facility Types

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

Bikeway

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

Bike Lane

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



Buffered Bike Lane

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



Protected Bike Lane

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



Contraflow Bike Lane

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



Climbing Bike Lane

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



Colored Bike Lane

All of the above bike lanes may have green color applied to them to highlight the presence of the bike lane. Colored lanes are typically used in high-conflict areas such as through complicated intersections, in areas where traffic is merging across the bike lane, or in areas where traffic frequently turns across the bike lane.



Neighborhood Greenway / Bicycle Boulevard

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



Shared Lane Marking – Neighborhood Street

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



Shared Lane Marking – Collector or Arterial Street

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



A Note on Sharrows and Shared Lane Markings

While they are a cost-effective form of bicycle infrastructure, sharrows should be used as a last resort or to complement already existing (and more robust) infrastructure. Sharrows tend to lead to confusion amongst cyclists and motorists, decreasing feelings of safety. Shoulders, bike lanes, buffered bike lanes, and protected bike lanes should be sought out before the use of a sharrow.

Urban Shoulder (Paved)

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



Rural Shoulder (Paved)

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



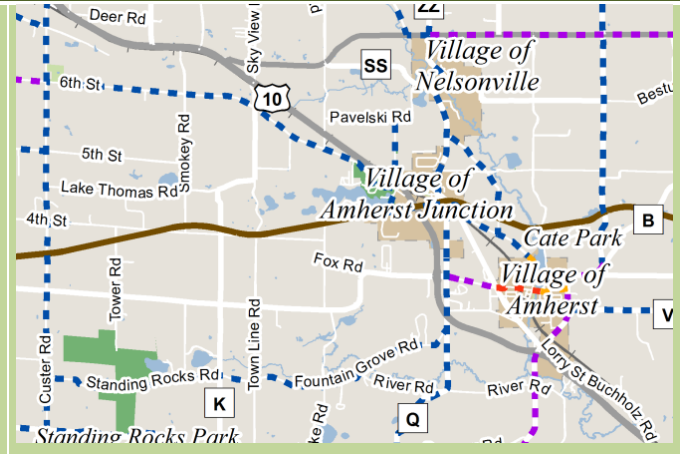
Signed Bike Route

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



Bike Route (mapped)

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



Bike Box (Advanced Stop Line)

Bike boxes are street markings at signalized intersections that allow bicyclists to move to the front of a traffic queue during the red signal phase. Allowing bicyclists to move to the front of the queue can increase their visibility to motorists and can reduce “right-hook” crashes with motorists at the beginning of the green signal phase. Bike boxes can also aid cyclists in position for left turns. They should be considered on streets with bike lanes as the proposed bicycle network is more fully implemented.



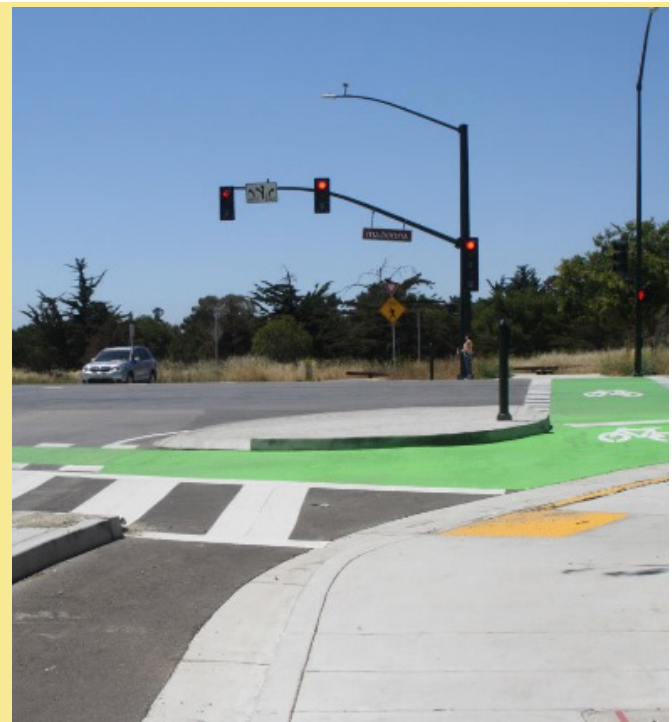
Intersection Treatments

Protected intersections keep bicycles physically separate from vehicles up until the intersection by greatly reducing crossing distances and improving sightlines, resulting in dramatically safer streets.

Dedicated intersections give people on bikes a dedicated path through intersections with corner wedges, pedestrian safety islands, and bike signal phasing.

At minor street crossings, compact corners, raised crossings, and clear approach sightlines can be used to encourage drivers to yield to people in the bikeway or the crosswalk.

Raised crosswalks are a traffic calming measure that elevates a crosswalk to the level of the sidewalk to slow down vehicles, improve pedestrian visibility, and make it more accessible for people using wheelchairs or strollers. Unlike a speed bump, it has a wider, gentler slope to reduce noise and allow larger vehicles to cross more smoothly.



5.2 | Off-Street Bicycle Facility Types

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

Shared-Use Path

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



Sidepath

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



5.3 | Bicycle Facility Design Guidance

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

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, 5th Edition (2024) <https://store.transportation.org/item/publicationdetail/5371>
- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (2023) <http://mutcd.fhwa.dot.gov/>
- The Wisconsin Department of Transportation's *Wisconsin Bicycle Facility Design Handbook* (2004) <https://wisconsindot.gov/documents/projects/multimodal/bike/facility.pdf>
- The Wisconsin Department of Transportation's *Facilities Development Manual 11-46-1 Bicycle and Pedestrian Elements Affecting Complete Streets* (2025) <https://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf>
- The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* (2025) and *Designing Streets for Kids* (2020) <https://nacto.org/publication/urban-bikeway-design-guide/> and <https://islandpress.org/books/designing-streets-kids#desc>

5.4 | Pedestrian Facility Types

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

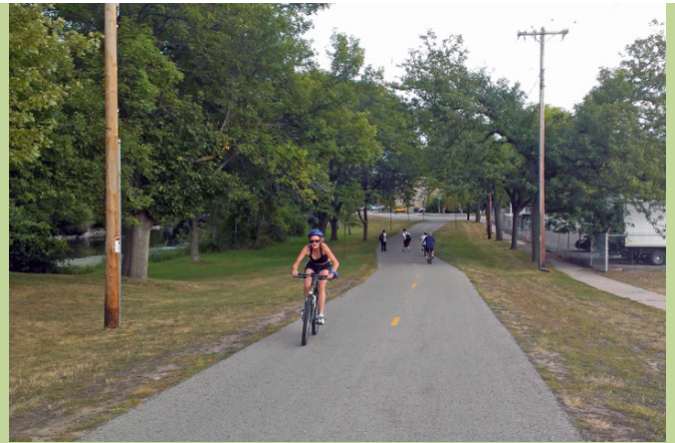
Sidewalks

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



Shared Use Path

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



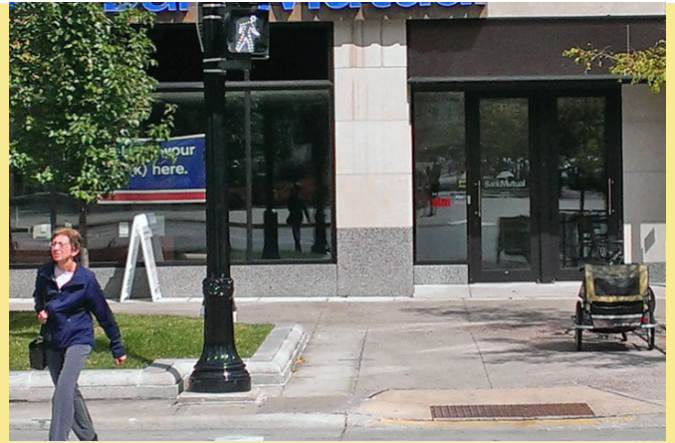
Sidepath

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



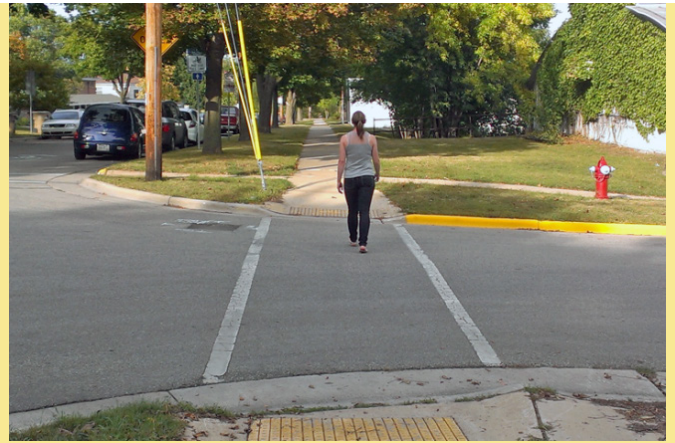
Pedestrian Signals

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



Crosswalk

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



Crosswalk – Continental or Ladder

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



Crosswalk – Colored or Textured

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



Median Island

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



Pedestrian Hybrid Beacon (HAWK Signal)

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



Rectangular Rapid Flashing Beacon (RRFB)

RRFBs are user-actuated amber LEDs that supplement warning signs at unsignalized intersections. When a pedestrian triggers the system, the lights flash rapidly, drawing attention to the warning sign and the presence of a pedestrian. RRFBs are typically used at mid-block street crossings and are only active when triggered by a pedestrian. RRFBs are lower cost than full signals or pedestrian hybrid beacons and have been shown to increase driver yielding behavior. RRFBs are most effective on two-lane roadways and where actual vehicle speeds are less than 40 miles per hour.



Curb Extensions / Bump-outs / Bulb-outs

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



5.5 | Pedestrian Facility Design Guidance

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

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (2021)
<https://store.transportation.org/item/collectiondetail/224>
- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (2023)
<http://mutcd.fhwa.dot.gov/>
- The Wisconsin Department of Transportation's *Guide to Pedestrian Best Practices* (2010)
<http://www.dot.wisconsin.gov/projects/state/ped-guide.htm>
- The Wisconsin Department of Transportation's *Facilities Development Manual 11-46-1 Bicycle and Pedestrian Elements Affecting Complete Streets* (2025)
<https://wisconsin.dot.gov/rdwy/fdm/fd-11-46.pdf>
- The National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* (2013)
<https://nacto.org/publication/urban-street-design-guide>

CHAPTER 6: VISION, GOALS, AND STRATEGIES



6 | VISION, GOALS, AND STRATEGIES

6.1 | Overview

This chapter presents a Vision, Goals, and Strategies for the Portage County Countywide Bicycle & Pedestrian Plan.

- The **Vision** provides an overarching vision for what is hoped to be achieved through this Plan.
- **Goals** are broad statements that express general priorities. Goals are based on the identification of key issues and opportunities and constraints for bicycling and walking in Portage County.
- **Strategies** are more specific than goals and are specific actions that can be taken by a specific group, agency, or organization to achieve this Plan's goals.

The Vision, Goals, and Strategies for both the Urban and Rural areas have been combined in this section. When a goal or strategy applies specifically to the Urban or Rural area, it is noted.

6.2 | Vision for 2045

2045: Welcome to Portage County, where we strive for safe and connected routes to get residents and visitors to key destinations and which highlight our beautiful scenery and landmarks; we strive to become nationally recognized as a destination for biking/walking; and we our municipalities work together across municipal boundaries for economic, social and quality of life benefits. Where our residents and visitors travel safely and comfortably on well-connected routes, from our sparkling rivers and lakes to vibrant downtown streets and charming rural villages and hamlets.

6.3 | Goals and Strategies:

Goals and Strategies were developed with input from the Safe Streets For All Task Force, Bicycle and Pedestrian Subcommittee, County staff, and the Project Team.

1. Goal A: Strengthen connections between neighborhoods, schools, parks, employment, and commercial centers for bicyclists and pedestrians.
2. Goal B: Maintain and enhance bicycle and pedestrian infrastructure
3. Goal C: Enhance intergovernmental cooperation and coordination of transportation facilities across Portage County.
4. Goal D: Provide adequate bicycle and pedestrian education, encouragement, and enforcement efforts targeted at high risk activities by all road users
5. Goal E: Develop branded looped bicycling routes and trails to raise Portage County's profile as a destination for bicycle tourism
6. Goal F: Evaluate and assess bicycling and walking in Portage County and monitor the implementation of this Plan.

A Strengthen connections between neighborhoods, schools, parks, employment, and commercial centers for bicyclists and pedestrians		
STRATEGIES	Add bicycle facilities in Urban and Rural Areas based on road classification	• Provide paved shoulders on prioritized County Roads in the Rural Area where space is currently available or when they are reconstructed. • Designate select collectors and local roads as bicycle routes. • If a community is deciding which roads to reconstruct, prioritize those that include bicycle and pedestrian recommendations, as they will deliver a greater impact than reconstruction of a road without such enhancements.
	Add on-street bicycle facilities in the Urban Area	• Within the Urban Area, provide bicycle accommodations on or along all collector and arterial streets where space is currently available or when they are reconstructed. • Create a network of bicycle boulevards parallel to major street corridors and connecting locations such as schools and parks. • Provide protected bike lanes over traditional bike lanes where feasible.
	Increase pedestrian connectivity throughout the Urban Area	• Provide pedestrian accommodations on all new streets and along all existing collector and arterial streets, when feasible • Ensure that new and existing pedestrian facilities meet or exceed Americans with Disabilities Act (ADA) requirements. • Provide for the completion of gaps within the sidewalk system.
	Increase the off-street bikeways and pedestrian connections throughout the Urban Area	• Identify and close key gaps in off-street bicycle and pedestrian corridors. • Provide high visibility crossing treatments where off-street bikeways cross arterial and collector streets. • Pave prioritized unpaved bikeways in the Urban Area to allow for year-round use. • Make connections between existing routes and trails (Green Circle, Tomorrow River State Trail, etc.).
	Promote connections to transit throughout the Urban Area	• Provide bicycle parking at major transit stops. • Encourage and continue bicycle storage on buses. • Provide education and locations where people can practice using bicycle racks on buses
	Promote Safe Routes to Schools	• Implement the recommendations of the 2014 Portage County Safe Routes to School Plan to encourage and promote safe walking and biking to school • Update the 2014 Portage County Safe Routes to School Plan to reflect recent accomplishments, current conditions, school district enrollment, and district facility planning

B Maintain and enhance bicycle and pedestrian infrastructure		
STRATEGIES	Maintain bicycle and pedestrian facilities to a level that provides year-round safe, comfortable, and convenient usage for all users	• Sweep all on-street and paved off-street bikeways regularly. • Provide prompt maintenance of potholes and other pavement damage on bikeways. • Repaint bikeway markings before they fade. • Clear snow from on-street and off-street bikeways in a timely manner. • Work to increase compliance for the removal of snow and ice on sidewalks.
	Design roads to be compatible with surrounding uses and include bicycle and pedestrian accommodations in roadway designs	• Encourage local municipalities to adopt their Complete Streets policies by resolution. • Update the Portage County and local municipal zoning codes to require the installation of sidewalks that meets or exceed WisDOT guidance on sidewalk provision in all new urban and suburban development.
	Provide supporting infrastructure to make it easy for people to bike	• Expand the Stevens Point bicycle wayfinding system throughout the Urban Area. • Expand a wayfinding system throughout the County, providing connections from communities to recreational facilities and other similar places of interest. • Provide ample and appropriate bicycle parking throughout the Urban Area, particularly in commercial districts, government buildings, parks, and schools. • Provide ample and appropriate bicycle parking throughout areas in the Rural Villages and recreational facilities.

C Enhance intergovernmental cooperation and coordination of transportation facilities across Portage County		
STRATEGIES	Work cooperatively in developing maintenance agreements, memorandums of understanding, applications for grants or funding, and implementation of facilities	
	Increase knowledge on the benefits of well connected, multi-modal communities to policy and decision makers	
	Provide design guidelines based on <i>The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2025)</i> to all municipalities and request that they formally adopt them for future bicycle and pedestrian projects	

D Provide adequate bicycle and pedestrian education, encouragement, and enforcement efforts targeted at high-risk activities by all road users		
STRATEGIES	Educate pedestrians, bicyclists, and motorists about the rights and responsibilities of the road	• Work with partners to provide and promote bicycle education events such as bicycle rodeos • Provide bicycle and pedestrian educational materials on the County webpage. • Investigate offering a bicycle and pedestrian course as an alternative for bicyclists, pedestrians, and motorists who are first time offenders of bicycle and pedestrian related rules of the road.
	Provide and promote bicycle and pedestrian encouragement activities throughout the County	• Provide and promote events and incentives to encourage people to bicycle and walk more. • Work towards marketing of County's bicycle and pedestrian facilities and education about the benefits of having walking/bicycling options.
	Increase enforcement of existing traffic laws for all street users, particularly those that pose the greatest risks to bicyclists and pedestrians.	• Increase enforcement of the state law requiring motorists to yield to pedestrians in crosswalks, particularly in downtown Stevens Point, near UW-Stevens Point, and near schools. • Enforce posted speed limits, particularly in school speed zones. • Utilize automated speed-tracking equipment to provide feedback to motorists when they are exceeding the speed limit. • Increase enforcement of illegal vehicle modifications that reduce eye contact between street users and/or pose safety risks to people walking and biking (tinted windows, extra wide tires, etc.)
	Involve a variety of different groups and viewpoints in the development of educational materials and outreach.	• Create educational programming that is appropriate by seeking input from diverse community members on how existing and new programming can best work for them and tailor programs as needed in response. • Increase diverse community involvement by recruiting diverse community members and partnering with community organizations to deliver active transportation educational programming.

E	Develop branded looped bicycling routes and trails to raise Portage County's profile as a destination for bicycle tourism	
STRATEGIES	Build on existing assets such as the Green Circle Trail and Tomorrow River Trail	• Develop additional looped bicycling routes and other recreational bikeways throughout the County • Give each route or trail a memorable name so that it is easily identifiable to both visitors and locals.
	Plan for a branded urban-to-rural and rural area bicycling network	• Connect rural communities with one another and to the central urban hub of Portage County. • This route would not only provide connectivity throughout the County, but would also be an excellent branding opportunity for bicycle infrastructure.
	Decide when to begin marketing the recreational bikeway system	• Begin advertising the route only once it is well established, and local, county, and state officials have coordinated on how to share information about the route, local amenities, and nearby attractions.
	Promote recreational bikeways and market attractions near the bicycle routes	• Work with tourism entities such as the Downtown Alliance, Stevens Point Area Convention & Visitors Bureau, North Central Wisconsin Tourism Partnership, and Portage County Business Council to promote recreational bikeways • Market attractions near the bicycle routes to make the trail more appealing to prospective visitors planning bike tours
	Use attractive, distinctive, and memorable branding	• Use attractive, distinctive, and memorable branding in signage, maps, and other marketing materials for the recreational bikeways
	Market recreational bikeways	• Market recreational bikeways online through multiple outlets, including Travel Wisconsin, local government websites, and bike-oriented nonprofit organizations

F	Evaluate and assess bicycling and walking in Portage County and monitor the implementation of this Plan	
STRATEGIES	Portage County should lead implementation and evaluation efforts	• Monitor and advance implementation of the Bicycle and Pedestrian Plan. • Encourage adoption of a Portage County Complete Street Policy • Monitor police reports to determine if additional safety education and or increased enforcement is needed. • Accumulate expertise on planning issues specific to bicycle and pedestrian infrastructure. • Encourage widespread, safe, and responsible use of walking and bicycling as forms of transportation. • Have an ongoing working relationship with municipal departments of all communities. • Act as a liaison for bicycle and pedestrian issues with outside agencies and government bodies. • Pursue funding for bicycle and pedestrian facilities from federal, state and local sources.
	Encourage Portage County municipalities to achieve national bicycle and pedestrian ratings and recognitions	• Encourage at least one additional Portage County municipality to apply for and receive Bicycle Friendly Community status from the League of American Bicyclists by 2027; at least one Portage County municipality should be rated “silver” by 2031. • Encourage at least one Portage County municipality to apply for and receive Walk Friendly Community status by 2027.
	Regularly evaluate and assess levels of bicycling and walking in Portage County	• Conduct annual bicycle and pedestrian counts throughout Portage County. • Work to provide automatic bicycle and pedestrian counts in areas of high volume intersections. • Track rate of bicycle and walking commuting in the Rural Area and Urban Area (American Community Survey through the US Census Bureau).

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ASSOCIATES INC.

CHAPTER 7: **NON-INFRASTRUCTURE RECOMMENDATIONS**

NEXT STEPS FOR BUILDING A
CULTURE OF WALKING AND BIKING

7 | NON-INFRASTRUCTURE RECOMMENDATIONS

NEXT STEPS FOR BUILDING A CULTURE OF WALKING AND BIKING

Fostering a culture of biking and walking is essential to building community support and shared enthusiasm for infrastructure development. The Short-Term Action Plan at the beginning of this document highlights several first steps for growing support of walking and biking within the community. After these steps are completed, there are plenty of other ways to continue to grow the culture of walking and biking, as detailed in this chapter. Recommendations are organized by the "five E's" – elements of bicycle friendly communities as established by the American League of Bicyclists. When combined with Engineering solutions (discussed in later chapters), the five E's provide a well-rounded and complete bicycle and pedestrian network and plan. When pursued together, the five E's form a holistic and sustainable approach to active transportation that goes beyond just building infrastructure – it also builds culture, safety, and long-term success.

- **Encouragement** combines many initiatives and the strategies of the other E's to build enthusiasm and culture around cycling, walking and rolling within a community. Programs include ciclovías, National Bike Month activities, launch parties for new bike/ped facilities, and employer driven incentive strategies such as mileage reimbursements.
- **Engineering** is the link that ties the non-infrastructure recommendations to the infrastructure recommendations. Well-designed facilities are crucial to supporting the other E's on the list. Within the context of the five E's, engineering is included to advocate for a physical landscape that welcomes and supports the presence and needs of cyclists and pedestrians.
- **Equity and Accessibility**
 - The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups. All Wisconsinites should have access to safe and high-quality bicycle and pedestrian facilities, education, and equipment.
 - Accessibility refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. Allowing for and designing routes that are accessible to a wide range of mobility needs to open recreational and transportation options for all Wisconsinites.
- **Education** is a broad category that ranges from identifying and promoting safe routes for pedestrians and bicyclists to promoting how-to strategies, such as how to ride safely or adjust a helmet. Education policies and programs are instrumental to the success of networks as they empower users to get out and use the facilities.
- **Evaluation** includes monitoring the outcomes and documenting the results of the implementation of the other E's. Data collection before and after infrastructure improvements are implemented, such as user surveys and bicycle and pedestrian counts, are critical to measuring the overall effectiveness of the network.

As the sponsor of this Plan, the Portage County Planning and Zoning Department should guide and lead the implementation of each recommendation, although actual implementation will be delegated to other departments, agencies, or organizations in nearly all cases.

7.1 | Encouragement Recommendations

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

Bike and Walk Events

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

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

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

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

Family friendly events can be a great way to capture the *Interested but Concerned* portion of the cycling population, as well as a great way to introduce kids to bicycling as part of everyday life. These events are often community oriented and can be as simple as a group ride organized on a Sunday afternoon. Other events include ciclovías, themed rides, and rides organized around existing neighborhood festivals, parks, or cultural destinations.

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

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

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

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

7.2 | Education Recommendations

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

On-Bike Education

Provide bicycle education events such as bicycle rodeos and other activities oriented to children.

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



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

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

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

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

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

Supplementary Education Through Driver's Education

Develop bicycle safety and etiquette education materials in partnership with driver's education professionals across the County.

Coordinating with local driver's education professionals can be a great way to reach a wider audience in regard to bicycle safety education. Educators can provide supplementary lessons on bicycle safety and road etiquette for both cyclists and motorists. This can help to ensure that newly licensed motorists know how to interact with cyclists and have more agency when they are cyclists themselves.

Responsibility: Portage County Schools, Portage County DMV, County Planning and Zoning Department, various municipalities.

Web-Based Education

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

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

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

Responsibility: *County Planning and Zoning Department*

Education In Lieu of Punishment

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

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

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

7.3 | Equity & Accessibility Recommendations

Active transportation is something that should be enjoyed by all people, regardless of identity or ability. By including equity and accessibility within bicycle and pedestrian planning, more people are able to be included in and gain access to a wider variety of transportation and recreational opportunities. From a more practical perspective, this allows for greater utilization of existing infrastructure and allows for new infrastructure that can best serve the needs of all County residents.

Identify Infrastructure Gaps and Needs

One crucial aspect of promoting equity and accessibility within bicycle and pedestrian infrastructure is knowing where gaps in these networks exist. Historically, marginalized and low-income communities have not been considered or included in the planning of bicycle and pedestrian facilities. Because of this, gaps in infrastructure may exist along with a lack of proximity to high quality and accessible bicycle and pedestrian facilities. Strategies to identify gaps and needs include:

- Collaborating with marginalized and low-income communities to discuss concerns with the current infrastructure and to compile needs that those communities identify.
- Working with local municipalities to identify and remove barriers, and improve access to major destinations, schools, parks, and employment opportunities, particularly for low-income residents.

- Mapping the proximity of existing bicycle and pedestrian facilities in relation to marginalized and low-income communities.
- Working with local landlords to provide bicycle parking facilities for tenants, especially in low-income areas.
- Identifying facilities such as curb ramps and sidewalks that are not ADA compliant.

Plan with Equity and Accessibility in Mind

As gaps in infrastructure are identified, it is important to plan with equity and accessibility in mind. Planning through this lens is important in making sure that the creation of future gaps in infrastructure are minimized. Equity and accessibility also ensures that facilities both new and old are easy to use and navigate, encouraging higher rates of use. Some ways to plan with equity and accessibility include:

- Working with municipalities and local planning agencies to make sure that staff members are familiar with principles of equity and inclusion as well as principles of universal design. See sidebar.
- Planning sidewalks, bicycle, and multi-use trail facilities to accommodate a variety of users, abilities, and comfort/confidence levels.
- Prioritize improvements for underserved and marginalized neighborhoods.
- Working with municipalities to plan a network of bicycle routes that are suitable for all ages and abilities that connect to key destinations across the County.
- Using clear, unambiguous signage for bicycle and pedestrian routes.

Principles of Universal Design

Universal Design (also known as inclusive design) is an approach to urban design that seeks to create spaces that are accessible, usable, and enjoyable for people of all abilities. Rather than adding accessibility features after the fact, universal design is inherently accessible and thus works for everyone regardless of age, ability, or background. Examples could include:

- Wide sidewalks and curb cuts
- Tactile paving and audible crosswalk signals
- Public seating with armrests and back support
- Clear signage with symbols and multiple languages
- Step-free entrances and elevators

Apply Equity and Accessibility to Non-Infrastructure Improvements

As with the rest of the 5Es, infrastructure improvements are only one way to look at bicycle and pedestrian planning. Applying equity and accessibility to non-infrastructure improvements can identify and address barriers to active transportation that are not found in the built environment. Community programming that includes a diverse array of lived experiences encourages participation and a sense of belonging for people who may have historically been excluded or discouraged from walking and biking in Portage County. Some recommendations to apply equity and accessibility include:

- Creating transportation programming that is appropriate by seeking input from diverse community members on how existing and new programming can best work for them and tailor programs as needed in response.
- Increasing diverse community involvement by recruiting diverse community members and partnering with community organizations to deliver active transportation programming.
- Working with local businesses to provide low or no cost safety equipment and locks for bicycles for low-income residents.
- Gathering input from and collaborating with marginalized communities to identify and address non-infrastructure barriers to active transportation such as racism, street harassment, or lack of affordable active transportation equipment.

7.4 | Evaluation Recommendations

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

Bicycle and Pedestrian Advisory Committee

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

This is a long-term recommendation, as further County-level support is needed for an advisory committee. Creating a permanent Bicycle and Pedestrian Advisory Committee within the County structure emphasizes the County's commitment to making biking and walking safer and more appealing to residents and visitors. Creating an official committee could be as simple as formalizing the Bicycle and Pedestrian Steering Committee from this Plan and incorporating key staff members from County Highways and Planning and Zoning. Potential committee responsibilities include:

- Encourage widespread, safe, and responsible use of walking and bicycling as forms of transportation
- Monitor and advance implementation of the Bicycle and Pedestrian Plan
- Encourage local municipalities to adopt their Complete Streets policies by resolution.
- Regularly review and provide input on County capital project planning as it affects bicycling and walking
- Communicate with local governments to encourage the inclusion of bicycle and pedestrian projects in local capital improvement plans prioritizing high impact projects included in this Plan.
- Advise on bicycle and pedestrian facility standards
- Accumulate expertise on planning issues specific to bicycle and pedestrian infrastructure
- Provide regular updates to the County Board, local governments, and the school district
- Serve as a formal liaison between local government, staff, school district, and the public, and business community
- Maintain a working relationship with municipal departments of all communities and outside agencies
- Monitor police reports to determine if additional safety education or increased enforcement is needed
- Pursue funding for bicycle and pedestrian facilities from federal, state and local sources.
- Review and comment on changes to zoning, development code, comprehensive plans, and other long-term planning and policy documents

In the future, the County may wish to explore a permanent staff person to lead the committee and proactively advance the recommendations of this Plan.

Responsibility: *County Board with input from communities in the Urban Area*

Bicyclist and Pedestrian Counts

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

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

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

Track Facilities

Track the bicycle facilities that have been installed in the County.

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

Responsibility: *County Planning and Zoning Department*

Bicycle and Pedestrian Friendly Recognition

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

The League of American Bicyclists ranks applicant communities on their level of “bicycle friendliness” on a scale from “Honorable Mention” through “Diamond.” The Bicycle Friendly Community program provides a roadmap to improve conditions for bicycling and the guidance to make Portage County a more bikeable community. The application process will help the County and its municipalities recognize its strengths and weaknesses regarding bicycling, and the response from the League of American Bicyclists will help guide bicycle improvements. A bicycle friendly ranking can drive tourism and events to communities and can represent health savings for the community. Finally, a bicycle friendly ranking is something the County and its municipalities can be proud of. The City of Stevens Point was awarded the Silver Bicycle Friendly Community designation from 2020 to 2024. UW-Stevens Point was awarded the Silver Bicycle Friendly University designation in 2024.

Responsibility: *County Planning and Zoning Department*

Encourage Portage County municipalities to apply for and receive Bicycle Friendly Community Status; at least one additional community should be ranked by 2030, and one community should receive a silver rating.

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

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

Responsibility: *County Planning and Zoning Department, Various municipalities*

Encourage local businesses to apply for Bicycle Friendly Business status from the League of American Bicyclists

The League of American Bicyclists honors businesses that have made an effort to be bicycle friendly. Offering secure bicycle parking, private fleets of shared bicycles, shower facilities, and other amenities can help businesses earn a bicycle friendly ranking while also helping those businesses attract and retain employees. (<http://www.bikeleague.org/content/businesses>).

Responsibility: *County Planning and Zoning Department*

7.5 | Other Program and Policy Recommendations

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

Connections to Transit

Provide sidewalks on streets that have transit stops.

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

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

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

Provide bicycle parking at popular transit stops.

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

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

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

Providing accessible shelters and benches at transit stops allows for the comfort of those using the transit system and can protect riders from the elements. Having shelters and benches at transit stops also encourages more use of public transit and makes transit stops easily identifiable from a distance.

Responsibility: *Stevens Point Transit*

Funding

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

Funding is arguably the greatest limitation to expanding bicycle and pedestrian infrastructure. The landscape of federal grant funding for bicycle and pedestrian initiatives is currently marked by uncertainty, in part shaped by the evolving priorities of the current presidential administration. Recent changes to federal funding priorities will affect state and local budgets down the line, including the capital budgets of Portage County and its municipalities. As federal agencies realign their priorities, certain funding streams have been reduced or eliminated, while new opportunities are still taking shape. This fluid environment requires the County to remain agile, closely monitor policy developments, explore alternative funding sources, and modify projects as needed to align with new funding priorities.

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

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

Grant Writing

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

Hiring a grant writer or grant coordinator is a very effective way to increase the amount of grant funding available for projects within the community. Rather than pulling existing staff away from their other duties in order to fill out an application, a dedicated grant writer will fulfill this responsibility in a more efficient manner. He or she will also be able to find more grant opportunities

and submit more applications than departmental staff. This position can be full- or part-time, in-house or contracted, and need not focus solely on bicycle/pedestrian grants, though experience and knowledge in this area is beneficial. Usually, a skilled grant writer will “pay for themselves” each year, as the funding they are able to secure often exceeds their salary.

Responsibility: *County Board*

Bike Share

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

Pioneered in Europe in the 1970s, bike sharing systems have existed in the United States since Portland’s Yellow Bike Project began in 1994. In recent years, new programs have been rapidly expanding across the country. These systems are recognized as effective tools for introducing people to cycling, supporting tourism, and increasing pedestrian activity in walkable retail areas as bike share systems help to connect walkable districts.

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

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

Municipal Codes and Zoning Ordinances

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

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

- Specify a minimum sidewalk width of 60 inches; no maximum width should be specified
- Sidewalks should be required to meet all aspects of the Americans with Disabilities Act
- Sidewalks should be installed based on WisDOT’s Guidelines for Sidewalk Placement, which is summarized in Table 8.26 in this document
- Sidewalks should be required in all new residential, commercial and industrial development in the Urban Area and commercial districts in the Rural Area.
- Abutting property owners or municipalities should be required to remove snow and ice from sidewalks within 24 hours after any snowfall.
- Include a required amount of bicycle parking as a part of overall parking requirements.

Responsibility: *County Board, Various municipalities*

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

Responsibility: *County Board*

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

Responsibility: *City of Stevens Point Common Council*

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

- Ordinance 7.11 should be updated to require bicycle registration only for bicycles belonging to people residing within the Village, in compliance with state law;
- Registrations should be valid for a minimum of four years, if not longer;
- The ordinance limiting the times at which children can operate a bicycle should be eliminated; and

The ordinance limiting two-a-breast riding should be brought into compliance with state law, which allows such riding as long as it does not impede traffic.

Responsibility: *Park Ridge Village Board*

CHAPTER 8: RURAL AREA FACILITY RECOMMENDATIONS



8 | RURAL AREA FACILITY RECOMMENDATIONS

8.1 | Overview

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

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

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

8.2 | General Rural Area Bikeway Recommendations

The following represent the broad recommendations for the rural areas in Portage County. The Plan identifies potential routes throughout the county. When it was clear that paved shoulders would be necessary to bring the conditions of the roadway up to a good bicycle rating, the plan map reflected those recommendations as “paved shoulders.” The remaining bicycle routes without paved shoulder recommendations are currently rated in the good or best category for bicycling. These roadway conditions for bicycling can change if conditions change, especially traffic volumes. When these roadways enter the design phase, the suitability methodology should still be used when evaluating conditions to see if paved shoulders are now warranted.

Provide a Combination of Facilities

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

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

Promote Safety for All Users

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

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

Improve Urban/Rural Transitions

Bicyclists in Portage County have a difficult time transitioning between the Urban and the Rural Areas. In addition to increased vehicle speeds, there are a limited number of roads that bridge barriers and connect the Urban and Rural Areas. All major streets that cross the Urban Area boundary should ultimately be built as bikeways that bridge these two environments and include traffic calming measures for a smoother transition.



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

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

Implement Bikeway Recommendations in Villages

Implement the Village bikeways recommended in this Chapter.

Responsibility: *Villages in Portage County*

Consider Bicycle and Pedestrian Facilities in all State and County Highway Projects

All County Road and State Highway projects should include provisions for bicycle and pedestrian travel consistent with this Plan depending on the type of improvement project being pursued. The implementation for most of the recommendations for the rural areas of this Plan will be based on the scheduling of highway improvement projects. Costs for incorporating shared use paths, paved shoulders, and bike lanes are significantly lower when included in reconstruction and some pavement replacement projects where gravel shoulders exist or will be added as part of the project, rather than paving shoulders as stand-alone projects.

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

Implement Bikeway Recommendations on Local Roads

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

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

Develop Looped Bicycling Routes and Other Recreational Bikeways

For many, bicycling in Portage County is a recreational pursuit. This will mean that many residents will want to take looped routes in rural areas. Implement the recreational bikeways recommended in this Plan and use this Plan to develop and promote recreational loops and routes.

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

Bicycle Parking

In order for people to choose to bicycle to a location, they need to know that a secure area to lock their bicycle is available at their destination. Install bicycle parking that adheres to the APBP *Bicycle Parking Guidelines* at all Town and Village halls, libraries in the Rural Area, and County and municipal parks.

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

8.3 | Specific Rural Area Bicycle Facility Recommendations

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

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

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

The tables below detail the recommended Rural Area bikeways which include all facilities in any of the outlying Villages as well as in unincorporated Towns. Table 8.1 presents an overview of the total miles of each recommended bikeway type, while Tables 8.2 – 8.24 detail the recommended bikeways for each Village and Town. Facility tables are listed alphabetically, first by Villages and then by Towns. Within each table facilities are presented alphabetically by facility type. While on-street facilities are generally assumed to be on both sides of the road, the mileage estimates included in this chapter refer to length of the road segment only. The recommended Countywide bicycle facility network is displayed on Map 7.1.

TABLE 8.1: MILES OF RECOMMENDED RURAL AREA BIKEWAYS BY FACILITY TYPE

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

Portage County Bicycle & Pedestrian Plan

Map 8.1: Countywide Existing & Proposed Bicycle Facilities

Legend

Municipal Border

County Park

State or Municipal Park

Water

School

Railroad

Existing Bicycle Facilities

Shared-Use Path

Bike Lane/Urban Shoulder

Shared Lane Marking

Signed Bike Route

Green Circle Trail

Green Circle Trail (On-Road)

Rural Paved Shoulder

Proposed Bicycle Facilities

Shared-Use Path

Bike Lane/Urban Shoulder

Shared Lane Marking

Signed Bike Route

Rural Paved Shoulder

Protected Bike Lane

Ice Age Trail Bike Route

Map data provided by Portage County and the U.S Census Bureau. | Plot date: 12/30/2025

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Recommended Village Bikeways

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

TABLE 8.2: VILLAGE OF ALMOND BIKEWAYS

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

TABLE 8.3: VILLAGE OF AMHERST BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road B	Paved Shoulder	County Road KK	Mill St	0.99
Main St	Bike Route	County Road KK	Mill St	0.49
Main St	Shared Lane Marking	Village Border	Wilson St	0.52
Mill St	Shared Lane Marking	South St	County Road B	0.39
Mill St	Bike Lane	Main St	South St	0.12
Packer Ave	Bike Route	Town of Amherst	County Road KK	0.31
Wilson St	Bike Lane	County Road KK	Main St	0.52
Washington Street	Paved Shoulder	Main St	East Village Border	0.63

TABLE 8.4: VILLAGE OF AMHERST JUNCTION BIKEWAYS

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

TABLE 8.5: VILLAGE OF JUNCTION CITY BIKEWAYS

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

TABLE 8.6: VILLAGE OF NELSONVILLE BIKEWAYS

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

TABLE 8.7: VILLAGE OF ROSHOLT BIKEWAYS

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

Recommended Town Bikeways

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

TABLE 8.8: TOWN OF ALBAN BIKEWAYS

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

TABLE 8.9: TOWN OF ALMOND BIKEWAYS

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

TABLE 8.10: TOWN OF AMHERST BIKEWAYS

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

TABLE 8.11: TOWN OF BELMONT BIKEWAYS

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

TABLE 8.12: TOWN OF BUENA VISTA BIKEWAYS

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

TABLE 8.13: TOWN OF CARSON BIKEWAYS

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

TABLE 8.14: TOWN OF DEWEY BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road X	Bike Route	Marathon County	North Second Dr	6.01
Dewey Dr	Bike Route	County Road X	County Road Y	6.09

TABLE 8.15: TOWN OF EAU PLEINE BIKEWAYS

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

TABLE 8.16: TOWN OF GRANT BIKEWAYS

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

TABLE 8.17: TOWN OF HULL BIKEWAYS

Street	Bike Facility	From	To	Miles
Brilowski Rd	Bike Lane	Jurgella Ln	Walter St	0.55
Brilowski Rd N	Bike Lane	Rainbow Dr	Jurgella Ln	0.47
Brilowski Rd N	Bike Route	Northpoint Dr	Rainbow Dr	0.22
Casimir Rd	Bike Route	Old Wausau Rd	North Second Dr	0.53
Country Club Dr	Bike Lane	Carol's Ln	City of Stevens Point	0.25
Golla Road Connector	Shared Use Path	Plover River Crossing	Shady Lane	0.40
Jordan Rd	Paved Shoulder	North Second Dr	County Road Y	4.78
North Second Dr	Bike Route	County Road X	Casimir Rd	2.26
North Second Dr	Paved Shoulder	Casimir Rd	Du Bay Ave	1.23
Old Highway 18 Rd	Paved Shoulder	Hwy 10 in City of Stevens Point	Town of Stockton/Brilowski Rd	0.94
Old Wausau Rd	Bike Route	Casimir Rd	Rachick Rd	2.54
Rainbow Dr	Bike Route	Brilowski Rd N	9th St	0.76
Reserve Dr N	Paved Shoulder	Jordan Rd	Du Bay Ave	1.76
Wilshire Dr	Paved Shoulder	Jordan Rd	Northpoint Dr	2.53

TABLE 8.18: TOWN OF LANARK BIKEWAYS

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

TABLE 8.19: TOWN OF LINWOOD BIKEWAYS

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

TABLE 8.20: TOWN OF NEW HOPE BIKEWAYS

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

TABLE 8.21: TOWN OF PINE GROVE BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road A	Bike Route	County Road Z	Flume Rd	1.73
County Road MM	Bike Route	County Road T	County Road T	1.57

TABLE 8.22: TOWN OF PLOVER BIKEWAYS

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

TABLE 8.23: TOWN OF SHARON BIKEWAYS

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

TABLE 8.24: TOWN OF STOCKTON BIKEWAYS

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

8.4 | Rural Area Pedestrian Facility Recommendations

Pedestrian travel in rural Portage County is the second most common way for people to travel. Most of this travel occurs within the Villages. Most travel occurrences include walking trips to libraries, churches, downtowns, friends' homes, schools, and places of employment. The following recommendations are made to support current walking levels and to increase safety and improve access.



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

Construct Sidewalks within Villages and Incorporate Sidewalks in Upcoming Street Projects

Village should plan to incorporate sidewalks in upcoming street projects, particularly where sidewalks are not currently located along major streets (arterial and collector streets). Sidewalk location criteria as provided in Table 8.26 should be followed. All new streets within Villages should have sidewalks as supported by the sidewalk location criteria. Subdivision ordinances should be updated to include the requirement of sidewalks when new streets are constructed.

Responsibility: Villages in Portage County

TABLE 8.25: WISDOT GUIDELINES FOR SIDEWALK PLACEMENT

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

Notes for additional consideration:

- A sidewalk should be provided on at least one side of the street on any local street within two blocks of a school site, which would be on a walking route to school.
- Sidewalks may be omitted on one side of new streets where that side clearly cannot be developed and there are no existing or anticipated uses that would generate pedestrian trips on that side.
- Where there are service roads, the sidewalk adjacent to the main road may be eliminated and replaced by a sidewalk adjacent to the service road on the side away from the main road.

Improve Crossings

The most common pedestrian crash types involve street crossings. On busier streets, pedestrians may have difficulty finding gaps to cross streets which becomes an access as well as a safety issue. This Plan recommends improving crossings for safety and ease of use for pedestrians as arterial streets are reconstructed within the Villages. Two such devices that improve crossings are curb bump-outs and median crossing islands. Median crossing islands have recently been added as a proven crash reduction factor and allow pedestrians to focus on one direction of traffic at a time when making a crossing. An example of where these crossing enhancements should be considered is along State Highway 66 in the Village of Rosholt and in the Village of Amherst at the intersection of Main and Wilson Streets. A third effective street crossing treatment is the raised crosswalk. Becoming more popular in larger cities around the U.S., these treatments prioritize people crossing the street and require vehicles to slow down.

Responsibility: *Wisconsin DOT, County Highway Department, various Villages*

Construct Rural Paths and Trails

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

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

Implement the Portage County Safe Routes to School Plan

Safe Routes to School (SRTS) Plans examine motivations for or against walking and biking to school and look for interventions and strategies that encourage and promote safe active transportation. The Portage County SRTS Plan includes specific recommendations involving facilities that serve school sites and routes leading to schools. This Plan further recommends updating the SRTS plan, which was last updated in 2014.

Responsibility: *All Towns and Villages with schools; all school districts*

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CHAPTER 9: **URBAN AREA FACILITY RECOMMENDATIONS**

9 | URBAN AREA FACILITY RECOMMENDATIONS

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

9.1 | Overview

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

9.2 | General Urban Area Bikeway Recommendations

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

Transportation Connectivity and the Network

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



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

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

Provide a Combination of Facilities

An effective network Plan combines a series of bicycle facilities for the diverse group of bicyclists that exist in that area. While busier streets with no bikeways may be comfortable or at least tolerable for more confident bicyclists, bicycle lanes, paths, and low volume streets will be the prime facilities that children and less confident adults will use. Much of the Urban Area has relatively quiet neighborhood streets, but the longest of these streets is about a mile long. To encourage the range of potential bicyclists to make basic transportation trips by bicycle, often a combination of facilities is essential. Bicyclists might be able to use paths and low volume residential streets for part or most of their journey, but at some point, they will need to use busier streets to connect to destinations located on those streets or to bridge over barriers. This Plan recommends the provision of bicycle lanes, paths, routes with wayfinding, and shared lane markings consistent with the specific recommendations of this Plan.

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

Promote Safety for All Users

A primary goal of this Plan is to increase the safety of users. Several recent studies have indicated that as more and more bicyclists are seen using streets and bikeways, crashes drop because of the increased motorist awareness. It is possible and likely that increased safety and increased use can be mutually supportive outcomes. The recommended bikeways for the Urban Area will provide more separation for users and in many cases provide additional safety benefits for motorists. Many of the motor vehicle/bicycle crashes in the Urban Area, particularly in Stevens Point, are associated with sidewalk riding and the where bicyclists transition into intersections. Improving the condition of the streets for bicycling will encourage



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

bicyclists to travel on the street, creating a net positive effect on safety. It is important to note that railroad crossings can be a point of conflict as well, however improvements to these crossings can be cost prohibitive for many communities. In addition to implementing the bikeway recommendations in this Chapter, this Plan recommends promoting other efforts in education and enforcement which will maximize the return on engineering recommendations.

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

Where Bike Lanes Are Proposed, Provide Protected Bike Lanes Whenever Possible

Table 9.3 identifies specific locations that are recommended for protected bike lanes in the Urban Areas. In addition, this Plan further recommends that local municipalities consider pursuing protected bike lanes wherever on-street facilities are recommended or implemented.

Protected bike lanes are bike lanes with an additional horizontal buffer (typically 1.5 to 3 feet in width), combined with a vertical element within the buffered space further separating vehicle traffic from the bike lane. Vehicle elements could include delineator posts, parking stops, vehicle parking lane, concrete barriers, raised curbs, and raised bike lanes. (Protected bike lanes, sometimes called separated bike lanes – are also described in Chapter 5 of this Plan.)

It is well established that roads with higher vehicle speeds are a risk factor for crashes and injuries. Protected bicycle lanes influence driver behavior by signaling that drivers should slow down and expect to see bicycles. Protected bicycle lanes have been found to improve safety for all modes – including people driving, biking, or walking¹⁶. According to data from the Federal Highway Administration, converting a traditional bike lane to a separate lane with low-cost flexible delineators can reduce bicycle-vehicle crashes by up to 53%.

Additional study will be needed to determine if a protected bike is feasible and to determine the specific design of that facility. According to the NACTO Urban Bikeway Design Guide, roads with actual vehicle speeds of 25 mph or higher and traffic volumes of 6,000 vehicles per day or more should be considered for protected bike lanes, and roads identified as key bicycle throughfares should be prioritized. In locations where protected bike lanes are not feasible, a buffered bike lane (horizontal separation but no vertical protection) should be explored as the next best option.

Improve Urban/Rural Transitions

Bicyclists in Portage County have a difficult time transitioning between the Urban Area and the Rural Area of the County. In addition to increased vehicle speeds, there are a limited number of roads that make the connection between the Urban Area and rural countryside. Many of these transitions do not have suitable bicycle accommodations. All major streets that cross the Urban Area boundary should ultimately be built as bikeways that bridge these two environments.

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

Implement Bikeway Recommendations in the Urban Area

Implement the Urban Area bikeways recommended in this Chapter.

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

Include Bicycle and Pedestrian Facilities in all Urban Area Street Projects

Include provisions for bicycle and pedestrian travel consistent with this Plan for all Urban Area street projects, depending on the type of roadway improvement project being pursued. Many of the most significant changes, especially those that call for bicycle lanes on roadways lacking space for them, will rely on the scheduling of street improvement projects. Road reconstructions are an opportune time to add facilities to roadways and reduce costs. Costs for incorporating bike lanes and even paths are relatively low when added to reconstruction and some pavement replacement projects. Because of their relatively low cost when added to much more expensive projects, these represent major opportunities to implement the Plan.

An identified corridor for upgrades during a redesign and reconstruction is the “Concrete Moat” (Centerpoint Drive/First Street, Water Street, Clark Street, Division Street, and a portion of Main Street) that surrounds Downtown Stevens Point. Any redesign or reconstruction of this corridor should include protected bike lanes and bike parking facilities as a part of the streetscape.

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

¹⁶ National Transportation Safety Board, 2019; Federal Highway Administration Crash Modification Factor Study, 2023

Collaborate to Identify Short-Term Projects for Implementation

After the infrastructure recommendations in the Short-Term Action Plan have been accomplished, the County planning staff should continue to collaborate with Urban Area communities to identify the next round of Short-Term projects. A suggested prioritization system is described in Chapter 10 of this Plan.

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



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

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

9.3 | Specific Urban Area Bicycle Facility Recommendations

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

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

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

The tables below detail the recommended Urban Area bikeways which include all facilities in Stevens Point and the Villages of Plover, Whiting, and Park Ridge. Table 9.1 presents an overview of the total miles of each recommended bikeway type, while Tables 9.1 – 9.15 detail the recommended bikeways. Facility tables are provided alphabetically by municipality, and specific facility types are provided in separate tables for the City of Stevens Point and the Villages of Plover and Whiting; A single table is provided for the Village of Park Ridge, which has relatively few recommendations. Within each table facilities are presented alphabetically by facility type. While on-street facilities are generally assumed to be on both sides of the road, the mileage estimates included in this chapter refer to length of the road segment only.

Although bike lanes are recommended in the tables for the Village of Plover, residents have also indicated more support for off-street facilities. Off street facilities should be prioritized over bike lanes in Plover.

The recommended Urban Area bicycle facility network is displayed on Map 9.1.

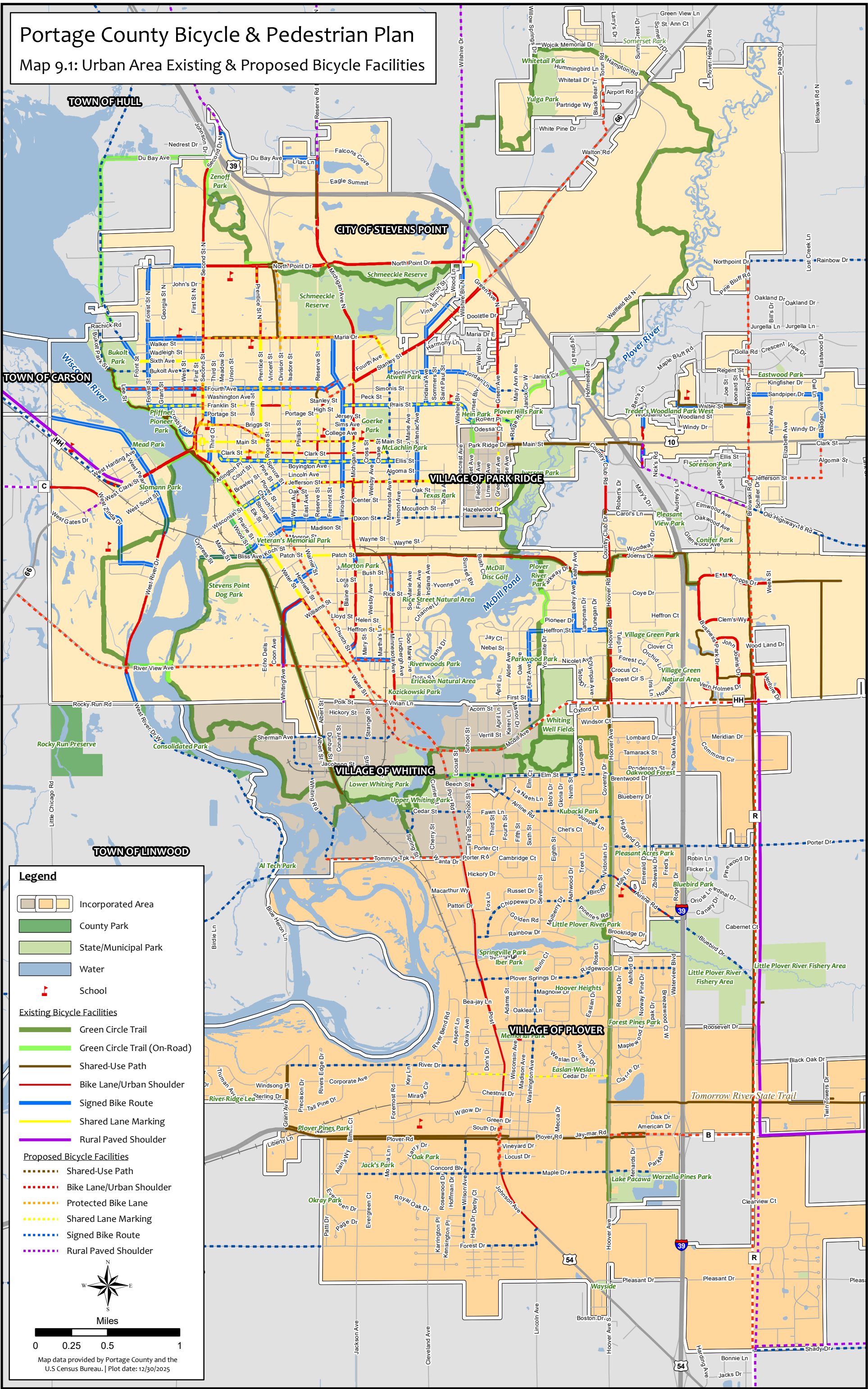
TABLE 9.1: MILES OF PORTAGE COUNTY URBAN AREA BIKEWAYS BY FACILITY TYPE

Facility Type	Miles
Bike Lanes/Urban Shoulder	45.30
Paved Shoulders	1.61
Shared Lane Markings	14.95
Signed Bike Route	23.93
Shared Use Paths	8.15
Future Bike Accommodation ¹⁷	2.99
Total	96.93

¹⁷ These routes will require further investigation than this planning process was able to provide to determine the appropriate bicycle facility. It is critical that these streets include a bicycle accommodation of some sort when they are next reconstructed.

Portage County Bicycle & Pedestrian Plan

Map 9.1: Urban Area Existing & Proposed Bicycle Facilities



City of Stevens Point Bikeways

TABLE 9.2: STEVENS POINT BICYCLE LANES/URBAN SHOULDERS

Street	From	To	Miles	Comment
Brilowski Rd	Walter St	County Road HH	2.04	CTH R south of USH 10
Church St	Madison St	Post Rd	1.23	Urban Shoulder
Country Club Dr	Main St	Town of Hull	0.12	Restripe to include bike lanes
Fourth Ave	West end	Second St	0.56	Remove parking on one side of street
Fourth Ave	Division St	Illinois Ave	0.40	Remove parking on one side of street
Fremont St	Fourth Ave	Stanley St	0.06	
Green Ave	Stanley St	Main St	1.14	Restripe from 3/12/12/3 to 5/10/10/5 in 2026
Maria Dr	Division St	Minnesota Ave	0.84	Remove parking on the north side of street, potential for buffered or protected bike lane with road redesign
Minnesota Ave	Maria Dr	Stanley St	0.20	Upgrade shared lane to protected bike lane when reconstructed
Minnesota Ave	Patch St	Rice St	0.27	Paint SLM in the interim, however ultimate will be an urban shoulder
Nebel St	Water St	Church St	0.06	
Nebel St	Church St	Minnesota Ave	0.27	
North Reserve St	Du Bay Ave	Merge	0.11	
Post Rd	Village of Whiting	Church St	0.19	Urban Shoulder
River View Ave	Town of Linwood	Water St	2.17	Remove one travel lane in each direction (County)
Second St	Portage St	Fifth Ave	0.24	
Stanley St	Fremont St	Michigan Ave	0.19	
Stanley St	Northpoint Dr	Town of Hull	0.46	
Stanley St	Michigan Ave	Town of Hull	1.48	Convert to three lane east of Green Ave
State Highway 66	I-39	Torun Rd	1.02	Bike lanes or maintain wide paved shoulders. Note: if travel lanes are removed from a state highway, the amount of state highway aid is reduced accordingly
Torun Rd	Green Circle Trail	State Highway 66	0.54	
Water St	River View Ave	Polk St	0.32	Restripe to 5/11/10/M/10/11/5 (Coordinate with County and consider school pickup/drop off needs)
West Clark St	County Road C	W Jackson St	0.16	Stripe 6' bike lanes

*mileage refers to segment length; double mileage for bike lanes on both sides

TABLE 9.3: STEVENS POINT PROTECTED OR BUFFERED BICYCLE LANES

Street	From	To	Miles	Comment
Centerpoint Dr	Water St	Division St	0.60	Remove one travel lane, when reconstructed
Clark St	Water St	Division St	0.60	When reconstructed
Division St	Northpoint Dr	Fourth Ave	0.85	Add 6' bike lane with reconstruction
Fourth Ave	Second St	Division St		Parking/terrace/sidewalks impacts
Maria Dr	Second St	Minnesota	1.20	Would require road redesign
Prentice St N	Northpoint Dr	Maria Dr	0.50	Remove parking on east side of street
Second St	Water St	Portage St	0.09	Remove one travel lane
Water St	Centerpoint Dr	Main St	0.18	When reconstructed
Water St	Whiting Ave	River View Ave	0.55	Existing bike lane with potential for protected bike lane

Note: In most cases, protected or buffered bicycle lanes will not fit within existing roadway would require road redesign.

TABLE 9.4: STEVENS POINT PAVED SHOULDERS

Street	From	To	Miles	Comment
Second Dr N	Johnson Dr	Du Bay Ave	0.26	
West Clark St	West Gates Dr	County Road C	0.16	
Whiting Ave	River View	Village of Whiting	0.25	

TABLE 9.5: STEVENS POINT SHARED LANE MARKINGS

Street	From	To	Miles	Comment
Church St	Main St	Ellis St	0.13	
College Ave	Prentice St	Rogers St	0.04	
Ellis St	Clark St	Frontenac Ave	1.42	
Franklin St	Forest St	Isadore St	0.98	SLM for westbound bikes from Division to Prentice
Jefferson St	Division St	Village of Park Ridge	1.25	Currently urban shoulder; shared lane marking would improve legibility for school traffic
Main St	Rogers St	Minnesota Ave	0.85	Eastbound only; existing westbound bike lane
Minnesota Ave	Patch St	Rice St	0.28	Add urban shoulder when reconstructed
Prais St	Illinois St	Sunset Blvd	0.97	
Reserve St	Maria Dr	Fourth Ave	0.35	Possible pedestrian mall
Reserve St	Stanley St	Main St	0.28	
Reserve St	Clark St	Dixon St	0.46	
Rogers St	College Ave	Ellis St	0.19	
Water St	Third St	Wisconsin St	0.40	
Wisconsin St	Wood St	Division St	0.43	

TABLE 9.6: STEVENS POINT SIGNED BIKE ROUTES

Street	From	To	Miles	Comment
Bukolt Ave	Front St	Second St	0.46	
Bukolt Park St	Rachick Rd	Front St	0.52	
County Road HH W	Town of Linwood	W Clark St	0.62	
Dixon St	Illinois Ave	Village of Park Ridge	0.83	
Frontenac Ave	Jefferson St	Dixon St	0.25	
Janick Cir W	Jordan Ln	Ridge Rd	0.04	
Jordan Ln	Green Ave	W Janick Cir	0.20	
Minnesota Ave	Clark St	Dixon St	0.47	
Minnesota Ave	Stanley St	Clark St	0.58	
Old Highway 18 Rd	Brilowski Rd	Town of Hull	0.11	
Rachick Rd	Bukolt Park St	Old Wausau Rd	0.09	
Ridge Rd	Sunset Fork	Main St	0.11	
Sunset Fork	Green Ave	Ridge Rd	0.13	

TABLE 9.7: STEVENS POINT OFF-STREET FACILITIES

Name	Facility Type	From	To	Miles
County Road HH	Shared Use Path	Village of Plover	Venture Dr	0.82
County Road HH	Shared Use Path	Village of Plover	Burbank Rd	2.02
Green Circle Connector	Shared Use Path, Tunnel, Bridge	Hofmeister-Golla Connector	Main St Sidepath	0.35
Golla Road Connector	Shared Use Path	Golla Road	Main Street Sidepath	0.19
Hofmeister-Golla Connector	Shared Use Path & Bridge	Hofmeister Dr	Golla Rd	0.33
Main Street Sidepath	Sidepath	Country Club Rd	Maple Bluff Rd	0.36
Mc Dill Ave Sidepath	Sidepath	Village of Whiting	Olympia Ave	0.11
Michigan Ave	Shared Use Path	Dixon St	Patch St	0.25
Minnesota Street Sidepath	Shared Use Path	Main St	Clark St	0.07
Stanley St Path – N	Sidepath	Wilshire Blvd N	Marshfield Clinic	0.48
Stanley St Path – S	Sidepath	South of Green Ave N	Airport Entrance	0.61

Village of Park Ridge Bikeways

TABLE 9.8: VILLAGE OF PARK RIDGE BIKEWAYS (ALL TYPES)

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

Village of Plover Bikeways

TABLE 9.9: VILLAGE OF PLOVER BICYCLE LANES/URBAN SHOULDERS

Street	From	To	Miles	Comment
County Road HH	Village of Whiting	Stevens Point	0.74	
County Road R	County Road HH	Commons Cir	0.42	
County Road R	Roosevelt Dr	Shady Dr	2.26	
Plover Rd	Hoover Ave	County Road R	1.00	
Post Rd	Porter Rd	Lincoln Ave	2.68	Add 6' bike lane with reconstruction

TABLE 9.10: VILLAGE OF PLOVER SHARED LANE MARKINGS

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

TABLE 9.11: VILLAGE OF PLOVER SIGNED BIKE ROUTES

Street	From	To	Miles	Comment
Airline Rd	Hoover Ave	East end	0.56	Sign when path to Bluebird Dr completed
Airline Rd	Elm St	Juniper Ln	0.39	
Chippewa Dr	Rainbow Dr	Hoover Ave	1.09	
Elm St	Crossbow Dr	Hoover Ave	0.20	
Forest Dr	Wilson Ave	Lincoln Ave	0.51	
Juniper Ln	Airline Road	Ramble Ln	0.50	
Lincoln Ave	Post Rd	Forest Dr	0.12	
Maple Dr	Jackson Ave	Hoover Ave	2.03	
Plover Springs Dr	Okray Ave	Hoover Ave	1.03	
Plover Springs Dr	Hoover Ave	Waterview Blvd	0.43	Sign when path to Airport Dr completed
Porter Rd	Hoover Ave	Town of Plover	0.49	
Rainbow Dr	Post Rd	Chippewa Dr	0.10	
Ramble Ln	Juniper Ln	Hoover Ave	0.15	
River Dr	Grant Ave	Okray Ave	1.24	
Washington Ave	Plover Springs Dr	Cedar Dr	0.68	
Wilson Ave	Plover Rd	Forest Dr	0.76	

TABLE 9.12: VILLAGE OF PLOVER OFF-STREET FACILITIES

Name	Facility Type	From	To	Miles
Cedar Dr Sidepath	Sidepath	Woyak Sports Complex	Hoover Ave	0.34
Okray Rd	Shared Use Path	Tommy's Tpk	River Dr	1.6
Pacawa Lake Trail (via Hoover Ave & Pleasant Dr)	Shared Use Path	Lake Pacawa Park	Village limits	2.00
Pacawa Lake Trail (to Food + Farm Exploration Center)	Shared Use Path	Hoover Ave	East to Food + Farm Exploration Center and south to Pleasant Dr	0.65
Plover Rd Sidepath	Sidepath	Wisconsin Ave	Hoover Ave	0.98
Village Park Drive Connector	Shared Use Path	Tomorrow River State Trail	Village Park Dr	0.09

Village of Whiting Bikeways

TABLE 9.13: VILLAGE OF WHITING BICYCLE LANES/URBAN SHOULDERS

Street	From	To	Miles	Comment
McDill Ave / CR HH	Post Rd	Village of Plover	1.05	Evaluate three-lane conversion with bike lanes; traffic study needed
Minnesota Ave	Water St	Post Rd	0.19	
Post Rd	Stevens Point	Tommy's Tpk	1.26	Add minimum 6' bike lane
Tommy's Tpk	Whiting Rd	Post Rd	0.95	Restripe to 5/10/10/5
Water St / CR HH	Polk St	Post Rd	0.61	Restripe to 5/11/10/M/10/11/5

TABLE 9.14: VILLAGE OF WHITING SIGNED BIKE ROUTES

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

TABLE 9.15: VILLAGE OF WHITING OFF-STREET FACILITIES

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

9.4 | Pedestrian Network & Facility Recommendations

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



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

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

Sidewalks

Include Sidewalks in All Upcoming Street Projects

Include sidewalks in all upcoming street projects within the Urban Area with sidewalks as supported by the sidewalk location criteria found later in this chapter. Subdivision ordinances should be updated to include the requirement of sidewalks when new streets are constructed.

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

Establish a Program to Identify and Close Small Sidewalk Gaps

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

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

Build Wide and Accessible Sidewalks

A clear, unobstructed path for pedestrian movement should be wide enough to accommodate several people walking side by side, including children, people in wheelchairs, and people with strollers. Although the standard sidewalk minimum width is five feet, wider sidewalks should be considered where space permits. In downtown areas, the university campus, school zones, or commercial areas with heavy pedestrian volumes, a sidewalk should be 8-14 feet wide and in residential settings, a sidewalk should be 6-8 feet wide, as space permits.

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

Prepare and Follow Americans with Disabilities Act Transition Plans

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

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

Crossing and Intersection Improvements

The analysis of crash data revealed problems with intersections crossings along a few corridors in the Urban Area. Those are identified below in the recommendations.

Incorporate Crossing Improvements in Upcoming Arterial Street Projects

Incorporate crossing improvements and intersection improvements into arterial street reconstruction projects within the Urban Area in order to make crossings easier and safer for pedestrians. Crossing enhancements should be considered along Division Street, Stanley Street, Clark Street, US 10, Church Street, Post Road, Plover Road, and County Road HH/McDill Avenue. Public input identified the intersection of River View Avenue and Whiting Avenue, the intersection of Brilowski Road and Old Highway 18, and the intersection of Minnesota Avenue and Post Road as areas in need of crossing improvements. Division Street and US 10 have the largest concentration of pedestrian crashes of any two streets in the Urban Area. These identified roads and crossings are not an exhaustive list of priority crossings; this topic should be investigated further. Additionally, Accessible Pedestrian Signal (ACS) devices should be installed at key identified crossings. ACSs are signalized pedestrian crossings that provide tactile and auditory input for pedestrians that are blind or have low-vision. ACSs commonly have features such as the use of braille and auditory indicators of when it is safe to cross.



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

TABLE 9.16: PEDESTRIAN CROSSINGS NEEDING ENHANCEMENTS

Street	Cross Street
Brilowski Rd	Old Hwy 18
River View Ave	Whiting Ave
Minnesota Ave	Post Rd
Division St	
Stanley St	
Clark St	
US 10	
Church St	
Post Rd	
Plover Rd	
Couty Road HH/ McDill Ave	

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

Utilize Best Practice Crossing Treatments such as Bump-outs and Crossing Islands

Two devices which improve crossings are curb bump-outs and median crossing islands. Median crossing islands have recently been added as a proven crash reduction factor and allow pedestrians to focus on one direction of traffic at a time when making a crossing.

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

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

Analyze Crashes and Identify Countermeasures

Communities within the Urban Area should continue to analyze crashes and search for countermeasures. This Plan and the Portage County Safety Action Plan have identified crash locations and street segments with high crash numbers and/or reported crossing problems. However, pedestrian conflict and crash locations will change and so will the crash types. PEDSAFE (<http://www.pedbikesafe.org/PEDSAFE/>) is a tool designed to assist transportation professionals analyze crash types and consider appropriate countermeasures given the characteristics of the crashes.

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

Implement the Portage County Safe Routes to School Plan

Safe Routes to School (SRTS) Plans examine motivations for or against walking and biking to school and look for interventions and strategies that encourage and promote safe active transportation. This Plan recommends implemented the specific recommendations involving facilities that serve school sites and routes leading to schools as described in the 2014 SRTS Plan. This Plan further recommends that the 2014 SRTS Plan be updated.

Responsibility: *All municipalities with schools; all school districts*

Utilize Best Practice Traffic Calming Measures to Reduce Traffic Speeds

Traffic-calming strategies such as speed bumps, speed tables, and raised crossings should be applied to reduce speeds of approaching vehicles near unsignalized crossings and in areas with high volumes of pedestrians, particularly near schools.

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

Minimize Visual Obstructions Near Intersections to Increase Visibility of Pedestrians

In addition to traffic calming measures, minimizing visual obstructions near intersections can ensure that kids can both see and be seen by people driving or cycling. To achieve this, limit parking within 20 feet of intersections, add curb extensions where possible, place stop bars near crossings, and minimize visual obstructions within 10-15 feet of crossings. A low cost way to combine traffic calming measures with a reduction in visual obstructions is to mark no parking areas with bright paint and bollards. This ensures that no vehicles will be able to park in those zones, and they will also double as curb extensions.

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

9.5 | Urban Area Pedestrian Facility Implementation and Costs

Pedestrian Facility Implementation

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



Crosswalk markings should be maintained to be highly visible.

- **Immediate Progress:** Critical to implementing an action plan is maintaining ongoing, continuous progress. Small, immediate changes that are highly visible create the momentum and support needed to make the more costly and substantive changes that require more time.
- **Timing and Phasing:** Typically, the more complex measures may require more time, money, and coordination among different departments and with the public. The improvements requiring the least amount of time and resources will likely be completed first, and those that require the most will be completed later as resources allow. A secondary benefit to this approach is that it addresses liability and ADA concerns. This approach shows that an agency is using a systematic and thoughtful process in implementing projects. One of the key strategies for implementing sidewalks is how they can be phased. There will be opportunities for sidewalks and intersection crossing improvements to be incorporated into larger roadway projects.
- **Budgeting:** Timing and phasing of projects can help with spreading the costs of projects over a period of time. Incorporating pedestrian improvements into larger projects is also an excellent strategy and one that has been used by communities within the urban area. However, it is important that a set-aside of funds be established and appropriated annually for the construction of free-standing projects.

Priority Recommendations

Map 9.2 contains recommendations for new sidewalks and sidewalk gap closures consistent with the sidewalk guidelines provided by WisDOT and included as part of Table 8.26 in this report. Not all of these sidewalks can be constructed even in the long term, so the following criteria were used to prioritize key sidewalk segments:

- **Crash data:** Where there are pedestrian-motorist crashes.
- **Roadway characteristics:** Generally, it is more important to prioritize sidewalk on arterial streets than on collector streets and on collector streets more so than on local through streets.
- **Pedestrian Usage:** The pedestrian heat map prepared for the 2014 plan helped to identify high pedestrian usage areas; the higher the usage (including latent demand) the greater the need and urgency for sidewalks.
- **School Access:** Recommendations of the safe routes to school plans were reviewed for sidewalk gaps. In addition, the neighborhood streets were reviewed once again after the draft plan was prepared to further consider sidewalks segments providing direct access to schools.
- **Comments:** Comments and recommendations made by subcommittee members or comments received through public input were considered.

Table 9.17 lists key streets needing sidewalks based on the criteria above. Priorities rankings were established based on the criteria as well. Higher usage and/or higher volumes of traffic indicated a safety issue; hence those streets rated as priorities.

There are also numerous streets in Stevens Point where sidewalks are not uniformly provided. Often sidewalks are provided for half of a block and then not for the other half. Many of these gaps in the sidewalk system are identified as priorities in Table 9.17 and on Map 9.2. Other small gaps in the sidewalk system still exist but are not considered priorities largely because they are not on or connect directly to arterial or collector streets. The streets with these sidewalk gaps are still identifiable on Map 9.2 but are considered lower priorities. After the draft plan was developed, the consultant team reviewed the areas around the schools along with the safe routes to school plans. About 10 small segments of sidewalks were added as secondary and tertiary priorities on Map 9.2.

Portage County Bicycle & Pedestrian Plan

Map 9.2: Urban Area Sidewalk Inventory & Recommendations

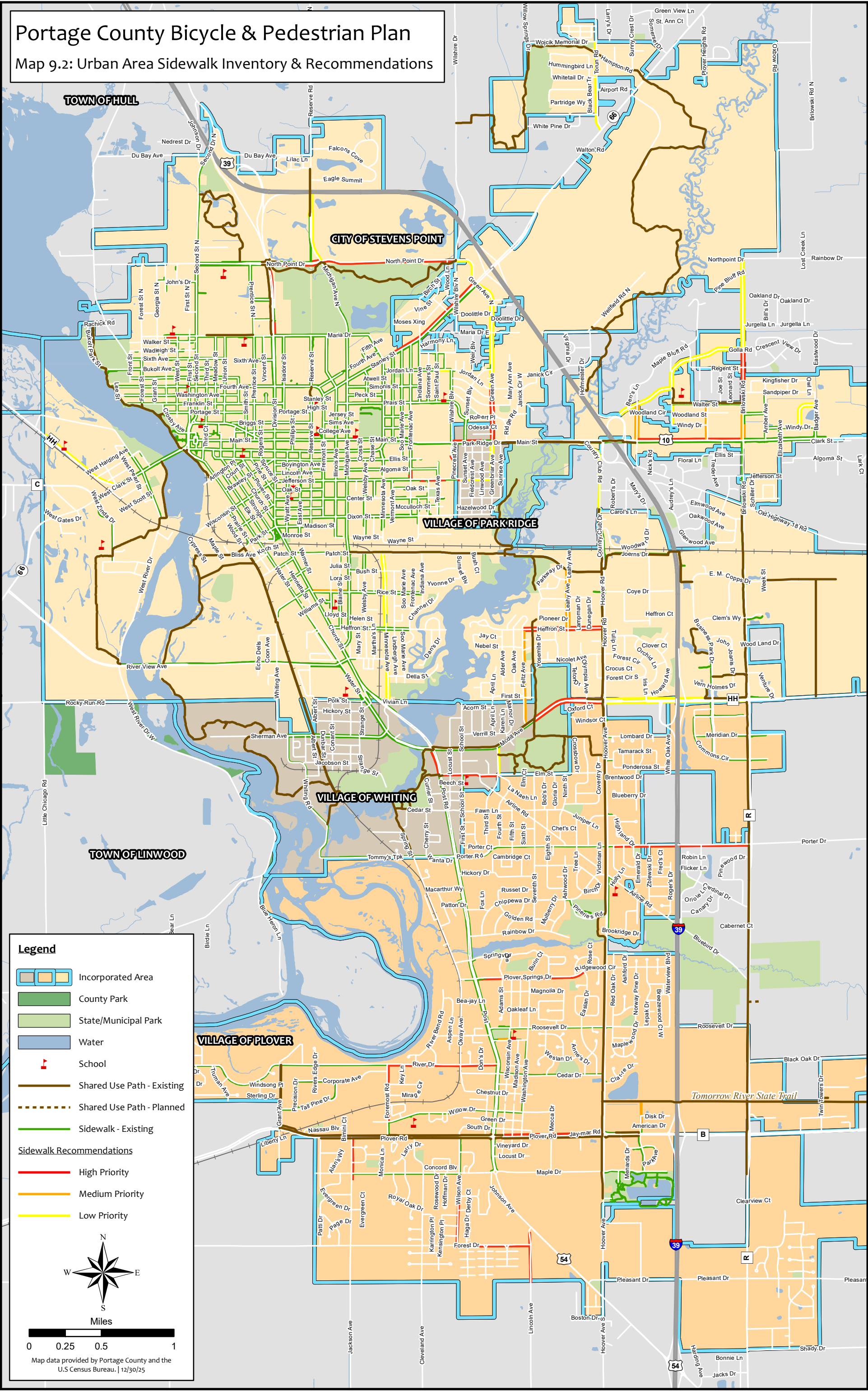


TABLE 9.17: PRIMARY STREETS NEEDING SIDEWALKS

Street	Arterial	Collector	Use	Comments	Priority
Brilowski Road (Highway 10 – Northpoint) <i>Stevens Point, Town of Hull</i>	Yes	No	Low	Has paved shoulders now	Medium/ High priority
Country Club Drive (Highway 10 – Hoover) <i>Town of Hull</i>	Yes	No	Low	Shared use path constructed in 2025	Low Priority
Division Street (Maria – Academy) (Northpoint south 800') <i>Stevens Point</i>	Yes	No	High	Add sidewalk from Maria to Academy on east side and at intersection of Northpoint and Division	High Priority, slated for 2026-2027
Elm Street (Post to Hoover) <i>Whiting, Plover</i>	Yes	No	Low to moderate		High Priority (Post to Willard) to Low Priority (east of Willard)
Feltz Avenue (McDill – Heffron) <i>Stevens Point, Whiting</i>	No	Yes	Low		Medium Priority
Foremost Road (Plover Road – River Drive) <i>Plover</i>	No	Yes	Low to moderate		High Priority
Frontenac Avenue (Algoma – Jefferson) <i>Stevens Point</i>	No	Yes	Moderate	Very short gaps exist	High Priority
Green Avenue (Stanley St – Park Ridge Drive) <i>Stevens Point</i>	No	Yes	Moderate Jordan to Park Ridge		Low Priority, High Priority (from Jordan south)
Greenbriar Avenue (Park Ridge – Jefferson) <i>Park Ridge</i>	No	Yes	Moderate		Low Priority
Heffron Street (Feltz Ave – Hoover Rd) <i>Stevens Point</i>	No	Yes	Moderate	Connection between Green Circle and Hoover Ave path	High Priority, Both sides
Jackson Avenue (Plover Road – Maple Dr) <i>Plover</i>	No	Yes	Low to moderate		Medium Priority
Jefferson Street (Frontenac – Greenbriar) <i>Park Ridge</i>	No	Yes	Low to Moderate		High Priority, (Jefferson to Sunset)
Leahy Avenue (Heffron – Industrial Park) <i>Stevens Point</i>	No	Yes	Moderate		Medium Priority

Street	Arterial	Collector	Use	Comments	Priority
Main Street (Frontenac – I-39) <i>Stevens Point, Park Ridge</i>	Yes	No	Moderate	Sidewalk needed on north side	High Priority (Wilshire to Lynwood Ave)
Maple Bluff Road/Golla Road (Highway 10 – Brilowski) <i>Town of Hull</i>	No	Yes	Low to moderate	Near school	Medium to Low Priority
McDill Avenue (Feltz – Brilowski) <i>Stevens Point, Whiting, Plover</i>	Yes	No	Low to moderate		Low Priority (West of Olympia)
Minnesota Avenue (Railroad – Church Street) <i>Stevens Point</i>	No	Yes	Low to moderate	Has an urban shoulder	Low Priority
North Point Drive (Michigan – Green Circle Trail) (Michigan – Wilshire) <i>Stevens Point</i>	Yes	No	Moderate	Connect 200' from North Point/Michigan intersection to Green Circle Trail – either side of North Point	High Priority
Pinecrest Avenue (Jefferson – Wilshire) <i>Stevens Point</i>	Yes	No	Moderate	On the west side of Pinecrest Ave up to the existing sidewalk on the east side of Wilshire Blvd	High Priority
Plover Springs Drive (Post – Hoover) <i>Plover</i>	No	Yes	Low		High Priority
Porter Road (Hoover – Brilowski) <i>Plover</i>	Yes	No	Low to moderate		High Priority
Rice Street (Church – Michigan) <i>Stevens Point</i>	No	Yes	Moderate	North side of Rice St	Medium Priority
Songbird Lane (Windy – Badger) <i>Stevens Point</i>	No	No	Moderate		Low Priority
Stanley Street (Minnesota – I-39) <i>Stevens Point</i>	Yes	No	High	Add sidewalk to north side	High Priority (Lindberg to Wilshire on north side)
U.S. Highway 10 (I-39 – Brilowski) <i>Stevens Point</i>	Yes	No	Low to moderate	Add wide sidewalk to north side of Hwy 10	High Priority

All sidewalks are for both sides of the recommended segment unless noted otherwise.

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

Cost and Funding

Fund a sidewalk retrofit program to install sidewalks along corridors annually in Stevens Point and in Plover.

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

There are three funding strategies for crossings.

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

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

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CHAPTER 10: PLAN IMPLEMENTATION



10 | PLAN IMPLEMENTATION

The Short-Term Action Plan in Chapter 1 outlines immediate steps that the County and its partners should undertake in the next three to five years. After these priority items have been advanced, a quantitative and qualitative prioritization process could be used to determine which projects would be most important to fund and implement next.

Quantitative Analysis

The first step in the quantitative prioritization process is to identify a set of prioritization factors. Some potential prioritization factors are provided below.

- Would the project connect to an existing bicycle facility?
- Would the project connect to schools, parks, or other key destinations (employment center, hospital, grocery store, commercial area)?
- Would the project overcome a significant transportation barrier (highway, railroad, river)?
- Was the project prioritized by the public through public input?
- Would the project serve underrepresented populations or advance equity in the network?
- Would the project serve populations without access to a car?
- Is the project on the High Injury Network map?

After determining the criteria, the Project Team would develop a scoring system to score and rank projects. Once the highest-scoring projects have been identified, the team should complete the qualitative analysis to determine the final priorities and ranking.

Qualitative Analysis

The Project Team completed a qualitative analysis to identify the Priority Projects. The analysis focused on the following questions:

- Does the corridor rank highly in the quantitative analysis?
- Is the project feasible?
- Does the project have the support of the underlying municipality or municipalities?
- Does the project respond to community desires as expressed through the public input process? (e.g., preference for protected bicycle facilities, off-street trails, and urban-to-rural connections)
- Is this the right time for this project? (timing related to planned resurfacing or other capital projects, etc.)
- Are there outside funding opportunities available that could offset the cost?
- Is this a highly complex project that would take 4+ years to coordinate with various stakeholders, or would it be relatively simple to construct within 1-3 years?

10.1 | Steps for Implementing Bicycle and Pedestrian Infrastructure

This section provides a generalized overview of the steps involved in implementing infrastructure based on the location.

State or Federal Roads

Coordinate with state and federal agencies as needed. Review road reconstruction and other road project plans and schedules and identify roads and projects relevant to Portage County. Advocate for bicycle and pedestrian facilities early in the process.

County Roads

Coordination with WisDOT may be necessary if the road intersects with State highways or is part of a state-funded project.

On-Street Paved Shoulders

Jurisdiction: Portage County

The Portage County Highway Department and County Board's current process of implementing paved shoulders on County roads is generally as follows.

1. Update Five-Year Capital Improvements Plan (CIP) based on roadway conditions or new construction
2. Review CIP against the recommendations of the Portage County Bicycle and Pedestrian Plan and consider implementation of paved shoulders
 - a. Feasibility analysis and cost benefit analysis
 - b. Consider for opportunities to implement Plan recommendations while supporting other County objectives such as maintenance shoulder needs, curves, or agricultural equipment needs
 - c. Consider opportunities to connect critical facilities such as parks
3. If funds are budgeted for paved shoulders, include in paved shoulders in roadway design
4. Intergovernmental coordination as needed
5. Construction



Include paved shoulders in roadway design if funds are budgeted.

On-Street Signed Routes

Jurisdiction: Portage County

A recommended process to implementing signed routes is as follows:

1. Identify looped bicycling routes to promote recreational biking. Give each route a memorable name so that it is easily identifiable to both visitors and locals. (Refer to Goal E in Chapter 6 for details about establishing recreational biking routes.)
2. As time and resources are limited, prioritize routes and develop a signage installation plan.
3. Design Bike Route Signage using signage best practices and emphasizing clarity, visibility, durability, and context-sensitive placement.

4. Install Bike Route Signage as resources allow, adding additional signs as more funds become available.
 - a. Explore Bike Route Signage sponsorship by local businesses or organizations seeking a high-visibility, low-cost advertising opportunity that supports their brand.
 - b. Identify partners and/or establish a shared funding arrangement to implement the Bike Route Signage and Wayfinding program. Partners could include local chambers of commerce, municipalities, businesses, Stevens Point Area Convention & Visitors Bureau, North Central Wisconsin Tourism Partnership, Portage County Business Council, etc.
5. Add Signed Routes to the County Bicycle Maps and distribute updated maps regularly. (Refer to the Short-Term Action Plan for detailed recommendations for County Bicycle Maps.)

Local Roads in Cities and Villages

On-Street Buffered or Traditional Bike Lanes

Jurisdiction: City of Stevens Point or Villages

A recommended process to implementing bike lanes is as follows. Certain steps of the process may be repeated multiple times, as more information is gathered and as designs are refined.



Traditional Bike Lane.

1. Review recommended bike lanes in this Plan.
Prioritize or confirm priority at least once a year.
2. Scope the bike lane project and prepare the conceptual design. (E.g., what is the extent of the project? Is this a good time to incorporate related improvements such as pedestrian crossings, sidewalk, and repairs?)
3. Conduct initial stakeholder outreach and craft communications plan for future outreach.
Conduct initial intergovernmental coordination if needed.
4. Collect, analyze, and share data communicating the need for the bike lane to the public and officials
5. Prepare initial budget estimates and align funding for the project. A few options for funding include:
 - a. Put the project in the Five-Year Capital Improvement Plan.
 - b. Request funds for the project in the annual budget as roads are resurfaced/reconstructed.
 - c. Include the project in design when new development or infill occurs.
 - d. Seek outside funding through grants.
6. Conduct predevelopment steps such as acquiring additional right-of-way (when needed)
7. Review constraints on the ground, refining and adjusting the design as needed
 - a. Conduct property owner coordination and continue public engagement and communication. Continue intergovernmental coordination if needed.
 - b. Refine the budget estimates.
 - c. Finalize and share project design.
8. Construction
 - a. Conduct property owner coordination and continue public engagement and communications during the construction phase.
 - b. Celebrate the completed project with the community.

Shared Lane Markings

Jurisdiction: City of Stevens Point or Villages

The process for implementing shared lane markings is similar to the process for implementing bike lanes described above. Since shared lane markings are generally lower-impact projects, as compared to the bike lane projects, the process may be streamlined. A suggested process to implement shared lane markings is as follows.

1. Review recommended shared lane markings in this Plan. Prioritize or confirm priority at least once a year.
2. Scope the shared lane marking project and prepare the conceptual design. (E.g., what is the extent of the project? What signage is needed? Are other traffic calming measures needed?)
3. Conduct initial stakeholder outreach and craft communications plan for future outreach. Conduct intergovernmental coordination if needed.
4. Collect, analyze, and share data communicating the need for the shared lane marking to the public and officials
5. Prepare initial budget estimates and align funding for the project.
6. Review constraints on the ground, refining and adjusting the design as needed
 - a. Conduct property owner coordination and continue public engagement and communication.
 - b. Refine the budget estimates.
 - c. Finalize and share project design.
7. Install the shared lane markings:
 - a. Integrate wayfinding signage and traffic calming measures if needed
 - b. Conduct property owner coordination and continue public engagement and communications during the construction phase.
 - c. Celebrate the completed project with the community.

Sidewalks

Jurisdiction: City of Stevens Point or Villages

The process for implementing new sidewalks is similar to the process for implementing bike lanes described above. Critical missing links in the sidewalk network should be prioritized. Property owner communication is paramount.

Off-Street Shared Use Paths

Jurisdiction: City of Stevens Point, Villages, Towns, Portage County

Shared use paths may be constructed on private property, public property, or within road rights-of-way in the Rural and Urban Areas. A recommended process to implement shared used paths is as follows. Several steps of the process may be repeated as needed, as more information is gathered and as designs are refined.

1. Review recommended shared use paths in this Plan. Prioritize or confirm priority at least once a year.
2. Scope the path project and prepare the conceptual design. (E.g., what is the extent of the project?)

3. Conduct initial property owner and stakeholder outreach and craft communications plan for future outreach. Conduct initial intergovernmental coordination if needed.
4. Collect, analyze, and share data communicating the need for the path to the public and officials
5. Prepare initial budget estimates and align funding for the project. A few options for funding include:
 - a. Put the project in the Five-Year Capital Improvement Plan.
 - b. Include the project in design when new development or infill occurs.
 - c. Seek outside funding through grants, sponsorships, or philanthropic gifts.
6. Conduct predevelopment steps such as acquiring land, easements, or right-of-way for the path alignment
7. Review constraints on the ground, refining and adjusting the design as needed
 - a. Conduct property owner coordination and continue public engagement and communications. Continue intergovernmental coordination if needed.
 - b. Refine the budget estimates.
 - c. Finalize and share project design.
8. Construction
 - a. Conduct property owner coordination and continue public engagement and communications during the construction phase.
 - b. Install amenities or other features (trailheads, wayfinding signage, etc.)
 - c. Celebrate the completed project with the community.

10.2 | Funding Bicycle and Pedestrian Projects

There are many outside funding sources, including grants, available at the federal, state, regional, and local levels that can support the implementation of this Plan. A detailed list of such funding sources is provided in Appendix F. Multijurisdictional grant applications are encouraged, as they are viewed favorably when being considered for funding.

If grant funding is not available, bicycle and pedestrian projects may be funded by a local municipality's General Fund or through Tax Incremental Finance (TIF), where available. Larger projects may be best funded by General Obligation Debt, in the same manner that other street or other infrastructure projects are financed.

If public or grant funds are not available, the County and municipalities could also seek private funding for especially desirable bike and pedestrian projects. Private fundraising could include funds secreted from philanthropic foundations or direct contributions by individuals. A "friends" organization or local nonprofit may be able to assist in the fundraising effort. Additionally, businesses and organizations could be invited to sponsor segments of a trail or on-road bikeway to help fund construction or ongoing maintenance.



PORTAGE COUNTY COUNTYWIDE BICYCLE & PEDESTRIAN PLAN APPENDIX



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Appendix A | Planning Structure

Task Force and Subcommittees

The Safe Street For All (SS4A) planning structure consisted of a Task Force, Bicycle & Pedestrian Plan Subcommittee, Demonstration Activity Subcommittee, and the consultant team. Together, all entities collaborated to guide the development of the Portage County Safety Action Plan and the Bicycle and Pedestrian Plan.

SS4A Task Force

The Task Force was comprised of County residents and County/municipal staff charged with overseeing the development, implementation, and monitoring of the SS4A Safety Action Plan. One Task Force member was a liaison to the Bicycle & Pedestrian Plan Subcommittee, and one member was a liaison to the Demonstration Activity Subcommittee.

TABLE 1: SS4A TASK FORCE

Name	Representing
Sarah Agena	Stevens Point
Allison Birr	Stevens Point
Dan Brugman	Stevens Point
Gracia Day	Town of Hull
Gina DeLisle	Whiting
Mike Helmrick	Plover
Gary Garske	Portage County
Tori Jennings	Park Ridge
Katie Livernash	Portage County
Mary Maller	Stevens Point
Megan Mapes-Martins	Stevens Point
Brent Matthews	Stevens Point
Anna Menominee	Stevens Point
Ismaila Odogba	Stevens Point
Karalyn Peterson	Stevens Point
Trevor Roark	Stevens Point
Bryant Scharenbroch	Rosholt
Jackie Schimke	Stevens Point
Amberle Schwartz	Portage County
David Shorr	Stevens Point

Bicycle & Pedestrian Plan Subcommittee

This subcommittee was made up of County residents and County/municipal staff charged with overseeing the development of the supplemental Bicycle & Pedestrian Plan to complement the Safety Acton Plan.

TABLE 2: BICYCLE & PEDESTRIAN PLAN SUBCOMMITTEE MEMBERS

Name	Representing
Steve McKay	Stevens Point
Jack Orlando	Stevens Point
Karalyn Peterson	Stevens Point
Neil Prendergast	Stevens Point
Rebecca Roberts	Amherst
Janet Way	Town of Hull

Demonstration Activity Subcommittee

This subcommittee was comprised of County residents and County/municipal staff charged with overseeing the development implementation, and monitoring of all Demonstration Activities (DA's) to inform the Safety Action Plan. DA's are defined as temporary roadway safety improvements that test approaches to determine future benefits.

TABLE 3: DEMONSTRATION ACTIVITY SUBCOMMITTEE MEMBERS

Name	Representing
Chris Johnson	Stevens Point
Sarah Manasreh-Decker	Stevens Point
Trevor Roark	Stevens Point
Jackie Schimke	Stevens Point
Amie Tolbert	Stevens Point
Jake Wilcox	Whiting

The Task Force and Subcommittees met numerous times during the development of the Plan. The Bicycle and Pedestrian Plan Subcommittee used these meetings to set a vision and goals for bicycling and walking in Portage County, to recommend bicycle and pedestrian facility locations, to discuss bicycle and pedestrian issues in their respective areas, and to review draft recommendations and materials prepared for the Plan, as well as the final Plan itself.

Appendix B | Public Comments

The following is a summary of upfront public participation efforts conducted in December 2024 and January 2025 by Vandewalle and Associates. These efforts included an online Community Survey and Map, Community Workshops, and Stakeholder Focus Groups. Detailed public input results are found in the Appendix of this Plan.

Portage County Bicycle & Pedestrian Plan

Map 11.1: Countywide Public Input Comments

Legend

Municipal Border

County Park

State or Municipal Park

Dangerous Area for Biking

Dangerous Area for Walking

Dangerous Intersection

I Want to Walk/Bike Here

New Trail Access Point

Other General Comment

New Off-Street Bike Trail

New On-Street Bike Lane

New Pedestrian Sidewalk

Water

School

Railroad

Existing Bicycle Facilities

Shared-Use Path

Bike Lane/Urban Shoulder

Shared Lane

Signed Bike Route

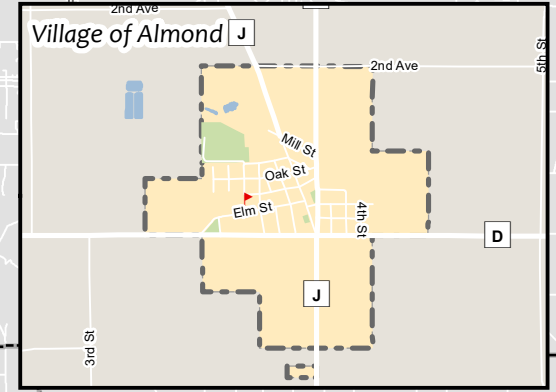
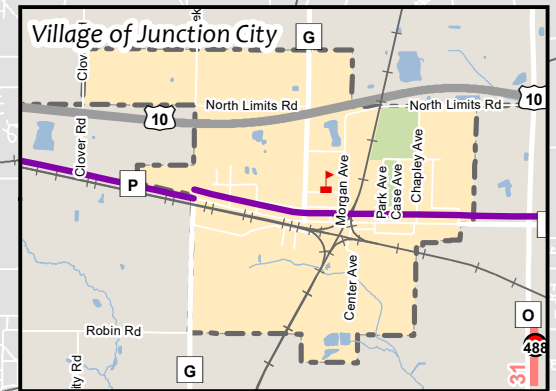
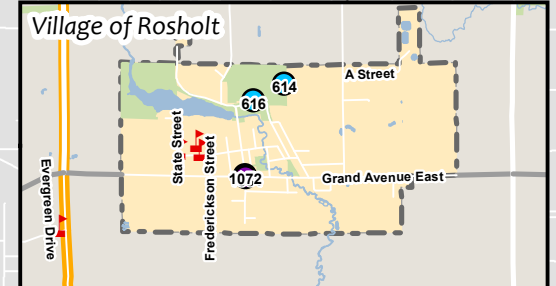
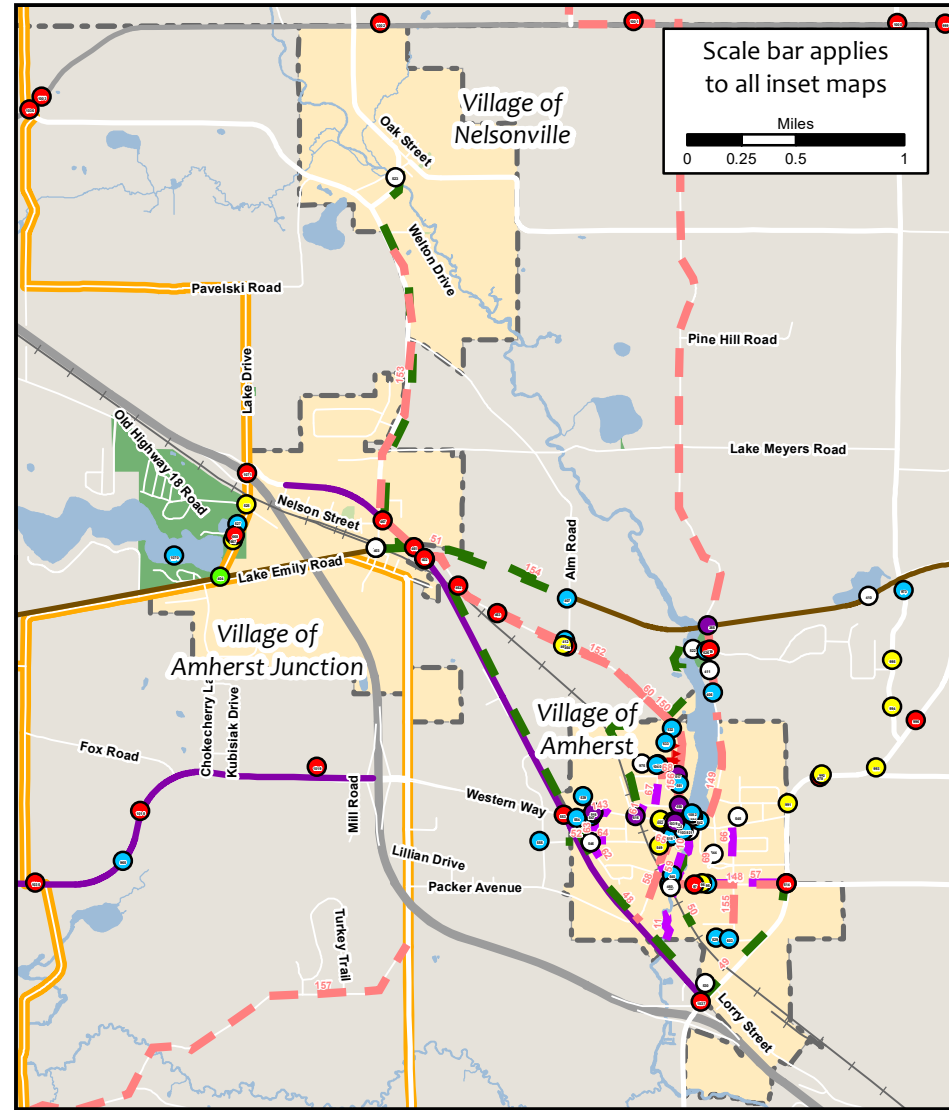
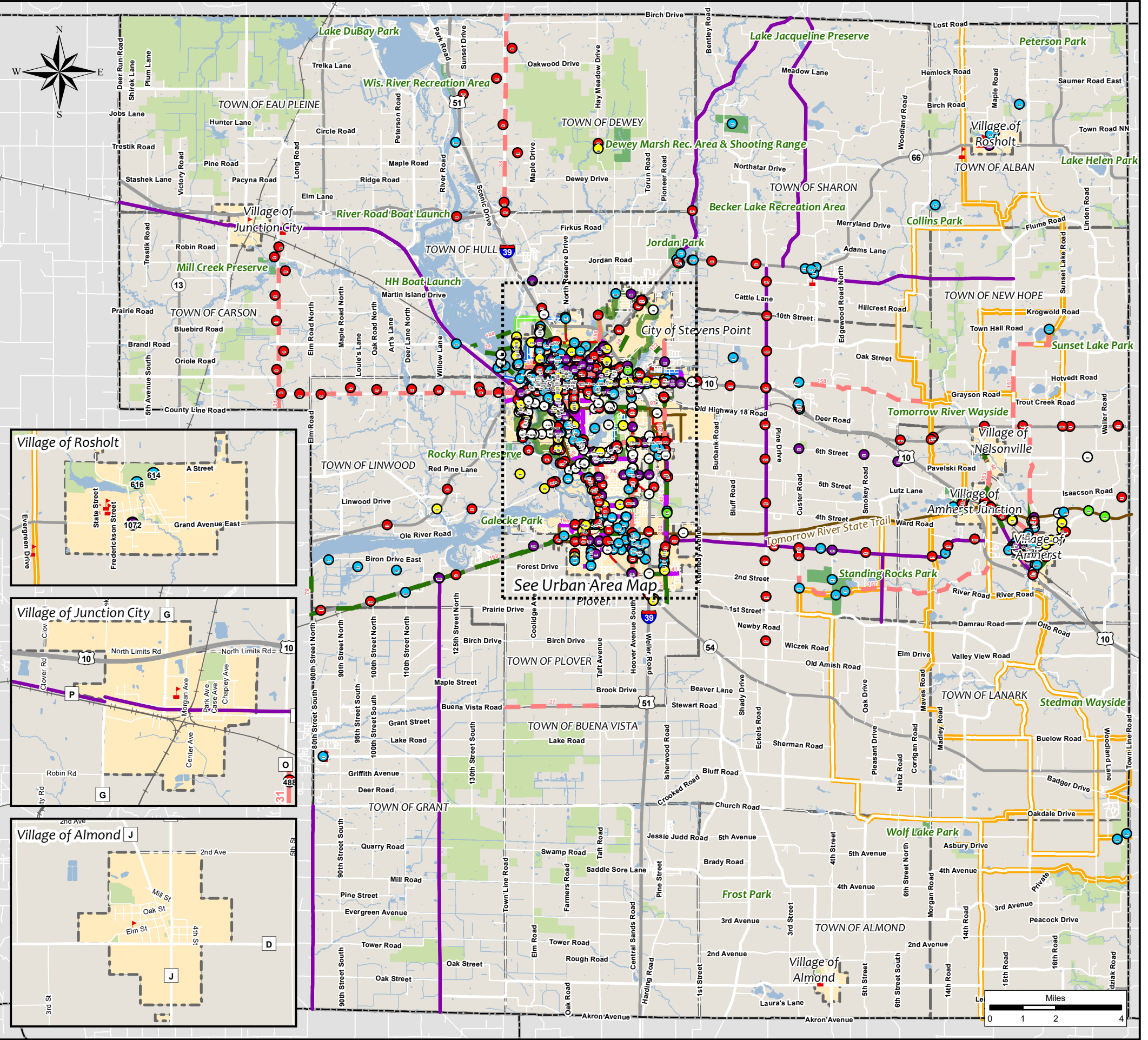
Green Circle Trail

Green Circle Trail (On-Road)

Ice Age Trail Bicycle Route

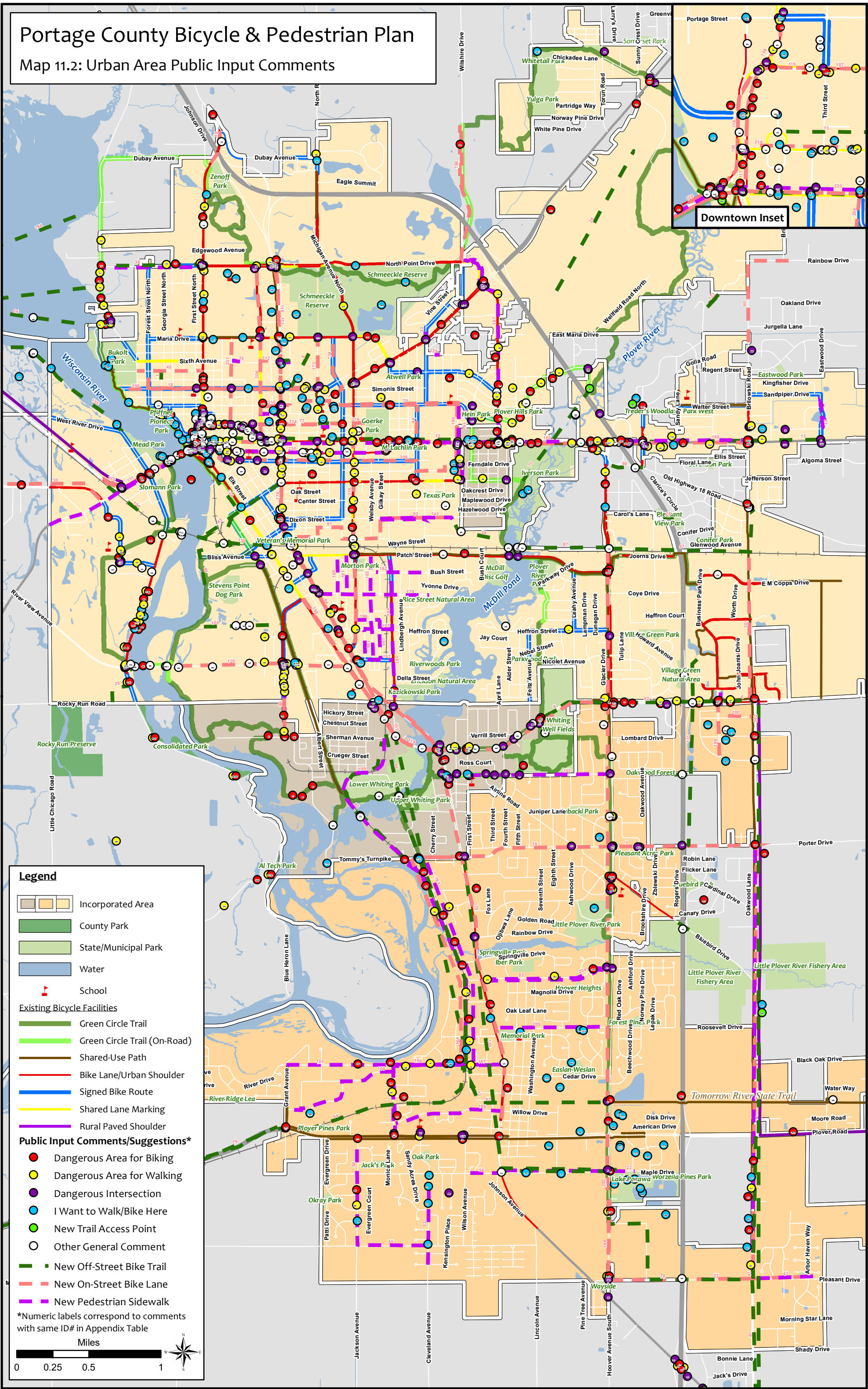
Rural Paved Shoulder

*Numeric labels correspond to comments with same ID# in Appendix Table



Portage County Bicycle & Pedestrian Plan

Map 11.2: Urban Area Public Input Comments



Portage County Bicycle & Pedestrian Plan

Map 11.3: Walk and Roll Audit Comment Locations

Park

School

Existing Sidewalk

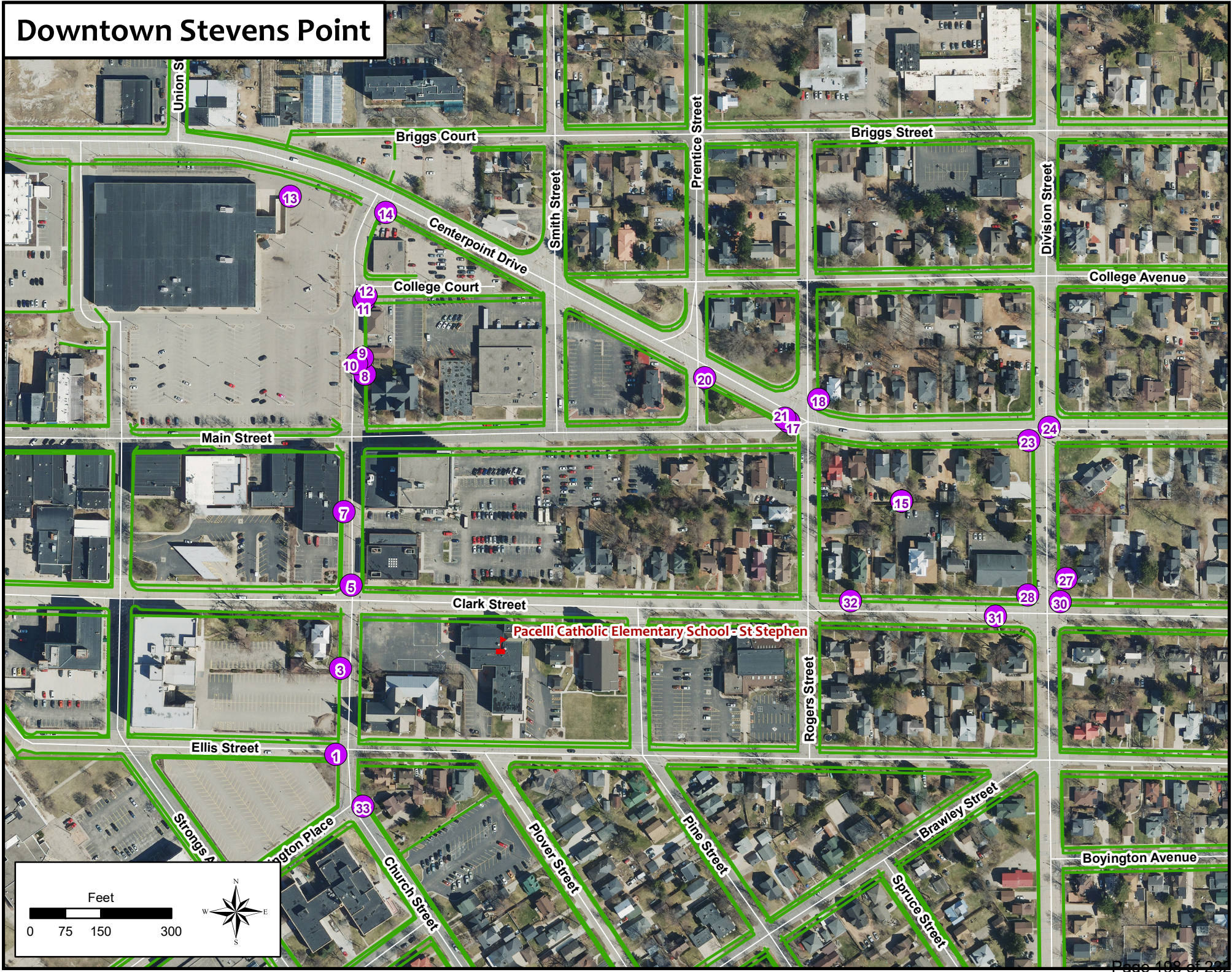
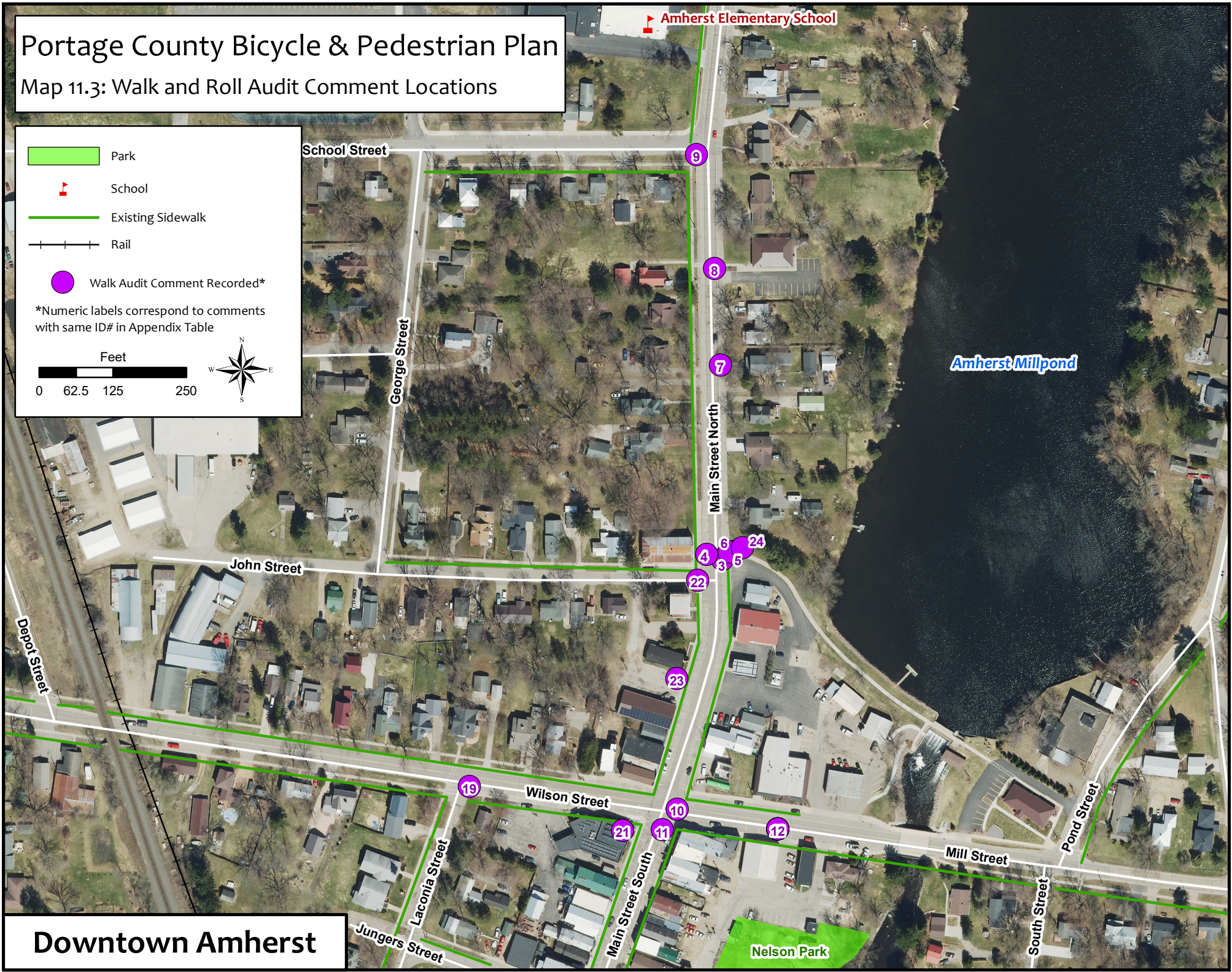
Rail

Walk Audit Comment Recorded*

*Numeric labels correspond to comments with same ID# in Appendix Table

Feet

062.5125250



Online Survey and Mapping

Between December 20, 2024, and January 31, 2025, an online survey and an online mapping survey was made available for the general public and promoted through a wide range of county channels. During the course of this survey and mapping, over 900 respondents gave their input on bicycle and pedestrian facilities as well as thoughts on safety and attitudes towards active transportation in Portage County.

Favored improvements to encourage walking: adding and improving crossing signals to make crossing busy roads easier, adding connections between existing sidewalks and paths, better snow and ice removal, and adding lighting to existing sidewalks and paths.

Online Survey Results

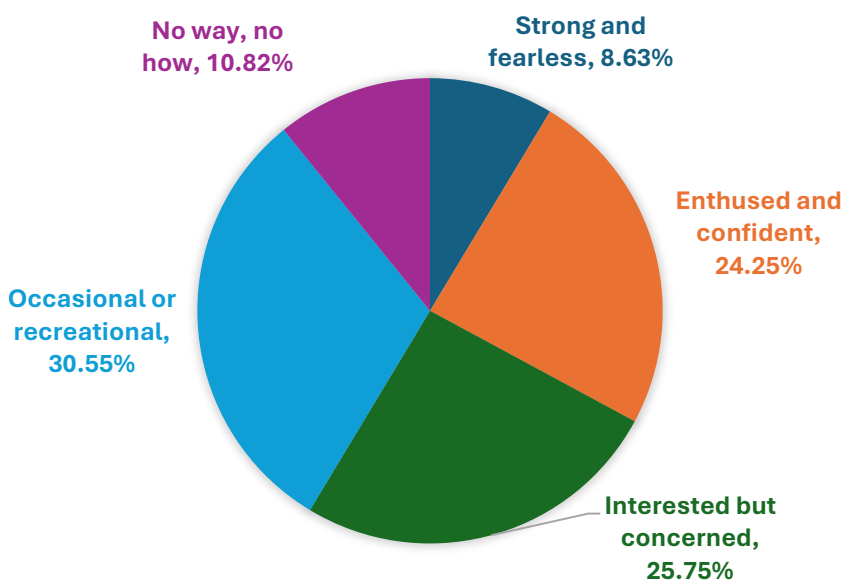
Portage County conducted an online questionnaire via Survey Monkey from December 20, 2024, to January 31, 2025. Physical copies of the survey were also available upon request. In total, 929 people provided feedback. Overall, the survey focused on obtaining public opinion and feedback on the needs and perceptions of safety regarding the bicycle and pedestrian system of Portage County.

Of the 929 respondents, 68% were residents of the central urban core of Portage County (Stevens Point, Plover, Whiting, Park Ridge) and the rest were mainly from rural towns and villages in Portage County. Additionally, the majority of respondents were between the ages of 35-74, with an even spread among the span of ages. However, only 14% of the respondents were 34 years old or younger and only 6% were over the age of 75. This indicates that the survey reached a wide-ranging age demographic for most segments of the population, but that feedback from the youth and the elderly – especially those 18 years of age and younger and those 75 and older – were underrepresented in the survey. About 62% of respondents had lived in Portage County for over 25 years and about 25% had lived in the county for 10 to 24 years. Most respondents identified as White (95%).

When it comes to motivation for walking, about 77% of respondents noted that exercise and/or recreation was their primary purpose for walking. As for locations that respondents wanted to walk to, the top five choices were places for exercise and recreation, community destinations such as parks and libraries, restaurants and bars, shopping, and visiting friends and family. When asked about deterrents to walking in Portage County, the top reasons for not walking were bad weather, not wanting to walk on snow and ice, far distances, lack of connectivity for paths and sidewalks, and safety concerns when dealing with motor traffic and crossing streets. Regarding changes or upgrades that would improve walking experiences in the county, the top choices included adding and improving crossing signals to make crossing busy roads easier, adding connections between existing sidewalks and paths, better snow and ice removal, and adding lighting to existing sidewalks and paths.

About 73% of respondents noted that exercise and/or recreation was their primary purpose for biking in Portage County. When asked to describe themselves as a bicyclist, about 56% of respondents also identified themselves as comfortable cycling on off-street paths but had no desire or felt uncomfortable using on-street facilities, with 26% of respondents noting that they would bike on streets if there were safer facilities. 25% of respondents were comfortable riding on off- and on-street facilities and calm residential streets. These responses are summarized in the chart below.

HOW WOULD YOU DESCRIBE YOURSELF AS A BICYCLIST?



Favored improvements to encourage bicycling: more off-street trails, more separated/ protected bike lanes on busy streets, more paved shoulders on rural roads, and better on-street connectivity.

When it comes to places that respondents wanted to bike to, the most popular answers were places for exercise and recreation, community destinations such as parks and libraries, homes of friends and family, restaurants and bars, and places for shopping. When asked why someone chooses biking over other forms of transportation, the top three answers were exercise, biking as a fun way to experience community, and reducing carbon emissions/footprint. The main reasons that kept respondents from cycling were safety concerns with traffic and crossing streets, bad weather, and lack of connectivity between biking facilities. The type of bike facilities that respondents felt the most comfortable using was separated/protected bike lanes and respondents felt the least comfortable using shared lanes and bike boulevards. Respondents noted that the main improvements to encourage bicycling in Portage County would be adding more off-street trails, more separated/protected bike lanes on busy streets, more paved shoulders on rural roads, and better on-street connectivity. Similarly, when asked about what would improve the biking experience, respondents indicated that roadway condition improvements (such as filling potholes), improving connectivity, and adding traffic lights would improve the overall biking experience.

The survey also included a section for open responses and comments, which received 359 responses. Many praised the Green Circle Trail as a valuable asset to the community and suggested expanding the trail and improving maintenance. Many comments also expressed the need for better walking and biking infrastructure in general. These comments expressed the need for wider sidewalks as well as dedicated bike paths away from busy roads, and improved crosswalks to enhance safety for both pedestrians and bicyclists.

Regarding safety concerns, there were a large number of comments that expressed concerns about a lack of safety. There were a few comments from pedestrians and bicyclists detailing harassment from motorists while using facilities. This ranged from being yelled at to even being run off the road by a motorist in one instance. Likewise, many motorists felt uncomfortable sharing the road with bicyclists. They felt that bicyclists could be unpredictable and sometimes did not follow traffic laws, preferring that bicyclists use sidewalks instead of riding on the road. Many respondents also noted that they did not see the need for more bike lanes because they never saw them being used, however; many respondents cited not feeling safe enough to use the bike lanes. While sidewalks may not be the best option for bicyclists, this sentiment reflects the popularity of off-street and separated bike facilities in the multiple-choice survey questions. Many respondents also noted the importance of educating both bicyclists and drivers about road rules and safety to foster a more respectful and safer environment for all road users.

Many respondents noted that they did not see the need for more bike lanes because they never saw them being used, however; many cited not feeling safe enough to use the bike lanes.

Online Mapping Results

In addition to the online survey, the County also hosted an online map to gather public input on specific places in the County. This map allowed respondents to place markers on the map indicating places they wanted to bike or walk to, desired locations for bicycle and pedestrian facilities, and areas they see as dangerous for walking and biking.

Places People Want to Walk or Bike

The top destinations respondents wished to walk or bike to included retail areas, schools, restaurants, municipal and county parks and natural areas, and rural communities (specifically Polonia and Amherst). Given that many of the additions of the map are in Stevens Point, and a majority of survey respondents came from Stevens Point, the inference to be made from this is that there is a great desire for urban to rural connections.

Dangerous Areas and Intersections

The US 10 Corridor and the Division Street/US 51 Corridor going through Stevens Point and the urban area were noted as two particularly dangerous corridors on the online mapping survey. Many respondents noted that it is dangerous to walk or bike along US 10/Clark Street, along Water Street and where these two streets converge in downtown Stevens Point. Given that these are the two main corridors in the urban area, it makes sense that there are a lot of interactions between pedestrians, bicyclists, and motorists.

Other areas noted as dangerous include the intersection of Wilson Street and Main Street in the Village of Amherst, County Road C, County Road O, as well as the intersection of River View Avenue and Whiting Avenue, and the intersection of Hoover Ave and Porter Road in the Village of Whiting.

New Trails and Bike Lanes

Respondents made many suggestions for new bike lanes and sidewalks along major corridors within the urban area (Division Street/US 51, US 10/Hwy 66) while some identified the Green Circle Trail either as areas for improvements or as extensions to the already existing system. Notably for US 10, respondents recommended off-street paths, which may correlate with low feelings of safety along

this corridor. Some suggestions for bike lanes correlated with parallel roads with less traffic on them as well as with areas where there were no east to west linkages in the bicycle infrastructure.

Community Workshops

On January 15 and 16, 2025, two in-person community workshops were hosted in Portage County. The project team selected workshop locations in both the urban and rural areas of Portage County. One workshop was held in Stevens Point at Mid-State Technical College, and the other workshop was hosted in Amherst at the Jensen Community Center. Twenty-six people signed in at the urban area workshop and 12 people signed in the rural area workshop, but actual attendance numbers were a bit higher.

The community workshops began with a short introductory presentation, followed by open-house style activities consisting of marking up large paper maps and providing sticky note comments and sticky dots on question boards. Participants were also encouraged to fill out comment forms to turn in when they were finished for the evening.

Comment Boards

Comment boards provided attendees with the opportunity to share their impressions of biking and walking in Portage County, share their favorite places to bike or walk, and describe places they would like to bike or walk to.

Public input result revealed a strong desire for urban-to-rural

The comments highlighted a growing recognition of the importance of connecting urban and rural areas within the county. This theme was prevalent across multiple conversations had at the workshops with residents, emphasizing the need for infrastructure improvements to bridge these regions. Many respondents from the urban area noted that they wanted to be able to bike to rural communities in the northeast portion of the county such as Polonia and Amherst. Rural respondents wished for connections between neighboring rural communities and nearby natural areas and parks.

A significant focus was on the frequency and nature of hostile drivers, with one respondent noting instances where high school students threw trash at bicyclists from vehicles. Reckless driving behavior was seen as detrimental to both urban and rural communities, highlighting issues of safety and respect. In both the comments and in the mapping activity, Highway 10, Highway 66, and County Road B were identified as dangerous corridors.

The urban population's desire for more facilities and connections was also a theme that arose in the comments. The Green Circle Trail was identified as a welcome asset to the community. However, there was also a desire to expand the trail with more off-street path options. There was also a desire for the general expansion of protected bike lanes, off-street multi-use paths, and sidewalks.

Sticky Dots Activity

The workshops included several boards that posed questions about walking and biking. Attendees expressed their preferences for the various options using sticky dots.

Urban Walking and Biking Improvements:

In the urban walking and biking context, improvements that allow for connectivity and maintenance are the focus. The most-selected options included adding crossings for easier navigation of busy

intersections, improving snow/ice removal efficiency, and enhancing connections between existing sidewalks and paths.

Rural Walking and Biking Improvements:

In the rural walking and biking context, the focus is on enhancing access to trails and pathways. Respondents noted that options such as adding curb cuts for accessible surfaces, improving maps/signage with directions, and removing leaves from the surface were crucial.

Non-Infrastructure Rankings

Participants at the community workshops were asked to give their top three choices for a series of non-infrastructure interventions that would help to improve the walking and biking experience in Portage County. The top three interventions that were chosen in the urban area were a bike safety course for motorists, themed community tours, and bike repair or tune-up clinics. The top three interventions that were chosen in the rural area were local business partnerships, themed community tours, and group rides to recreation destinations.

Mapping Activity

The workshops also included a mapping activity where participants used markers and stickers to locate places they wanted to bike or walk to, new trail and bicycle facility additions, and to identify areas that were dangerous.

People identified desired destinations to walk or bike to included places of employment (such as factories), restaurants, convenience stores, grocery stores, schools, and retail areas (including strip malls and shopping plazas). Participants also wished to go to parks, natural features, and county parks. Some parks that were specified included Standing Rocks County Park, Sunset Lake Park, and Schmeeckle Reserve.

The most dangerous intersections were identified along main thoroughfares. Urban thoroughfares included Hwy 66, Hwy 10, Hwy 54, and the Division/Post/Church/Hwy 51 corridor. Rural corridors that were identified were County Road B (with conflicts when it becomes Wilson in Amherst), County Road J, Hwy 161, and Hwy 10.

In rural areas, many of the bike lane and trail suggestions often align with or complement designated Ice Age bike routes. Many parts of the Rural Green Circle Trail and the Ice Age bike routes do not offer off-road facilities in rural areas and are instead mapped routes for travel.

Stakeholder Focus Groups

Focus groups were convened around specific topics or with specific stakeholder groups. Focus groups included Active Transport and Recreation, Civic and Nonprofit Organizations, Schools, Students, and Youth, and the University. These virtual meetings took place in December of 2024.

Active Transport and Recreation

Advocacy groups in Portage County have made effort towards community outreach, especially the Stevens Point Child Safety Center. The Child Safety Center has programs such as bike rodeos and bike helmet supplying. Their clientele is encouraged towards bike safety after coming in for car seats. Many stakeholders in the group note that Portage County has great recreational opportunities for walking and cycling, however basic everyday commutes and transportation could be improved in

terms of connectivity and accessibility, especially during the winter. In general, residents of Stevens Point and surrounding communities bike on the sidewalks as roads feel unsafe.

Overall, the advocacy groups would like to see more people feeling comfortable walking and biking to reduce car trips around Portage County. They would especially like to see more kids walking and biking to school. Education was noted as a component that is necessary towards reaching that goal. Creating safer connections between facilities was also noted as a necessary component to increasing biking and walking in Portage County.

Civic and Nonprofit Organizations

This focus group focused on the connectivity and availability of bicycle and pedestrian infrastructure in Portage County, especially within the more urbanized areas. The group noted that as one gets to the edges of the urban core, the more sparse walking and biking infrastructure becomes, including winter maintenance for those facilities. The urban area is also where jobs and social services are located, making it difficult for clients from outlying areas to make it to jobs and services. Providing route maps for common walking and bicycling destinations and bicycle education in multiple languages was identified as a priority for most stakeholders.

Providing route maps for common walking and bicycling destinations and bicycle education in multiple languages was identified as a priority.

There was also a focus on tourism and walking and biking in Portage County. The Green Circle Trail and the Tomorrow River Trail were seen as valuable assets for tourism and some stakeholders saw expanding trails and biking infrastructure as a great way to expand economic development in Portage County.

Schools, Students, and Youth

This group expressed a desire for connectivity between rural and urban areas. Students in rural areas do not cycle as much to school, because the infrastructure is not there to help them feel safe. This group noted that Portage County is great for recreation but not for commuting. Many felt that if there were more infrastructure in rural areas, a lot more people would cycle for errands and commuting.

There was also a wish for clearer signage and wayfinding to help people navigate trail systems. There was also a desire for more education and educational opportunities around cycling both for bicyclists and motorists alike. Some people have organized walking and cycling routes for students to get to school in Stevens Point. Many students rely on their parents to get from place to place. The group noted that more cycling organizations and events used to exist; however, lack of funds and staff capacity have ended many of these programs. While they were running, the programs were quite successful.

University

Although only one person attended this focus group, they reflected many of the sentiments as other groups that were interviewed. There is a need for signage and wayfinding that is clear and legible for both bicyclists and motorists, letting everyone know where they are going and who will be sharing the road. There is also a need for connectivity as well as consistency of facility types. This individual also thought discouraging car use could help drive demand for cycling and transit. Education and route resources for first-year students was also recommended.

Another theme that emerged was the fact that several organizations, programming, and events to promote safe cycling no longer exist due to lack of funding and staff capacity. In addition, this individual emphasized the need for a biking culture to return to Stevens Point and Portage County through the use of cycling events. These events would help both bicyclists and motorists better coexist.

Local Government

Stakeholders from local government were interviewed in two separate sessions and reflected many of the same sentiments. Many recommendations from the 2014 Bicycle and Pedestrian Plan were not implemented due to economic and political pressures. The stakeholders echoed that there is a lot of vitriol on behalf of residents associated with bicycle and pedestrian infrastructure that highlights an urban versus rural attitude throughout the county. This is mirrored physically in the lack of urban to rural connections in infrastructure. Many stakeholders suggested that off-street, multi-use paths are more favorable among both rural and urban populations. Education was also recommended for rules of the road for both motorists and bicyclists to reduce confusion on what is allowed on the roads.

Local government stakeholders also highlighted difficulty in communication between the different levels of government and between municipalities throughout the county. Between various communities, emails and calls go unanswered, which results in less cooperation between Portage County communities.

Public Safety

Overall, the conversation with the Portage County Sheriff's Department highlighted a theme that occurred throughout most of the focus groups: the need for better bicycle education across age levels. Middle schoolers and college students were noted as targets for additional educational efforts. In general, motorists and bicyclists are not familiar with bicycling rules of the road. Bicyclists not following road rules can lead to confusion and crashes between vehicles and bicyclists.

Bicyclists and pedestrians are not heavily monitored by the Sheriff's Department, but there are moments of education if an infraction occurs.

Another theme of interest in this conversation was that law enforcement does not have any unified guidance on how to handle the influx of e-bikes and scooters. Even if these devices are not standard and travel at higher speeds, law enforcement is unsure how to proceed in fear of overstepping.

Appendix C | Existing Plans & Policies

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

Portage County

Code of Ordinances

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

Parks Ordinances (Chapter 6)

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

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

Green Circle Ordinance (Chapter 6.2)

The Green Circle Trail is defined as:

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

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

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

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

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

- Ride only on trails designated for bicyclists' use.
- Yield to all other trail users. Slow down and pass with care.
- When encountering walkers on narrow trails, stop and wait for them to pass or signal you through.
- Use your bell or horn to announce your presence to walkers well in advance, particularly when approaching from behind.

- Never exceed the 15 m.p.h. speed limit. Slowly approach blind turns in anticipation of other trail users and obstacles that are beyond your view.
- Yield to other bicyclists traveling uphill.
- Racing or reckless riding is prohibited.
- Walk bicycles on boardwalks, steep hills, and narrow bridges.

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

Zoning Ordinances (Chapter 7)

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

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

Portage County Bicycle and Pedestrian Plan (2014)

In 2014, Portage County adopted a Countywide Bicycle and Pedestrian Plan (PCBPP) that updated a similar 1997 Plan for the urban core of the County, and for the first time ever included the rural areas of the County as well as Safe Routes to School planning for all schools within the County. This plan was created to be used by all municipalities within the County and breaks down recommendations by each municipality. One of the recommendations of PCBPP is for it to be adopted and incorporated into individual Comprehensive Plans throughout the County.

Key elements of this Plan include:

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

Nearly 60% of Portage County residents live within the Urban Area. Accordingly, the County's percentage of residents bicycling and walking tends to be higher, with 2.0% of the population bicycling to work and 5.8% walking to work. The Village of Plover's commute mode share is 0.86% by bicycling and 1.40% by walking. By comparison, just 0.7% of the Wisconsin population bicycled to work and 3.4% walked.

Portage County Comprehensive Outdoor Recreation Plan 2025-2029

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

One of the plan's three goals directly relates to bicycling and walking: Goal 2: Continue developing Portage County as a bicycle friendly community and destination.

This goal is supported by six objectives:

1. Support walking and biking trail development countywide.
2. Continue existing partnerships that support the Green Circle State Trail.
3. Support creation of a Friends Group for the Tomorrow River State Trail.
4. Consider how to provide hike or bike campsites for people who either walk in or pedal into a campsite.
5. Provide bike parking wherever motor vehicle parking is provided.
6. Support establishing a permanent advisory committee for evaluating how to implement the Portage County

Bicycle & Pedestrian Plan.

In the appendix, the plan also addresses and provides guidance for bicycle camping and makes policy recommendations for campgrounds in the county. Notably, there is a recommendation for guaranteed camping spots for hikers and cyclists in the event of a full campground. The inclusion of bicycle camping further supports the second goal of the overall plan.

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

Tomorrow River Trail Master Plan – 1997

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

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

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

Age Trail Chapter (<http://www.portagecoiat.org/>) provides information about the trail segment in Portage County.

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

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

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

Green Circle Trail Plan – 1990

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

Recommendations

Code of Ordinances

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

The Zoning ordinance should be revised to include the following:

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

City of Stevens Point

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

Code of Ordinances

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

Bicycle Registration

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

Bicycle Ways

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

Sidewalks

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

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

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

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

Sidewalks are not required in the City of Stevens Point Subdivision Control Ordinance (Chapter 20) or the Zoning Code (Chapter 23). The Building Code (Chapter 30) states “No main building shall be erected without, prior to occupancy, having a sidewalk installed along that part of any public street that fronts the lot boundaries required for the development. Such sidewalk installation requirement

may be waived by the Building Inspector where there is no City plan for sidewalk installation.” Currently, there are no formal City plans for sidewalk installation.

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

City of Stevens Point Comprehensive Plan – 2006

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

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

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

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

Division Street Targeted Area Master Plan - 2019

The Division Street Targeted Area Master Plan identifies Division Street as an important corridor as well as the northern gateway to the City of Stevens Point. As such, transportation is a major focus of the plan. Although the plan does not recommend dedicated bike lanes on Division Street for a variety of reasons, the plan instead focuses on creating bicycle connections to facilities in adjacent neighborhoods and to existing bike routes. Enhancing pedestrian facilities is another goal of the plan with the hope to make the corridor more pedestrian friendly.

In accordance with the Targeted Area Master Plan, the City of Stevens Point began the initial designs of a road diet for Division Street in 2024. The designs include the removal of excess access points and providing buffered bike lanes at roundabout intersections. The designs also include the shortening of pedestrian crossings at intersections. In terms of bicycle facilities, buffered bicycle lanes are included in the designs, starting at the proposed roundabout at 4th Ave. and continuing north up to the Green Circle Trail.

[“People are the Point” Stevens Point Strategic Plan - 2021](#)

Although it is not an official comprehensive plan update for Stevens Point, the Strategic Plan serves as an extension of the goals of the 2006 plan and as a way to compile various master plans that have been created in recent years. The main outcome of the strategic plan is to group the planning of Stevens Point into focused “Hubs” of activity centers and corridors with a focus on placemaking, housing, entrepreneurial and innovation capacity, and diversity and inclusion.

The plan also expresses the need for these Hubs to be walkable and bikeable, even expressing the Fifteen Minute City idea. Although not fully specific, there are recommendations for road diets, bike/ped improvements, and connectivity between Hubs. For Division Street and the Downtown areas, the plan reiterates recommendations from the Division Street Targeted Area Master Plan (2019) and the Downtown Targeted Area Master Plan (2024).

[2023 – 2028 Stevens Point Comprehensive Outdoor Recreational Plan](#)

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

[A Path to a Sustainable Stevens Point: Report from the Stevens Point Eco-Municipality Task Force –2008](#)

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

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

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

[Recommendations](#)

[Code of Ordinances – Bicycle Ways](#)

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

Code of Ordinances – Sidewalks

The following changes should be made to the Sidewalk ordinance:

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

Village of Plover

Village of Plover Comprehensive Plan – 2025

The Comprehensive Plan's top objective for transportation is to "Provide a transportation system that allows for safe, economical and efficient movement of motor vehicle, bicycle and pedestrian traffic within the Village of Plover and its extraterritorial area." The plan specifically points to the Portage County Bicycle and Pedestrian Plan and the Village of Plover Comprehensive Parks and Recreation Plan as primary sources of guidance for issues and opportunities related to bicycle and pedestrian facilities as a listed policy in the transportation section.

Two additional policies within the transportation section of the plan specifically relate to bicycle and pedestrian issues and opportunities:

- Require new developments to consider designating infrastructure improvements (where appropriate) to existing or proposed pedestrian transportation facilities (trails, sidewalks, etc.) to provide increased connectivity.
- Incorporate the following items, regarding sidewalks and pedestrian infrastructure, within the Village's Code of Ordinances:
 - Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement (where applicable).
 - Specify minimum design standards for all new sidewalks, trails, curb-cuts, etc. to be in compliance with Americans with Disabilities Act (ADA) regulations, while considering additional inclusive design standards to accommodate for all user groups.

Sidewalks & Bicycle Lanes

The Village of Plover has a limited sidewalk network in favor of off-street and multiuse paths and trails. However, during the reconstruction of US 51, both sidewalks and bicycle lanes were constructed in both directions to allow for greater bicycle and pedestrian access throughout the village.

Zoning Code

The Village of Plover Zoning Code contains limited discussion of sidewalks. The subdivision code (Chapter 545) does not require sidewalks. Chapter 467 of the municipal code pertaining to Street and Sidewalks states that sidewalks shall be located in such places and at such grades as designated by the Village Board.

Bicycle Licenses

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

Village of Plover Comprehensive Park and Recreation Plan 2023-2028

The Village of Plover Parks and Recreation Plan was recently updated in 2023 and includes goals, policies, and objectives to better recreational opportunities and facilities within the Village. One of the seven goals of the plan specifically focuses on bicycle and pedestrian topics:

- Goal 7: Improve and expand the Village's trails, paths, and pedestrian focused infrastructure to provide improved interconnectivity between its parks, schools, and businesses.

The objectives of Goal 7 of the plan include establishing and improving two miles of trails and pedestrian infrastructure, designation of an area dedicated to bicycle and mountain bike training, incorporating safety measures and signaling for trail and sidewalk interactions with busy corridors to improve pedestrian safety, and completing roadway safety audits.

Section 9.5 of the Parks and Recreation Plan includes a history of the 2014 Portage County Bicycle and Pedestrian Plan and mentions involvement in the 2025 Plan Update as well as the 2025 Portage County Safety Action Plan. This section also lists Priority Bicycle and Pedestrian Projects in 9.5A:

- Establishing new pedestrian connections with the Green Circle Trail and Tomorrow River State Trail.
- Prioritize the establishment of "off-street" trails, paths, and sidewalks over bike lanes along busy corridors, while expanding trails within parks.
- Improve existing trails and paths to become compliant with ADA standards and requirements (Prioritize the Hoover Avenue spur of the Green Circle Trail).
- Identify, design, and establish multi-use trails and paths to allow for a variety of recreational users year-round (mountain biking, walking, hiking, snowshoeing, cross-county skiing, etc.)
- Establish a pedestrian bridge or other form of infrastructure to connect residents on the east side of Highway 39 to the rest of the Village, prioritizing the connection over Highway 39 along Pleasant Drive where the majority of recent residential growth has taken place.

Recommendations

Zoning Code/Code or Ordinances

The following items regarding sidewalks should be included in the Code of Ordinances or Zoning Code:

- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

Village of Park Ridge

Code of Ordinances

Bicycle, Registration and Operation

Ordinance 7.11: Bicycle, Registration and Operation (R46.10) describes rules and regulations concerning bicycles for the Village of Park Ridge. The majority of the ordinance is in concurrence with state law regarding bicycle operation. There are the following notable items in the ordinance:

- Registration
- All bicycles operated in the Village of Park Ridge must be registered with the Village. (§1-1). This provision is inconsistent with state law: registration may be required for bicycles belonging to people residing in the Village, but not of any bicycle being ridden in the Village.

- Bicycles must be registered between January 1 and March 1 of each year, and the registration is valid through the end of that year. (§I-3)
- Operation
- No person under the age of 12 may operate a bicycle on any street, highway, boulevard or alley between one hour after sunset and one hour before sunrise. (§II-8). This provision is problematic in that very few sidewalks exist in the Village, making this an effective ban on youth cycling during hours of darkness.
- No person shall operate a bicycle upon any public street highway, boulevard or alley abreast of or to the left of another person operating a bicycle except while passing such vehicle. (§II-9) This provision is inconsistent with state law which allows side-by-side riding as long as the cyclists are not impeding traffic.
- Bicyclists are permitted to ride on the sidewalk in the Village. (§II-11)

Snow and Ice Removal

Ordinance 8.05: Snow and Ice Removal (R68.12) mandates that property owners are responsible for clearing snow and ice on abutting sidewalks within 24 hours after a snow or ice event (§I), however, no enforcement mechanism is provided. Section II of the ordinance bans the deposit of snow or ice on sidewalks, streets and public places by property owners; Section III allows the Village to remove snow deposited on public ways and charge abutting property owners for the removal.

Sidewalks

Ordinance 8.08: Public Improvements and Assessments (Sidewalks) (R38.4.2) provides construction requirements for sidewalks that are installed, but does not require sidewalks in any areas of the Village. Sidewalks are required to be four feet wide (48 inches); the current federal standard is 5 feet (60 inches).

Recommendations

Zoning Code/Code or Ordinances – Bicycle, Registration and Operation

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

Zoning Code/Code or Ordinances – Sidewalks

The following items regarding sidewalks should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.

Village of Whiting

Village of Whiting Comprehensive Plan – 2004

Chapter 3 of the Comprehensive Plan is the Transportation Element. Section 3.1-B discusses Pedestrian and Bicycle Facilities and provides information about the Green Circle Trail. No other bicycle or pedestrian facilities are described. Section 3.2-C briefly describes the 1997 Plover and Stevens Point Bicycle / Pedestrian Plan (described under Stevens Point in this document) and notes the following recommendations for Whiting:

- Bike Lanes: Cty Rd HH, Elm Street, Minnesota Avenue, Sherman Avenue, Tommy's Turnpike
- Paved Shoulders: Airline Drive, Whiting Avenue, Whiting Road
- Route Signs: Birch Street, Cedar Street West, School Street, Spring Street, Strange Street

Section 3.3, Transportation Issues includes the following items related to bicycles and pedestrians:

- Long-term pedestrian and bicycle access east to Hoover Avenue, along Cty Rd HH
 - One side, maybe two sides (trail, not sidewalk)
 - Maintenance issue; would need to decide whether or not to plow in the winter.
- Space should be provided for bicycle and pedestrian traffic on Willard Street in the form of a paved shoulder or bike path.
- Sidewalk should be considered on School Street from Cedar Street East to Cty Rd HH.

Section 3.4 includes the following policy recommendations related to bicycles and pedestrians:

- C2. Consider recommendations within the 1997 Plover and Stevens Point Bicycle / Pedestrian Plan when making decisions regarding the pedestrian and bicycle network.
- C3. Pedestrian / bicycle access should be provided along Cty Rd HH to Hoover Avenue.
- C4. Space should be provided for bicycle and pedestrian traffic on Willard Street in the form of a paved shoulder or bike path.
- C5. Sidewalk should be considered on School Street from Cedar Street East to Cty Rd HH.

Zoning Ordinance

Sidewalks are only mentioned in the Zoning Ordinance in the context of ensuring that clear lines of vision are “maintained adjacent to street intersections, rights-of way, alleys, sidewalks and/or access point (public or private driveways).” There is brief discussion about hedge and other plant heights near sidewalks as they relate to maintaining clear lines of vision. There is also brief discussion that site plan submittals should show the location of any sidewalks or pedestrian walkways, although neither appears to be required by the ordinance.

Recommendations

Zoning Ordinance

The following sidewalk items should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

Village of Almond

Comprehensive Plan

Chapter 3 of the Plan discusses transportation in the Village. The only specific mention of bicycles is to highlight the Wisconsin Bicycle Transportation Plan 2020, the State's bicycle plan, and its goal of increasing the level of bicycling in Wisconsin while reducing the number of crashes between bicycles and motor vehicles. The plan notes that heavy truck traffic can negatively impact pedestrian safety. The plan highlights that there are sidewalks on at least one side of nearly every Village street with Main and Elm having sidewalks on both sides. The Village generally evaluates the need for repair of existing sidewalks and the construction of new sidewalks every year. The sidewalks on Main Street are noted as being "handicapped accessible" and it is noted that when sidewalks within five feet of a crosswalk are installed or repaired, they should include ramps.

Section 3.4 of the plan includes an objective to "encourage and accommodate human-powered transportation." The section also includes a policy to "encourage the maintenance and development of sidewalks."

Almond-Bancroft Safe Routes to School Plan 2012 - 2017 – April 2012

The plan identifies the "best" existing roadway for biking as CTH D through the Village of Almond, while High School Street and part of Church Street as having undesirable biking/walking conditions due to having a bike/ped lane on only one side of the road. Plan Recommendations follow the 5 e's and cover the entire scope and breadth of providing students with a greater opportunity to walk and/or bike to school in the school district. Engineering recommendations include:

- Place 4 traffic cones in the mid-block crosswalk on Elm Street
- Make intersection of Elm and Church Streets a four-way stop
- Create curb extensions for the pedestrian crossing on Elm Street at Church Street
- Install new bicycle racks on paved surfaces near selected school entrances
- Install sidewalk and intersection curb extensions on Division Street
- Grind off white line on Church Street, install sidewalk and lights on west side of Church Street from Elm Street south to CTH D
- Grind off white line on High School Street
- "Ladder" style crosswalks at CTH J and A at Division St; Mid-block Elm St in front of Almond; CTHs A, J, & D

Sidewalk Ordinance

The Village of Almond sidewalk ordinance requires new sidewalks to have a width of 40 inches, or to be consistent with abutting sidewalks. The current federal standard is 5 feet (60 inches).

Sidewalk Construction and Repair

The Almond Municipal Code [§ 4-2-2 Sidewalk Construction and Repair.] states that whenever the Village Board determines by resolution that a sidewalk be laid, rebuilt, repaired, then the landowner is responsible to pay for the initial sidewalk and its ongoing maintenance.

Snow and Ice removal

The Almond Municipal Code [§ 4-5-1 Snow and Ice Removal.] states that it is the property owner's responsibility to clear their sidewalks within 24 hours of a snow event. Currently, however, the Village plows all sidewalks in the Village.

Bicycle ordinances – July 3, 2010

Section 7-2-1 (A) of the village code prohibits bicycle operation on sidewalks except for small bikes (20" diameter wheels or unless learning), and on bridge sidewalks, where right-of-way is to be yielded to pedestrians. 7-2-3 requires all bicycles operating between ½ hour after sunset until ½ hour before sunrise to be equipped with a light on the front and a light or reflector on the rear.

Recommendations

Sidewalk Ordinance

The following sidewalk items should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.

Village of Amherst

Village of Amherst 2016 Comprehensive Plan

The Transportation Element of the *Village of Amherst 2005 Comprehensive Plan* includes a section devoted to existing and planned sidewalk and a section devoted towards bicycle infrastructure. These sections rely heavily upon the 2014 Portage County Bicycle and Pedestrian Plan, providing a synopsis of recommendations from the 2014 Plan.

Some major improvements have occurred since the 2014 plan; Wilson Street was reconstructed to the west of Main Street. Appropriate width and markings were provided that provide paved shoulders which are useful for bicyclists. The reconstruction project also included a walkway across the Amherst Mill Pond impoundment creating a useful and attractive way for students from the east side of the Village to connect on an angle to Main Street, the library and the school grounds. School Street was also reconstructed and provided a sidewalk on the north side of the road (the south side previously had sidewalks). The streets that lack sidewalks are relatively short neighborhood streets.

Sidewalk Ordinance – August 21, 1984

Design standards are provided for "Pedestrian Ways" on urban cross-sections at a minimum ROW width of 10' and a minimum paved width of 5'. Pedestrian Ways is not defined in the ordinance. Section 10.5 (B)(7) requires sidewalks on at least one side of all new streets, unless waived by the Village Board or Plan Commission if so delegated by the Village Board. Section 10.6 (F) again requires sidewalks on one side of all streets within subdivisions, and gives the Village Board authority to require wider than standard sidewalks in the vicinity of schools, commercial areas, and other places of public assemblage.

Public Works Ordinance

Section 15.02 details village standards for sidewalk construction and repair. The sidewalk ordinance requires residential walks to be five feet in width (min. 4" thick), and sidewalks in front of commercial or industrial establishments to be not less than 8 feet in width (5" thick). Property owners are responsible for all physical maintenance to sidewalks adjoining their property. Section 15.07 (B) requires abutting owners to cause all sidewalks to be made and kept free from snow and ice.

Village of Amherst Junction

2005 Comprehensive Plan – April 11, 2005

The Transportation Element of the *Village of Amherst Junction 2005 Comprehensive Plan* is almost entirely silent on recommendations for bicycle and pedestrian transportation. The 2005 plan identifies existing sidewalk on CTH Q between Main Street and USH 10 and acknowledges the existing Tomorrow River State Trail - which breaks in the village at CTH Q and starts again at the Village's eastern boundary. However, the plan provides no recommendation for filling this gap but does "encourage the use of the Tomorrow River State Trail". Finally, the 2005 plan mentions (but is ambivalent about) plans for a bridge across CTH 10 for the uninterrupted continuation of the Tomorrow River State Trail.

Zoning Ordinance

Besides establishing a vision triangle (fences, accessory structures or planting shall rise no more than 2 feet above level of sidewalk within 20 feet of any corner) sidewalks are not mentioned in the zoning ordinance, except in the definitions section. The Village's B-2 District (§8) is purposed to serve as a "pedestrian-oriented" shopping and community center.

Recommendations

Zoning Code/Code or Ordinances

The following sidewalk items should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

Village of Junction City

2005 Comprehensive Plan, Village of Junction City – 2005

The plan reveals that "Village residents have expressed a desire to create a walking/bicycle path throughout the Village, which includes a way to safely cross the railroad grades that divide the community into four sections" and that the only existing sidewalks are along Main Street (former USH 10). However, the plan goes on to state that "No other sidewalks are desired by Village residents, but they would consider dirt or gravel trails alongside roads for bikes and pedestrians to get around." Additionally, village residents acknowledge that CTH G – which is fitted with shoulders to accommodate bike and ped traffic – is unsafe due to heavy large truck traffic, and that "most" of the

village streets are used by bicycles and pedestrians even though residents feel that these are not safe at times.

Among the plan's goals are to encourage/accommodate human-powered transportation and to have a safe road network for both drivers and pedestrians. An objective is to work with Portage County to create a bike/walking trail throughout the Village that safely crosses the railroad grades.

Zoning Ordinance

Besides establishing a vision triangle (fences, accessory structures or planting shall rise no more than 2 feet above level of sidewalk within 20 feet of any corner) sidewalks are not mentioned in the zoning ordinance. The Village's B-2 District (Article 7.8) is purposed to serve as a "pedestrian-oriented" shopping and community center. Planned Development District (PDD) is intended to provide (among other things) "a safe and efficient system for pedestrian and vehicular traffic".

Recommendations

Zoning Code/Code or Ordinances

The following sidewalk items should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

Village of Nelsonville

2017 Comprehensive Plan, Village of Nelsonville

The plan notes that "only a few streets in the Village have sidewalks" and repair and construction is handled by the village as needed. The plan states that "most streets in the Village have little traffic thereby not requiring sidewalks". The plan does, however, recommend the placement of bike lanes "on major roads such as State Highway 161 and Cty Rd SS and Cty Rd Q."

Among the plan's objectives is to encourage bicycle and pedestrian transportation options, while an identified policy is to pursue opportunities with Portage County for construction of bike lanes on high traffic roads and connections to countywide bike trails.

Sidewalk Ordinance – May 11, 1993

Nelsonville's sidewalk ordinance requires residential walks to be five feet in width (4" thick), and sidewalks in front of commercial or industrial establishments to be not less than 8 feet in width (5" thick). Property owners are responsible for all physical maintenance to sidewalks adjoining their property.

Subdivision Ordinance – June 12, 1979

Design standards are provided for "Pedestrian Ways" on urban cross-sections at a minimum ROW width of 10' and a minimum paved width of 5'. Pedestrian Ways is not defined in the ordinance. Section VII (B)(6) requires sidewalks on at least one side of all new streets, unless waived by the Village Board or Plan Commission if so delegated by the VB.

Recommendations

Subdivision Ordinance

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.

Village of Rosholt

Village of Rosholt Comprehensive Plan – 2008

According to the Transportation Element of the Plan, “all the streets in the Village are open for bicycles” and “about half of the streets have sidewalks.” The plan also acknowledges an existing trail system in Benn Conservancy connecting to recreational areas and other community destinations, as well as the Ice Age Bicycle Trail just east of the village. An objective of the 2008 plan is to promote the development of multi-use trails, trail linkages, wide shoulders, or sidewalks as part of new development proposals, where appropriate.

Traffic Regulations Ordinance, April 2012 (most recent amendment)

This ordinance includes a couple of provisions loosely related to bicycle and pedestrian travel within the city, highlighted below:

- When installing new traffic control devices, Village is required to erect per MUTCD
- School Zone speed limits are 15 mph; impacted roads are State Street (SW corner of Lot 3.15 to Randolph) and Randolph Street (State to Main)

Zoning Ordinance, June 8, 2009

Besides establishing a vision triangle (fences, accessory structures or planting shall rise no more than 2 feet above level of sidewalk within 20 feet of any corner) sidewalks are not mentioned in the zoning ordinance. The Village’s B-2 District (Article 7.8) is purposed to serve as a “pedestrian-oriented” shopping and community center. Planned Development District (PDD) is intended to provide (among other things) “a safe and efficient system for pedestrian and vehicular traffic”.

Recommendations

Zoning Code/Code or Ordinances

The following sidewalk items should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

Appendix D | Bicycle and Pedestrian Facility Design

Overview

This Appendix provides guidance to be used by County staff, City and Village engineers, facility designers, and planners in the design and implementation of bicycle and pedestrian facilities in Portage County.

The primary sources of bicycle design guidance in Wisconsin include the NACTO, the AASHTO *Guide for the Development of Bicycle Facilities* and the Wisconsin DOT *Bicycle Facilities Design Handbook*. Used together, these resources enable communities to balance local practicality with national innovation, ensuring that bicycle and pedestrian networks are both feasible and forward-looking.

The NACTO *Urban Bikeway Design Guide* is particularly well-suited for urban and suburban environments. Developed by city transportation officials, NACTO's guidance reflects real-world conditions and innovative practices that prioritize multimodal access, equity, and livability. The AASHTO *Guide for the Development of Bicycle Facilities* provides a comprehensive framework applicable across a wide range of contexts, including rural roads, highways, and regional trail systems. It is widely recognized by state departments of transportation and is often required for projects involving federal funding. For county-level planning, AASHTO is especially valuable when coordinating with state agencies or designing facilities that span multiple municipalities or rural corridors.

Tailored specifically for Wisconsin communities, the Wisconsin DOT *Bicycle Facilities Design Handbook* provides practical, context-sensitive guidance for bicycle facility design across urban, suburban, and rural settings. It reflects Wisconsin's climate, roadway conditions, and local planning needs. Additionally, Wisconsin DOT has an important section (11-46) in their *Facilities Development Manual* (FDM) that discusses the State's "Complete Streets" bicycle and pedestrian accommodation law that applies when state or federal funds are being used on projects. Although this section of the FDM focuses more on steps to be followed, it does include some bicycle and pedestrian accommodation standards in how the law can be met. The FDM also includes numerous street and highway cross-sections showing various means of bicycle accommodation.

Plan and the Provision of Bicycle and Pedestrian Facilities

This plan supports the provision of bicycle and pedestrian accommodations as a routine practice. Bicyclists and pedestrians will be using the streets and highways in Portage County, which they are legally allowed to use regardless of the presence of specific facilities. Wisconsin state law requires bicycle and pedestrian facilities when state or federal funds are used on a project, unless there is a compelling reason not to include them. For example, on many low volume, low speed neighborhood streets and low volume town and county roads where motorists can easily navigate around bicyclists, bicycle lanes or paved shoulders may not be necessary.

Including bicycle and pedestrian facilities in street and highway projects is typically opportunity-driven – incorporating these facilities may have to wait until an appropriate improvement project can include them. The plan does not call for the immediate retrofit of bicycle and pedestrian facilities on all roadways. Many of the facilities will be incorporated on roadway improvement projects. This

means that some bicycle and pedestrian facilities should generally be provided even for short sections of an overall corridor (e.g., as part of a bridge project or a five block segment of an arterial street). In these cases, it will be acceptable to delay the bike lane marking until a longer stretch of bicycle lanes can be pieced together.

To aid in the consideration of how and when these design guidelines should be used, the following factors should be considered:

- Is a specific treatment called out in this plan or in another community or state plan for a specific street, highway, intersection, sidewalk etc.? For instance, this plan identifies specific segments of urban area streets and county highways for bicycle lanes.
- Is a street or highway recommended as a bicycle route in this plan or a state or community plan? Most of the routes in this plan are recommended without any further design treatments, but conditions do change based on changes in land uses and volume of traffic. These routes should be reviewed for consideration of paved shoulders or bicycle lanes when projects are initially scoped.
- Are bicycle and pedestrian accommodations a feasible part of a basic improvement project? Simple maintenance and resurfacing projects will provide fewer opportunities for incorporating bicycle and pedestrian facilities than reconstruction and new construction projects.

Design Guideline Basics

There are several fundamental concepts that steer the design of bicycle and pedestrian facilities.

Basic features

There are many street and highway features that require attention – sometimes through maintenance – that are often overlooked. These include bicycle-safe drainage grates, railroad crossings, signing, striping, and maintenance. When roadways are designed, these basic safety-related features need to be included in projects.

Separation

Bicyclists and pedestrians typically gauge their level of comfort by how safe they feel on facilities. For higher volume roadways, bicyclists and pedestrians feel safer and more comfortable as they have more space separating them from motorists. This equates to one of the most important design principles: providing adequate width within the roadway for bicycle travel on moderate and high-volume roadways. Most bicyclists will feel most comfortable and safe when separation is reinforced through markings and physical separation rather than wide travel lanes that are shared with motor vehicle traffic. Avoid using minimum bikeway widths unless cost and/or land constraints prevent additional width.

Sharing

Although bicyclists prefer separation, there are many types of streets and highways where people – especially adults – feel adequately comfortable traveling with motorists. Neighborhood streets (not functionally classified as collectors or arterials) with low traffic volumes and traffic speeds safely can accommodate most bicyclists (except young children) without any special bicycle treatment. These shared roadways with narrow cross-sections and parking on one or both sides are generally acceptable for bicycle traffic with traffic volumes of less than 1,000 to 2,000 vehicles per day.

In the rural areas of Portage County, the suitability of a shared roadway decreases as volumes begin to exceed 500 vehicles per day based on the width of the road and other factors such as sight lines

and the amount of truck traffic. According to the level-of-service model used for this plan, most rural roads (not functionally classified as collector or arterials) are considered to be in good condition for shared use, even with traffic volumes reaching the **750 to 1,000 range**. As with the rest of Wisconsin, it is assumed that a significant percentage of bicycling takes place on these shared roadways with no dedicated space for bicyclists.

Standard and Minimum Design Values

Standard design values (sometimes referred to as desirable values) should be used to design facilities. In constrained environments, minimum widths may be necessary in order to fit a bicycle accommodation. There is often a misguided tendency to always use minimum values when designing bicycle and pedestrian facilities instead of using standard design values. Standard design values included in Facility Design Guidance should be used unless there are reasons not to use them. And there are situations where using a minimum is appropriate and reasonable such as reducing the overall width of a facility or through a curve in a tight environment – with appropriate signage – for a short distance and then returning it to the standard width or radius when past the constraint. For example, a 10-foot-wide path may be narrowed to eight feet for 100 feet as it approaches an intersection or a sidewalk may be narrowed from five feet to four feet as it passes a mature tree.

A complication that can arise when using minimum values results from combining a series of minimums. This practice should be used with caution. For instance, providing a minimum-width parking lane, next to a minimum-width bicycle lane, next to a 10-foot travel lane is not advised, particularly on moderate and higher volume streets. Similarly, when designing paths using the minimum curve radii with a maximum grade and a minimum stopping sight distance is not recommended.

Multimodal roadway designs require a flexible approach; there is no one-size-fits-all design solution, and each roadway design should reflect the character, context, and constraints of the roadway.

Bicycle Facility Design Guidance

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities, 5th Edition (2024)*
<https://store.transportation.org/item/publicationdetail/5371>
- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices (2023)* <http://mutcd.fhwa.dot.gov/>
- The Wisconsin Department of Transportation's *Wisconsin Bicycle Facility Design Handbook (2004)*
<https://wisconsindot.gov/documents/projects/multimodal/bike/facility.pdf>
- The Wisconsin Department of Transportation's *Facilities Development Manual 11-46-1 Bicycle and Pedestrian Elements Affecting Complete Streets (2025)*
<https://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf>
- The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide (2025)* and *Designing Streets for Kids (2020)*
<https://nacto.org/publication/urban-bikeway-design-guide/> and
<https://islandpress.org/books/designing-streets-kids#desc>

Pedestrian Facility Design Guidance

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (2021)
<https://store.transportation.org/item/collectiondetail/224>
- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (2023)
<http://mutcd.fhwa.dot.gov/>
- The Wisconsin Department of Transportation's *Guide to Pedestrian Best Practices* (2010)
<http://www.dot.wisconsin.gov/projects/state/ped-guide.htm>
- The Wisconsin Department of Transportation's *Facilities Development Manual 11-46-1 Bicycle and Pedestrian Elements Affecting Complete Streets* (2025)
<https://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf>
- The National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* (2013)
<https://nacto.org/publication/urban-street-design-guide>

Appendix E | Relative Cost Assumptions

It is difficult to provide reliable cost estimates for bicycle and pedestrian projects, or any infrastructure project, until the actual project is scoped and designed. However, this section provides relative cost assumptions to provide an order of magnitude for the potential costs involved. These are conveyed as dollar signs, with one dollar sign identifying the more economical projects and five dollar signs indicating the highest capital costs. Actual budgets should be developed based on specific project scopes, engineering plans, and competitive bids. Appendix F should be consulted to determine what other funded sources may be available to support a given project.

These relative cost assumptions assume the facility is built as a standalone project. If on-street bicycle facilities or sidewalks are built in conjunction with road reconstruction projects, the marginal cost to add these facilities will be considerably lower as compared to a standalone project. Portage County communities should plan to include bicycle and pedestrian facilities in capital planning to maximize their limited transportation planning dollars.

TABLE 4: RELATIVE COST ASSUMPTIONS

Facility Type	Relative Cost Per Mile
Shared Use Paths	\$\$\$\$\$
Bike Lane/Urban Shoulder	\$
Protected Bike Lane	\$\$\$\$
Shared Lane Marking	\$
Signed Bike Route	\$
Rural Paved Shoulder	\$\$\$\$\$
Sidewalk	\$\$\$

Appendix F | Funding Opportunities

Determining how to fund various bikeway and pedestrian improvements is a key strategic issue that communities face when implementing bicycle and pedestrian plans. While there are many funding options, each source may have limitations making it more or less appropriate for certain types of projects. Some funding sources are targeted to infrastructure while others target education and encouragement efforts. Some sources are not directly bicycle or pedestrian related but can be applied to bikeway and pedestrian projects that may have a nexus with another public priority such as historic preservation or public health. Some sources may support grants of hundreds of thousands or millions of dollars; others may be targeted to smaller amounts and require citizen volunteers or community involvement, as a part of the required local match.

TABLE 5: FUNDING OPPORTUNITIES

Program	Purpose	Funding Details	Notes	Admin Agency	Resource
Aids for the Acquisition and Development of Local Parks (ADLP)	To acquire or develop public, nature-based outdoor recreation areas and facilities.	\$4 million avail. per yr. 50% local match per project	- A comprehensive outdoor recreation plan is required - Priority for land acquisition - Projects must comply with ADA	Wisconsin DNR – Stewardship Program	https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG
Urban Greenspace Program (UGS)	To acquire land to provide natural space within or near urban areas or to protect scenic or ecological features.	\$1.6 million avail. per yr. 50% local match per project	- A comprehensive outdoor recreation plan is required - Projects must comply with ADA	Wisconsin DNR – Stewardship Program	https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG
Acquisition of Development Rights (ADR)	To acquire development rights for nature-based outdoor recreation areas and facilities.	\$1.6 million avail. per yr. 50% local match per project	- Funds available to acquire development rights in areas where restrictions on residential, industrial, or commercial developments are in place. - May include enhancements of outdoor recreation.	Wisconsin DNR – Stewardship Program	https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG

Program	Purpose	Funding Details	Notes	Admin Agency	Resource
Urban Rivers Grant Program (UR)	To acquire lands or rights in lands adjacent to urban rivers for the purpose of preserving or restoring them for economic revitalization or nature-based outdoor recreation activities.	\$800,000 avail. per yr. 50% local match per project	- A comprehensive outdoor recreation plan is required - Projects must comply with ADA	Wisconsin DNR – Stewardship Program	https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG
Land and Water Conservation Fund (LWCF)	To acquire or develop public outdoor recreation areas and facilities.	50% local match per project - Land acquisition - Development of recreational facilities	A comprehensive outdoor recreation plan is required.	Wisconsin DNR – Stewardship Program	https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG
Recreational Trails Program (RTP)	To maintain, develop, rehabilitate, and acquire land for motorized, non-motorized, and diversified trails.	- Grant assistance to develop or maintain trails up to 80%. - Awards up to \$100,000. - Rehabilitation and maintenance of existing trails and trailhead facilities - Development of new trails, trail linkages, and trailhead facilities with some restrictions on - federal lands - Acquisition of property for trails in areas with limited trail opportunities	- Funds may only be used on trails which have been identified in, or which further a specific goal of a local, county, or state trail plan. - Funds may be used on trails that are referenced in a statewide comprehensive outdoor recreation plan - Projects must comply with ADA.	Wisconsin DNR – Stewardship Program	https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG

Program	Purpose	Funding Details	Notes	Admin Agency	Resource
Transportation Alternatives Program (TAP)	To fund facilities for pedestrians and bicyclists, including rehabilitating and operating historic transportation buildings and structures, restoring railway depots, and landscaping near transportation facilities.	20% required match	- Construction projects must be over \$100,000. - Non-construction projects must be over \$50,000.	WisDOT	https://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	To encourage transportation projects that improve air quality, including efforts to enhance public transit, bicycle and pedestrian facilities, and rideshare programs.	Minimum project costs: Construction - \$200,000 Planning - \$50,000	Construction and planning for bicycle and pedestrian facilities	WisDOT	https://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/cmaq.aspx
Surface Transportation Program – Urban (STP-U)	To fund a range of transportation-related activities, including projects on higher function local roads and local safety improvements.	WisDOT recommends federal funding be approved at the 80% maximum but allows Transportation Improvement Program (TIP) Committees to provide as low as 50% federal funding at a approval.	For 2022-2027 program development, total funds available are \$92.5 million.	WisDOT	https://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/stp-urban.aspx
Surface Transportation Program – Rural (STP-R)	To fund a wide range of transportation-related activities, including projects on higher function local roads and local safety improvements.	WisDOT recommends federal funding be approved at the 80% maximum but allows Transportation Improvement Program (TIP) Committees to provide as low as 50% federal funding at a approval.	For 2022-2027 program development, total funds available are \$43.3 million.	WisDOT	https://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/stp-rural.aspx

Program	Purpose	Funding Details	Notes	Admin Agency	Resource
Highway Safety Improvement Program (HSIP)	To develop and implement on a continuing basis stand-alone safety projects designed to reduce the number and severity of crashes on all streets and highways.	Federal funding ratio usually 90%, requiring a 10% match of state and/or local funds.	Funds highway safety projects at sites that have experienced a high crash history. Emphasis is on low-cost options that can be implemented quickly.	WisDOT Highway Safety Improvement Program	https://wisconsin.dot.gov/pages/doing-bus/local-gov/astnce-pgms/highway/hsip.aspx
WEDC Vibrant Spaces Grant	To create robust community gathering spaces with multiple uses, usually in tandem with a commercial area.	\$25,000-\$50,000 with a 1:1 required match.	Public space enhancements, public signage and wayfinding, public infrastructure (bathrooms, lighting, electrical), seasonal equipment with the intent to use annually (tables, heaters, umbrellas, etc.)	Wisconsin Economic Development Corporation	https://wedc.org/programs/vibrant-spaces-grant/
Hazard Elimination Program	To improve railway-highway crossings	10% local match per project	Communities are encouraged to start working with the District Office.	WisDOT Highway Safety Improvement Program (HSIP)	https://wisconsin.dot.gov/pages/doing-bus/local-gov/astnce-pgms/highway/hsip.aspx
PeopleForBikes	To improve bicycling in the U.S.			People For Bikes	https://www.peopleforbikes.org/
Safe Streets and Roads for All (SS4A)	To support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.	\$200,000-\$50 million	Eligible projects: This plan was funded by the SS4A Planning Grant and would be eligible for an implementation grant	US DOT	https://www.transportation.gov/grants/SS4A

Program	Purpose	Funding Details	Notes	Admin Agency	Resource
AARP Community Challenge	Small grants to fund quick-action projects that can help communities become more livable for people of all ages.	• Average grant amount \$11,500. • 76% of grants less than \$15,000.	• Improve public spaces, housing, transportation, and civic engagement. • Support diversity, equity, and inclusion. • Build engagement for programs under new federal laws. • Pursue innovative ideas that support people age 50 or older.	AARP	https://www.aarp.org/livable-communities/community-challenge/
Wisconsin Main Street Community Program	To revitalize comprehensive downtown programs, including streetscapes.	Technical Assistance	• General downtown program. • May benefit trail enhancements through streetscaping.	National Main Street Center	https://wedc.org/programs-and-resources/main-street/
Natural Resources Foundation of Wisconsin	To fund many different kinds of projects that benefit wildlife.	Grants vary by type, some open to annual applications, and some by invitation only.	Types of grants include: • Bird Protection Fund • C.D. Besadny Conservation Fund • Norma and Stanley DeBoer Quiet Trails Fund	Natural Resources Foundation of Wisconsin	https://www.wisconsinobservation.org/grant-programs/
Waste Management Charitable Giving	For nonprofits to provide renewal resources to reduce our dependence on fossil fuels and to conserve and maintain wetlands, wildlife habitats, and green spaces.	Not listed		Waste Management	https://www.wm.com/us/en/inside-wm/social-impact/community-impact

Program	Purpose	Funding Details	Notes	Admin Agency	Resource
Walmart Foundation National Giving Program Grant	For non-profits that operate on a national scope through affiliates in many states around the country or through programs that operate regionally/locally but seek funding to replicate program activities nationally.	\$250,000 and above	Areas of focus: • Hunger Relief & Healthy Eating • Sustainability • Women's Economic Empowerment • Career Opportunity	Walmart Foundation	https://walmart.org/how-we-give
Rivers, Trails, and Conservation Assistance Program	To provide professional services to help achieve conservation and outdoor recreation project vision.	Does not provide financial assistance or monetary grants.	Contact the state program manager to discuss the proposed project and current application process.	National Park Service	https://www.nps.gov/orgs/rtca/apply.htm
Sparks Grant	Provide people with disabilities more social connections by participating in inclusive, meaningful community activities.	\$500-\$5,000	Planning and implementation of inclusive and accessible playgrounds and other spaces	Wisconsin Board for People with Developmental Disabilities	https://wi-bpdd.org/index.php/sparks-grants/