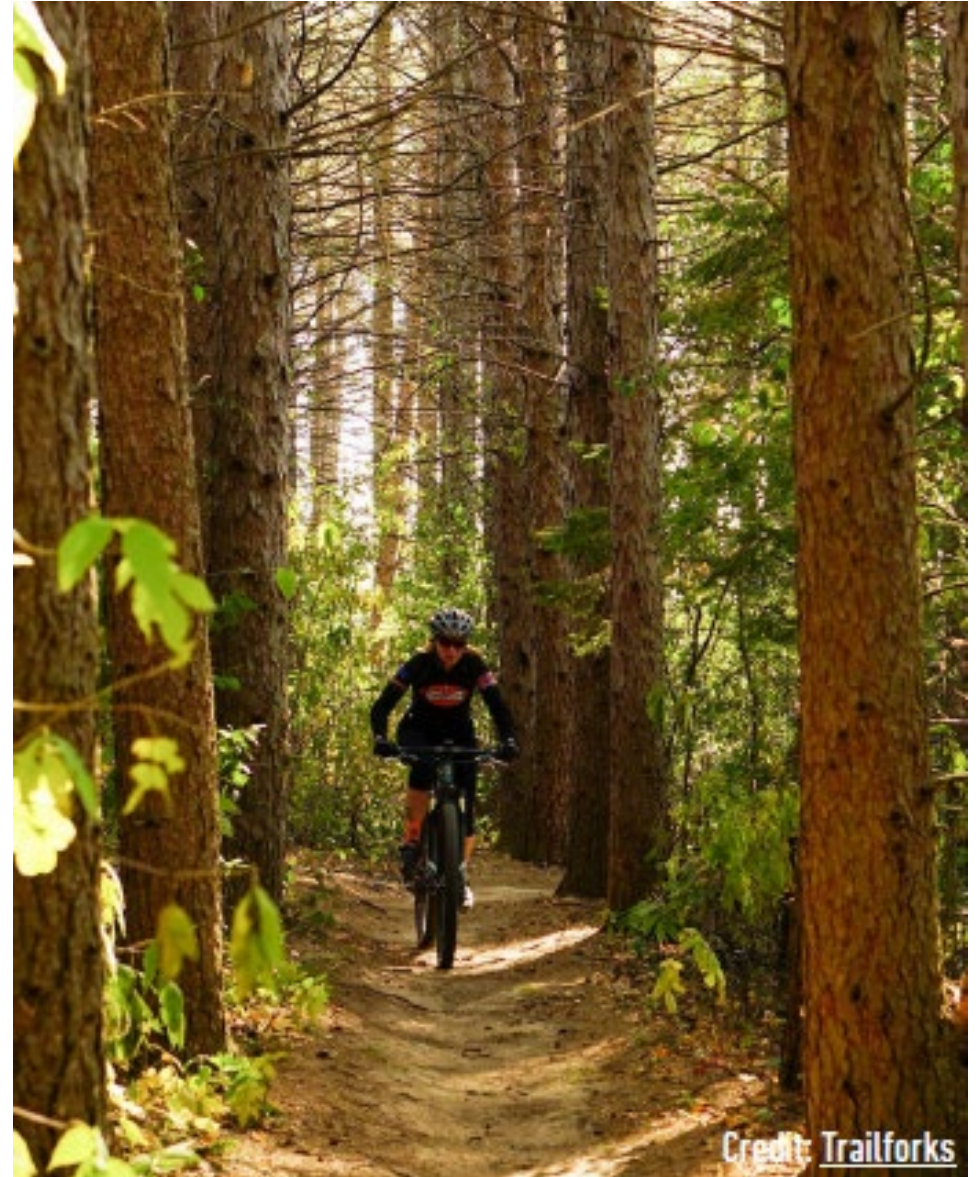


CITY OF VIROQUA Bicycle and Pedestrian Plan



Today's meeting

- Community engagement report
- Goals and strategies outline
- Future bicycle and pedestrian network recommendations
- Prioritizing projects



Where are we in the planning process?

- Meeting #1: Project background + SWOT analysis
- Meeting #2: Reviewed public engagement materials
- Meeting #3: Review engagement report + give feedback on Plan recommendations
- Meeting #4: Review and provide feedback on draft Plan



Advisory committee members categorize strengths

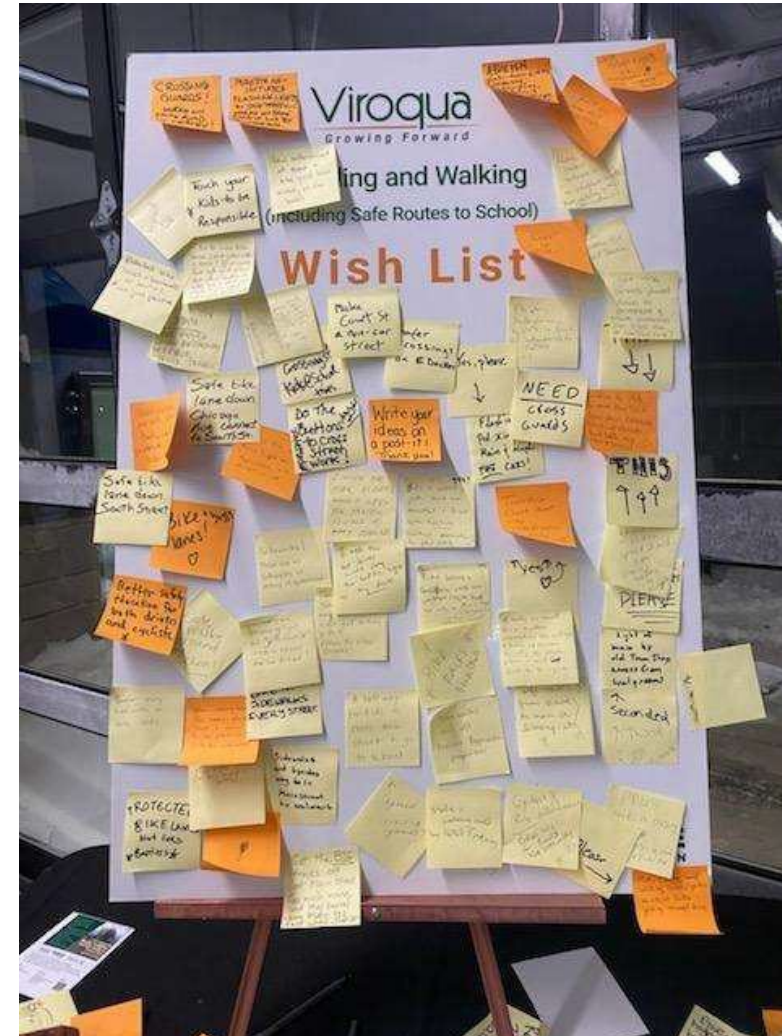
Community Engagement Report

- Key findings
- Strategies for engagement
 - Advisory Committee
 - Wish list
 - Surveys and open house
 - School walks



Community Engagement Report

- 624 participant interactions
 - 350 online and paper surveys
 - 247 wish list items
 - 20 at Advisory Committee
 - 7 school walk participants

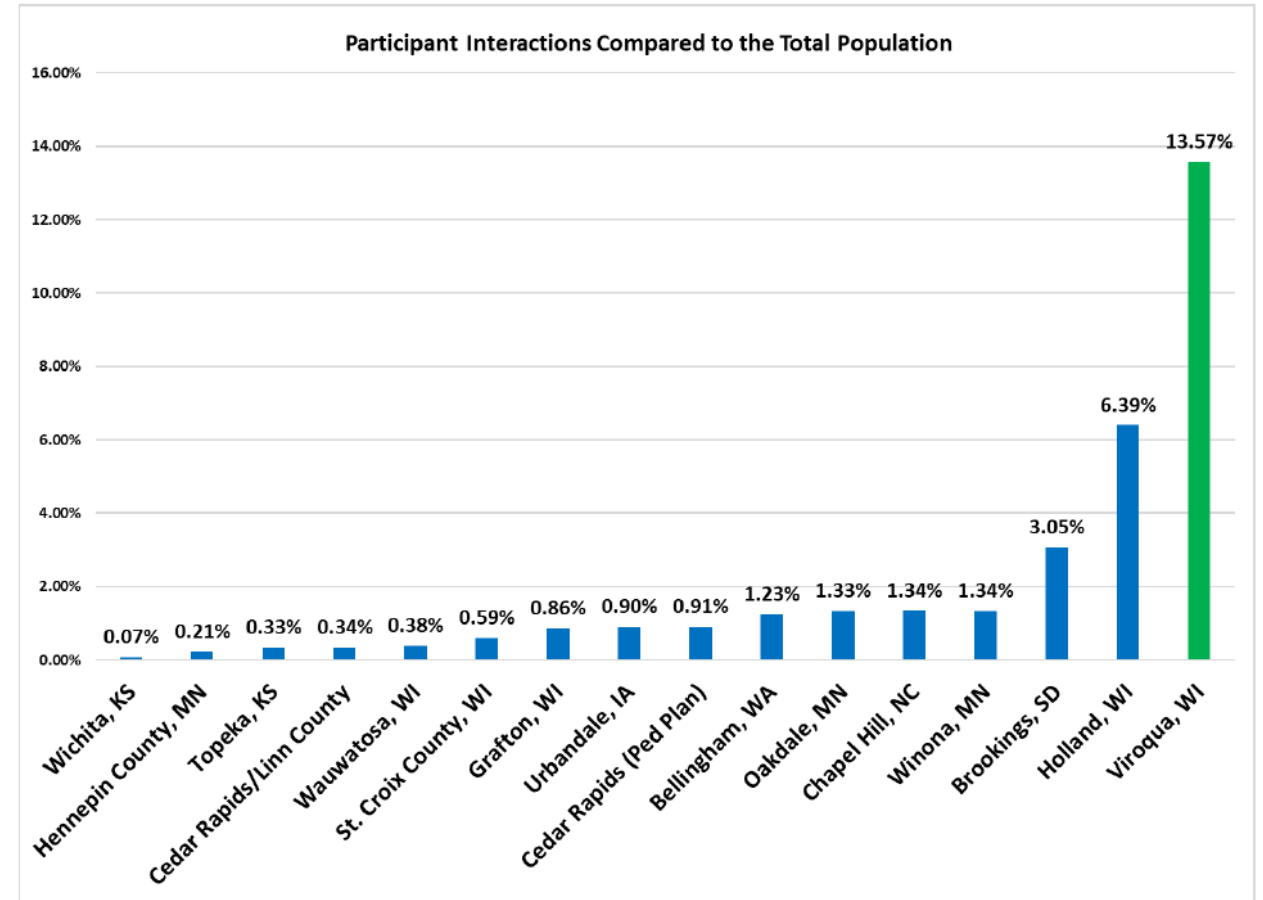


A board posted at four locations in the community collected 247 wish list items.

Key Finding #1:

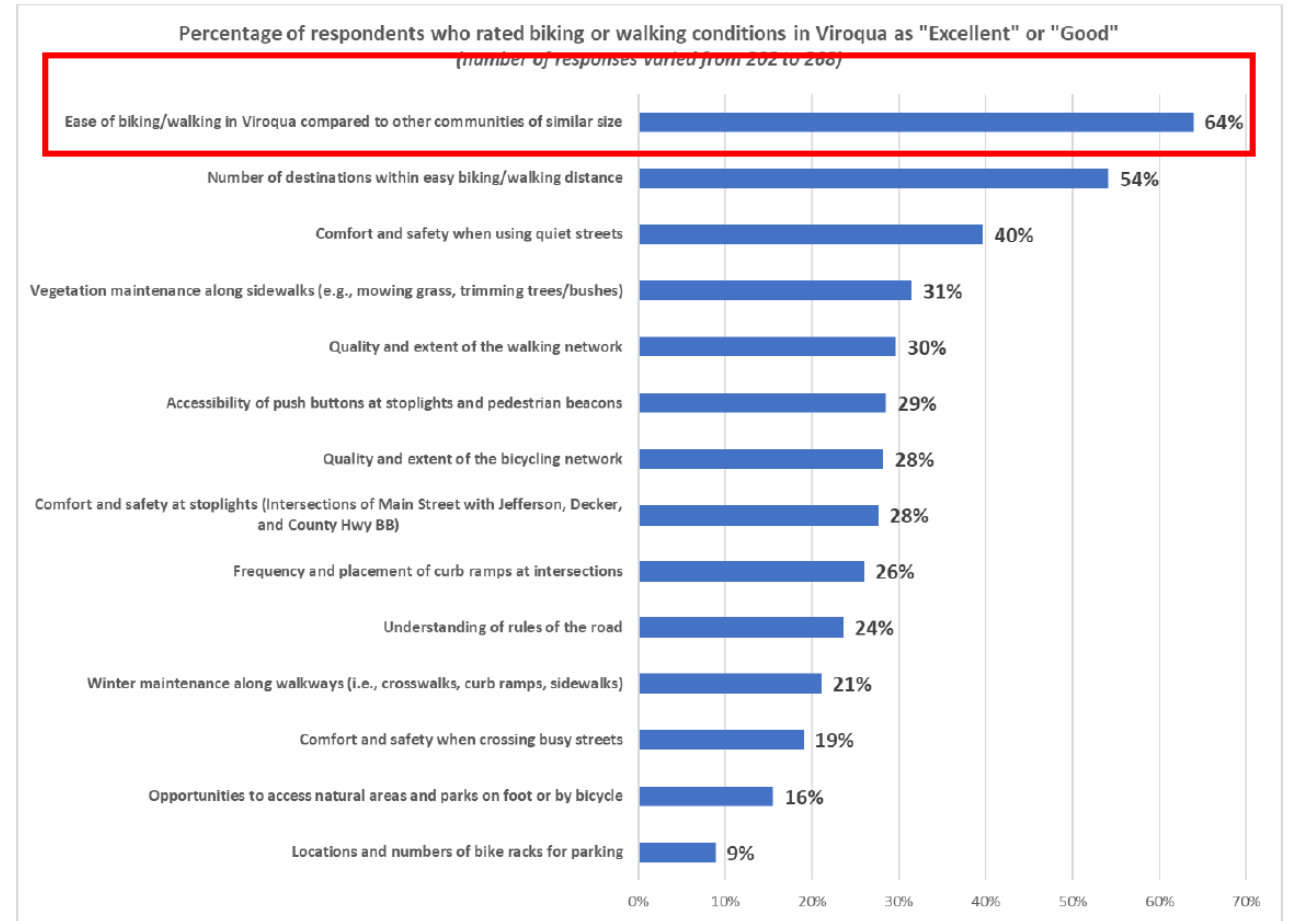
There is an unusually high level of community support and engagement around bicycling and walking

- Top strength identified by Advisory Committee
- Double the level of engagement compared to other communities



Key Finding #1: There is an unusually high level of community support and engagement around bicycling and walking

- Top strength identified by Advisory Committee
- Double the level of engagement compared to other communities
- People sense they have it good in Viroqua, compared to similar communities



Summary graph of percentage of respondents who rated each biking or walking condition as Excellent or Good.

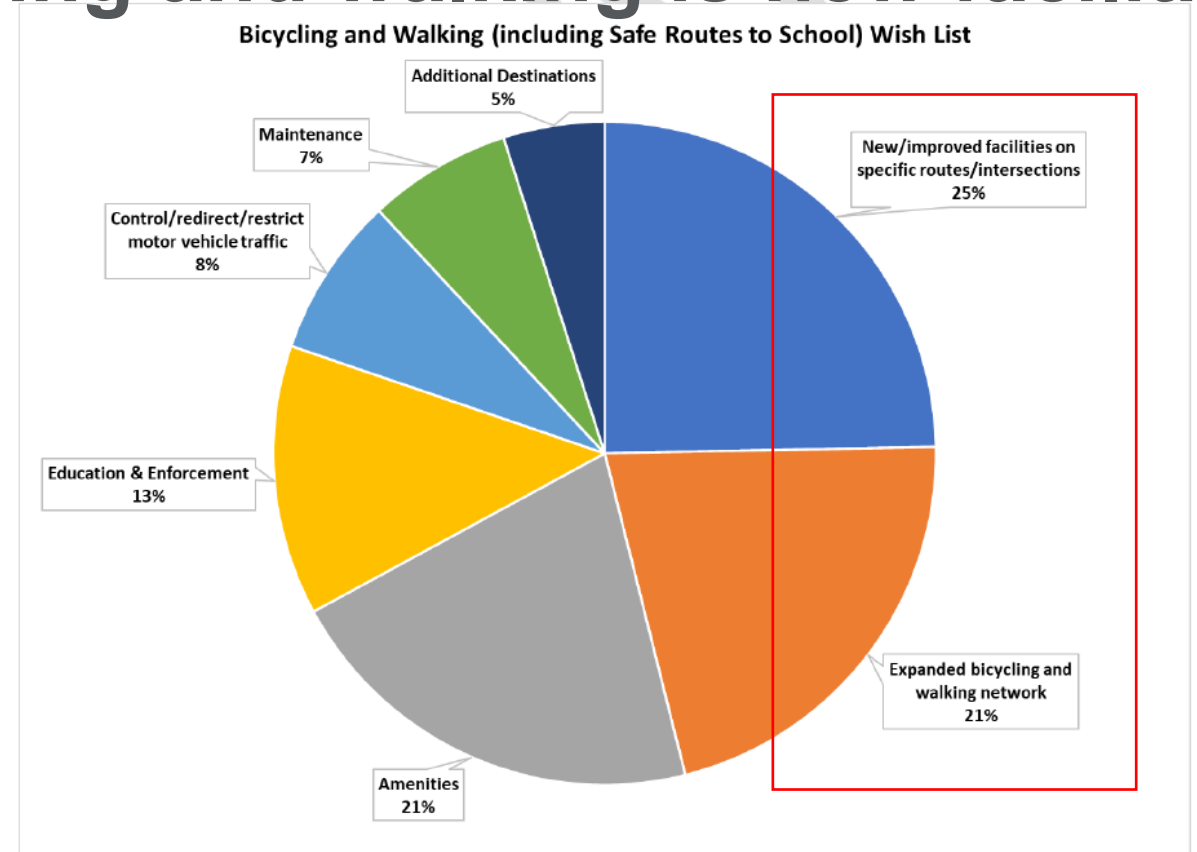
Key Finding #2: The biggest need for bicycling and walking is new facilities

- Advisory committee identified lack of infrastructure as top weakness and threat

Category	Sub-categories (votes)
Strengths	<ul style="list-style-type: none"> Community support (13) Recognized cycling destination (11) Small town (5) Existing infrastructure (2)
Weaknesses	<ul style="list-style-type: none"> Infrastructure/build (29) Enforcement (7) Education (4) Cultural/topographic (0)
Opportunities	<ul style="list-style-type: none"> Facility/safety improvements (17) Marketing (12) Connections with parks (10) Education (7) E-bikes (5) Planning (2)
Threats	<ul style="list-style-type: none"> Lack of infrastructure (12) Cultural issues (7) Education (6) Resources (4) Potential hazards (0)

Key Finding #2: The biggest need for bicycling and walking is new facilities

- Advisory committee identified lack of infrastructure as top weakness and threat
- Biggest “wish” from the community was new facilities both generally and along specific streets



Pie chart showing top wishes for bicycling and walking.

Key Finding #2: The biggest need for bicycling and walking is new facilities

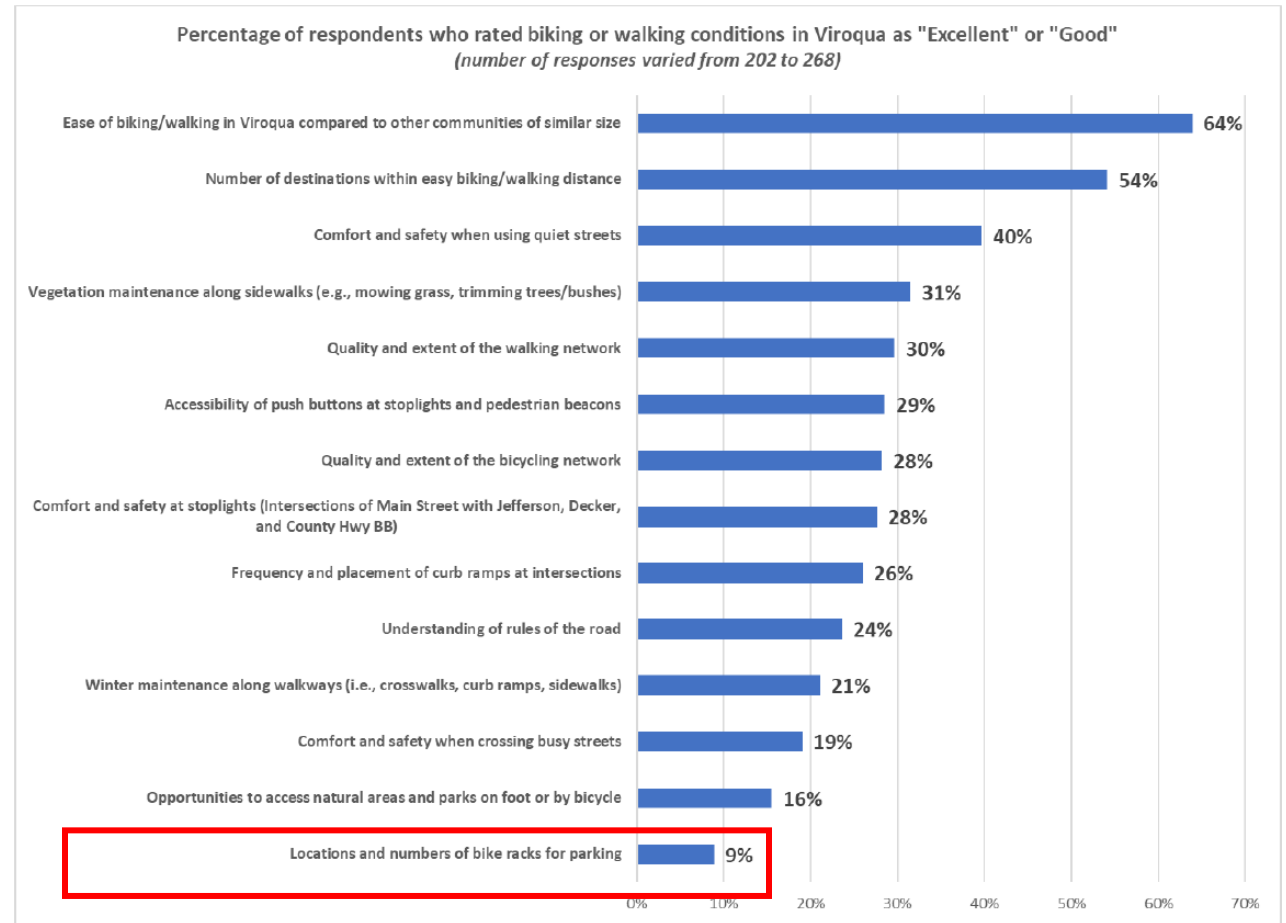
- Advisory committee identified lack of infrastructure as top weakness and threat
- Biggest “wish” from the community was new facilities both generally and along specific streets
- Top “additional comment” was a desire for new facilities



Column chart of additional comments by topic.

Key Finding #2: The biggest need for bicycling and walking is new facilities

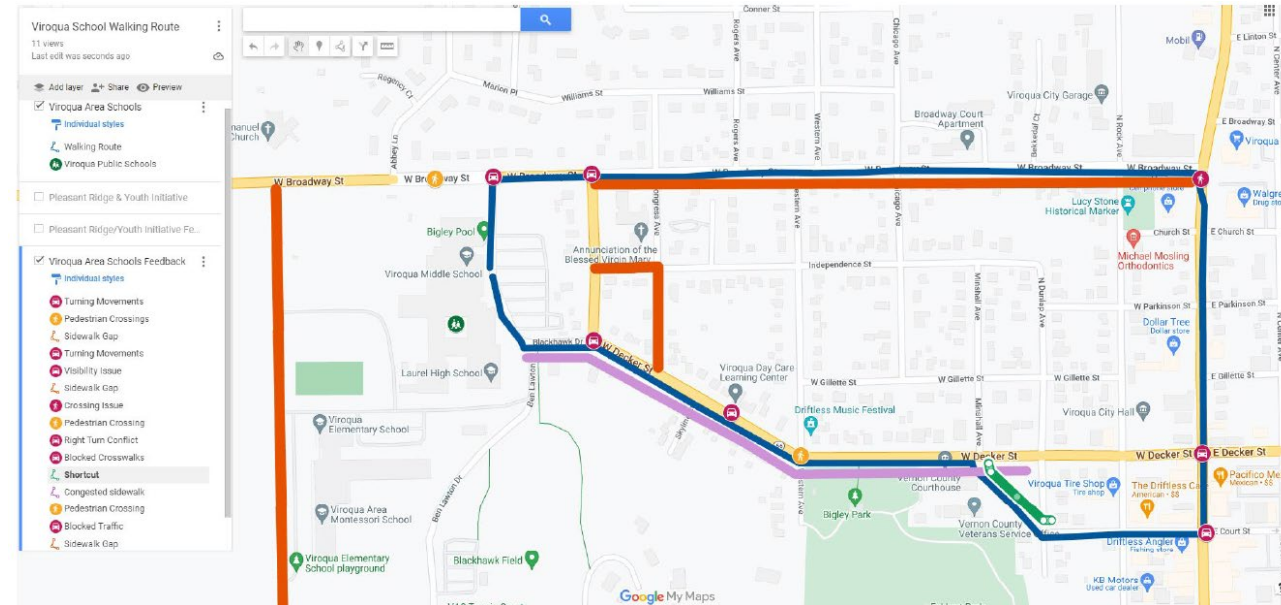
- Advisory committee identified lack of infrastructure as top weakness and threat
- Biggest “wish” from the community was new facilities both generally and along specific streets
- Top “additional comment” was a desire for new facilities
- Bike racks for parking was the worst ranked condition



Summary graph of percentage of respondents who rated each biking or walking condition as Excellent or Good.

Key Finding #2: The biggest need for bicycling and walking is new facilities

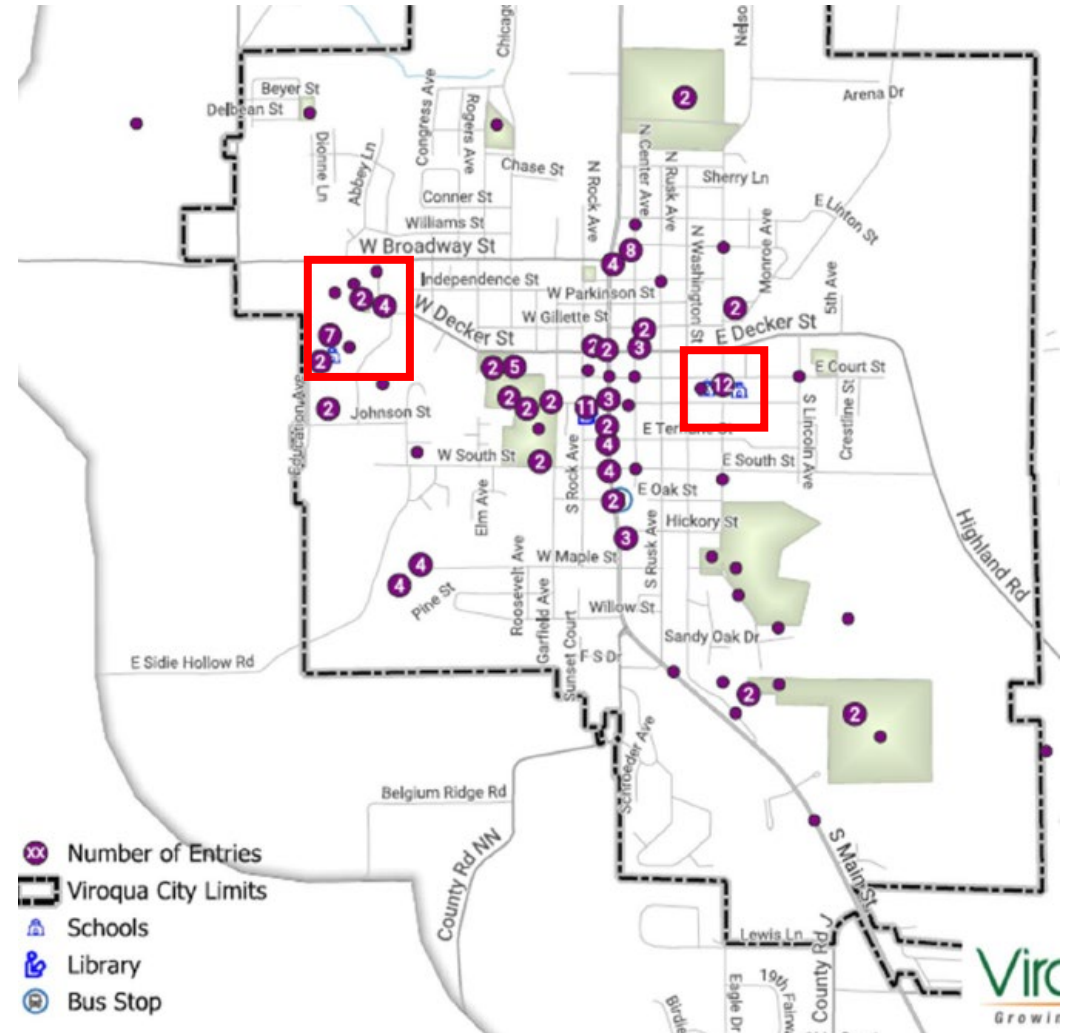
- Advisory committee identified lack of infrastructure as top weakness and threat
- Biggest “wish” from the community was new facilities both generally and along specific streets
- Top “additional comment” was a desire for new facilities
- Bike racks for parking was the worst ranked condition
- Many new facility needs were identified during school walks



This map illustrates the route and issues discussed during the walk with Viroqua Area Schools stakeholders.

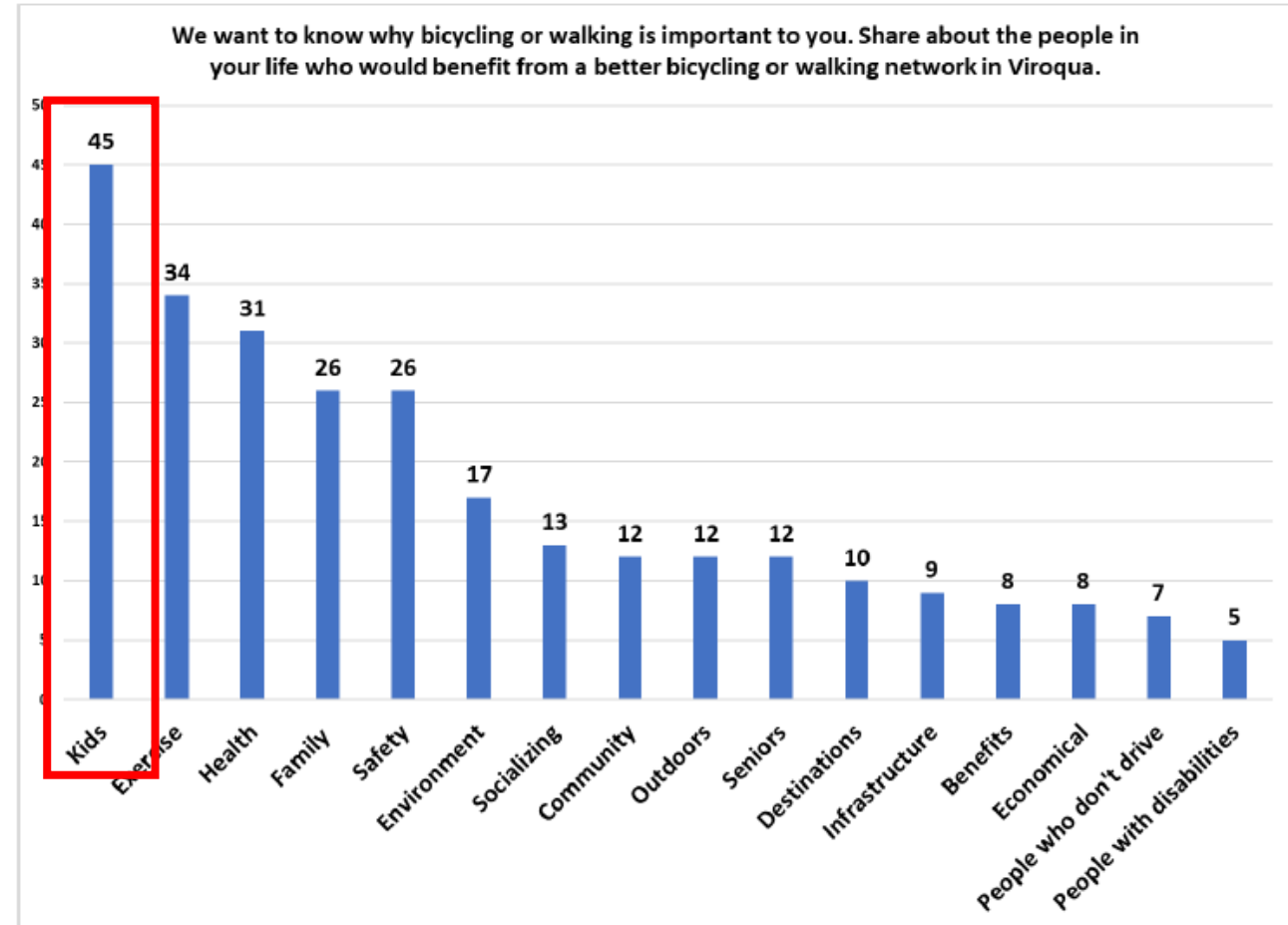
Key Finding #3: Connections to schools, parks, and natural areas are the highest priority

- Viroqua's 2 school campuses were the most important destinations



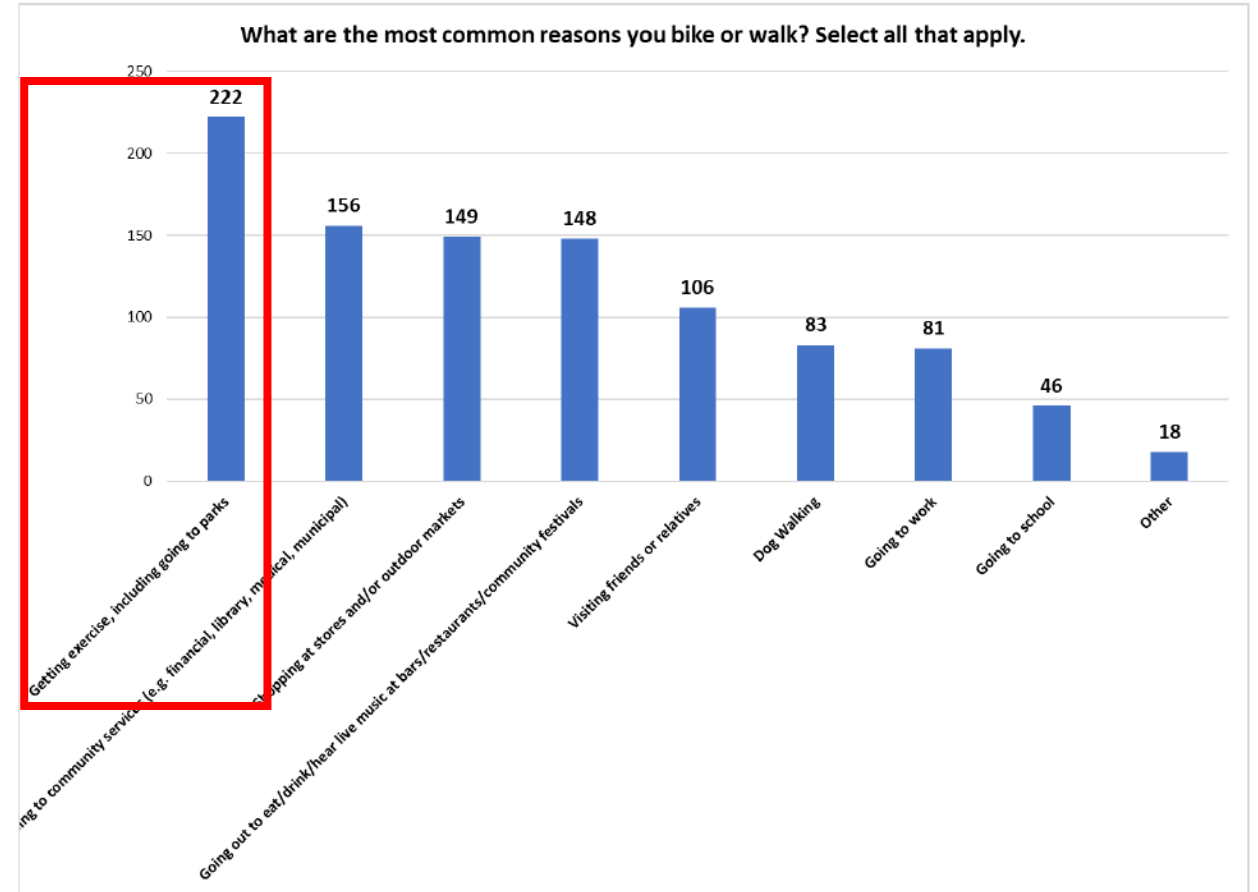
Key Finding #3: Connections to schools, parks, and natural areas are the highest priority

- Viroqua's 2 school campuses were the most important destinations
- Bicycling or walking is the highest priority for kids



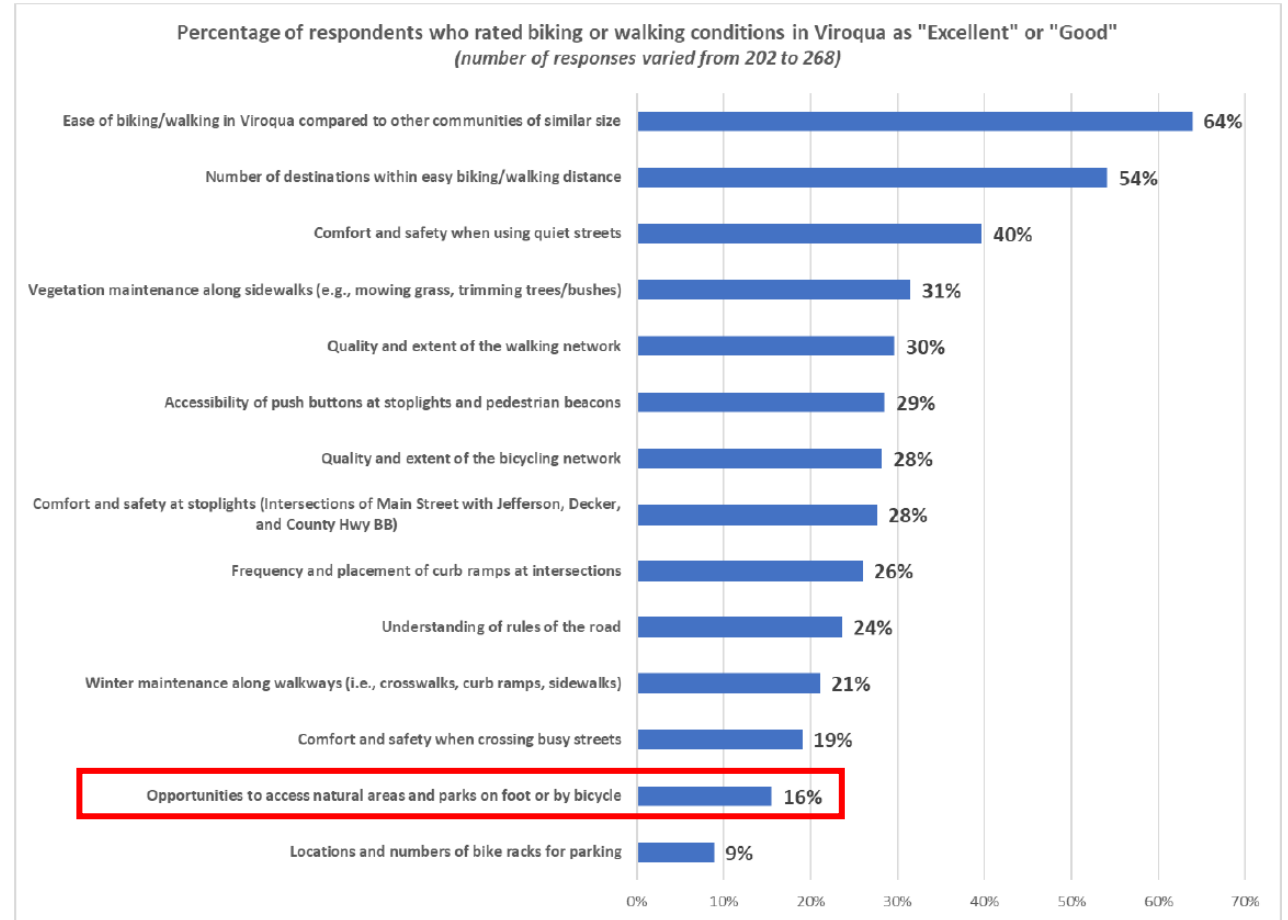
Key Finding #3: Connections to schools, parks, and natural areas are the highest priority

- Viroqua's 2 school campuses were the most important destinations
- Bicycling or walking is the highest priority for kids
- Exercise and access to parks is the top reason people are currently bicycling or walking



Key Finding #3: Connections to schools, parks, and natural areas are the highest priority

- Viroqua's 2 school campuses were the most important destinations
- Bicycling or walking is the highest priority for kids
- Exercise and access to parks is the top reason people are currently bicycling or walking
- Connections to parks and natural areas is one of the lowest rated walking/bicycling conditions



Summary graph of percentage of respondents who rated each biking or walking condition as Excellent or Good.

Key Finding #4: People want more separation between motorists and bicyclists/pedestrians

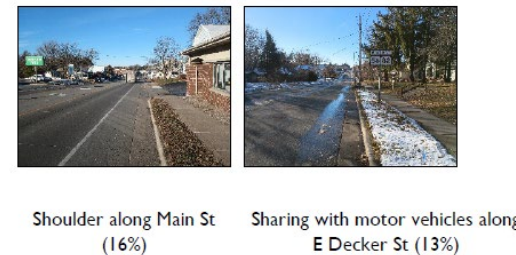
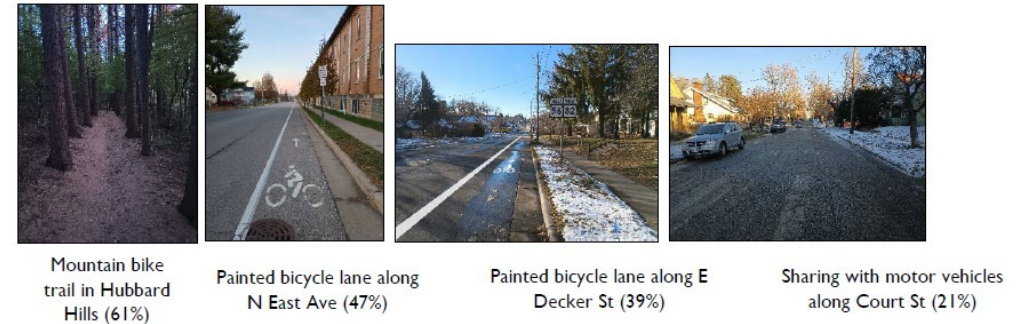
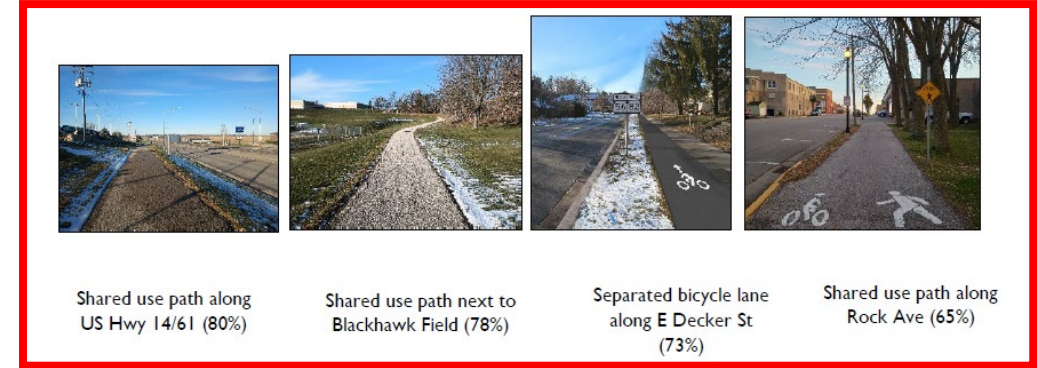
- People prefer images showing the most physical separation from motorists



Percentage of respondents who rated each walking facility as “Very Comfortable” or “Comfortable.”

Key Finding #4: People want more separation between motorists and bicyclists/pedestrians

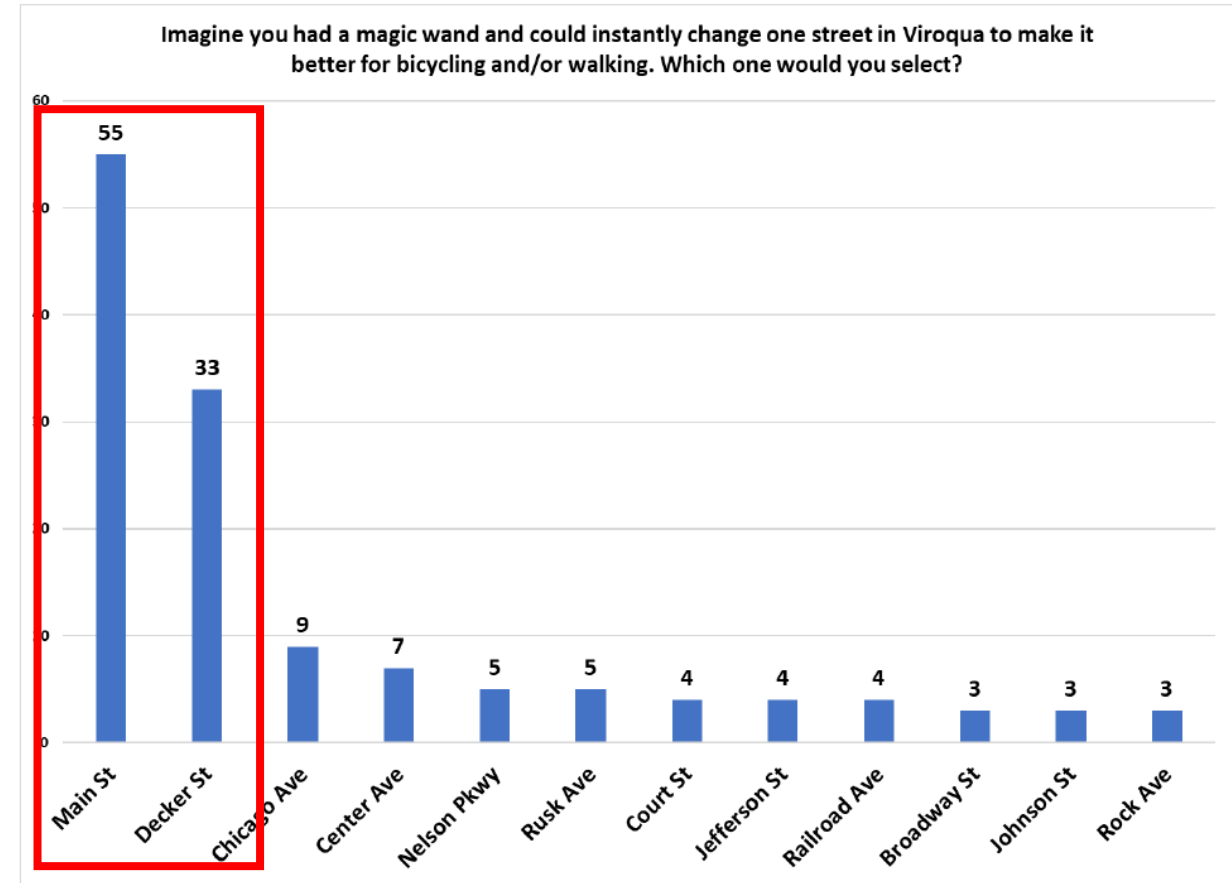
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Percentage of respondents who rated each bicycling facility as “Very Comfortable” or “Comfortable.”

Key Finding #4: People want more separation between motorists and bicyclists/pedestrians

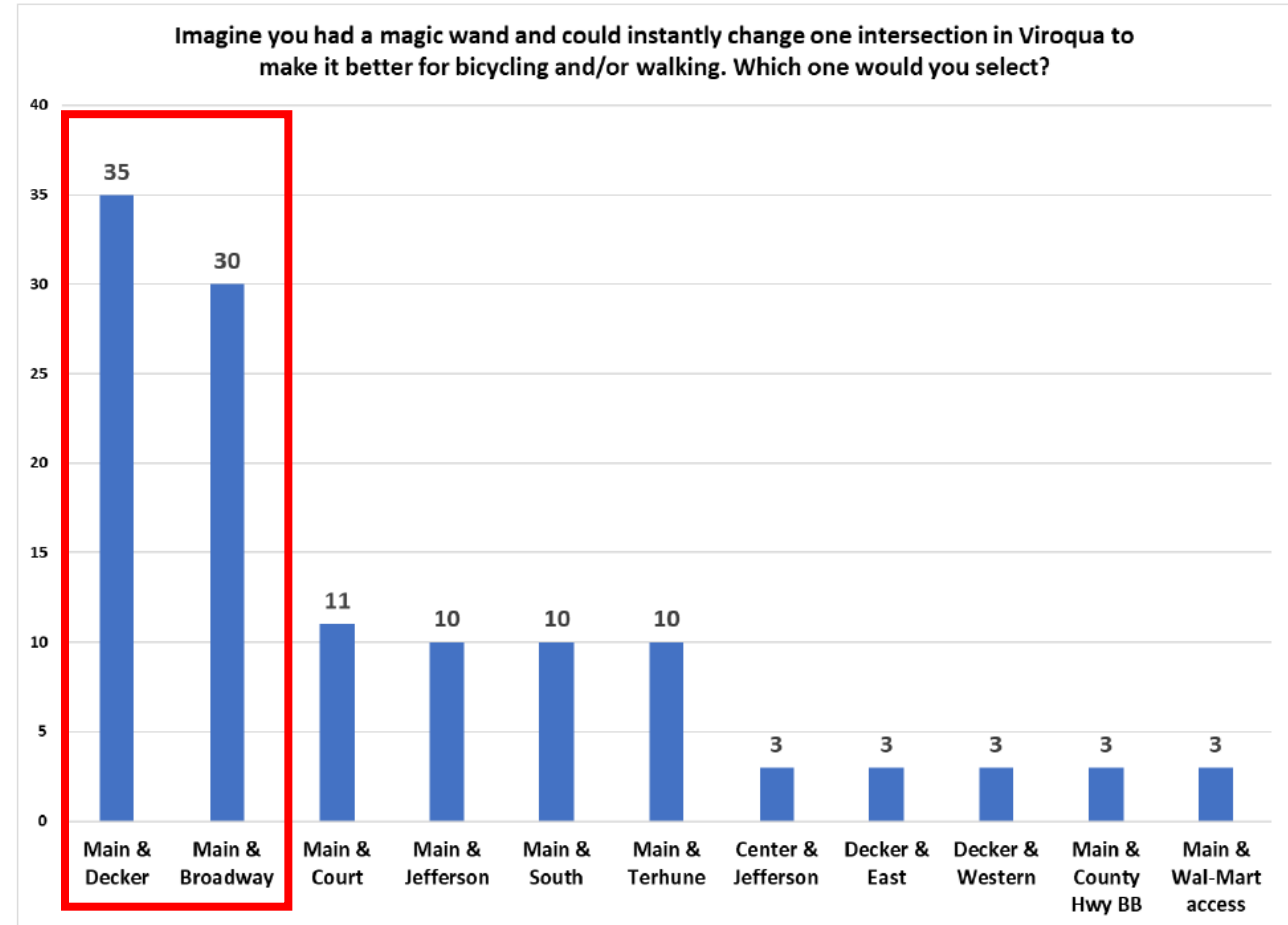
- People prefer images showing the most physical separation from motorists
- The top streets and intersections for improvement are locations with the highest amounts of traffic



Column chart showing the top streets for instant change in Viroqua.

Key Finding #4: People want more separation between motorists and bicyclists/pedestrians

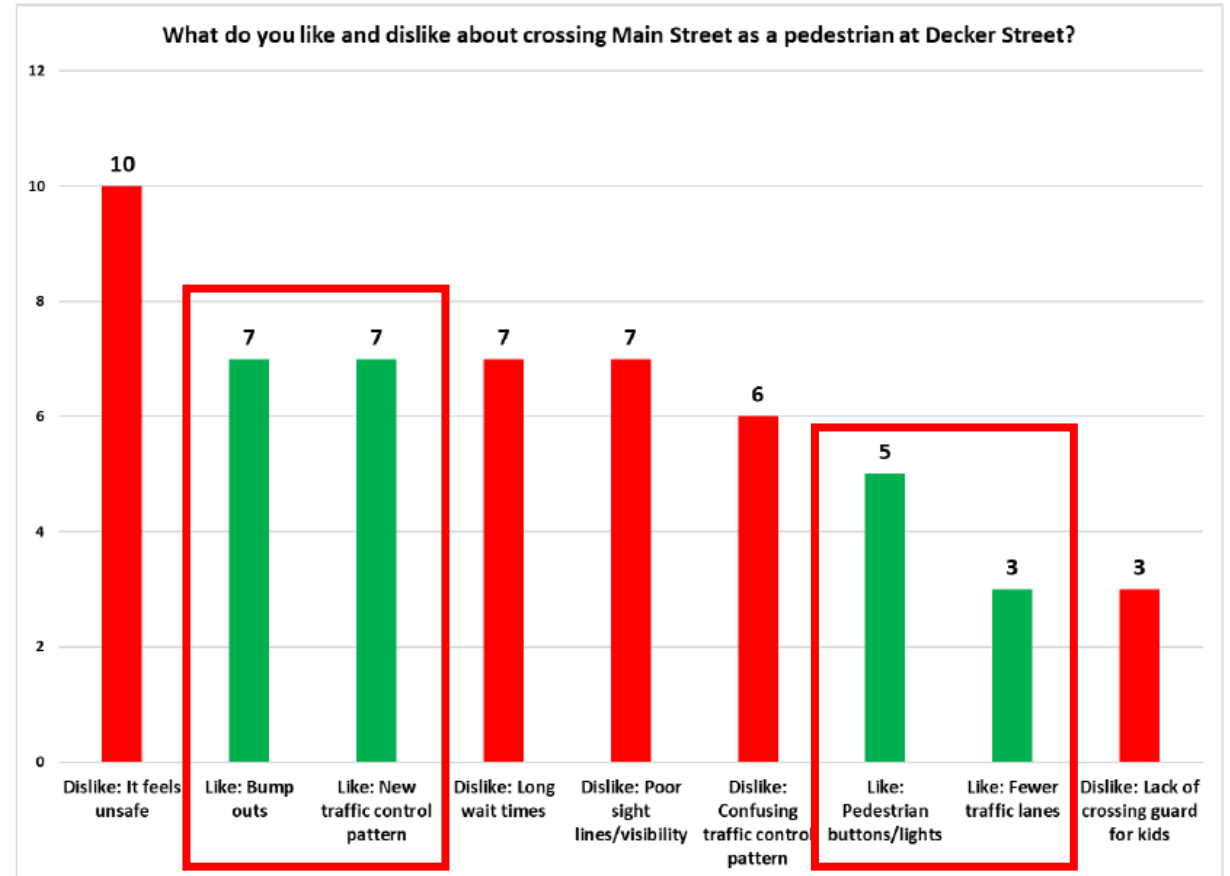
- People prefer images showing the most physical separation from motorists
- The top streets and intersections for improvement are locations with the highest amounts of traffic



Column chart showing the top intersections for instant change in Viroqua.

Key Finding #4: People want more separation between motorists and bicyclists/pedestrians

- People prefer images showing the most physical separation from motorists
- The top streets and intersections for improvement are locations with the highest amounts of traffic
- At recently changed intersections on Main Street, people preferred changes that reduced conflicts



Draft Goals and Strategies Outline

Based on community feedback and a review of existing walking and bicycling facilities and conditions, the following draft goals, strategies, and actions are recommended for the Viroqua Bicycle & Pedestrian Plan. Draft goals, actions, and strategies are not written in order of importance. This outline will be refined based on City staff and Advisory Committee feedback.

Goal: Expand and better connect the bicycling and walking network

Strategy 1: Build and improve linear facilities

Action 1.1: Design and build a network of trails separated from motor vehicles with a primary focus on connecting schools, natural areas, and parks.

Action 1.2: Complete the existing sidewalk and curb ramp network within core neighborhoods.

Action 1.3: Extend the sidewalk network into newer neighborhoods, focusing on connections between schools, natural areas, parks, and low-income housing.

Action 1.4: Amend City ordinance to require pedestrian facilities with new development and redevelopment projects.

Strategy 2: Decrease conflicts between motorists and people walking and bicycling

Action 2.1: Continue to employ new traffic signal technologies to remove conflicting movements and increase motorist compliance with crosswalk laws.

Action 2.2: Continue to utilize geometric intersection changes such as bump outs, median islands, speed tables, and roundabouts to increase safety.

Action 2.3: Use high visibility crosswalk markings along US Highways 14/61 and State Highway 56.

Action 2.4: Increase the visibility conspicuity of trail and sidewalk crossings at driveways and parking lots.

Strategy 3: Increase bike parking

Action 3.1: Create a [City](#)-led program to install bike racks by partnering with businesses, non-profit organizations, and other governmental agencies.

Goal: Maintain the Pedestrian Network

Strategy 4: Improve winter maintenance

Action 4.1: Adopt policies and procedures for education and enforcement regarding removal of snow on sidewalks.

Action 4.2: Prioritize enforcement of winter maintenance of walking routes connecting schools and parks.

Action 4.3: Design facilities to make winter maintenance easier.

Action 4.4: Explore options for reduced private property owner responsibilities to increase service quality, decrease costs, and increase compliance with the Americans with Disabilities Act.

Action 4.5: Create a policy for winter maintenance of trails.

Strategy 5: Improve vegetation maintenance

Action 5.1: Amend City ordinance to bring vegetation maintenance requirements in compliance with the Americans with Disabilities Act.

Action 5.2: Create policies and procedures for annual education and enforcement of the sidewalk vegetation ordinance.

Goal: Implement the Bicycle & Pedestrian Plan

Strategy 6: Implement the Bicycle & Pedestrian Plan

Action 6.1: Extend the work of the Bicycle & Pedestrian Plan Advisory Committee.

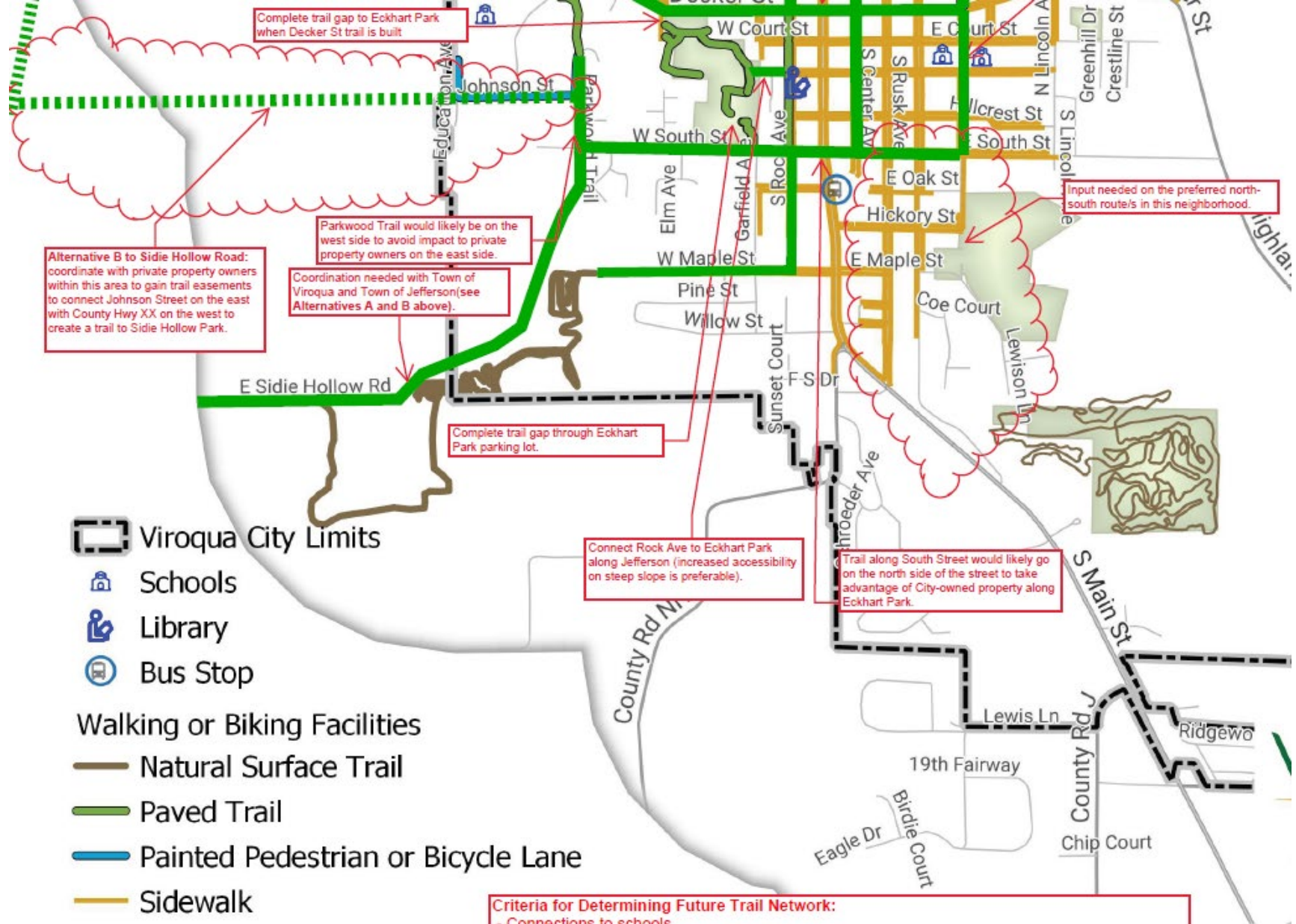
Action 6.2: Apply for federal funds through the Transportation Alternatives Program and Recreational Trails Program.

Action 6.3: Update the City Council annually on progress for each action item in the Plan.

Action 6.4: Update the Plan every five years until it is complete.

Future Bikeways

- South half



Bikeway Projects

- Mostly trails with designs that highlight conflict points
- Also have benefits for pedestrians



Green pavement at a driveway along Monona Drive in Madison.

Bikeway Projects

- Mostly trails with designs that highlight conflict points
- Also have benefits for pedestrians



Green pavement and a speed table at a low volume street along Monona Drive in Madison.

Bikeway Projects

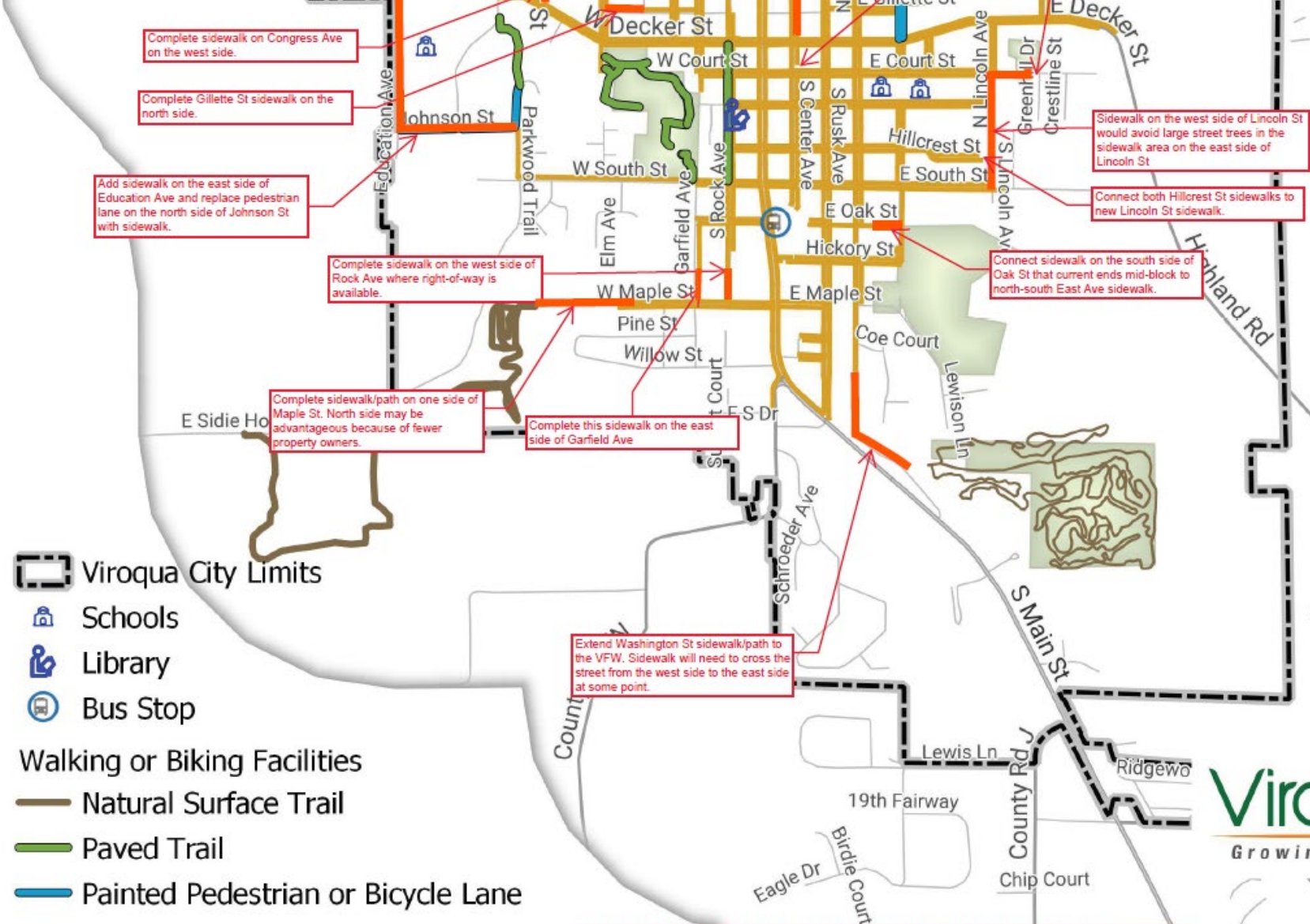
- Mostly trails with designs that highlight conflict points
- Also have benefits for pedestrians
- May also include other bikeways types where motor vehicle traffic is low



A dead-end street with a bike boulevard designation on Wilson Street in Madison.

Future Ped Network

- South half



Pedestrian Projects

- Mostly sidewalks
- Exception on Parkinson St



Parkinson Street in Viroqua has a narrow public right-of-way limiting possible street widening and/or sidewalk installation.

Pedestrian Projects

- Mostly sidewalks
- Exception on Parkinson St
- Shared street?

Emeryville, CA



Bannock Street in Boise, ID



St Augustine, FL



Prioritizing Projects

1. Determine factors

Factor	Higher Rank with . . .	Justification	Source	Weight (1=less weight, 6=more weight)
Busy roads	Roads with higher motor vehicle volumes	Roads with higher volumes tend to be a predictor of future crashes	WisDOT Traffic Counts website ¹	
Connections to high density housing	Closer connection	High density housing tends to have lower income households with fewer vehicles	Google Aerial and Street View	
Connections to natural areas, parks, and recreation centers	Closer connection	Parks and natural areas were one of the top priorities in the Plan	GIS data from Plan	
Connections to schools	Closer connection	Facilities near schools tend to have higher use by children	Project maps	
Crashes involving bicyclists or pedestrians	More crashes	Locations with higher crashes may have existing safety problems	Wisconsin Traffic Crash Maps website ²	
Demand	More demand	Projects with more demand are more likely to be used by the public	Maps generated from community engagement ³	
Feasibility	Higher feasibility	Projects with higher feasibility have a greater likelihood of implementation	List of feasibility challenges from the City Engineer	
?	?	?	?	

Prioritizing Projects

1. Determine factors
2. Weight factors

Factor	Higher Rank with . . .	Justification	Source	Weight (1=less weight, 76=more weight)
Busy roads	Roads with higher motor vehicle volumes	Roads with higher volumes tend to be a predictor of future crashes	WisDOT Traffic Counts website ⁴	?
Connections to high density housing	Closer connection	High density housing tends to have lower income households with fewer vehicles	Google Aerial and Street View	?
Connections to natural areas, parks, and recreation centers	Closer connection	Parks and natural areas were one of the top priorities in the Plan	GIS data from Plan	?
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Crashes involving bicyclists or pedestrians	More crashes	Locations with higher crashes may have existing safety problems	Wisconsin Traffic Crash Maps website ⁵	?
Demand	More demand	Projects with more demand are more likely to be used by the public	Maps generated from community engagement ⁶	?
Feasibility	Higher feasibility	Projects with higher feasibility have a greater likelihood of implementation	List of feasibility challenges from the City Engineer	?

Prioritizing Projects

1. Determine factors
2. Weight factors
3. Score projects on each factor

Bikeway Projects	Busy streets score	Connections to high density housing score	Connections to natural areas, parks, and recreation centers score	Connections to schools score	Crashes involving bicyclists or pedestrians score	Demand score	Feasibility Score	Total Score	Weighted score
Chicago Ave/Airport Rd/Broadway St/Rock Ave	3	3	2	2	2	3	3	18	
Decker St									
East Ave/Lewis Ln									
Jefferson St									
Nelson Pkwy/County Hwy BB									
Parkwood Tr/Sidie Hollow Rd									
Vernon Pkwy									
Sidewalk-Pedestrian Projects									
Abbey Ln/Sherwood Dr/Dionne Ln									
Center Ave/Church St/N Washington St									
Congress Ave/Gillette St/Independence St									
Education Ave/Johnson St									
Lincoln Ave/Court St									
Linton St									
Maple St/Garfield Ave/Rock Ave									
S Washington St/Oak St									
Western Ave									

Prioritizing Projects

1. Determine factors
2. Weight factors
3. Score projects on each factor
4. Multiply each score by the weight

Bikeway Projects	Busy streets score	Connections to high density housing score	Connections to natural areas, parks, and recreation centers score	Connections to schools score	Crashes involving bicyclists or pedestrians score	Demand score	Feasibility Score	Total Score	Weighted score
Chicago Ave/Airport Rd/Broadway St/Rock Ave	3 21	3 18	2 10	2 8	2 6	3 6	3 3	15	71
Decker St									
East Ave/Lewis Ln									
Jefferson St									
Nelson Pkwy/County Hwy BB									
Parkwood Tr/Sidie Hollow Rd									
Vernon Pkwy									
Sidewalk Pedestrian Projects									
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Center Ave/Church St/N Washington St									
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Education Ave/Johnson St									
Lincoln Ave/Court St									
Linton St									
Maple St/Garfield Ave/Rock Ave									
S Washington St/Oak St									
Western Ave									

Prioritizing Projects

1. Determine factors
2. Weight factors
3. Score projects on each factor
4. Multiply each score by the weight
5. Score all projects and sort by weighted score

Bikeway Projects	Busy streets score	Connections to high density housing score	Connections to natural areas, parks, and recreation centers score	Connections to schools score	Crashes involving bicyclists or pedestrians score	Demand score	Feasibility Score	Total Score	Weighted score
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Maple St/Garfield Ave/Rock Ave									
S Washington St/Oak St									
Western Ave									

Thank you!

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TOOLE
DESIGN

Viroqua
Growing Forward