



WOOD COUNTY BICYCLE & PEDESTRIAN PLAN

2025

Prepared with the assistance of the North Central Wisconsin Regional Planning Commission



WOOD COUNTY BICYCLE & PEDESTRIAN PLAN

prepared for:

Wood County Planning and Zoning Department

by:

North Central Wisconsin Regional Planning Commission

adopted by Wood County Board on:

September 16, 2025

This plan was prepared at the request and under the supervision of the Wood County Planning and Zoning Department by the North Central Wisconsin Regional Planning Commission (NCWRPC). For more information, contact:

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RESOLUTION# 25-9-3

DATE September 16, 2025
Effective
Date September 16, 2025

Page 1 of 2

Conservation, Education and Economic Development
Committee

Introduced by

Motion:	Adopted:	☒
1 st Leitchnam	Lost:	☐
2 nd Hamilton	Tabled:	☐
No: 0 Yes: 17 Absent: 2		
Number of votes required:		
☒ Majority ☐ Two-thirds		
Reviewed		
by: NF, Corp Counsel		
Reviewed		
by: , Finance Dir.		

INTENT & SYNOPSIS: To adopt the Wood County Bicycle and Pedestrian Plan so that Wood County is eligible for future grant funding opportunities.

FISCAL NOTE: No fiscal impact to Wood County.

WHEREAS, the current Wood County Bicycle & Pedestrian Plan (the "Plan") was originally adopted in 1995 and is in need of a comprehensive update to reflect current issues and opportunities; and

WHEREAS, communities across Wisconsin are increasingly recognizing the benefits that biking and walking-friendly places offer in terms of quality of life to residents and visitors; and

WHEREAS, representatives from Wood County, municipalities, transportation agencies, planning agencies and many others in the County have worked cooperatively on updates to the Plan in order to make biking and walking safer and more accessible forms of transportation and recreation; and

WHEREAS, the updated Plan will improve the quality and safety of bicycling and walking through new and improved infrastructure, policies and programs, for all types of users; and

WHEREAS, the updated Plan will increase transportation choices by improving connectivity of the route and trail network while increasing accessibility to key destinations throughout the County; and

WHEREAS, the updated Plan will improve health and wellness by increasing access to routes and trails, thereby offering more opportunities for recreation, active transportation, and physical activity; and

WHEREAS, the updated Plan promotes trail-related tourism and economic development for communities in Wood County; and

Adopted by the County Board of Wood County, September 16, 2025

County Clerk

County Board Chairman

WHEREAS, an adopted Plan is very beneficial in obtaining grant money for trail projects; and

WHEREAS, supporting this resolution does not otherwise replace any local plans nor commit Wood County or any local units within to dedicate any funding, but rather indicates a willingness to consider support for the updated Plan's recommended projects and programs.

NOW THEREFORE, BE IT RESOLVED that the County of Wood hereby adopts the updates to the Wood County Bicycle & Pedestrian Plan.

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Chapter 1: Introduction

Biking and walking are both important modes of transportation, whether used separately or in concert with other modes of transportation. In towns and rural communities, active transportation can be even more common than it is in urban areas.

The focus of this plan is to enhance the viability of bicycling and walking as a form of transportation throughout communities in Wood County (see Map 1). This plan focuses on guidelines for planning bicycle facilities, with general design and funding information included. This plan also examines existing conditions for biking and walking countywide and suggests routes and segments on which to prioritize bicycling and walking improvements.

Project Purpose

Wood County received a Transportation Alternatives Programs (TAP) grant from WisDOT in 2021 to develop a plan to improve bicycle and pedestrian facilities throughout the County. This new plan updates and replaces the previous 1995 plan. The North Central Wisconsin Regional Planning Commission (NCWRPC) facilitated the planning process between 2022 and 2024 with oversight provided by the Wood County Bicycle and Pedestrian Plan Advisory Committee. The committee was comprised of representatives from the County (Planning & Zoning, Parks and Forestry, Highway, and Health), cities, villages, towns, chamber and citizen stakeholders.

This plan is intended to guide the development of bicycle and pedestrian facilities in Wood County within the framework of the county's overall transportation system and to encourage use of the growing route system for health reasons, recreational enjoyment and transportation needs. The principal purpose of this plan is to increase the mobility of people within the County by making walking and biking more viable and attractive transportation choices.

The plan will strengthen the rural character of the County by connecting natural and cultural resource

Since 1991, the federal government has recognized the role of walking and biking and their importance as part of a balanced transportation system, specifically as mentioned in the Intermodal Surface Transportation Efficiency Act (ISTEA).

The United States Department of Transportation (US DOT) and the U.S. National Safety Council also aim to end traffic fatalities within 30 years, and the Wisconsin Department of Transportation (WisDOT) has launched the Zero in Wisconsin campaign to prevent traffic deaths.

destinations and by connecting communities. The plan will recommend routes that will connect people to destinations such as employment centers, schools, residential districts, recreation areas and commercial retail areas.

Bicycling & Walking as Transportation

Bicycling and walking are two of the most efficient ways to get around. Walking is ubiquitous; nearly everyone depends on walking for at least part of every trip, if only from the parking lot to the nearest building. Although some lament that “people just can’t seem to walk anywhere anymore,” the reality is that, given the opportunity, many people choose to walk from one place to another, particularly if they can do so safely and conveniently. During the past fifty years, however, there is no question that Americans have become increasingly auto dependent. This is partially by choice and partly as the result of a development pattern where individual land uses (e.g. retail, fast food, and schools) exist on the periphery of communities. Not only are edge of town land uses a long walk from where people live, but it may be a half-mile or more from the nearest sidewalk. Conditions such as these not only discourage able-bodied pedestrians, but they also prevent access for pedestrians with special needs, a group that includes elderly, children and people with disabilities.

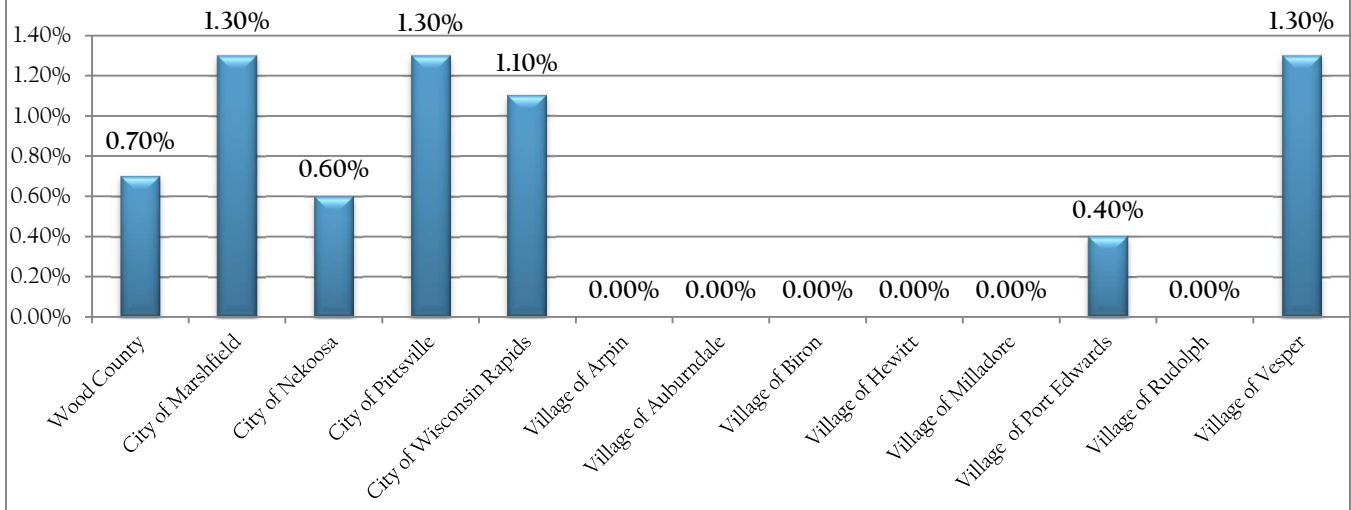
In many parts of the world, walking and bicycling are major modes of travel and relied on for utilitarian purposes. Even in many Western countries walking and bicycling constitute a major portion of all transportation trips and connections between these modes and transit are well developed. In the U.S. 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 person’s 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.

Bicycling & Walking in Wood County

Bicycling to work is not popular among residents in Wood County, as the County had an average of 0.70 percent of residents bicycling to work according to the U.S. Census Bureau’s American Community Survey, for the five-year average from 2018 to 2022. The City of Marshfield, Pittsville, Wisconsin Rapids, and the Village of Vesper were the urban municipalities in Wood County where an average of more than 1 percent of residents biked to work during this time frame. Six urban municipalities had averages of 0.0 percent during this time frame, as shown in Figure 1.

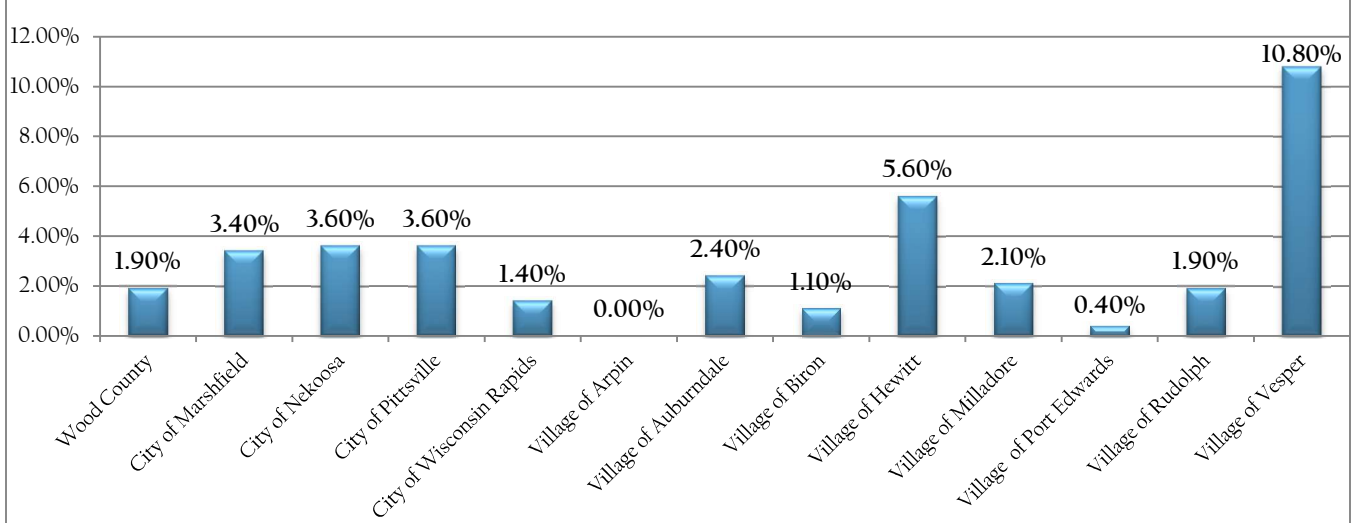
Figure 1: Wood County Bicycle Commute to Work



Source: American Community Survey 2018-2022

With 1.90 percent of Wood County residents walking to work between 2018 and 2022, the percentage of those who walk to work is higher than that of those who bicycle to work. Among cities in Wood County, the City of Marshfield and Pittsville led the County with 3.60 percent of residents walking to work. In comparison, among Villages, the Village of Vesper had the highest percentage of people walking to work with 10.80 percent. The Village of Arpin had the lowest percentage with 0.00% of workers commuting by foot. Commute to work data for each urban municipality within the County can be found in Figure 2. The number of residents who commute to work via walking in Wood County is less than the state overall, with an average of 2.80 percent of Wisconsin residents commuting to work by walking during this time frame.

Figure 2: Wood County Walk Commute to Work



Source: American Community Survey 2018-2022

Bike Share in Wood County

The bike share program was initiated in Wisconsin Rapids about 10 years ago through a community health needs assessment which identified the need for more bicycle availability as a priority. The program formed and evolved over time through a grass roots effort, expanding into Marshfield in 2021. The program is managed by County staff within the County Health Department, and a local community member is contracted for maintenance on the bikes. A specialized bike share computer application, Koloni, is used to manage the program, collect rental fees and track the bikes. The current rental fee is \$1.00/hour. Spring and Fall ride events are organized each year as part of the promotional efforts for the program. Program staff seeks additional funding annually through private donations, various community foundations, grants from nonprofits and local businesses, contributions from local governments, public grant program funding such as the Wood County Conservation, Education and Economic Development (CEED) program, and others.

The program has two components at this time, including the River Riders Bike Share in the Wisconsin Rapids Area and the Marshfield Community Bike Share. In the Wisconsin Rapids area there are 30 bikes at three stations: West Grand Avenue and 3rd Street, Memorial Library and South Wood County Park (Lake Wazeecha White Sands Beach). In Marshfield there are 20 bikes at four stations: YMCA, Library, Fairgrounds and Wildwood Zoo. The program also features a few accessible bikes: tandem side-by-side bikes and tricycles.

The bikes are used for a wide variety of trip purposes including recreation, travel to appointments, and getting to work. The program has shown slow but steady growth in users since its inception. In Table 1 below, this growth is illustrated by the significant increase in rides for both Marshfield and River Riders from 2021 to 2022. The drop off in 2023 and 2024 is likely a result of a reduction in number of stations in the Wisconsin Rapids Area from six down to three, and only half of the bike fleet being deployed due to budget constraints.



Lake Wazeecha Bike Share Station

Table 1: Wood County Bike Share Ridership				
Program	2021	2022	2023	2024
River Riders	321	576	241	238
Marshfield Community	203	275	89	172
Total	524	851	330	410
Source: Wood County Health Dept.				

Defining Who Rides Bicycles

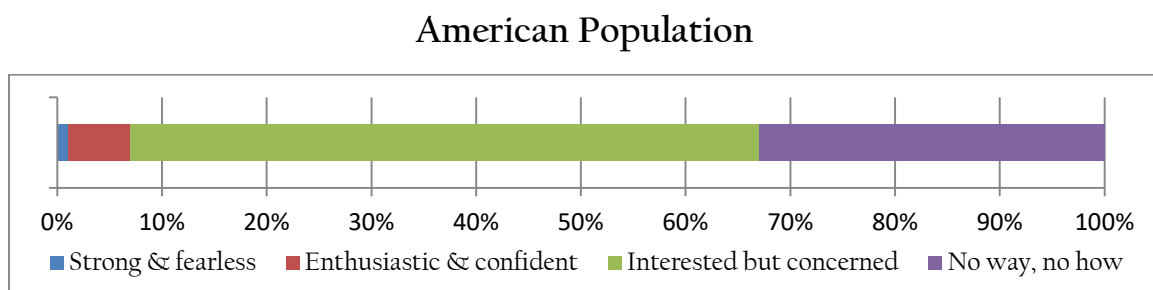
Not everyone who walks or bikes has the same ability or confidence when riding. Age, experience, and bicycling ability dictate where and when individuals (or parents, in the case of children) feel comfortable to safely bicycle on roads.

Types of Cyclists

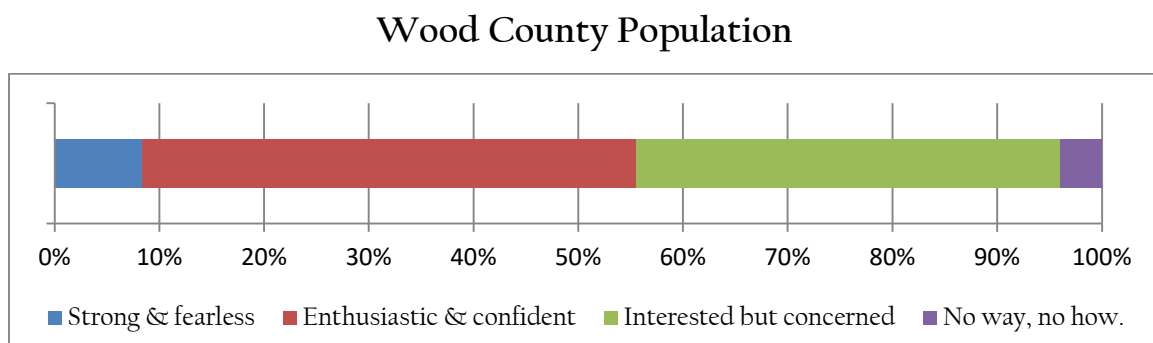
The American population can be divided into four classes of bicyclists (see Figure 3):

- 1 percent describe themselves as *“strong and fearless.”*
 - These riders are confident in their abilities and will ride regardless of roadway condition, amount of traffic, or inclement weather.
- 6 percent call themselves *“enthusiastic and confident.”*
 - Riders are comfortable sharing the road with motor vehicles, but they prefer to ride on separate facilities like bike lanes. May or may not ride in inclement weather.
- 60 percent are *“interested but concerned”* about their vulnerability.
 - Very few of these people regularly ride a bicycle, but they like riding. They are concerned that their route is not safe to ride, so they don’t ride very often, and definitely do not ride when the weather is bad.
- 33 percent say *“no way, no-how”* to biking.
 - They are not interested in bicycling at all, not even for recreation.

Figure 3: Types of Cyclists



Source: Portland Office of Transportation



Source: 2022 Wood County Bike & Pedestrian Survey

Age Differences

In general, young bicyclists are found in places where a park is within a mile from their home, and where development is clustered, like in a city's downtown. Some kids learn the basics of balance and control with their first bicycle by the age of four. By the time they turn 10 years old many children are allowed to ride to school if the route is safe, or to the store, or to visit friends. By the time kids reach their junior high years (7-9th grades), they often have good traffic safety skills. Bicycles are their primary means of independent mobility beyond walking.

Many high school students stop riding their bikes as infatuation with the car takes hold. But after high school, some people come back to bicycling, especially if they attend college. Beyond school, many people limit their bicycling to family outings, recreational trail riding, and within a few miles of their homes for low-impact exercise.

Some adults bicycle to work. The latest trend is that young adults are choosing where to live based upon how walkable or bikeable their commute is. Other adults may use bicycles for touring long distances. Bicycle clubs which tend to cater to people in the 25 to 50 age group often sponsor rides through rural areas.

By retirement age, many people who have not ridden for years take up bicycling again as a way to keep fit. For some older adults, the bicycle or adult tricycle may be their only means of independent travel. In many cases, these bicyclists will ride close to home or on local trails.

Types of Pedestrians

Everyone is a pedestrian at some point in their trip, whether it is going from home to car or walking to the bus stop. *There are essentially two groups of pedestrians: 1) general pedestrians who walk, and 2) pedestrians with limitations that make walking difficult or impossible.* The general pedestrian is anyone who can walk along and across streets without being limited by physical, sensory, or cognitive impairments. Other pedestrians, such as the elderly, children, people with physical or mental disabilities, and the blind may have limitations that make walking more challenging.

Since there are people with different abilities, understanding how they need to interact with pedestrian facilities is the first step for policy makers in creating accessible facilities. The needs of disabled people and other pedestrians should determine what kinds of accessible design everyone can use. WisDOT's Pedestrian Policy Plan 2020 was used in this section to identify the types of pedestrians and their limitations for navigating the built environment.

Children

Facilities designed to separate and protect children will be welcomed by everyone else. General limitations of children include:

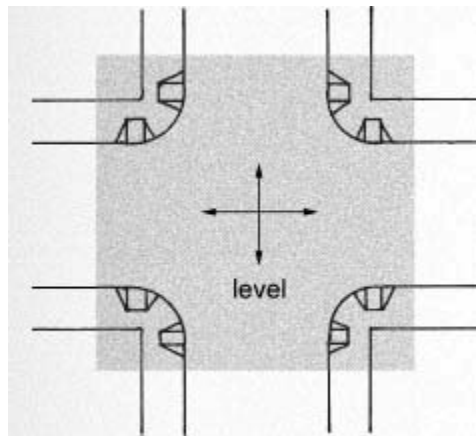
- One-third less peripheral vision than adults, making it difficult to see turning vehicles or those down the road;
- Less cognitive ability and experience to judge speed and distance, making safe crossings more difficult;
- Lower auditory development makes it difficult to localize the direction of vehicle sounds;
- Overconfidence in their judgements may result in poor decisions on crossing timing;
- Inability to read or comprehend warning signs, traffic signals, and directional aids;
- Inexperience dealing with complex traffic situations results in poor decisions; and
- No sense of fear.

Sensory Impairments

Sensory impairments include problems with depth perception, deafness, tunnel vision, blindness, or color blindness. Assistive technologies may include hearing aids, corrective lenses, white canes, or guide dogs. For visually impaired users, intersections are easiest to navigate when the line of travel from the edge of the sidewalk to the opposite curb is straight and unimpeded by obstacles rather than skewed as at some irregularly shaped intersections. Designing curb ramps to face the line of travel across a road, as shown in Figure 4, will greatly assist visually impaired users. Driveways pose a challenge because the hearing-impaired pedestrian is unable to hear the vehicle, especially when shrubs or fences block sound and view.

Figure 4: Curb Ramp Placement at Intersection

The preferred design is to have a separate curb ramp aligned with each crossing direction to allow all pedestrians to cross at the same location. At most intersections, a pair of perpendicular curb ramps placed at 90 degree angles to one another is the optimal design for meeting these criteria.



The shaded area represents the portion of the intersection that should be level for pedestrian travel.

Source: FHWA, *Designing Sidewalks and Trails for Access*.

Cognitive Impairments

People with cognitive impairments have difficulty perceiving, recognizing, understanding, interpreting, and responding to information. Cognitive disabilities can hinder a person's ability to think, learn, and reason. Facility designers might consider that such a reduced capacity for sensory processing and problem solving may cause such people to experience more difficulties negotiating unfamiliar environments.

Mobility Impairments

People with mobility impairments include those who use wheelchairs, crutches, canes, walkers, orthotics, and prosthetic limbs.

Characteristics common to mobility impaired individuals include:

- Space requirements to accommodate their assistive device (for example, manual wheelchairs have an average turning radius of 5 feet and require a minimum sidewalk width of 3 feet); and
- Difficulty negotiating soft surfaces (e.g. grass, sand, or loose gravel).

The Benefits of Walking and Bicycling

The potential benefits of biking are significant and help to justify the expenditure required to develop a comprehensive, safe and attractive bicycle network throughout Wood County. The public recognizes the benefits of biking beyond its recreational values on a national, state, regional, and local level. These benefits include the following factors:

- ***Transportation:*** General transportation benefits of bicycling include a wider range of transportation choices, reduced congestion, decreased need for parking, and the implementation of safety improvements that benefit all roadway users. Biking is among the most efficient modes of transportation with regards to operation, development of facilities, and maintenance.
- ***Health and Fitness:*** Bicycling is among the best forms of exercise and can therefore effectively enhance the health of individuals and the communities.
- ***Recreation:*** Paths developed for bicycling provide recreation opportunities.
- ***Economic:*** Bicycling translates into tourism. WisDOT has targeted bike touring and trail riding as high potential tourism activities since the 1980s and has recently added mountain biking to that list. The State annually distributes over 50,000 Wisconsin bike maps. Several studies of state trail-related expenditures have been conducted showing expenditures ranging from \$33 to \$49 per person per day.

- ***Social:*** Bicycling stimulates social interaction between families and community. Trails can help provide a sense of place and a source of community pride.
- ***Quality of Life:*** The extent of bicycling in a community has been described as a gauge of how well it is advancing its citizens' quality of life. Streets that are busy with bicyclists are considered environments that work at a more human scale and foster a heightened sense of place. These benefits are difficult to quantify, but when asked to identify sites that they are most proud of, residents often name spots where bicycling is common, such as a popular bikeway or riverfront project.
- ***Environmental:*** Biking consumes no fossil fuels and does not contribute to noise or air pollution. Further, careful development of off-road facilities can protect and enhance natural resources.

Significant overlap exists between these benefits. One benefit can often build upon another. For example, quality of life is an increasingly important factor in attracting and retaining businesses in a community, and trails are important contributors to quality of life. By enhancing the County's quality of life through the development of multimodal corridors, economic benefits may also be achieved. Another example of potential economic gain for a community would result from the health and fitness benefits of trails. The health improvement due to increased outdoor exercise can help control medical costs over the long term.

Planning Process and Community Input

5-E Approach

Education, Encouragement, Engineering, Enforcement, and Evaluation are the "E's" that combine to provide a well-rounded and complete bicycle and pedestrian support network. This plan was developed around this approach. Each of the E's are briefly described below.

- **Education** – includes teaching pedestrians, bicyclists and drivers about traffic safety and creating awareness of each other's use of the roadway. The signing of bike routes shows motorists that bicyclists may be present and provides wayfinding for bicyclists – just like highway signs for motorists.
- **Encouragement** – strategies and programming that are about getting people walking and bicycling; such activities will help build support for creating more walkable places, decrease traffic congestion and improve physical health.
- **Engineering** – any physical change that improves conditions for walking or biking; some improvements include building paths, creating safer crossings and slowing down traffic. At the same time, engineering practices recognize the importance of a balanced roadway environment

that can accommodate the needs of all modes of transportation whether foot, bicycle or motor vehicle.

- **Enforcement** – strategies by law enforcement, engineers and other partners are used to deter unsafe behaviors of drivers, pedestrians and bicyclists and to encourage all road users to obey traffic laws and share the road safely.
- **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.

Participation and Input

Community input into this planning process was collected through a number of avenues including the Wood County Bicycle and Pedestrian Plan Advisory Committee, a community survey and wiki-mapping exercise, public open house meetings and individual outreach to communities. The committee was comprised of representation from the County (Planning & Zoning, Parks and Forestry, Highway, and Health), cities, villages, towns, chamber and citizen stakeholders and provided input and review of the plan. Participation and input from the public were solicited through an online survey and map exercise and two open house meetings. The NCWRPC conducted outreach to each city, village and town within Wood County to discuss bicycle and pedestrian issues and needs and gather input on proposed routes.

Wood County Bicycle and Pedestrian Planning Advisory Committee

The advisory committee met a number of times during the development of the plan. Through these meetings the committee reviewed goals and objectives for bicycling and walking in Wood County, reviewed and recommended a proposed countywide route network, discussed bicycle and pedestrian issues, and reviewed the final draft plan.

The advisory committee was comprised of the following members:

- | | | |
|-----------------------|---|---|
| • Emily Arndt | - | Wood County Planning & Zoning |
| • Jason Grueneberg | - | Wood County Planning & Zoning |
| • Chad Schooley | - | Wood County Parks & Forestry |
| • Roland Hawk | - | Wood County Highway |
| • Kristie Rauter-Egge | - | Wood County Health |
| • Josh Miller | - | City of Marshfield |
| • Kyle Kearns | - | City of Wisconsin Rapids |
| • Ray Bossert | - | <i>formerly</i> - Village of Port Edwards / HEART Trail Group |
| • Amber France | - | Town of Grand Rapids |
| • Meredith Kleker | - | WI Rapids Chamber & Visitors Bureau |
| • Mike Hobbs | - | Citizen/Stakeholder |
| • Pam Piortowski | - | Citizen/Stakeholder |
| • Jeff Pepp | - | Citizen/Stakeholder |

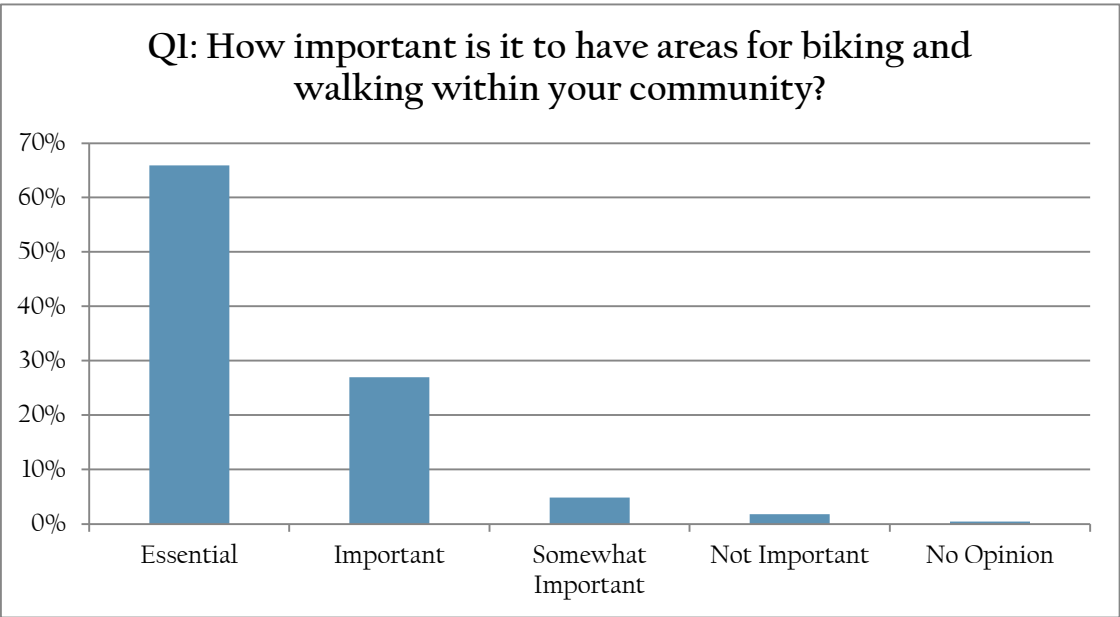
Survey Results

Between August and December of 2021 an online survey was conducted to gauge attitudes and experiences toward walking and biking among Wood County residents. After survey completion, respondents had the option to provide more specific mapping input via a Wikimap exercise. The survey was promoted via a number of County website and Facebook pages, and cards with the survey link were distributed at a number of outlets around the County. A total of 225 responses were received. Note that since respondents were allowed to skip questions, some questions have smaller response totals. See Appendix A for full survey results.

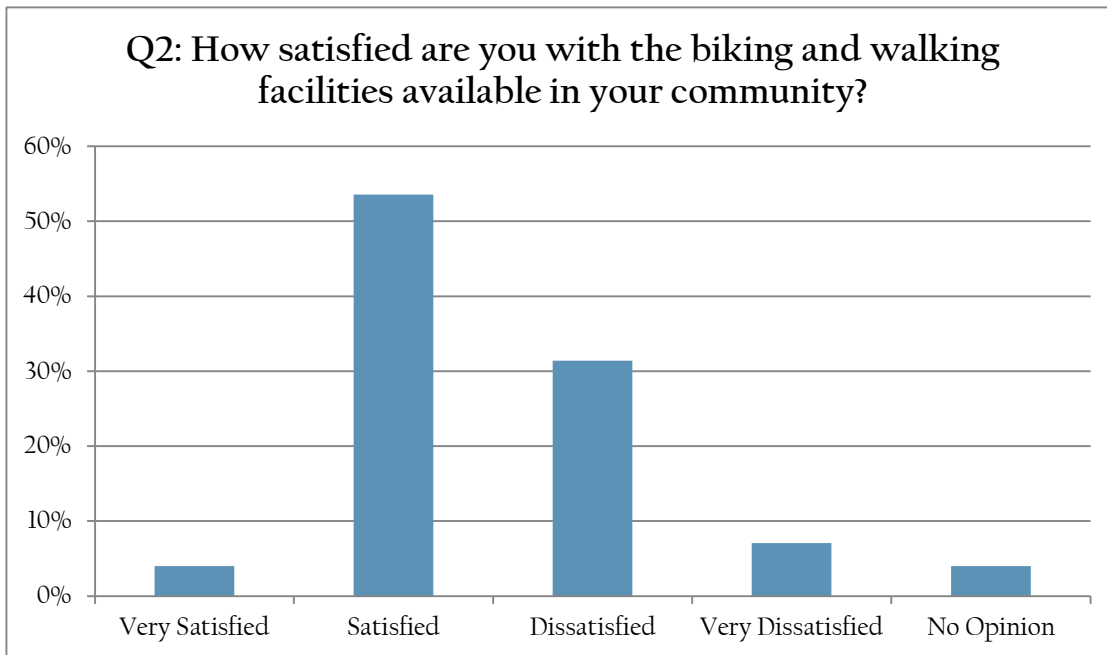
About 94% of respondents live in Wood County or have a summer home in the County. Respondents came from all age groups, with a strong showing of at least 30% in the 35 to 49 age group and 33% in the 50 to 64 age group.

Key findings of the survey:

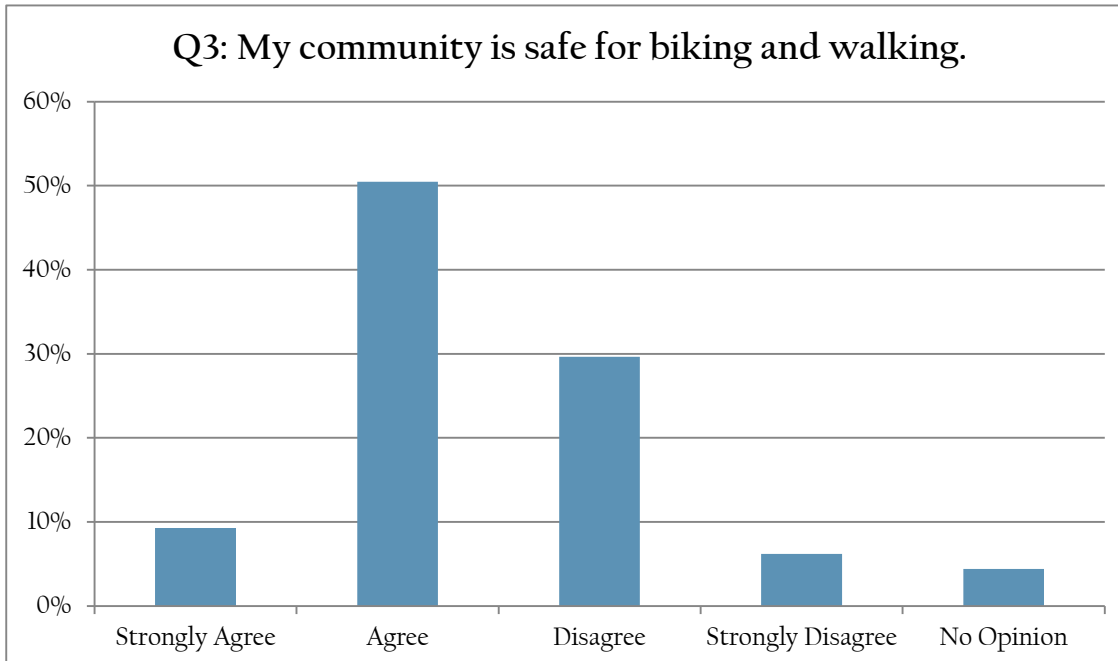
- About 90% of respondents find it important or essential to have areas for biking and walking in their community.
- Most people are satisfied with the biking and walking facilities in their community.
- Over 70% of respondents think it is important for the County and local government to invest in bicycle and walking facilities.
- About 60% of respondents use off-road biking or walking trails and paths weekly or more.



The vast majority of respondents (93%) indicated that having areas for biking and walking within their community is essential or important. Whereas around 5% believe it is somewhat important and 2% do not believe biking and walking within their community is important.



Respondents were split over the satisfaction of the biking and walking facilities available in their community. Around 57% of respondents were satisfied or very satisfied, while 38.5% were dissatisfied or very dissatisfied with their facilities. About 4% of respondents had no opinion.



Approximately 60% of respondents agreed or strongly agreed their community is safe for biking and walking. On the other hand, 35% of respondents disagree or strongly disagree that their community is safe for biking and walking. Around 4% did not have an opinion.

The survey reiterated the importance of biking and walking for respondents in Wood County. While the vast majority feel having areas for biking and walking is important, they were split over the satisfaction of biking and walking facilities in their community. This presents an opportunity to explore ways to improve existing facilities and possibly expand biking and walking opportunities in Wood County. Similarly, around one-third of the respondents do not feel their community is safe for biking and walking. Utilizing bike and pedestrian crash data will help determine where unsafe roads are located and what appropriate measures should be taken.

Q4: What concerns do you have about biking and walking in your community?

Based on the 197 responses, the most common themes are below.

1. Bicyclist and pedestrian safety
2. Lack of biking and walking infrastructure
3. Driver awareness
4. Biking and walking infrastructure requiring maintenance
5. Lack of connections to existing infrastructure

Q5: Please list any intersections or locations in the community where you feel there are safety concerns for biking and walking.

Based on the 174 responses, the most common safety concerns are below

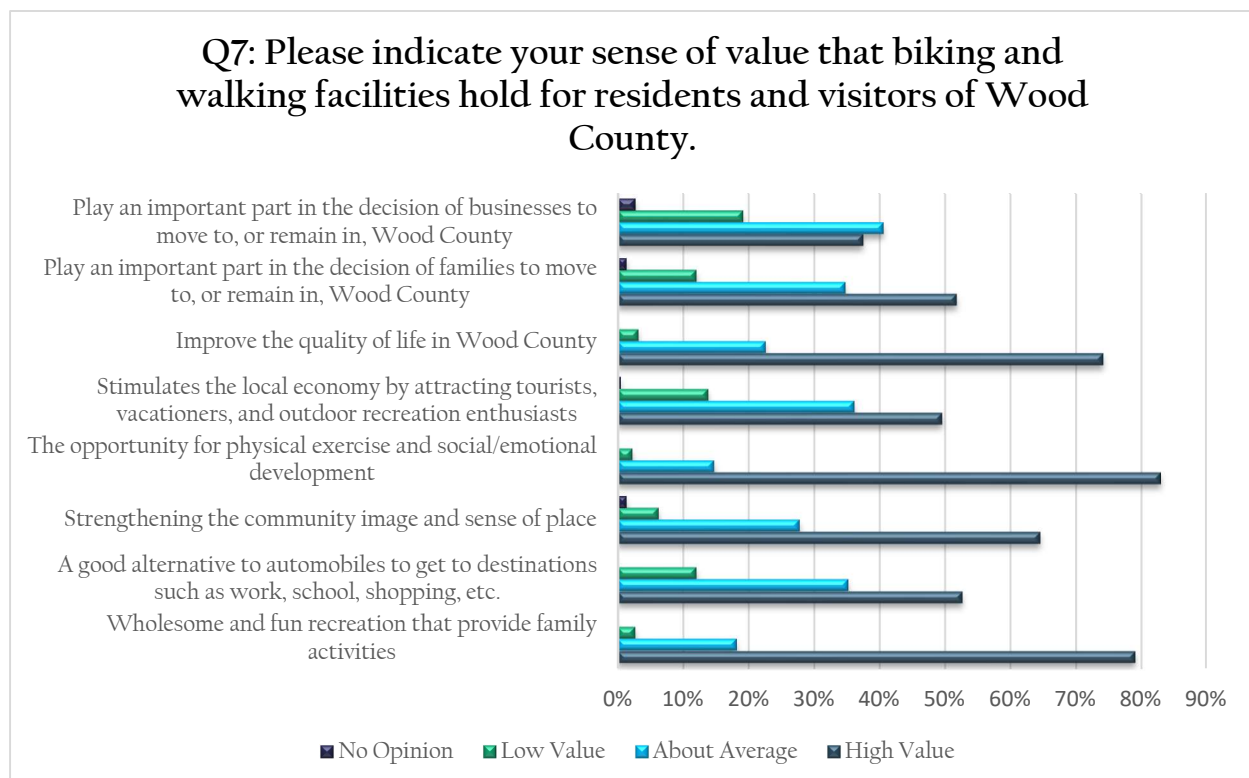
1. 8th Street (Wisconsin Rapids)
2. 48th Street (Grand Rapids)
3. Highway 80 (Pittsville)
4. Lincoln Street (Wisconsin Rapids)
5. 32nd Street (Grand Rapids)
6. 64th Street (Grand Rapids)
7. Highway 13 (Wisconsin Rapids / Marshfield)
8. Riverview Expressway (Wisconsin Rapids)
9. Highway 73 (Wisconsin Rapids)
10. Lake Wazeecha (Grand Rapids)

Q6: Please list two things you would like to see improved/changed for biking or walking in the community.

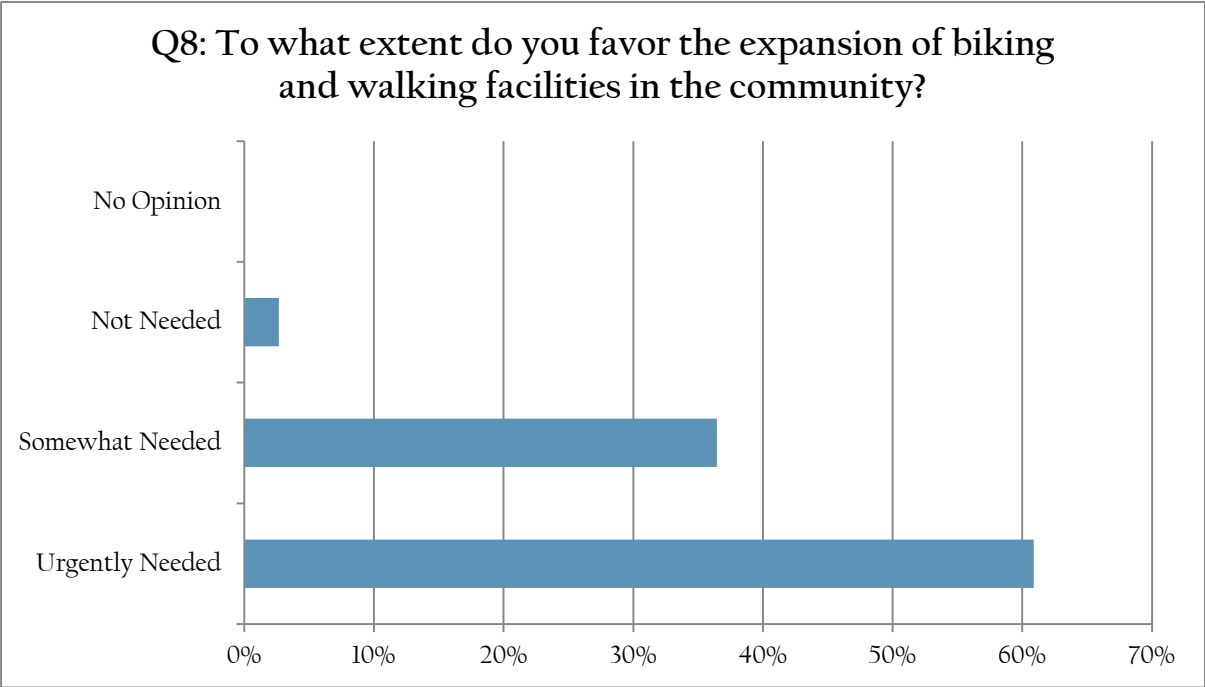
Based on the 197 responses, the most common themes are below.

1. More off-road path/trails
2. Biking and walking infrastructure improvements
3. Additional bike lanes
4. Better signage/maps
5. Additional mountain bike trails
6. Better lighting and visibility at night
7. Safer routes/driver awareness

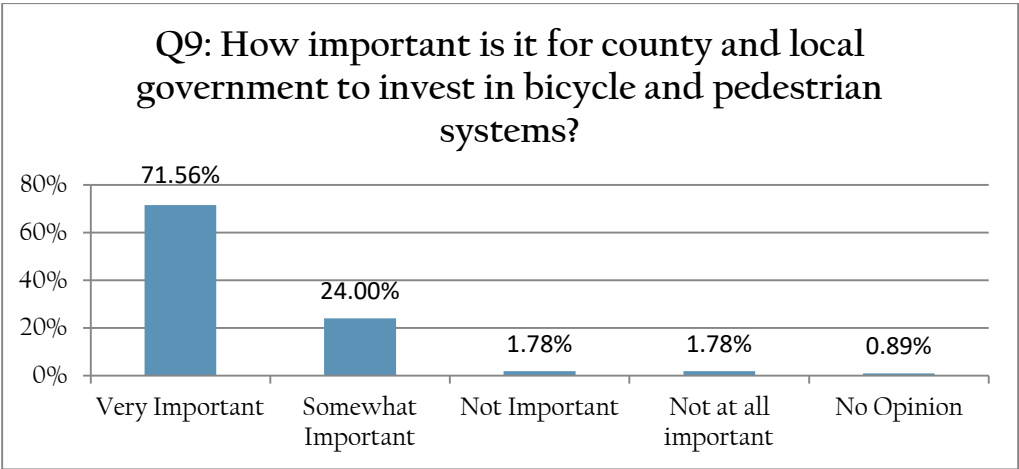
Survey respondents expressed concerns about biking and walking in their community, highlighting safety for bicyclists and pedestrians, insufficient infrastructure, driver awareness, and the need for better maintenance and connections. Specific safety concerns were raised for several streets and highways, including 8th Street (Wisconsin Rapids), Highway 80 (Pittsville), and Riverview Expressway (Wisconsin Rapids). To improve biking and walking conditions, respondents suggested adding more off-road paths and trails, upgrading infrastructure, increasing bike lanes, improving signage and lighting, and enhancing safety through better driver awareness.



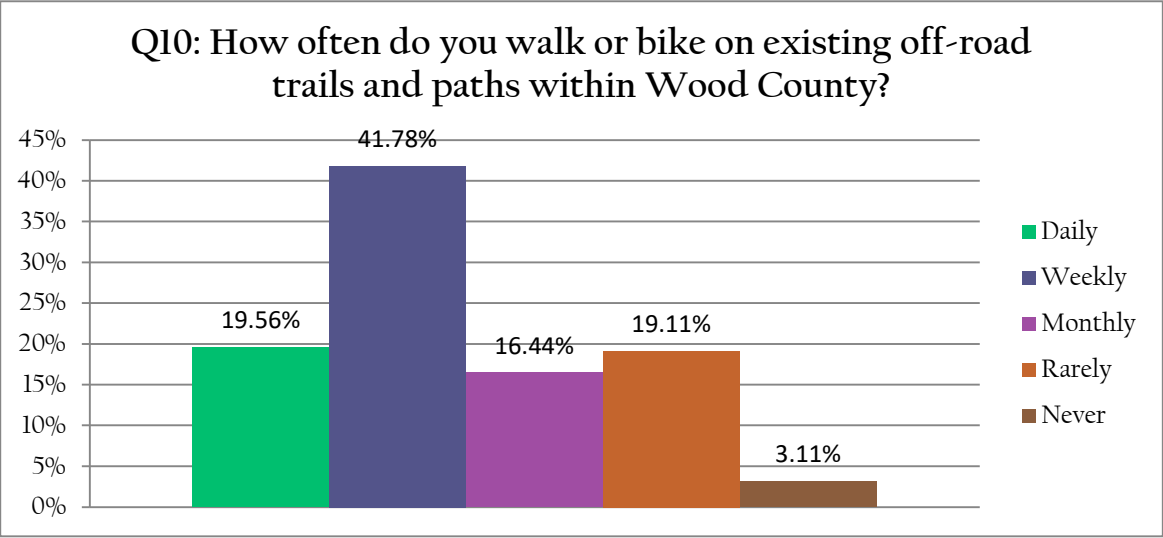
The chart shows that the majority of respondents believe biking and walking facilities in Wood County hold high value for improving the quality of life (around 80%), stimulating the local economy (around 70%), and providing opportunities for physical exercise and social/emotional development (around 75%). Approximately 75% of respondents see these facilities as strengthening the community image and sense of place, and about 65% consider them a good alternative to automobiles. Wholesome family recreation is valued highly by about 70% of the respondents.



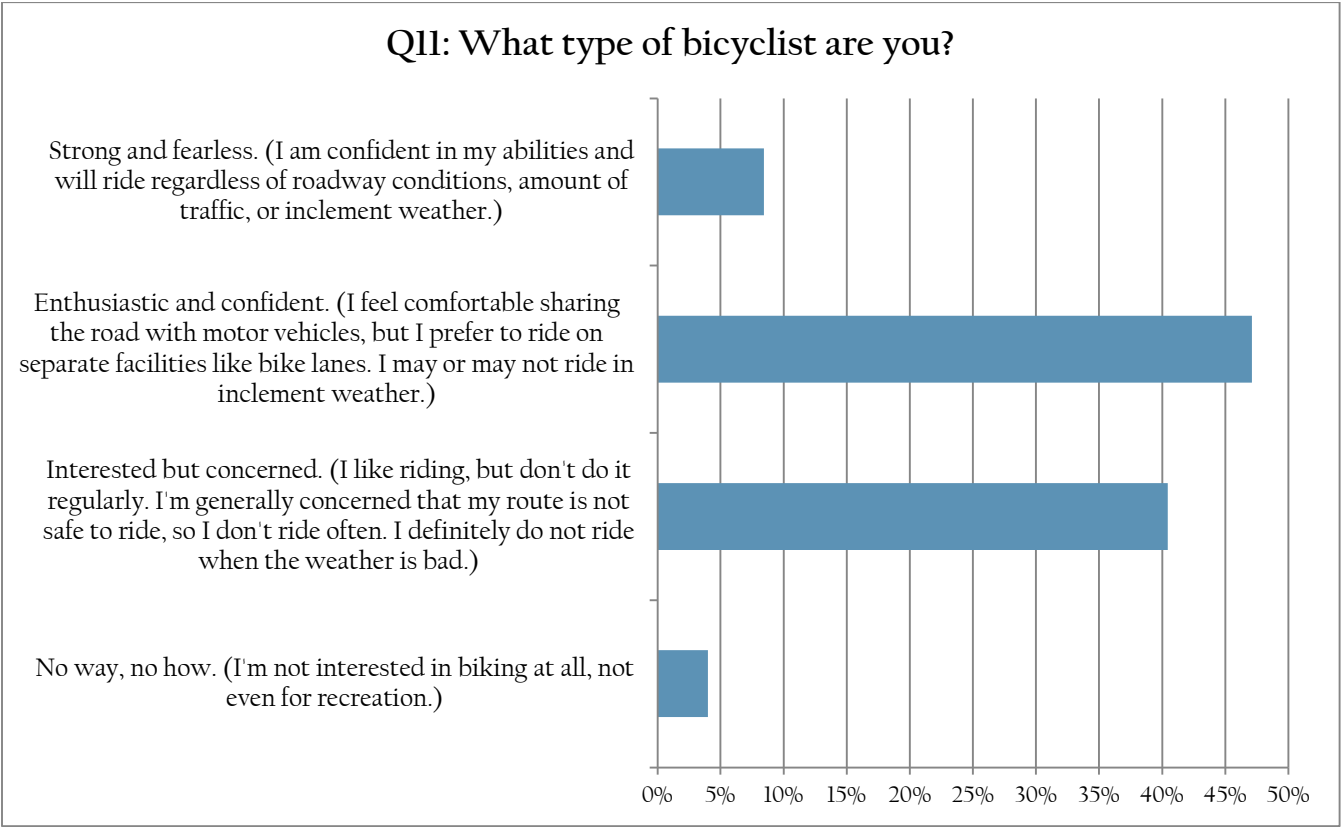
The majority of respondents (approximately 60%) believe that expanding biking and walking facilities in the community is urgently needed, while about 30% consider it somewhat needed. A small percentage (around 5%) think it is not needed, and two respondents had no opinion.



Most respondents (95%) believe it is important for county and local governments to invest in bicycle and pedestrian systems. Only around 4% of respondents indicated that these investments are not important or not all important.



Respondents reported differing frequencies of biking or walking within Wood County. Most respondents (61%) indicated they bike or walk on off-road trails and paths daily or weekly. On the other hand, 22% rarely or never utilize off-road paths or trails.



The chart categorizes respondents based on their bicycling habits and confidence levels. Approximately 45% identify as "Enthusiastic and confident" cyclists, comfortable riding with motor vehicles but preferring separate facilities. Around 30% are "Interested but concerned," enjoying riding but worried about safety and adverse weather conditions, while about 10% are "Strong and fearless," riding regardless of conditions, and a small percentage (about 5%) are not interested in biking at all.

Q12: Please identify or describe existing off-road trails and paths where you currently or have previously walked or biked.

Based on the 187 responses, the most common themes are below.

1. South Wood County Park (Lake Wazeecha) trails - Grand Rapids
2. Nepco Lake County Park trails – Wisconsin Rapids
3. Nekoosa to Port Edwards to Wisconsin Rapids trail (Wisconsin River Trail)
4. Biron Area trails
5. Powers Bluff Park trails - Arpin
6. Hewitt-Marshfield Trail
7. Ahdawagam Trail - Wisconsin Rapids)
8. Mill Creek Trails – Marshfield
9. Riverside Park - Nekoosa

Q13: If you only occasionally (or never) walk or bike existing off-road trails or paths in Wood County, please describe any issues or concerns that limit your use of these facilities.

Based on the 131 responses, the most common themes are below.

1. Poor trail conditions
2. Safety concerns
3. Poor connectivity to destinations
4. Accessibility (have to drive to trails)
5. Limited available trails
6. Lack of lighting

Survey respondents frequently use off-road trails in areas such as South Wood County Park (Lake Wazeecha), Nepco Lake County Park, and the Wisconsin River Trail from Nekoosa to Wisconsin Rapids. However, some respondents rarely or never use trails due to concerns about poor trail conditions, safety, lack of connectivity to destinations, accessibility challenges (needing to drive to trails), limited trail availability, and insufficient lighting.

Public Input WikiMap Results

At the end of the online survey there was a thank you screen page identifying a second part for them to complete at any given time (they could save the link for later). This second part invited them to plot bicycle and pedestrian routes, or potential issues onto the open-source tool called WikiMap.

Participants had two possible ways to contribute to the interactive exercise:

1. **Add a Route:** Participants had the option to draw five different kinds of routes relating to routes users enjoy, routes users think need improvement, or routes users want to see developed in the future.
2. **Add a Point:** Participants were encouraged to plot points on the map indicating conflict areas, places where bicycle parking is needed, and destinations to which users can walk or take their bicycles.

The WikiMap results are compiled on Map 2. Refer to Appendix B for list of public comments entered into WikiMap. These results were consulted as routing was considered for the proposed route plan.

Public Open House Meetings

Public open house meetings were held in Marshfield and Wisconsin Rapids in November 2024 to engage with interested residents and discuss issues and opportunities for bicycling and walking. These meetings were promoted in a number of ways including local, Marshfield and Wisconsin Rapids newspaper notices, Facebook posts on the River Riders, County Parks, and Chamber pages, and outreach to local bike shops.

A few residents attended each of the sessions. Route maps were reviewed and discussed. Most attendees were glad to see efforts were being made for bicycle and pedestrian planning in Wood County. Many talked about significant levels of solo and group bike riding on rural roads across the County, particularly in the Marshfield and Wisconsin Rapids areas.

Community Outreach

During the planning process, NCWRPC Staff reached out to each city, village and town in the County through meetings, telephone interviews and email.

The meeting with Marshfield discussed integrating their bike and pedestrian plan into a countywide network. A meeting with City of Pittsville and Town of Dexter discussed routing within the city and town as well as connections to adjacent parks and communities. The meeting with the HEART trail group lead discussed the goals of the HEART effort and their routing plans for City of Nekoosa, Village of Port Edwards, and Town of Saratoga.

Meetings were set up in conjunction with the public open houses in November for towns to gather and discuss the plan. Town of Cameron and Town of Grand Rapids attended, and proposed routes were reviewed and discussed.

Staff worked with the City of Wisconsin Rapids over the course of several meetings in 2023 to create a proposed route network for the city. The remaining villages and towns were contacted for input and bicycle and pedestrian issues and input on proposed routing.

In February of 2025, NCWRPC Staff attended the Wood County Towns Association unit meeting to present the draft plan and solicit input. Concern about liability was raised. See Appendix E for a discussion on the recreational immunity statute. However, it is important to note that bicycles are defined as vehicles in state statutes and legal on roadways unless restricted by the governmental entity with jurisdiction over the roadways, there is no liability. Bicycles are treated the same as motor vehicles.

Chapter 2: Background and Inventory

Knowing what currently exists provides a baseline for monitoring changes in facility use. An inventory of demographic data, roadway conditions, bicycling and walking facilities, and crash locations will build this baseline.

Demographic Analysis

Wood County is located in Central Wisconsin. The County is bordered to the north by Marathon County, to the east by Portage County, to the south by Juneau County and Adams County, and to the west by Clark County and Jackson County. Wood County is located approximately 100 miles northwest of Madison, roughly 40 miles south of Wausau and roughly 100 miles southwest of Green Bay. The County is approximately 793 square miles in size with an estimated population of 74,138 residents in 2022.

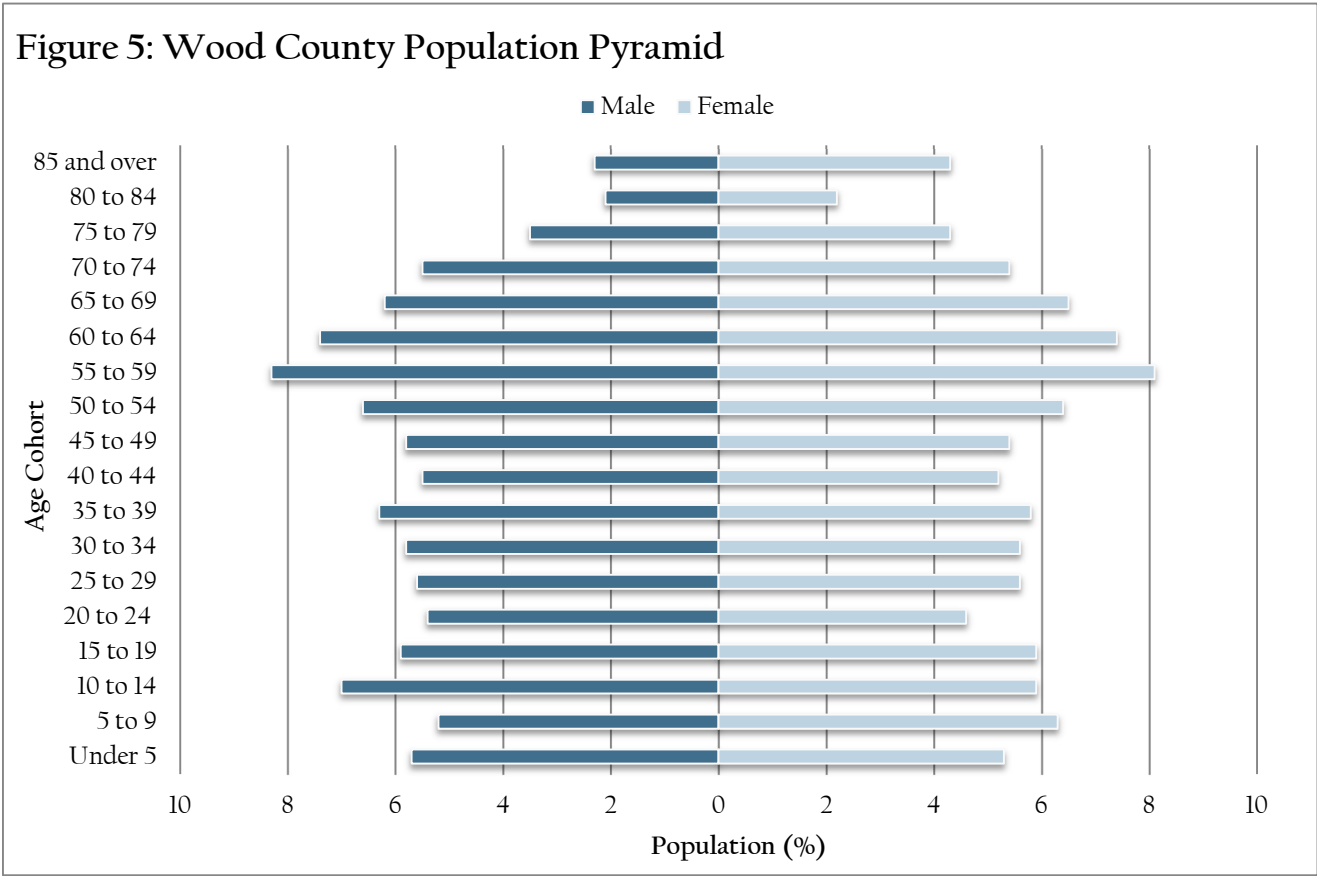
Wood County contains four cities (Marshfield, Nekoosa, Pittsville, and Wisconsin Rapids), and eight villages (Arpin, Auburndale, Biron, Hewitt, Milladore, Port Edwards, Rudolph, and Vesper). The City of Wisconsin Rapids is the largest municipality in Wood County with an estimated population of 18,783 residents in 2022. According to projections from the Wisconsin Department of Administration (WDOA), Wood County is expected to decrease by 3,662 residents between 2010 and 2040, as shown in Table 2, which displays population trends for Wood County. The Village of Hewitt, Village of Milladore, and Village of Vesper are projected to increase in population between 2010 and 2040, while the other urban areas within the county are all projected to decrease in population.

Table 2: Wood County Population Trends, 2010-2040

	2010	2022	2025	2030	2035	2040	% Change '10- '22	% Change '10- '40
C Marshfield	18,218	18,071	17,850	17,650	17,400	16,810	-1%	-8%
C Nekoosa	2,580	2,489	2,550	2,530	2,500	2,415	-4%	-6%
C Pittsville	874	882	890	895	895	875	1%	0%
C Wisconsin Rapids	18,367	18,783	18,280	18,160	17,990	17,470	2%	-5%
V Arpin	333	284	325	325	320	310	-15%	-7%
V Auburndale	703	882	700	695	690	670	25%	-5%
V Biron	839	776	800	780	760	720	-8%	-14%
V Hewitt	828	844	885	900	920	915	2%	11%
V Milladore	276	415	285	285	285	280	50%	1%
V Port Edwards	1,818	1818	1,665	1,610	1,555	1,465	0%	-19%
V Rudolph	439	448	420	415	410	395	2%	-10%
V Vesper	584	502	595	600	600	590	-14%	1%
Towns	28,953	27,944	29,125	29,085	28,945	28,235	-3%	-2%
Wood County	74,812	74,138	74,370	73,930	73,270	71,150	-1%	-5%

Source: U.S. Census, American Community Survey, WDOA

Walking and biking are often the only means of transportation for individuals under 16 years of age. According to U.S. Census figures (Table 3), roughly 19 percent of residents within Wood County are 15 years old or younger. A survey conducted by the U.S. Census has found that individuals most likely to walk or bike to work are in the 16 to 24 and the 55 and over age groups, with rates of walking or biking to work decreasing between 25 and 54 years of age. Approximately 46 percent of Wood County residents have the potential to walk or use bicycles for their commuting needs due to their young age or being in age groups considered more likely to bicycle or walk to work.



Source: US Census 2020

Wood County had a median age of 44.3 in 2020, with median ages ranging from 35.8 (Milladore) to 51.1 (Biron) among the county’s urban municipalities. Table 3 displays age characteristics for Wood County and its incorporated municipalities. Approximately 35 percent of residents within Wood County are between 25 and 54 years of age, while approximately 25 percent of residents within the County fall into age groups (16-24 and 55-65) considered as more likely to bike or walk to work. The population pyramid in Figure 5 above shows the breakdown of each age group for Wood County.

Table 3: Wood County Age Characteristics, 2020

	Median Age	% Under 15*	% 25-54**	% 16-24, 55-64***
City of Marshfield	42.2	17.9%	36.2%	23.4%
City of Nekoosa	42.2	20.9%	34.8%	24.1%
City of Pittsville	44.7	18.8%	34.2%	26.8%
City of Wisconsin Rapids	41.9	18.9%	35.4%	23.6%
Village of Arpin	39.8	14.4%	38.3%	36%
Village of Auburndale	41.5	21.1%	32.2%	27.9%
Village of Biron	51.1	12.6%	33.2%	26.6%
Village of Hewitt	43.7	20.4%	36.7%	25.7%
Village of Milladore	35.8	22.8%	35.1%	19.8%
Village of Port Edwards	45.6	21.5%	31.0%	22.3%
Village of Rudolph	40.3	19.6%	33.5%	27.8%
Village of Vesper	41.6	19.5%	39.4%	21.1%
Wood County	44.3	18.7%	34.6%	25.3%
*: Percent of Individuals 15 years old or younger. **: Percent of individuals between 25 and 54 years of age. ***: Percent of individuals in the 16-24 and 55-64 age groups. Source: U.S. Census 2020				

Impact of Seasonal Housing

Bicycling as a recreational activity is common among seasonal residents, especially when scenic trails are available. Seasonal residents often travel to an area just to enjoy the outdoors, and this can include bicycling from place to place or on bicycle trails. Table 4 shows the percentage of seasonal housing units to total housing units (i.e. year-round housing units) in each of the towns and municipalities in Wood County. Seasonal housing rates are quite low, with 3.9 percent in the towns and none in many of the incorporated areas. Seasonal housing rates are highest in the eastern portion of the County and along the Wisconsin River, while the western portion of the County has low seasonal home rates. The trend over the last 20 years has been for seasonal homeowners to retire to their seasonal homes, thus becoming permanent residents in their former “cottages”.

Table 4: Year-round Housing and Seasonal Housing, 2022		
	Year-Round Housing Units	Seasonal Housing Units
Wood County	98.3%	1.7%
City of Marshfield	100%	0.0%
City of Nekoosa	98.6%	1.4%
City of Pittsville	100%	0.0%
City of Wisconsin Rapids	99.5%	0.5%
Village of Arpin	97.2%	2.8%
Village of Auburndale	100%	0.0%
Village of Biron	100%	0.0%
Village of Hewitt	100%	0.0%
Village of Milladore	100%	0.0%
Village of Port Edwards	96.5%	3.5%
Village of Rudolph	100%	0.0%
Village of Vesper	100%	0.0%
Towns	96.1%	3.9%

Review of Existing Plans, Policies, and Regulations

This summary of existing plans, policies, and ordinances influencing bicycling and walking in Wood County starts with regional plans and policies and is then organized by municipality. Summaries include purpose, goals, recommendations, identification of bicycle and pedestrian facilities, and/or other key information provided in the plan.

The following plans and policies related to walking and bicycling in Wood County were reviewed for this plan:

- North Central Wisconsin Regional Bicycle & Pedestrian Plan, 2018
- Wood County Bicycle & Pedestrian Plan, 1995
- Wisconsin Bicycle Transportation Plan 2020
- State Trails Network Plan 2003
- Safe Routes to School Plans
 - City of Marshfield Safe Routes to School Plan - 2008
 - Wisconsin Rapids Safe Routes to School Plan – 2010
 - Nekoosa Safe Routes to School Plan – 2020
- Wisconsin Rapids Ahdawagam Trail Plan
- Wisconsin State Statutes
- Wood County Comprehensive Plan
- Wood County Parks, Recreation, and Open Spaces Plan, 2018
- Wood County Community Health Assessment and Community Health Improvement Plan
- City of Wisconsin Rapids Code of Ordinances
- City of Wisconsin Rapids Comprehensive Plan
- City of Wisconsin Rapids Outdoor Recreation Plan
- City of Marshfield Bicycle and Pedestrian Plan
- City of Marshfield Comprehensive Plan
- City of Marshfield Downtown Master Plan, 2015
- City of Marshfield Outdoor Recreation Plan
- City of Marshfield Code of Ordinances
- City of Nekoosa Code of Ordinances
- City of Nekoosa Comprehensive Plan
- City of Pittsville Code of Ordinances
- Village of Biron Code of Ordinances
- Village of Biron Comprehensive Plan
- Village of Port Edwards Code of Ordinances

North Central Wisconsin Regional Bicycle & Pedestrian Plan, 2018

The North Central Wisconsin Regional Bicycle and Pedestrian Plan (NCWRBP) analyzes bicycle and pedestrian transportation throughout the North Central Region. The purpose of this plan is to “recommend policies, programs, and facilities to improve the safety, viability, convenience, and attractiveness of bicycling and walking for transportation.” This plan also serves to “bridge the gap” between local community planning and State plans, as well as fill in gaps where improvements for bicycling and/or walking end in local community plans, to create a regional network of safe walking and bicycling.

The Federal Highway Administration defines the purpose of walking and bicycling networks in the following quote. “A complete network creates safe, comfortable, and accessible multimodal routes for people walking and bicycling. The network may be comprised of varying facilities that appeal to a range of ages and abilities, such as shared use paths, sidewalks, and bike lanes. These facilities also provide equitable transportation for people of all income levels.”

The Regional Bicycle and Pedestrian Plan contains the following four region-wide goals:

- **Mobility** – *The Trail System must enhance bicyclists’ ability to get around the Region including access to key destinations such as schools, parks, retail areas, and other public facilities.*
- **Functionality** – *New off-road routes, improved existing street routes, signage and marking, and route promotion must be combined to function as a system that is easy and desirable to use.*
- **Safety** – *Every bicyclist and pedestrian in the North Central Region deserves a system that is safe for travel. Improving bicyclist and pedestrian safety was a top priority of the 2004 North Central Wisconsin Regional Bicycle Facilities Plan.*
- **Connectivity** – *The Trail System must provide a seamless transportation system on multiple levels including; internally to all areas of a community; externally to outlying neighbors around the Region; and becoming a part of the bigger picture of a statewide trails network.*

Regional Corridors

Regional corridors are used to link communities with other communities. Bicycle corridors form a conceptual network representing where people want to go on an inter-community or regional basis. Implementing such connections is not always accomplished in the most direct ways, however. Traffic volumes and other safety factors, physical barriers, and the location of previously existing facilities all play a role in the ultimate determination of routes. This recommended network* was identified from existing local plans, local input, suitability mapping, and incorporates inventoried existing facilities. Regional corridors within Wood County are described below.

**It is important to note that the Wood County Bicycle and Pedestrian Plan takes precedence over the NCWRBP in case of conflict over recommended or suggested routes.*

Wood County contains the following potential bicycle corridors*, all of which are considered to be in good condition for bicycling per WisDOT suitability:

- Arpin – Auburndale: 8-9 miles, good condition
- Arpin – Marshfield: 15-20 miles, moderate condition
- Arpin – Pittsville: 12-13 miles, good condition
- Arpin – Vesper: 7 miles, moderate condition
- Auburndale – Marshfield: 10-13 miles, moderate condition
- Marshfield – Pittsville: 17-21 miles, poor condition
- Pittsville – Wisconsin Rapids: 18-22 miles, moderate condition
- Rudolph – Wisconsin Rapids: 9-11 miles, moderate condition
- Vesper – Wisconsin Rapids: 11-13 miles, good condition

Corridors* linking Wood and Adams Counties include the following:

- Wisconsin Rapids – Rome: 44 miles, poor condition

Corridors* linking Wood and Juneau Counties include the following:

- Pittsville – Necedah Wildlife Refuge: 33 miles, moderate condition
- Wisconsin Rapids – Necedah Wildlife Refuge: 41-42 miles, moderate condition

Corridors* linking Wood and Marathon Counties include the following:

- Marshfield – Spencer: 9 miles, poor condition
- Marshfield – Stratford: 13 miles, poor condition

Corridors* linking Wood and Portage Counties include:

- Wisconsin Rapids – Stevens Point: 19 miles, moderate condition
- Auburndale – Junction City: 12 miles, good condition
- Rudolph – Junction City: 8 miles, moderate condition

Wood County Bicycle & Pedestrian Plan, 1995

The Wood County Transportation and Economic Development Committee sponsored the update of the 1980 Bicycle Facilities Plan for Wood County in 1993. The goal of the plan was to develop a safe, convenient, and cost-effective bicycle and pedestrian system that increased transportation choices and recreational opportunities, while capitalizing on the natural and cultural resources in the County.

The existing conditions report found that on the countywide level, bicycle accommodations for routes had been made as many of the newly constructed County highways near urban areas had five-foot-wide paved shoulders. However, in the urbanized areas, such as Wisconsin Rapids and Marshfield, facilities were relatively sparse for bicyclists. Pedestrian infrastructure, including sidewalks and crosswalks, had been developed in most of the urbanized areas, with the exception of new subdivisions. Throughout this process a number of on-road routes were proposed, and a number of possible pedestrian/bicycle routes were identified connecting smaller rural communities.

Wisconsin Bicycle Transportation Plan 2020

The Wisconsin Bicycle Transportation Plan was adopted in December 1998. The intention of this plan is to serve as a blueprint for improving conditions for bicycling, clarify the role that the Wisconsin Department of Transportation (WisDOT) plays in bicycling transportation, and to establish policies to further integrate bicycling into the current transportation system.

The following two goals serve as the primary goals of the state bicycle plan:

- Increase levels of bicycling throughout Wisconsin, doubling the number of trips made by bicycles by the year 2010 (with additional increases achieved by 2020).
- Reduce crashes involving bicyclists and other motor vehicles by at least 10% by the year 2010 (with additional increases achieved by 2020).

Objectives of this plan include planning and designing new and improved transportation facilities to accommodate and encourage use by bicyclists, expanding and improving a statewide network of safe and convenient routes for bicycle transportation, expanding the range of bicycle education activities, improving enforcement of laws to prevent dangerous and illegal behavior by motorists and bicyclists, and encouraging more bicycle trips by promoting the acceptance and usefulness of bicycling.

The state bicycle plan generalizes the benefits of bicycling into the following eight categories: health, transportation, safety, environmental, transportation choice, efficiency, economic, and quality of life. When weighing the health benefits of bicycling against the health risks (crash potential) of bicycling, the *National Bicycling and Walking Study* states that “Once people are drawn to greater use of these modes, their numbers may reinforce their greater safety on the roadway as they become more fully accepted as legitimate users of the transportation system,” meaning that increasing numbers of bicyclists could lower the likelihood of being involved in a bicycle crash, due to increased awareness and acceptance of bicyclists on the road.

The 1987 study *Safety Effects of Cross-Section Design for Two-Lane Roads* found that adding four-foot-wide paved shoulders on rural two-lane highways reduces occurrences of bicycle-motor vehicle crashes by 29 percent, and the addition of 8-foot-wide paved shoulders reduces these crashes by 49 percent.

WisDOT is in the process of preparing an “Active Transportation Plan”, which will replace the state bicycle transportation plan. The new plan is expected to be approved in summer 2025.

State Trails Network Plan 2003

This 2003 document clarifies the Wisconsin Department of Natural Resources (WDNR) role and strategy in the provision of all types of trails. The plan identifies a series of potential trail corridors that would link existing trails, public lands, natural features, and communities. The preservation of transportation corridors, especially old rail lines, is discussed as a very important strategy for creating recreational corridors. The following segments of the statewide trail network involve Wood County.

Segment 4 – Marshland (Buffalo County) to Wisconsin Rapids [Active Rail Line]

Beginning in Marshland, across the Mississippi River from Winona, MN, this potential trail corridor is on a rail line that parallels the Trempealeau River east to Merrillan.

The rail line continues east through the north end of the Black River State Forest to City Point. From City Point to Wisconsin Rapids, the option of remaining on the rail corridor or using roadways should be considered.

Segment 18 – Tomahawk to Wisconsin Dells

It is important to note that Segment 18 links with potential corridors in the Northern and South Central regions to create a continuous trail route from Ashland, on Lake Superior, to the Wisconsin/Illinois state line. The Bearskin-Hiawatha State Trail and Segment 15 would provide the link to Lake Superior.

A variety of corridor types are used on this potential north-south trail route. From the Lincoln-Marathon county line, a trail following a power line corridor that extends south from State Highway 64 near Merrill to north of Wausau is recommended. Marathon County also recognizes the value of this utility corridor along the scenic Wisconsin Riverway for trail purposes.

Continuing southward, a power line corridor along County Trunk Highway X from Wausau to Stevens Point should be considered a component of the statewide “backbone” trail system. This potential trail not only connects the communities of Wausau and Stevens Point but also could link with the Green Circle State Trail and several other proposed trail corridors.

From Stevens Point to Wisconsin Dells, a potential trail route using roadways is recommended that would generally follow the Wisconsin River and its flowages and may provide access to Roche-A-Cri and Buckhorn State Parks for trail users. With the support of the counties, this could become a designated bike route. Paved shoulders should be included with any future road improvements. The Ice Age Trail crosses this potential corridor near the intersection of County Highway Z and State Highway 82.

Segment 47 – Marshfield to Merrilan

This potential trail corridor is a combination of a rail line and roadway that will link these two communities as it passes through many small towns. This segment will connect to West Central Region Segment #4 in Merrilan. Roadways may be necessary for the completion of this section as a portion of the rail corridor is in private ownership.

Segment 52 – Wausau to Marshfield

Marathon County also recognizes this abandoned rail corridor from Wausau to Marshfield as having significant trail potential. After rail line abandonment in the early 1980s the County took part of the rail right-of-way for tax purposes. A section near Wausau serves as a power line corridor by Wisconsin Public Service (WPS), which apparently would not object to sharing the right-of-way with trail users. Sections of the corridor have reverted back to adjacent landowners, but there may be opportunities for easements or the use of lightly traveled local roads.

Segment 64 – Ladysmith to Marshfield [Active Rail Line]

This rail corridor from Ladysmith to Marshfield intersects the Cornell to Chelsea corridor in Taylor County. This corridor passes a few state wildlife areas and crosses the Jump River. This small segment is a medium priority for acquisition in the Northern Region.

This potential trail corridor is a combination of rail line and highway right-of-way that continues into Northern Region as Segment # 64 to Ladysmith. This segment passes through numerous wildlife areas and several small communities.

Safe Routes to School Plans

City of Marshfield Safe Routes to School Plan, 2008

The Safe Routes to School (SRTS) Plan for the City of Marshfield was fully funded by WisDOT. The Marshfield Task Force was comprised of representatives from the schools, school district, and city, as well as parents, interested citizens, and others. This committee met at key benchmarks during the process to oversee preparation of the plan and provide direction for policy development.

To supplement attitudinal data, a walking and biking audit was conducted for areas within a half-mile radius of each participating school in November 2007. The audit was performed by several volunteers and was facilitated by Wisconsin Walks, Inc. Primary issues identified included the lack of sidewalks in many locations, lack of traffic controls, and difficult pedestrian crossings. The city applied for and was ultimately awarded SRTS funds for infrastructure projects based on the plan's recommendations.

Wisconsin Rapids Safe Routes to School Plan, 2010 [Update in Progress]

The City of Wisconsin Rapids and the Wisconsin Rapids Schools created an SRTS Task Force a year before applying for a planning grant. Five Wisconsin Rapids schools participated in the SRTS Task Force in 2008. These schools included Grove Elementary, Howe Elementary, Pitsch Elementary, Mead Elementary, and Washington Elementary School. The plan was adopted in June of 2010 and the task force aimed to have ten percent of students walking or bicycling to school by the fall of 2008 as several outreach efforts had already occurred. The city applied for and was ultimately awarded SRTS funds for infrastructure projects based on the plan's recommendations.

Nekoosa Safe Routes to School Plan, 2020

The purpose of the Safe Routes to School (SRTS) program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. The Nekoosa Safe Routes to School Plan assesses the facilities and conditions near schools, examines how students are currently traveling to/from school, and identifies safety/concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations were then created and will be implemented over time by the Nekoosa SRTS Task Force and other community members.

Maps 3A and 3B within that plan include site assessments of Humke Elementary School and Alexander Middle School respectively. These site assessments identify and assess the bicycling and walking infrastructure located within close proximity to the schools. Map 4 of that plan details traffic conditions within Nekoosa and identifies traffic counts and the locations of bicyclist/pedestrian-involved crashes that have occurred within Nekoosa since 2000.

The plan also identified issues and possible solutions to address these issues. The issues identified within the plan are listed below:

- Need for Education about Safe Pedestrian and Bicyclist Practices
- Need for Pedestrian and Bicycle Safety
- Reluctance to Allow Walking and Biking
- Need for Consistency and Accountability
- Measurement of Results Needed

Map 5 of that plan details the physical recommendations that were created in an effort to improve pedestrian and bicyclist safety. These recommendations include intersection treatments, the addition of a flashing beacon to school speed zone signs, proposed multi-use paths, proposed new roadways, proposed sidewalks, and proposed sidewalk enhancements.

The goals of the Nekoosa Safe Routes to School Plan are:

1. Use the planning process to create recommendations to establish safe routes to school.
2. Use collaboration to help educate and encourage the schools, parents, and community members to encourage and implement the use of safe routes and thereby increase the number of students that choose biking and walking to school rather than parents driving students to school.

Wisconsin Rapids Ahdawagam Trails

The City of Wisconsin Rapids Trail Plan consists of a map detailing five on-street routes. The recreational system, called the Ahdawagam Trails, is a combination of dedicated, paved, off-street trails and city streets where paint markings designate restricted bike lanes. This trail system encompasses approximately 21 total miles of trails.

Wisconsin State Statutes

The Wisconsin State Statutes serve as laws applicable throughout the State of Wisconsin. An overview of the statutes that relate to bicycling and walking is provided below (other statutes may apply):

340.01: Words and Phrases Defined

This statute refers to definitions for words and phrases related to vehicles in the State of Wisconsin: in particular defining a bicycle as a legal vehicle on public roadways, bicycle lanes and bicycle ways.

“Bicycle means every vehicle propelled by feet or hands acting upon pedals or cranks and having wheels any 2 of which are not less than 14 inches in diameter.”

“Bicycle lane means that portion of a roadway set aside by the governing body of any city, town, village, or county for the exclusive use of bicycles, electric scooters, electric personal assistive mobility devices, or other modes of travel where permitted under s. 349.23 (2) (a), and so designated by appropriate signs and pavement markings.”

“Bicycle way means any path or sidewalk or portion thereof designated for the use of bicycles, electric scooters, and electric personal assistive mobility devices by the governing body of any city, town, village, or county.”

“Electric bicycle means a bicycle that is equipped with fully operative pedals for propulsion by human power and an electric motor of 750 watts or less and that meets the requirements of any of the following classifications:

- Class 1 electric bicycle is an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
- Class 2 electric bicycle is an electric bicycle that may be powered solely by the motor and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.
- Class 3 electric bicycle is an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.”

346.25: Crossing at Place other than Crosswalk

Under this statute, every pedestrian, bicyclist, or rider of any electric personal assistive mobility device crossing a roadway at any point other than within a marked or unmarked crosswalk shall yield the right-of-way to all vehicles upon the roadway.

346.28: Pedestrians to Walk on Left Side of Highway; Drivers to Yield on Sidewalks

Under this statute, every pedestrian traveling along and upon a highway other than upon a sidewalk shall travel on and along the left side of the highway and upon meeting a vehicle shall, if practicable, move to the extreme outer limit of the traveled portion of the highway. Operators of vehicles shall yield the right-of-way to pedestrians, personal delivery devices, bicycles, and riders of electric personal assistive mobility devices on sidewalks as required by s. 346.47.

346.79: Special Rules Applicable to Bicycles

This statute refers to the special rules bicyclists must abide by whenever operating upon a highway, bicycle lane or bicycle way.

“A person operating a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto

- Except as provided, no bicycle may be used to carry or transport more persons at one time than the number for which it is designed.
- In addition to the operator, a bicycle otherwise designed to carry only the operator may be used to carry or transport a child seated in an auxiliary child’s seat or trailer designed for attachment to a bicycle if the seat or trailer is securely attached to the bicycle according to the directions of the manufacturer of the seat or trailer.”

“No person operating a bicycle shall carry any package, bundle, or article which prevents the operator from keeping at least one hand upon the handlebars.”

“No person riding a bicycle shall attach himself or herself or his or her bicycle to any vehicle upon a roadway.”

“No person may ride a moped or motor bicycle with the power unit in operation upon a bicycle way.”

346.80: Riding Bicycle - or Electric Personal Assistive Mobility Device on Roadway

This statute refers to the rules that bicyclists must adhere to when riding upon a roadway.

“In this section, ‘substandard width lane’ means a lane that is too narrow for a bicycle or electric personal assistive mobility device and a motor vehicle to travel safely side-by-side within the lane.”

“Any person operating a bicycle or electric personal assistive mobility device upon a roadway at less than the normal speed of traffic at the time and place under the conditions then existing shall ride as close as practicable to the right-hand edge or curb of the unobstructed traveled roadway, including operators who are riding two or more abreast where permitted, except when:”

- “When overtaking and passing another vehicle proceeding in the same direction”
- “When preparing for a left turn or U-turn at an intersection or a left turn into a private road or driveway”
- “When reasonably necessary to avoid unsafe conditions, including fixed or moving objects, parked or moving vehicles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to ride along the right-hand edge or curb.”

“Any person operating a bicycle or electric personal assistive mobility device upon a one-way highway having two or more lanes available for traffic may ride as near the left-hand edge or curb of the roadway as practicable.”

“Any person operating a bicycle or electric personal assistive mobility device upon a roadway shall exercise due care when passing a standing or parked vehicle or a vehicle proceeding in the same direction and, when passing a standing or parked vehicle that is a school bus that is not displaying flashing red warning lights or a motor bus, shall allow a minimum of three feet between the bicycle or electric personal assistive mobility device and the vehicle.”

“Persons riding bicycles or electric personal assistive mobility devices upon a roadway may ride two abreast if such operation does not impede the normal and reasonable movement of traffic. Bicycle or electric personal assistive mobility devices operators riding two abreast on a two-lane or more roadway shall ride within a single lane.”

“Persons riding bicycles upon a roadway may not ride more than two abreast except upon any path, trail, lane or other way set aside for the exclusive use of bicycles and personal assistive mobility devices.”

“No person may operate a bicycle, electric personal assistive mobility device, or moped upon a roadway where a sign is erected indicating that bicycle, electric personal assistive mobility device, or moped riding is prohibited.”

“Every rider of a bicycle or electric personal assistive mobility device shall, upon entering a highway, yield, and every personal delivery device operator shall ensure that the personal delivery device, upon entering on a highway, yield the right-of-way to motor vehicles.”

346.803: Riding Bicycle - or Electric Personal Assistive Mobility Device on Bicycle Way

This statute refers to the rules that bicyclists must adhere to when riding upon a bicycle way.

“Every person operating a bicycle or electric personal assistive mobility device upon a bicycle way shall:

- Exercise due care and give an audible signal when passing a bicycle or electric personal assistive mobility device rider or a pedestrian proceeding in the same direction.
- Obey each traffic signal or sign facing a roadway which runs parallel and adjacent to bicycle way.”

“Every person operating a bicycle or electric personal assistive mobility device upon a bicycle way open to two-way traffic shall ride on the right side of the bicycle way.”

“Every operator of a bicycle or electric personal assistive mobility device entering a bicycle way shall yield the right-of-way to all bicycles and pedestrians in the bicycle way.”

346.804: Riding Bicycle on Sidewalk

When riding upon a sidewalk permitted for bicycle use by local authorities, this statute requires every person operating a bicycle upon a sidewalk shall yield the right-of-way to any pedestrian and shall exercise due care and give an audible signal when passing a bicycle or electric personal assistive mobility device rider or a pedestrian proceeding in the same direction.

346.806: Special Rules Applicable to Electric Bicycles

This statute refers to special rules for the operation of an electric-bicycle.

“Except as otherwise expressly provided, an electric bicycle and an operator of an electric bicycle shall be afforded all the same rights and privileges, and be subject to the same duties, provided in chs. 340 to 351 as a bicycle or an operator of a bicycle. An electric bicycle shall be considered a vehicle to the same extent as a bicycle.”

“A person operating an electric bicycle is not subject to the provisions under ch. 341, 342, 343, or 344 relating to financial responsibility, operator’s licenses, registration, or certificates of title.”

“A person may ride, with the power unit in operation, an electric bicycle upon a bikeway, as defined under s. 84.60 (1) (a), under the jurisdiction of the department of natural resources, subject to any restrictions specified in a rule promulgated by the department of natural resources under s. 349.18 (4) (b), or under the jurisdiction of a municipality or county, subject to any restrictions specified in an ordinance enacted under s. 349.18 (4) (a).”

“A person may ride, with the power unit in operation, an electric bicycle upon a bikeway, as defined under s. 84.60 (1) (a), under the jurisdiction of the department, subject to any restrictions specified in a rule promulgated by the department.”

“No person under the age of 16 years may operate a class 3 electric bicycle. A person under the age of 16 years may ride as a passenger on a class 3 electric bicycle that is designed to accommodate passengers.”

347.489: Lamps & Other Equipment on Bicycles and Other Vehicles and Devices

This statute refers to bicycle equipment requirements across the State of Wisconsin.

No person may operate a bicycle, motor bicycle, personal delivery device, or electric personal assistive mobility device upon a highway, sidewalk, bicycle lane, or bicycle way during hours of darkness unless the bicycle, motor bicycle, personal delivery device, or electric personal assistive mobility device is equipped with or, with respect to a bicycle or motor bicycle, the operator is wearing, a lamp emitting a white light visible from a distance of at least 500 feet to the front of the bicycle, motor bicycle, personal delivery device, or electric personal assistive mobility device. A bicycle, motor bicycle, personal delivery device, or electric personal assistive mobility device shall also be equipped with a red reflector that has a diameter of at least 2 inches of surface area or, with respect to an electric personal assistive mobility device, that is a strip of reflective tape that has at least 2 square inches of surface area, on the rear so mounted and maintained as to be visible from all distances from 50 to 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A lamp emitting a steady or flashing red light visible from a distance of 500 feet to the rear may be used in lieu of the red reflector.

No person may operate a bicycle, motor bicycle, or electric personal assistive mobility device upon a highway, bicycle lane, or bicycle way unless it is equipped with a braking system in good working condition and can adequately control the movement of the bicycle, motor bicycle, or electric personal assistive mobility device and stop whenever necessary.

No bicycle, motor bicycle, or electric personal assistive mobility device may be equipped with nor may any person riding upon a bicycle, motor bicycle, or electric personal assistive mobility device use any siren or compression whistle.

Wood County Plans

Wood County has several plans and policies in place directly relating to walking and bicycling. The County also has numerous facilities that provide opportunities for walking and bicycling. Below is an overview of the walking and bicycling policies the County has in place.

Wood County Comprehensive Plan

Goals – Transportation

Transportation goals and objectives related to walking and bicycling in the Wood County Comprehensive Plan include increasing public awareness regarding slower forms of rural transportation (including bikes), considering the feasibility of incorporating design elements into maintenance and new roadway construction projects that accommodate bicyclists and pedestrians, continue to provide alternative transportation options including bicycle and pedestrian travel, update the Wood County Bicycle and Pedestrian Plan as often as necessary, continue efforts to make communities more walkable through programs such as Safe Routes to School, and to plan for maintenance of existing bicycle and pedestrian facilities as they reach a point when resurfacing and other maintenance is necessary.

Transportation Element

Bicycling and walking are covered in the Bicycle and Pedestrian Travel section of the Transportation Element. This section notes that the role that bicycle and pedestrian trails play in Wood County communities has become increasingly important. This section also notes that the trail network within the County consists of on-road and off-road trails constructed to a variety of standards based on cost and design limitations. Map 3-4 of the Transportation Element shows the bicycle and pedestrian trails within Wood County at the time this plan was adopted, and notes that most trails within the County are located in the Marshfield and Wisconsin Rapids areas.

In the Safe Routes to School section of the Transportation Element, the benefits of Safe Routes to School programs are described. Additionally, Figure 3-3 lists some possible Safe Routes activities and programs, and notes that successful programs lead to safer routes, healthier children, and a cleaner environment.

The Transportation Element also contains a Pedestrian Safety section. This section notes that the safety of pedestrians is an extremely important consideration in planning transportation networks. This section also suggests conducting walking audits as a way to identify problem areas. Additionally, Figure 3-4 shows the importance of walkable communities.

Wood County Parks, Recreation & Open Spaces Plan, 2018 [Update in Progress]

The Wood County Parks, Recreation & Open Spaces plan was created for the purpose of guiding and accomplishing a coordinated and harmonious outdoor recreation system. This is accomplished through an inventory and analysis of outdoor recreational facilities, and the establishment of recommendations to meet identified needs.

The plan's recommendations and capital improvements related to walking and bicycling include:

- Continue to maintain existing walking/biking trails in County parks, while additional trails should be considered where appropriate and practical. Additionally, plans to connect County parks with trails should be developed.
- Nepco Lake County Park
 - Trail head parking lot improvements
 - Improved trail head and trail signage
- South Wood County Park
 - Paving of a multi-use trail on the north side of Lake Wazeecha at South Wood County Park
 - Consideration for moving the disc golf course to improve the safety of the park's walking trail
- North Wood County Park
 - Construction of a new bridge that allows for pedestrian access near the lower dam at North Wood County Park
 - Disc golf course drainage and walk trails
- Dexter County Park
 - Improve sections of multi-use trail system with black top or recycled black top at Dexter County Park
 - Paved walk trail, with a fishing pier, near the shelter building
 - Paved walk trail from shelter to restrooms and playground
- Powers Bluff County Park
 - Construction of single track and multi-use trail system
 - Improve signage for the existing trail system to include interpretive signage for cultural, and natural history of the park

Wood County Community Health Assessment and Community Health Improvement Plan, 2017

The 2017 Community Health Assessment and Community Health Improvement Plan provides the framework for improving the health of Wood County. It also helps to highlight strengths as well as areas of need, and present opportunities for collaboration between public health, healthcare, community organizations, and residents. To better meet the needs of the community, the planning process involved a Steering Committee dedicated to actively engaging individual community members and groups who represent a wide range of interests within Wood County. The Steering Committee used a mixed-methods approach to identify community health priorities in Wood County and assure input from key stakeholders.

Wood County specific priority areas: Mental health & well-being, Alcohol & substance abuse, Healthy activity & food environments, and Healthy growth and development, will be addressed primarily at the community and county levels through the Health Department and community partners and organizations. The following goals relate to this bike and pedestrian plan:

- Improve the physical activity of Wood County residents through bicycling & walking infrastructure improvements. Complete Streets, Community Design, Bike Share, and Wayfinding/Route Systems were listed as methods to improve the walking and bicycling infrastructure within the County.

City of Wisconsin Rapids

The City of Wisconsin Rapids has several plans and policies in place directly relating to walking and bicycling in the City. The City also has numerous facilities that provide opportunities for walking and bicycling. Below is an overview of the walking and bicycling policies the City has in place.

Code of Ordinances

The City of Wisconsin Rapids Code of Ordinances contains the following items that are relevant to walking and bicycling within Wisconsin Rapids.

Streets & Sidewalks

Streets and Sidewalks are covered by Chapter 6 – Streets & Sidewalks of the City of Wisconsin Rapids Code of Ordinances. Under this ordinance, all sidewalks within the City must have a thickness of at least 4 inches and shall be five feet in width on all streets, unless otherwise directed by the City engineer, except that in front of buildings used for mercantile, commercial, or industrial purposes. Section 6.15 requires abutting landowners to remove any snow or ice within 24 hours of a snowfall, and failure to do so will result in a fine.

Traffic and Vehicles

Bicycles and Pedestrians are covered in Chapter 340 of the Code of Ordinances. Under Section 340.006 pedestrians are prohibited on all freeways and expressways. Additionally, when signs conforming to the Uniform Traffic Control Device Manual are erected at all points of access to such highways, no pedestrian shall walk or no person shall ride a non-motorized vehicle upon the following freeways, streets, and expressways:

- 8th Street South from its intersection with Oak Street through the Two Mile Avenue intersection, except bicycles
- Baker Drive viaduct
- Grand Avenue Bridge from the 2nd Street intersection through the 1st Avenue intersection
- Jackson Street Bridge from the 1st Street North intersection to the 2nd Avenue Intersection
- Riverview Expressway from the north city limits to the east city limits, except bicycles

City of Wisconsin Rapids Comprehensive Plan

Transportation Element

The Transportation element of the Comprehensive Plan notes that all roads within Wisconsin Rapids are available for bicycle and pedestrian travel and also notes that sidewalks exist for pedestrian travel in most residential areas and throughout the City's downtown area. The Transportation element also notes that WisDOT has determined bicycling conditions on all county and state highways located within the City, and notes that STH 34, STH 13-34-73, and CTHs W and Z were ranked as "poor" for bicycle travel because of a lack of on-street bicycling accommodations.

Map 5-1 of the Comprehensive Plan identifies the Transportation network within the City, and as such, depicts the location of the multi-use paved Ahdawagam Trail System.

Goal, Objectives, and Policies

The City of Wisconsin Rapids Comprehensive Plan has one Transportation Goal, which is “*To provide an integrated, efficient, and economical transportation system that affords mobility, convenience, energy-efficiency, and safety, and that meets the needs of all citizens, including transit-dependent and disabled citizens.*”

Objectives and policies related to walking and biking within the City include:

- Encourage a balanced transportation network that provides a choice in the type of mode (i.e. car, bus, bike, walking, etc.), easy transfer between modes, and transportation opportunities for those without use of an automobile.
- Encourage traditional neighborhood designs (TND) and cluster development as a means to support a range of transportation choices and control traffic and energy-use impacts.
- Support additional transportation options, including sidewalks and on and off-street bicycle facilities, for all segments of the population (e.g. the disabled, seniors, low-income individuals, and people seeking an alternative means of transportation), including those without access to an automobile.
- Incorporate pedestrian and on-street bicycle accommodations into all reconstruction and new construction projects, particularly for classified roadways and highways. Any state and/or federally funded projects along city streets and state connecting highways by law will require these accommodations.

City of Wisconsin Rapids Outdoor Recreation Plan

The City of Wisconsin Rapids Outdoor Recreation Plan identifies parks and other facilities within the City that provide walking and bicycling opportunities. Existing bicycling and walking trails in the City include the Ahdawagam Bike Trail System, while other bicycle and pedestrian amenities include the bike path within Ben Hanson Park, and walking paths within Gaynor Park and Legion Park. Goal 5 of the plan is to “*Become a more bicycle friendly community*” by integrating bicycling into local road projects where appropriate.

City of Marshfield

The City of Marshfield has several plans and policies in place directly relating to walking and bicycling in the City. The City also has numerous facilities that provide opportunities for walking and bicycling. Below is an overview of the walking and bicycling policies the City has in place.

City of Marshfield Bicycle and Pedestrian Plan, 2021

The City of Marshfield Bicycle and Pedestrian Plan serves as a guide for strategies and best practices when considering future accommodations and policies that affect walking and biking in Marshfield. As both the Marshfield Bicycle and Pedestrian Plan and the Wood County Bicycle and Pedestrian Plan were developed in the same timeframe, elements of the Marshfield Bicycle and Pedestrian Plan, such as existing and potential routes and trails, were incorporated into the Wood County Bicycle and Pedestrian Plan.

The recommendations of this plan were guided by the following goals:

- Goal 1 – Add 4 miles of off-road trails, bike lanes, or shared road routes by January 1, 2026.
- Goal 2 – Improve bicycle and pedestrian safety through education and enforcement efforts.
- Goal 3 – Continue to remove gaps and create more loops within the bicycle network.
- Goal 4 – Increase the number of walking and bicycling trips in Marshfield.

The following are recommendations for this plan:

Bicycle Facility Recommendations

- 1. Focus on creating “mini-loop” bike routes throughout the city to provide enhanced connectivity to recreational cyclists.
- 2. Review and update this plan every 10 years.
- 3. Continue to promote bicycle routes and trails as a tourist attraction and economic development tool.
- 4. Increase the number of bicycle parking options on both public and private properties.
- 5. Work with the Town of McMillan and Marathon County to establish a trail connection between the city’s existing bicycle network and the McMillan Marsh Trail.
- 6. Collaborate with Wood County and Marathon County to connect to any proposed regional connections.

Pedestrian Facilities

- 7. Create a citywide sidewalk inventory database that monitors the conditions of sidewalks and use this inventory to determine which future projects should be completed.
- 8. Continue to improve the connectivity of the pedestrian network throughout the city.
- 9. Consider incorporating traffic calming measures and pedestrian signals in order to improve pedestrian safety.

Policy Recommendations

- 10. Consider prohibiting bicycle use on sidewalks near the downtown area.
- 11. Designate a Parks and Recreation Department employee as the Bicycle and Pedestrian Coordinator for the City.
- 12. Consider creating a Bicycle and Pedestrian Advisory Committee.

Education and Safety Recommendations

- 13. Continue and expand on bicycle and pedestrian safety education.
- 14. Educate the public about the existing trail networks, bicycle routes, and promote these to residents and visitors.

Enforcement Recommendations

- 15. Continue to enhance enforcement of violations in order to target unsafe driving behaviors and reinforce safe walking and bicycling behaviors.
- 16. Continue to remove snow and ice from trails and bike lanes as soon as possible.
- 17. Annually count the number of users on city-owned trails.
- 18. Continue to collect data for the Walk and Bike to School Month Challenge and the International Walk and Bike to School Day. If the data begins to show that there is a decline in participation, then adjustments to the program should be made.
- 19. Establish national recognition for Marshfield as a Bicycle Friendly and Walk Friendly Community.

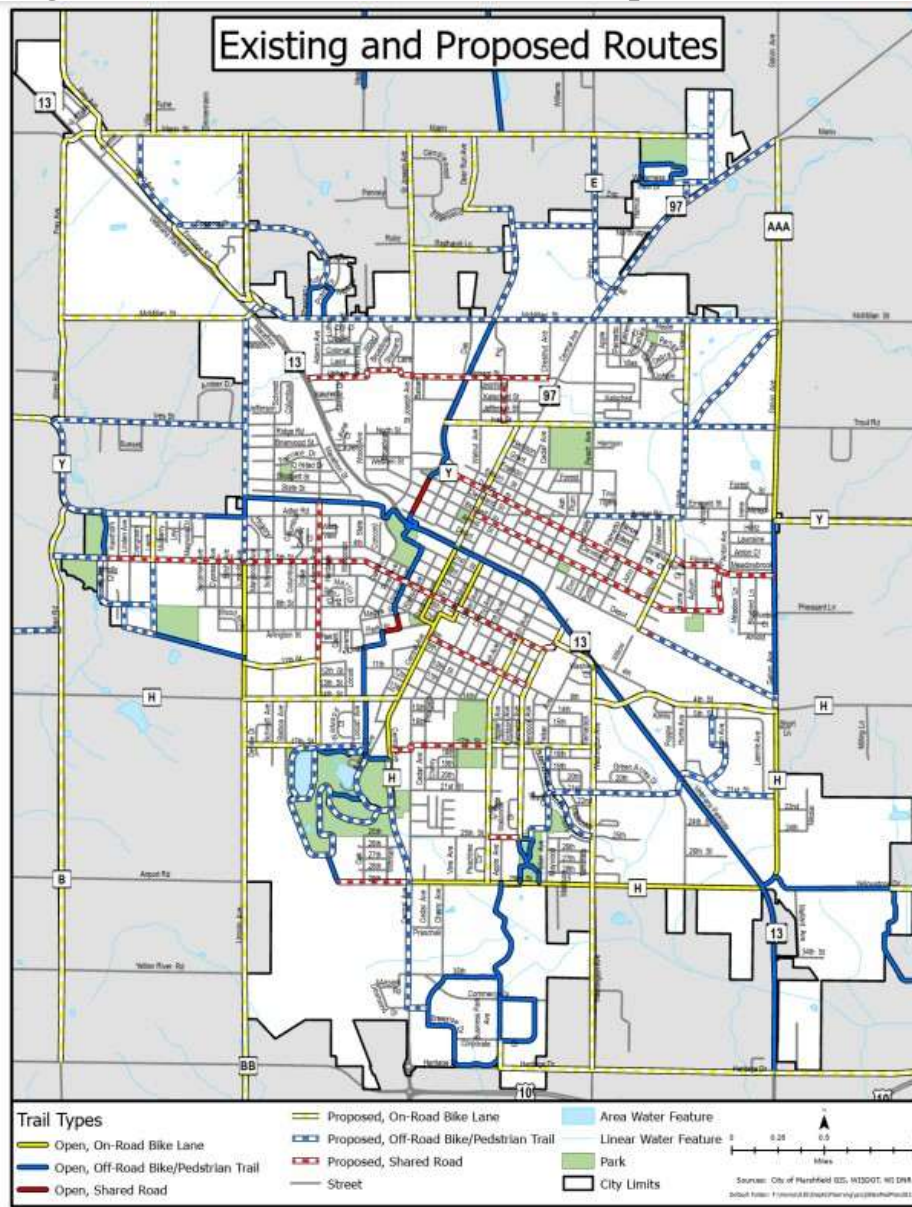
Funding Recommendations

- 20. Continue to apply for funding opportunities from federal, state, and local sources.
- 21. Encourage public/private partnerships to help secure funds and make grant applications more competitive.

Wayfinding Signage Recommendations

- 22. Add wayfinding signage to better link the downtown to Steve J. Miller Recreation Area.
- 23. Add information kiosks with maps to several major destinations as a way to promote the trail system and inform users of possible routes.
- 24. Improve wayfinding signage along bicycle routes by creating a comprehensive wayfinding plan.

Figure 6: Marshfield Bike-Ped Plan Map



Map: 5 Official Bicycle & Pedestrian Network Map.

Source: City of Marshfield, 2021

City of Marshfield Comprehensive Plan, 2017

Transportation Chapter – Bicycle and Pedestrian Facilities

The Transportation Chapter's *Bicycle and Pedestrian Facilities* section identifies that a community that is walkable and has access to bicycle and pedestrian facilities is critical in the development of a healthy and active community, and that the City's bicycle and pedestrian transportation system is generally made up of bicycle facilities and sidewalks. The Transportation Chapter also identifies and describes the existing bicycle trails within the City. Existing and proposed Trails within Marshfield are shown in the plan's *Map 5.3: Bicycle Transportation Network*.

Trails open to bicyclists and pedestrians within Marshfield:

- Griese Park Trail
- Hamus Nature Preserve
- McMillan Marsh Trail and Recreation Area
- McMillan Marsh Wildlife Area
- Weber Park Trail
- Wildwood Park Trails

Existing off-road trails open to bicyclists and pedestrians:

- Mill Creek Business Park Trail
- Veterans Parkway Trail
- Wildwood Station Trail
- Adler Road Trail
- North Galvin Avenue Trail
- Hewitt Connector Trail

Existing on-road trails open to bicyclists and pedestrians:

- Greenway Trail

Existing on-road bike lanes:

- Lincoln Avenue: Bike lanes on both sides of street from 14th Street to 5th Street
- Chestnut Avenue: Bike lanes on both sides of street from 7th Street to Veterans Parkway
- Central Avenue: Bike lanes from Marshfield Utilities to 7th Street on the west side of the street and to 6th Street on the east side of the street
- Chestnut Avenue: Bike lanes on both sides of street from 6th Street to Veterans Parkway
- Galvin Avenue: Bike lanes on both sides of street from Yellowstone Drive to 4th Street and from Becker Road to McMillan Street

Transportation Chapter – Sidewalk and Bicycle Accommodations Maintenance and Future Improvements

The Transportation Chapter's *Sidewalk and Bicycle Accommodations Maintenance and Future Improvements* section details the maintenance and improvements that will be needed for the City's sidewalk system and bicycle transportation network. This section is broken down into three sub-sections: sidewalks, trails, and bike lanes.

The sidewalks sub-section notes that the City conducts sidewalk inspections on an annual basis and that property owners are notified and required to fix sidewalks that are in poor or unsafe condition. The

sidewalks sub-section also notes that the City of Marshfield Safe Routes to School Plan identifies areas for connecting fragmented sidewalk routes near schools.

The trails sub-section notes that the Resident Survey conducted as part of the comprehensive planning effort indicates that the City's trail system is fragmented and needs to have improved connectivity. One upcoming improvement noted within this sub-section is the development of the Wildwood-McMillan Connector Trail, which would be a 2.8 mile north-south route utilizing existing trails, new off-street trails, and on-street bicycle accommodations to connect Wildwood Park with McMillan Street.

The bike lanes sub-section notes that the Resident Survey conducted as part of the comprehensive planning effort indicates that the public was not in favor of adding new bike lanes at the expense of losing on-street parking, and that no new bike lanes have been identified for the City's Bicycle Transportation Network. It is also noted, however, that the City should consider bike lanes where feasible as part of their bicycle and pedestrian plan.

Transportation Chapter – Community Values

The Community Values section of the Transportation Chapter identifies the four themes (Quality of Life, Health and Safety, Economic and Environmental Sustainability, and Community Design) of the City's Community Values. Each theme includes details of how bicycling and walking fit into Marshfield's community values.

Quality of Life

- In the Resident Survey, respondents were asked to choose their top three priorities for new Marshfield recreational opportunities. Bike/walking trails were included in their top three by over sixty percent of respondents. Trails were an overall high priority in the survey.
- Walking invites social and community interaction.
- Safe bicycle trails and routes provide more mobility and transportation opportunities for younger populations and those with limited access to vehicles.

Health and Safety

- A connected sidewalk system is critical in providing safe routes to schools.
- Biking and walking are easy ways for much of the population to get exercise.
- An accessible and connected trail system encourages an active lifestyle.

Economic and Environmental Sustainability

- Biking and walking can reduce traffic, parking needs, and energy consumption (including environmental pollution).
- Pedestrian friendly accommodations in the downtown could encourage more pedestrian traffic and provide for a more vibrant downtown.

Community Design

- A high level of connectivity and an interconnected series of streets present several advantages, including better bike and pedestrian access as well as emergency service access.

Transportation Chapter – Goals, Objectives, and Programs, Policies, and Recommendations

Goal 5-1 of the Transportation Chapter is to: “Provide safe and efficient traffic circulation for residents, serving a variety of modes of transportation in the City.”

Objectives for Goal 5-1 relating to bicycling and walking include:

- Provide safe pedestrian and bicycle circulation throughout the city, especially between residential neighborhoods, parks, schools, and employment centers.
- Promote connectivity, traffic calming, attractive streets, and connections for new streets for new development, including accommodations for bikes and pedestrians.
- Improve pedestrian and bicycle transportation in Marshfield and the surrounding area.
- Increase levels of biking and walking for recreation and transportation purposes.
- Make downtown more pedestrian friendly.
- Ensure bicycle, pedestrian and vehicular transportation facilities are accessible for those with disabilities.

Programs, Policies, and Recommendations for Goal 5-1 relating to bicycling and walking include:

- Encourage developers of new development, to consider streets and multimodal forms of transportation that promote connectivity, traffic calming measures where appropriate, attractive streets, recreational opportunities, and accommodations for bikes and pedestrians.
- Support efforts to make the downtown more bike and pedestrian friendly and consider developing a downtown parking and traffic assessment plan to identify and address issues related to parking needs, vehicular speeds, truck traffic and congestion on Central Avenue.
- Consider working with the State, regional planning, counties, adjacent towns, and nearby municipalities on expanding the regional trail network so when the trail network expands, making sure it connects to Marshfield's existing trail system.
- Consider developing and adopting a Bicycle/Pedestrian plan that plans for the future expansion of the City's trail and sidewalk system that is at a minimum, reviewed by the Plan Commission and adopted by the Common Council.

Goal 5-2 of the Transportation Chapter is to: *"Prepare, plan, and budget appropriately for future transportation needs."*

While there are no objectives that specifically address bicycling or walking, there are several programs, policies, and recommendations for Goal 5-2 that specifically address bicycling and walking, including:

- Consider reviewing and updating the Safe Routes to School Plan.
- Consider conducting a City-wide traffic/transportation analysis to help determine future road network needs and include considerations for walking and biking.

City of Marshfield Downtown Master Plan, 2015

The City of Marshfield Downtown Master Plan notes that bicycle traffic within the downtown tends to be heaviest on the path along Veterans Parkway, and that bicycle traffic is also heavy on Central Avenue. The plan suggests that this trend may change over time with the addition of new bike lanes on Chestnut Avenue and Maple Avenue. Bicycle traffic travelling east-west tends to use 4th and 7th Street, while traffic travelling north-south tends to use Vine Avenue and Oak Avenue.

The plan notes that the downtown district and surrounding areas are very walkable, with wide sidewalks and good street crossings. It is noted that the biggest safety challenge for pedestrians is crossing Veterans

Parkway, due to a high volume of high-speed traffic, while the crossing on Central Avenue also poses potential safety crossings for pedestrians.

There is one goal that directly relates to walking and biking within the Downtown Master Plan. This goal is to *“Build upon existing improvements to make the downtown more bicycle and pedestrian-friendly, safely accommodate motorized traffic, provide ample and convenient parking to a variety of users, and orient visitors to the downtown and significant destinations in the district.”*

There is one Downtown Revitalization Strategy that directly relates to walking and biking. This strategy is to *“Continue to implement transportation enhancements that will make the downtown area more welcoming to pedestrians and bicyclists”*. Implementation of this strategy includes providing additional crossing improvements, improving connectivity of the walking & biking infrastructure system to adjacent neighborhoods, and installing bike lockers or decorative bike racks throughout downtown.

Downtown Revitalization Strategy #3 is to *“Provide new and improved public gathering spaces within the downtown, while continuing to enhance connectivity to parks in the adjoining neighborhoods”*. Implementation of this strategy includes redeveloping 2nd Street as a green street corridor through developing a design for the green street corridor that includes street calming measures and bike and pedestrian accommodations.

City of Marshfield Outdoor Recreation Plan

The City of Marshfield Outdoor Recreation Plan identifies parks and other facilities within the City that provide walking and bicycling opportunities. Existing bicycling and walking trails in the City include the Airport Connector Trail, Galvin Avenue Trail, Griese Park Trail, Hamus Nature Preserve Trail, McMillan Marsh Trail, Mill Creek Trail, Prairie Run Trail, UW Arboretum Trail, UW Arboretum Connector Trail, Veterans Parkway Trail, Weber Park Trail, Wildwood Park Trail and the Wildwood Station Trail.

Parks with bicycle and pedestrian amenities, not including the previously listed trails, include Braem Park, Steve J. Miller Recreation Area, Connor Park, and Joe and Bernadine Weber’s Nature Park. The Bicycle Transportation map within this plan shows the locations of existing walking and biking trails within Marshfield.

Findings from the Outdoor Recreation Plan’s online community survey relating to bicycling and walking center around Marshfield’s trail system. About 83 percent of survey respondents said they currently use the City’s bicycle and pedestrian trails to bike, walk, or run. The top three most favored improvements among survey respondents to the City’s trail system were *“Construction of the Wildwood-McMillan Connector Trail”*, *“Extension of the bicycle/pedestrian trail on Adler Road from Sycamore Avenue to Weber Park”* and *“Completion of the Hewitt-Marshfield Connector Trail”*.

Goal 3 of the plan is *“The City of Marshfield wishes to be bicycle and pedestrian friendly, offering citizens a safe and comprehensive route system so they may travel by non-motorized means.”*

City of Marshfield Code of Ordinances

The City of Marshfield Code of Ordinances contains the following items that are relevant to walking and bicycling within Marshfield.

Chapter 8 – Traffic Code

Bicycle and pedestrian traffic are covered by Chapter 8 – Traffic Code. Under *Section 8-04: Vehicular and pedestrian traffic at airport*, pedestrians are prohibited from travelling beyond the administration area or upon the apron or aircraft tie-down area unless for the purpose of embarking or disembarking from an aircraft. There shall be no pedestrian traffic on taxiways, runways, and outlying areas of the airport except for employees engaged in airport construction/maintenance work.

The regulation of bicycles within the City is covered by *Section 8-III: Regulation of Bicycles*.

- Under *Section 8-III.01: Registration*, bicycles are required to be registered and be equipped with an identification tag that is to remain affixed to the bicycle at all times unless removed by the police department.
- Under *Section 8-III.02: Term & fee*, bicycle registration lasts for five years and shall be renewed at the end of each five-year period.
- *Section 8-III.03: Right-of-way* prohibits persons from riding or propelling bicycles upon any part of a public street in such a manner as to interfere with the rights of other persons using the street.
- *Section 8-III.04: Speed* prohibits bicyclists from riding upon any street at a speed faster than is reasonable and proper for traffic conditions at the time. Additionally, this section states that every bicycle shall be operated with due regard to the safety of the operator and others on the street.
- *Section 8-III.05: Rules of the Road* states that all persons riding or propelling bicycles shall observe all traffic signs and signals and stop when and as required by such traffic signals and signs, shall signal for all turns and stops, ride at the right-hand side of the road, pass to the left when passing vehicles or bicycles which are slower moving and on the right side when meeting. 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 bicycle.
- *Section 8-III.06: Hours of Operation* dictates that no person under the age of 12 shall operate a bicycle upon any public street between the hours of 9:00 p.m. and 5:00 a.m.
- *Section 8-III.07: Method of Operation* states that it shall be unlawful to operate a bicycle without at least one hand on the handlebars.
- *Section 8-III.08: Sidewalk Operation* dictates that it shall be unlawful for any person to operate a bicycle on any sidewalk in the City of Marshfield, except as provided by the Administrative Code of Traffic and Parking Regulations, and then only if operated with due care and caution.
- *Section 8-III.09: Penalties* states the penalties for violation of this section.

Chapter 13 – Public Works

Sidewalks are covered by *Chapter 13 – Public Works: Article II - Streets and Sidewalks*. Specifications are not listed for standard minimum requirements for sidewalks, but the current federal standard for minimum sidewalk width is 5 feet. Section 13-35 requires abutting landowners to remove all snow and ice from the entire paved width and length of sidewalks within 48 hours after snow and ice has fallen/accumulated. In the case of drifting snow or of ice accumulating due to melting and refreezing, such owners shall keep

all sidewalks sprinkled with sand or salt, and no accumulation of ice or snow shall be permitted to continue for more than a 48-hour period.

City of Nekoosa

The City of Nekoosa has several plans and policies in place directly relating to walking and bicycling in the City. The City also has numerous facilities that provide opportunities for walking and bicycling. Below is an overview of the walking and bicycling policies the City has in place.

City of Nekoosa Code of Ordinances

The City of Nekoosa Code of Ordinances contains the following items that are relevant to walking and bicycling within Nekoosa.

Chapter 7 – Traffic Code

Bicycles are covered in Chapter 7 of the Code of Ordinances. Under *Section 7.12: Regulation and Licensing of Bicycles*, registration of bicycles is required, and no resident of the City shall ride or use a bicycle with wheels of 20 inches or more unless the bicycle has been registered. To be registered, bicycles are required to be in safe condition, and the license fee for each bicycle shall be \$5 for an indefinite term. Under this section, every person operating a bicycle within the City shall be subject to all applicable provisions of the City's traffic code as well as all applicable state statutes relating to equipping and operating bicycles. Additionally, no person shall operate a bicycle on City sidewalks except that persons under 12 years of age may operate bicycles on residential sidewalks.

Chapter 8 – Public Works

Sidewalks are covered by Chapter 8 – Public Works. Specifications are not listed for standard minimum requirements for sidewalks, but the current federal standard for minimum sidewalk width is 5 feet. Section 8.08: Snow and Ice Removal requires abutting property owners/lessees to remove all snow or ice within 24 hours after the end of the snowfall or icing condition.

City of Nekoosa Comprehensive Plan

Transportation Chapter

Transportation issues relating to walking and biking within Nekoosa identified within the Comprehensive Plan include the need to coordinate bicycle and walking facilities with routine construction projects within the City. The Bike & Pedestrian Facilities Section notes that sidewalks create the primary pedestrian network within Nekoosa, and that sidewalks are located throughout the downtown and along some streets. The section notes that issues of most concern to pedestrians are missing sidewalk sections, broken or uneven sections, and intersections without curb ramps. The section also lists some of the bicycling conditions in Nekoosa as determined by WisDOT, which are listed below:

- A bicycle path follows STH 73 along the Wisconsin River and connects to STH 73 (high volume, undesirable) to the south, and connects to local roads in Port Edwards and then to a bicycle path in Wisconsin Rapids to the north.
- CTHs AA and JJ leading south of Nekoosa are both rated as the best conditions for bicycling because of the low traffic volumes and low truck traffic.
- CTH G, west and north of Nekoosa, is listed as having a high volume of traffic and undesirable conditions for bicycling.
- STH 173, from Nekoosa west to Babcock, is listed as having a high volume of traffic and undesirable conditions for bicycling.

Transportation Chapter Goal and Objectives

The City of Nekoosa Comprehensive Plan has one Transportation Goal, which is “*To provide an integrated, efficient, and economical transportation system that affords mobility, convenience, energy-efficiency, and safety, and that meets the needs of all citizens.*”

Objectives and policies related to walking and biking within the City include:

- Maintain the efficiency, safety, and functionality of the City's existing transportation system, which links the urban center with outlying towns, adjacent communities, and the region.
- Encourage a balanced transportation network that provides a choice in the type of mode (i.e. car, bus, bike, walking, etc.), easy transfer between modes, and transportation opportunities for those without use of an automobile.
- Incorporate pedestrian and on-street bicycle accommodations into all reconstruction and new construction projects, particularly for classified roadways and highways.

City of Pittsville

Code of Ordinances

The City of Pittsville Code of Ordinances contains the following items that are relevant to walking and bicycling within Pittsville.

Chapter 36 – Streets, Sidewalks, and Other Public Places

Sidewalks are covered by *Chapter 36 – Streets, Sidewalks, and Other Public Places*. Specifications for sidewalks within Pittsville state that sidewalks shall be five feet wide or as determined by the Common Council. Residential sidewalks shall not be less than four inches thick, while sidewalks adjacent to commercial or industrial establishments shall not be less than five inches thick. Sidewalks within all driveway approaches shall not be less than six inches thick. Division 2: Snow Removal dictates that the owner, occupant, or person in charge of any parcel which fronts upon or abuts any sidewalk shall keep said sidewalk clear of all snow and ice, and sidewalks shall be cleared of all accumulated snow or ice within 24 hours from the time snow ceases to accumulate on said sidewalk.

Chapter 42 – Traffic and Motor Vehicles

Bicycles are covered in Chapter 42 of the Code of Ordinances. Under Section 42-193, no person shall operate a bicycle upon a highway unless equipped as required in Wisconsin State Statutes 347.489, which requires lamps and other equipment on bicycles. Section 42-194 dictates that the provisions of Wisconsin

State Statutes Chapters 346 and 347 and applicable city ordinances shall govern the operation of bicycles where appropriate.

Section 42-197 dictates general bicycle regulations within Pittsville. This section prohibits bicycles from being parked in front of or adjacent to any commercial establishment unless the bicycle is parked on the sidewalk parallel to the street and as close as possible to the curb. No person shall park the bicycle in a manner that creates a hazard to pedestrians, automobiles, or anyone else. Street operation requirements under this section are listed below:

- Every bicycle when operated on a roadway shall be kept as close to the right-hand curb as possible except when making a left-hand turn; bicycles shall be ridden single file.
- No person riding upon a bicycle shall cling or attach themselves or the bicycle to any other moving vehicle.
- No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.
- No person operating a bicycle shall carry any package, bundle or article which prevents the safe operation of the bicycle with at least one hand on the handlebars at all times.
- No rider of a bicycle shall remove both hands from the handlebars or feet from the pedals or practice any acrobatic or fancy riding on any street.

Pedestrians are covered in Section 42-272 – Pedestrian Regulations. Under this section, no person shall fail to obey the instructions of any uniform traffic control device when traveling as a pedestrian on any highway within the City unless otherwise directed by a law enforcement officer. Additionally, no pedestrian shall cross at a crosswalk except on the right half thereof whenever practicable, where sidewalks are provided, no pedestrian shall walk along and upon an adjacent roadway except when the sidewalk is visibly unsafe, obstructed, or closed to travel. Finally, no pedestrian shall cross between adjacent intersections, unless such crossing is permitted by official traffic control devices.

Village of Biron

The Village of Biron has several plans and policies in place directly relating to walking and bicycling in the Village. The Village also has numerous facilities that provide opportunities for walking and bicycling. Below is an overview of the walking and bicycling policies the Village has in place.

Village of Biron Code of Ordinances

The Village of Biron Code of Ordinances contains the following items that are relevant to walking and bicycling within Biron.

Chapter 7 – Traffic Code

Section 7.10: Bicycle Regulations covers bicyclists within the Village of Biron. *Section 7.10.1: Rules of the Road* states that the provisions of Chapters 346 and 347 of the Wisconsin State Statutes, and applicable Village ordinances shall govern the operation of bicycles where appropriate. *Section 7.10.2: Penalties* details the penalties that will be enforced for violations of this section.

Chapter 8 – Public Works

Section 8.5: *Snow and Ice Removal* covers the snow and ice removal requirements for sidewalks within Biron.

Section 8.5.1: *Sidewalks to be Kept Clear* requires abutting landowners to remove any snow or ice within 24 hours of a snowfall, and failure to do so will result in a fine.

Village of Biron Comprehensive Plan

Transportation Chapter

The Transportation Chapter of the Comprehensive Plan notes that there are some opportunities for trail use in Biron, including a paved, wide shoulder on Kahoun Road that provides ample room for bicyclists between Highway 54 and North Biron Drive. The chapter also notes that there is a paved path that runs parallel to State Highway 54 from its intersection with County Road W, north to Wisconsin Rapids, beyond to and through Biron to 48th Street. Paved shoulders along South Biron Drive, beginning at Strawberry Lane, can also be used by bicyclists and pedestrians. There is also a short segment of off-road trail where South Biron Drive transitions into North Biron Drive. The plan also notes that bicycle routes are designated along Village Streets and eventually connect to the system of paved, wide shoulders on Kahoun Road.

The Chapter also notes that a new multi-use path will be developed in the present location of County Road U from Hoffman Road to 80th Street, and another new off-road multi-use trail is planned for South Biron Drive, beginning at the Biron-Wisconsin Rapids corporate limits.

Transportation Chapter – Goals and Objectives

Transportation goals and objectives relating to walking and bicycling within Biron include:

- Goal 1: Provide a safe, efficient, cost-effective transportation system, including streets and highways, bike and pedestrian facilities, air and rail facilities, and facilities for transit-dependent and disabled citizens.
 - Provide a choice of transportation options for village residents
 - Create a multiuse system of trails and routes throughout the village and coordinate that system with trails in neighboring communities
- Goal 3: Provide safe transportation throughout the Village
 - Provide an internal street system that will ensure a safe, smooth flow of motorized and non-motorized traffic and will enable village emergency vehicles and service vehicles and school buses to access local neighborhoods in the most expeditious manner.
 - Encourage pedestrian-friendly design of new residential or commercial developments to provide for alternative modes of transportation to and from area employers, recreation areas and schools.
 - Through implementation of the local plan and zoning ordinance, monitor the location of access points to assure clear visibility for motorists and bicyclists and to allow sufficient maneuvering space for speed changes and turning.

Village of Port Edwards

Code of Ordinances

The Village of Port Edwards Code of Ordinances contains the following items that are relevant to walking and bicycling within Port Edwards.

Chapter 07 – Traffic Code

Bicycles are covered by *Section 7.12: Traffic Regulations Relating to Bicycles*. This section designates the north 4 feet and the south 4 feet of the traveled portions of Ver Bunker Avenue, from Fifth Street to Port Road on those portions having curb and gutter, as a bicycle way. Additionally, the abandoned railroad right-of-way is designated as a recreational trail and shall be limited in its use to walking, jogging, cross-country skiing, roller blading and bicycle riding.

Bicycles shall be permitted to be used on all sidewalks within the Village except the sidewalk on both sides of Market Avenue, from First Street to Third Street, and no bicycles shall be driven on the walkways on the west and east sides of the Municipal Building and bicycles must be walked and parked in these areas. Finally, every person operating a bicycle upon a sidewalk shall yield the right-of-way to any pedestrian and shall exercise due care when passing said pedestrian proceeding in the same direction.

Chapter 08 – Public Works

Sidewalks are covered by Chapter 08 – Public Works. Specifications are not listed for standard minimum requirements for sidewalks, but the current federal standard for minimum sidewalk width is 5 feet. Section 08.05 requires abutting landowners to remove any snow or ice within 24 hours of a snowfall, and failure to do so will result in a fine.

Town of Grand Rapids

Town of Grand Rapids Comprehensive Plan, 2021

Transportation Element

Planned Bicycle and Pedestrian Transportation Corridor: Grand Rapids has an abandoned railroad right-of-way traversing the town extending from the City of Wisconsin Rapids to the Portage County line. This right-of-way is owned by the City of Wisconsin Rapids. For purposes of this plan, this area is a planned bike and pedestrian transportation corridor. It has the potential to be a major link between travel origins and destinations in both the City of Wisconsin Rapids and Town of Grand Rapids. A priority trail connection would be to Lake Wazeecha. Developing a multi-use trail along this corridor would provide significant community benefits. Trail design and surfaces should take into account winter snowmobile use of this corridor. A portion of the corridor has been approved for bicycle and pedestrian use via agreement between the Town of Grand Rapids and City of Wisconsin Rapids.

Town of Port Edwards

Town of Port Edwards Comprehensive, 2024

Transportation Chapter – Goals and Objectives

Policies:

1. Work with the Wisconsin Department of Transportation, Wood County, the City of Nekoosa, the Village of Port Edwards, the Ho-Chunk Nation, and neighboring towns to encourage and coordinate development of Town roads and bicycle and pedestrian trails and routes.

Existing Facilities Inventory

As part of any bicycle and pedestrian planning process, it is important to take stock of what currently exists in the community and assess what the infrastructure needs might be to interconnect those facilities into a cohesive network to make bicycling and walking more attractive options in the County.

The following facilities have been identified within their respective communities:

City of Marshfield

The City of Marshfield has an extensive network of sidewalks that connect most destinations throughout the community. On-road bike lanes are on several main corridors in the city. Over 20 miles of off-road bike trails are located in Marshfield and the surrounding areas. Shared road bike routes are located on a few stretches of road in the city as well. Paved shoulders at the edges of Marshfield provide space to occasionally walk or bike to destinations that are not huge walking or bicycling destinations.

Off-Road Paths

Airport Connector Trail A 10' wide asphalt trail connecting 29th Street to the Wildwood Park trail near the elk pen.

Galvin Avenue Trail A 10' wide, one-mile asphalt trail located between Becker Road and 4th Street. On road bike lane from Becker Road to McMillan Street.

Griese Park Trail Features an 8' wide, .75-mile asphalt trail open to bicycle, pedestrian and in-line skating.

Greenway Trail Located on the west side of Pecan Parkway between Washington Avenue and 17th Street. This trail is .5 miles long and has a widened asphalt shoulder. Future improvements may include separating trail from the road.

Hamus Nature Preserve Features a 1-mile asphalt trail and several other natural surface trails. Open to bicycles, pedestrians and in-line skating.

McMillan Marsh Trail and Recreation Area This trail is located to the north of the city limits but is considered to be one of the key outdoor attractions in the area. This trail is not owned or operated by the City, but Marshfield residents use this trail frequently and there is community support to one day connect this trail to the city's bike route/trail system. This 6.25-mile trail is located in the McMillan Marsh Wildlife Area and consists of a combination of crushed lime surface and gravel.

Mill Creek Business Park Trail Consists of a 10' wide, 2.6-mile asphalt trail located on the south side of Marshfield. Preferred access to the trail is at 29th Street and Apple Avenue, but the trail can also be accessed from the business park from Cherry Avenue, Commerce Drive, and Central Avenue.

Prairie Run Trail A 10' wide asphalt trail located at the intersection of Adams Avenue and McMillan Street.

UW Arboretum Connector Trail Located at the intersection of Lincoln Avenue and 11th Street near Washington Elementary, this trail connects to the UW Arboretum Trail. Please note: The UW Arboretum Trail does not allow bicycles.

Veterans Parkway Trail This trail is located on the south side of Veterans Parkway between Oak Avenue and Heritage Drive. This 3-mile asphalt trail is open to bicycle, pedestrian and in-line skating.

Weber Park Trail Consists of a .3-mile asphalt trail and over 1.5 miles of natural surface trails that are suitable for hiking, snow shoeing, and cross-country skiing.

Wildwood McMillan Trail 2.6 mile long asphalt trail that includes on-road and off-road bike accommodations.

Wildwood Park Trails Contains more than 3 miles of asphalt and granite surface trails. The trails are open to bicycles, pedestrians and in-line skating. This trail system also includes a connector trail to the Marshfield Municipal Airport that links Wildwood Park to West 29th Street.

Wildwood Station Trail This 10' wide, 1.5-mile asphalt trail is located between Sycamore Avenue and Oak Avenue. Open to bicycles, pedestrians and in-line skating. This trail connects to Steve J. Miller Recreation Area, Veterans Parkway Trail, and the Wildwood McMillan Trail.

Bike Lanes

Marshfield has seven streets, consisting of 6.6 miles, with lanes specifically reserved for bikes. These streets include South Central Avenue, South Maple Avenue, South Chestnut Avenue, North Galvin Avenue, South Galvin Avenue, South Lincoln Avenue and East 29th Street.

City of Nekoosa

The City of Nekoosa has an extensive network of sidewalks that connect most destinations throughout the community. Paved sidewalks and shoulders are on STH 173 and several outlying roads. An off-road trail connects Nekoosa to Port Edwards and Wisconsin Rapids.

Off-Road Trails

Lynn Creek Nature Trail a 1.5-mile hiking trail that winds around property in the City of Nekoosa with benches, a walkway, and river scenery.

Wisconsin River Trail Traveling from Biron through downtown Wisconsin Rapids and Port Edwards into Nekoosa, this 9.5-mile trail connects the communities through a dedicated, paved, bike trail.

City of Pittsville

The City of Pittsville has sidewalks throughout the community, but some destinations have limited connections. Paved shoulders are on a few roads such as State Road 80, south of Poplar Street, and Old State Hwy 13.

City of Wisconsin Rapids

Wisconsin Rapids has an extensive network of sidewalks, off-road paths, and on-road bike lanes. Sidewalks are found on both sides throughout the downtown and most commercial areas. Older residential areas also have sidewalks on both sides with select streets only having one sidewalk. Many newer residential areas do not have sidewalks. Paved, off-street trails and city streets connect the City via the Ahdawagam Trail network.

Ahdawagam Trails More than 20 miles of biking trails are included in the City of Wisconsin Rapids recreational system. Traversing through wooded and urban areas, along the riverfront, or aside city streets, the system is composed of five distinct trails ranging from 3 to 7 miles in length. Detailed trail information can be found on the city website.

Wisconsin River Trail Traveling from Biron through downtown Wisconsin Rapids, Port Edwards into Nekoosa, this 9.5-mile trail connects the communities through a dedicated, paved bike trail.

Village of Arpin
Sidewalks exist along both sides of Main Street. Paved shoulders are found on Main Street outside of the downtown area and along Highway 186. Powers Bluff County trails are near the Village.
Village of Auburndale
Main Street has sidewalks on one side while a portion of the village area has sidewalks on both sides. Roads near the middle school/high school also have sidewalks. Some residential and industrial development is accessible by 3-foot paved shoulders or 3-foot-wide gravel shoulders.
Village of Biron
The village continues the side path from Wisconsin Rapids along the river to widened paved shoulders along S. Biron Dr. to the off-road trail connection to Kahoun Rd which also has wider paved shoulders. New paved multi-use path exists from Huffman Road through new development on the river. CTH U (Eagle Rd/N. Biron Dr.) has partial accommodations, which the County plans to complete. STH 54 and Eagle Rd have sidewalks on both sides of the Village. Most other streets in the Village do not have sidewalks.
Village of Hewitt
Hewitt's Main Street contains wide paved shoulders with bike lanes on Yellowstone Drive. The majority of the Village is absent sidewalks or paved shoulders. The Village does contain an off-road trail. Hewitt-Marsh Trail The Marshfield/Hewitt connector trail is a recycled asphalt bicycle/pedestrian trail that connects Hewitt to Marshfield from the Yellowstone Recreational Park. The complete trail is approximately 1.5 miles long.
Village of Milladore
The Village contains a sidewalk along Main Street where there is commercial activity. Most of the roads are asphalt paved with wider shoulders.
Village of Port Edwards
The Village has a system of sidewalks throughout the community, along with some paved shoulders. Wisconsin River Trail Traveling from downtown Wisconsin Rapids through Port Edwards and into Nekoosa, this 9.5-mile trail connects the communities through a dedicated, paved bike trail. The Village has an accessible trailhead.
Village of Rudolph
Sidewalks exist along Main Street and part of State Highway 34. Most other roads in residential areas are asphalt paved.

Village of Vesper

The Village has sidewalks along both sides of their downtown. Highway 186 has paved shoulders and residential areas in the Village are asphalt paved.

Most Town Roads

Many towns in Wood County have paved their roads with asphalt or chip-sealed over gravel. Both of those surface types provide a durable, dust-free surface for bicycling and walking where traffic volumes are low.

Wood County Facilities

Dexter County Park

Dexter Park is located around the nearly 300-acre Lake Dexter and is the largest county park in Wood County. Lake Dexter was created in 1962 and has a maximum depth of 17 feet. Dexter County Park has over 1,000 acres of undeveloped land with many trails. Multi-use hiking/biking loops include 1.75 miles, 3.75 miles, and 5.25 miles. The surface of these trails is a combination of asphalt and natural surfaces.

Nepco Lake County Park

This 125-acre area was donated in 1977 as a day use park. Features 5.25 miles of single-track trail for biking and snow shoeing and 4.5 miles of multi-use trail for hiking and biking in the summer months and cross-country skiing in the winter months.

North Wood County Park

The Yellow River traverses North Wood County Park. Two small manmade dams create Lake Kaunewinne (5 acres) and Lake Manakiki (11 acres), providing scenic beauty throughout the park. One of the main attractions of the park is the 225-foot suspension bridge that spans the river. Paved park roads and a combination of paved and natural surfaced trails are used for hiking and biking.

Powers Bluff County Park

Powers Bluff is a worn down peak of an ancient mountain range which once covered northern Wisconsin. 70 acres of the county park is a designated State Natural Area that features a 1.5-mile nature trail. There are 6 miles of natural surfaced mountain bike trails, and 3 miles of gravel surfaced multi-use trails constructed in 2022-2023.

South Wood County Park

This Wood County park is located on 332 acres around Lake Wazeecha, which is the Native American name that means "Lake of the Land of the Pines." There is a four-mile trail encompassing the lake. This multi-use trail is mostly paved, and features community walk/run events annually. Trail users can enjoy scenic views throughout the year. South Wood County Park Campground is located on the south side of the lake.

Cera County Park & Campground

Wood County Cera Park & Campground is located on 54 acres on the Biron Flowage (Wisconsin River). The campground features a boat landing and nine docks along the shoreline. The park also has a wide range of facilities including a mini golf course, basketball courts, sand volleyball courts, a softball/baseball field, multiple playgrounds, and 2 reservable enclosed shelters.

Roadway Conditions

Generally, the wider the road, the more vehicle and bicycle traffic it can accommodate, because fewer *triple pass occurrences* would restrict traffic speed. It is the law in Wisconsin that a motor vehicle must provide at least 3 feet between it and a bicycle when passing. Buses are wider than cars, and buses are about 8.5 feet wide; so a car (less than 8.5 feet wide) + 3 feet + a bike + an on-coming car can fit on a road that is 24 feet wide without any of the three vehicles leaving the pavement. The car passing the bike would probably cross the centerline slightly to make room for the bike, while still maintaining room for the on-coming vehicle.

Triple Pass Occurrence

A *triple pass occurrence* is when a bicycle, an on-coming motor vehicle, and an overtaking motor vehicle arrive at the same lateral section at the same time.

Roadway Suitability Evaluation

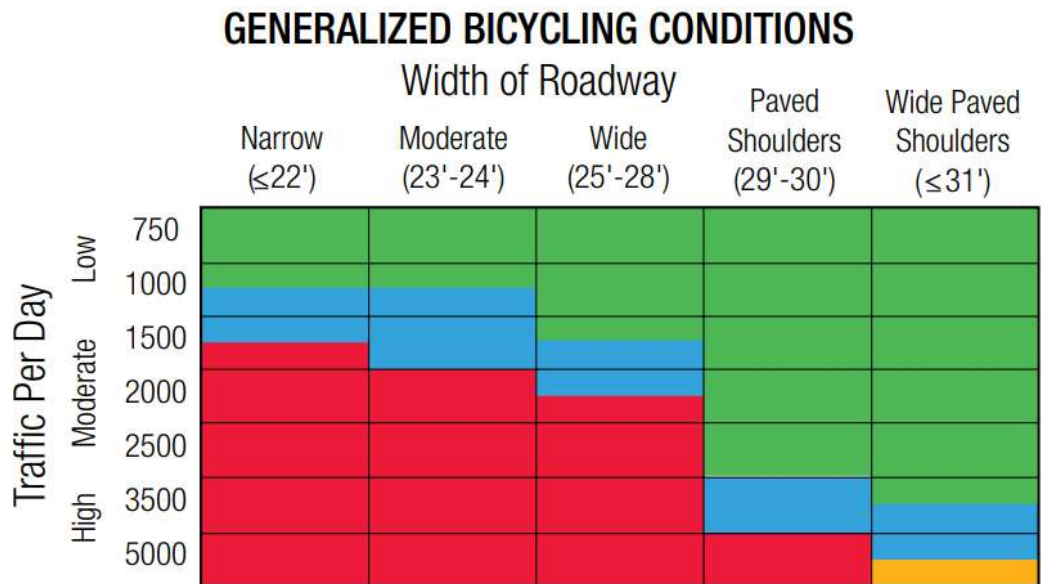
WisDOT has developed a road evaluation method based on the needs of *casual bicyclists** as part of their Rural Bicycle Planning Guide in 2006. *Casual bicyclist – “interested but concerned” bicyclist per page 7.

The method is quantifiable and cyclists, stakeholders, and other agencies can practice the method which contains the following steps:

1. Identifying Annual Daily Traffic, or ADT.
2. Determining how much of a road segment has a solid yellow centerline—roads with more solid yellow centerlines are less suitable for cycling because of limited sightlines. The more curves or hills along a stretch of roadway, the more no-passing zones (yellow centerline) will exist.
3. Identifying the percentage of ADT that is truck traffic (if unknown, the guide suggests assuming ten percent of ADT).
4. Determining pavement width.

The guide then provides an intuitive reference table to determine bicycling conditions for rural roads. The tables are separated based on common road widths. A summary table of varying rural bicycling conditions is included in Figure 7.

Figure 7: Generalized Bicycling Conditions for Rural Roadways



The WisDOT Bicycle Suitability Map provides a visual catalog of roads (mostly state and county highways) for counties in the Region and State by their suitability for bicycling based on the current conditions and space available along the roads. WisDOT and the Wisconsin Bicycle Federation (Bike Fed) re-evaluated the state’s roadways in 2015, as shown in Map 3. Bicycle suitability for roads is categorized in the following ways:

- Local Roads (city, village, town Roads) – Generally considered as “best condition” due to low traffic.
- Best Conditions for Bicycling [Paved Shoulders also noted]
- Moderate Conditions for Bicycling [Paved shoulders also noted]
- Higher Volume, Wider Paved Shoulders
- Higher Volume, Undesirable Conditions
- Bicyclists Prohibited

While these categorizations do not constitute a plan or strategy, they do provide a detailed and relatively user-friendly inventory of current bicycling conditions throughout the County while taking into account road types, conditions, and general desirability. The Suitability Map is used to evaluate bicycle corridors throughout the County.

It is strongly suggested that communities reassess the bicycle suitability of a road segment when considering improvements to that specific roadway segment. The roadway's latest traffic and truck count data should be considered.

The basic premise of the road suitability methodology is to make adjustments to the traffic volume (ADT) and pavement width (in feet) for the roadway being evaluated based on the other factors listed such as percent yellow line or percent truck traffic. However, data used in the evaluation is not as readily available for rural town roads as it is for county and state highways. Although traffic-count studies are not available, general observation indicates that traffic volumes are sufficiently low, usually below 500 ADT, on the town roads. Based on the traffic count maps, there is no reason to assume that local roads, which feed higher volume county roads, are individually significant contributors of traffic volume with the possible exception of certain roads surrounding an urban area. Therefore, adjustments to the ADTs on town roads will not likely increase working ADT levels over the acceptable threshold even with narrow widths.

In and around a built-up or "urban" area, main arterials and collector streets must be evaluated carefully when being considered as designated bike routes. On urban roads, slightly higher traffic volumes are suitable for bicyclists because speeds are generally lower than rural roads. In areas where traffic is dangerously fast, many communities are turning more to traffic calming techniques. Neighborhood streets generally need not be individually evaluated because traffic volumes on these streets are typically low enough that they are well-suited to bicycling activities without any physical improvements.

Traffic Counts

Traffic counts identify how many motor vehicles pass a point during the count period. Some counters are calibrated to also identify bicycles, but neither WisDOT nor Wood County are using such counters at this time.

Map 4, Traffic Counts, makes it easy to see the average daily traffic counts in Wood County. Traffic counts came from WisDOT's current interactive maps. Counts that showed less than 750 Annual Average Daily Traffic (AADT) counts, usually rate them as "best conditions" for bicycling.

Crash Analysis

Safety is often cited as the primary reason people do not bike or walk more. Creating a safer environment for these activities is an important focus that requires an understanding of safety issues and proven actions that can be taken to improve safety. Crashes involving motor vehicles that result in injuries or fatalities to bicyclists and pedestrians have been recorded at the state and federal levels for many years.

Over the past few decades, traffic safety experts have been moving away from the term "*accident*" in favor of the term "*crash*" to describe a collision. An accident is defined as an unforeseen and unplanned event or

circumstance. WisDOT made this change in 1990 because traffic crashes are not accidents, but avoidable events caused by a single variable or chain of variables.

Crash data are reported universally for Wisconsin on Form MV400. However, it is important to highlight some shortcomings:

- 1. *Some studies indicate that as few as ten percent of all bicycle crashes are reported;*
- 2. *Some roads with a higher frequency of bicycle crashes may have higher bicycle use; and*
- 3. *It is very likely that there will be no detectable pattern of bicycle crashes because of the small number reported in rural areas and small cities.*

Reported bicycle or pedestrian crashes in Wood County between 2000 and 2023 are shown on Map 5.

Bicycle Crashes

There are many roads within Wood County where multiple reported bicycle crashes have occurred between 2000 and 2023. Table 5 displays roads within Wood County where there were multiple reported bicycle crashes.

The City of Wisconsin Rapids contained the most roads at 21 with multiple crashes. Riverview Expressway and South 8th Street stand out at 18 and 31 bicycle crashes respectively. The City of Marshfield had 16 road segments with multiple crashes, although Central Avenue was broken down into three separate segments. When combined, Central Avenue stands out with 21 bicycle crashes reported. The City of Nekoosa, Town of Grand Rapids and Town of Richfield were the only other municipalities with roads having multiple crashes reported. All other municipalities in the County only contained roads with single occurrences of reported bicycle crashes.

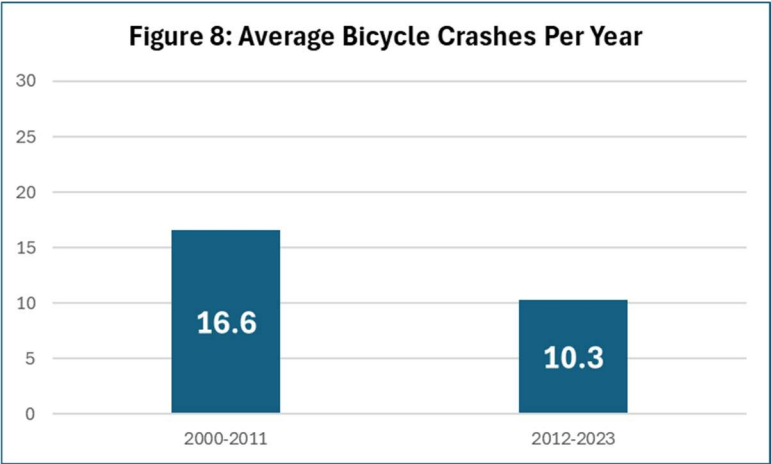
Table 5: Wood County Roads with Multiple Bicycle Crashes 2000-2023	
City of Marshfield	
Road	# of Crashes
Central Ave	2
CTH H/E 4 th St	2
CTH H / W 14 St	2
E 3 rd St	2
E 4 th St	3
E 9 th St	2
E Arnold St	2
E Becker Rd	2
E Blodgett St	3
E Upham St	3
N Central Ave	11
N Chestnut Ave	2
N Peach Ave	6
S Central Ave	8

S Chestnut Ave	6
S Oak Ave	6
City of Nekoosa	
Road	# of Crashes
Cedar St	2
Market St	3
City of Wisconsin Rapids	
Road	# of Crashes
1 st St	2
S 3 rd St	2
10 th Ave	2
S 12 th St	3
16 th St	5
17 th Ave	4
N 7 th St	2
S 8 th Street	31
Apple St	2
Baker St	4
Birch St	2
Chase St	4
Chestnut St	9
Daly Ave	2
E Grand Ave	9
Riverview Expy	18
Kuhn Ave	3
Lincoln St	3
Pepper Ave	3
W Grand Ave	9
Washington St	3
Town of Grand Rapids	
Road	# of Crashes
Airport Ave	2
Whitrock Ave	2
Town of Richfield	
Road	# of Crashes
Park Ln	2

Source: MV400 Crash Database, Wisconsin Traffic Operations and Safety Laboratory.

Wood County had 323 reported bicycle crashes from 2000 to 2023 for an average of about 13.5 bicycle crashes per year. However, the number of bicycle crashes per year has been declining, as Wood County averaged 16.6 bicycle crashes from 2000-2011 and 10.3 bicycle crashes from 2012-2023, as shown in Figure 8. When including all drivers, pedestrians, and bicyclists involved in a reported crash, the average age of the individual was 35 years old; with 23 percent of bicycle crashes involved an individual 16 years old or younger, 61 percent of bicycle crashes involved an individual between 17 and 64 years old, and 16 percent

of bicycle crashes involved an individual 65 years old or older. Of the 323 total bicycle crashes in Wood County, 264 resulted in an injury and 4 resulted in a fatality.



Source: MV400 Crash Database, Wisconsin Traffic Operations and Safety Laboratory

The higher density urban municipalities had bicycle crashes at a much higher frequency than in the smaller rural communities in Wood County. The City of Wisconsin Rapids experienced the most bicycle crashes with 173 between 2000 and 2023, while the City of Marshfield had 114. The smaller City of Nekoosa only had 11 during this time period. The other smaller (more rural) cities and villages had only one reported bicycle crash among them. Rural towns accounted for 24 total bicycle crashes during this time, compared to the urban municipalities combined total of 299 crashes. Table 6 breaks down bicycle crash data by municipality.

Table 6: Bicycle Crashes by Municipality, 2000-2023			
	2000-2011	2012-2023	Total
City of Marshfield	60	54	114
City of Nekoosa	8	3	11
City of Pittsville	0	0	0
City of Wisconsin Rapids	113	60	173
Village of Arpin	0	0	0
Village of Auburndale	0	0	0
Village of Biron	0	0	0
Village of Hewitt	0	0	0
Village of Milladore	0	0	0
Village of Port Edwards	1	0	1
Village of Rudolph	0	0	0
Village of Vesper	0	0	0
Towns	17	7	24
Wood County	199	124	323

Source: MV400 Crash Database, Wisconsin Traffic Operations and Safety Laboratory

Pedestrian Crashes

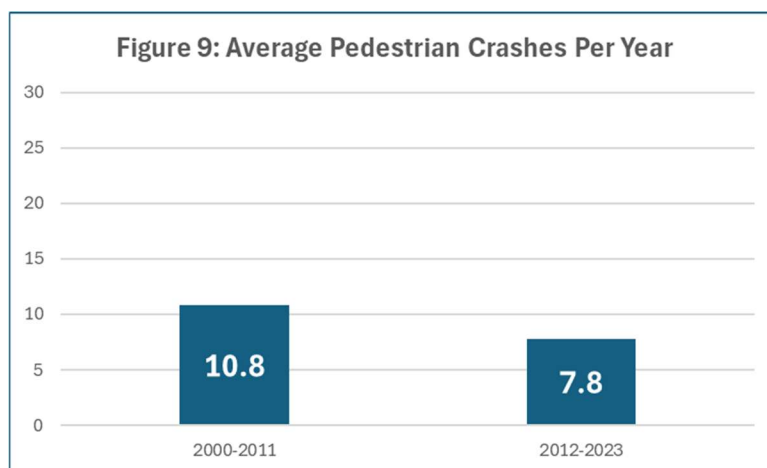
Wood County also contains many roads where multiple pedestrian crashes occurred from 2000 to 2023. Table 7 displays roads within Wood County where there were multiple reported pedestrian crashes.

Five municipalities within the County contain at least one road with multiple occurrences of reported pedestrian crashes, with two of these municipalities being the Town of Saratoga and the Village of Biron. The City of Marshfield contained the most roads with multiple reported pedestrian crashes with ten. Central Avenue stands out with 23 total, 11 north and 12 south. West Grand Avenue and South 8th Street in the City of Wisconsin Rapids were notable with 11 and 10 pedestrian crashes respectively.

Wood County had a total of 223 reported pedestrian crashes from 2000 to 2023. The County averaged 9.3 pedestrian crashes reported per year during this time. Pedestrian crashes have decreased significantly however, as Wood County averaged 10.8 pedestrian crashes from 2000-2011 and 7.8 pedestrian crashes from 2012-2023, as shown in Figure 9. When including all drivers, pedestrians, and bicyclists involved in a reported crash, 16.5 percent of pedestrian crashes involved an individual 16 years old or younger, 68.1 percent of reported pedestrian crashes involved an individual between 17 and 64 years old, and 15.4 percent of reported pedestrian crashes involved an individual 65 years old or older. Of the 223 total pedestrian crashes in the County, there were 212 resulted in injuries, and 11 resulted in a fatality.

Table 7: Wood County Roads with Multiple Pedestrian Crashes 2000-2023	
City of Marshfield	
Road	# of Crashes
N Peach Ave	4
E Arnold St	2
E Ives St	4
N Central Ave	11
S Central Ave	12
S Lincoln Ave	2
S Maple Ave	2
Saint Joseph Ave	3
W Kalsched Ct	5
W Upham St	2
City of Nekoosa	
Road	# of Crashes
Market St	3
City of Wisconsin Rapids	
Road	# of Crashes
S 12 th St	2
S 16 th St	4
S 3 rd St	2
S 8 th St	10
Chestnut St	2
W Grand Ave	11
W Jackson St	2
Pepper Ave	3
Riverview Expy	4
Village of Biron	
Road	# of Crashes
32 nd St	2
Town of Saratoga	
Road	# of Crashes
White Oak Rd	2

Source: MV400 Crash Database, Wisconsin Traffic Operations and Safety Laboratory.



Source: MV400 Crash Database, Wisconsin Traffic Operations and Safety Laboratory

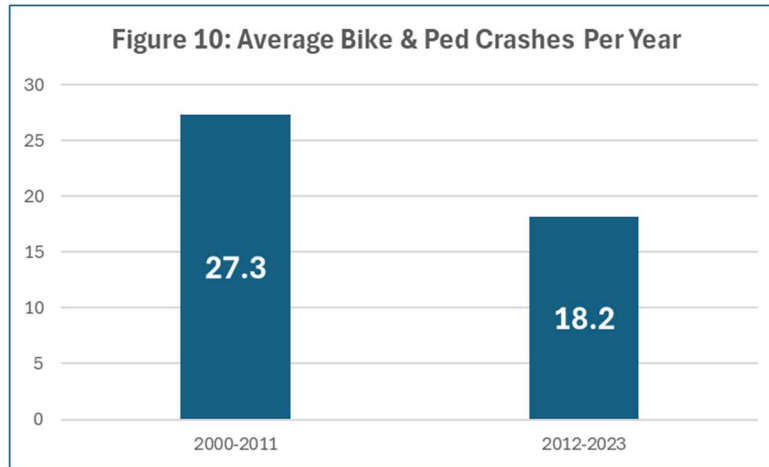
In Wood County, urban municipalities combined for 198 reported pedestrian crashes while rural towns combined for 25 reported pedestrian crashes. Among Wood County municipalities, the City of Marshfield had the most reported pedestrian crashes with 95, as shown in Table 8. The City of Wisconsin Rapids had the second most reported pedestrian crashes with 82 between 2000-2023.

	2000-2011	2012-2023	Total
City of Marshfield	60	35	95
City of Nekoosa	3	6	9
City of Pittsville	1	1	2
City of Wisconsin Rapids	44	38	82
Village of Arpin	0	0	0
Village of Auburndale	0	0	0
Village of Biron	2	3	5
Village of Hewitt	0	0	0
Village of Milladore	0	1	1
Village of Port Edwards	3	0	3
Village of Rudolph	1	0	1
Village of Vesper	0	0	0
Towns	15	10	25
Wood County	129	94	223

Source: MV400 Crash Database, Wisconsin Traffic Operations and Safety Laboratory

Overall Bicycle & Pedestrian Crash Conclusions

Over the course of a 24-year period (2000-2023), Wood County had a total of 546 crashes that involved either a bicyclist or a pedestrian, averaging 22.8 crashes involving either a bicyclist or pedestrian per year. The average number of crashes per year has decreased, as the County averaged 27.3 crashes between 2000 and 2011, and 18.2 crashes between 2010 and 2023, as shown in Figure 10.



Source: MV400 Crash Database, WI Traffic Operations and Safety Laboratory

When including all drivers, pedestrians, and bicyclists involved in a reported crash:

- 18% of all crashes involved an individual 16 years old or younger;
- 68.8% involved an individual between 17 and 64 years of age; and
- 13.2% involved an individual age 65 or older.

Of the 546 crashes in Wood County involving either a bicyclist or pedestrian, 476 crashes resulted in an injury and 15 crashes resulted in a fatality.

Of the 546 reported bicycle and pedestrian crashes in Wood County from 2000 to 2023:

- 497 crashes occurred in an urban municipality and
- 49 occurred in a rural town.

With 464 crashes combined, the City of Wisconsin Rapids and the City of Marshfield accounted for approximately 85% of all bicycle and pedestrian crashes within the County.

Chapter 3: Community Livability

What Is Livability?

Multiple federal agencies, non-profit organizations, and professional associations have developed different definitions of livability. Livability is most often used to describe the diverse aspects of society, surroundings, and shared experiences that shape a community. It includes an interrelated set of economic, spatial, and social components that together are challenging to understand and measure in the defined work of planning and development. In addition, livability embraces the human experience of place and is specific to the place and time in question. According to former Secretary of Transportation Ray LaHood, “Livability is about tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets.” A sample of definitions of livability adopted by federal or national organizations, follows:

Representative Definitions of Livability	
Agency/Organization	Definition
U.S. DOT	Livable communities are places where transportation, housing, and commercial development investments have been coordinated so that people have access to adequate, affordable, and environmentally sustainable travel options.
AASHTO	AASHTO's 'livability' objective is to use transportation investments to improve the standard of living, the environment, and quality of life for all communities, rural, suburban, and urban.
Partners for Livable Communities	Livability is the sum of the factors that add up to a community's quality of life—including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment, and recreation possibilities.
*AASHTO is the American Association of State Highway Officials	

Livability Principles

On June 16, 2009, the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA) joined together to help communities nationwide improve access to affordable housing, increase transportation options, and lower transportation costs while protecting the environment.

The Partnership for Sustainable Communities works to coordinate federal housing, transportation, water, and other infrastructure investments with the goal of making neighborhoods more prosperous, allowing people to live closer to jobs, saving households time and money, and reducing pollution. The partnership agencies incorporate six principles of livability into federal funding programs, policies, and future legislative proposals. These six principles are the foundation of the various goals and objectives introduced in the Regional Livability Plan ensuring that the region's livability is in sync with the larger national plan.

Department of Transportation Livability Principles:

1. **Provide more transportation choices.** - Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
2. **Promote equitable, affordable housing.** - Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
3. **Enhance economic competitiveness.** - Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.
4. **Support existing communities.** - Target federal funding toward existing communities—through strategies like transit-oriented, mixed-use development and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
5. **Coordinate and leverage federal policies and investment.** - Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
6. **Value communities and neighborhoods.** - Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods—rural, urban, or suburban.

Livability & Bike-Ped Planning

Planning to make a community more bikeable and walkable can go a long way to enhancing the livability of that place. Adopting a complete streets policy and working to implement a bicycle and pedestrian plan shows the community's commitment to improving living conditions and helps guide their efforts. Enhancing community livability in this way makes the community a more enjoyable place to live and want to stay for current residents. In addition, it helps build community image as a desirable place, thereby making it more attractive to prospective residents and businesses.

The remainder of this section describes the development of a complete streets policy and two common programs to help measure community progress towards bike-ability and walkability: Bicycle Friendly Community designation and Walk Score.

Complete Streets

A complete street is a street that is designed to accommodate all modes of transportation, including bicycling, walking, transit, and automobiles. As every community's needs are different, there is not a one-size-fits-all policy. A low volume, low speed neighborhood street may not need any additional facilities to accommodate pedestrians and bicyclists, while a major arterial through a community may need sidewalks and bicycle lanes, and a rural highway may only need paved shoulders to accommodate all modes of transportation.

However, a Complete Streets policy directs future street projects to be designed in a comprehensive manner that incorporates the perspective of bicyclists and pedestrians of all ages and abilities into every road project rather than being auto centric. A complete street takes into consideration the volume and type of traffic, the speed of traffic, street connectivity, and the potential volume of bicycle and pedestrian traffic to build and modify the appropriate type of infrastructure to increase pedestrian and bicyclist safety and comfort, as well as the automobile.

In Wisconsin, the Complete Streets law was changed in the State's 2015 biannual budget and now State transportation projects shall give "due consideration" to establishing bicycle and pedestrian transportation accommodations. Only 11 communities, 3 regions, and 1 county within Wisconsin have developed a Complete Streets policy, while nearly 1,500 communities nationwide have done so.

Elements of a Strong Complete Streets Policy

Vision and Intent: Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking

Diverse users: Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.

Commitment in all projects and phases: Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.

Clear, accountable expectations: Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.

Jurisdiction: Requires interagency coordination between government departments and partner agencies on Complete Streets.

Design: Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.

Land use and context sensitivity: Considers the surrounding community's current and expected land use and transportation needs.

Performance measures: Establishes performance standards that are specific, equitable, and available to the public.

Project selection criteria: Provides specific criteria to encourage funding prioritization for Complete Streets implementation.

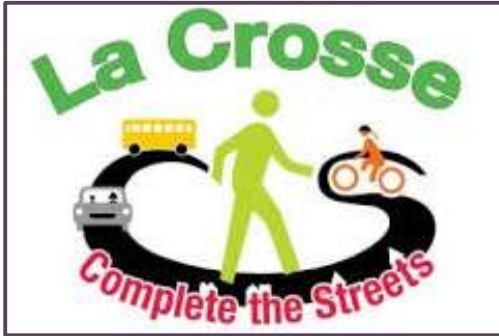
Implementation steps: Includes specific next steps for implementation of the policy.

Source: Smart Growth America

Local Complete Streets

When developing its own Complete Streets Policy, a community should look to other communities within Wisconsin to learn what could be included in their Complete Streets Program. There are eleven communities within Wisconsin that have developed a Complete Streets Policy, including: Appleton, Franklin, Grand Chute, La Crosse, Madison, Manitowoc, Milwaukee, New Richmond, Onalaska, Stevens Point, and West Salem.

The elements addressed in a Complete Streets Policy vary between communities. Not all communities include the same elements within their policy, nor do they incorporate all the elements of a strong policy listed above. For example, Milwaukee's policy addresses 12 different elements based mainly on actions the City will take; New Richmond's policy includes a vision, goals, guiding principles, and an evaluation method; the Town of Grand Chute includes performance measures in their policy, while Stevens Point's policy focuses solely on designing their streets to accommodate the safety and convenience for all users.



Source: Wisconsin Bike Federation

Example: Milwaukee Complete Streets Policy

Milwaukee's Complete Streets Policy was nationally recognized by Smart Growth America as the nation's third-best Complete Streets Policy of 2018. Milwaukee's Complete Streets Policy includes twelve elements to incorporate Complete Streets within the City. While Milwaukee is a much larger community than communities in Wood County, Milwaukee's Complete Streets Policy can still be used as a guide and as a benchmark to develop their own high-quality Complete Streets Policy. Milwaukee's policy seeks to address accessibility and maximize the comfort, safety and needs of all users; incorporates Complete Streets to achieve a complete, interconnected transportation network; incorporating the Complete Streets Policy in public way improvements, as well as future plans, projects, policies, resolutions, and ordinances; including stormwater management into future projects; prioritizing aspects of the Complete Streets Policy; the role the Department of Public Works will take under the Complete Streets Policy; involving the public in processes involving public way design, project development and implementation; and establishing a Complete Streets Committee and establishing the roles and tasks the Committee will be responsible for. The elements of Milwaukee's Complete Streets Policy are described in more detail below.



Public Way:

Develop design, operation, and maintenance standards to address accessibility and maximize the comfort, safety and needs of all users. [Image source: Wisconsin Bike Federation]

Transportation Network:

Incorporate the Complete Streets Policy to achieve a complete interconnected transportation network that serves all users and encourages walking, biking, and transit. [Image source: Smart Growth America]



Incorporation:

Incorporate this policy into all public way improvements and phases, as well as all future or amended City plans, policies, resolutions, and ordinances. [Image source: City of Minneapolis]

Stormwater Management:

Incorporate stormwater management and maintenance of green infrastructure within the public way to contribute to a comfortable and healthy pedestrian environment. [Image source: The Infrastructure Show]



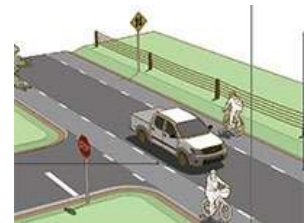
Prioritization:



Priority will be given to the following: safety; street design elements that encourage and support walking, biking, and transit; and the goal for all users to safely, comfortably, and conveniently travel across and through the City's transportation network. [Image source: Boston Complete Streets]

Department of Public Works:

Prioritize universal and equitable investment in underserved communities throughout the City which lack existing infrastructure that encourages walking, biking, and transit trips, as well as areas where data indicate crash risk and health disparities. [Image source: FHWA]



Public Engagement:



Engage with stakeholders when designing public way improvements through a variety of methods including through online surveys, public involvement meetings, community organizations, collaboration with the Mayor, etc. [Image source: Smarter Growth California]

Complete Streets Committee:

- Establishes a Complete Streets Committee.
- The Complete Streets Committee shall oversee implementation of the Complete Streets Policy by prioritizing, assigning, monitoring, and establishing timelines for numerous actions.
- Work cooperatively to address community concerns and together assist in achieving community visions and goals in a manner that respects local context.

Example: New Richmond Complete Streets Policy

The City of New Richmond is a community within Wisconsin that has adopted their own Complete Streets Policy. New Richmond's Complete Streets Policy includes a vision for the city's transportation network with Complete Streets; Goals of the Complete Streets Policy; Guiding principles; applicability and scope of the policy; implementation of Complete Streets; Best practices and design guidance, and an annual evaluation of the Complete Streets Policy within New Richmond. Like New Richmond has done in their Complete Streets Policy, Wood County communities should look to establish a vision, goals, guiding principles, and an evaluation method for a Complete Streets Policy.



Together we can create streets that work for everyone.

Image source: Imagine Kalamazoo

Vision

Complete Streets are a vital component of New Richmond's transportation network and contribute directly to the health, safety, economic vitality, and quality of life in the New Richmond Community. Through implementation of Complete Streets principles, the transportation network in New Richmond will be safe, accessible, and convenient for all transportation users of all ages and abilities regardless of their mode of transportation.

Goals

The Complete Streets Policy will ensure that the City's streets complement and enhance the surrounding land use and neighborhood character and accommodate all users, including drivers, bicyclists, pedestrians, senior citizens, children, and people with mobility impairments. Specifically, the goals are:

- To make streets safer and more inviting by reducing the frequency and severity of vehicular, bicycle, and pedestrian-related accidents.
- To ensure safe routes for students to get to school.
- To improve and enhance the health and well-being of the City's residents by providing safe and convenient opportunities for walking and bicycling.
- To improve the City's quality of life and local economy by providing high-quality multi-modal transportation facilities.

Guiding Principles

Each street in the City of New Richmond is unique, and there is no "one size fits all" approach. The following principles shall guide the development of transportation projects:

- Shall be appropriate to the function and context of the transportation facility;
- Shall be sensitive to the neighborhood context and cognizant of neighborhood needs;
- Shall be flexible in project design to ensure that all users have basic safe access and use;
- Shall be considered a component of a comprehensive, integrated, and interconnected transportation network that allows all users to choose between modes of travel; and
- Shall be consistent and compatible with the City's Comprehensive Plan and the City's Bicycle and Pedestrian Master Plan.

Evaluation

On at least an annual basis, the Director of Public Works shall share quantifiable performance measures with the Public Works Committee and City Council relating to the Complete Streets Policy, including but not limited to the following:

- Vehicle, bicycle, and/or pedestrian accident data
- Number of crosswalks improved or installed
- Number of ADA accommodations built or installed
- Number of traffic calming facilities installed
- Linear feet of sidewalks or trails built or repaired
- Number of boulevard trees planted
- Maintenance activities of existing Complete Streets facilities
- Total dollar amount spent on Complete Streets improvements

Building a Complete Streets Policy for Communities in Wood County

The first step a community should take in the process to adopt a Complete Streets Policy is to determine a vision outlining what they hope to accomplish with a Complete Streets Policy. It is important that a community has a vision that will help develop a policy that will be beneficial for that community. Creating a vision will also help determine the scope of their policy (should it cover many elements like Milwaukee's policy, or should it cover fewer elements and focus on incorporating street design to accommodate all users like in Stevens Point?).



Next, a community should view Complete Streets Policies that other Wisconsin communities have in place and decide which elements of their policies are applicable for a Complete Street Policy. Reviewing other local policies can also provide ideas on how to incorporate Complete Streets, actions that other communities have taken on their streets, attainable goals that could be relevant to a community, and a general format for the Complete Streets Policy. Reviewing policies also makes it easier to determine which communities would be helpful contacts for incorporating a Complete Streets Policy.

Next, a community should create a set of attainable and measurable goals that will outline how to accomplish their desired mission. Creating a set of attainable and measurable goals will allow a community to set targets to reach in their policy, determine which aspects of their transportation network to address, and will also help to measure the success of the policy and determine where improvements could still be made.



After creating a set of goals, a community should determine the actions that they are willing or able to incorporate to meet these goals. Actions could include setting design standards and criteria for new road construction, reconstruction, and road projects; determining the proper design practices to incorporate; determining the scope of facility additions or enhancements (such as sidewalks, trails, bike lanes, etc.); where to incorporate facility additions or enhancements; and determining which traffic calming and speed management measures to incorporate.



Communities should also create a Complete Streets Committee similar to the one in Milwaukee. This committee would be responsible for overseeing the implementation of Complete Streets. The Complete Streets Committee would also be responsible for monitoring progress, determining priorities, setting timelines, and assigning tasks for various projects related to the Complete Streets Policy. The Complete Streets Committee can also help to raise support for Complete Streets, and for the community's quest to become a Bicycle Friendly Community, by distributing informational flyers, packets, and social media posts that highlight the benefits of walking and bicycling; hosting walking and bicycling events aimed to encourage residents and visitors to walk and bike streets, and by working with local health, schools, bicycle, and silent sport groups to help increase awareness for the need to enhance walking and bicycling within the community.

Implementing Complete Streets in Communities

After building the framework for a Complete Streets Policy, a community should focus on how to implement their Complete Streets Policy. A community will need to determine where road upgrades should be implemented; how to effectively manage the speed of traffic on their streets to provide a safe environment for bicyclists and pedestrians, while still moving traffic at an appropriate pace; and which types of road upgrades, or road diets, the community will incorporate as part of the policy.

A community will also need to prioritize future projects aimed to incorporate their Complete Streets Policy. Priority should be given to existing gaps, such as missing portions of sidewalks, within their street network before moving onto larger projects such as creating bicycle and pedestrian lanes on existing streets.



- 1 Auto-oriented culture**
Overcoming misconceptions around Complete Streets and safety countermeasures through proper staff education and training
- 2 Limited staff time and resources**
Strategically prioritizing staff and financial resources for project management, data collection, and design
- 3 Integration of Complete Streets design elements**
Revising best practices and operating procedures to increase access, improve safety, and provide facilities for all people who use the road
- 4 Public engagement**
Working with the public to balance trade-offs between traffic safety needs, regional and local priorities, and preserving neighborhood character
- 5 Performance measures**
Measuring whether projects meet objectives through data collection and detailed, periodic evaluation
- 6 Resistance to traffic calming**
Communicating how bike lanes, road diets, and traffic calming measures can benefit all users of the road, including drivers



Focus on Low Stress Networks

When upgrading their street network to incorporate their Complete Streets Policy, there should be a focus on creating a low stress network. Complete Streets policies focus on accommodating the widest range of ages and abilities, from children to seniors, and fitness enthusiasts to people with mobility challenges. Communities looking to implement Complete Street policies should focus on low stress networks, which include multi-use trails and paths that are separate from traffic to serve as the widest range of bicycle and pedestrian users. As real and perceived dangers are often barriers to walking and bicycling, a low stress network has the greatest potential to attract people that do not currently bike or walk for transportation but would like to do so.

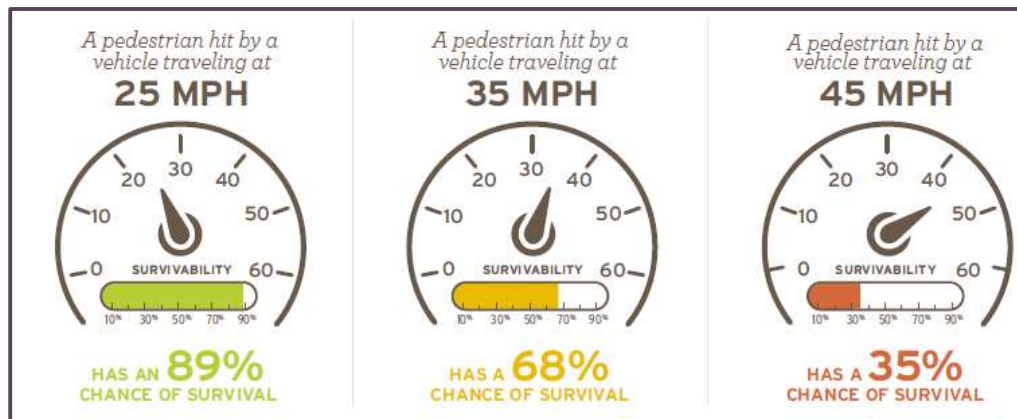


A low stress network includes low volume neighborhood streets. While bike lanes on an arterial street may be an important connection and will be used by more confident bicyclists, if there are low traffic

neighborhood streets nearby that can serve as a good alternative for getting bicyclists to key designations, those streets are likely to be more attractive to the majority of bicyclists.

Speed Management

While Complete Streets generally focus on creating networks through low stress networks, this is not always possible or practical. In some cases, high stress roadways can be converted or improved through road dieting and/or traffic calming techniques. As the illustration below shows, slowing speeds greatly reduces the likelihood that a crash involving a pedestrian and motorist results in a fatality. Similar results would likely be seen for bicyclists as well.



Source: FHWA, 2016

At a relatively low cost, four lane roads can be restriped to two travel lanes, a center turn lane, and bidirectional bicycle lanes. The US DOT found that this classic road diet typically results in a 19 to 47 percent reduction in crashes, reduced vehicle speed differentials, improved mobility and access by all road users, and integration of the roadway into surrounding uses that result in an enhanced quality of life (https://safety.fhwa.dot.gov/road_diets/).

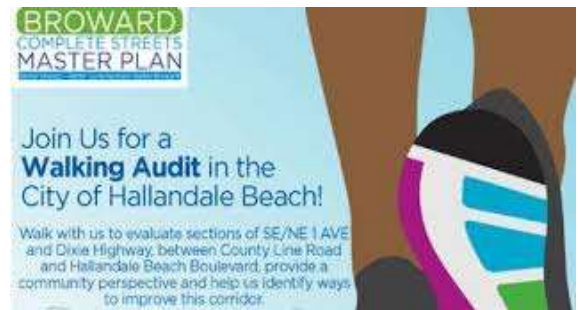
Traffic can be slowed on two lane roads through the use of bump/bulb outs which act as a chokepoint at intersections or in the middle of the road, forcing motor vehicles to slow down. A chicane is an artificial feature that creates extra turns in a road. Speed bumps or speed tables can achieve the same effect.

Engage in Short & Long Term Infrastructure Planning

When communities adopt a Complete Streets Policy, the transformation is usually a gradual process. Because of this, they should engage in short-term and long-term infrastructure planning to help determine which projects to prioritize. Immediate priorities are identified, such as missing street cuts and missing sidewalks that are critical to the network. The community and friendship groups may start committees to raise funds for off-road trails. However, major pedestrian and bicycle improvements are usually planned as a part of future road maintenance and improvement projects in a similar manner that older water and sewer lines are replaced opportunistically. Future improvements should be included in a Capital Improvement Plan (CIP). This increases the support for the project as costs are reduced and reduces the likelihood of opposition and stalling.

Public Involvement

A community should look to involve the public as much as possible when implementing their Complete Streets Policy. This would help build awareness and support for Complete Streets. Complete Streets forums would help decision makers learn where citizens would most like to see improvements, what type of improvements would help make them safe, and could help to address any potential concerns citizens may have. Hosting informational events will help keep citizens up to date on the progress of Complete Streets, help citizens better understand newly designed roads, and can help to increase walking and bicycling within the community. Providing Complete Streets educational classes will help increase safety awareness, teach bicyclists and pedestrians how to use newer amenities and teach drivers how to safely navigate the community's upgraded roads. Hosting walking or bicycling fundraiser events can also help to provide additional funding for Complete Streets and will encourage citizens to bicycle or walk to their destinations more often.



Bicycle Friendly Community Program

The Bicycle Friendly Community Program (BFC), administered by the League of American Bicyclists, is a program that seeks to improve the quality of life by engaging communities to improve conditions for bicycling to help the community capture the tremendous benefits that bicycling can offer for not only the community itself, but also for its citizens. The BFC program ranks communities across the United States as a Diamond, Platinum, Gold, Silver, Bronze or honorable mention community. There are currently 482 recognized Bicycle Friendly Communities and nearly 100 honorable mention communities across the nation, including 23 Bicycle Friendly Communities within Wisconsin. Wisconsin Rapids applied to the BFC program and achieved honorable mention status in the spring of 2023. A city like Marshfield is also a good candidate for the BFC program so its current bicycling conditions were examined.

BFC Program Overview

Sets Standards for what constitutes a real bicycling culture and environment

Affects decisions on how communities grow

Inspires action, involvement and coordination among people that want to improve conditions for bicyclists

Guides progress by acting as a roadmap for what communities should do next

Rewards persistence as people respond to feedback, make changes and come back again and again to get recognition

Raises expectations as to what really is expected and involved in making a great place for bicycling

An initiative of the BFC program is to help communities that actively support bicycling by providing hands-on assistance for enhancing bicycling in communities, by providing incentives for communities to enhance bicycling, and by giving award recognition to qualifying communities. The Bike Federation of Wisconsin is an excellent resource for the Bicycle Friendly Community Process and can help provide information, guidance, and can help communities fill out an application.

BFC Application Process

The Bike Federation of Wisconsin (BFW) provides the following suggestions that could help cities like Marshfield and Wisconsin Rapids in their applications for a Bicycle Friendly Community Award:

- Plan a strategy for pitching bicycle-friendly improvements
- Gather support
- Evaluate the community with the Bicycle Friendly Community Scorecard

Generally, the League of American Bicyclists scores communities based on the 5 “E’s” of Engineering, Education, Encouragement, Enforcement and Evaluation and Planning. Another consideration that can help boost a community’s score is Equity.

As part of the application process, the community will have to fill out a questionnaire that asks questions about the community’s engineering, education, encouragement, enforcement and evaluation efforts. This comprehensive questionnaire is designed to produce a complete picture of the applicant community’s effort to improve bicycling.

The 5 E’s For a Bicycle Friendly Community



Engineering: Bike lanes, bike routes, trails, bike parking, local Complete Streets policy, etc.



Education: Availability of cycling education, safety materials, Safe Routes to School Programs and number of League cycling instructors.



Encouragement: Bike to Work Week events, Bike Challenge participation, printed materials such as maps and brochures, fun events like Tour de Fat, etc.



Enforcement: Bicycle police, laws that protect bicycles, targeted enforcement programs to encourage people to share the road, liaison between bicycling community.



Evaluation & Planning: Community Bike Plan, annual bike counts, evaluation of crash data, mode share, etc.

The application process also includes a public survey to provide local context and perspective for the BFC review team's decision-making process and is used in combination with the online BFC application submitted by the community. It is important to note that applicant communities will not be judged on the number of responses received, and that input from the survey does not determine a community's award level.

After learning about the application process, a community should take the next step and learn how bicycling conditions in their community compare to bicycling conditions in communities that have earned Bronze Status. Communities should use the Building Blocks of a Bicycle Friendly Community and the Benchmarks of an Average Bronze Status Community (described below) to help determine how close a city like Marshfield is to a Bronze Status certification.

Building Blocks of a Bicycle Friendly Community

The Building Blocks of a Bicycle Friendly Community can be used to identify the key benchmarks that define the BFC award levels. Benchmarks are established for a variety of topics that fall under the 5 "E's"; Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning. There are a total of ten Building Blocks, which are highlighted below. These Building Blocks can help communities understand the criteria for each award level and how they compare to the benchmarks.



- **High Speed Roads with Bicycle Facilities** - Reflects the reported bicycle facilities on roads with posted speed limits of more than 35 mph. The average Bronze Community has bicycle facilities on 19% of its high-speed roads.

- **Total Bicycle Network Mileage to Total Road Network Mileage** - Reflects the entirety of bicycle facilities, located on and off-road, divided by the reported centerline miles of all roadways. The average Bronze Community has a ratio of roughly 1 mile of bike network for every 4 miles of road network.



- **Bicycle Education in Schools** - Reflects the percentage of elementary, middle and high schools that offer bicycle education, and the type of education offered at each school. Prevalence and type are used to create descriptive categories, with the average Bronze Community having "Average" Bicycle Education in schools.
- **Share of Transportation Budget Spent on Bicycling** - Reflects the reported percentage of each community's total transportation budget, over the past 5 years, invested in bicycle projects. The average Bronze Community reports that 9% of its transportation budget is invested in bicycle projects.





- **Bike Month and Bike to Work Events** - Reflects the number of events promoted as part of bike month in each community. The number of events is used to create descriptive categories, with the average Bronze Community having either “Average” or “Good” Bike Month and Bike to Work Events.

• **Active Bicycle Advocacy Group** - Reflects reported bicycle, active transportation, and transportation equity advocacy groups. Over 90% of communities that apply report the existence of an advocacy group in their community.



- **Active Bicycle Advisory Committee** - Reflects whether a bicycle advisory committee exists and how often it is reported to meet. The average Bronze Community has a bicycle advisory committee that meets roughly every two months.

• **Bicycle Friendly Laws & Ordinances** - Reflects local ordinances or state laws that are reported to protect or restrict bicyclists in each community. The number of restrictive laws is subtracted from the number of protective laws and that numbers used to create descriptive categories. The average Bronze Community has between “Acceptable” and “Average” Bicycle Friendly Laws & Ordinances.



- **Bike Plan is Current and is Being Implemented** - Reflects reported information on the existence of a bike plan, the age of the bike plan, whether that bike plan has goals, and whether those reported goals are being met. Nearly 70% of communities that apply report having a bike plan that is current and is being implemented.

- **Bike program Staff to Population** - Reflects reported information on the number of full-time equivalent employees in each community and the population of each community. The average Bronze Community has 148,000 residents per one staff person.



Bronze Award Criteria



A Bronze Award is the lowest level of award given out to communities under the Bicycle Friendly Communities Program. While it is not necessary to meet each individual benchmark to achieve Bronze Status, it is helpful to be as close as possible to or exceed the benchmarks. The benchmarks for Bronze Status communities are displayed below in Table 9.

Communities similar in size to Marshfield or Wisconsin Rapids within Wisconsin that have achieved Bronze Status include the City of Menominee and the City of Menasha. Reaching out to officials in these communities could be beneficial in helping these communities achieve Bronze Status.

Table 9: Bronze Award Building Block Benchmarks

Criterion	Benchmark
Engineering	
Bike Access to Public Transportation	Good
Total Bicycle Network Mileage to Total Road Network Mileage	26%
High Speed Roads with Bicycle Facilities	19%
Education	
Public Education Outreach	Some
Annual Offering of Adult Bicycling Skills Classes	One
% of Primary & Secondary Schools Offering Bicycle Education	33%
Encouragement	
Active Bike Clubs & Signature Events	Yes
Bike Month & Bike To Work Events	Good
Active Bicycle Advisory Committee	Maybe
Active Advocacy Group	Maybe
Recreational Facilities like Bike Parks & Velodromes	Maybe
Enforcement	
Law Enforcement/Bicycling Liaison	Yes
Bicycle Friendly Laws/ Ordinances in Place	Some
Evaluation	
1 Bike Program Staff Person	1 per 77k citizens
Bike Plan is Current and Being Implemented	Maybe

Marshfield BFC Conditions

If Marshfield would consider applying to become a Bicycle Friendly Community, it is important to examine the current conditions for bicycling in Marshfield compared to the established benchmarks of an average Bronze Status Community. This comparison will include a brief overview for the conditions

under each of the 5 “E’s”. Brief overviews for how Marshfield compares to the average Bronze Status Community are listed below for each of the 5 “E’s”, while Table 10 displays comparisons of how Marshfield stacks up against the benchmarks for Bronze Status.

Engineering



Currently, the City of Marshfield is below all the benchmarks established by the average Bronze Status Community. Seeing that the City does not have a transit system with a set route, there is no access to public transportation for bicycles within the City. Marshfield also does not provide the same percentage of bicycle facilities on their road networks as the average Bronze Status Community, nor does Marshfield have an equal or higher percentage of high-speed roads with bicycle facilities. It should be noted that if the recommendations of their bike plan are implemented, Marshfield would meet the benchmarks for their bicycle network mileage and the percentage of high-speed roads with bicycle facilities.

Education



Bicycle Educational services currently offered in Marshfield include a Bike Rodeo event aimed at increasing bicycle safety, awareness, and skills in children. Schools within Marshfield currently do not offer bicycle education classes outside of an annual Bike Rodeo, and there is little public bicycle education outreach within the city as well. Recommendations within this plan related to Education include providing more bicycle education events such as bicycle rodeos or other events that target both children and adults, including at least one piece of bicycle education in a newsletter or bill to residents per year, providing bicycle safety and education materials on the City’s website, and offering a bicycle education course as an alternative to punishment for minor offenders of bicycle rules.

Encouragement



There are various Bicycle Clubs and Advocacy groups within Marshfield. Marshfield Area Friends of the Trail, The Wood Spokes Bicycle Club, Marshfield Mountain Bike Club, Sports Den, and Marshfield Community Bike Share are organizations that promote and support bicycling within Marshfield. Marshfield is also home to the McMillan Marsh Wildlife Area, which provides a scenic atmosphere for bicyclists to enjoy. Other bike trails include the Wildwood-McMillan Trail, Mill Creek Trail, Galvin Avenue Trail, Yellowstone Connector Trail, among others. However, Marshfield is currently missing an active Bicycle Advisory Committee, which could lower Marshfield’s score in the Encouragement category. Recommendations of this plan related to Encouragement include sponsoring Bike to Work Week, a Bike & Walk to School Day, and promoting the Wisconsin Bike Challenge.

Evaluation & Planning



Marshfield’s Bicycle & Pedestrian Plan was the first step in evaluating bicycle conditions within the city, as well as implementing strategies and improvements that are designed to improve support and conditions for bicycling within Marshfield. The Bicycle & Pedestrian Plan provides recommendations that will help to improve bicycling in Marshfield by targeting improvements within the 5 “E’s”. There are numerous recommendations within their plan that aim to improve Marshfield’s conditions for each

of the 5 “E’s”. It will be up to the City of Marshfield to implement the recommendations of that plan to meet the implementation standards for a Bronze Status Community. Marshfield also does not currently have a staff person dedicated to bicycle programs. Adding a Bicycle Program staff member would not only help meet the benchmark of one bike program staff person per 77,000 residents, but it would also help the City evaluate the outcomes and effectiveness of Marshfield’s bicycle network.

Enforcement



Marshfield currently does not have many laws and ordinances that are designed to promote or enhance bicycling within the city. Marshfield also does not have a Bicycling Liaison or law enforcement official dedicated solely to bicycling safety. Possible activities related to Enforcement include having the police department perform crosswalk enforcement, enforcing posted speed limits, and bicycle enforcement training.

Equity and Accessibility are also key factors in BFC designation. Marshfield currently does offer a bike share program, with 4 bike share kiosks in the city, offering recreational/commuting options for people at low cost. This program does offer adaptive bikes, but they are currently limited. The city also promotes and updates the BikeMarshfield website (www.bikemarshfield.com) which provides useful information for the community about biking. Suggestions related to Equity and Accessibility include using socioeconomic and/or demographic data to inform biking investments and utilizing marketing materials with pictures to represent everyone in the community.

Wisconsin Rapids BFC Report Card

Wisconsin Rapids recently received feedback from their application to achieve Bicycle Friendly Community status. The report card assesses the city's efforts, highlighting areas of success, potential improvements, and recommendations for future growth. By reviewing the feedback, Wisconsin Rapids can continue to enhance its cycling-friendly environment for residents and visitors alike.

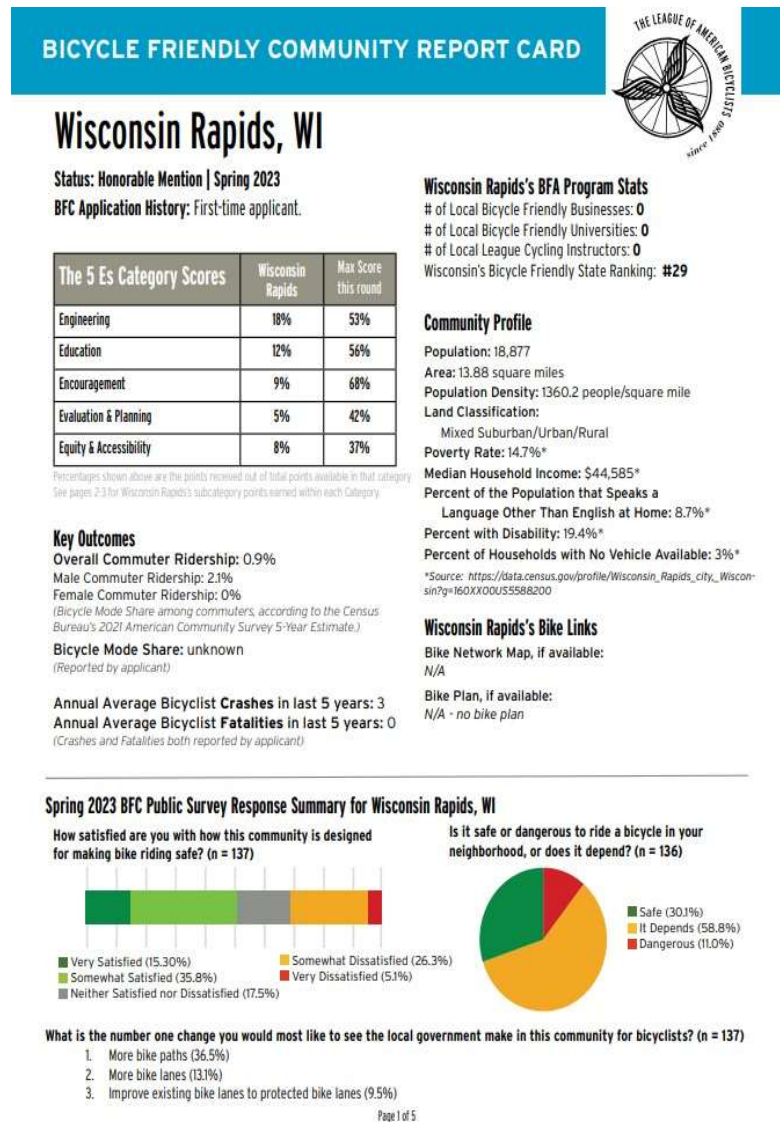
As an Honorable Mention community, Wisconsin Rapids is recognized for a year. These communities are recognized for starting efforts to address the need of bicyclists in their community. They often have popular shared-use paths, community-wide bicycling events, or recent bicycle planning processes but still have room for improvement before meeting the criteria to earn a Bicycle Friendly Community award. Over 100 communities that originally earned an Honorable Mention have gone on to be awarded a Bronze designation or better.

All Spring 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications if Wisconsin Rapids chooses to resubmit their application.

Wisconsin Rapids Feedback to Improve BFC Score

The full report card with all the feedback can be found on bikeleague.org. Some, but not all the improvements are highlighted below:

- Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.



- Conduct a connectivity analysis and network quality evaluation of your existing bicycle network, and work to identify and fill any gaps.
- Develop bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns and create an inclusive, welcoming environment.
- Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- Develop and adopt an official dedicated bicycle master plan for the city that complements the county's new plan. Begin this process with a robust and inclusive public engagement process, and by performing a bike network analysis to assess gaps in the existing bike network.
- Create a bicycle count program that utilizes several methods of data collection (automated counters, surveys, manual observation counts, etc.) to create an understanding of current bicyclists and the effects of new facilities on bicycling in Wisconsin Rapids.

Table 10: Marshfield and Wisconsin Rapids Comparison to Bronze Status Benchmarks			
Criterion	Benchmark	Marshfield	Wisconsin Rapids
Engineering			
Bike Access to Public Transportation	Good	None	None
Total Bicycle Network Mileage to Total Road Network Mileage	26%	TBD	TBD
High Speed Roads with Bicycle Facilities	19%	TBD	TBD
Education			
Public Education Outreach	Some	Little	Little
Annual Offering of Adult Bicycling Skills Classes	One	One	None
% of Primary & Secondary Schools Offering Bicycle Education	33%	0%	0%
Encouragement			
Active Bike Clubs & Signature Events	Yes	Yes	Yes
Bike Month & Bike to Work Events	Good	No	No
Active Bicycle Advisory Committee	Maybe	No	No
Active Advocacy Group	Maybe	Yes	Yes
Recreational Facilities like Bike Parks & Velodromes	Maybe	Yes	Yes
Enforcement			
Law Enforcement/Bicycling Liaison	Yes	No	No
Bicycle Friendly Laws/ Ordinances in Place	Some	No	No
Evaluation			
1 Bike Program Staff Person	1 per 77k citizens	No	No
Bike Plan is Current and Being Implemented	Maybe	Yes	Pending

Steps for Marshfield to Achieve BFC Bronze Status

In their efforts to become designated as a Bicycle Friendly Community, the first steps Marshfield should take are to implement the recommendations of their own Bicycle & Pedestrian Plan as well as this one. Implementing these strategies will not only help to improve conditions across the 5 “E’s” and meet their subsequent benchmarks, but it will also help show the League of American Bicyclists, the judges that determine designation status, that Marshfield is serious about improving bicycling conditions within the city, and that the city is ready to help support and promote bicycling.

Why Should Marshfield become a BFC?

- Helps Create a Vibrant Community
- Health Benefits
- Reduced traffic congestion
- Increased property values
- Increase in Tourism
- Save on Parking costs

Increasing public support for bicycling is another step that Marshfield should take. Marshfield should establish partnerships with organizations such as the Marshfield School District, Healthy People Wood County, Wood County Health Department, Marshfield Clinic, and Marshfield Community Bike Share Program to help promote bicycling within the city by providing bicycle events, distributing benefits of bicycling information to residents through a variety of media, and to help establish bicycle education courses.

Marshfield should also reach out to the Bike Federation of Wisconsin for guidance on filling out an application. The Bike Federation of Wisconsin helps communities fill out applications and also helps to pinpoint and strengthen a community’s weaknesses when it comes to bicycling. Marshfield should also reach out to other Wisconsin communities that have been designated as a Bicycle Friendly Community to learn the actions that these communities took to become a Bicycle Friendly Community. As noted earlier, the Cities of Menominee and Menasha are communities that are similar in size to Marshfield that have achieved Bronze Status.

After the application process is finished, Marshfield will receive a report card detailing how Marshfield graded in each of the 5 “E’s”. An unsuccessful application will provide key steps that Marshfield will need to take in order to achieve Bronze Status. Receiving a successful Bronze Status application report card will also help Marshfield learn key steps that it would need to take in order to achieve Silver Status.

BFC Award Determination

The League of American Bicyclists defines their award decision making process as follows:

- Points assigned to the data by formulas;
- Personal review of each application by League staff, including supplemental materials;

- Comparisons to similar communities in our award database, particularly based upon the Building Blocks of a Bicycle Friendly Community and characteristics such as population and type of community; and
- If necessary, review of public and advocate surveys or direct outreach to local advocates.

Other criteria besides the Building Blocks of Bicycle Friendly Community or the 5 “E’s” include ridership rates within the community, safety measures such as crashes (measured by the number of crashes per 10,000 bicycle commuters), and fatalities (measured by the number of fatalities per 10,000 bicycle commuters). Applicants also have the opportunity to provide extra information pertaining to bicycling in their community, and why this helps make the community worthy of a Bicycle Friendly Community designation at the end of the application.

Walk Score

Walk Score is a tool that calculates an area’s walkability based on proximity to amenities such as grocery stores, schools, parks and other destinations. Walk Score only deals with a location’s proximity to amenities however, and it should be noted that an area’s pedestrian amenities, such as sidewalks, crosswalks, street connectivity, etc., are not included in the Walk Score analysis. Walk scores can be attributed to entire communities or individual addresses in a community. Walk Score ratings range from 0 to 100, and communities are placed in one of the following categories based on their score; Car Dependent (0-24), Car Dependent (24-49), Somewhat Walkable (50-69), Very Walkable (70-89), or Walker’s Paradise (90-100).

Walk Score Rankings

90-100: Walker’s Paradise

Daily errands do not require a car

70-89: Very Walkable

Most errands can be accomplished on foot

50-69: Somewhat Walkable

Some errands can be accomplished on foot

25-49: Car- Dependent

Most errands require a car

0-24: Car Dependent

Almost all errands require a car

Walk Scores in Marshfield and Wisconsin Rapids



Marshfield

Marshfield is considered “Car-Dependent” with a walk score of 36. Most errands require a car, but Marshfield’s downtown area is in close proximity to groceries, errands, and restaurants, but further away from schools.



Wisconsin Rapids

Wisconsin Rapids is considered is “Car-Dependent” with a walk score of 40. Most errands require a car, but Wisconsin Rapids’ downtown area is in close proximity to groceries, errands, and restaurants, but further away from schools.

While Walk Score can be a helpful tool in determining an area’s walkability, it is not a tell-all tool for analyzing walkability. Areas with low walk scores can still be considered as walkable, especially if they have the appropriate infrastructure in place (sidewalks, crosswalks, etc.) to provide safe conditions for pedestrians.

Improving Marshfield and Wisconsin Rapids Walk Score

Improving walk scores within these communities should be focused on providing destinations for residents to walk to. While not all residents would choose to walk to these destinations, providing these destinations would increase the number of potential walking trips within a specific location, which could help decrease traffic levels in busier areas of the City, making it safer to walk in those areas.

Since walk scores are based on a location’s proximity to amenities, improving walk scores throughout a community would be based on attracting businesses to areas with low walk scores. Adding local businesses such as grocery stores, retail stores, and restaurants to residential areas would not only boost walk scores in these areas but would also help increase walking levels within these locations as well.

There should also be a focus on increasing and maintaining pedestrian infrastructure (sidewalks, crosswalks, shared-use trails, multi-use lanes, etc.) to increase overall walkability. Providing pedestrian infrastructure will help increase safety, comfort, and ultimately walking levels within Wood County.

Chapter 4: Goals and Objectives

This chapter presents a vision for walking and biking in Wood County. To achieve this vision, a number of goals and objectives were developed by the plan steering committee based on a review of the goals and objectives from the previous county bicycle and pedestrian plan. The updated goals and objectives fell into one of four areas of focus, including: cultural & natural resources, economy, safety or information and education.

These goals and objectives help guide the development of the bicycle and pedestrian plan and to aid in decision making when implementing the plan and should be considered by local, county, state, and federal agencies when undertaking activities related to biking and walking within Wood County.

VISION
To expand the route system to make bicycling and walking safe, viable and convenient for transportation, health, recreation and economic development purposes.

Focus Area: Cultural and Natural Resources
Goal: Design a bicycle and pedestrian transportation system to enhance local and regional aesthetic, cultural and natural resources and that connects the County's diverse landscapes.
Objective: Recommend bicycle and pedestrian improvements along environmental corridors such as the Wisconsin River.
Objective: Encourage local municipalities, businesses and organizations to enhance bicycle and pedestrian trails with rest areas, waste receptacles, signage, etc.
Objective: Identify and recommend specific corridors that are best suited for bicycle and pedestrian facilities.

Focus Area: Economy
Goal: Develop a cost-efficient bicycle and pedestrian system that supports the local economy by increasing transportation choices and providing recreation opportunities.
Objective: Promote the economic impacts of bicycle and pedestrian transportation by effectively linking employment centers, recreational areas, business districts, neighborhoods, educational centers and cultural destinations.
Objective: Integrate bicycle and pedestrian transportation modes into Wood County's overall transportation system.
Objective: Recognize financial constraints and obligations of bicycle and pedestrian systems and identify funding sources for bicycle and pedestrian transportation options.

Objective: Promote cooperation between local units of government, the County and the State to provide financial and in-kind partnerships to leverage grants from the Federal government, community foundations and other funding sources.
Objective: Propose linkages between County communities.
Objective: Recommend bicycling and walking travel corridors that will link communities to regional recreation opportunities.

Focus Area: Safety
Goal: Develop a safe and convenient bike and pedestrian system for diverse user types and abilities.
Objective: Design for utilitarian and recreational transportation uses.
Objective: Design a system that accommodates the needs of various types and abilities of users.

Focus Area: Information and Education
Goal: Encourage and promote local education programs that focus on the rights, responsibilities and safety of bicyclists and pedestrians.
Objective: Publicize safety requirements on bicycle and pedestrian transportation maps.
Objective: Increase safety education programming for school children and adult cyclists.
Objective: Promote enforcement of laws and regulations for all transportation users to respect the rights of bicyclists and pedestrians.
Objective: Promote increased use of bicycling and encourage planners, engineers and State and local elected officials to accommodate bicycle and pedestrian needs in designing transportation facilities for rural, urban and suburban areas.

Chapter 5: Proposed Network Facilities

Routing Criteria

The NCWRPC, with input from the plan advisory group, used the following set of criteria to establish bicycle routes:

- Complete a county-wide network
- Link cities/villages, county parks & recreation areas and adjacent counties where feasible
- Establish connections identified through public involvement efforts
- Improve safety

Facility Types and Design Guidance

This plan makes facilities and policy recommendations intended to improve cycling conditions in Wood County. The following facility treatments may be appropriate for communities in Wood County and were considered in the development of route recommendations for this plan. For more detailed guidance in designing bicycle and pedestrian facilities, consult the following resources:

- The WisDOT's Wisconsin Bicycle Facility Design Handbook
- The WisDOT's Guide to Pedestrian Best Practices
- The Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD)
- The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities

Shared Use Roadway

Definition: On a shared roadway, bicyclists and pedestrians are accommodated in the same travel lane with no special accommodations for bikes.

Appropriate Setting: Low speed, low volume traffic

Benefits: Generally require lower levels of investment. Meshes well with traditional neighborhood quality. Design can easily support on-street parking and minimize storm water runoff.

Design Guidelines

- Where traffic volumes are generally less than 750 ADT cyclists and motorists can share roadways with lane widths ranging from 9 to 12 feet (with or without shoulders) with no additional improvements necessary.
- Signage and sharrow markings can help alert motorists to the potential presence of bicyclists or pedestrians as a safety feature.



Wide Paved Shoulders

Definition: A clearly designated space reserved for bicyclists or pedestrians along a roadway when sidewalks or other facility treatments are for whatever reason unattainable. White edge lines provide visual separation between travel lanes and paved shoulders. Urban shoulders are provided along roadways with curbs.

Appropriate Setting: Collector and arterial roads and highways with moderate to high traffic and truck volumes. Additionally, appropriate for longer travels on rural routes. In urban settings, can be used as an alternative to bike lanes.

Benefits: Provides achievable facility to host routes when sidewalks, shared use paths, bike lanes, and other facility types are not possible. Especially useful in accommodating multimodal transportation with higher speeds.

Limitations: Requires wider roadways

Design Guidelines

- Widths
 - Minimum width: three to five feet (depending on ADT, bicycle use, % trucks, & % double yellow lines).
 - Desirable width, collector/arterial: 5+ feet.
 - Minimum width with shoulder rumble strips: five feet.
- Other proven safety measures include striping and rumble strips.
- Marked urban shoulders provide a visual narrowing of street, which help reduce vehicles speeds.



Bike Lanes

Definition: An exclusively designated lane for bicyclists on a roadway.

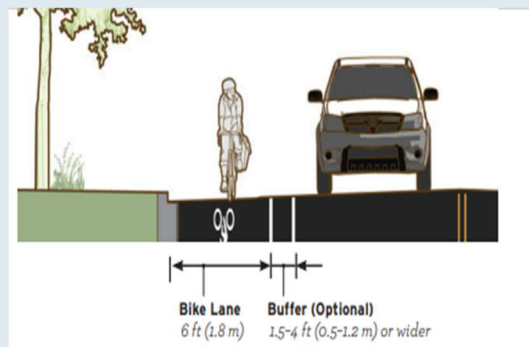
Appropriate Setting: Highly versatile to many settings, but most appropriate on roadways with moderate traffic going moderate speeds.

Benefits: Highly versatile to road types and traffic levels. Sends very clear visual cue to drivers. Ideal connector of local bike routes to larger corridors. Widely recognized facility type.

Limitations: May provide stress to bicyclists in high traffic situations. Special care needs to be given when bicycle lanes encounter intersections.

Design Guidelines

- **Width**
 - Preferred width: 5+ feet, absolute minimum of four feet (45 mph or less), 5-6 feet with parking lane.
 - Bike lanes greater than seven feet wide should be accompanied with a buffer zone to discourage motor vehicle use of bike lane for parking or driving.
- Optional buffers should be between 1.5 and four feet in width.
- It is essential that bike lanes be marked with consistently solid lines.
- Pavement marking is essential, and signage optional but encouraged.



Sidepaths

Definition: A bidirectional, off-road facility exclusively reserved for multimodal transportation that still runs parallel to the roadway.

Appropriate Setting: Alongside collector and arterial roads and highways; can be suitable for rural and built-up areas alike; should only be placed along roadways with limited number of driveway/roadway access points.

Benefits: Extremely versatile; maintains rural and small-town character; a widely preferred facility to a paved shoulder for long and short connections.

Limitations: Sometimes requires more public resources, community investment; intersections with roadways require special attention.

Design Guidelines

- Width of path itself should be between eight and twelve feet (10 feet standard), depending on volume of user traffic.
- A minimum of a two-foot clearance should be present to signposts or related features.
- Asphalt is most common surface material, although other materials may be acceptable.
- Sidepaths should be at least five feet removed from the edge of roadway's curb or shoulder unless a physical barrier is present.



Multi-Use Paths

Definition: A bidirectional, off-road facility separated from the roadway, that offers low-stress and exclusive experiences for all forms of active transportation.

Appropriate Setting: Outside of built-up areas; connector between communities, neighborhoods, etc.

Benefits: Completely independent of motor vehicle transportation network; displays rural character; low stress; attractive for tourism and economic development.

Limitations: Sometimes requires more public resources, community investment; requires major real estate if within new right-of-way, intersections with roadways require special attention.

Design Guidelines

- Width of path itself should be between ten (standard) and twelve feet, depending on volume of user traffic.
- Asphalt is most common surface material, although other materials may also be acceptable.



Sidewalks

Definition: A separated facility dedicated to pedestrians that almost always run parallel to roadways

Appropriate Setting: Cities, villages, other built up areas.

Benefits: Applicable and appropriate to all but the very lowest speed roadways; widely recognized facility type; versatile connector to a wide variety of destinations

Limitations: Can be costly; may be difficult in especially dense areas lacking space

Design Guidelines

- Width of sidewalk should be five to eight feet (depending on location). Six feet is necessary for sidewalks at curb with no terrace area.
- Sidewalks require a frontage zone (space between buildings and sidewalk) and terrace area (space between sidewalk and roadway)
- Frontage zone should be between one and two feet.
- Terrace area should be between four and six feet.

Other Facility Improvement Guidelines

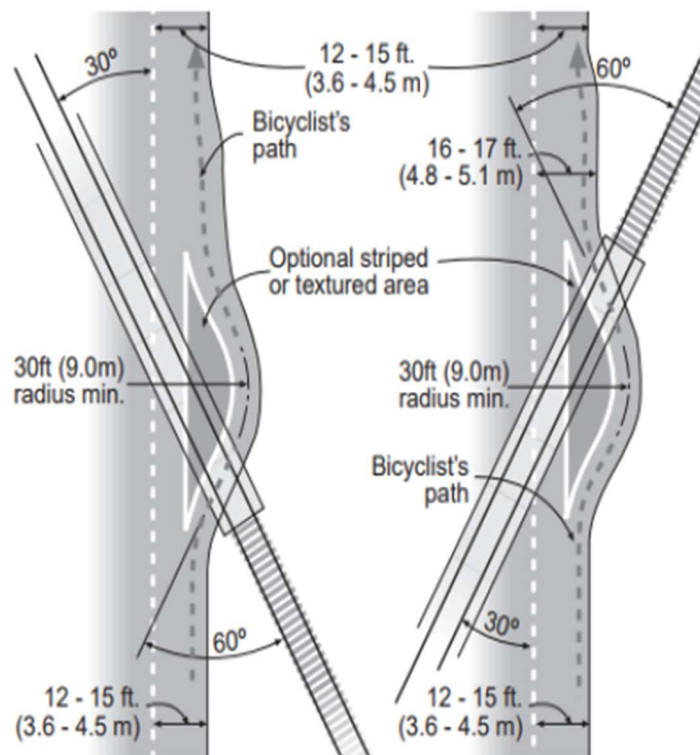
Railroad Crossings

Railroad crossings should be both straight and run perpendicular to rail tracks. There have been many bicycle crashes that have resulted from improper crossing angles and the smoothness of the crossing itself. The following issues and appropriate treatments for barriers posed by railroad crossings are as follows.

Crossing angles are acutely hazardous when crossing the tracks at 30-degree angles or less. Crossing angles between 31-degrees and 60-degrees also would benefit from remedial action. Adjusting the bike lane, or flaring the roadway, can mitigate this problem, as illustrated in Figure 11.

Gaps between the roadway and the rail track itself are the primary cause of bicycle accidents involving railroad crossings. Fixing gaps on the outside of the rail can be performed easily with rubber or polymer filler. However, the gap on the inside of each rail must remain open to keep train wheels on the tracks. While this gap cannot be completely reconciled, the risk can be greatly mitigated by using rubber or concrete installations to create a smoother pathway across the tracks. At the very least, signage should warn bicyclists of the potential risks of an upcoming railroad crossing. Lack of smoothness can also cause bicycle crashes at railroad crossings regardless of gaps or crossing angles.

Figure 11: Railroad Crossing Angles



Source: WisDOT, Wisconsin Bicycle Facility Design Handbook, 2004

Bridges

Bridges without proper accommodations for active transportation can be significant barriers for bicyclists and pedestrians hoping to get from point A to point B, either forcing detours or making routes altogether impossible. Federal policy from the United States Department of Transportation highly encourages the accommodation of bicycle and pedestrian needs on bridges during bridge construction and rehabilitation. Title 23 United States Code §217 states the following:

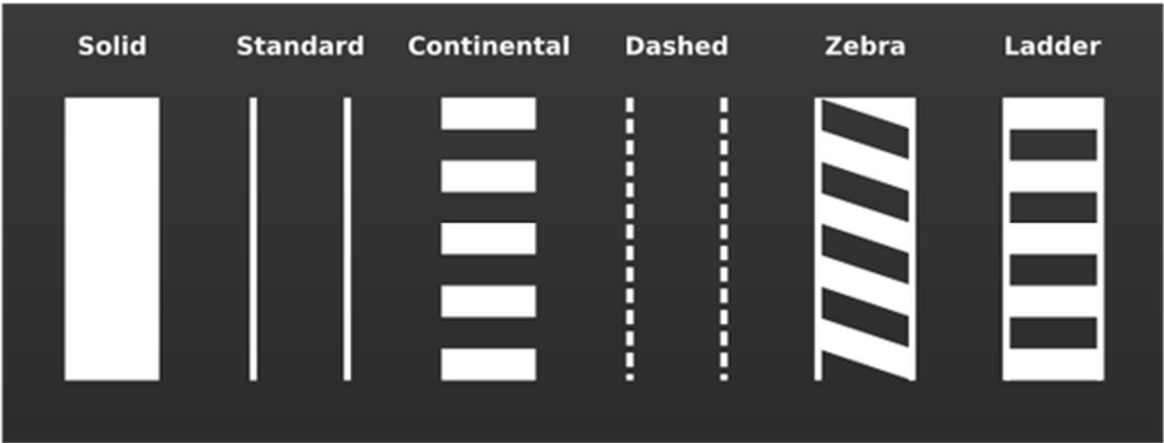
"In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." (US Department of Transportation)

Aside from federal policy encouraging multimodal bridge design, accommodating bicycle and pedestrian modes of transportation on the same bridge results in long-term cost savings as improvements are added during rehabilitation of existing bridges. Constructing a bicycle or pedestrian facility during a bridge upgrade project will almost always be more cost effective than providing the same facility on a completed project or constructing a standalone bicycle and pedestrian bridge.

Pavement Markings

Painting clear bicycle lanes as well as shared-lane arrows (“sharrows”) on roads provides clear routes for both cyclists and motorists. See Appendix C for further guidance on pavement marking. Additionally, there are multiple designs for painting a high visibility crosswalk that bring increased visibility and awareness of proper pedestrian pathways. These relatively cost-effective methods can bring a sense of clarity and safety to both drivers and bicyclists utilizing the roads. These crosswalk styles can be found in Figure 12 below.

Figure 12: Crosswalk Styles



Source: U.S. FHWA

Signage & Wayfinding

A bicycle wayfinding system consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes. Signs are typically placed at decision points along bicycle routes – typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes. Signage can indicate distance and/or time estimates for destinations. Wayfinding signage particularly benefits infrequent bicyclists by reducing the barrier to entry of figuring out a route. It also serves to remind motorists that they are likely to encounter bicycle traffic. See Appendix C for further guidance on pavement signing and marking.

Sidewalks

Sidewalks separated from the roadway are the preferred accommodation for pedestrians. Sidewalks are a central staple to any bicycle and pedestrian plan, and they provide many benefits including safety,

mobility, and healthier communities. Roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street. Providing walkways for pedestrians dramatically increases how well pedestrians perceive their needs are being met along roadways. The wider the separation between the pedestrian and the roadway is, the more comfortable the pedestrian facility. (U.S. Department of Transportation Federal Highway Administration).

Pedestrian Hybrid Beacon



A pedestrian hybrid beacon (PHB), also called a high intensity activated crosswalk (HAWK), is a pedestrian controlled light that stops traffic to allow for walking across the road. The PHB is often considered for installation at locations where pedestrians need to cross and vehicle speeds or volumes are high, but traffic signal warrants are not met.

Rectangular Rapid Flash Beacon

A rectangular rapid flash beacon (RRFB) is a device used in combination with pedestrian warning signs to provide high visibility strobe-like warning to drivers when pedestrians use a crosswalk. This is an effective alternative to a 24-hour flashing beacon because it provides drivers with a warning at the time that pedestrians are ready to use the crosswalk.

Bike Parking

For bikes to be used more often for transportation, everyday destinations like work, schools, shops, offices, government buildings, and restaurants must have places to park a bicycle securely. Installing bike racks by each facility (both urban and rural) or conveniently located in a commercial district, would provide secure parking for residents and visitors. Similarly, installing bike racks in parks can encourage and support bicycle usage particularly where spectator sport events are taking place. See Appendix D for bike parking guidance.



Facility Cost Estimates

Estimating facility costs is complex and requires specific project scoping and engineering knowledge. Project needs will vary by location and site conditions. Projects that involve the laying of asphalt will be more involved than installing signage or painting pavement markings. In addition to materials and direct installation costs, project expenses can involve a number of elements including, but not limited to design, mobilization, traffic control, construction staking, excavation, fill, base aggregate or other stone/soil, sawing, removing, etc.

For planning purposes, the NCWRPC identified some of the primary facility costs including laying asphalt, pavement marking, signing, concrete sidewalk and bike racks.

Using project estimate information compiled by WisDOT for 2024 we get a unit price for asphalt surface of about \$120/ton for paved shoulders, bike lanes or off-road paths. Adding an additional foot to the shoulder on each side of a roadway for 1 mile takes about 202 tons of asphalt at 3 inches thick for a cost of about \$24,240. Increasing the shoulder by 2 feet would be \$48,480, 3 feet \$72,720, and so on. County crews doing this work could significantly reduce the cost.

For pavement marking, the WisDOT figures indicate about \$1 per linear foot for lane stripping and \$200 for a sharrow or bike lane marking. A 24-inch ladder pattern crosswalk with 10-foot-wide ladder bars, 6 bars per crossing is about \$21 per linear foot. A standard bike route sign is about \$325 installed. Concrete sidewalk ranges from \$6.62 to \$8.84 per square foot. An asphalt-mounted bike rack is about \$1,500.

Future Network Routing & Suggested Accommodations

Planning for the county-wide network was comprised of the following components:

- City of Marshfield Bicycle & Pedestrian Plan
- City of Wisconsin Rapids Route Planning with NCWRPC
- HEART Group Route Planning Effort
- Historic Marshfield–Rapids Rail Trail Concept
- County-wide Connector Route Plan

Each of these components resulted in the identification of routes for inclusion as part of a county-wide walking and biking system based on incorporation of existing facilities and utilizing the established routing criteria. Facility recommendations are based on the facility types and design guidance discussed earlier in this chapter. The proposed routes and facilities are shown on Map 6.

City of Marshfield Bicycle and Pedestrian Master Plan - 2021

The City of Marshfield completed a bicycle and pedestrian plan in 2021. This plan included 70 proposed new route segments comprised of 32 bike lanes, 11 shared use roads and 27 off road trail or side path projects. The city seeks to incorporate bike lanes with road projects as they occur and is currently developing its top priority off-road side path project on Adler Road. These proposed routes are incorporated in the Wood County proposed network map (Maps 6 & 6C). The Marshfield plan is summarized in the Existing Plans section found in Chapter 2 of this report; refer to the full text of the City of Marshfield plan for more details on their proposed network.

City of Wisconsin Rapids Route Planning

The City of Wisconsin Rapids has a well established backbone trail system and has developed a number of bike lanes as well as safe routes to school planning and projects to further improve biking and walking. They recently completed a wayfinding and signage project that helps tie their trail system together and provides informational kiosks with maps to guide users.

As part of the county-wide planning effort, the City had several meetings with NCWRPC Staff over the course of 2022 and 2023 to develop a proposed route network for the city. The proposed routes are incorporated in the Wood County proposed network map (Maps 6 & 6B) and broken down by segment, as follows:

Street / Path	From / To	Facility Type
Gaynor Ave	Corp lmts to 25th Ave	Shared Use
Gaynor Ave	25th Ave to 17th Ave	Off Road side path or bike lanes
25th Ave	Gaynor Ave to end	Shared Use
17th Ave	Green Bay St to Gaynor Ave	Shared Use

W Grand Ave (STH 73)	Industrial St to W Riverview Expy	Bike Lanes
W Grand Ave (STH 73)	Corp lmts to Industrial St	Wide Paved Shoulders
Bonow Ave	CTH F to Wilson St	Wide Paved Shoulders
Bonow Ave (CTH F)	Corp lmts to CTH F	Wide Paved Shoulders
Wilson St	Bonow Ave to W Riverview Expy	Wide Paved Shoulders
5th Ave	Corp lmts to W Riverview Expy	Shared Use
Riverview Dr	Hemlock St to 1st St N	Bike Lanes
New Path	Oliver St to Riverview Dr connector	Off Road trail
1st St N	Oliver St to Love St	Bike Lanes
Spring St	1st St N to Existing side path	Off Road side path
Plover Rd (STH 54)	Extend sidepath (To Biron - 48th St)	Off Road side path
Apricot St	1st St N to Park entrance	Shared Use
12th St	Apricot St to Airport Ave	Shared Use
16th St N	Apricot St to Baker St	Shared Use
Washington St	Plover Rd to 32nd St N	Shared Use
32nd St N	Rail track to Washington St	Shared Use
Peach St	16th St S to Plover Rd	Off Road side path
8th St	Baker St to CTH Z	Bike Lanes
E Jackson St	1st St N to Lincoln St	Bike Lanes
Market St	Rndabout to East Jackson	Bike Lanes
Lincoln St	East Jackson to E Riverview Expy	Bike Lanes
Chestnut St	3rd St S to Lincoln St	Shared Use
Chestnut St	Lincoln St to 8th St S	Bike Lanes
Daly Ave	1st St S to Lincoln St	Shared Use
Sampson St	Daly Ave to Two Mile Ave	Shared Use
16th St S	E Riverview Expy to Kuhn Ave	Off Road side path & bike lanes
Pepper Ave	Golf Course Rd to 1st St S	Shared Use
Airport Ave	1st St S to Corp lmts	Shared Use
Two Mile Ave	1st St S to Sampson St	Bike Lanes
Saratoga St	Plover Rd to 24th St N	Sidewalks
Wood Ave	8th St to 10th St S	Sidewalks
Goodnow Ave	8th St to 10th St S	Sidewalks
Township Ave	8th St to 10th St S	Sidewalks

Heartland Education Activity Recreational Trail (HEART)

In 2021, resulting from a Chamber leadership project, several communities in South Wood County began working on a cooperative venture to plan and map an interconnecting bike route system. The system would have consistent signage and utilize the HEART logos for identity/branding. The communities include the City of Nekoosa, Village of Port Edwards, Town of Saratoga, Town of Grand Rapids and the Village of Biron. The project was coordinated by the previous administrator for the Village of Port Edwards until his departure in 2023.

Route plans were developed for Nekoosa, Village of Port Edwards, and Saratoga. All routes for Saratoga and the majority of routes for Nekoosa were shared use roadways and already implemented when County planning commenced. However, routes had not been developed for Grand Rapids or Village of Biron. In

2024 NCWRPC discussed routing with Biron and Grand Rapids officials and developed proposed routes for the village and town.

The proposed routes for the HEART / South Wood County communities are incorporated in the Wood County proposed network map (Maps 6 & 6D) and broken down by segment, as follows:

Street / Path	From / To	Facility Type
VILLAGE OF BIRON		
Plover Rd (STH 54)	Extend sidepath (WI Rapids to Grand Rapids)	Off Road side path
32nd St N	Plover Rd to Rail track	Shared
New Path	Extend path (Kahoun Rd to Eagle Dr)	Off Road trail (w/GR)
N Biron Dr (CTH U)	S Biron Dr to Fox St	Bike Lane
N Biron Dr (CTH U)	Fox St to Huffman Rd	Off Road multi-use path
N Biron Dr (CTH U)	Huffman Rd to County Line Rd	Bike Lane
TOWN OF GRAND RAPIDS		
New Path	Extend path (Kahoun Rd to Eagle Dr)	Off Road trail (w/ Biron)
Plover Rd (STH 54)	Extend sidepath (Biron to 48th St N)	Off Road side path
48th St S	Plover Rd to Townline Rd	Shared
32nd St N	Washington St to CTH W	Off Road side path
32nd St S	CTH W to Two Mile Ave	Shared
Washington St	32nd St N to 64th St N	Off Road side path
64th St S	Washington St to Lake Wazeecha Trail	Shared
Wazeecha Ave	48th St S to Lake Wazeecha Trail	Shared
Airport Ave	WI Rapids to 48th St S	Shared
Two Mile Ave	WI Rapids to 32nd St S	Shared
16th St S	Kuhn Ave to CTH Z	Off Road side path
Whitrock Ave	Sampson St to 16th St S	Shared
Sampson St	Two Mile Ave to CTH Z	Shared
Range Line Rd	Port Edwards to Airport Ave	Shared
Airport Ave	Range Line Rd to Ridgewood Tr	Shared
Ridgewood Tr	Airport Ave to Golf Course Rd	Shared
32nd St S	CTH Z to Townline Rd	Shared
VILLAGE OF PORT EDWARDS		
Ver Bunker Ave	Port Rd to STH 54/73	Bike Lane
Port Rd	Letendre Ave (STH 54) to Ver Bunker Ave	Off Rd side path
CITY OF NEKOOSA		
Market St (STH 173)	Bridge to Point Basse Ave	Bike Lane

Marshfield-Rapids Rail Trail Concept

The old, abandoned rail line running between Marshfield and Wisconsin Rapids has long been a part of the discussion on trail planning in Wood County as a potential crown-jewel of a countywide route. Unfortunately, no effort was organized to preserve the corridor for future trail use when it was abandoned many years ago.

The land in the corridor was either sold or reverted to adjacent property owners with the abandonment of the rail. Although there is public ownership (City of Marshfield, Village of Vesper) of part of the

corridor, this amounts to just under 9 % of corridor area. While this is a potential start, it leaves a long way to go.

In 2003, the WDNR compiled a Wisconsin Trails Network Plan that included an evaluation of many rail corridors across the state, both abandoned and active. However, the Marshfield-Rapids corridor was not among them, which is perhaps telling as to the perceived feasibility of this corridor in their evaluation.

The NCWRPC studied the corridor, see Map 7, and found a number of factors that present significant challenges to utilizing this rail corridor for a multi-use trail, including:

- Corridor is approximately 20 miles in length
- 87 separate parcels
- Areas where original corridor is absorbed into adjacent larger parcels
- 47 different property owners
- 2 structures built in corridor
- Active industrial/commercial, landfill and agricultural areas traversed by corridor
- 5 stream crossings
- Significant wetlands
- Over half of corridor used as snowmobile trail
- Active rail use at Wisconsin Rapids

Countywide Connector Route Plan

Bike and pedestrian facility planning and development is well established and on-going in Marshfield, Wisconsin Rapids and parts of South Wood County, however, it has not caught on in other parts of the County outside of a specific project here or there. One of the intended purposes of this planning effort was to broaden bicycle and pedestrian planning to other areas of the County and promote the development of a countywide network.

To do this, NCWRPC Staff met with the cities of Marshfield, Wisconsin Rapids and Pittsville and the HEART initiative lead to discuss integration of their plans into a greater countywide network. This was followed up by outreach to all of the villages and towns around the County through meetings, telephone discussions and email. This outreach involved discussion of any existing facilities and potential routes through the community to link a countywide network.

The proposed routes are incorporated in the Wood County proposed network map (Map 6) and broken down by segment, as follows:

1. Adams Co. – Nekoosa – Wisconsin Rapids – Portage Co.

Description & Justification: Provides linkages to parts of South Wood County Area including Saratoga, Nekoosa, Wisconsin Rapids and Grand Rapids as well as connections to Adams and Portage Counties.

The route follows CTH Z from Adams County through Saratoga to STH 73 and uses 73 for a short segment to Church Avenue or to accommodations on bridge across WI River into Nekoosa. The route then follows Church Avenue in the Town of Saratoga back to Z. Continuing along Z through Wisconsin Rapids and Grand Rapids, the route goes along CTH U (80th St.) to Townline Road/Portage Co. Hwy W for the connection with Portage County. Another short segment of CTH U (80th St.) is utilized to link the trail system at South Wood County Park to Portage County Hwy FF (Kellner Rd/CTH W).

Existing or Proposed?	On or Off Road?	Surface Types	Key Connections	Current Suitability Rating	Accommodations or Improvements	Time Frame
Existing Wide Paved Shoulders CTH Z: Adams Co. to STH 13 CTH U: Kellner Rd to park trail access (South Wood Co. Park) & CTH Z to Townline Rd STH 73 w/ bridge accommodation <u>Shared Use</u> Church Ave PROPOSED Wide Paved Shoulders CTH Z: STH 13 to CTH U	On-Road	Asphalt	South Wood County – Saratoga, Nekoosa, Grand Rapids, Wisc. Rapids	CTH Z Good: STH 73 to CTH U Moderate: Co. line to Hillcrest Poor: Hillcrest to STH 73	Install wider paved shoulders (5 feet) on CTH Z from STH 13 to CTH U. Widen bridge to accommodate. Consider marking / signing 5-foot bike lanes on Z from Adams County to STH 73 as well as U from Kellner Rd to park trail access (South Wood County Park).	Short-term
			South Wood County Park			Long-term
			Nepco Lake County Park	Poor: Hillcrest to STH 73		
			Adams County	STH 73	WisDOT should consider Marking/signing 5-foot bike lanes on STH 73 between Z and bridge.	Mid-term
			Portage County	Poor: Z to bridge	Pavement marking, signage and wayfinding.	Mid-term
				CTH U Good: CTH Z to Townline Poor: Kellner to park trail		

Involved Parties: Wood County, WisDOT

2. Wisconsin Rapids – Rudolph – CERA Park – Portage Co.

Description & Justification: Provides connections from Wisconsin Rapids (South Wood County Area) to Village of Rudolph and Portage County.
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The routes utilize local roads to link the existing Wisconsin Rapids route system to Rudolph and STH 66 (to Portage County). Third Ave, Fifth Ave and Reddin Road make the north-south connections. From Reddin Road east, STH 66 continues into Portage County. Third and Fifth intersect with CTH C which runs through the Village of Rudolph. From Rudolph, route follows C to CTH O which continues into Portage County.

Existing or Proposed?	On or Off Road?	Surface Types	Key Connections	Current Suitability Rating	Accommodations or Improvements	Time Frame
Existing Wide Paved <u>Shoulders</u> STH 66	On-Road	Asphalt	Wisc. Rapids (South Wood County)	<u>CTH C</u> Good	Install bike lane and SRTS improvements (crossing enhancements and sidewalk repair / extension) on CTH C in Rudolph from STH 34 to east village border.	Short-term
			Rudolph	<u>CTH O</u> Good		
PROPOSED			CERA Park	<u>STH 66</u> Moderate	Install wider paved shoulders (3-4 feet) on CTH C from east Rudolph village border to CTH O and on CTH O from C to Portage Co. line.	Mid-term
<u>Shared Use</u> Fifth Ave: STH 34 to CTH C Reddin Rd: WI Rapids to 5th Ave Third Ave: STH 66 to CTH C			Portage County			
<u>Bike Lane</u> CTH C: STH 34 to east Rodolph village border (SRTS improvements)						
Wide Paved <u>Shoulders</u> CTH C: east Rudolph village border to CTH O CTH O: CTH C to county line				WisDOT should maintain 5-foot paved shoulders & consider signing (bike route & warning signage) on STH 66 between Reddin Rd and CERA Park / Portage Co.	Long-term	
					Pavement marking, signage and wayfinding.	Mid-term

Involved Parties: Wood County, WisDOT and Town of Rudolph.

3. Rudolph – Vesper – Milladore

Description & Justification: Provides connections between Village of Rudolph, Village of Vesper and Village of Milladore.

The routes continue west on CTH C from Rudolph to the intersection with CTH HH in Vesper. From C, route follows Hetze Road to CTH N to West Street into Milladore.

Existing or Proposed?	On or Off Road?	Surface Types	Key Connections	Current Suitability Rating	Accommodations or Improvements	Time Frame
PROPOSED <u>Shared Use</u> Hetze Rd West St (<i>N to Main St/P – town/village</i>) <u>Wide Paved Shoulders</u> CTH C: <i>STH 34 to CTH HH</i> CTH N: <i>Hetze Rd to West St</i>	On-Road	Asphalt	Rudolph Vesper Milladore	<u>CTH C</u> Good <u>CTH N</u> Good	Install wider paved shoulders (3-4 feet) on CTH C from STH 34 to CTH HH and on CTH N from Hetze Rd to West St. Pavement marking, signage and wayfinding.	Long-term Mid-term
Involved Parties: Wood County, Town of Sigel, Town of Sherry, Village of Milladore.						

4. Wisconsin Rapids – Vesper – Powers Bluff – Arpin – Hewitt – Marshfield

Description & Justification: Links Wisconsin Rapids (South Wood County Area), Village of Vesper, Powers Bluff County Park, Village of Arpin, Village of Hewitt and City of Marshfield.

From Wisconsin Rapids, the routes follow CTH F to CTH HH into Vesper and continue along STH 186 to Grant Road in the Town of Hansen. From Grant Road, a number of other local roads provide alternate routing to Powers Bluff or Village of Arpin, including Maplewood Road, Bethel Road and Bluff Drive. Maplewood Road intersects with CTH E, and the route proceeds along E to its intersection with CTH N. CTH N provides connections between Arpin and Powers Bluff. From CTH N, the route utilizes Arpin-Richfield / Day Roads to connect with Hewitt/Marshfield via Yellowstone Drive.

Gravel road surfaces may warrant advisories for wider tire bicycles such as mountain or fat-tire unless some form of surface stabilization can be applied.

Existing or Proposed?	On or Off Road?	Surface Types	Key Connections	Current Suitability Rating	Accommodations or Improvements	Time Frame
PROPOSED <u>Shared Use</u> Grant Rd: STH 186 to Bethel Rd Maplewood Rd: Grant Rd to CTH E Bethel Rd: CTH C to CTH N Bluff Dr: Bethel Rd to CTH E Arpin-Richfield / Day Rds: CTH N to Yellowstone Dr <u>Bike Lanes</u> CTH N: Church Rd to Bethel Rd STH 186: Wisconsin St to Grant Rd <u>Wide Paved Shoulders</u> CTH E: Maplewood Rd to CTH N CTH F: WI Rapids to CTH HH CTH HH: CTH F to STH 186	On-Road	Asphalt Gravel	Wisc. Rapids (South Wood County)	<u>CTH E</u> Good	Install wider paved shoulders (3-4 foot) on CTH E from Maplewood Rd to CTH N.	Mid-term
			Vesper	<u>CTH F</u> Good: CTH S to CTH HH	Install wider paved shoulders (5-foot) on CTH F from WI Rapids to CTH HH and on CTH HH from CTH F to STH 186.	Short-term
			Powers Bluff County Park	Moderate: WI Rapids to CTH S	Install 5-foot bike lanes on CTH N from Church Rd to Bethel Rd.	Long-term
			Arpin	<u>CTH HH</u> Good	WisDOT should consider Marking/signing bike lanes on STH 186 between Wisconsin St and Grant Rd.	Mid-term
			Hewitt / Marshfield	<u>CTH N</u> Good		
				<u>STH 186</u> Moderate	Sealcoat or gravel-binder application on 0.5 mile gravel section of Arpin-Richfield Rd between Meidl Dr and Klondike.	Long-term
					Pavement marking, signage and wayfinding.	Mid-term

Involved Parties: Wood County, WisDOT, Town of Hansen, Town of Wood, Town of Richfield, Town of Arpin, Town of Marshfield, Town of Auburndale

5. Wisconsin Rapids – Vesper – Pittsville

Description & Justification: Provides connections between Wisconsin Rapids (South Wood County Area), Village of Vesper and City of Pittsville.

Two route options leave Wisconsin Rapids, but they both merge into CTH Q. One option utilizes STH 73 while the other follows a series of local roads including Gaynor Avenue, Leonard Road, George Road, Marsh Road, and Ridge Road. From Q there is the option of heading to Vesper via Young Road, CTH D and STH 186 or continuing to Pittsville via Hemlock Road and Lincoln Road which becomes Main Street within Pittsville.

Existing or Proposed?	On or Off Road?	Surface Types	Key Connections	Current Suitability Rating	Accommodations or Improvements	Time Frame
Existing Wide Paved Shoulders STH 73: WI Rapids to CTH Q STH 186: Well Rd to CTH HH PROPOSED Shared Use Gaynor Ave Leonard Rd George Rd (Leonard to Marsh) Marsh Rd (George to Ridge) Ridge Rd Young Rd Hemlock Rd Lincoln Rd (Hemlock to Main) Main St (Lincoln to 1 st Ave) Wide Paved Shoulders CTH D: Ruesch Rd to STH 73 CTH Q: STH 73 to CTH D STH 186: STH 73 to Well Rd	On-Road	Asphalt	Wisc. Rapids (South Wood County) Vesper Pittsville	CTH Q Good CTH D Good STH 73 High Volume – Wide Paved Shoulder: WI Rapids to CTH Q STH 186 Good: STH 73 to Well Rd	Install wider paved shoulders (3-4 feet) on CTH Q from STH 73 to CTH D and on CTH D from Ruesch Rd to STH 73. WisDOT should maintain 5-foot paved shoulders (5 feet) on STH 73 between WI Rapids and CTH Q. WisDOT should consider signing (bike route and warning signage) on STH 73 between WI Rapids and CTH Q. WisDOT should consider widening shoulders (4-5 feet) on STH 186 from STH 73 to Well Rd. Pavement marking, signage and wayfinding.	Long-term Short-term Long-term Mid-term Mid-term

Involved Parties: Wood County, WisDOT, Town of Seneca, Town of Wood, Town of Hansen, Town of Sigel, City of Pittsville.

6. Nekoosa – Juneau Co. – Babcock

Description & Justification: Provides connections between City of Nekoosa, Juneau County and Babcock.

Routes from Nekoosa connect with Lynn Hill Road from Point Basse Avenue and South Section Street. From Lynn Hill, route follows CTHs JJ and AA to CTH G. CTH G continues into Juneau County. From JJ route follows Creamery Road past the Ho-Chunk Casino to Deer Lane to Batterman Road to Necedah Road. Necedah Road provides connections to Juneau County (via County Line Rd) and Babcock.

Gravel surfaces on Deer Lane, Batterman, County Line and Creamery Roads may warrant advisories for wider tire bicycles such as mountain or fat-tire unless some form of surface stabilization can be applied.

Existing or Proposed?	On or Off Road?	Surface Types	Key Connections	Current Suitability Rating	Accommodations or Improvements	Time Frame
PROPOSED <u>Shared Use</u> Lynn Hill Rd: Point Basse to CTH JJ CTH JJ: Lynn Hill to CTH AA Creamery Rd: CTH JJ to Deer Ln Deer Ln Batterman Rd: Deer Ln to Necedah Rd Necedah Rd County Line Rd: Necedah Rd to Brandt Rd <u>Wide Paved Shoulders</u> CTH AA: CTH JJ to CTH G CTH G: CTH AA to county line	On-Road	Asphalt Gravel	Nekoosa (South Wood County)	<u>CTH JJ</u> Good	Install wider paved shoulders on CTH AA (3-foot) from CTH JJ to CTH G and on CTH G (5-foot) from CTH AA to county line.	Long-term
			Ho-Chunk Gaming	<u>CTH AA</u> Good		
			Juneau County	<u>CTH G</u> Good: CTH AA to county line	Sealcoat or gravel-binder application on Batterman Rd, Creamery Rd, Deer Ln and County Line Rd.	Long-term
			Babcock			
			Sandhill State Wildlife Area		Pavement marking, signage and wayfinding.	Mid-term

Involved Parties: Wood County, Town of Port Edwards, Town of Remington.

7. Babcock – Dexter County Park – Pittsville

Description & Justification: Provides connections between Babcock, Sandhill State Wildlife Area, Dexter County Park and City of Pittsville.

From Necedah Road, the route continues west along STH 173 to CTH X. Following X, the route passes through Sandhill State Wildlife Area to STH 54 where it crosses over to Park Road in the Town of Dexter. Park Road borders Dexter County Park and two route options are available: following Park Road or utilizing park roads and trails through the park property. Park Road then completes the route to CTH E in the City of Pittsville.

Highway X is narrow with limited capacity for widening of shoulders for bike accommodation leaving it to function as a shared-use type facility, which may not be ideal. However, with the vast majority of the lands to the west of the highway under state and county ownership, this presents the opportunity to develop an off-road multi-use trail adjacent to the highway if all state and county parties can come to an agreement. This would provide additional public access to the natural areas, and link those areas with the county park, serving park visitors and campers. Private property at the southern tip of X would have to be navigated between STH 173 and the off-road trail, probably via wider right-of-way available on X in this area.

Existing or Proposed?	On or Off Road?	Surface Types	Key Connections	Current Suitability Rating	Accommodations or Improvements	Time Frame
Existing Wide Paved <u>Shoulders</u> STH 173 PROPOSED <u>Shared Use</u> CTH X: STH 173 to STH 54 Park Road <u>Off-Road</u> Adjacent Highway X Through Dexter Park	On-Road Off-Road	Asphalt	Babcock Sandhill State Wildlife Area Dexter County Park Pittsville	<u>CTH X</u> Good: STH 173 to STH 54 <u>STH 173</u> Poor	Develop trail route through Dexter Park with ingress/egress off Park Road. Explore options for developing off-road trail adjacent to CTH X with WI DNR. WisDOT should consider signing (bike route & warning signage) on STH 173 between Necedah Rd and CTH X. Pavement marking, signage and wayfinding.	Long-term Long-term Long-term Mid-term

Involved Parties: Wood County, WisDOT, WDNR, Town of Dexter, City of Pittsville.

8. Pittsville – Marshfield

Description & Justification: Provides connection between City of Pittsville and City of Marshfield

From Park Road, the route follows Dexter-Wood Townline Road to Turner Road to CTH B and follows B including a short segment coinciding with STH 73. In the Town of Rock, the route uses Clark Drive to jog over to Lincoln Avenue where it proceeds to connect with the City of Marshfield route system. The City plan includes CTH BB back to CTH B and Wren Road/CTH Y to link with W. Ives Street and W. McMillan Street to frame out the far western extent of their network. Refer to City of Marshfield bike plan for more details on their proposed network.

Existing or Proposed?	On or Off Road?	Surface Types	Key Connections	Current Suitability Rating	Accommodations or Improvements	Time Frame
PROPOSED <u>Shared Use</u> Dexter-Wood Townline Rd: <i>Park Rd to Turner Rd</i> Turner Rd: <i>Dexter-Wood to CTH B</i> Clark Dr: <i>CTH B to Lincoln Ave</i> Lincoln Ave: <i>Clark Dr to CTH H</i> Wren Rd W McMillan St: <i>Wren Rd to Lincoln Ave</i> <u>Wide Paved Shoulders</u> CTH B: <i>Turner Rd to Clark Dr & CTH BB to CTH H</i> STH 73: <i>CTH B to CTH B</i> CTH BB: <i>CTH B to Lincoln Ave</i>	On-Road	Asphalt Gravel	Pittsville Marshfield	<u>CTH B</u> Good <u>STH 73</u> Good: CTH B to CTH B <u>CTH BB</u> Good	Install wider paved shoulders on CTH B (3-4 foot) from Turner Rd to Clark Dr & from CTH BB to CTH H and on CTH BB (3-4 foot) from CTH B to Lincoln Ave. WisDOT should consider widening paved shoulders (5 feet) on STH 73 between CTH B and CTH B. Sealcoat or gravel-binder application on Turner Rd between Dexter-Wood and CTH B and on Clark Dr between CTH B and Lincoln Ave. Pavement marking, signage and wayfinding.	Long-term Mid-term Long-term Mid-term

Involved Parties: Wood County, WisDOT, Town of Dexter, Town of Wood, Town of Cary, Town of Rock, Town of Richfield, Town of Cameron, Town of Lincoln, City of Marshfield.

9. Pittsville – Marshfield – Powers Bluff – Arpin – Vesper

Description & Justification: Provides connections between City of Pittsville, City of Marshfield, Powers Bluff County Park, Village of Arpin, and Village of Vesper.

From Park Road in the City of Pittsville, the route continues along CTH E into the City to First Avenue. From First Avenue, the route follows the off-road path in Riverside Park to Bower Street / Forest Street to the off-road path adjacent to the school between Forest and Engelman Avenue. Following Engelman Avenue and Elementary Avenue, the route then takes another existing off-road path across the school grounds to the intersection of Third Street and Strawberry Lane. The route then follows Strawberry Lane to Jonathan Street over to STH 80 to get to the intersection of STH 80 and STH 73. WisDOT will be installing a roundabout with bicycle and pedestrian accommodations at that intersection, making this the best place to cross/access STH 73 from the City. From the future roundabout, the route utilizes STH 73 to get to Polish Road. As part of a project in 2032, WisDOT is planning to install 5-foot paved shoulders on this segment. From Polish Road, there are two routing options: either continuing on Polish Road to take Bluff Drive across to rejoin the CTH B Marshfield route or taking CTH C across to Bethel Road to merge with previously discussed routing between Village of Vesper, Powers Bluff County Park, Village of Arpin, and Hewitt/Marshfield via Yellowstone Drive.

Existing or Proposed?	On or Off Road?	Surface Types	Key Connections	Current Suitability Rating	Accommodations or Improvements	Time Frame
Existing <u>Off-Road Path Segments in Pittsville</u> PROPOSED <u>Shared Use</u> CTH E: Park Rd to 1 st Ave First Ave: CTH E to Off-road path Bower St / Forest St: Off-road path to Off-road path Engelman Ave / Elementary Ave: Off-road path to Off-road path Strawberry Ln: 3 rd St to Jonathan St Jonathan St: Strawberry Ln to STH 80 Polish Rd: STH 73 to Bluff Dr Bluff Dr: Polish Rd to CTH B	On-Road	Asphalt	Pittsville	<u>CTH E</u> Good	Install wider paved shoulders on CTH C (3-4 foot) from Polish Rd to Bethel Rd.	Long-term
	Off-Road		Marshfield	<u>STH 73</u> Moderate to Poor: STH 80 to Polish Rd	WisDOT planned roundabout w/ bike-ped accommodation at STH80/73.	Short-term
			Powers Bluff County Park			
			Arpin	<u>CTH C</u> Good	WisDOT should consider Marking/signing bike lanes on STH 80 between Jonathan St and STH 73 (proposed roundabout).	Mid-term
			Vesper		WisDOT planned 5-foot paved shoulders on STH 73 from STH 80 to Polish Rd.	Mid-term
					WisDOT should consider signing (bike route & warning signage) on STH 73 between STH 80 and Polish Rd.	Mid-term
					Pavement marking, signage and wayfinding.	Mid-term

Wide Paved <u>Shoulders</u> STH 73: STH 80 to Polish Road CTH C: Polish Rd to Bethel Rd						
Involved Parties: Wood County, WisDOT, City of Pittsville, Town of Wood, Town of Richfield, Town of Rock.						

10. Arpin – Auburndale – Milladore

Description & Justification: Provides connections between Village of Arpin, Village of Auburndale and Village of Milladore.

From CTH N in the Village of Arpin, the route follows Church Road to Spruce Road back to CTH N to get to North Road. The route then follows North Road to CTH P in the Village of Auburndale and follows CTH P to West Street in the Village of Milladore. The route also includes CTH P from North Road to the rail underpass connector.

Existing or Proposed?	On or Off Road?	Surface Types	Key Connections	Current Suitability Rating	Accommodations or Improvements	Time Frame
Existing <u>Off-Road</u> Rail underpass connector: between Marshfield St and CTH P (Main St) Wide Paved <u>Shoulders</u> CTH P: rail underpass connector to West St (Milladore) PROPOSED <u>Shared Use</u> Church Rd: CTH N to Spruce Rd Spruce Rd: Church Rd to CTH N North Rd: CTH N to CTH P	On-Road Off-Road	Asphalt	Arpin Auburndale Milladore	<u>CTH P</u> Moderate: Auburndale to CTH P Poor: CTH K to Milladore	Consider marking / signing 5-foot bike lanes on CTH P. Pavement marking, signage and wayfinding.	Long-term Mid-term
Involved Parties: Wood County, Village of Arpin, Town of Arpin, Town of Auburndale, Village of Auburndale.						

11. Auburndale – Hewitt – Marshfield – Marathon Co.

Description & Justification: Provides connections between Village of Auburndale, Village of Hewitt, City of Marshfield and Marathon County.

From CTH P via the rail underpass connector in the Village of Auburndale, the route follows Marshfield Street / Main Street / Heritage Drive to connect with Yellowstone Drive via Day Road. The route follows Yellowstone into the Village of Hewitt and links with three options for routing to the City of Marshfield: 1) continue on Yellowstone, 2) follow CTH T south to Lanae Avenue to access the Marshfield-Hewitt Trail, or 3) follow CTH T north to CTH Y into the City. Refer to the City of Marshfield bike plan and Village of Hewitt trail plan for more details on their proposed network for this area.

There was discussion of a route between Hewitt and Auburndale utilizing more of Yellowstone Drive, however, potential disconnection of the intersection of Yellowstone Drive and Day Road to accommodate rail expansion resulted in a shift in routing to take advantage of the existing rail underpass in the Village of Auburndale.

From current Marathon County plans, the main connection between Marathon and Wood counties is via Marathon Co. Highway E / Peach Avenue linking into the City of Marshfield route network.

Existing or Proposed?	On or Off Road?	Surface Types	Key Connections	Current Suitability Rating	Accommodations or Improvements	Time Frame
Existing <u>Off-Road</u> Marshfield-Hewitt Trail <u>Wide Paved Shoulders</u> CTH T: Lanae Ave to village limits <u>Bike Lane</u> Yellowstone Dr: CTH T to Village of Hewitt limits <u>Shared Use</u> Lanae Ave PROPOSED <u>Wide Paved Shoulders</u> CTH T: village limits to CTH Y	On-Road Off-Road	Asphalt	Auburndale Hewitt Marshfield Marathon County	<u>CTH T</u> Good <u>CTH Y</u> Good	Install wider paved shoulders (3-4 foot) on CTH T from village limits to CTH Y. Install wider paved shoulders (4-5 foot) on CTH Y from CTH T to Galvin Ave. Consider marking / signing bike lanes on Yellowstone Ave from Village of Hewitt to Marshfield-Hewitt Trail. Pavement marking, signage and wayfinding.	Long-term Mid-term Long-term Mid-term

CTH Y: CTH T to Galvin Ave <u>Bike Lane</u> Yellowstone Dr: <i>village limits to Marshfield- Hewitt Trail</i> <u>Shared Use</u> Marshfield St Main St <i>Marshfield St to Heritage Dr</i> Heritage Dr: Main St to Day Rd Yellowstone Dr: Day Rd to CTH T						
Involved Parties: Wood County, Village of Auburndale, Town of Auburndale, Town of Marshfield, Village of Hewitt, City of Marshfield.						

Chapter 6: Recommendations

A primary focus of the Wood County Bicycle & Pedestrian Plan is to create an interconnected, usable, and safe walking and bicycling network for Wood County residents and visitors. This section contains a variety of recommendations designed to achieve this network and encourage increased biking and walking in the Wood County area. These recommendations are for the County and each municipality to consider implementing as appropriate within their jurisdiction to develop the proposed network.

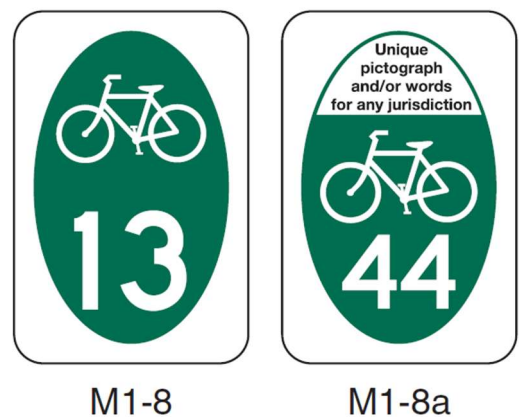
Implement Proposed Route Network

The proposed countywide route network described in Chapter 5, above, and shown on Map 6, should be implemented by the applicable jurisdictions: county, city, village and/or town. Some recommendations are for state facilities, and WisDOT is encouraged to implement those recommendations to support the countywide network. Local communities should work with WisDOT where appropriate to implement projects. The recommendations are for a full countywide network, and implementation of every project is not expected immediately. Improvements are often timed with road construction projects. Some projects are larger and will take more time to be developed and implemented. The network will evolve over time as the system develops and conditions change, potentially resulting in alternate routing.

Sign Route Network

Route Signage

Routes should be clearly signed, not only for safety and wayfinding, but also to propagate awareness of the system and give identity. Network identity signage can come in several forms, such as the M1-8 type sign from the Manual on Uniform Traffic Control Devices or MUTCD. This signage can be used with or without customization (M1-8a) for community or trail system identity. Identity can help build awareness of the system and encourage use. For example, the HEART logo could be utilized in route signage such as the M1-8a.



The MUTCD is the national standard for signage and should be followed in implementing a sign program for the bike route system. Signage placed in a road right-of-way may also need permission/permits from that roadway's jurisdiction.

There are several types of signs that need to be utilized in developing the route system. These include location and directional signs which will identify the route and provide some indication of where people are relative to other elements of the system; warning signs which will identify steep areas, curves, steep slopes and other areas where a higher level of caution should be exercised; regulatory signs where people

will be informed not to walk animals on the route or to dismount from a bicycle in a particular area; and information/education signs which may be part of an interpretative program along the route. The different types of signs need to be carefully designed and located to maintain the aesthetics desired along the route yet still provide the information needed to make the route a safe, enjoyable facility. See the Appendix C for additional guidance on sign usage and placement.

Route Signing

Use of standard Bicycle Route signs is not recommended on rural roadways where traffic speed and volume are high. This is because the presence of these signs might encourage less experienced bicyclists to ride under conditions that exceed their level of skill. However, it may be appropriate on certain rural roads where appropriate accommodations are in place and traffic volumes and speeds are lower. Route maps with the appropriate disclaimer regarding the skill levels required to ride the routes are the recommended method for identifying routes.



MUTCD # D11-1

24" X18"

It may be necessary to provide directional signage at the more confusing decision points to inform riders of less obvious route direction changes to ensure that they can follow the route. One approach being adopted in Wood County (Wisconsin Rapids and South Wood County) is the use of strategically placed informational, wayfinding kiosks that combine route maps with some wayfinding elements. This approach can provide both wayfinding as well as system awareness and identity. See examples below:



Wisconsin Rapids Sign



HEART Sign

Warning Signs

In some locations along the route, warning signs should be posted to alert motorists to the possible presence of bicyclists or pedestrians and to advise riders to use caution. These include areas of higher traffic volumes or narrow lanes. This sign could also be useful in providing cyclists with confirmation of route direction by placing them just after decision points.



MUTCD # W11-1

24" X 18"

The standard yellow bicycle warning sign (W11-1) is recommended.

When routes must cross a busier highway, the yellow diamond bicycle crossing sign should be used and supplemented with plates that read “Xing” or “Next x Miles” as appropriate. According to the MUTCD, these signs should be placed 750 feet before intersections in rural areas and 250 feet in urbanized places.

City of Marshfield Recommendations

The City of Marshfield Bicycle and Pedestrian Plan is incorporated into this countywide plan by reference. The Marshfield route plan is included in Map 6 (see also Map 6C) – see the City of Marshfield Bicycle and Pedestrian Plan for more details on their proposed route network. The following recommendations apply to implementation of the City’s plan:

- Implement the Proposed Route Network for City of Marshfield.
- Sign routes as appropriate.
- Consider pursuing Bronze status under the Bicycle Friendly Community Program, refer to Chapter 3.
- Coordinate with Wood County and other communities along the abandoned rail corridor to explore the feasibility of a Marshfield-Wisconsin Rapids trail.

City of Wisconsin Rapids Recommendations

NCWRPC Staff worked with the City to develop a proposed network plan, shown in Map 6 (see also Map 6B). The following recommendations came out of that effort:

- Implement the Proposed Route Network for City of Wisconsin Rapids.

- Sign routes as appropriate.
- Coordinate with adjacent units of government on route projects that link communities.
- Work on recommendations for improvement to reach Bronze status under the Bicycle Friendly Community Program, refer to Chapter 3.
- Consider participation in the HEART trail effort including incorporation of HEART logos on trail and route signage.
- Coordinate with Wood County and other communities along the abandoned rail corridor to explore the feasibility of a Marshfield-Wisconsin Rapids trail.

HEART Participant Recommendations

The Heartland Education Activity Recreation Trail or HEART communities currently include the City of Nekoosa, Village of Port Edwards, Town of Saratoga, Town of Grand Rapids and the Village of Biron. Their route plans are shown on Map 6 (see also Map 6D). The following recommendations apply to this cooperative effort:

- Implement the Proposed Route Network for City of Nekoosa, Village of Port Edwards, Town of Saratoga, Town of Grand Rapids and Village of Biron.
- Sign routes as appropriate.
- Continue to coordinate on HEART development and brand building.
- Work with the City of Wisconsin Rapids on possible integration with HEART.
- Coordinate with Wood County and other communities along the abandoned rail corridor to explore the feasibility of a Marshfield-Wisconsin Rapids trail.

Coordinate Connections Between Adjacent Counties

Counties adjacent to Wood have also created plans for bike and pedestrian route networks. Proposed connection points between the subject county and Wood were identified from each of these plans and linked to the proposed countywide network for Wood. When developing proposed routes, communities should coordinate with the adjacent county/local community to complete these connections.

The NCWRPC completed the bike and pedestrian plans for Adams and Juneau counties and incorporated those linkages here. Links shown in the current bike and pedestrian plan for Portage County were also incorporated, however, Portage was in the process of updating its plan at the time of this writing. NCWRPC Staff met with Portage County Staff and consultants to discuss the connections. Marathon County recently completed a bike network plan with one primary link to Wood County which is incorporated here. Clark and Jackson counties do not have bike and pedestrian plans at this time, but linkages should be considered in future updates of this plan.

Cross-county linkages identified for this plan include the following:

Connection	Wood County From	Adjacent County To	Location
Adams	CTH Z	Adams Co. Hwy Z	Town of Saratoga
Juneau	CTH G	Juneau Co. Hwy G	Town of Port Edwards
Juneau	County Line Rd	Brandt Rd	Town of Remington
Marathon	McMillan St	Marathon Co. E/Peach Ave	City of Marshfield
Portage	CTH O	Portage County Hwy O	Town of Rudolph
Portage	STH 66	STH 66	Town of Rudolph
Portage	CTH U / Bike Trail	N 80 th St / N Biron Dr	Village of Biron
Portage	CTH U	Portage Co. Hwy FF	Town of Grand Rapids
Portage	CTH U	Portage Co. Hwy W	Town of Grand Rapids

Support Area Bike Share Program

The Bike Share program is managed by the Wood County Health Department with a meager budget made up of public and private sector contributions and rental fees. For more information on the Bike Share programs refer to Chapter 1. Currently, there are two programs: the River Riders Bike Share in the Wisconsin Rapids Area, including a station at South Wood County Park; and the Marshfield Community Bike Share. In Wisconsin Rapids, the number of stations has been reduced due to budget constraints.

The following recommendations have been identified for the Bike Share program:

- Wisconsin Rapids should consider additional financial support to Wisconsin River Riders Bike Share to provide for an increase in the number of stations within the City.
- Expand the Bike Share program and increase the availability of bikes across Wood County by adding new bike share stations in City of Nekoosa, City of Pittsville and county parks such as Powers Bluff and Dexter County Park. Financial support from hosting jurisdictions is needed to enable expansion.
- Obtain additional accessible bikes / tricycles and side-by-side tandem bikes to the bike share fleet.

Communities and School Districts Complete & Implement Safe Routes to School Plans

Safe Routes to School (SRTS) planning is a specialized program designed to look at making walking and biking safer for children to get to school within a radius of each school site in a district.

Nekoosa School District has a recent SRTS plan, and the City of Marshfield / Marshfield School District completed its plan in 2008. The Wisconsin Rapids School District is currently updating its SRTS plan. The City of Wisconsin Rapids also recently completed a SRTS pilot project with 1,000 Friends of Wisconsin. Village of Port Edwards is set to begin a SRTS planning process in 2025.

City of Marshfield and the Marshfield School District should have an update of their SRTS plan. Other school districts without a SRTS plan in Wood County should consider undertaking a SRTS effort,

including Auburndale and Pittsville. The North Central Wisconsin Regional Planning Commission (NCWRPC) Regional Safe Routes to School Planning Program works with communities and school districts in the Region, including within Wood County through Transportation Alternatives Program (TAP) grant funding.

Explore Feasibility of Marshfield-Rapids Rail Trail

Development of a multi-use trail in the old Marshfield-Wisconsin Rapids rail corridor, see Map 7, would be a long-term effort likely requiring significant investment of funding and time. The best approach might be the formation of an intergovernmental committee with representation from communities along the corridor. The project is too large for any one community to take responsibility, and the trail would benefit multiple communities and the county as a whole. A joint committee could explore the feasibility and interest in developing this trail and identify champions to keep momentum going if the project is pursued.

Create Bicycle & 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. Creating a permanent Bicycle and Pedestrian Advisory Committee (BPAC) within the county structure emphasizes Wood County and participating communities' commitment to make biking and walking safer and more appealing to residents and visitors. Committee make-up should include representation from appropriate County departments, such as planning, health, highways and parks, as well as the Cities of Marshfield, Pittsville and Wisconsin Rapids, the Heart Group, the other smaller villages within the County, the towns, bike groups and other relevant organizations, and interested citizens.

The BPAC would coordinate and promote biking and walking programs and projects to distribute the burden of implementation and explore funding options and opportunities. The committee would work with communities and organizations on plan implementation. The work of the BPAC should be looked at as a joint-cooperative effort for the overall benefit of the County and all communities within.

A BPAC typically focuses on non-motorized transportation in the public right-of-way which includes shared use paths. Potential committee responsibilities include:

- Championing development of the pathway system and implementation of the bicycle and pedestrian plan.
- Promote and coordinate route signing as appropriate.
- Serve as committee to explore feasibility of Marshfield-Rapids rail trail.
- Review and input on capital project planning and design as it affects bicycling and walking.
- Review and comment on changes to long-term planning and policy documents that relate to bicycling and walking facilities or programs.

- Participation in the development, implementation, and evaluation of Bicycle and Pedestrian related plans and programs.
- Provision of a formal liaison between local government, staff, school districts, the public, and others.
- Development and monitoring of goals and indices related to bicycling and walking.
- Support and promote the bike share program.
- Promotion of bicycling and walking, including mapping, safety, and education.

The committee should be created formally and documentation developed that defines the committee's charge, responsibilities, member composition, how members are chosen/appointed, what the decision-making structure is and how often the committee meets.

Develop Countywide Bike Route Map(s) and Online Application

Develop a bicycle route user map that displays open bicycle facilities around the County. The map should be available online and in print format. The BPAC could coordinate development and maintenance of the map in conjunction with area chambers and tourism agencies. The map will require periodic updating over time as new facilities are built and other improvements are made. Route maps with the appropriate disclaimer regarding the skill levels required to ride certain higher traffic speeds/volumes routes are the recommended method for identifying routes.

The BPAC could also be responsible for developing and hosting a Wood County Bike Routes webpage with mobile application, again in conjunction with area chambers and other agencies. A web page and mobile application are good ways to make route maps, other information, and links about biking and walking readily available to residents and visitors alike. For example, the maps could provide loose gravel advisories for wider tire bicycles such as mountain or fat-tire where warranted until surface is stabilized.

The map and webpage would serve as promotional and educational pieces for the Wood County route system as well as biking and walking in the County. For example, the map and webpage should include information on the bike share program. Advertising could be incorporated into the map to pay for map printing and website/application maintenance.

People who are not familiar with bicycling in a specific area often have a difficult time determining what their route to a specific location should be. Streets that they might use to drive to a destination may not be streets they are comfortable bicycling on. Providing maps of bicycle facilities and streets that are suitable for bicycling is a good way to encourage people to bicycle more and to raise awareness about bicycle facilities.

Walking / Pedestrian Facility Improvements

Sidewalks separated from the roadway are the preferred accommodation for pedestrians. Sidewalks are a central staple to any bicycle and pedestrian plan, and they provide many benefits including safety,

mobility, and healthier communities. Roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street. Providing walkways for pedestrians dramatically increases how well pedestrians perceive their needs are being met along roadways. The wider the separation between the pedestrian and the roadway is, the more comfortable the pedestrian facility. Improvements for bicycling often also benefit pedestrians particularly in rural areas. Multi-use trails, side paths and wide paved shoulders provide space for pedestrians where sidewalks do not exist.

WisDOT guidelines for sidewalk placement for urban and built-up areas are as follows:

Table II: WisDOT Guidelines for Sidewalk Placement in Urban / Built-Up Areas		
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: at least one side; prefer both sides
Residential (Local Road) More than 4 units/acre	Both sides	At least one side; prefer both sides
Residential (Local Road) 1 – 4 units/acre	At least one side; prefer both sides	One side preferred, or at least 4 feet shoulder on both sides
Residential (Local Road) Fewer than 1 unit/acre	One side preferred; or 4 feet shoulder on both sides	At least 4 feet shoulder on both sides
Notes: 1. For any local street within two blocks of a school site that would be on a walking route to school, a sidewalk is needed on at least one side. 2. Sidewalks may be omitted on one side of new streets where that side clearly cannot be developed. 3. Where there are service roads, the sidewalk adjacent to the main road may be replaced by a sidewalk adjacent to the service road on the side away from the main road.		
Source: WisDOT		

Chapter 7: Plan Implementation & Conclusion

The countywide bicycle and pedestrian plan is intended to be used not only by Wood County, but also by individual municipalities throughout the County. Like motor vehicle travel, bicycle and pedestrian trips often cross jurisdictional boundaries, and it is important for communities to promote connectivity across municipal boundaries and between incorporated and unincorporated areas. Moving forward it will take a coordinated and cooperative effort to make the countywide network a reality.

It is important to note that implementation, as with many public works projects, is heavily contingent on the accessibility of funding sources. Funding assistance for major projects would most likely come from WisDOT or WDNR. Relevant programs to fund the recommendations illustrated in this plan are listed below.

Funding Sources

The primary funding programs for bicycle and pedestrian projects are discussed here.

Wood County Conservation, Education and Economic Development (CEED) Funding Program

Wood County through the Conservation, Education and Economic Development Committee (CEED) provides grant funds for economic development and tourism projects in the County. Eligible applicants include any organization that collaborates with the County on economic development projects or initiatives. Bicycle and pedestrian projects and programs have received funding in the past.

Transportation Alternatives Program (TAP)

WisDOT manages the TAP program, which is funded through Federal Surface Transportation Program funding. The Transportation Alternative Program (TAP) includes Safe Routes to School (SRTS) as a separate subcategory. Transportation Enhancement (TE) and Bicycles & Pedestrian Facilities Program (BFPF) grants were combined into the overall TAP category.

Eligible projects include planning, design, and construction of bicycle and pedestrian facilities; recreational trails; safe routes to school projects; community improvements such as historic preservation and vegetation management; and environmental mitigation related to stormwater and habitat connectivity. This program is highly competitive and is available to all government units throughout the state.

The grant program applications are typically released in late fall of the odd years and due in January of the even years. Funding is segregated by population categories (Under 5,000, 5,000 to 50,000, 50,000 to 200,000, over 200,000), so that communities are only competing with communities of similar sizes. Grant awards are typically between \$50,000 and \$1.2 million. The program is a reimbursement program and federal funds will match 80% of the project budget up to the project's cap amount. The design process related to these projects takes 1.5 to 2.5 years based on the project's complexity.

Recreation Trails Program (RTP)

This program is administered through the Wisconsin DNR and is included within the Stewardship grant application process. This program allocates federal Recreational Trails Program (RTP) funding for trails. RTP funds may only be used on trails that have been identified in or further a goal of a plan that has been included or referenced in a comprehensive outdoor recreation plan. Eligible activities (in order of priority) are maintenance or restoration of existing trails; development or rehabilitation of trailside/trailhead facilities and trail linkages; construction of new trails; and property acquisition for trails.

The grant program applications are typically released in November of each year and then due on May 1st of the following year. Any grant requests over \$500,000 require additional state review and approval by the legislature. This program is highly competitive and if the funds are not used, the state then loses their funding, so there is a strong need for projects without potential barriers that would delay the planned completion.

Community Development Block Grant (CDBG) Program

The Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to states, cities, counties and tribes to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. Block grants have been a part of the American federal system since 1966 and are one of three general types of grant-in-aid programs: categorical grants, block grants, and general revenue sharing. CDBG funds can be utilized for specific outdoor recreation or transportation facilities if they meet the requirements of the program.

Highway Safety Improvement Program (HSIP)

While HSIP does not pertain specifically to bicycle and pedestrian facilities, this WisDOT program can help improve safety measures on problematic stretches of highway where crashes have occurred in the past, including bicycle and pedestrian crashes, thereby creating a safer and more hospitable

transportation network. HSIP improvements generally require a ten percent match of state or local funds. The program generally funds low-cost options that can be implemented quickly.

Railroad Crossing Elimination (RCE) Program

This federal program funds highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. A minimum of 25% of planning grants must be awarded to projects in rural areas or Tribal lands.

Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants

This federal discretionary grant program includes billions in federal funding for major transportation projects. BUILD, formerly known as RAISE and TIGER, has awarded billions in grants to projects in all 50 states, the District of Columbia and Puerto Rico since 2009.

This program will likely be redefined by the next federal transportation reauthorization, but projects for BUILD funding were evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership.

Active Transportation Infrastructure Investment Program (ATIIP)

The federal Active Transportation Infrastructure Investment Program (ATIIP) will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure and help protect the environment; and improve quality of life in communities through the delivery of connected active transportation networks and expanded mobility opportunities.

Planning and Design and Construction grants are available. This program will likely be redefined by the next federal transportation reauthorization.

Safe Streets and Roads for All (SS4A) Grant Program

The purpose of the federal SS4A grant program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives and is designed to meet the needs of diverse local, Tribal, and regional

communities that differ dramatically in size, location, and experience administering Federal funding. Specifically, this includes: (A) developing a comprehensive safety action plan; (B) conducting planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or (C) carrying out projects and strategies identified in a comprehensive safety action plan. This program will likely be redefined by the next federal transportation reauthorization.

Rural Surface Transportation Grant Program (RURAL)

This federal competitive grant program is intended to make rural communities safer, more accessible and more connected by improving and expanding surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generating regional economic growth. The Rural program is awarded through the combined Multimodal Project Discretionary Grant (MPDG) funding opportunity. This program will likely be redefined by the next federal transportation reauthorization.

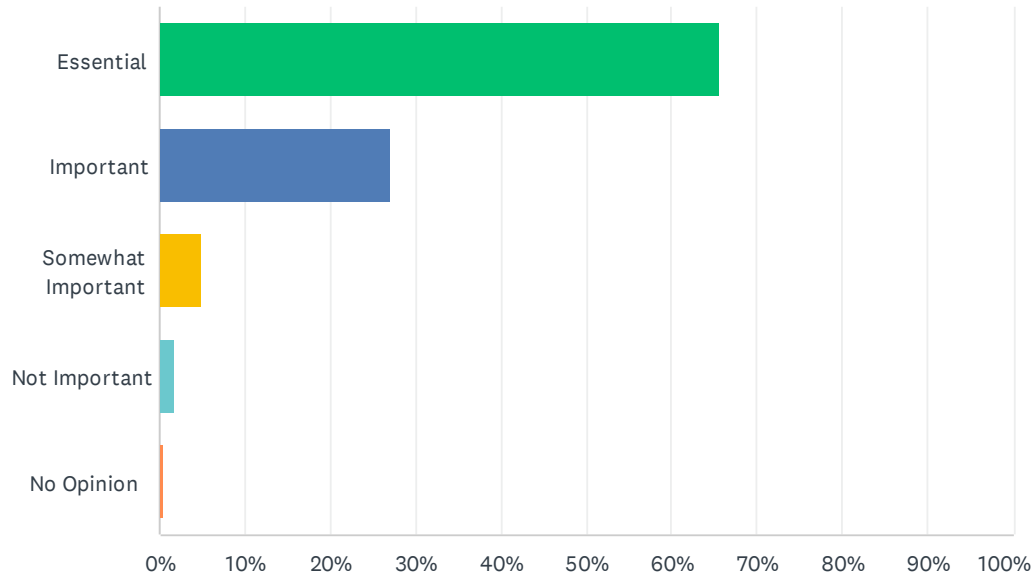
Conclusion

The Wood County Bicycle and Pedestrian Plan is intended to be a long-range plan for a bicycle/pedestrian network improvements in the County. However, planning for the future does not end with adopting this plan. Circumstances and user needs change frequently, and thus this plan should be closely monitored and analyzed annually to ensure that it continues to enact the initiatives and goals listed within. Additionally, as communities do with their comprehensive plans, the County should consider a formal update of the plan in ten years to update goals, objectives and recommendations to ensure planning and implementation of bicycle and pedestrian planning in Wood County remains current.

APPENDIX A – COUNTY BIKE/PED SURVEY RESULTS

Q1 How important is it to have areas for biking and walking within your community?

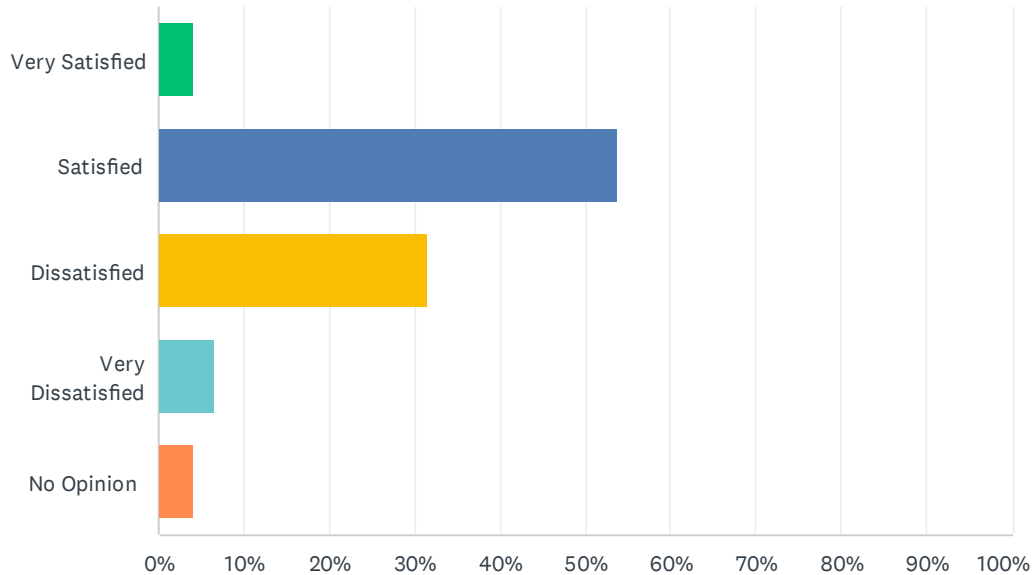
Answered: 225 Skipped: 0



ANSWER CHOICES	RESPONSES	
Essential	65.78%	148
Important	27.11%	61
Somewhat Important	4.89%	11
Not Important	1.78%	4
No Opinion	0.44%	1
TOTAL		225

Q2 How satisfied are you with the biking and walking facilities available in your community?

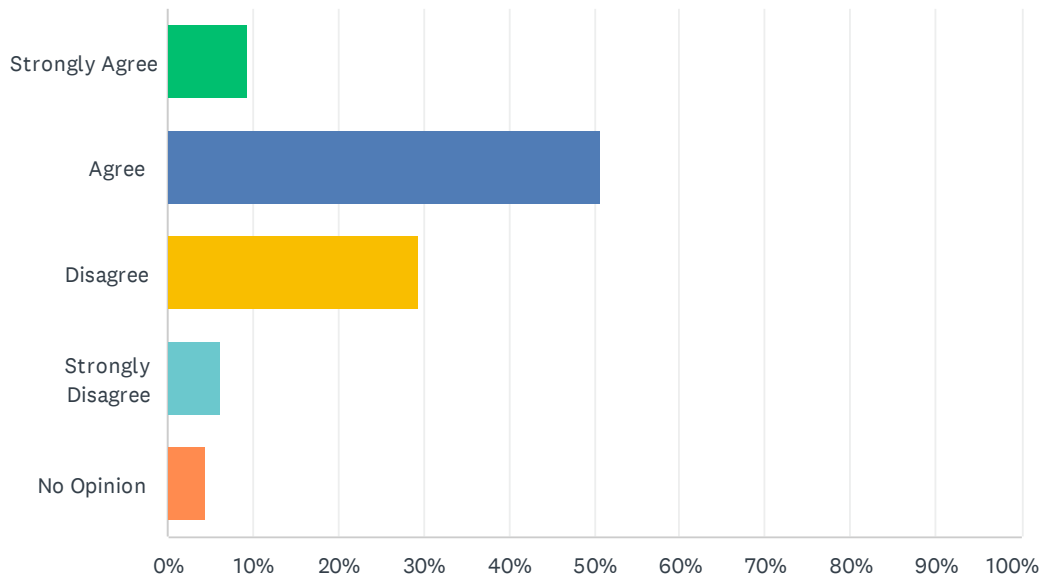
Answered: 225 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very Satisfied	4.00%	9
Satisfied	53.78%	121
Dissatisfied	31.56%	71
Very Dissatisfied	6.67%	15
No Opinion	4.00%	9
TOTAL		225

Q3 My community is safe for biking and walking.

Answered: 225 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Agree	9.33%	21
Agree	50.67%	114
Disagree	29.33%	66
Strongly Disagree	6.22%	14
No Opinion	4.44%	10
TOTAL		225

Q4 What concerns do you have about biking and walking in your community?

Answered: 204 Skipped: 21

#	RESPONSES	DATE
1	Being in a wheelchair, some paved, slightly sloped paths outside of cities and villages would be great.	1/10/2022 2:31 PM
2	Although I am satisfied with biking and walking in WR, there is always room for improvement and additional non-motorized routes. I see biking and walking popularity as continually increasing in our society so please expand it as much as possible.	12/15/2021 2:56 PM
3	Cars respecting bikers, and bikers following road rules.	12/13/2021 10:55 AM
4	Not enough safe areas	12/12/2021 3:40 AM
5	Not enough bike only paths. Nice to have just bike paths and not have them connected to a busy road. Something like the green circle in point would be nice. Fat bike paths in the winter would be great as well.	12/11/2021 8:47 PM
6	clearly marking how trails connect, and also making drivers aware of trail crossings at streets so I no longer have to strap an air horn to my bike to prevent drivers from killing me	12/11/2021 7:08 PM
7	Vehicle drivers not paying attention to bikers	12/11/2021 5:26 PM
8	Not enough paths for bikes and pedestrians between communities.	10/12/2021 4:13 PM
9	Safety on the roads. Bike edge doesn't seem wide enough!	10/3/2021 7:24 PM
10	Better signage for walkers and bikers and trails would be very helpful when navigating. More education for motor vehicle drivers about bikers and to watch out for them. My family and I often ride on the side walk for fear of being hit.	10/3/2021 7:30 AM
11	I live in Marshfield and we have quite a few paths now.	10/2/2021 10:16 AM
12	The bike paths in Wisconsin Rapids are the worst paths as NO improvement as the bumps are bad. I would ride on the street. I have be doing my biking with groups in Wautoma .	10/1/2021 9:38 PM
13	Too many walkers, joggers, runners, stroller pushing, wagon pulling and bikers of all makes and models sharing very busy roadways with vehicles. It is a disaster waiting to happen. It is vitally important we get this pedestrian and bicycle traffic off our busy streets/thoroughfares.	10/1/2021 3:24 PM
14	Do not feel safe biking on the road since there are very few painted bike lanes & signage. The non-cycling/biking community is also very uneducated about biking rules/regulations/rights.	10/1/2021 8:13 AM
15	Not enough trails /off-road paths for biking	9/30/2021 1:24 PM
16	lack of driver awareness and attention to bikers and walkers	9/30/2021 10:09 AM
17	Not enough off road opportunities. Too many unleashed dogs.	9/28/2021 7:09 PM
18	My biggest concern is for my children getting from one part of the bike path to another as there are some gaps.	9/28/2021 12:37 PM
19	Some bike trails are dedicated trails, some of them are "pretend" trials that are on a road that may or may not be marked. Some trails are dedicated paths, others are marked on the road (with no signs) and others are unmarked such as roads in countryside or other areas, which makes the bike system feel like a patchwork of "we did it because we had to not because we want a bike system". A more uniform system reinforces perception and utilization because with the patchwork (Marshfield and hewitt area), people don't even know where you can go or how far the bike system goes. Putting up maps at key locations and intersections on bike trail would greatly help. The challenge of putting up maps is the expense of keeping them up to date. This can be mitigated by putting strategic business sponsor locations on the map such	9/28/2021 11:41 AM

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as ice cream, parks, and other places that you may not think to go to (i.e. "I didn't know these bike trails went this far across town and I could to X or Y"). This increases utilization of local trails and increased local spending. The next step would be to have an app that one can put on their phone that has the map, attractions and (with GPS) can be used for events like monthly mile warriors or summer mile events that could have awards at those sponsored businesses that were mentioned. The physical map would drive traffic to the app map. Options for local events are endless... Marshfield VS Rapids in who gets most miles, etc. Based on privacy rules where data is gathered anonymously, you would also be able to determine utilization of individual trails.

20	There are certain areas of trail that need better off-street connections	9/28/2021 9:47 AM
21	Many busy rural roads do not have trails, sidewalks or wide enough shoulders to walk or bike on safely. Our family would do much more of both if we could be somehow connected to the nearby trails.	9/27/2021 3:13 PM
22	Seneca Road and George Road in Wisconsin Rapids are dangerous to walk or bike on. The shoulders are narrow and vehicles go quite fast. Although there is a nice trail that intersects Seneca Road, it is too dangerous to walk/bike down Seneca Road to get to the trail.	9/27/2021 1:07 PM
23	Lack of education to both bikers and drivers of the rules of the road when biking. Drivers not paying attention nor caring/looking for pedestrians walking or biking on road or crosswalks.	9/27/2021 1:00 PM
24	I am concerned about walking and biking along North park road, cars do not like to slow down or get over, even though I try to stay off the pavement, I have come close to being hit more than once. In the spring and fall when the roads are slushy, I have gotten hit by the road slop of people who must think its funny. I think a walking path would greatly help these issues. In the area of Wazeecha Ave and North park road the path is flooded numerous times of year, making this another area that people need to leave the path and walk on the road.	9/27/2021 11:07 AM
25	When walking or biking in Wood county South Park on the N Park Rd, pedestrians are walking on the road instead of a path. Many people are texting and driving and I had several close calls of being hit by a car because there is no separate walking path. Also in this same side of the park at the intersection of Wazeecha Ave and N Park road, the area is regularly flooded making the path un-usable. This is the area where the disk golf is located. The path on the north side of the park needs major repairs.	9/27/2021 11:04 AM
26	It would be nice to expand biking and walking paths where there are gaps.	9/27/2021 10:29 AM
27	Maybe more lights at night. Sometimes cars don't stop at crosswalks	9/25/2021 1:03 PM
28	The only concern I have is that our side streets within the Wisconsin Rapids area, like down Lincoln Street, 16th Street by Lincoln High School, and others don't have bike safety. I feel we could benefit with bike safety lanes on some busy streets in Wisconsin Rapids. That way the bikers don't use the walking side walks where people walk. They have their bike safety lanes a long some neighboring streets.	9/24/2021 10:39 AM
29	There are some great trails and safe areas, however the connections from one trail to another or community to another are sometimes lacking and / or do not feel safe.	9/23/2021 5:11 PM
30	I don't have any	9/22/2021 6:10 PM
31	Loose dogs. Rude bicyclists. Crazyies.	9/22/2021 9:07 AM
32	Would be nice to have more connected trails in the area, e.g., to and from Lake Wazeecha and other atears	9/21/2021 7:33 AM
33	Town of Sherry - no designated bike or walking trails. All of the County Roads are not wide enough, or don't have designated bike or walking paths. It is unsafe to bike or walk on any County Roads.	9/20/2021 12:27 PM
34	the available biking routes are not clearly marked	9/19/2021 4:37 PM
35	We're very small and closed off. Any walking beyond our city limits (only 2 square miles) is on high-speed, two-lane country roads.	9/16/2021 8:49 PM
36	not enough connected trails, unsafe for kids to get between places.	9/16/2021 3:03 PM
37	Safety regarding vehicles and sexual assault	9/16/2021 9:36 AM

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38	Not enough	9/15/2021 5:12 PM
39	The multi use paths on the west side of the Wisconsin river in Wisconsin Rapids both need maintenance. Cycling in particular. If the pavement has a large crack every 10 feet it makes for a miserable ride. The location of the paths are great. The north side of Wazeecha has an engineering problem for a short section of gravel path. When it is wet and there have been heavy rains it turns into a muck hole. It looks like there is a small creek that goes under North Park road and then accumulates there.	9/15/2021 8:23 AM
40	The trails that are heavily used are not maintained (or improved) as well as they should be.	9/14/2021 4:06 PM
41	The trails are nice and safe. Don't feel safe on the roads leading to the trails, especially at sunrise and sunset.	9/13/2021 9:20 PM
42	The crosswalks and intersection are not safe. Cross buttons don't always work. Cars are turning into bikes that have ok to cross and there are many blind intersections.	9/13/2021 2:20 PM
43	Traffic on Hwy 80 primarily.	9/13/2021 1:53 PM
44	Not enough designated bike lanes.	9/13/2021 1:43 PM
45	Biking on roads in Wisconsin Rapids is scary, to say the least. On roads like 8th street walking is a nightmare as nobody watches for pedestrian traffic. Biking along 8th street is a concern, as well, as bikes are technically not allowed on sidewalks but no drivers watch for bike traffic.	9/12/2021 6:14 PM
46	None	9/11/2021 10:28 AM
47	Available mileage and lack of safer connectivity to other area communities	9/10/2021 7:24 PM
48	None	9/10/2021 12:59 PM
49	some roads and highway crossings are not bike friendly	9/9/2021 10:07 PM
50	Traffic on some roads.	9/9/2021 2:11 PM
51	existing multiuse trails generally need improvements such as new pavement. Many businesses lack bike stands and routes that lead to them (especially along 8th street)	9/9/2021 12:33 PM
52	Danger to bicyclists and pedestrians in all aspects! Keep them off ALL streets, highways, and roadways!	9/8/2021 11:29 PM
53	Not enough biking trails	9/8/2021 6:38 PM
54	A lot of poor roads that limit where I can ride and also force me out into traffic.	9/8/2021 6:31 PM
55	Not enough SAFE crossings for bikers/pedestrians, especially with flashing lights to alert cars. Bike trails are rough in spots, making it difficult to bike or walk.	9/8/2021 4:43 PM
56	I do not understand why the city of Wisconsin Rapids painted bike lane markers on alot of our roads with no explanation as to why they are there. It also does not make sense that these are painted in the center of the lanes.	9/8/2021 4:17 PM
57	Quality of the trails , smooth surface without washouts or roots sticking out. Love the look of board walk bridges.	9/8/2021 1:46 PM
58	The trails are not well kept. Making it hard for people with PCS or other disabilities, or older folk to access the trails.	9/8/2021 1:26 PM
59	Dogs on bike paths. Pedestrians not walking on the right, blocking bicyclists.	9/8/2021 1:20 PM
60	As a single woman, I have fears that every woman fears. Having paths well lit and emergency stations would help quell those fears.	9/8/2021 12:30 PM
61	Drunk drivers, excessive speed, inattentive drivers, texting while driving.	9/8/2021 12:10 PM
62	Trail improvements...lot's of bumps and cracks on paths	9/7/2021 3:54 PM
63	many intersections not marked clearly for cars to slow down and/or yield	9/7/2021 3:10 PM
64	Traffic	9/7/2021 1:40 PM
65	Not enough of the trails connect to make a safe loop.	9/7/2021 6:31 AM

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66	Make sure that the Wazeecha trail doesn't become more commercial. No more trees cut, or ugly CEMENT park benches, or paved paths. Blacktop is cracked and hard to ride on in some places, as it gets older. .. Leave it the way it is now, other than maintaining what is already there.	9/6/2021 10:37 PM
67	There are several nice trails available but they are short and it would be desirable to have them connected without risky vehicle travel.	9/6/2021 6:35 PM
68	Dogs on the bike and walking path and the owners can't control them. Dog poop on the paths.	9/6/2021 4:18 PM
69	There are too many areas where biking and walking are incorporated into the roads. That is not safe for anyone.	9/6/2021 11:48 AM
70	I believe it would be safer if there was a painted bike lane on Highway 80 in the city of Pittsville. There is NO marked or off-road bike path in the Town of Wood (where I live)	9/6/2021 11:16 AM
71	Lack of sidewalks; drivers not yielding to pedestrians	9/6/2021 9:11 AM
72	Safety	9/6/2021 8:08 AM
73	Very few bike lanes, narrow roads and inattentive drivers.	9/5/2021 11:09 AM
74	Crossing busy intersections	9/5/2021 6:45 AM
75	Need more access exsisting trails need signage	9/3/2021 11:20 AM
76	My biggest concern is drivers and bike lane maintenance. Drivers don't respect cyclists as having a right to the road and don't seem to know the laws. I think it's an education lapse. Bike lane maintenance - oftentimes the bike lanes on roads are full of debris and potholes.	9/3/2021 8:09 AM
77	Motorists not stopping for pedestrians in crosswalks. motorists not giving bicyclists room to bike	9/2/2021 7:51 PM
78	My concerns for biking and walking in my community are 1. Accessibility and 2. Safety. We need to make sure that biking and walking areas are easily accessible to the whole community and not just people that are close to downtown. We need to make all areas of the city accessible to walking and biking paths to reach their destination. For safety, we need to make sure that walkers and bikers are as far or guarded from vehicles on roads. We either need designated bike and walk paths that are farther from roads or we need paths that are protected so if it is on a road, there should be a safety shield of some sort to segregate cars and pedestrians.	9/2/2021 6:18 PM
79	cars don't stop at cross walks, sketchy people on the paths in secluded areas.	9/2/2021 2:48 PM
80	I would like a safe biking/walking trail to go to the driving range on H to promote youth golf.	9/2/2021 10:43 AM
81	Limited bike trails and lanes and walking options	9/2/2021 10:34 AM
82	it should be easily accessible for everyone	9/2/2021 9:46 AM
83	Some of the trails could use more signs.	9/2/2021 8:21 AM
84	Limited amount of bike lanes and trails	9/2/2021 6:30 AM
85	Not to many concerns	9/2/2021 3:15 AM
86	Sidewalks are pretty rough and the bike lanes aren't well marked. There are many places that look like they're bike lanes, but I'm not sure because there are no markings.	9/2/2021 12:03 AM
87	The street I live on is very busy and cars don't always stop for crosswalks also all the sidewalks I use in the area are horrible to push a stroller on	9/1/2021 11:18 PM
88	Not enough opportunities.	9/1/2021 9:41 PM
89	Inattentive drivers and a lack of education regarding bicycles and how they are treated legally on the roadway	9/1/2021 8:50 PM
90	Cars show no respect for bikes. Shoulders of roads are non-existent and/or full of pot holes, gravel and weeds.	9/1/2021 8:05 PM
91	Some roadways are prone to large cracks and potholes, especially at the edges where bikes usually ride.	9/1/2021 7:54 PM

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92	Not enough bike trails/lanes, existing bike lanes don't go to important destinations, esp schools, lanes end in weird/dangerous locations	9/1/2021 7:16 PM
93	Speeding traffic	9/1/2021 6:07 PM
94	I live near County HWY Z (Griffith Ave.) I do not feel safe walking or riding my bike on that street. Unfortunately, it is often necessary for me to walk/bike on part of that street to get to/from work.	9/1/2021 1:03 PM
95	The county road we live on (BB) has a lot of heavy traffic. Many people enjoy biking on the road, but I don't feel the shoulder is wide enough to make it safe for families.	9/1/2021 12:37 PM
96	not enough trails, and riding on the roads is dangerous, there are virtually no bike lanes	9/1/2021 11:01 AM
97	Too many broken connections in trails. Wish we had uninterrupted trails throughout/around the city (like the Green Circle is becoming)	9/1/2021 6:38 AM
98	none	8/31/2021 9:40 PM
99	n/a	8/31/2021 8:21 PM
100	Lack of adequately trained drivers on the road. May uneducated rednecks.	8/31/2021 3:57 PM
101	Need bike trails along Griffith, 16th, and 32nd	8/31/2021 8:43 AM
102	Wish there were more trails.	8/31/2021 7:32 AM
103	Lighting and traffic	8/30/2021 9:44 PM
104	Drivers don't always acknowledge walkers/bikers as they should. Speed and lack of pedestrian signage are issues on Grand Rapids roadways. Shoulders are narrow on many roads. The trail around Lake Wazeecha is not always maintained as it should be and can be littered with debris (natural and manmade) making it dangerous.	8/30/2021 3:58 PM
105	Old people do not watch out for bicycles and the then bikers get blamed for it when collisions occur.	8/30/2021 3:11 PM
106	The biking trail between Nekoosa and Wisconsin Rapids is a nice start. It would be nice though if the the trail was extended thru Nekoosa and be accessible with traveling city streets. Aside from sidewalks, i'm not aware of any walking trails in Nekoosa.	8/30/2021 9:27 AM
107	It would be nice to have wider shoulders to allow for a bike lane on some County trunk roads. Same with other county roads. Clearly this can be done when they resurface that roads.	8/29/2021 8:03 AM
108	Most areas there are no walking or biking lane. Cars traveling fast make biking and walking dangerous. Remote areas with no designated points of interest (no easily accessible bathrooms, places to rest or destinations for food, recreation, etc.)	8/28/2021 11:54 PM
109	Feel that some of it is not safe. Not lit up enough when it's dark out or open enough	8/28/2021 11:40 PM
110	Do not park vehicle on bike routes, street shoulders	8/28/2021 9:41 PM
111	Permitting cars on the bicycle trails without taking proper precautions to protect the public	8/28/2021 8:59 PM
112	What little bike lanes there are the paint is really faded to indicate It's a bike lane. also, crosswalk's need to be better outlined too. Particular roads are difficult to cross at crosswalk due to fast traffic not yielding to pedestrians.	8/28/2021 5:11 PM
113	Money to keep up	8/28/2021 12:52 PM
114	There are areas to bike, but travel on roads with no bike lanes between	8/28/2021 11:55 AM
115	Need more safe, designated bike and pedestrian paths/markings.	8/28/2021 11:54 AM
116	Cycling on the sidewalk should be prohibited.	8/28/2021 10:55 AM
117	Safety on certain trails	8/28/2021 10:14 AM
118	none	8/28/2021 2:16 AM
119	Safety, trail connectivity	8/27/2021 5:42 PM
120	No concerns, see a need for it. People want to get out and be healthy this would be great for	8/27/2021 4:37 PM

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	residents and visitors.	
121	Many residents utilize the path around Lake Wazeecha. The roadway, specifically on the north side of lake has areas that don't allow for much space between walkers/bikers and vehicular traffic	8/27/2021 3:46 PM
122	Dogs running off leashes.	8/27/2021 3:05 PM
123	People not using safety equipment at night.	8/27/2021 2:36 PM
124	I live in Wisconsin Rapids and there are a lot of good bike trails	8/27/2021 11:43 AM
125	Lack of paths not on the road or streets. ATVs & snowmobiles seem to be catered to but not walkers.	8/27/2021 10:20 AM
126	Roads near Lake Wazeecha do not have dedicated bike lanes. Also 16th Street in WR is not wide enough or have a curb/sidewalk in many areas.	8/27/2021 10:04 AM
127	Most of the trails are not linked without having to follow high traffic roads. Ex. the path along the Express Way just ends at Wood Trust bank and you have to use 48 Wazeecha Ave to get the trail around the lake.	8/27/2021 9:31 AM
128	some bicyclist don't know they have to follow road rules like cars. They don't stop at stop signs. Also, some of the painted city street bike lanes are taking up quite a bit of the car space and if there is oncoming traffic, it makes it very hard. Some bikers don't move to the right to stay farther away from cars.	8/27/2021 8:48 AM
129	Safety is the biggest concern. Would love to see side walks and bike lanes everywhere! Would allow for piece of mind when going for a walk and not having to walk on the road while cars go by! Thank you for your work on this!	8/27/2021 8:35 AM
130	Car traffic does not understand the rights of bicycle traffic. Bicyclists should not be on the sidewalks but that's where many drivers believe we should be. Paths that provide for crossing major highways without disrupting traffic would be great-such as a north south overpass of the expressway (wisconsin Rapids). Love the underpass of Hwy 54 by Robinson Park and both ends of the Expressway Bridge.	8/27/2021 8:34 AM
131	Drivers do not seem aware of cyclists and pedestrians...many times they're going too fast in residential areas. There are not enough bike paths/biking or walking only trails to keep us off of the roads.	8/27/2021 8:33 AM
132	Port Road in Port Edwards. Cars drive too fast and there is no safe place to bike.	8/27/2021 6:45 AM
133	We'll lit for early morning or evening walks. Plowed and salted on the winter.	8/26/2021 10:18 PM
134	My immediate neighborhood is a subdivision with no outlet (i.e., not a dead end, but not a through street either; it's a loop), and it is fairly safe overall, but it gets boring going around and around the loop. But the street that it's connected to is very UNSAFE for biking and walking. It makes me nervous every time. I'd like to be able to take my kids on bike rides, but it is very stressful because of the heavy traffic, narrow shoulders, and no sidewalks, walking paths or bike paths.	8/26/2021 10:06 PM
135	Vehicles drive too fast. Lots on their phones.	8/26/2021 8:37 PM
136	The roads are not wide enough to have bikes and cars on the same road.	8/26/2021 8:29 PM
137	Between the biron park and the new biron bike path there is little to no road space to bike (or walk) safely. The same to access the new path near an anchor bay.	8/26/2021 7:33 PM
138	Drivers don't seem to care about people on bikes, very disrespectful.	8/26/2021 7:15 PM
139	There are some areas that are worse for biking that I would avoid.	8/26/2021 7:04 PM
140	Vehicles WILL NOT yield to pedestrians and bicyclists.	8/26/2021 7:02 PM
141	Not enough bike/walk only paths. Road ways are too dangerous now for shared paths with automobiles	8/26/2021 5:33 PM
142	Many areas, even near schools, do not have sidewalks or designated bike lanes.	8/26/2021 5:03 PM
143	People drive faster than the speed limit and do not stop for stop signs.	8/26/2021 1:37 PM

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144	Being hit by a car since we can only walk on roads	8/26/2021 11:38 AM
145	Crossing County Highways where topography and growing crops may hinder visibility at intersections.	8/26/2021 11:27 AM
146	In the city of Pittsville, it's missing some sidewalks to connect from each end. Sidewalks in the Strawberry Lane subdivision would be helpful.	8/26/2021 11:24 AM
147	Pedestrian crossing major highway through town. People speed through town and don't stop for people crossing the road.	8/26/2021 11:03 AM
148	Vesper	8/26/2021 10:46 AM
149	I do most of my biking and walking in the South Wood County Park because I am hesitant to walk or bike along roads with vehicular traffic.	8/26/2021 10:44 AM
150	Would like to have all walking options linked together, particularly with better crosswalks.	8/26/2021 10:28 AM
151	Some of the trails are poorly maintained	8/26/2021 10:00 AM
152	The trail that is currently in Village of Port Edwards has parts that are in poor shape.	8/26/2021 9:47 AM
153	State and county roads through and surrounding Pittsville	8/26/2021 9:35 AM
154	biking and walking along traffic routes with no sidewalks	8/26/2021 9:34 AM
155	I usually walk trails in Wisconsin Rapids and they often cross streets. Drivers rarely stop for pedestrians. Also, I would like to see better connectivity and signage.	8/26/2021 8:36 AM
156	Biking along with vehicular traffic.	8/26/2021 8:22 AM
157	Lack of bike and pedestrian infrastructure.	8/26/2021 8:12 AM
158	Wolves	8/26/2021 8:01 AM
159	As long as there is a separate trail (not the 18" strip alongside the road) it would be safe and used a lot more! People walk and ride bike down Townline Road all the time now and it is a 45 MPH road. It would be such a GREAT way to tie the surrounding communities together!	8/26/2021 7:53 AM
160	Safety when no crosswalks & sidewalks. need more bike lanes	8/26/2021 7:18 AM
161	Drivers a not very aware of bike lanes.	8/26/2021 7:12 AM
162	I would like more bike/walking paths. It would be nice if some of them were looped. Also I would like to see bike trail in Biron extended along river from mill area to Anchor bay area.	8/26/2021 6:58 AM
163	That it doesn't connect to area's outside of Pittsville	8/26/2021 6:47 AM
164	Too many riding routes use city streets and/or highways.	8/25/2021 10:06 PM
165	none, but not all are connected	8/25/2021 9:00 PM
166	There are not enough designated biking and walking routes throughout the county.	8/25/2021 4:32 PM
167	High speed traffic and small shoulders	8/25/2021 4:18 PM
168	Need to get bikes off of high traffic areas	8/25/2021 4:10 PM
169	where I live there is highway 80 and N to bike and walk and it's dangerous. My neighbor on bike was hit by a car once too.	8/25/2021 3:30 PM
170	petrol more	8/25/2021 2:55 PM
171	Town roads have limited shoulders. Take use of existing municipal owned property like old railroad ROW.	8/25/2021 2:44 PM
172	I have safety concerns in the unincorporated areas. There are a lot of bike and pedestrian traffic in these areas and the towns do not support any infrastructure or facilities.	8/25/2021 2:44 PM
173	there is insufficient infrastructure to support safe routes to schools and safe commuting around towns and country. Too much engineering of projects by care centric individuals and too little designing. When roads are improved there seems to be little thought about designing supportive structure for the bikers.	8/25/2021 1:39 PM

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174	Need more sidewalks	8/25/2021 1:31 PM
175	Some of the sidewalks are overgrown with branches so hard to see oncomers.	8/25/2021 1:29 PM
176	Walking in some of the rural areas in higher speed traffic	8/25/2021 1:26 PM
177	Griffith between 48th and 64th and then down 64th toward wazeecha are terrible and dangerous. We need a bike path down Griffith to 64th at least and then a path down 64th to boat landing. Then the path around Wazeecha on the road is super dangerous with kids. Drivers go way too fast and tons of blind spots.	8/25/2021 1:21 PM
178	bike lanes on roads are not followed by drivers and cars will often not stop for pedestrians in crosswalks	8/25/2021 1:18 PM
179	There is no easy or safe way for people living south of Wisc Rapids to ridewalk into town along Highway 13.	8/25/2021 1:18 PM
180	Some of the trails need to be replaced/repaved I know they did one part of it that's over by the old folks homes	8/25/2021 1:16 PM
181	When crossing streets in a crosswalk, people are too busy on their phones or speeding to notice and almost hit you.	8/25/2021 1:11 PM
182	We need more and they need to be more away from traffic	8/25/2021 1:09 PM
183	I wish there was a bike path on the main roadway on Yellowstone that starts in Hewitt and goes all the way to the pond by the Eg of Marshfield.	8/25/2021 1:05 PM
184	safety from vehicle traffic	8/25/2021 12:52 PM
185	there are a few spots where traffic crosses and they are a bit blind to if there are bikers there	8/25/2021 12:45 PM
186	lack of trails	8/25/2021 12:44 PM
187	getting hit by a car	8/25/2021 12:40 PM
188	Vehicles go to fast and don't watch out for people. Need more bike lanes like Point and designated pedestrian crossing areas.	8/25/2021 12:36 PM
189	There could be more connecting paths throughout the area. To really bike around the area, you have to take busy roads with no sidewalk present at times.	8/25/2021 12:36 PM
190	1. the bikes don't follow the laws/rules. Bikes on the road don't stop for stop signs and cut off drivers in unsafe and illegal ways. BIKER EDUCATION NEEDED- 2. the cars don't care about crosswalks. some crosswalks are poorly marked, others simply ignored. I use the crossing on 2nd ave S- just before the DMV- regularly and consistently. I rarely have cars actually stop while I stand there- rain, shine, it doesn't matter. and if I start crossing and they (gasp) have to slow down, i've gotten yelled at, had engines revved, and other things. DRIVER EDUCATION NECESSARY	8/25/2021 12:36 PM
191	Traffic not stopping or slowing down for bikers or walkers.	8/25/2021 12:30 PM
192	There are no walking paths in Grand Rapids near the new subdivisions	8/25/2021 12:28 PM
193	The bike path along the river in Nekoosa has some very bumpy spots and the entrance to the bridge by the Nekoosa cemetery has a big 'lip' on it.	8/25/2021 12:24 PM
194	None	8/25/2021 12:23 PM
195	Not enough trail systems, not well published	8/25/2021 12:21 PM
196	If on the some of the roadways, seems dangerous.	8/25/2021 12:20 PM
197	being able to do it at night. Probably not the safest	8/25/2021 12:19 PM
198	Not enough bike lanes/sidewalks	8/25/2021 12:17 PM
199	There are many places within the tri-city area where sidewalks do not have curb ramps at intersections (especially within the smaller communities like Port Edwards) and this makes it difficult when biking, especially with a family, on the sidewalks to safely and efficiently cross the intersections to get to the proper walking/bike paths.	8/25/2021 12:17 PM

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200	I love the walking and biking paths along the river and lakes. I am not comfortable biking in the street.	8/25/2021 12:14 PM
201	Many walking areas are very safe- the walking paths and rec trails. The problem is when you leave the trails/paths, it gets more precarious for both walkers and bikers. Many drivers are distracted and often in a hurry so if an inexperienced walker/rider is not paying attention the situation can get dangerous quickly. As an experienced walker- (#WalkWisconsin) I have found myself in danger many times, especially in Wisconsin Rapids. Also if the trails connected more areas so walker/riders would not have to navigate busy roads that would help.	8/25/2021 10:37 AM
202	The bike/walking path starting at Riverside park is wonderful, but I wish there was a path that led into Nekoosa. I have to travel on roads for quite a bit before being able to access the path.	8/25/2021 9:09 AM
203	Not lit very well and when it gets darker in the fall I don't like to walk then because of all the crazy people.	8/25/2021 8:48 AM
204	Some of the sidewalks are so broken up and it is dangerous to walk on them for fear of tripping and hurting yourself.	8/25/2021 8:43 AM

Q5 Please list any intersections or locations in the community where you feel there are safety concerns for biking and walking.

Answered: 181 Skipped: 44

#	RESPONSES	DATE
1	All County Roads	1/10/2022 2:31 PM
2	The new YMCA and summer aquatic center are both beautiful facilities and will be heavily used in the future. Both are near busy adjacent streets. Please make sure they both can be accessed safely from all four directions, north, south, east and west. One point in particular that I see as maybe needing additional safety crossings is accessing the YMCA from the south across the Riverview expressway.	12/15/2021 2:56 PM
3	8th and Riverview Expressway. Anywhere along 8th street.	12/13/2021 10:55 AM
4	The expressway and 8th street	12/12/2021 3:40 AM
5	crossing 8th street anywhere	12/11/2021 8:47 PM
6	anything that comes close to the expressway	12/11/2021 7:08 PM
7	Lake/32nd st, along 8th st	12/11/2021 5:26 PM
8	Most of the roads out in Grand Rapids, as very few even have a paved shoulder.	10/12/2021 4:13 PM
9	Coming around the bridge from Jennings to the Riverblock building is does not feel safe. Traffic goes way to fast and as a walker or biker it is terrifying crossed the street after the bridge. Would be nice to have some sort of trail behind 8th street for people who want to bike to business but do not feel safe doing so.	10/3/2021 7:30 AM
10	Sidewalks down Peach in Amal's is pretty uneven and biking is tough.	10/2/2021 10:16 AM
11	Wisconsin Rapids downtown is great as NO cars	10/1/2021 9:38 PM
12	In the Town of Grand Rapids: Airport Avenue 20th Street 32nd Street 48th Street Kellner Road Griffith Avenue Whitrock Avenue North Park Road South Park Road	10/1/2021 3:24 PM
13	8th street-expressway intersection	10/1/2021 8:13 AM
14	Nepco Lake mountain bike trails have eroded near the lakeshore and need to be widened in some areas next to the lake	9/30/2021 1:24 PM
15	Grand Ave at the expressway	9/30/2021 10:09 AM
16	Unleasher dogs on the bike path between rapids and nekoosa.	9/28/2021 7:09 PM
17	We live near the intersection of Lincoln and 8th. We have four kids (the oldest is 11) and enjoy walking and bike riding together. However, we feel unsafe riding with our kids between intersection of 5th and Lincoln and the intersection of Adler and Lincoln-which we need to take to meet up with the main bike path. That section of Lincoln is very narrow and has fairly steep ditches, which make me nervous to have our three and seven-year-olds on their bikes on it, especially when cars come.	9/28/2021 12:37 PM
18	Road/trail between Marshfield and Hewitt.	9/28/2021 11:41 AM
19	George Road, Seneca Road, Hwy 73	9/27/2021 3:13 PM
20	Seneca Road and George Road. There are a lot of walkers and bikers, but there are narrow shoulders and it is dangerous and nerve wracking to walk/bike down those roads.	9/27/2021 1:07 PM
21	Wazeecha and North park road. 64th Street and North park road. All along North park road where there is not a path or the path is underwater making it impassable.	9/27/2021 11:07 AM
22	intersection of Wazeecha Ave and N Park road floods on a regular basis. 64th and North Park	9/27/2021 11:04 AM

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Rd, The full length of North Park Rd where there is not a separate walking path is a hazard forcing people to walk a narrow road with cars.

23	It would be nice to have a walk/bike path near the shopping area by Walmart and from that area to the shopping area near Menards.	9/27/2021 10:29 AM
24	West grand Ave, sometimes cars don't stop at the flashing light crosswalk	9/25/2021 1:03 PM
25	Intersection between Griffith Avenue and 8th Street south coming off the Yellow Trail. Intersection between Lincoln Street and near Grove Elementary school.	9/24/2021 10:39 AM
26	I only bike at the lake	9/22/2021 6:10 PM
27	there are safety concerns everywhere	9/22/2021 9:07 AM
28	None that concern me at the moment	9/21/2021 7:33 AM
29	On Adler past Sycamore when trail just ends and doesn't connect to Weber's Park	9/20/2021 10:46 AM
30	Veterans and 29th St, anywhere crossing Central Ave	9/20/2021 10:20 AM
31	downtown Wisconsin Rapids near the river	9/19/2021 4:37 PM
32	Either end of route 80.	9/16/2021 8:49 PM
33	central ave. Marshfield, north end going north of Marshfield. Some of the other Marshfield sites are good. example Marshfield to Hewitt, great connected trail.	9/16/2021 3:03 PM
34	na	9/15/2021 5:12 PM
35	West Grand and Expressway in Wisconsin Rapids.	9/15/2021 8:23 AM
36	North Park Road by the Lake Wazeecha walking path; cars drive fast and do not watch where they are going. This is a heavily used path and is dangerous.	9/14/2021 4:06 PM
37	Central, Maple, crossing Veteran Parkway on Chestnut	9/13/2021 2:20 PM
38	Hwy 80 in general	9/13/2021 1:53 PM
39	McMillan and Central.	9/13/2021 1:43 PM
40	8th street Wisconsin Rapids	9/12/2021 6:14 PM
41	None i have noticed	9/11/2021 10:28 AM
42	Hwy A, Hwy 80, Hwy 73	9/10/2021 7:24 PM
43	None	9/10/2021 12:59 PM
44	Port Road. And the intersection of the south end of Port Road with Hwys 54 and 73.	9/9/2021 10:07 PM
45	Highway 13 south of Griffith Ave. I would love to be able to bike from Nepco Lake Road over to the County Park to use the trails however there is not a good route to get there. I do not feel comfortable riding my bike on Highway 13.	9/9/2021 2:11 PM
46	hwy 54/32nd st, hwy 54/amundson st, 32nd st/lake rd,	9/9/2021 12:33 PM
47	Any intersection and locations that have vehicle traffic are a major concern	9/8/2021 11:29 PM
48	East grand and expressway	9/8/2021 6:38 PM
49	Roundabouts can be a challenge.	9/8/2021 6:31 PM
50	All intersections where bikers/pedestrians would have to cross the Riverview Expressway; Market Street and 73 in Nekoosa; Wood Ave and Cedar St in Nekoosa.	9/8/2021 4:43 PM
51	I cannot list any specific intersections that are of concern at this time.	9/8/2021 4:17 PM
52	Wider space between roadway and trails that run along roadways.	9/8/2021 1:46 PM
53	N/A	9/8/2021 1:26 PM
54	Everywhere	9/8/2021 12:30 PM
55	County Highway A from Marshfield to Pittsville.	9/8/2021 12:10 PM

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56	More crosswalks that have caution lights for vehicles to stop to allow pedestrians to cross	9/7/2021 3:54 PM
57	crossing for park over Hwy 54 crossings to get to bike path at Riverview Hospital	9/7/2021 3:10 PM
58	Along Veterans in Marshfield	9/7/2021 1:40 PM
59	I am concerned about children getting to the water park or WW zoo safely. Other areas that cross Central like Veterans Parkway. Bike and walk paths to schools safety.	9/6/2021 6:35 PM
60	Lake Wazeecha. Getting bit by a dog.	9/6/2021 4:18 PM
61	North of Lake Wazeecha, all of the subdivisions, Griffith Av, 48th St, the south side of the river in Blron, the east part of the river I. Rapids by the old cannery.	9/6/2021 11:48 AM
62	I believe it would be safer if there was a painted bike lane on Highway 80 in the city of Pittsville. County Hwy A is totally unsafe & would be a candidate for an off-road trail from Pittsville to North Wood Park	9/6/2021 11:16 AM
63	County Rd E and Ash St in Marshfield	9/6/2021 9:11 AM
64	On Griffith Av and 48th (between Griffith and W)	9/6/2021 8:08 AM
65	Airport road for sure!	9/5/2021 11:09 AM
66	Chase St. and Riverview Expressway Grand Ave and Riverview Expressway	9/5/2021 6:45 AM
67	Biron drine	9/3/2021 11:20 AM
68	Central/Veterans, Lincoln/HWY 13 (at the viaduct), 29th/Galvin. Mann Road north of town is basically impassable on a bike at this point.	9/3/2021 8:09 AM
69	Peach street on the north end of Marshfield	9/2/2021 7:51 PM
70	In my city, Wisconsin Rapids, 8th st and the Express way are two major roads that pedestrians are not too safe on. These roads are filled with fast traffic and chaotic drivers. We need a way to make those two roads a priority to make safer for bikers and walkers. Either making bike paths along the roads or shielding the pedestrians from traffic in some sort.	9/2/2021 6:18 PM
71	I only use designated bike paths or country roads	9/2/2021 2:48 PM
72	None that I know of.	9/2/2021 10:43 AM
73	All major intersections	9/2/2021 10:34 AM
74	have paths so kids that are out of town in the country can get to	9/2/2021 9:46 AM
75	none	9/2/2021 8:21 AM
76	I live in the new apartments on N Hume Ave and though I am close to town it can be difficult to walk/ bike. McMillan is narrow and there is no sidewalk extending that far. We have to cross the street and walk through the residential area to walk towards central Ave because we don't feel safe in McMillan at that point.	9/2/2021 6:30 AM
77	None that I can think of	9/2/2021 3:15 AM
78	Peach Street. Pretty much the whole street	9/2/2021 12:03 AM
79	Mostly on peach ave by the senior high	9/1/2021 11:18 PM
80	None	9/1/2021 9:41 PM
81	The entire east side of Marshfield has no dedicated bicycle lanes. North Central Avenue is treacherous by bike and alternate routes are not much better.	9/1/2021 8:50 PM
82	Biking across the bridge on Griffith - gravel, pot holes and weeds across the bridge. Also on bridge on northeast side on 80th street has big dip on shoulder. The passing zones need to be eliminated on Griffith for the safety of pedestrians and bikes.	9/1/2021 8:05 PM
83	14th and central in Marshfield. Lincoln ave in Marshfield, especially heading south out of town. That is a major route for bikers.	9/1/2021 7:54 PM
84	There is no good way to get to the middle and high schools from the West side of Marshfield, 4th and Oak, 14th and Lincoln, Lincoln and Veterans	9/1/2021 7:16 PM

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85	Any rural road near Marshfield	9/1/2021 6:07 PM
86	Griffith Avenue	9/1/2021 1:03 PM
87	County Highway BB	9/1/2021 12:37 PM
88	virtually all of them	9/1/2021 11:01 AM
89	8th street, Pepper, Two Mile	9/1/2021 6:38 AM
90	none	8/31/2021 9:40 PM
91	galvin/veterans in mfl. Drivers seem unaware that theres a bike path.	8/31/2021 8:21 PM
92	Rapids west side.	8/31/2021 3:57 PM
93	Griffith to Nepco Park, 16th is busy, 32nd to Wazeecha	8/31/2021 8:43 AM
94	Crossing 8th street from west side to east side.	8/31/2021 7:32 AM
95	Seneca near the railroad	8/30/2021 9:44 PM
96	64th Street S., Wisconsin Rapids - from Townline to Lake Wazeecha. This is a road used heavily by both walkers and bikers. The shoulder is narrow and drivers often do not move over and/slow down. 45 mph is TOO fast for this portion of the road.	8/30/2021 3:58 PM
97	Lake Ave. and 32nd Street in the Town of Grand Rapids	8/30/2021 3:11 PM
98	The bike trail begins (or ends) in Nekoosa at the bridge, which is a busy and confusing intersection to cross. There are several city streets in town without sidewalks or biking/walking lanes.	8/30/2021 9:27 AM
99	State Highway 13 South and State Highway 73. State Highway 13 and Townline Road. 80th Street (County Trunk U).	8/28/2021 11:54 PM
100	32nd st/hwy 54 Lake rd/32nd st 8th st/hwy 54 Along 8th street	8/28/2021 9:41 PM
101	Lake Wazeecha bike trails	8/28/2021 8:59 PM
102	All of 8th street	8/28/2021 5:11 PM
103	N/a	8/28/2021 12:52 PM
104	Most any intersection, most roads in Grand Rapids	8/28/2021 11:55 AM
105	8th Street, Wisconsin Rapids	8/28/2021 11:54 AM
106	Wazeecha	8/28/2021 10:14 AM
107	anywhere on Griffith Avenue/Kellner Road	8/28/2021 2:16 AM
108	Need to explore trail system more...no specific locations with safety concerns come to mind	8/27/2021 5:42 PM
109	The intersection by A and 73	8/27/2021 4:37 PM
110	north side of Lake Wazeecha	8/27/2021 3:46 PM
111	Lake Ave, Grand Rapids	8/27/2021 2:36 PM
112	Riverview expressway and 8th st.	8/27/2021 11:43 AM
113	It is not the intersections that are the problem. If you walk, you are walking on the road so all locations are potentially unsafe.	8/27/2021 10:20 AM
114	48th and Expressway, 48th and Griffith, Whitrock and 48th, Whitrock and 64th,	8/27/2021 10:04 AM
115	See # 4.	8/27/2021 9:31 AM
116	Even with the new under bridge path, so many try to cross at the hospital/expressway intersection.	8/27/2021 8:48 AM
117	Crossing Hwy 54 at 32nd Street. Crossing the Expressway in Rapids at 16th,12th, 8th, and Lincoln St.	8/27/2021 8:34 AM

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118	Unsure as to specific locations (I'm newer to the area).	8/27/2021 8:33 AM
119	Port Road	8/27/2021 6:45 AM
120	Round about by first and Baker	8/26/2021 10:18 PM
121	In Wisconsin Rapids, the entirety of Airport Avenue outside the city limits (where the sidewalks end). On 8th Street the only safe option for biking is on sidewalks (i.e., riding in traffic lanes would be very unsafe). Also it is very unsafe for pedestrians and bicyclists on 8th Street / Hwy 13, south of Rapids near Nepco Lake and going south. I love and very much appreciate the walking/biking path along the Expressway toward Home Depot and Lake Wazeecha. Also love the walking/biking paths AROUND Lake Wazeecha and the hiking trails near the Lake.	8/26/2021 10:06 PM
122	48th St S would be great for bikes and walking. But even with the decreased speed vehicles still fly by daily and lots on their phones.	8/26/2021 8:37 PM
123	Wazzecha ave and 48th	8/26/2021 8:29 PM
124	Cardinal st to the biron bike path. Biron to anchor bay—not safe!!!	8/26/2021 7:33 PM
125	48th and Griffith ave is very bad	8/26/2021 7:15 PM
126	8th street, West Grand, Wisconsin Rapids	8/26/2021 7:04 PM
127	CTH 'W' and 32nd st. S. There needs to be stop signs on the bike / ped trail. I live near this intersection and have seen many close calls. Just who has the right of way here is confusing, so many bicyclists will cross 32nd st. full speed. It's difficult for motorists to watch for traffic here, so they don't always see bicycles. Before someone gets killed here, please get some trail stop signs erected.	8/26/2021 7:02 PM
128	Driver inattentiveness is the issue and narrow roads combine to make it unsafe	8/26/2021 5:33 PM
129	MidState technical college and Washington Elementary's 32nd and Washington area. 48th st between Washington and Griffith-Wisconsin Rapids	8/26/2021 5:03 PM
130	Central Avenue and Hwy 13 in Marshfield. Downtown Marshfield can also be difficult to cross the streets.	8/26/2021 2:20 PM
131	Townline Road Timbervalley Subdivision	8/26/2021 1:37 PM
132	County Hwy K and N in Arpin near the Amish community and any of the County Highways with minimal road shoulders	8/26/2021 11:38 AM
133	No lightening or sidewalks in Pittsville strawberry lane subdivision.	8/26/2021 11:24 AM
134	Any intersection of Hwy 80 through Pittsville	8/26/2021 11:03 AM
135	There are not really any good routes on the main streets	8/26/2021 10:46 AM
136	Crossing 8th Street on foot or on a bike is a challenge and a definite safety concern.	8/26/2021 10:44 AM
137	8th St. Wisconsin Rapids; West Grand Ave & Expressway Intersection	8/26/2021 10:27 AM
138	Hwy 73 - all Hwy 80 - all County Hwy A between Marshfield and Pittsville	8/26/2021 9:35 AM
139	Hwy 80 south of Pittsville and Hwy A north of Pittsville	8/26/2021 9:34 AM
140	ANY cross walks, but especially the one by the farmer's market on Grand Avenue in Wisconsin Rapids.	8/26/2021 8:36 AM
141	48th street. Whitrock ave. Airport ave.	8/26/2021 8:22 AM
142	Rural areas	8/26/2021 8:12 AM
143	Country roads with no lines marking the middle and the sides of the road.	8/26/2021 8:01 AM
144	Currently..... Townline Rd.	8/26/2021 7:53 AM
145	Intersection of Lake Avenue and 32nd Street. Highway 54, near BP gas station.	8/26/2021 7:18 AM
146	Along the river on 1st Street there are no on/off ramps at several of the intersections.	8/26/2021 7:12 AM
147	Intersection of highways 80/73/A	8/26/2021 6:47 AM

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148	Intersection of Lincoln Street and Expressway. Intersection of Chestnut Street and Hwy. 54. Pedestrian/Bike crossing anywhere on Eighth Street or West Grand Avenue.	8/25/2021 10:06 PM
149	Whitrock between 48th street and 80th street (Grand Rapids) 80th street in Kellner (Grand Rapids)	8/25/2021 4:18 PM
150	48th and Cty W, Wazeecha ave 45th to county park.	8/25/2021 4:10 PM
151	along highway 80 south of Marshfield and highway N and throw in highway A too	8/25/2021 3:30 PM
152	crossing busy streets	8/25/2021 2:55 PM
153	48th and Kellner Rd 48th and Wazeecha	8/25/2021 2:44 PM
154	Town of Grand Rapids - CTH Z and W	8/25/2021 2:44 PM
155	Too many to note	8/25/2021 1:39 PM
156	Sampson Street between Airport and Pepper (No sidewalk) also nearly the entire section of Airport has no sidewalk	8/25/2021 1:31 PM
157	By the mill (around the curve part of it coming off of the bridge)	8/25/2021 1:29 PM
158	48th street, Griffith ave, whitrock	8/25/2021 1:26 PM
159	Hunters Ridge Subdivision to 64th is super dangerous. 64th and Griffith is dangerous.	8/25/2021 1:21 PM
160	the roundabout by the courthouse	8/25/2021 1:18 PM
161	Highway 13/Highway 73 driving north into Wisc Rapids.	8/25/2021 1:18 PM
162	People need to slow down over by Seneca road	8/25/2021 1:16 PM
163	Trying to cross Baker St down by the Courthouse or on the corner of 8th and Baker due to the 1/2 crosswalk.	8/25/2021 1:11 PM
164	The intersection of Stadt and Yellowstone and the intersection of East 29th and 13 by the armory.	8/25/2021 1:05 PM
165	I currently walk on township and county roads, all are potentially safety concerns.	8/25/2021 12:52 PM
166	Wazeecha Ave and Kellner Rd; bikers tend to not stop at the intersection and there are a lot of cars that turn there. while you can see them before turning, many turn too fast to be able to stop	8/25/2021 12:45 PM
167	sth 73 from the bridge to sth 13	8/25/2021 12:44 PM
168	round about right by the courthouse and anywhere on 8th street. The Downtown is pretty rough and nobody stops to let people cross.	8/25/2021 12:36 PM
169	any crosswalk without a stop sign is a hazard, really. The crossings on 8th street need better markings to notify drivers.	8/25/2021 12:36 PM
170	Expressway, Highway 54, 8th Street, basically any busy intersection.	8/25/2021 12:30 PM
171	I bike along 8th street south from Ranger Road to Walmart. The shoulder on that road is small and often times has debris and dead animals in the path. I normally blow a hole in my bike inner tube every year.	8/25/2021 12:24 PM
172	NONE	8/25/2021 12:23 PM
173	N/A	8/25/2021 12:21 PM
174	Chase and Expressway. Hwy 13/8th Av.-all areas	8/25/2021 12:20 PM
175	anywhere in town at night	8/25/2021 12:19 PM
176	All around Lake Wazeecha and nearby specifically 64th St from the boat landing to Townline Rd also Whitrock Ave.	8/25/2021 12:17 PM
177	Throughout Port Edwards on your way to the bike/walk trails where there are no curb ramps at intersections.	8/25/2021 12:17 PM
178	Most intersections in Rapids and any time one has to cross 8th street. The intersection leading	8/25/2021 10:37 AM

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out of Nekoosa to cross the bridge and quite frankly that whole highway thereafter is a dangerous situation.

179	I like to bike in AA and, much like many other roads, there is only a very narrow shoulder. Also, access to the bike path requires crossing a very busy road and there are no clear/easy places to cross.	8/25/2021 9:09 AM
180	By the bridge in Nekoosa	8/25/2021 8:48 AM
181	Crossing the main street downtown. Crossing just about anywhere to get to the bike trail that runs through Riverside Park.	8/25/2021 8:43 AM

Q6 Please list two things you would like to see improved/changed for biking or walking in the community?

Answered: 197 Skipped: 28

ANSWER CHOICES	RESPONSES	
Improvement 1:	100.00%	197
Improvement 2:	86.80%	171

#	IMPROVEMENT 1:	DATE
1	Paved	1/10/2022 2:31 PM
2	My favorite urban biking trail in Wisconsin is the Green Circle in Stevens Point. Although WR has a spider web of recreational trails, I wish there was an exterior loop tying them all together like the Green Circle.	12/15/2021 2:56 PM
3	Adding more trails	12/13/2021 10:55 AM
4	Better marking of bike lanes	12/12/2021 3:40 AM
5	bike and walking paths only	12/11/2021 8:47 PM
6	expand trail to Rudolph; connecting Rudolph cheese to Nekoosa walleye would create the ultimate central Wisconsin trail and draw bike tourism	12/11/2021 7:08 PM
7	Pavement resurfacing	12/11/2021 5:26 PM
8	I would like to see longer walk lights at intersections along 8th street and the expressway. People can't cross in such short lights.	10/12/2021 4:13 PM
9	Path around Lake Wazeccha plowed in the winter.	10/3/2021 7:24 PM
10	More trail signage for bikers and walkers	10/3/2021 7:30 AM
11	More even sidewalks	10/2/2021 10:16 AM
12	Bike paths	10/1/2021 9:38 PM
13	Development of biking and walking trails, off busy streets.	10/1/2021 3:24 PM
14	Add more paved trails or painted bike lanes	10/1/2021 8:13 AM
15	More mountain bike trails (build at Powers Bluff)	9/30/2021 1:24 PM
16	recommended loops on the maps that have current trails	9/30/2021 10:09 AM
17	More off road, multi use areas for all season use.	9/28/2021 7:09 PM
18	Bike path on Lincoln between 5th and Adler	9/28/2021 12:37 PM
19	Maps. Physical and app (only if app is actively managed - events are recommended - think about how library has book reading competitions).	9/28/2021 11:41 AM
20	improved surface on South Park bike/pedestrian trail	9/28/2021 9:47 AM
21	Update/improve trails around Lake Wazeecha	9/27/2021 3:13 PM
22	Education on rules of the road for both bikers and walkers and those driving cars	9/27/2021 1:00 PM
23	The path through north park where there is flooding numerous times a year, if it could be elevated or something done so the water doesn't pool and sit here would be great.	9/27/2021 11:07 AM
24	Walking path to connect South Wood county park to Nepko Lake path. This could be done by building a path along the creek which connects the two lakes together.	9/27/2021 11:04 AM

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25	More bike trails	9/25/2021 1:03 PM
26	Maybe try to incorporate Bike Safety lanes in some roads	9/24/2021 10:39 AM
27	Connections between municipal trails	9/23/2021 5:11 PM
28	It gets people outside more	9/22/2021 6:10 PM
29	enforce leash laws	9/22/2021 9:07 AM
30	More natural walking opportunities like those around Lake Wazeecha which I use almost daily	9/21/2021 7:33 AM
31	Designated walk/bike paths in rural areas.	9/20/2021 12:27 PM
32	Better access to the pool from the East	9/20/2021 10:20 AM
33	bike paths/routes should be clearly marked with consistent signage	9/19/2021 4:37 PM
34	Paved walking trails from Babcock to North Wood County Park	9/16/2021 8:49 PM
35	connection to the McMillan Swamp, also west to Spencer and Chili	9/16/2021 3:03 PM
36	More of them	9/15/2021 5:12 PM
37	Enough with the chip seal on County roads. It destroys my racing tires. County E in particular has really coarse and sharp rocks now. For those biking around Powers bluff it is problematic. By the way Bluff road on the west side of Powers bluff looks like a disaster.	9/15/2021 8:23 AM
38	Pave (or repave) small portion each year of the Wazeecha path.	9/14/2021 4:06 PM
39	Educating the public on bike/pedestrian safety	9/13/2021 9:20 PM
40	ramps to cross roads are next to cross buttons-some crossings you have to almost get off your bike to get over to the cross button and then move your bike back to ramp.	9/13/2021 2:20 PM
41	Signage	9/13/2021 1:53 PM
42	Designated bike lanes	9/13/2021 1:43 PM
43	More and wider bike lanes	9/12/2021 6:14 PM
44	Electric bikes	9/11/2021 10:28 AM
45	Connections to wood county park would be a major improvement	9/10/2021 7:24 PM
46	Black top nature trails	9/10/2021 12:59 PM
47	bike lane on the south end of Port Road	9/9/2021 10:07 PM
48	Connection from Nepco Lake Road to the county park	9/9/2021 2:11 PM
49	existing trail pavement	9/9/2021 12:33 PM
50	Do Not Allow them on any roadway	9/8/2021 11:29 PM
51	More trails	9/8/2021 6:38 PM
52	improved roadways. Cracks and Holes in road are dangerous	9/8/2021 6:31 PM
53	More flashing crosswalk signs in high-traffic areas	9/8/2021 4:43 PM
54	Improved trail markers to allow users to have an idea of where they are on the trail	9/8/2021 4:17 PM
55	Smoother surface	9/8/2021 1:46 PM
56	More walking paths in natural areas	9/8/2021 1:26 PM
57	Keep trails/walkways in working conditions.	9/8/2021 1:26 PM
58	No dogs allowed on paths.	9/8/2021 1:20 PM
59	More paths overall	9/8/2021 12:30 PM
60	Open bike trail in Mead Wildlife Area again.	9/8/2021 12:10 PM
61	Trail improvements to bumps and cracks	9/7/2021 3:54 PM

Wood County Bicycle & Pedestrian Plan

62	bike paths currently need some repaving in spots...seams are too wide and bumpy	9/7/2021 3:10 PM
63	More paths through natural areas	9/7/2021 1:40 PM
64	connect trails within the city	9/7/2021 6:31 AM
65	have a trail hook up with the GREEN CIRCLE in Portage, along the high way..	9/6/2021 10:37 PM
66	Have a path that access McMillian Marsh.	9/6/2021 6:35 PM
67	No dogs.	9/6/2021 4:18 PM
68	Lake Wazeecha (north side) paved like the south side	9/6/2021 12:23 PM
69	More dedicated walking paths that aren't shared with cars.	9/6/2021 11:48 AM
70	Bike lane on Highway 80	9/6/2021 11:16 AM
71	More sidewalks	9/6/2021 9:11 AM
72	Bikes a d walking ages	9/6/2021 8:08 AM
73	Driver and bicycle education regarding sharing the road.	9/5/2021 11:09 AM
74	Safer accessibility along 8th street	9/5/2021 6:45 AM
75	Signage	9/3/2021 11:20 AM
76	Improved education for both cyclists and drivers on the rules of the road	9/3/2021 8:09 AM
77	more bicycles lanes	9/2/2021 7:51 PM
78	Accessibility to the whole city	9/2/2021 6:18 PM
79	More designated paths just for biking and walking	9/2/2021 2:48 PM
80	Trail to the driving range on H	9/2/2021 10:43 AM
81	More bike trails	9/2/2021 10:34 AM
82	more access	9/2/2021 9:46 AM
83	More trails on the edge of town	9/2/2021 8:21 AM
84	More trails	9/2/2021 6:30 AM
85	More trails	9/2/2021 3:15 AM
86	More biking lanes	9/2/2021 12:03 AM
87	Fixing the sidewalks	9/1/2021 11:18 PM
88	More	9/1/2021 9:41 PM
89	Dedicated bike lanes in more high traffic and commercial areas.	9/1/2021 8:50 PM
90	Off road bike paths maybe along Griffith and 48th street	9/1/2021 8:05 PM
91	More bike trails/lanes to main businesses	9/1/2021 7:54 PM
92	Dexter parks biking and walking trail should be updated, a lot of the time there is so much brush on the off road trail i csnt get through	9/1/2021 7:32 PM
93	More dedicated walking/bike paths	9/1/2021 7:16 PM
94	Add more areas just for biking/walking	9/1/2021 6:07 PM
95	more actual bike lanes	9/1/2021 1:03 PM
96	More signage in existing paths	9/1/2021 12:37 PM
97	bike lanes on Griffith and townline	9/1/2021 11:01 AM
98	Resurfacing deteriorating portions of trail. to Port Edwards!	9/1/2021 6:38 AM

Wood County Bicycle & Pedestrian Plan

99	n	8/31/2021 9:40 PM
100	water stations	8/31/2021 8:21 PM
101	More trails	8/31/2021 3:57 PM
102	Would like more designated walking and biking routes	8/31/2021 8:57 AM
103	More paths along busy roads	8/31/2021 8:43 AM
104	Repave trail near Wisconsin River by park area. Very broken up blacktop.	8/31/2021 7:32 AM
105	lighting for night time	8/30/2021 9:44 PM
106	More signage on roadways with heavy pedestrian traffic. Decreased speed limits on roads with heavy pedestrian traffic.	8/30/2021 3:58 PM
107	Bike Lanes in the Town of Grand Rapids need to be wider	8/30/2021 3:11 PM
108	Extend the bike trail through the city of Nekoosa.	8/30/2021 9:27 AM
109	There are several bad spots os asphalt on the Lake Wazeecha trail. Fix these bad patches with new asphalt or remove the asphalt and put down new rock.	8/29/2021 8:03 AM
110	Better bike and walking access to the Wisconsin River, Ten and Seven Mile Creeks	8/28/2021 11:54 PM
111	I believe biking should not be on roads over 35	8/28/2021 11:40 PM
112	Bike path leading to lake wazeecha where it ends by woodtrust bank building	8/28/2021 9:41 PM
113	Trim brush on Blind turns	8/28/2021 8:59 PM
114	flashing lights to alert drivers	8/28/2021 5:11 PM
115	Drainage	8/28/2021 12:52 PM
116	Wider roads with marked bike lanes, reduced speed limit	8/28/2021 11:55 AM
117	More dedicated bike lanes	8/28/2021 11:54 AM
118	Walkers	8/28/2021 10:14 AM
119	none	8/28/2021 2:16 AM
120	On-site maps with distances and destinations included	8/27/2021 5:42 PM
121	Marked Paths	8/27/2021 4:37 PM
122	more of a buffer/space between bikers/walkers and vehicular traffic on path on north side of Lake Wazeecha	8/27/2021 3:46 PM
123	More designated marked trails.	8/27/2021 3:05 PM
124	Spend the money on something important	8/27/2021 2:36 PM
125	some trails have big cracks like along the river to port edwards	8/27/2021 11:43 AM
126	Dedicated walking paths, paved or unpaved.	8/27/2021 10:20 AM
127	Dedicated Bike Lanes on highways	8/27/2021 10:04 AM
128	If funds are available pave as much of the trail system as possible.	8/27/2021 9:31 AM
129	bike rules known - stopping like a car, etc	8/27/2021 8:48 AM
130	Maintain the current trail surfaces. (Wisconsin Rapids)	8/27/2021 8:34 AM
131	More biking and/or walking trails	8/27/2021 8:33 AM
132	Good lighting	8/26/2021 10:18 PM
133	Busy streets are busy for a reason: because they lead to popular destinations! Add more walking/biking paths parallel to busy roads but separated by a curb or median to reduce risk of coming in contact with moving vehicles.	8/26/2021 10:06 PM

Wood County Bicycle & Pedestrian Plan

134	More bike paths	8/26/2021 8:37 PM
135	Wider bike paths	8/26/2021 8:29 PM
136	Specific area only for bikes	8/26/2021 7:33 PM
137	More trails divided from car traffic	8/26/2021 7:15 PM
138	Sidewalks if lanes aren't possible.	8/26/2021 7:04 PM
139	Paved shoulders on all rural main roads	8/26/2021 7:02 PM
140	Bike/walk only trails	8/26/2021 5:33 PM
141	Return community bike rodeos to promote billing with our area youth- funding!	8/26/2021 5:03 PM
142	More off-road bike trails	8/26/2021 2:20 PM
143	Enforcement of speed limit	8/26/2021 1:37 PM
144	Safer roads for people in the more rural parts of the county to get around not in motor vehicles	8/26/2021 11:38 AM
145	Sidewalks	8/26/2021 11:24 AM
146	Pedestrian crossings--better marked?	8/26/2021 11:03 AM
147	Improved access.	8/26/2021 10:46 AM
148	Safe locations for crossing 8th Street	8/26/2021 10:44 AM
149	More dedicated trails just for walking and biking	8/26/2021 10:28 AM
150	maintain trails	8/26/2021 10:00 AM
151	MAINTAIN OR UPDATE PORTIONS OF EXISTING BIKE PATHS THAT IN BAD REPAIR	8/26/2021 9:47 AM
152	Dedicated bike/pedestrian lane	8/26/2021 9:35 AM
153	add bike paths	8/26/2021 9:34 AM
154	Connectivity between communities/municipalities	8/26/2021 8:36 AM
155	Wider bike trails/lanes	8/26/2021 8:22 AM
156	construct a walking and biking trail in the Town of Grand Rapids connecting WI Rapids with Lake Wazeecha.	8/26/2021 8:12 AM
157	More trails through wood county	8/26/2021 8:01 AM
158	A way to tie Nekoosa, Village of Port Edwards and Grand Rapids together.	8/26/2021 7:53 AM
159	Designated bike lanes	8/26/2021 7:18 AM
160	Bike lanes marked better	8/26/2021 7:12 AM
161	See #4	8/26/2021 6:58 AM
162	A route on Park rd and hwy X from Pittsville to Sandhill	8/26/2021 6:47 AM
163	Connect bike trail from Lake Wazeecha to the city of Wisconsin Rapids completely off roadways.	8/25/2021 10:06 PM
164	Connect all paths together	8/25/2021 9:00 PM
165	More paths/options	8/25/2021 4:32 PM
166	access to old RxR right of way (city owned) from approx 32nd to 80th (Grand Rapids)	8/25/2021 4:18 PM
167	use old rr from 32nd to county park	8/25/2021 4:10 PM
168	add a bike lane somewhere	8/25/2021 3:30 PM
169	more place to take pictures	8/25/2021 2:55 PM
170	More of road trails	8/25/2021 2:44 PM

Wood County Bicycle & Pedestrian Plan

171	More bike and ped trails in incorporated areas	8/25/2021 2:44 PM
172	interconnected bike routes	8/25/2021 1:39 PM
173	MORE SIDEWALKS	8/25/2021 1:31 PM
174	Branches cleared	8/25/2021 1:29 PM
175	Bike lanes	8/25/2021 1:26 PM
176	Bike path from hunters Ridge Subdivision to wazeecha trail	8/25/2021 1:21 PM
177	more walking paths/trails	8/25/2021 1:18 PM
178	Bike/walk path along Highway 13	8/25/2021 1:18 PM
179	Having the path start closer over by the viadox	8/25/2021 1:16 PM
180	More sidewalks on streets on the south side of the Expressway	8/25/2021 1:11 PM
181	Making the gravel paths/trails on the Hewitt/Marshfield Trail to Asphalt	8/25/2021 1:05 PM
182	designated paths	8/25/2021 12:52 PM
183	Link Wazeecha path to path that goes along Kellner Rd, this should be done utilizing either 48th st or behind fire department	8/25/2021 12:45 PM
184	more trails	8/25/2021 12:44 PM
185	Bike Lanes	8/25/2021 12:36 PM
186	more native plantings along bike/walking areas, the more cut grass you have, the more geese you get pooping everywhere	8/25/2021 12:36 PM
187	Bike signage/education. BIKES ON THE ROAD NEED TO FOLLOW SAME RULES AS CARS.	8/25/2021 12:36 PM
188	more paths	8/25/2021 12:30 PM
189	Keep out houses along lake wazeecha free from odors as much as possible. One shouldn't be able to smell them from a block away.	8/25/2021 12:24 PM
190	More trails (dirt, paved, gravel)	8/25/2021 12:21 PM
191	Biking path	8/25/2021 12:20 PM
192	more trails	8/25/2021 12:19 PM
193	More sidewalks	8/25/2021 12:17 PM
194	Proper curb ramps at intersections	8/25/2021 12:17 PM
195	Connect the trails from Rapids, Port, and Nekoosa to make a loop. Could even extend it to Rome.	8/25/2021 10:37 AM
196	Better access to bike path and a path that goes through Nekoosa	8/25/2021 9:09 AM
197	More walking paths - or set up the one on the high school land.	8/25/2021 8:43 AM
#	IMPROVEMENT 2:	DATE
1	Mapped on website	1/10/2022 2:31 PM
2	The trail from Nekoosa to WR is beautiful but it needs resurfacing or repair at some point. Parts of it are developing many bumps that are significantly annoying on a bike as of 2021.	12/15/2021 2:56 PM
3	Increasing education	12/13/2021 10:55 AM
4	Enforcement of vehicles parking in bike lanes	12/12/2021 3:40 AM
5	fat biking paths in the winter	12/11/2021 8:47 PM
6	provide trash cans; individuals clean the bike trail on the West side of town but were only able to procure dog waste containers	12/11/2021 7:08 PM

Wood County Bicycle & Pedestrian Plan

7	Improving signage	12/11/2021 5:26 PM
8	I would like to see bike/walk paths on the same side of the road to avoid crossing busy streets. For example, when crossing 8th street to continue on the expressway, you have to cross to the other side of the road.	10/12/2021 4:13 PM
9	More trails connecting points of interest/destinations	10/3/2021 7:30 AM
10	Better roads as the worst	10/1/2021 9:38 PM
11	Appropriate signage for those trails.	10/1/2021 3:24 PM
12	Educated the community on bike rules and bikers rights	10/1/2021 8:13 AM
13	Improve Nepco Lake bike trails with real trail builder/contractor	9/30/2021 1:24 PM
14	better access to 8th street businesses	9/30/2021 10:09 AM
15	Separated bike lanes. With the introfuction of cell phone use I feel less safe sharing the rapd with cars and now with ATVs.	9/28/2021 7:09 PM
16	Bike path on 8th St. between Lincoln and the UW softball/tennis fields.	9/28/2021 12:37 PM
17	More connections that make getting to locations convenient. For example, 29th St in Marshfield has to go through Wildwood park to get onto main street even though 29th intersects main street.	9/28/2021 11:41 AM
18	open up a connecting route on the city of WR-owned property behind the Lion's Park in Grand Rapids	9/28/2021 9:47 AM
19	Extend west side bike path down Seneca Road and George	9/27/2021 3:13 PM
20	Better trail heads and other trail information	9/27/2021 1:00 PM
21	Safe walking and biking paths that inter connect to each other would be wonderful.	9/27/2021 11:07 AM
22	Elevate the walking path in South Wood county park along the N Park Road so the path is not flooded.	9/27/2021 11:04 AM
23	More bike lanes	9/25/2021 1:03 PM
24	Maybe more bike safety signs	9/24/2021 10:39 AM
25	More dedicated trails	9/23/2021 5:11 PM
26	And it's easy	9/22/2021 6:10 PM
27	Wider, paved shoulders on county roads.	9/20/2021 12:27 PM
28	make an easy to understand tri-fold bike path/route map readily available in a printed form	9/19/2021 4:37 PM
29	Paved biking trails from Babcock to North Wood County Park	9/16/2021 8:49 PM
30	toward Stratford	9/16/2021 3:03 PM
31	Walk thru Woods/scenic routes	9/15/2021 5:12 PM
32	Open up old railway bed that is currently used for snowmobile trail in winter to biking and walking. This is a common practice and there is even a rail to trails organization that helps with this.	9/15/2021 8:23 AM
33	Move path from North Park Road closer to lake; add barricade between road and path.	9/14/2021 4:06 PM
34	More trails	9/13/2021 9:20 PM
35	cross buttons work and motion sensitive, so you don't have to touch each one	9/13/2021 2:20 PM
36	Designated biking lanes	9/13/2021 1:53 PM
37	Marshfield to Stratford bike lane for commuters	9/13/2021 1:43 PM
38	crossing lights that change without needing to press the button at a crossing.	9/12/2021 6:14 PM
39	None	9/11/2021 10:28 AM

Wood County Bicycle & Pedestrian Plan

40	Additional bike and walking paths, paved, gravel, or dirt, created along the yellow river in areas that won't washout in heavy rain	9/10/2021 7:24 PM
41	More lighting in the wooded trail	9/10/2021 12:59 PM
42	biking/walking crosswalk across Hwy 54 and/or Hwy 73	9/9/2021 10:07 PM
43	More designated bike lanes.	9/9/2021 2:11 PM
44	more biking signage along streets and on pavement markings	9/9/2021 12:33 PM
45	Change the laws! Bicycles have the same rules as vehicles, they cannot be pedestrians 50% of the time and expect a vehicle to yield to them.	9/8/2021 11:29 PM
46	More interconnected trails	9/8/2021 6:38 PM
47	Repaving with gravel tar substance is fine but west of Vesper they used sharp granite and punctures tires.	9/8/2021 6:31 PM
48	Repairs to damaged portions of trail	9/8/2021 4:43 PM
49	Better publications either electronic or paper to promote our trail systems	9/8/2021 4:17 PM
50	Less roadway trails	9/8/2021 1:46 PM
51	Bike lanes.	9/8/2021 1:26 PM
52	Centerlines and arrows indicating direction of travel.	9/8/2021 1:20 PM
53	Safety features along the paths	9/8/2021 12:30 PM
54	Educate drivers on rights of bikers.	9/8/2021 12:10 PM
55	More routes,paths, and signage	9/7/2021 3:54 PM
56	better markings on crossings so cars will stop	9/7/2021 3:10 PM
57	Better trails in county parks	9/7/2021 1:40 PM
58	connect trails to other communities	9/7/2021 6:31 AM
59	Have the Port/Nekoosa trail travel around the southern part of the river,back to Rapids. It would,actually "go" someplace, instead of ending in Nekoosa, and it would be a good ride or walk.	9/6/2021 10:37 PM
60	Some streets are in very poor repair and could cause injury. suggest Street Dept use bikes when inspecting etc.	9/6/2021 6:35 PM
61	Connect all walking and bike paths.	9/6/2021 4:18 PM
62	Lake Wazeecha animal waste addressed	9/6/2021 12:23 PM
63	More dedicated bike lanes.	9/6/2021 11:48 AM
64	Bike path from Pittsville to both Dexter & North Wood County Parks	9/6/2021 11:16 AM
65	Driver education	9/6/2021 9:11 AM
66	Designated, well defined bike lanes.	9/5/2021 11:09 AM
67	Less goose poop :)	9/5/2021 6:45 AM
68	Promotion	9/3/2021 11:20 AM
69	Improved maintenance of bike lanes (street sweepers, etc)	9/3/2021 8:09 AM
70	More places to lock your bike	9/2/2021 7:51 PM
71	Safety for walkers and bikers	9/2/2021 6:18 PM
72	Trail to the Marshfield Country Club	9/2/2021 10:43 AM
73	More bike lanes	9/2/2021 10:34 AM
74	water station	9/2/2021 9:46 AM

Wood County Bicycle & Pedestrian Plan

75	More signs to signal directions and where you are on the trail	9/2/2021 8:21 AM
76	More bike lanes	9/2/2021 6:30 AM
77	Longer trails on north end of county	9/2/2021 3:15 AM
78	Connect all the bike trails/lanes. It would be nice to go 10+ miles of solid trails without having to go back and forth down a trail or around a loop a few times.	9/2/2021 12:03 AM
79	Connector trails between Marshfield and surrounding communities.	9/1/2021 8:50 PM
80	Driver education program about safety around bikes and walkers	9/1/2021 8:05 PM
81	Bike lanes on all major roads	9/1/2021 7:54 PM
82	Better access on paths to schools	9/1/2021 7:16 PM
83	Encourage others to walk/ride	9/1/2021 6:07 PM
84	sidewalks/paths	9/1/2021 1:03 PM
85	Bike safety programs for kids	9/1/2021 12:37 PM
86	more bike trails	9/1/2021 11:01 AM
87	Trail to Biron - from Legion Park, behind that industrial area just south of the RR tracks!!!	9/1/2021 6:38 AM
88	n	8/31/2021 9:40 PM
89	Parks with decent walking trails	8/31/2021 3:57 PM
90	Would like more access to information re: walking and biking routes	8/31/2021 8:57 AM
91	fix the potholes	8/30/2021 9:44 PM
92	More trails to walk/bike in Grand Rapids other than just Lake Wazeecha. Or a path on 64th Street S. stretch from Townline to Lake Wazeecha that many people who live by and use the lake trails can travel safely to the lake and back home.	8/30/2021 3:58 PM
93	Automobiles should be deemed the aggressor by law enforcement	8/30/2021 3:11 PM
94	Improve the roadway at railroad crossing; they are incredibly rough on Market and First Street.	8/30/2021 9:27 AM
95	Better connector trail from the path that heads east down CTY Rd W (Grand Rapids) and Lake Wazeecha.	8/29/2021 8:03 AM
96	Saratoga has a public access parcel on the southwest side of Nepco Lake that we hope to improve. Safe access across Highway 13 would be great, as well as bike/walking lane on County Highway Z west of the public access area. Also, County Highway Z, south off of State Highway 73	8/28/2021 11:54 PM
97	Pavement improvement on existing bike routes	8/28/2021 9:41 PM
98	Stop allowing motor vehicles on bike trails	8/28/2021 8:59 PM
99	Painted lanes	8/28/2021 5:11 PM
100	Paved	8/28/2021 12:52 PM
101	separate lanes for bikes/walkers like along expressway	8/28/2021 11:55 AM
102	Dedicated routes	8/28/2021 11:54 AM
103	none	8/28/2021 2:16 AM
104	Collaborations with businesses, parks, events (festivals, farmers market, rafters games, ymca, bars/restaurants, etc) to promote/market trail use	8/27/2021 5:42 PM
105	education of bicycle helmets	8/27/2021 3:46 PM
106	Lit walking areas when gets dark out earlier.	8/27/2021 3:05 PM
107	Spend the money on something important	8/27/2021 2:36 PM

Wood County Bicycle & Pedestrian Plan

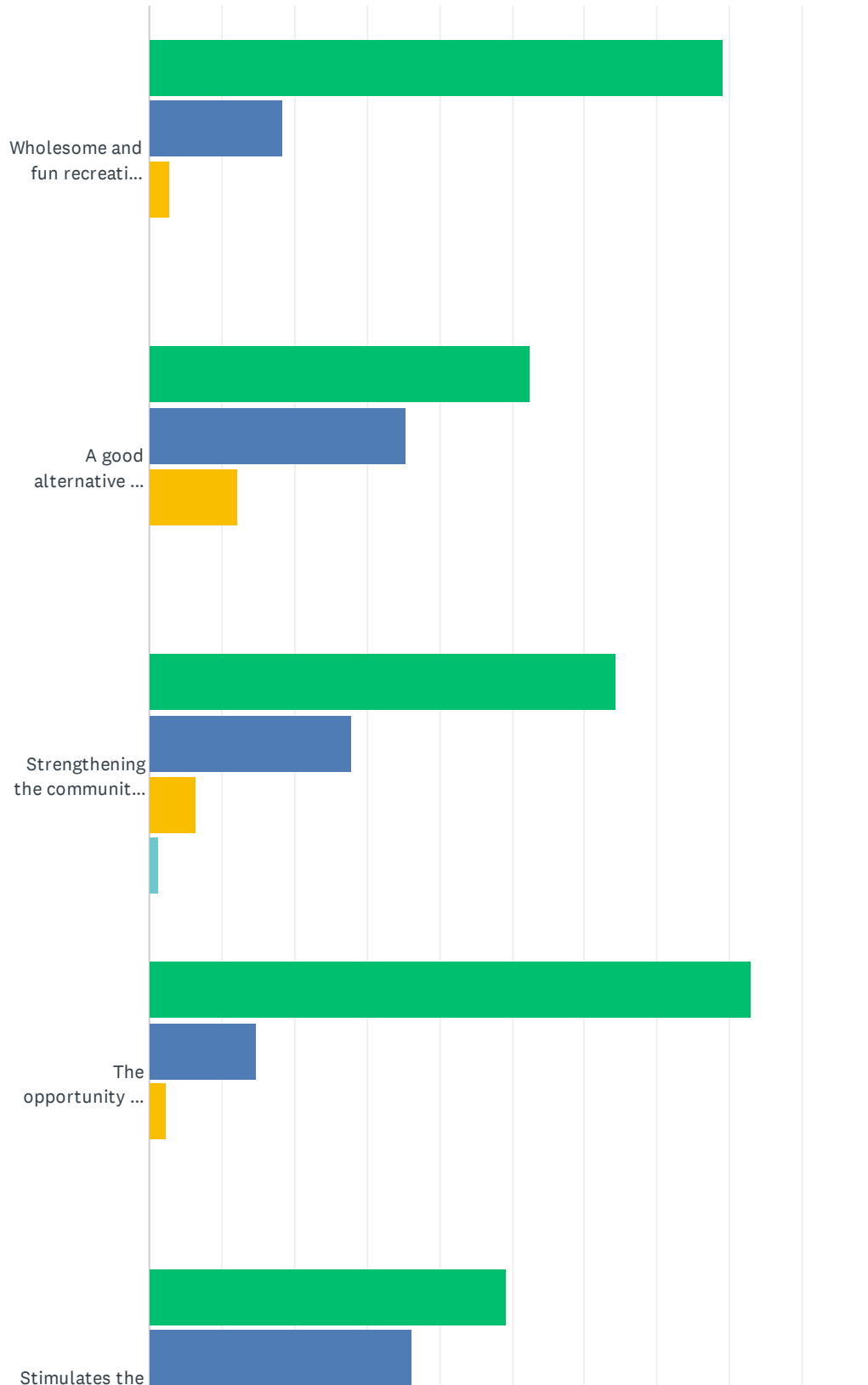
108	should be a bike trail crossing the nepco lake bridge, snowmobile trail along lake wazeecha could be fixed with gravel where it is too sandy for bikes	8/27/2021 11:43 AM
109	Get the ATVs off the roads.	8/27/2021 10:20 AM
110	Roundabouts at intersections near Wazeecha	8/27/2021 10:04 AM
111	More fines for people that don't clean up after there dogs.	8/27/2021 9:31 AM
112	reminding folks that walking/biking paths are like a road - stay to the right!	8/27/2021 8:48 AM
113	Designate some of the "back" roads (such as 12th St, Sampson, Apricot as Bike Routes with appropriate signage.on	8/27/2021 8:34 AM
114	Improved traffic lights (possibly more?) for pedestrian crossings	8/27/2021 8:33 AM
115	Plowed and sanded in winter	8/26/2021 10:18 PM
116	Avoid embedding bicycle lanes into traffic streets. They may be designated for bicyclists, but they don't feel safe because drivers are not often checking their blind spots closely enough to spot a bicycle.	8/26/2021 10:06 PM
117	Speed limit enforced more	8/26/2021 8:37 PM
118	Lighted areas for dusk/dark	8/26/2021 8:29 PM
119	Wider road near the river in biron	8/26/2021 7:33 PM
120	Education for drivers on the laws regarding bike rights.	8/26/2021 7:15 PM
121	Safer non road routes.	8/26/2021 7:04 PM
122	Motorist education about bike / ped rights	8/26/2021 7:02 PM
123	Interesting routes and functional routes to local businesses	8/26/2021 5:33 PM
124	Safe complete loops for biking	8/26/2021 5:03 PM
125	More awareness of those walking or biking	8/26/2021 2:20 PM
126	Enforcement of stop signs	8/26/2021 1:37 PM
127	Better knowledge (a map or something) of trails people can walk throughout the county	8/26/2021 11:38 AM
128	Lights	8/26/2021 11:24 AM
129	Walkers use the sidewalks in town and not side streets	8/26/2021 11:03 AM
130	Safe bike routes to Rapids.	8/26/2021 10:46 AM
131	Off road bike/walking paths between cities	8/26/2021 10:44 AM
132	More distinct crosswalks to link existing sidewalks/trails.	8/26/2021 10:28 AM
133	garbage pickup	8/26/2021 10:00 AM
134	SOMETIMES PATHS ARE CONGESTED WITH WALKERS AND BIKERS SHARING PATHS COULD PATHS HAVE LANES FOR WALKING AND LANES FOR BIKES?	8/26/2021 9:47 AM
135	Signage or markings designating bike and pedestrian routes	8/26/2021 9:35 AM
136	Signage illustrating the paths	8/26/2021 8:36 AM
137	Paved bike trails/lanes	8/26/2021 8:22 AM
138	Need more bike and pedestrian trails/paths.	8/26/2021 8:12 AM
139	Lights for evening walking	8/26/2021 8:01 AM
140	A "bridge" over highway 13 allowing those from the West side to safely cross over Hwy 13 to the East side to go down Townline Rd and make their way to Lake Wazeecha.	8/26/2021 7:53 AM
141	bikers & walkers should always have right of way	8/26/2021 7:18 AM
142	A route to North Wood/Powers Bluff county parks	8/26/2021 6:47 AM

Wood County Bicycle & Pedestrian Plan

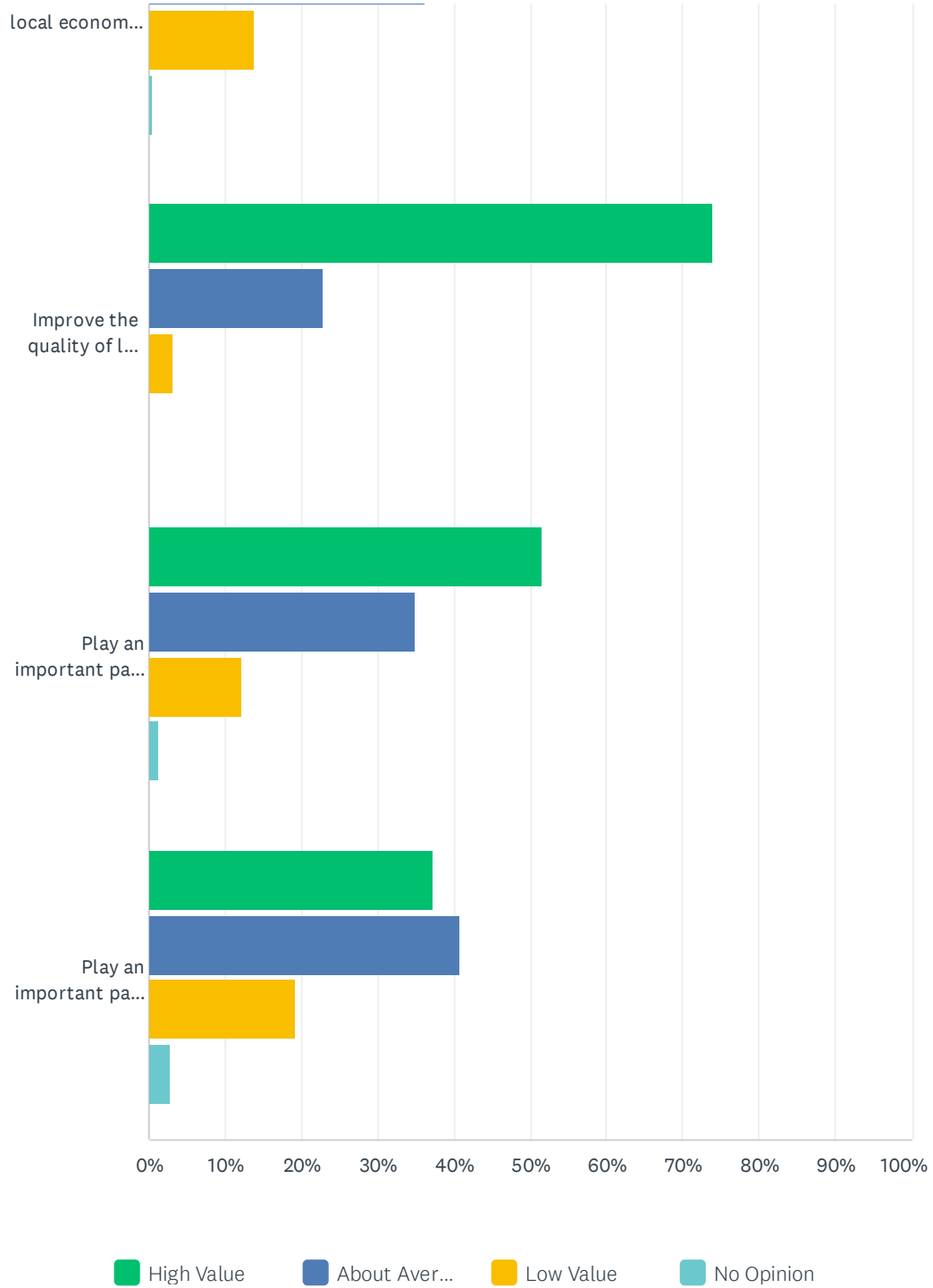
143	Begin construction of new bike path to Powers Bluff from both Marshfield and Wisconsin Rapids.	8/25/2021 10:06 PM
144	have better trail headers, trail signs, etc.	8/25/2021 9:00 PM
145	A sidewalk along STH 13 from Tractor Supply to STH73	8/25/2021 4:18 PM
146	make trail city park to Saratoga using 64th street	8/25/2021 4:10 PM
147	connect Marshfield to Richfield	8/25/2021 3:30 PM
148	please don't put trash cans right next to the benches	8/25/2021 2:55 PM
149	more space on roads	8/25/2021 2:44 PM
150	Connect rural areas to urban areas	8/25/2021 2:44 PM
151	safe routes and designed space for travel between Marshfield and Wisconsin Rapids and smaller communities in the middle.	8/25/2021 1:39 PM
152	Extension of the bike trail	8/25/2021 1:31 PM
153	Wazeecha trail part where trail is on the road improvement or add a bridge off the road so we don't have to bike on the road	8/25/2021 1:21 PM
154	better bike lanes/paths	8/25/2021 1:18 PM
155	Having it go longer	8/25/2021 1:16 PM
156	More scenic trails	8/25/2021 1:11 PM
157	designated paths with great distance	8/25/2021 12:52 PM
158	some lighted walking/biking would be nice	8/25/2021 12:45 PM
159	connected trails throughout the area	8/25/2021 12:44 PM
160	Pedestrian crossing lights	8/25/2021 12:36 PM
161	more community walking spaces that include perennial gardens, and art, people need places to escape buildings and the look of traffic	8/25/2021 12:36 PM
162	enforcement of pets on leash and picking up pet waste.	8/25/2021 12:36 PM
163	safety at busy intersections	8/25/2021 12:30 PM
164	Get curb cuts in the median along 8th street between ranger road and Griffeth so a biker can ride the median the whole way and not the shoulder of the road.	8/25/2021 12:24 PM
165	More advertised (where to find trails)	8/25/2021 12:21 PM
166	maps where the trails are	8/25/2021 12:19 PM
167	Wider streets with walking/biking lanes	8/25/2021 12:17 PM
168	More connections between/to the bike paths instead of dead ends	8/25/2021 12:17 PM
169	Find a way to make 8th street safer for pedestrians and bikers.	8/25/2021 10:37 AM
170	Better sidewalks	8/25/2021 9:09 AM
171	Sidewalks fixed up with not so many "heaving" areas.	8/25/2021 8:43 AM

Q7 Please indicate your sense of value that biking and walking facilities hold for residents and visitors of Wood County.

Answered: 224 Skipped: 1



Wood County Bicycle & Pedestrian Plan

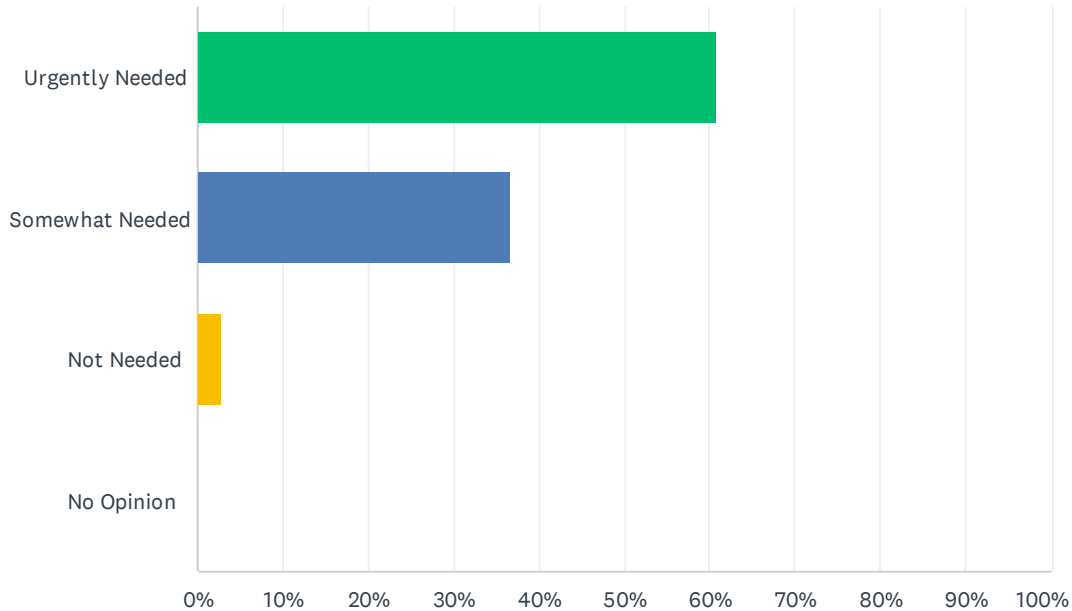


Wood County Bicycle & Pedestrian Plan

	HIGH VALUE	ABOUT AVERAGE	LOW VALUE	NO OPINION	TOTAL
Wholesome and fun recreation that provide family activities	79.02% 177	18.30% 41	2.68% 6	0.00% 0	224
A good alternative to automobiles to get to destinations such as work, school, shopping, etc.	52.47% 117	35.43% 79	12.11% 27	0.00% 0	223
Strengthening the community image and sense of place	64.41% 143	27.93% 62	6.31% 14	1.35% 3	222
The opportunity for physical exercise and social/emotional development	82.96% 185	14.80% 33	2.24% 5	0.00% 0	223
Stimulates the local economy by attracting tourists, vacationers, and outdoor recreation enthusiasts	49.33% 110	36.32% 81	13.90% 31	0.45% 1	223
Improve the quality of life in Wood County	74.09% 163	22.73% 50	3.18% 7	0.00% 0	220
Play an important part in the decision of families to move to, or remain in, Wood County	51.57% 115	34.98% 78	12.11% 27	1.35% 3	223
Play an important part in the decision of businesses to move to, or remain in, Wood County	37.22% 83	40.81% 91	19.28% 43	2.69% 6	223

Q8 To what extent do you favor the expansion of biking and walking facilities in the community?

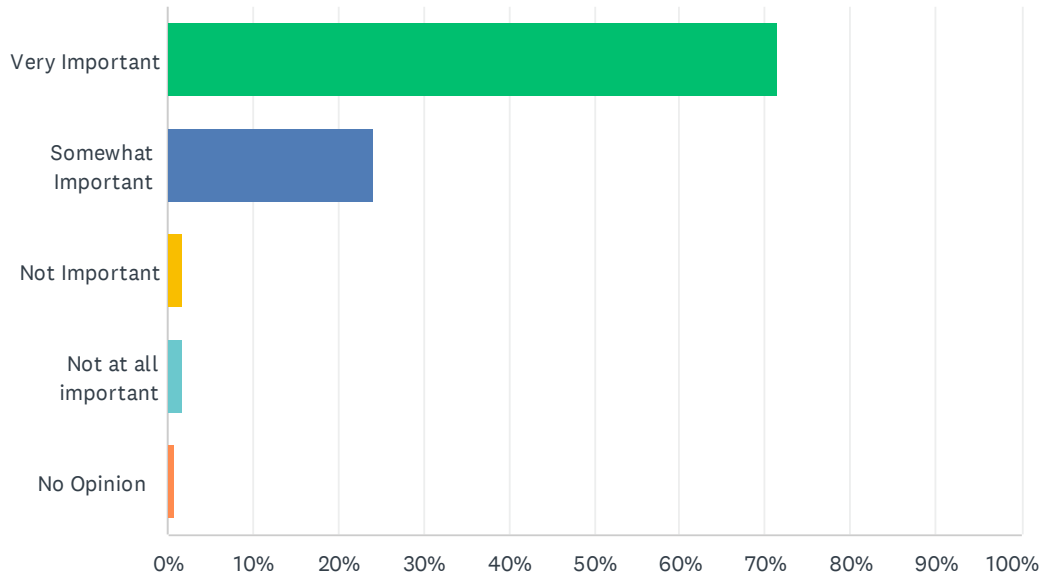
Answered: 224 Skipped: 1



ANSWER CHOICES	RESPONSES	
Urgently Needed	60.71%	136
Somewhat Needed	36.61%	82
Not Needed	2.68%	6
No Opinion	0.00%	0
TOTAL		224

Q9 How important is it for county and local government to invest in bicycle and pedestrian systems?

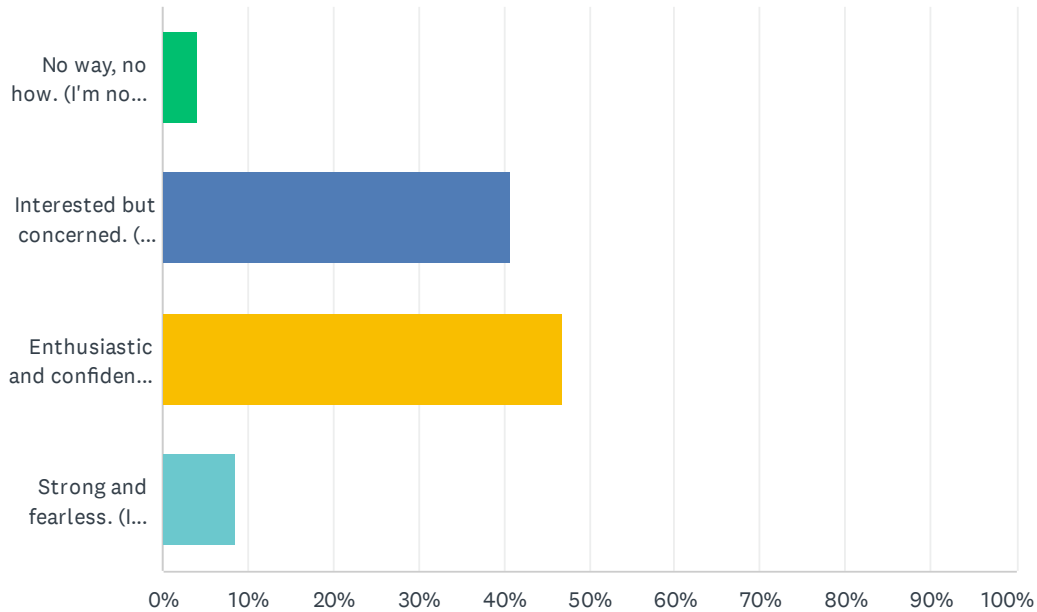
Answered: 224 Skipped: 1



ANSWER CHOICES	RESPONSES	
Very Important	71.43%	160
Somewhat Important	24.11%	54
Not Important	1.79%	4
Not at all important	1.79%	4
No Opinion	0.89%	2
TOTAL		224

Q10 What type of bicyclist are you?

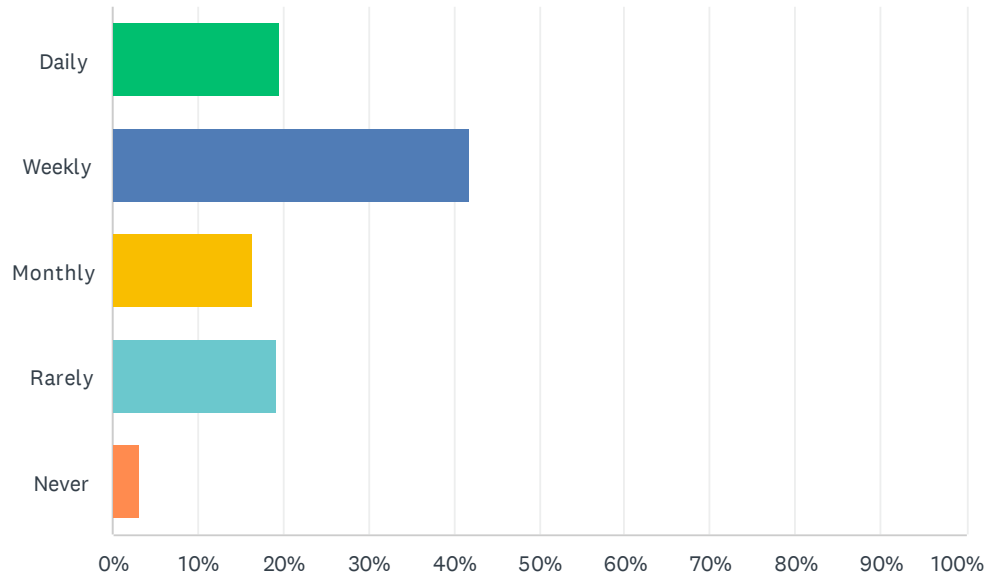
Answered: 224 Skipped: 1



ANSWER CHOICES	RESPONSES	
No way, no how. (I'm not interested in biking at all, not even for recreation.)	4.02%	9
Interested but concerned. (I like riding, but don't do it regularly. I'm generally concerned that my route is not safe to ride, so I don't ride often. I definitely do not ride when the weather is bad.)	40.63%	91
Enthusiastic and confident. (I feel comfortable sharing the road with motor vehicles, but I prefer to ride on separate facilities like bike lanes. I may or may not ride in inclement weather.)	46.88%	105
Strong and fearless. (I am confident in my abilities and will ride regardless of roadway conditions, amount of traffic, or inclement weather.)	8.48%	19
TOTAL		224

Q11 How often do you walk or bike on existing off-road trails and paths within Wood County?

Answered: 225 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	19.56%	44
Weekly	41.78%	94
Monthly	16.44%	37
Rarely	19.11%	43
Never	3.11%	7
TOTAL		225

Q12 Please identify or describe existing off-road trails and paths where you currently or have previously walked or biked.

Answered: 194 Skipped: 31

#	RESPONSES	DATE
1	None	1/10/2022 2:31 PM
2	I bike (and hike) the single track at Nepco County park extensively 12 months per year. I wish that somehow our county could obtain the remaining triangle of land east of the existing park and south of Griffith Avenue to expand the park. This could lead to a great expansion of the hiking, biking and ski trails at Nepco Park. These trails are already heavily used and this is an extraordinary natural area for wildlife viewing and habitat. It is also close to town for a large , natural park that all can enjoy. I walk and bike most of the spider web of Ahdawagam Trails throughout the summer. The paths adjacent to the Wisconsin River in central WR are especially nice for walking. It is an absolute shame that WR bowed to private pressure and removed the circular path around the airport. That was a perfect recreational trail for people of all abilities similar to the Green Circle Trail in nearby Stevens Point. All of the money lost creating and then scrapping the beautiful steel bridges and surfacing along the route is heartbreaking to me. I sure wish more people in our community would have been aware and had a say in that terrible decision. The new and improved path from WR to Biron is beautiful. The path around Wazeecha is very nice. I bike and hike it frequently. I wish there were one or two more toilet facilities available on this path 24/7 and 12 months per year. As a matter of fact some more toilet facilities could be made available 12 months per year at multiple places along the Ahdawagam bike routes.	12/15/2021 2:56 PM
3	Nepco, Wazeecha	12/13/2021 10:55 AM
4	N/A	12/12/2021 3:40 AM
5	Lake Wazeecha Trails	12/11/2021 8:47 PM
6	West side of Rapids bike trails--these are one of the best parts of Rapids! I walk my dog, run, and bicycle.	12/11/2021 7:08 PM
7	Nepco lake	12/11/2021 5:26 PM
8	I use the path around Lake Wazeecha frequently and the path along the river, from Rapids to Nekoosa.	10/12/2021 4:13 PM
9	The path around Lake Wazeccha.	10/3/2021 7:24 PM
10	Bridge to Bridge Trail Trail along the river that connect to the trail to Port Edwards The trail going up to Biron Bike lane toward the airport by Neumanns	10/3/2021 7:30 AM
11	Marsh area in Marshfield and by Griesse	10/2/2021 10:16 AM
12	Spend the Winter in Nokomis FL , the last 20 years . Check out the area and maybe the county board will get their head out of their ASS . as the board is 10 years late . I also bike ride in Medellin Columbia. as that city has bike lanes with stop lights.	10/1/2021 9:38 PM
13	Only option is around Lake Wazeecha. We should have additional trails connecting to Lake Wazeecha from other local communities.	10/1/2021 3:24 PM
14	Nepko trails, wazeecha trails, LHS trails behind the school, Rapids to powers bluff, loop from Rapids around Nekoosa using: Airport to Sampson to Cty Hwy Z to Ranger, around the River through Nekoosa along Prospect and back toward Rapids on 73/54	10/1/2021 8:13 AM
15	Nepco Lake, South Wood County/Wazeecha, Powers Bluff, paths along the river, South Bluff (near Babcock), North Wood County park	9/30/2021 1:24 PM
16	Nepco, Wazeecha, Power's bluff	9/30/2021 10:09 AM
17	Bike path from Nekoosa to Anchor Bay, lake Nepco, Lake Wazeecha, lynn Creek Nature Trail,	9/28/2021 7:09 PM

Wood County Bicycle & Pedestrian Plan

NELL, Humke Hill Nature Trail, Rillple Creek Trail, mowed trail from rapids zoo to Port Edwards Fire Station (even before it was moved..the middle rail bed)., trails by the Wakely House.

18	no off-road paths with our kids	9/28/2021 12:37 PM
19	the trails along the Wisconsin River from Biron to Nekoosa, and the trails at South Park	9/28/2021 9:47 AM
20	Along the river, between Gaynor and Seneca	9/27/2021 3:13 PM
21	Lake Wazeecha, anywhere along the WI River trails/downtown, traveling the new Biron trail	9/27/2021 1:00 PM
22	I walk through the trails in South wood county park pretty much daily, and also walk on the snow mobile trails around the lake and to Kellner.	9/27/2021 11:07 AM
23	South wood county park paths Nepko Lake bike path snowmobile trail between 32nd street and 80 street	9/27/2021 11:04 AM
24	The port Edwards trail, Lake Wazeecha, along the river	9/25/2021 1:03 PM
25	Nepco Lake Trails	9/24/2021 10:39 AM
26	Ahdawagam trails in Wisconsin Rapids, especially one along river. Trail around Lake Wazeecha.	9/23/2021 5:11 PM
27	Up ur butt	9/22/2021 6:10 PM
28	around Lake Wazeecha	9/22/2021 9:07 AM
29	Around Lake Wazeecha and the campground there	9/21/2021 7:33 AM
30	Most all that are in the Marshfield area including Hewitt	9/20/2021 10:20 AM
31	trails near river through parks	9/19/2021 4:37 PM
32	Well, we don't have many, but I like walking along the Yellow River from Riverside Park (Pittsville) to the north where the river bends.	9/16/2021 8:49 PM
33	various, individual trail are needed as hard/unsafe to ride with car traffic much of the time due to distracted drivers/cell phones again and again.	9/16/2021 3:03 PM
34	Question 10 has poor choices for answers slanted to one outcome, which I feel is lame. Dexterville Park area, Pittsville park and Strawberry Lane development in Pittsville.	9/15/2021 11:25 PM
35	within Pittsville/Dexterville Park	9/15/2021 5:12 PM
36	Nepco lake trails. South Bluff biking trails. Wazeecha Multi use path. Powers Bluff hiking, Trails through Marshfield marshland. Not sure what they are called	9/15/2021 8:23 AM
37	South Wood County Park	9/14/2021 4:06 PM
38	Port Edwards, Nekoosa, Wisc Rapids and Lake Wazeecha trails.	9/13/2021 9:20 PM
39	We have biked many trails through out WI, MI and MN Marshfield does have some nice trails but does not compare to other areas. A lot of Marshfield trails are not in good condition and the roads identified as bike trails are in also need of repair to make it safe for bikers.	9/13/2021 2:20 PM
40	In town trails	9/13/2021 1:53 PM
41	Within Marshfield's existing bike lanes	9/13/2021 1:43 PM
42	The recreational path along Prospect Avenue.	9/12/2021 6:14 PM
43	Off county park	9/11/2021 10:28 AM
44	Riverside park and north of the school district	9/10/2021 7:24 PM
45	Hewitt marsh trail	9/10/2021 12:59 PM
46	Port Edwards, Nekoosa, Wisconsin Rapids, Lake Wazeecha, Biron	9/9/2021 10:07 PM
47	Nepco County Park	9/9/2021 2:11 PM
48	nepco lake park, lake wazeecha park,	9/9/2021 12:33 PM

Wood County Bicycle & Pedestrian Plan

49	Nepco Lake	9/8/2021 11:29 PM
50	Neocon lake park. Wazeecha	9/8/2021 6:38 PM
51	Nepco and Wauzeecha	9/8/2021 6:31 PM
52	Trails in Rapids, Port Edwards, and Nekoosa	9/8/2021 4:43 PM
53	Lake Wazeecha trail, ahdawagam trail, trail from Wisconsin rapids zoo to port edwards/nekoosa, have also ridden trails in green bay, portage county, tomorrow river trail	9/8/2021 4:17 PM
54	North Park Road at Lake Wazeecha. Rough trail	9/8/2021 1:46 PM
55	Around lake Wazeecha	9/8/2021 1:26 PM
56	Path along river from Biron to Nekoosa.	9/8/2021 1:20 PM
57	Nepco paths, walking trails in Stevens Point, Wazeecha	9/8/2021 12:30 PM
58	Bike path from Wis Rapids to Nekoosa. Bike paths in Marshfield. North Wood County Park. County roads in Richfield and Bakerville areas. McMillan Marsh, Powers Bluff.	9/8/2021 12:10 PM
59	Bike paths, Lake wazeecha, airport trail	9/7/2021 3:54 PM
60	path to Ben Hansen park; path behind Zoo to Port Edwards fire station; path around Wazeecha Lake; path to downtown and over bridge	9/7/2021 3:10 PM
61	Wildwood path in Marshfield, North Wood County park	9/7/2021 1:40 PM
62	wildwood, path to Hewitt, McMillan to wildwood, UWSP wooded trails	9/7/2021 6:31 AM
63	Wazeecha, Biron, Port Edwards trail to Nekoosa	9/6/2021 10:37 PM
64	Mill Creek, Hewitt Trail, Wildwood Park, Veterans Parkway Trail, bike path from Zoo to Grant school,	9/6/2021 6:35 PM
65	NEPCO Lake, Lake Wazeecha, Wis. Rapids River Walk. Wis. Rapids to Port Edwards bike trail on old railroad bed.	9/6/2021 4:18 PM
66	Lake Wazeecha is a beautiful scenic walk	9/6/2021 12:23 PM
67	Lake Wazeecha, Ahdawagam Trail, Rapids to Biron Trail, Nepco Trails	9/6/2021 11:48 AM
68	Walking paths in the City of Pittsville	9/6/2021 11:16 AM
69	Hamus Nature Park, Wildwood Zoo, downtown Marshfield along Central, Weber Nature Park	9/6/2021 9:11 AM
70	Lake Wazeecha (South Wood Co Park) Along the WI River to Nekoosa (Memorial Park)	9/5/2021 11:09 AM
71	Demitz Park, walking paths along east and west side of the river Biron connection path along river Path from zoo to Chase/Expressway intersection	9/5/2021 6:45 AM
72	32 street	9/3/2021 11:20 AM
73	Mill Creek Business Park bike paths, Wildwood/Hewitt Connector Trail... I want to note that my family will travel all over the state to access quality trail systems. Green Circle Trail in Stevens Point is a fantastic model for Wood County. Additionally, Heart of Vilas County trail system is also awesome. We will travel to explore these and I think Wood County having a quality biking experience would be a boon to tourism. Just look at Elroy-Sparta...middle of nowhere but bustling with tourism because of its bike trail.	9/3/2021 8:09 AM
74	McMillan park	9/2/2021 7:51 PM
75	Paths that I have walked or biked are around Lake Wazeecha and Downtown WR. I've only been to these two places because the whole rest of the city is way too dangerous to have a good time outside.	9/2/2021 6:18 PM
76	Path along the river in Wisconsin Rapids(weekly), port edwards trail (a few times during nice weather), Lynn Hill path in Nekoosa (monthly when weather is nice), Nepco trails (a few times during nice weather)	9/2/2021 2:48 PM
77	I've walked trails in Minnesota and San Diego, but am looking forward to walking in Marshfield in the future.	9/2/2021 10:43 AM

Wood County Bicycle & Pedestrian Plan

78	Enjoy the mflld walking and bike trail	9/2/2021 10:34 AM
79	around the lakes	9/2/2021 9:46 AM
80	Hamus Park, Industrial Park, Trails by the University, Grass trails near where adler turns into y.	9/2/2021 8:21 AM
81	I have walked or biked in most trails in Marshfield. I enjoy being out in the woods and there are a limited amount of trails for this and few are connected.	9/2/2021 6:30 AM
82	I normally ride on paved trails	9/2/2021 3:15 AM
83	I think the off road trails are in pretty good condition. I like Hamus and Weber parks. Also Marshfield School Forest bike trails are looking so much better.	9/2/2021 12:03 AM
84	Those in Marshfield, as there aren't any in my community	9/1/2021 9:41 PM
85	Marshfield and Hewitt trails	9/1/2021 8:50 PM
86	Wazeecha trails, River Trail, Railroad Trail from Rapids to Port Edwards and down to Nekoosa. Trail along W from 48th to 16th street.	9/1/2021 8:05 PM
87	Wildwood mcmillan connector trail. Veterans parkway trail. The trail from Marshfield to Hewitt	9/1/2021 7:54 PM
88	Dexter Park Levis Mound Mill Creek Trail	9/1/2021 7:32 PM
89	I use the dedicated bike trails in Marshfield daily, mostly the new train from the zoo to McMillan in every season except deep winter. Mountain bike at school forest weekly.	9/1/2021 7:16 PM
90	Auburndale school forest	9/1/2021 6:07 PM
91	Lake Wazeecha, Route between Rapids Zoo and Nekoosa, Route between Rapids Zoo and West Grand Avenue, Route along west side of river	9/1/2021 1:03 PM
92	I regularly run on the industrial park paths and through Griesse Park	9/1/2021 12:37 PM
93	nerco	9/1/2021 11:01 AM
94	All of them! Along the river - every square inch! To Port, to Nekoosa, to Biron/Anchor Bay, Wazeecha, all over the state	9/1/2021 6:38 AM
95	lake wazeecha	8/31/2021 9:40 PM
96	town of mflld hwys - H/Y	8/31/2021 8:21 PM
97	Nepco, Biron and Rapids	8/31/2021 3:57 PM
98	Around Lake Wazeecha	8/31/2021 8:57 AM
99	54, riverview expressway, wazeecha, nepco	8/31/2021 8:43 AM
100	Live on West side of Wis Rapids. I use the trail to Port Edwards, around the River from west side to east side, trail to Biron, Lake Wazeecha.	8/31/2021 7:32 AM
101	not enough lighting or too much traffic	8/30/2021 9:44 PM
102	Offroad trails and roadways in Grand Rapids (Wazeecha), Wisconsin Rapids (river trails), Biron (new trail)	8/30/2021 3:58 PM
103	Lake Wazeecha	8/30/2021 3:11 PM
104	I ride the asphalt bike trail between Nekoosa and Wisconsin Rapids 2-3 times per week. The trail is good but very bumpy in some parts.	8/30/2021 9:27 AM
105	Lake Wazeecha. It would be nice to have some country designated mountain bike trails, similar to those at Standing Rock in Portage county.	8/29/2021 8:03 AM
106	Wazeecha, Green Circle Trail, Elroy-Sparta Trail, Nekoosa through Port Edwards to Wisconsin Rapids. Walking along river trails in WR, Iverson Park, Schmeckle Preserve, Granite Peak, Copper Falls, Peninsula State Park	8/28/2021 11:54 PM
107	White sands, the river	8/28/2021 11:40 PM
108	Lake Wazeecha	8/28/2021 8:59 PM

Wood County Bicycle & Pedestrian Plan

109	N/a	8/28/2021 12:52 PM
110	Around Wazeecha, along expressway, along river	8/28/2021 11:55 AM
111	Nepco, Ta Qua Kik, Rapids bike/pedestrian paths	8/28/2021 11:54 AM
112	None	8/28/2021 10:14 AM
113	Wazeecha	8/28/2021 2:16 AM
114	Bike trail that runs from Nekoosa to Rapids and the path around Lake Wazeetcha; previously lived in a large city and biked to bars, restaurants, festivals, friends house etc. Bike riding was promoted at large events with discounted entry fees for biking vs driving	8/27/2021 5:42 PM
115	Local county road	8/27/2021 4:37 PM
116	Lake Wazeecha path	8/27/2021 3:46 PM
117	By Lake Wazeecha, Town of Grant, City of Wisconsin Rapids, Village of Biron by the river.	8/27/2021 3:05 PM
118	I ride the snow mobile trails all over the county	8/27/2021 2:36 PM
119	trail around Lake wazeecha, mountain bike trails used to go all the way around Nepco, sometimes bike the ski trails behind Lincoln high school, Used to bike around the Airport, the trails along the river by the airport but were closed,	8/27/2021 11:43 AM
120	Only the path around Lake Wazeecha, only occasionally as we have to drive to it. No other off road trails or paths are available.	8/27/2021 10:20 AM
121	Existing paths are well maintained. We need a path to connect to Lake Wazeehca (old railroad bed)	8/27/2021 10:04 AM
122	Lake Wazeecha area and sometimes along the river by the state building.	8/27/2021 9:31 AM
123	all paths along the river (from Firefighter memorial all the way to Port and to SS Peter/Paul church. These paths are nice and wide and smooth. Great for walking or biking.	8/27/2021 8:48 AM
124	Routinely use all off road trails in the Wisconsin Rapids, Nekoosa, Port Edwards, Biron area. Deliberately plan day trips and vacations to take advantage of trails all over the country: All Wisconsin and Minnesota State Trails; some trails in many other states. Pave trails are awesome if maintained but gravel/limestone trails are easier to maintain.	8/27/2021 8:34 AM
125	Lake Wazeecha, Biron area, Lake Nepco	8/27/2021 8:33 AM
126	Trail from Port Edwards to Wisconsin Rapids. Wisconsin Rapids. Trail from Port Edwards to Nekoosa.	8/27/2021 6:45 AM
127	Bike path off of Biron Drive and 32nd	8/26/2021 10:18 PM
128	1. hiking trails and walking/biking paths at Lake Wazeecha 2. path in Port Edwards that used to be a railway 3. path along the Expressway near Home Depot 4. sidewalk along the west bank of the WI River	8/26/2021 10:06 PM
129	Bike-None. Just on the side of the road. Walk - Wazeecha	8/26/2021 8:37 PM
130	Lake wazzecha, nepco trail	8/26/2021 8:29 PM
131	Biron to wis rapids	8/26/2021 7:33 PM
132	Could use some work but I am glad we have what we have	8/26/2021 7:15 PM
133	Wisconsin Rapids to Port but after someone getting attack on the trail I stopped going on that trail.	8/26/2021 7:04 PM
134	trail along cth 'W' in Grand Rapids	8/26/2021 7:02 PM
135	NEPCO. WAZEETCHA. WEST SIDE PATH BY THE ZOO TO PORT.	8/26/2021 5:33 PM
136	Wazeecha loop	8/26/2021 5:03 PM
137	Marshfield's trail system is expanding and the facilities are in good condition. Connectivity can be improved.	8/26/2021 2:20 PM

Wood County Bicycle & Pedestrian Plan

138	Around Lake Wazeecha	8/26/2021 1:37 PM
139	WI Rapids River Walking Paths, Mead Wildlife Paths, Marshfield Path Along Veterans Parkway, Lake Wazeecha Path	8/26/2021 11:38 AM
140	Wildwood, Adler	8/26/2021 11:27 AM
141	Through Riverside Park; Dexter Park; North Wood County Park	8/26/2021 11:03 AM
142	Powers Bluff, Wazeecha, Nepco	8/26/2021 10:46 AM
143	South Wood County Park, along the river in Wisconsin Rapids, route between Wisconsin Rapids and Biron	8/26/2021 10:44 AM
144	Marshfield trails, Auburndale trail	8/26/2021 10:28 AM
145	River Path, Lake Wazeecha, Path by Wisc. Rapids Zoo	8/26/2021 10:27 AM
146	BIKE PATH FROM NEKOOSA TO WISCONSIN RAPIDS	8/26/2021 9:47 AM
147	Park road between Pittsville and Dexter park. It is a gravel road. The trails off park road by the park are hiking only, no bikes.	8/26/2021 9:35 AM
148	none	8/26/2021 9:34 AM
149	Lake Wazeecha, CTH W, Downtown Wis Rapids.	8/26/2021 8:22 AM
150	Lake Wazzecha	8/26/2021 8:12 AM
151	Logging trails	8/26/2021 8:01 AM
152	I have to haul my bike to Lake Wazeecha to bike around it. I am not comfortable riding alongside the road. To many people texting and driving.	8/26/2021 7:53 AM
153	Around lake wazeecha	8/26/2021 7:18 AM
154	Biron between 32nd and Biron Drive. Along the river thru town and to Port Edwards	8/26/2021 7:12 AM
155	All of them at one time. Mostly I use Biron's portion. From Biron Hall down trail to Spring Street to Hwy 54 and back to hall.	8/26/2021 6:58 AM
156	Walk the trails/path in Pittsville and in Lake Dexter park.	8/26/2021 6:47 AM
157	path by w	8/25/2021 11:27 PM
158	Lake Wazeecha Bike Path. I have biked entire Adawagham Trail from Biron to Nekoosa. Have ridden the Elroy-Sparta and Omaha Bike Trails. Also the Two Rivers to Manitowoc and Point Beach trails.	8/25/2021 10:06 PM
159	McMillian Marsh, Mead (on S) , Green Circle (Point), Levis (clark county), 9-Mile in Wausau, Door County, Marshfield School Forest, Neilsville park, Marshfield city paths, Weber park, UW Arboretum, and MORE. I go someplace every week... or around our country neighborhood.	8/25/2021 9:00 PM
160	Lake Wazeecha path. Path along Wisconsin River from the down town area (River Block) to Fireman's Park.	8/25/2021 4:32 PM
161	South Wood County Park, Nepko Park	8/25/2021 4:18 PM
162	walking trail around Lake Wazeecha., old Rail road bed from 32 st to Lake Wazeecha.	8/25/2021 4:10 PM
163	Richfield Park - Marshfield	8/25/2021 3:30 PM
164	nekoosa trails	8/25/2021 2:55 PM
165	Trail connecting WI Rapids, Nekoosa and Biron	8/25/2021 2:44 PM
166	Nepco Lake, Powers Bluff, Lake Wazeecha. WR ro Nekoosa Trail	8/25/2021 1:39 PM
167	Wazeecha, and city of WI rapids	8/25/2021 1:31 PM
168	Wazeecha trail	8/25/2021 1:21 PM
169	lake wazeecha	8/25/2021 1:18 PM

Wood County Bicycle & Pedestrian Plan

170	Path around Lake Wazeecha. Path from Wisc Rapids through Port Edwards into Nekoosa.	8/25/2021 1:18 PM
171	Gaynor and and 25th street	8/25/2021 1:16 PM
172	Nepco, Lake Wazeecha, Biron	8/25/2021 1:11 PM
173	Hewitt/Marshfield Trail	8/25/2021 1:05 PM
174	wazeecha	8/25/2021 12:45 PM
175	none	8/25/2021 12:44 PM
176	Path round lake wazeecha,	8/25/2021 12:40 PM
177	the one along the river	8/25/2021 12:36 PM
178	Nepco park trails, powers bluff trails, ben hanson park trail	8/25/2021 12:36 PM
179	around lake wazeecha by the river daily- near the DMV, behind the zoo, by the Fireman memorial, downtown and around. everything from Biron to Port Edwards	8/25/2021 12:36 PM
180	Wazeecha, bike/walking path from expressway to port edwards	8/25/2021 12:30 PM
181	They are good for biking walking and running	8/25/2021 12:28 PM
182	Wazeecha	8/25/2021 12:26 PM
183	I bike from Wisconsin Rapids to Port Edwards, I walk Lake Wazeecha at least 3 times per week, I bike from Ranger Road to St Pauls church at least twice a month. I walk the bike/ walk path in Port Edwards 5 days per week.	8/25/2021 12:24 PM
184	WALKING PATH IN PORT EDWARDS AND WI RAPIDS LONG THE RIVER	8/25/2021 12:23 PM
185	fair, not challenging	8/25/2021 12:21 PM
186	None	8/25/2021 12:20 PM
187	most of the trails that I know about are on the other side of town. not convenient.	8/25/2021 12:19 PM
188	Port Edwards biking trail	8/25/2021 12:17 PM
189	All of the City of WR trails. Town of Grand Rapids roads and roads in rural Wood County.	8/25/2021 12:15 PM
190	Pathways along the water	8/25/2021 12:14 PM
191	Currently and for the last 5 years I have been fortunate to live very close to an existing safe walking path/recreation trail.	8/25/2021 10:37 AM
192	Bike/walking path	8/25/2021 9:09 AM
193	Most of them are good and paved. Some of them are getting ignored.	8/25/2021 8:48 AM
194	Lynn Creek Trail, Trail by the disc golf course and in the marsh area, the bike trail that goes through Riverside Park.	8/25/2021 8:43 AM

Q13 If you only occasionally (or never) walk or bike existing off-road trails or paths in Wood County, please describe any issues or concerns that limit your use of these facilities.

Answered: 134 Skipped: 91

#	RESPONSES	DATE
1	Wheelchair bound	1/10/2022 2:31 PM
2	Our family needs to access WR from the southeast on Griffith Avenue which is very busy with motorized traffic. It may be nice to add an east/west path or road widening to make this safer for bikers and pedestrians. The Griffith bridge over Four Mile Creek is a somewhat narrow and dangerous pinch point for bikers. There is a significant population center east of WR in Grand Rapids that would benefit from increased safety here.	12/15/2021 2:56 PM
3	More of a road biker	12/12/2021 3:40 AM
4	Sidewalks uneven	10/2/2021 10:16 AM
5	NA	10/1/2021 3:24 PM
6	none	10/1/2021 8:13 AM
7	Not well-built bike trails, absence of machine built flow trails. Other counties such as Marathn and LaCrosse have much better mountain bike trails that attract visitors	9/30/2021 1:24 PM
8	N/A	9/30/2021 10:09 AM
9	Unleashed dogs and the messes left behind. Messes left behind by fishermen.	9/28/2021 7:09 PM
10	safely getting to the paths.	9/28/2021 12:37 PM
11	Poor connectivity to destinations, poor knowledge of where bike paths can go.	9/28/2021 11:41 AM
12	Safety on busy rural roads, narrow shoulder	9/27/2021 3:13 PM
13	Awareness of off-road trails. I am sure that there are more in the area that I am not aware of.	9/27/2021 1:07 PM
14	Only venture to the ones I know. Wish there were better trail maps and trail heads. Something similar to Stevens Point Green Circle trail heads and trail maps would be wonderful and extremely positive and beneficial to this community.	9/27/2021 1:00 PM
15	N/A	9/27/2021 11:04 AM
16	Too rough	9/25/2021 1:03 PM
17	No issues	9/24/2021 10:39 AM
18	Ur mom	9/22/2021 6:10 PM
19	n/a	9/22/2021 9:07 AM
20	Location/availability and having to drive to an access point.	9/21/2021 7:33 AM
21	I have to drive to the off-road trails or paths.	9/20/2021 12:27 PM
22	i don't know where they are. Hard to find info about them	9/19/2021 4:37 PM
23	My concern is the speed of traffic and lack of bathrooms. If we had more and better trails in and out of Pittsville we would use them regularly.	9/16/2021 8:49 PM
24	n	9/16/2021 3:03 PM
25	NA	9/15/2021 5:12 PM
26	none	9/15/2021 8:23 AM

Wood County Bicycle & Pedestrian Plan

27	N/A	9/14/2021 4:06 PM
28	they are in bad condition	9/13/2021 2:20 PM
29	I use them and love them	9/13/2021 1:43 PM
30	I find it hard to bike along the path in some areas because of the texture of the path and the lack of lines along the center.	9/12/2021 6:14 PM
31	My energy	9/11/2021 10:28 AM
32	No way to get there without driving on narrow way's or have to transport the bikes in a car or truck to the parks.	9/10/2021 7:24 PM
33	Lighting	9/10/2021 12:59 PM
34	NA	9/9/2021 10:07 PM
35	I do not like to drive my car to get to the walking trails.	9/9/2021 2:11 PM
36	Safety!!!!	9/8/2021 11:29 PM
37	Time	9/8/2021 6:38 PM
38	Lack of trails and adjoining areas.	9/8/2021 6:31 PM
39	N/A	9/8/2021 1:26 PM
40	Nepco is poorly marked.	9/8/2021 12:30 PM
41	More paths, off road trails,	9/7/2021 3:54 PM
42	Condition of trails/paths	9/7/2021 1:40 PM
43	I don't bike there often because I can't get there safely due to access being along busy roads without dedicated bike lanes	9/6/2021 11:48 AM
44	Lack of off-road trails connected to the City of Pittsville.	9/6/2021 11:16 AM
45	Icy/snow covered in the winter	9/6/2021 9:11 AM
46	No access from Griffith	9/6/2021 8:08 AM
47	None at this time	9/5/2021 6:45 AM
48	N/A	9/3/2021 8:09 AM
49	don't have any issues	9/2/2021 7:51 PM
50	I would do Lynn Hill more often, but it tends to get overgrown in the summer- I use this more in the spring/fall	9/2/2021 2:48 PM
51	There is no path to the driving range on H	9/2/2021 10:43 AM
52	There is basically only one trail inflld, gets boring	9/2/2021 10:34 AM
53	they were wonderful	9/2/2021 9:46 AM
54	I walk the trails fairly often.	9/2/2021 8:21 AM
55	.	9/2/2021 6:30 AM
56	N/A	9/2/2021 3:15 AM
57	No concerns	9/2/2021 12:03 AM
58	Have to haul my bike or a stroller for my child to get to most trails	9/1/2021 11:18 PM
59	None	9/1/2021 8:50 PM
60	Safe access to the trails on connecting roads would be helpful.	9/1/2021 8:05 PM
61	They don't always go where I need them to go. They are generally one way, so I either have to backtrack or take the road to get back to the start point.	9/1/2021 7:54 PM

Wood County Bicycle & Pedestrian Plan

62	Location to home	9/1/2021 6:07 PM
63	very few trails that I know of not accessible to me easily without driving, which kind of defeats the purpose of bike riding	9/1/2021 11:01 AM
64	I HATE sharing the road with vehicles (on busy roads or intersections). I wish the separate trails were connected. I wish there was safe biking around the north, west and south sides of the airport (Golf Course Rd, Ranger Rd, county road Z)	9/1/2021 6:38 AM
65	n	8/31/2021 9:40 PM
66	n/a	8/31/2021 8:21 PM
67	County parks not maintained very well (but not as bad as the roads).	8/31/2021 3:57 PM
68	Need for safe paths for my children near my home, Griffith and 16th	8/31/2021 8:43 AM
69	too much traffic or too many potholes/uneven	8/30/2021 9:44 PM
70	Car drivers on their phones.	8/30/2021 3:11 PM
71	Safety. Remote without ammenities.	8/28/2021 11:54 PM
72	Location - No public transportation to and from	8/28/2021 5:11 PM
73	N/a	8/28/2021 12:52 PM
74	Lack of options. Lack of routes/connectivity between areas.	8/28/2021 11:54 AM
75	I have a road bicycle. I simply prefer riding on raids and paved surfaces.	8/28/2021 10:55 AM
76	Safety	8/28/2021 10:14 AM
77	none	8/28/2021 2:16 AM
78	I love living near the bike path. It was a selling point when I purchased my home a year ago	8/27/2021 5:42 PM
79	Not aware of what's avaiable	8/27/2021 4:37 PM
80	personally, i don't use the trails as paths that often because I don't live here	8/27/2021 3:46 PM
81	Overgrowth in summer/spring	8/27/2021 2:36 PM
82	You have to drive to them. No paths or trails connect to them.	8/27/2021 10:20 AM
83	none that i can think of	8/27/2021 8:48 AM
84	We frequently bypass the trail along Cty W because the trail surface is terrible and the trees overhang the trail. We use lake Road and then get back onto the trail.	8/27/2021 8:34 AM
85	I would just like more variety and sometimes, longer trails to have access to...more connections would be great! We have a few nice trails, but if I had my wish, they would be everywhere.	8/27/2021 8:33 AM
86	N/a	8/26/2021 10:18 PM
87	I'd do it a lot more often if the off-road trails were more accessible by bike. Instead, to be safe, I have to load all of our bicycles into the back of the truck, drive to the paths, unload, enjoy the bike paths, then load all the bikes back into the truck and drive home. All of that just because it's not safe to ride bikes along the busy streets without sidewalks between my house and the nearest off-road trails.	8/26/2021 10:06 PM
88	Riding/Walking from 48th safely to Wazeecha or the path on W.	8/26/2021 8:37 PM
89	Na	8/26/2021 8:29 PM
90	Na	8/26/2021 7:33 PM
91	Very limited number of trails	8/26/2021 7:15 PM
92	West Grand crossing at non main intersections (17th Ave, or express way).	8/26/2021 7:04 PM
93	Access to the trails along town roads	8/26/2021 7:02 PM

Wood County Bicycle & Pedestrian Plan

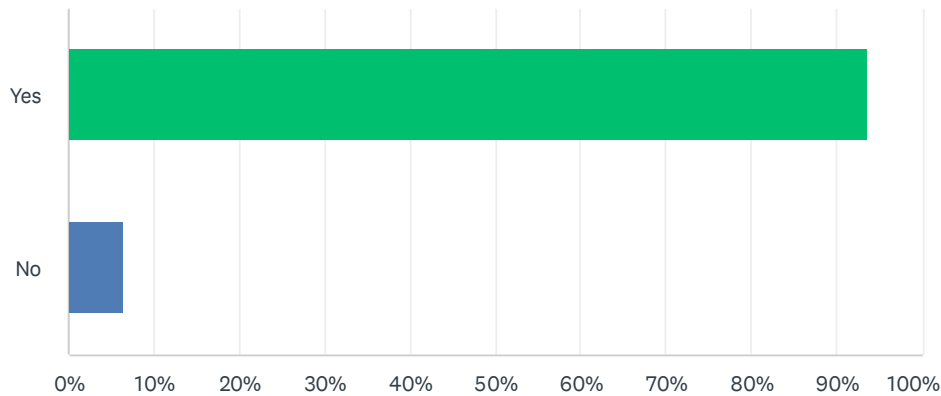
94	None	8/26/2021 5:33 PM
95	Flooding on Lake Wazeecha path	8/26/2021 1:37 PM
96	Must drive to get to them	8/26/2021 11:38 AM
97	When getting done with work at 5pm, a lot of places are too dark to walk. Worry about drivers not paying attention.	8/26/2021 11:24 AM
98	Only time	8/26/2021 11:03 AM
99	Scarcity in my area	8/26/2021 10:46 AM
100	I would need to drive to some trails or use less than safe means of access to get there	8/26/2021 10:28 AM
101	too muddy/wet year round and trees blocking trails	8/26/2021 10:00 AM
102	Access	8/26/2021 9:35 AM
103	n/a	8/26/2021 9:34 AM
104	None	8/26/2021 8:22 AM
105	Lack of trails/paths	8/26/2021 8:12 AM
106	The wolf population is very high in my area. I'm afraid to walk . I see and hear them howl at least weekly.	8/26/2021 8:01 AM
107	Riding a bike alongside the roads is unsafe these days.	8/26/2021 7:53 AM
108	getting there on a bike, the only safe way is to drive with my bike but i don't have room for a bike in my car.	8/26/2021 7:18 AM
109	none	8/26/2021 7:12 AM
110	Need loops	8/26/2021 6:58 AM
111	I end up walking on the shoulder of the road. Doesn't always feel safe.	8/26/2021 6:47 AM
112	N.A.	8/25/2021 10:06 PM
113	I did tried powers bluff, it was very wet and the parts that were dry some were with big rocks, which is very hard to ride on, but I know some mountain bikers like it, but I find it not a good flow. it needs more paths in the powers bluff , maybe better signage too... and a printed map, or downloading a map available.	8/25/2021 9:00 PM
114	getting to the trails from home	8/25/2021 3:30 PM
115	na	8/25/2021 2:55 PM
116	Lack of opportunities and facilities in the town I live.	8/25/2021 2:44 PM
117	Lack of lighting	8/25/2021 1:26 PM
118	No concerns.	8/25/2021 1:18 PM
119	I would like the walking path to some how connect over off of highway 73	8/25/2021 1:16 PM
120	I prefer flat leveled paved paths	8/25/2021 1:11 PM
121	The lack of the bike path that is on roadway of Yellowstone Road on the boarder of Hewitt and Marshfield that extends to the Goose Pond across from the Eg of Marshfield business.	8/25/2021 1:05 PM
122	n/a	8/25/2021 12:45 PM
123	accessibility	8/25/2021 12:44 PM
124	No place at work to keep my bike that isn't outside	8/25/2021 12:36 PM
125	lack of public restrooms is concerning. when I travel and use trails in other areas, periodically there are waste stops/restrooms available. I have noticed that we have miles and miles of beautiful trails, but I have to carefully plan for my necessary stops, and the lack of facilities.	8/25/2021 12:36 PM
126	safety	8/25/2021 12:30 PM

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127	N/A	8/25/2021 12:24 PM
128	NONE	8/25/2021 12:23 PM
129	None	8/25/2021 12:21 PM
130	N/A	8/25/2021 12:20 PM
131	I don't want to take my bike there, I want to ride it there and then go on the trail	8/25/2021 12:19 PM
132	I would have to say that it depends on where you live it may not be convenient to access these trails.	8/25/2021 10:37 AM
133	Too rough	8/25/2021 9:09 AM
134	I work to much to walk everyday. I am a single person with 2 low paying jobs or I would walk every day.	8/25/2021 8:48 AM

Q14 Are you a Wood County resident?

Answered: 221 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	93.67%	207
No	6.33%	14
TOTAL		221

Q15 Where in Wood County do you live?

Answered: 215 Skipped: 10

#	RESPONSES	DATE
1	Town of Sherry	1/10/2022 2:31 PM
2	6341 Ashbury Drive WR	12/15/2021 2:56 PM
3	West of Port Edwards	12/12/2021 3:40 AM
4	Right by Lake Wazeecha	12/11/2021 8:47 PM
5	Wisconsin Rapids	12/11/2021 7:08 PM
6	Wisconsin Rapids	12/11/2021 5:26 PM
7	Grand Rapids	10/3/2021 7:24 PM
8	Near the hospital, Riverwood Lane	10/3/2021 7:30 AM
9	Marshfield	10/2/2021 10:16 AM
10	Wisconsin Rapids	10/1/2021 9:38 PM
11	Town of Grand Rapids	10/1/2021 3:24 PM
12	Grand Rapids, Cherokee Rd	10/1/2021 8:13 AM
13	Town of Sigel	9/30/2021 1:24 PM
14	Wisconsin Rapids	9/30/2021 10:09 AM
15	Nekoosa	9/28/2021 7:09 PM
16	Marshfield	9/28/2021 12:37 PM
17	Hewitt	9/28/2021 11:41 AM
18	Grand Rapids	9/28/2021 9:47 AM
19	George Road, Town of Seneca	9/27/2021 3:13 PM
20	Wisconsin Rapids area	9/27/2021 1:07 PM
21	Kellner	9/27/2021 1:00 PM
22	I live in the town of Grant, right outside of Wood County. I use these trails and paths almost daily.	9/27/2021 11:07 AM
23	Kellner Wisconsin	9/27/2021 11:04 AM
24	Marshfield	9/27/2021 10:29 AM
25	Wisconsin rapids	9/25/2021 1:03 PM
26	Wisconsin Rapids	9/24/2021 10:39 AM
27	Town of Saratoga	9/23/2021 5:11 PM
28	In your moms house	9/22/2021 6:10 PM
29	by Lake Wazeecha	9/22/2021 9:07 AM
30	Grand Rapdis	9/21/2021 7:33 AM
31	Marshfield. Property Taxes are high enough. It is time to make some cuts.	9/21/2021 7:19 AM
32	Town of Sherry	9/20/2021 12:27 PM

Wood County Bicycle & Pedestrian Plan

33	Marshfield	9/20/2021 10:46 AM
34	Hewitt	9/20/2021 10:20 AM
35	Wisconsin Rapids	9/19/2021 4:37 PM
36	Pittsville	9/16/2021 8:49 PM
37	Marshfield, just into Marathon co.	9/16/2021 3:03 PM
38	Marshfield	9/16/2021 9:36 AM
39	Pittsville	9/15/2021 11:25 PM
40	Pittsville	9/15/2021 5:12 PM
41	Grand Rapids	9/15/2021 8:23 AM
42	Grand Rapids	9/14/2021 4:06 PM
43	Town of Seneca	9/13/2021 9:20 PM
44	northern part	9/13/2021 2:20 PM
45	Pittsville	9/13/2021 1:53 PM
46	Marshfield	9/13/2021 1:43 PM
47	Nekoosa but I bike into Wisconsin Rapids	9/12/2021 6:14 PM
48	No	9/11/2021 10:28 AM
49	Pittsville	9/10/2021 7:24 PM
50	Hewitt	9/10/2021 12:59 PM
51	Port Edwards	9/9/2021 10:07 PM
52	Private Beach Trail on Northwest side of Nepco lake.	9/9/2021 2:11 PM
53	wisconsin rapids	9/9/2021 12:33 PM
54	South Wood Co.	9/8/2021 11:29 PM
55	Town of Sigel	9/8/2021 6:38 PM
56	WISCONSIN RAPIDS	9/8/2021 6:31 PM
57	Wisconsin Rapids	9/8/2021 4:43 PM
58	Wisconsin rapids	9/8/2021 4:17 PM
59	Marshfield	9/8/2021 1:26 PM
60	N/A	9/8/2021 1:26 PM
61	Wisconsin Rapids	9/8/2021 1:20 PM
62	Wisconsin Rapids	9/8/2021 12:30 PM
63	Marshfield	9/8/2021 12:10 PM
64	Grand Rapids	9/7/2021 3:54 PM
65	City of Wisconsin Rapids	9/7/2021 3:10 PM
66	Marshfield	9/7/2021 1:40 PM
67	Marshfield	9/7/2021 6:31 AM
68	saratoga	9/6/2021 10:37 PM
69	Marshfield	9/6/2021 6:35 PM
70	Wis. Rapids	9/6/2021 4:18 PM

Wood County Bicycle & Pedestrian Plan

71	Wisconsin Rapids	9/6/2021 12:23 PM
72	Town of Grand Rapids	9/6/2021 11:48 AM
73	Town of Wood	9/6/2021 11:16 AM
74	Marshfield (Marathon County)	9/6/2021 9:11 AM
75	Grand rapids	9/6/2021 8:08 AM
76	40th Street S off Airport Rd	9/5/2021 11:09 AM
77	City of Wisconsin Rapids	9/5/2021 6:45 AM
78	Village of Biron	9/3/2021 11:20 AM
79	Marshfield	9/3/2021 8:09 AM
80	Marshfield	9/2/2021 7:51 PM
81	Marshfield	9/2/2021 6:52 PM
82	Wisconsin Rapids	9/2/2021 6:18 PM
83	Nekoosa	9/2/2021 2:48 PM
84	In town.	9/2/2021 10:43 AM
85	Marshfield	9/2/2021 10:34 AM
86	Lynn Hill Road	9/2/2021 9:46 AM
87	Marshfield	9/2/2021 8:21 AM
88	Marshfield	9/2/2021 6:30 AM
89	Pittsville	9/2/2021 3:15 AM
90	Marshfield	9/2/2021 12:03 AM
91	Peach ave	9/1/2021 11:18 PM
92	Pittsville	9/1/2021 9:41 PM
93	Marshfield	9/1/2021 8:50 PM
94	Grand Rapids	9/1/2021 8:05 PM
95	Marshfield	9/1/2021 7:54 PM
96	Dexterville	9/1/2021 7:32 PM
97	Marshfield	9/1/2021 7:16 PM
98	Town of Auburndale	9/1/2021 6:07 PM
99	Grand Rapids	9/1/2021 1:03 PM
100	Marshfield	9/1/2021 12:37 PM
101	grand rapids	9/1/2021 11:01 AM
102	Ridgewood Trail, near Bullseye/Tri-City Golf courses	9/1/2021 6:38 AM
103	grand rapids	8/31/2021 9:40 PM
104	mfld	8/31/2021 8:21 PM
105	biron	8/31/2021 3:57 PM
106	Town of Grand Rapids	8/31/2021 8:57 AM
107	Grand rapids	8/31/2021 8:43 AM
108	City of Wisconsin Rapids (west side)	8/31/2021 7:32 AM

Wood County Bicycle & Pedestrian Plan

109	Port Edwards	8/30/2021 9:44 PM
110	Grand Rapids	8/30/2021 3:58 PM
111	Grand Rapids	8/30/2021 3:11 PM
112	Nekoosa	8/30/2021 9:27 AM
113	Grand Rapids	8/29/2021 8:03 AM
114	Town of Saratoga	8/28/2021 11:54 PM
115	By homestead golf course. Town of Seneca	8/28/2021 11:40 PM
116	Wisconsin Rapids	8/28/2021 9:41 PM
117	Wisconsin Rapids	8/28/2021 8:59 PM
118	Wisconsin Rapids	8/28/2021 5:11 PM
119	N/a	8/28/2021 12:52 PM
120	Grand Rapids	8/28/2021 11:55 AM
121	Rapids	8/28/2021 11:54 AM
122	Wisc Rapids	8/28/2021 10:55 AM
123	Wisconsin Rapids	8/28/2021 10:14 AM
124	Grand Rapids	8/28/2021 2:16 AM
125	Port Edwards	8/27/2021 5:42 PM
126	Outside of town	8/27/2021 4:37 PM
127	n/a	8/27/2021 3:46 PM
128	Seneca	8/27/2021 2:36 PM
129	Grand Rapids by Lake Wazeecha	8/27/2021 11:43 AM
130	In a house, in Grand Rapids.	8/27/2021 10:20 AM
131	Grand Rapids	8/27/2021 10:04 AM
132	Grand Rapids	8/27/2021 9:31 AM
133	Wisconsin Rapids	8/27/2021 8:48 AM
134	Town of Grand Rapids	8/27/2021 8:34 AM
135	Port Edwards	8/27/2021 6:45 AM
136	Wisconsin Rapids	8/26/2021 10:18 PM
137	Wisconsin Rapids, just outside the city limits in the town of Grand Rapids	8/26/2021 10:06 PM
138	Grand Rapids	8/26/2021 8:37 PM
139	Grand rapids	8/26/2021 8:29 PM
140	Biron	8/26/2021 7:33 PM
141	Wisconsin Rapids	8/26/2021 7:15 PM
142	Near West grand Ave. / West Side	8/26/2021 7:04 PM
143	Grand Rapids	8/26/2021 7:02 PM
144	Grand Rapids	8/26/2021 5:33 PM
145	Grand Rapids	8/26/2021 5:03 PM
146	Marshfield	8/26/2021 2:20 PM

Wood County Bicycle & Pedestrian Plan

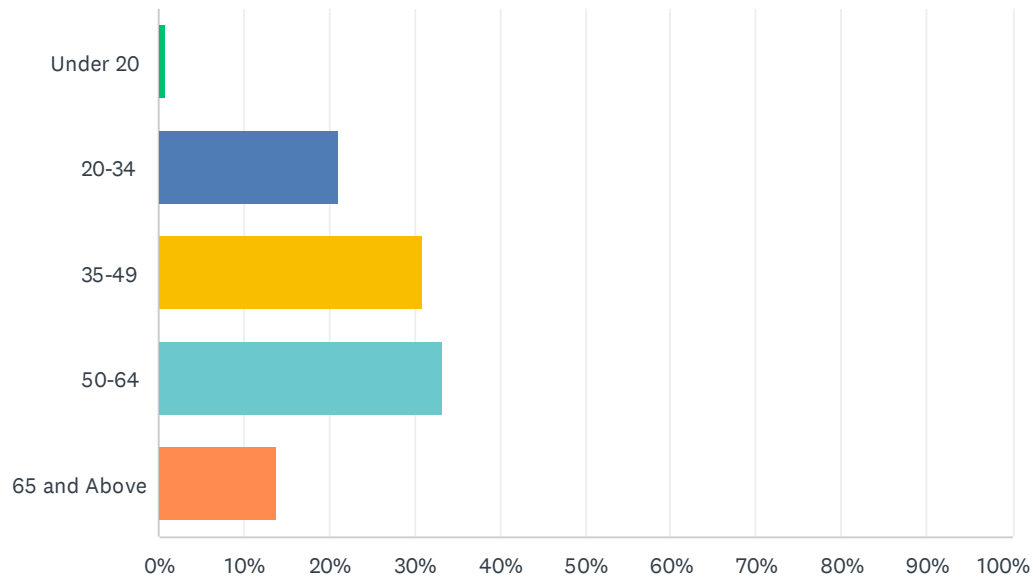
147	Grand Rapids	8/26/2021 1:37 PM
148	Grant	8/26/2021 1:02 PM
149	Arpin	8/26/2021 11:38 AM
150	Town of Auburndale	8/26/2021 11:27 AM
151	Pittsville	8/26/2021 11:24 AM
152	Pittsville	8/26/2021 11:03 AM
153	Vesper	8/26/2021 10:46 AM
154	Town of Grand Rapids	8/26/2021 10:44 AM
155	Village of Auburndale	8/26/2021 10:28 AM
156	Wisconsin Rapids	8/26/2021 10:27 AM
157	Marshfield	8/26/2021 10:00 AM
158	VILLAGE OF PORT EDWARDS	8/26/2021 9:47 AM
159	City of Pittsville	8/26/2021 9:35 AM
160	Pittsville	8/26/2021 9:34 AM
161	Wisconsin Rapids	8/26/2021 8:36 AM
162	Grand Rapids	8/26/2021 8:22 AM
163	Grand Rapids	8/26/2021 8:12 AM
164	Town of Hansen. Hemlock Road	8/26/2021 8:01 AM
165	Townline Rd	8/26/2021 7:53 AM
166	Wisconsin Rapids	8/26/2021 7:18 AM
167	Biron	8/26/2021 7:12 AM
168	Biron	8/26/2021 6:58 AM
169	Pittsville	8/26/2021 6:47 AM
170	grand rapids	8/25/2021 11:27 PM
171	Wisconsin Rapids	8/25/2021 10:06 PM
172	Mill Creek Drive, Marshfield School District, marshfield address	8/25/2021 9:00 PM
173	Townline Rd. , which separates Grand Rapids from Saratoga townships.	8/25/2021 4:32 PM
174	Grand Rapids	8/25/2021 4:18 PM
175	Grand Rapids	8/25/2021 4:10 PM
176	Town of Richfield	8/25/2021 3:30 PM
177	nekoosa	8/25/2021 2:55 PM
178	Grand Rapids	8/25/2021 2:44 PM
179	Town of Grand Rapids	8/25/2021 2:44 PM
180	Marshfield	8/25/2021 2:26 PM
181	Village of Port Edwards	8/25/2021 2:22 PM
182	Wisc. Rapids	8/25/2021 1:39 PM
183	Wi Rapids	8/25/2021 1:31 PM
184	Reddin Road Wisconsin Rapids	8/25/2021 1:29 PM

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185	Wisconsin Rapids	8/25/2021 1:26 PM
186	Grand rapids	8/25/2021 1:21 PM
187	Wisconsin rapids	8/25/2021 1:18 PM
188	South of Wisc Rapids	8/25/2021 1:18 PM
189	On the west side of town	8/25/2021 1:16 PM
190	South of the Expressway	8/25/2021 1:11 PM
191	Marshfield area	8/25/2021 1:09 PM
192	Hewitt, WI	8/25/2021 1:05 PM
193	township of Milladore	8/25/2021 12:52 PM
194	Grand Rapids	8/25/2021 12:45 PM
195	saratoga	8/25/2021 12:44 PM
196	grand rapids	8/25/2021 12:40 PM
197	Eastern Part	8/25/2021 12:36 PM
198	Wisconsin Rapids	8/25/2021 12:36 PM
199	On 2nd Ave. S. right by the river.	8/25/2021 12:36 PM
200	Wisconsin Rapids	8/25/2021 12:30 PM
201	Grand Rapids	8/25/2021 12:28 PM
202	The town of Saratoga	8/25/2021 12:24 PM
203	VILLAGE OF PORT EDWARDS	8/25/2021 12:23 PM
204	North Adams county	8/25/2021 12:21 PM
205	Hwy 13 S in town of Saratoga	8/25/2021 12:20 PM
206	Port Edwards	8/25/2021 12:19 PM
207	Wisconsin Rapids	8/25/2021 12:19 PM
208	Grand Rapids	8/25/2021 12:17 PM
209	Port Edwards	8/25/2021 12:17 PM
210	Grand Rapids	8/25/2021 12:15 PM
211	WI Rapids	8/25/2021 12:14 PM
212	Currently Wisconsin Rapids, previously Port Edwards.	8/25/2021 10:37 AM
213	Nekoosa	8/25/2021 9:09 AM
214	I guess I am just across the Wood county line into Juneau but have lived in Wood county 90% of my life and work in Wood County	8/25/2021 8:48 AM
215	City of Nekoosa	8/25/2021 8:43 AM

Q16 What is your current age?

Answered: 223 Skipped: 2



ANSWER CHOICES	RESPONSES	
Under 20	0.90%	2
20-34	21.08%	47
35-49	30.94%	69
50-64	33.18%	74
65 and Above	13.90%	31
TOTAL		223

APPENDIX B – WIKI MAP PUBLIC COMMENTS

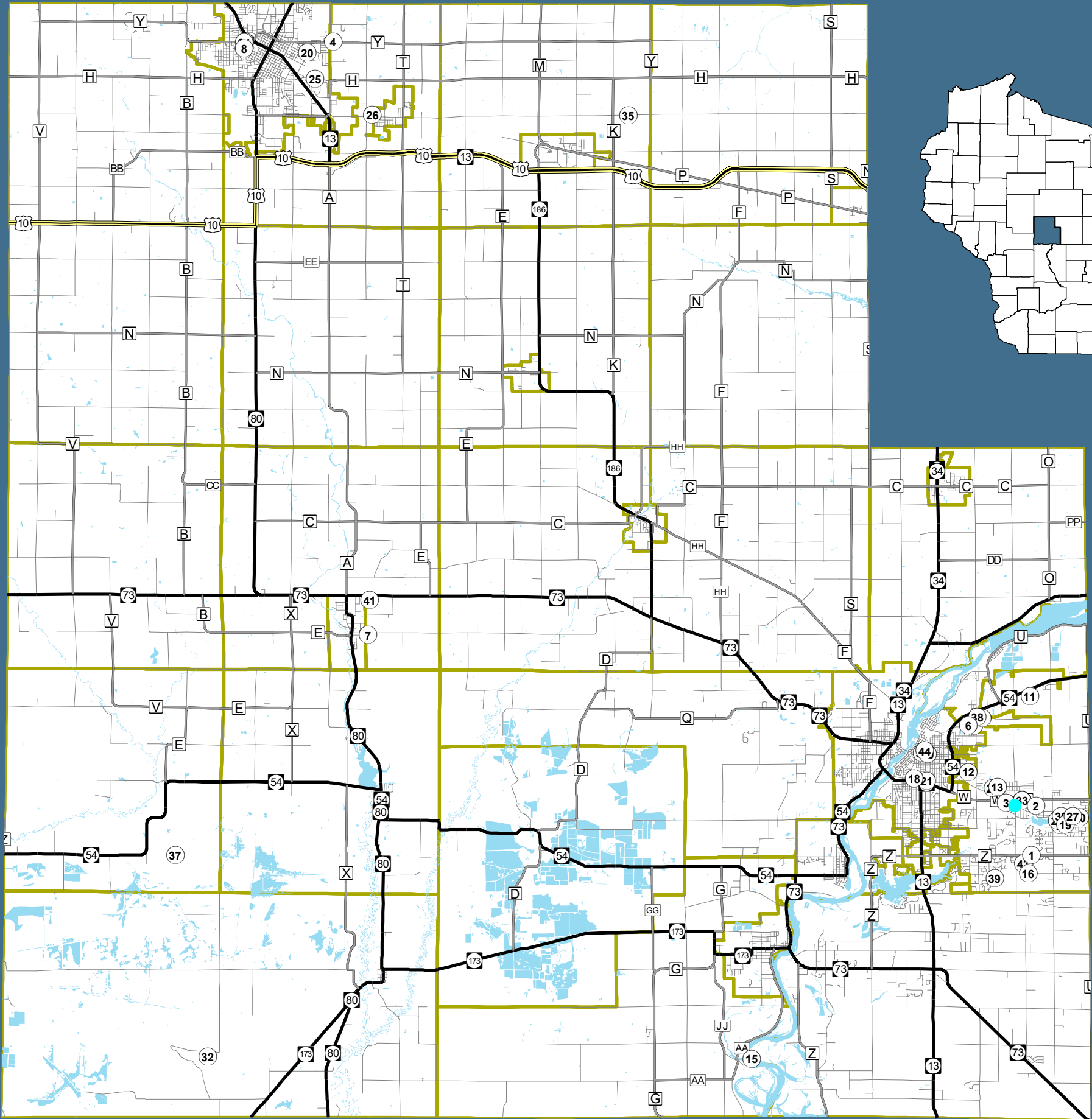
MAP ID	Map Suggestion Type	Additional Comments
1	This spot is dangerous	48th/CTH Z
2	Conflict area	Absolute nightmare. Almost hit multiple times
3	Conflict area	ambulance atv route for training
4	This spot is dangerous	As a high schooler, I would bike down this road.
5	Conflict area	blind spot to the south while crossing to west
6	This spot is dangerous	blind spot while crossing, high speed
7	Destination I walk or bike to frequently	Center of State marker
8	Conflict area	concern getting between 5th and Adler
9	Conflict area	dangerous spot to cross the highway to take existi
10	Destination I walk or bike to frequently	Dangerous; shared between road and walking path
11	This spot is dangerous	Hard to cross biking and walking.
12	This spot is dangerous	High speed traffic that ignores bikers and pedestr
13	Conflict area	high traffic
14	Conflict area	I was hit by a truck on my bike here
15	This spot is dangerous	It is hard to see people walking/biking on hill
16	Destination I walk or bike to frequently	Knoll Park
17	Destination I walk or bike to frequently	Lake Wazeecha
18	Destination I walk or bike to frequently	love trail under bridge!
19	Improved access needed to reach this destin	Need for paths and trails to Lake Wazzecha
20	Destination I walk or bike to frequently	Need to update sidewalks
21	This spot is dangerous	No easy way to cross here.
22	This spot is dangerous	North Park Road along the lake
23	This spot is dangerous	Old people stop and go without yeilding to bikes
24	Conflict area	Path ends with nothing going south
25	This spot is dangerous	Right turn lane onto Veterans hard to see bikers.
26	This spot is dangerous	Road is narrow, no white lines even.
27	Destination I walk or bike to frequently	Shared path; dangerous when cars approach.
28	This spot is dangerous	Shared road with pedestrians & Vehicles
29	This spot is dangerous	Shared space with foot traffic and vehicle
30	This spot is dangerous	Shared trail w/pedestrians and vehicles
31	This spot is dangerous	So many people turn here to get to Wazeecha and 48
32	Destination I walk or bike to frequently	South Bluff trails
33	Conflict area	Super dangerous here. No clear way to cross
34	Conflict area	The walking path needs major pavement improvement
35	This spot is dangerous	Topography and truck traffic.
36	Conflict area	Trail ends and no sidewalk to go south?
37	This spot is dangerous	very busy and needs pedestrian crossing
38	This spot is dangerous	very hard to cross the street, high speed
39	This spot is dangerous	Very low visibility for drivers to see pedestrians
40	Destination I walk or bike to frequently	Veteran's Memorial Park
41	Improved access needed to reach this destin	Walk from Cemetery to 4th
42	Conflict area	Walkers/bikers park in permit parking only spaces.
43	Destination I walk or bike to frequently	Weslan Park
44	Destination I walk or bike to frequently	Wisconsin Rapids Downtown Farmers Market
45	I want a path here	A connector multi use path to Town of Rome.
46	I want a path here	A connector path to the Town of Rome somewhere.
47	This route is dangerous	a roundabout is planned for here.
48	I want a path here	A trail to connect to YMCA and Park
49	I want a path here	Arpin to Vesper
50	This route is dangerous	atv training area

51	I want a path here	bike path to Chili - tie into new trail
52	I want a path here	Connect Auburndale and their High School
53	I want a path here	Connect Madison Elementary and Senior High to path
54	I want a path here	Connect mall, braem and northern marshfield
55	I want a path here	Connect to Wazeecha path
56	I want a path here	connecting path between existing path and lake Waz
57	I want a path here	Connection from Wazeecha path
58	Route I like to bike	Connects a loop from Wazeecha to trail on Kahoun R
59	Route I like to walk	connects s biron dr to kahoun rd
60	Route needs walking improvement	Constant Park flood and washout from Hobnail creek
61	I want a path here	Construct multi use path on abandoned railroad
62	Route I like to bike	DELETE
63	Route I like to bike	Existing Bike/Walk Trail
64	I want a path here	Existing railroad ROW used for snowmobiling.
65	I want a path here	Existing railroad ROW used for snowmobiling.
66	This route is dangerous	Heavy Traffic, rough shoulder
67	Route needs bike improvement	its rough
68	I want a path here	Many people walk and bike along Griffith
69	I want a path here	need a bike route to cross the lake
70	I want a path here	Need a path here to get into town
71	I want a path here	Need off-road from NW Park to Pittsville
72	I want a path here	Need safe route to North Wood County Park
73	Route I like to bike	Needs a bike path! Traffic is dangerous!
74	Route I like to bike	needs pavement improvements on washington st betwe
75	Route I like to walk	Nice to walk thru park for scenery
76	Route I like to walk	North beach NEPCO to county park
77	I want a path here	Not safe to bike through here. Connect up 29th.
78	I want a path here	Not sure of exact route. Park to Arpin
79	I want a path here	numerous people run, walk, and bike this section
80	I want a path here	Old path around airport is missed!
81	Route needs bike improvement	old rr tracks perfect route to Lake
82	Route needs bike improvement	pavement is awful; trees overhang trail.
83	I want a path here	Please! Drivers do not slow down or move over
84	Route I like to bike	Rapids, Port Edwards, Nekoosa, Grand Rapids 20 mil
85	I want a path here	Riding along Cty Z/ Golf Course Rd is a bit scary.
86	Route needs bike improvement	roads need widening and more signage
87	I want a path here	Route or path from Dexter Park to Sandhill
88	This route is dangerous	s biron is NARROW
89	This route is dangerous	s biron is NARROW - caution
90	This route is dangerous	Shared road with pedestrians and vehicles
91	I want a path here	so I can bike safely to town, & to the lake
92	I want a path here	There is no sidewalk here and no curb in areas.
93	This route is dangerous	traffic heavy here
94	This route is dangerous	Traffic is horrible
95	Route needs bike improvement	Trail surface is extremely rough
96	Route needs bike improvement	trail would tie into county park
97	I want a path here	Use Park Road to get to Dexter Park
98	Route I like to bike	Widening church Ave would be helpful.

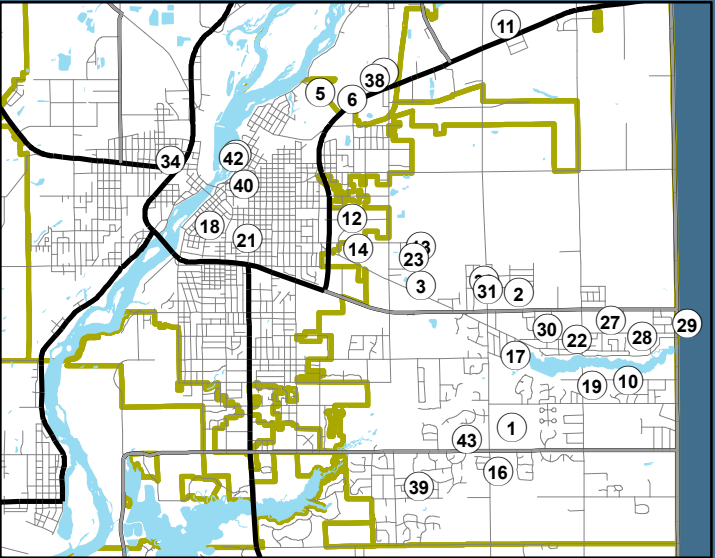
Online Comment Key
Wood County, Wisconsin

Legend

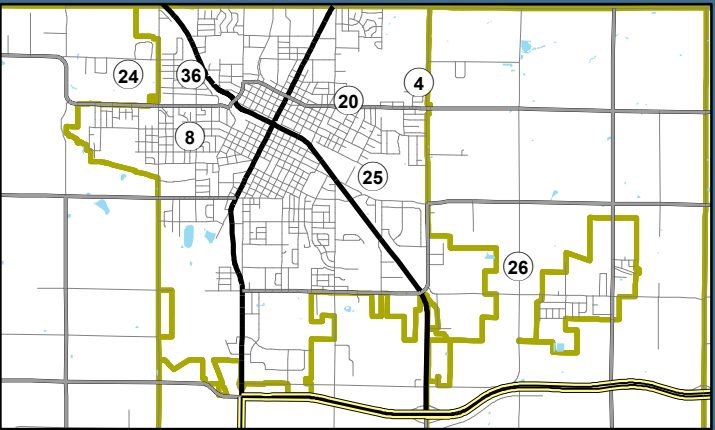
- ⑤ Comment ID
- Minor Civil Divisions
- U.S. Highways
- State Highways
- County Highways
- Local Roads
- Water



Wisconsin Rapids



Marshfield



Wood County
Bike & Pedestrian Plan

SOURCE: NCWRPC, Wood County,
City of Marshfield, City of WI Rapids, & WisDNR

This map is neither a legally recorded map nor a survey
of the actual boundary of any property depicted. This
drawing is a compilation of records, information and
data used for reference purposes only. NCWRPC is not
responsible for any inaccuracies herein contained.

Prepared By:
North Central Wisconsin Regional Planning Commission
210 McClellan St. Wausau, WI 54403 - www.ncwrpc.org
Date Printed: Wednesday, May 7, 2025



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APPENDIX C – SIGNAGE AND PAVEMENT MARKING

Bike Route Signs and Road Improvements for Bicycling

Bike Route Signs

The *Manual for Uniform Traffic Control Devices* (MUTCD) is the required manual to use when determining what sign is needed along a road or on private property that is open to the public. Other guides also exist such as NATCO's *Urban Bikeway Design Guide*, and WisDOT's *Wisconsin Bicycle Facility Design Manual*.

Section 2A.20 Excessive Use of Signs (From MUTCD 2023)

Guidance:

⁰¹ Regulatory and warning signs should be used conservatively because these signs, if used to excess, tend to lose their effectiveness. Route signs and directional guide signs for primary routes and destinations should be used frequently at strategic locations because their use promotes efficient operations by keeping road users informed of their location.

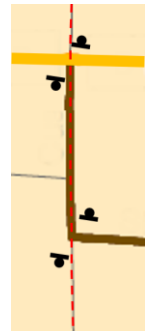
NCWRPC Note: Since the bike route signs (D11-1, and m series) below are guide signs, then frequent use is justified per the above guidance (2A.20). Frequent use is defined below in the NACTO text **for urban locations**. **Rural locations** should only use these guide signs leading away from any road functionally classified as *Minor Collector* or higher.

“...every 2 to 3 blocks along bicycle facilities, unless another type of sign is used (e.g., within 150 ft of a turn or decision sign). Should be placed soon after turns to confirm destination(s). **Pavement markings can also act as confirmation that a bicyclist is on a preferred route.**”

(From NACTO Urban Bikeway Design Guide)

Rural Location

Bike Route
sign frequency



MUTCD Figure 9D-1. Guide Signs and Plaques for Bicycle Facilities (3 Sheets of Signs)

Note: Bicycles are allowed on most streets, so do not use “Begin” or “End” signs above a bike route sign. Motorists may interpret their use as bicycles are only allowed on bike routes.



M4-14

M4-6



D11-1



M5-1



M6-2



M6-1

This “M1-8” sign may be used instead of the “D11-1” sign if route numbers are used.



M1-8

Any bicycle guide sign, like this “D1-3b” sign may be used for bicyclist wayfinding.

See MUCTD for guidance.



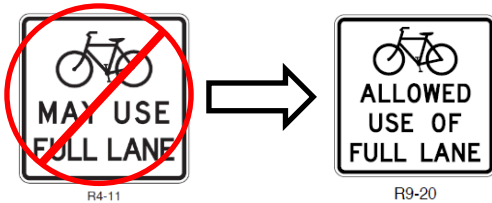
D1-3b

Note: Making these guide signs (like D1-3b) the same size as if they were for motorists would then double as education that bicyclists are expected in the area.



Bike Route Signs and Road Improvements for Bicycling

May Use Full Lane (R4-11, MUTCD 2009) has been replaced with **Allowed Use Of Full Lane** (R9-20, MUTCD 2023).



In situations where there is a need to warn motorists to watch for bicyclists traveling along the road, the **W11-1** sign may be used.

Share The Road (W16-1P, MUTCD 2009) is no longer allowed.



W11-1*

Place this **W11-1** sign (below) possibly on highways that enter urban areas where bicycling is expected, like on signed bike routes. Consult WisDOT for state highways, or the Highway Commissioner for county highways.

Where a “sharrow” is painted in a lane that is not at least 14-feet wide, consider placing this sign (below) in line with an initial painted “sharrow,” or where additional education is desired.
To reduce sign pollution, only place this sign by an initial “sharrow.”

After the last block where a **Bike Route** sign is installed, place the **W11-1** sign at the start of the next block/road intersection.

If bike route ends at a 4-way intersection, then three **W11-1** signs should be used – similar to how county highways are signed.



Sharred Lane Marking
 (“sharrow”)



Traffic
direction.

Mount this sign first.

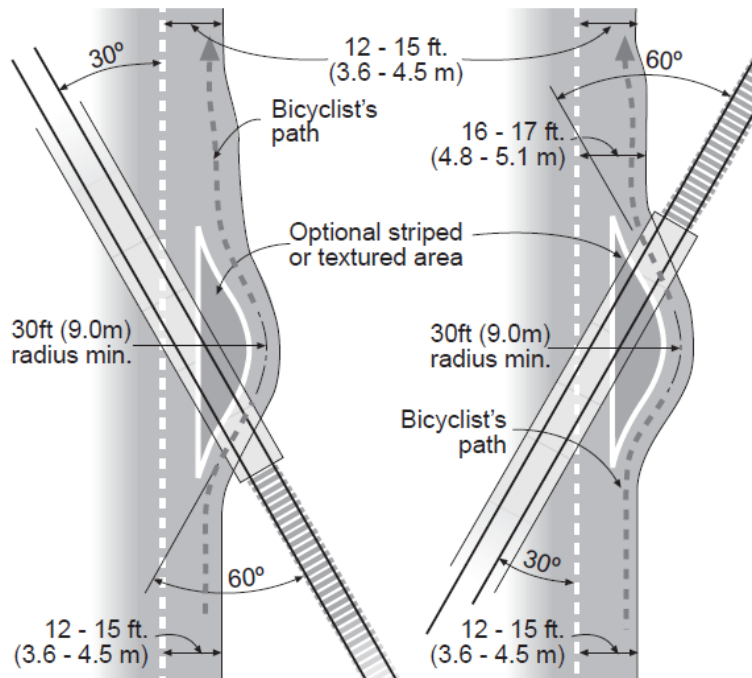


Road Improvements for Bicycling

WisDOT's *Wisconsin Bicycle Facility Design Manual* is the required manual to use when designing on-street bicycle accommodations. Other guides also exist such as NATCO's *Urban Bikeway Design Guide*.

Railroad Crossing Improvement

Pave railroad crossings per below, so bicycles may cross tracks perpendicularly.



Source: WisDOT, Wisconsin Bicycle Facility Design Handbook

Town Roads

No improvements beyond a bike route sign are needed on asphalt paved or seal coated rural roads with traffic volumes less than 500 AADT (annual average daily traffic).

Dust should be controlled on gravel rural roads that are signed as bicycle routes.

On quiet country roads, little improvement is necessary to create excellent bicycling routes (fig. 2-9). Examples include town roads and many county trunk highways. State trunk highways and some county trunk highways, however, tend to have more traffic and a higher percentage of trucks. As a result, they are often improved with the addition of paved shoulders (sec. 2.6).

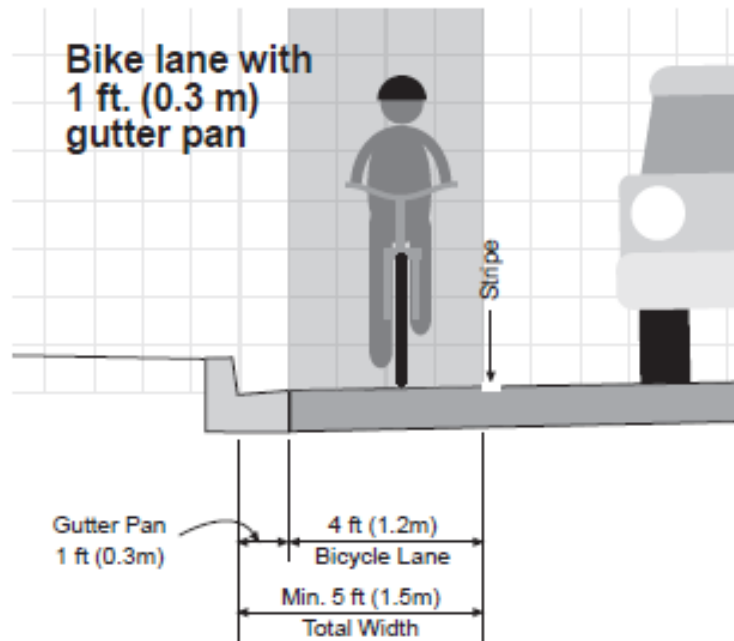


Figure 2-9: Many low-volume country roads need few improvements in order to serve bicyclists well.

Source: WisDOT, Wisconsin Bicycle Facility Design Handbook, 2009

Asphalt Road with curb

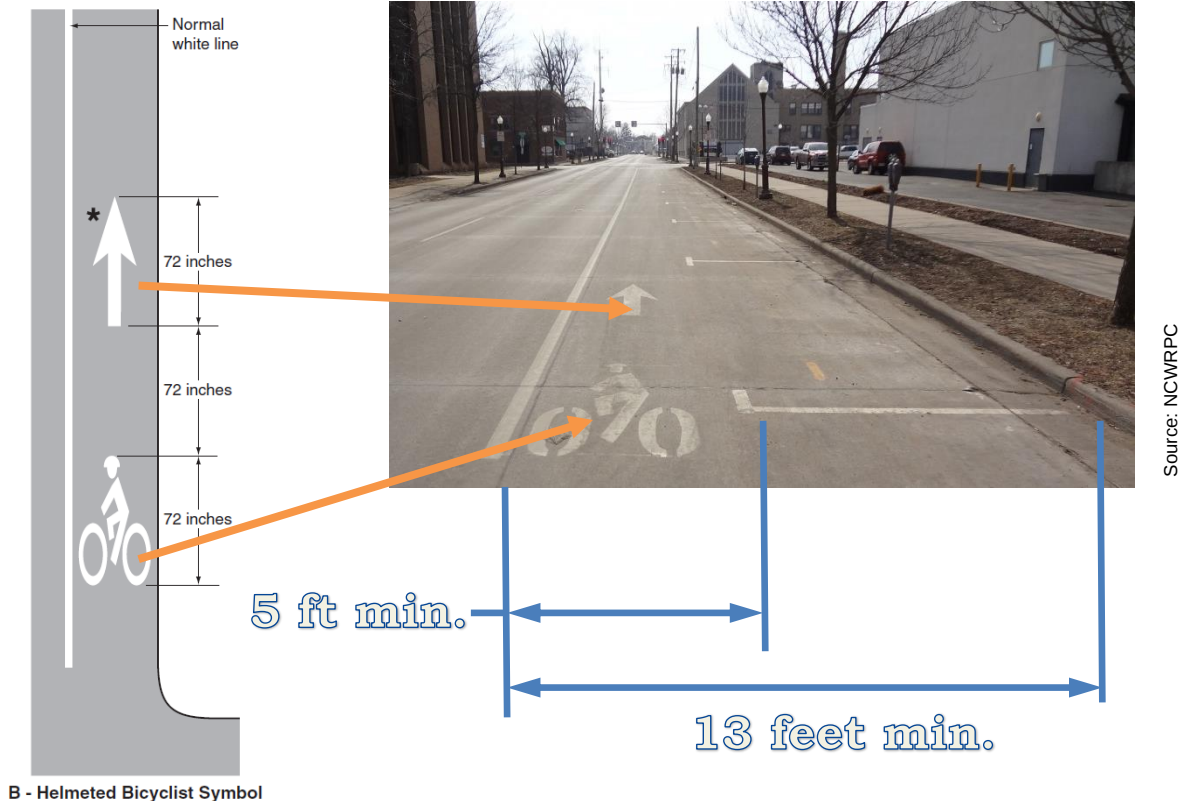
On a curbed asphalt street without parking, the standard clear width of a bicycle lane is 4 feet, as measured from the inside of the stripe to the joint line with the gutter pan. Depending on whether a 1 foot or 2 foot gutter pan is used, the total width from curb face to the bike lane stripe would either be 5 or 6 feet total.



Source: WisDOT, Wisconsin Bicycle Facility Design Handbook, 2009

Road with parking and curb – 1 of 2

Sample bike lane next to **painted** on-street parking.



B - Helmeted Bicyclist Symbol

Source: WisDOT, Wisconsin Bicycle Facility Design Handbook

MUTCD 2009 Figure 9C-3



A – Bike Symbol

NOTE: MUTCD 2023 no longer allows the helmeted bicyclist symbol. Use bike symbol instead.

Continued on next page...

Road with parking and curb – 2 of 2

Sample bike lane next to **non-painted** parking lane.



MUTCD 2009 Figure 9C-3



A - Bike Symbol

NOTE: MUTCD 2023 no longer allows the helmeted bicyclist symbol. Use bike symbol instead.

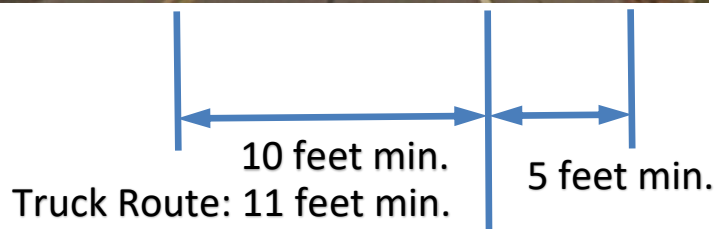
Paved Shoulder

Sample ***paved shoulder for bicycles*** on a street:

Where on-street parking is necessary to keep, but where that parking may not be used consistently, an ***urban shoulder*** is suggested to be painted to encompass up to 7 feet of the whole parking lane (or 9-feet off a curb face where a gutter pan is 2-feet wide). This area may be used to park cars and ride a bike in when cars are not there.

NOTE 1: Do not paint bike lane markings on the shoulder.

NOTE 2: You may add bike route signage.



A 5-foot paved shoulder provides a safe space for adults to walk and bike on low traffic volume roads; very useful where truck traffic is higher too. Trucks and cars can pull off the road to adjust their vehicles, or bicycles can ride here.

If the traffic volume is higher than 500 AADT, then for elementary school kids, a sidewalk or off-street path is necessary for kids to walk on. Middle schoolers may feel comfortable biking on a 5-foot ***or wider*** shoulder.

If traffic is riding over the white line, then install bicycle safe rumble strips on the white lines.

Contact your WisDOT Bicycle Coordinator to verify what size shoulder a specific road should have based upon expected bicycle and pedestrian traffic.



APPENDIX D – BICYCLE PARKING GUIDANCE

Bicycle Parking Guidelines

A summary of recommendations from the Association of Pedestrian and Bicycle Professionals

Bicycle Parking Design

- Required spaces shall be at least 2 feet by 6 feet.
- An access aisle of at least 5 feet shall be provided in each facility.
- Racks shall be situated to allow a minimum of 2 feet between adjacent bike parking stalls.
- Spaces shall have a vertical clearance of at least 80 inches.

Bicycle Rack Design

Structures that require a user-supplied locking device:

- must accommodate U-shaped locking devices;
- support the bike frame at two points;
- be securely anchored to the ground or the building structure; and
- be designed and maintained to be mud and dust free.

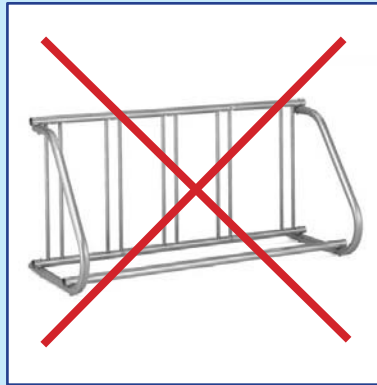
Bicycle Rack Location

- Racks should be located in a clearly designated safe and convenient location.
- Racks should be designed and located to be harmonious with the surrounding environment.
- Racks should be at least as convenient as the majority of auto parking spaces provided.

To learn more about bicycle parking guidelines, visit the Association of Pedestrian and Bicycle Professionals at: www.apbp.org.

These bicycle racks do NOT meet the design guidelines:

Grid or Fence Style Racks



Wave or Ribbon Style Racks



These bicycle racks DO meet the design guidelines:

Inverted-U Style Racks



Angled Wave Style Racks



Freestanding Style Racks



The above images are examples only. NCWRPC does not endorse any particular bicycle rack manufacturers.

If you have questions about whether a particular bicycle parking rack you are considering using meets these requirements, please contact NCWRPC planner **Fred Heider**, AICP at fheider@ncwrpc.org.

PLACEMENT OF BICYCLE PARKING RACKS

RACK PLACEMENT RULES:

5' from:

Fire hydrant
Crosswalk

4' from:

Loading zone
Bus stop
Bus shelter
Bus bench

Min. 2', Rec. 3' from:

Curb

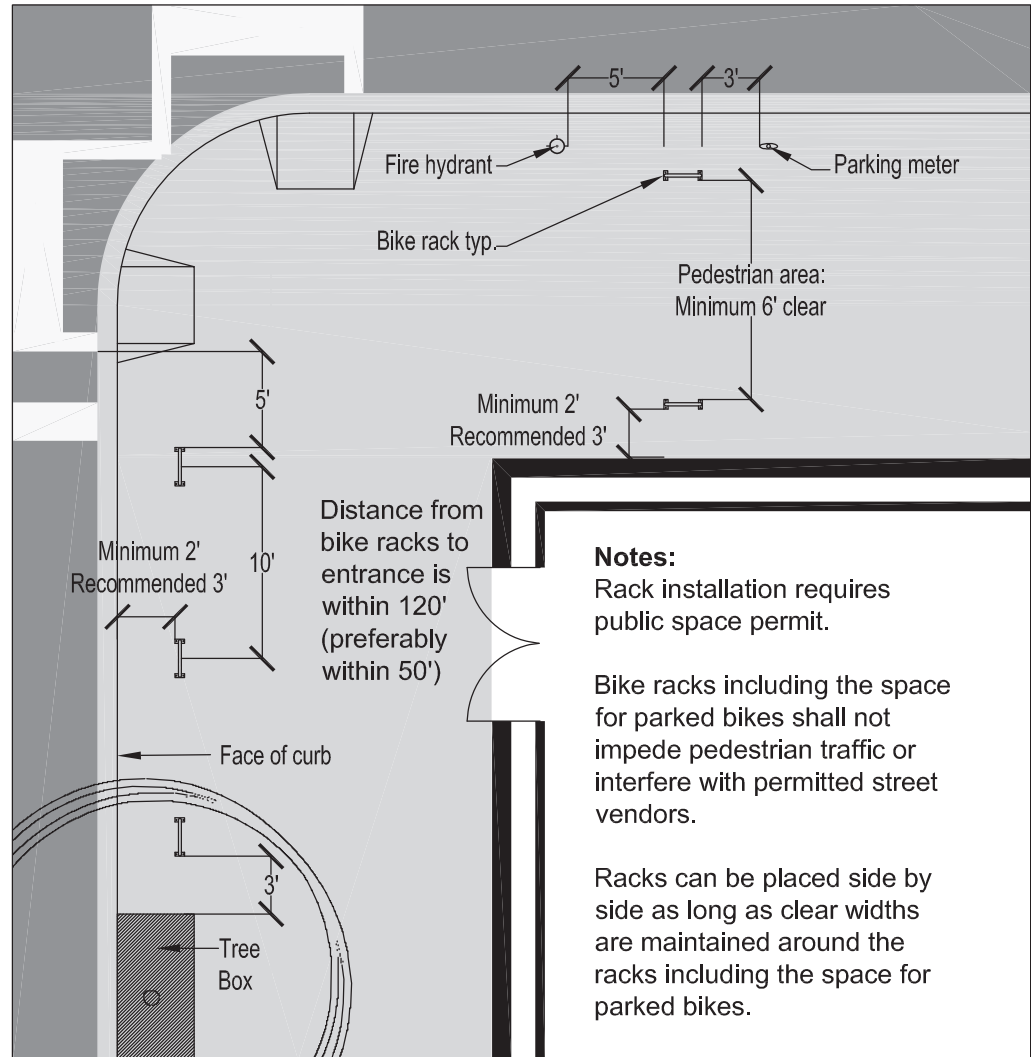
3' from:

Parking meter
Newspaper rack
US mailbox
Light pole
Sign pole
Driveway
Tree space
Trash can
Other street furniture
Other sidewalk obstructions

WALL SETBACKS

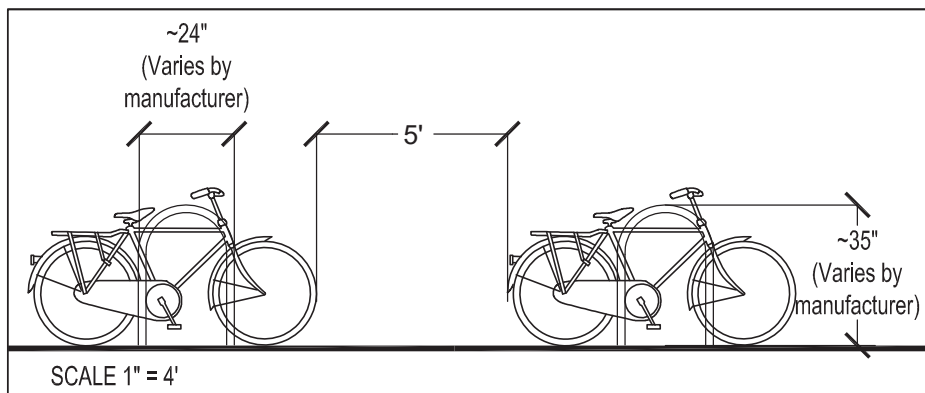
For racks set parallel to a wall:
Min. 24", Rec. 36"

For racks set perpendicular to a wall:
Min. 28", Rec. 36"

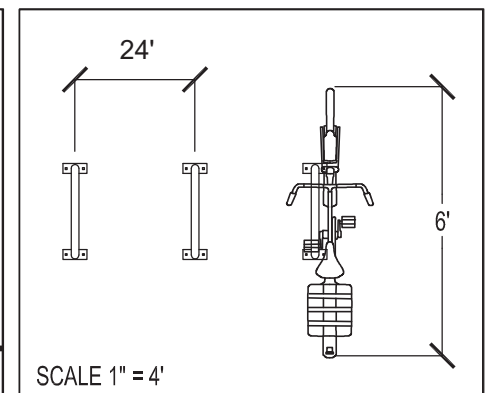


SCALE 1" = 10'

SIDE VIEW



SIDE BY SIDE RACKS:



City of Baltimore
Department of Transportation
Bicycle Facility Design Guide

REVISED:
Aug. 2005
SCALE:
AS NOTED

4

APPENDIX E – WI RECREATIONAL IMMUNITY STATUTE

WISCONSIN'S RECREATIONAL IMMUNITY STATUTE: HOW MUCH PROTECTION DOES IT OFFER?

By: Claire Silverman, Legal Counsel

Many Wisconsin municipalities own property used to provide residents and visitors with opportunities for recreation. These include municipal parks, playgrounds, pools, beaches, golf courses, tennis courts, skating rinks, hills used for sledding, skateboard parks, and paths and trails used for various activities like biking, running, walking, rollerblading, skiing, and snowmobiling. Municipal officials often inquire whether the municipality or its officials are exposed to liability for injuries that occur while people are engaged in these various activities on municipal property. Generally speaking, the answer is no.

Section 895.52, commonly referred to as Wisconsin's "recreational immunity" statute, provides property owners, including municipal governments, with immunity against liability for any injury to a person engaged in a recreational activity on the owner's property. Although the statute provides broad immunity to municipal property owners, it is not absolute. There are statutory exceptions and some significant cases interpreting the law as it pertains to municipalities and other governmental bodies that a municipality must be aware of. This legal comment attempts to explain the general protections offered by the recreational immunity statute, as well as its limitations.

STATUTORY PURPOSE AND COVERAGE

The legislature enacted Wis. Stat. sec. 895.52 at the same time that it repealed Wisconsin's first recreational use statute because judicial interpretation had created a number of exceptions which rendered the statute ineffective.¹ In enacting the current statute, the legislature expressly stated that it intended to overrule any previous Wisconsin supreme court decisions interpreting the predecessor to 895.52, if the decision was more restrictive than or inconsistent with the provisions of the new act.

The recreational immunity statute was enacted to "limit the liability of property owners toward others who use their property for recreational activities under circumstances in which the owner does not derive more than a minimal pecuniary benefit."² To that end, sec. 895.52, Stats., provides that no owner, officer, employee or agent of an owner owes to any person who enters the owner's property³ to engage in recreational activity:

1. A duty to keep the property safe for recreational activities;
2. a duty to inspect the property; or
3. a duty to give warning of an unsafe condition, use or activity on the property.

The statute further provides that "no owner and no officer, employee or agent of an owner is liable for the death of, any injury⁴ to, or any death or injury caused by, a person engaging in a recreational activity on the owner's property or for any death or injury resulting from an attack by a wild animal."

There are two statutory exceptions. Section 895.52(4) provides that the statute does not limit the liability of a municipality or any of its agencies or of an officer, employee, or agent for either of the following:

1. A death or injury that occurs on property of which a governmental body is the owner at any event for which the owner charges an admission fee *for spectators*;
2. death or injury caused by a malicious act or by a malicious failure to warn against an unsafe condition of which an officer, employee, or agent of a governmental body knew, which occurs on property designated by the governmental body for recreational activities.

Conduct is "malicious" when it is the result of hatred, ill will, or revenge, or is undertaken when insult or injury is intended.⁵

STATUTORY DEFINITIONS AND TERMS

Most of the specific terms used in sec. 895.52, Stats., are defined within the statute. "Owner" is defined as "a person, including a governmental body... that owns, leases or occupies property" or that "has a recreational agreement with another owner." The term "governmental body" includes a "municipal governing body, agency, board, commission, committee, council, department" or a formally constituted subunit of any such body.

Of all the terms used in sec. 895.52, "recreational activity" has spawned the most litigation. The statute broadly defines "recreational activity" as "any outdoor activity undertaken for the purpose of exercise, relaxation or pleasure, including practice or instruction in any such activity." Importantly, the term excludes any organized team sport activity sponsored by the owner of the property on which the activity takes place. In enacting the statute, the legislature provided an extensive list of the kinds of activities that are meant to be included within the term but noted that it was impossible to specify every activity which might constitute a recreational activity.⁶ Where substantially similar circumstances or activities exist, the legislature intended that sec. 895.52 be liberally construed in favor of property owners to protect them from liability.⁷

(CONTINUED ON PAGE 26)

RECREATIONAL IMMUNITY (CONTINUED)

SIGNIFICANT COURT DECISIONS

Over the years, the recreational immunity statute has spawned litigation. This litigation has involved, among other issues, whether the recreational immunity afforded by the statute is affected when municipalities undertake to provide services they are not obliged to undertake, like supervision, which are then performed inadequately; whether someone was engaged in recreational activity when the injury or death in question occurred; and the limits of the organized sports exception. Although space constraints prevent a comprehensive discussion of the case law interpreting the statute, it's worth noting a few things.

For the most part, the courts have been mindful of the recreational immunity statute's underlying purpose of encouraging property owners to open property to recreational users and, in light of the legislature's clear attempt to overrule judicially created exceptions to the predecessor statute, have not wavered in situations where application of the statute appears harsh because of alleged municipal negligence. The courts have

held that a municipality does not lose the protection of the recreational immunity statute by undertaking an obligation that it need not take, such as providing some sort of supervision of recreational activities on municipal property, and performing in a manner that's alleged to be negligent.⁸

The courts have had more difficulty, however, drawing the line between recreational and non-recreational activities in varied fact situations. The Wisconsin Supreme Court has said that it continues to be frustrated in its efforts to state a test that can be applied easily because of the "seeming lack of basic underlying principles in the statute."⁹ This difficulty makes it harder to predict with certainty, what the outcome will be in a given case. In determining whether someone is engaged in a recreational activity or not, the courts have held that the injured person's subjective assessment of the activity is pertinent, but not controlling. A court must consider the nature of the property, the nature of the owner's activity, and the reason the injured person is on the property. A court should consider the totality of circumstances surrounding the activity, including the intrinsic nature, purpose, and consequences of the



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RECREATIONAL IMMUNITY (CONTINUED)

activity. A court should apply a reasonable person standard to determine whether the person entered the property to engage in a recreational activity. Finally, a court should consider whether the activity in question was undertaken in circumstances substantially similar “to the circumstances of recreational activities set forth in the statute.”¹⁰

In some cases, the issue has been whether the intrinsic nature of the activity is commercial rather than recreational so that the recreational immunity statute might be held inapplicable. Profit earned by a governmental body does not, in itself, convert a recreational event into a commercial one for purposes of the recreational use statute.¹¹

Other court decisions with significance for municipalities involve cases where the courts have interpreted the exclusion from the definition of “recreational activity” of any organized team sport activity sponsored by the owner of the property on which the activity takes place. In *Hupf v. City of Appleton*,¹² a participant in a recreational softball league sued the city, alleging negligence, after he was struck in the eye by a softball while leaving the city park. The court held that the City was the “sponsor” of the softball league within the meaning of the recreational immunity statute, even if the city did not have a profit motive, where the city took team registrations, maintained the grounds, and provided umpires, scoreboards, bases, and softballs. As further evidence of the City’s sponsorship, the court looked to a exculpatory contract signed by participants releasing the city from any damage claims and referring to the city Parks and Recreation department or the school district as “sponsoring” the league.

The City argued that because Hupf was injured while leaving the park and not while participating in the organized sport, the exclusion didn’t apply. The court rejected that argument, holding that although a walk in the park for the purpose of exercise, relaxation, or pleasure is an activity for which the owner is immune, “the legislature did not intend to create a corridor of immunity from the ball field to the parking lot when the walk is inextricably connected to a non-immune activity.” The court noted that this same logic applies equally when someone is engaged in a recreational activity that is covered by the statute, so that a momentary diversion such as going to the bathroom or taking a brief break from a recreational activity does not remove the protection of the recreational immunity statute.

In another case involving the organized sport exclusion, the Wisconsin Supreme Court held that the exception from landowner immunity extends not only to participants, but to spectators as well.¹³

CONCLUSION

Wisconsin’s recreational immunity statute, sec. 895.52, Stats., provides municipalities with broad immunity against liability for any injury to a person engaged in a recreational activity on municipal property. While the immunity is broad, it is not absolute. Municipal officials and municipal attorneys should be aware of statutory exceptions and case law interpretations that might expose a municipality to potential liability so that the municipality can secure the requisite insurance or implement measures to avoid such liability.

Liability 390R1

¹ See 1983 Wis. Act 418, repealing sec. 29.68 which was created in 1963.

² 1983 Wis. Act 418, sec. 1.

³ “Property” means real property and buildings, structures and improvements thereon, and the waters of the state. Section 895.52(1)(f), Stats.

⁴ “Injury” means an injury to a person or property. Section 895.52(1)(b), Stats.

⁵ *Ervin v. City of Kenosha*, 159 Wis.2d 464, 464 N.W.2d 654 (1991)

⁶ “Recreational activity” “includes hunting, fishing, trapping, camping, picnicking, exploring caves, nature study, bicycling, horseback riding, bird-watching, motorcycling, operating an all-terrain vehicle or utility terrain vehicle, operating a vehicle, as defined in s. 340.01(74) on a road designated under s. 23.115, recreational aviation, ballooning, hang gliding, hiking, tobogganing, sledding, sleigh riding, snowmobiling, skiing, skating, water sports, sight-seeing, rock-climbing, cutting or removing wood, climbing observation towers, animal training, harvesting the products of nature, sport shooting and any other outdoor sport, game or educational activity.” Sec. 895.52(1)(g), Stats.

⁷ 1983 Wis. Act 418, sec. 1.

⁸ See *Johnson v. City of Darlington*, 160 Wis.2d 418, 466 N.W.2d 233 (Ct. App. 1991) and *Ervin v. City of Kenosha*, 159 Wis.2d 464, 464 N.W.2d 654 (1991). But cf. *Linville v. City of Janesville*, 184 Wis.2d 705, 516 N.W.2d 427 (1994), where a vehicle was accidentally driven into a municipal pond while the occupants were looking at a fishing spot, and the paramedics allegedly were slow to respond or alleged to be negligent in other respects. Wisconsin Supreme Court held that sec. 895.52, Stats., did not afford the municipality immunity for injuries sustained by the recreational land users. The court reasoned that the claims were based on allegedly negligent emergency rescue services provided by the municipality which were unrelated to the municipality’s ownership of the recreational land or were based on the allegedly negligent actions of municipal employees whose employment was unrelated to the recreational land.

⁹ *Auman v. School Dist. of Stanley-Boyd*, 2001 WI 125, 248 Wis.2d 548, 635 N.W.2d 762.

¹⁰ *Id.*

¹¹ *Fischer v. Doylestown Fire Dept.*, 199 Wis.2d 83, 543 N.W.2d 575 (Ct. App. 1995). But cf. *Silingo v. Village of Mukwonago*, 156 Wis.2d 536, 458 N.W.2d 379 (Ct. App. 1990).

¹² *Hupf v. City of Appleton*, 165 Wis.2d 215, 477 N.W.2d 69 (Ct. App. 1991).

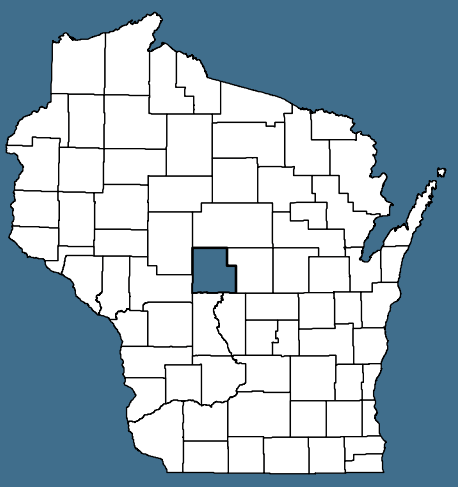
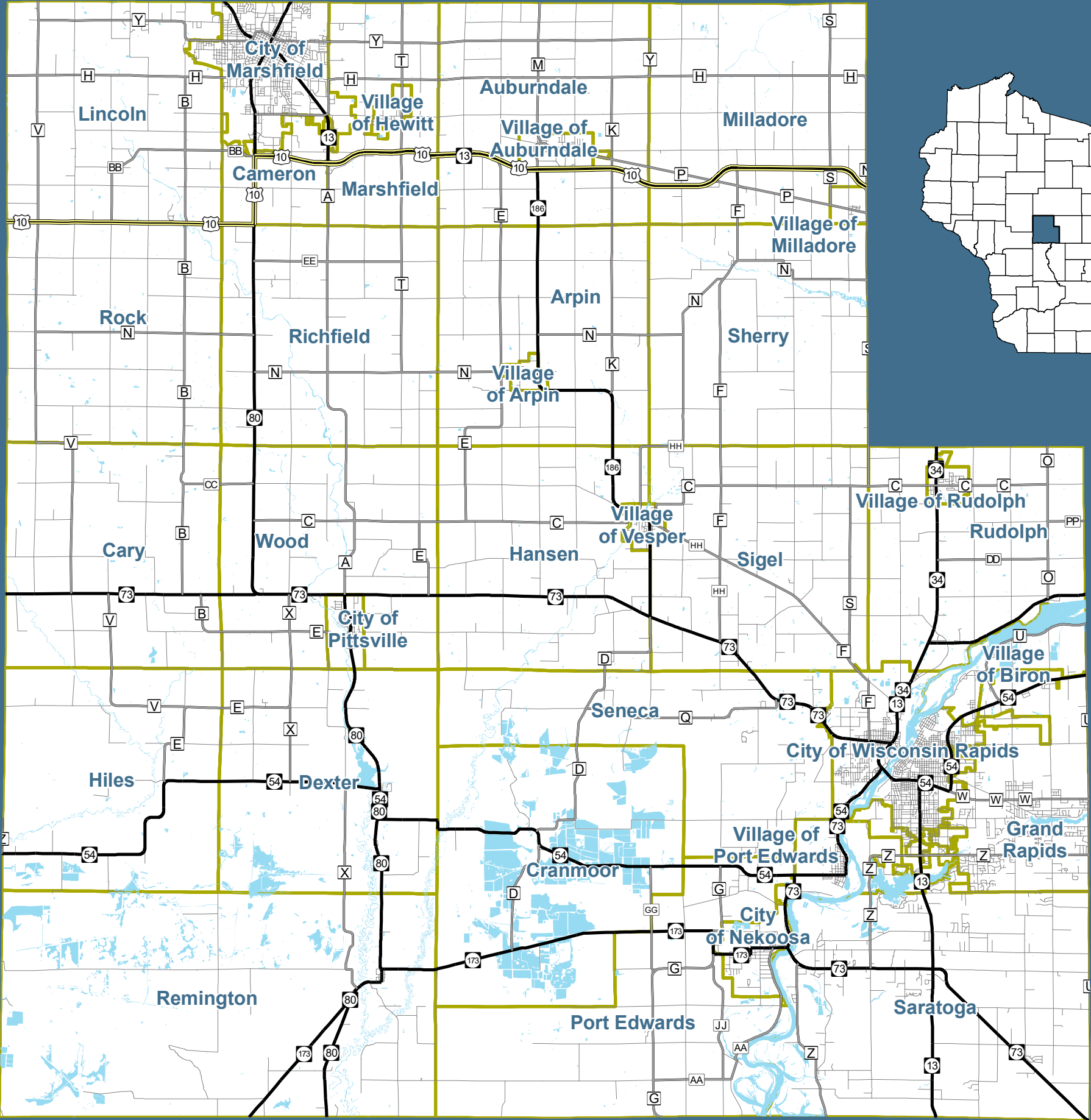
¹³ *Meyer v. School District of Colby*, 226 Wis.2d 704, 595 N.W.2d 339 (1999) (school district was not immune from liability when spectator watching a high school sponsored football game was injured when the bleachers broke under her as she descended following the football game. Although watching a high school football game is a recreational activity, and the school district had not charged spectators admission to watch the game, the organized team sport activity exception to the recreational use statute extends to spectators who are not participants and whose injuries do not arise out of team sport activity or the actions of participants in that activity).

DID YOU KNOW?

197 municipalities have administrator positions, 88 of which are purely administrators and 109 of which combine the position with other titles.

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Location
Wood County, Wisconsin



Legend

- Minor Civil Divisions
- U.S. Highways
- State Highways
- County Highways
- Local Roads
- Water



SOURCE: NCWRPC, Wood County,
City of Marshfield, City of WI Rapids, & WisDNR

**Wood County
Bike & Pedestrian Plan**

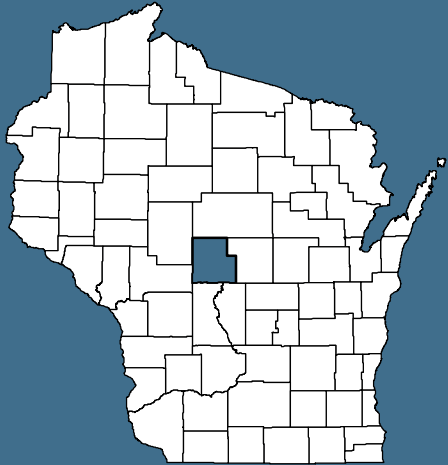
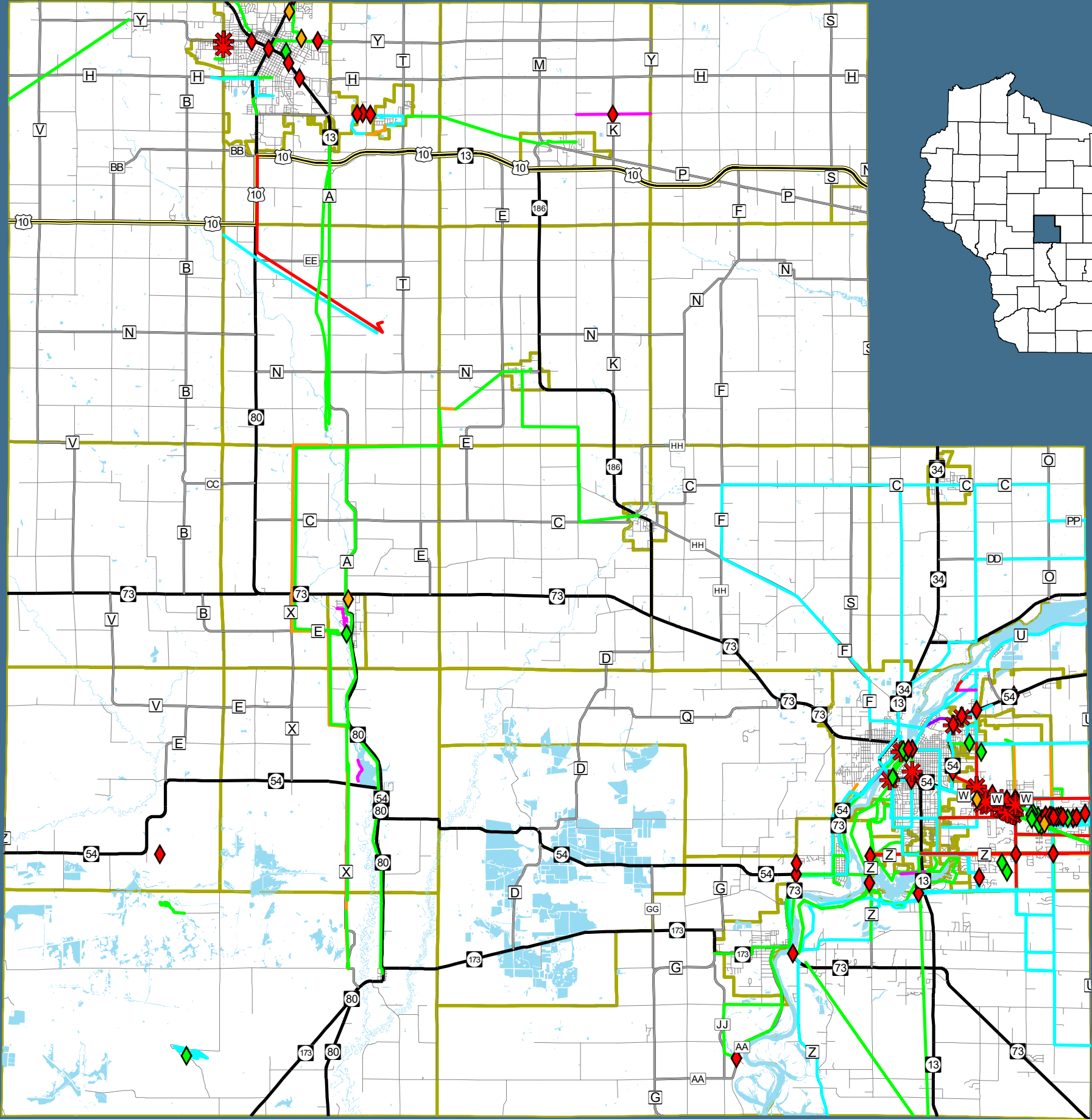
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Online Participation Results

Wood County, Wisconsin



Legend

- Minor Civil Divisions
- U.S. Highways
- State Highways
- County Highways
- Local Roads

Location Comments

- Conflict area
- Destination I walk or bike to frequently
- Improved access needed to reach this destination
- This spot is dangerous
- Other

Route Comments

- I want a path here
- Route I like to bike
- Route I like to walk
- Route needs bike improvement
- Route needs walking improvement
- This route is dangerous
- Water

Wood County Bike & Pedestrian Plan

SOURCE: NCWRPC, Wood County,
City of Marshfield, City of WI Rapids, & WisDNR

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Bike Suitability

Wood County, Wisconsin

Legend

Roads

Water

Minor Civil Divisions

Bike Suitability

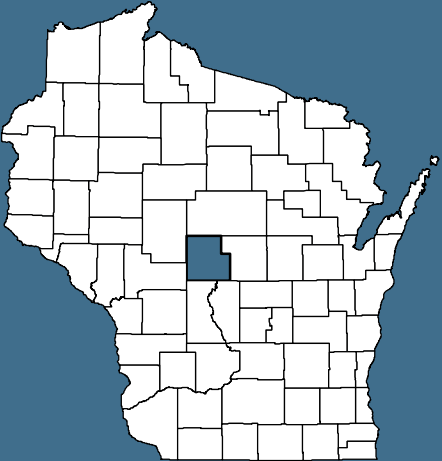
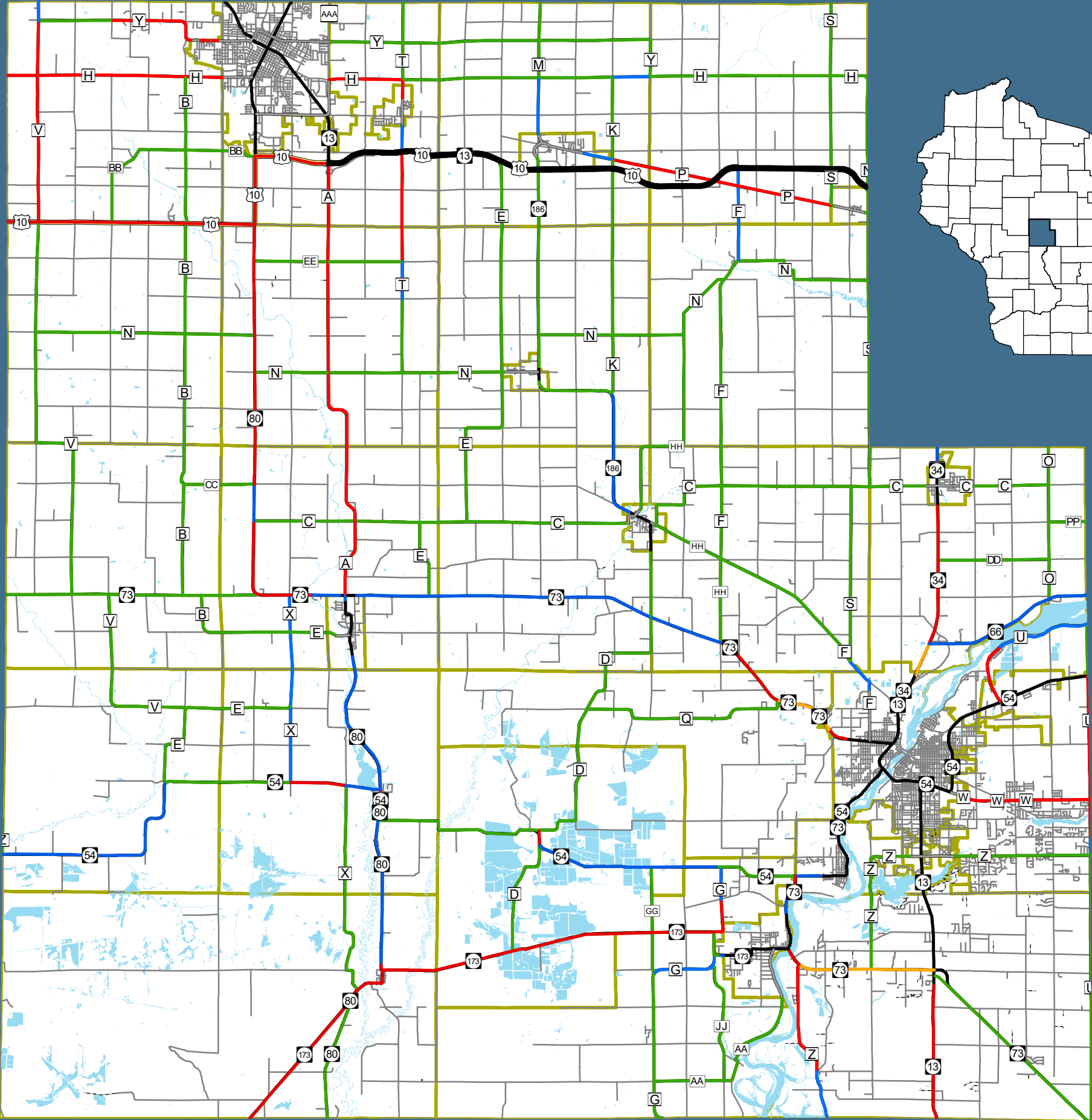
Good

Moderate

Not Recommended

High Volume Wide Paved Shoulder

Prohibited



SOURCE: NCWRPC, Wood County,
City of Marshfield, City of WI Rapids, & WisDNR

Wood County Bike & Pedestrian Plan

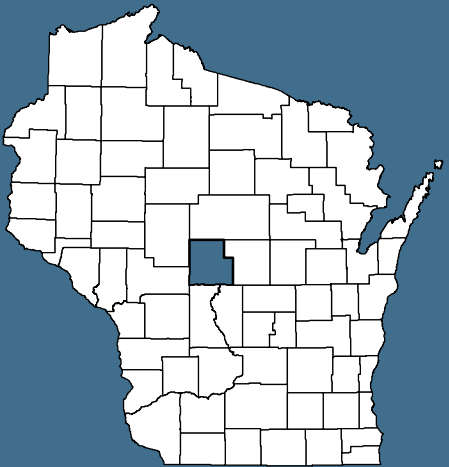
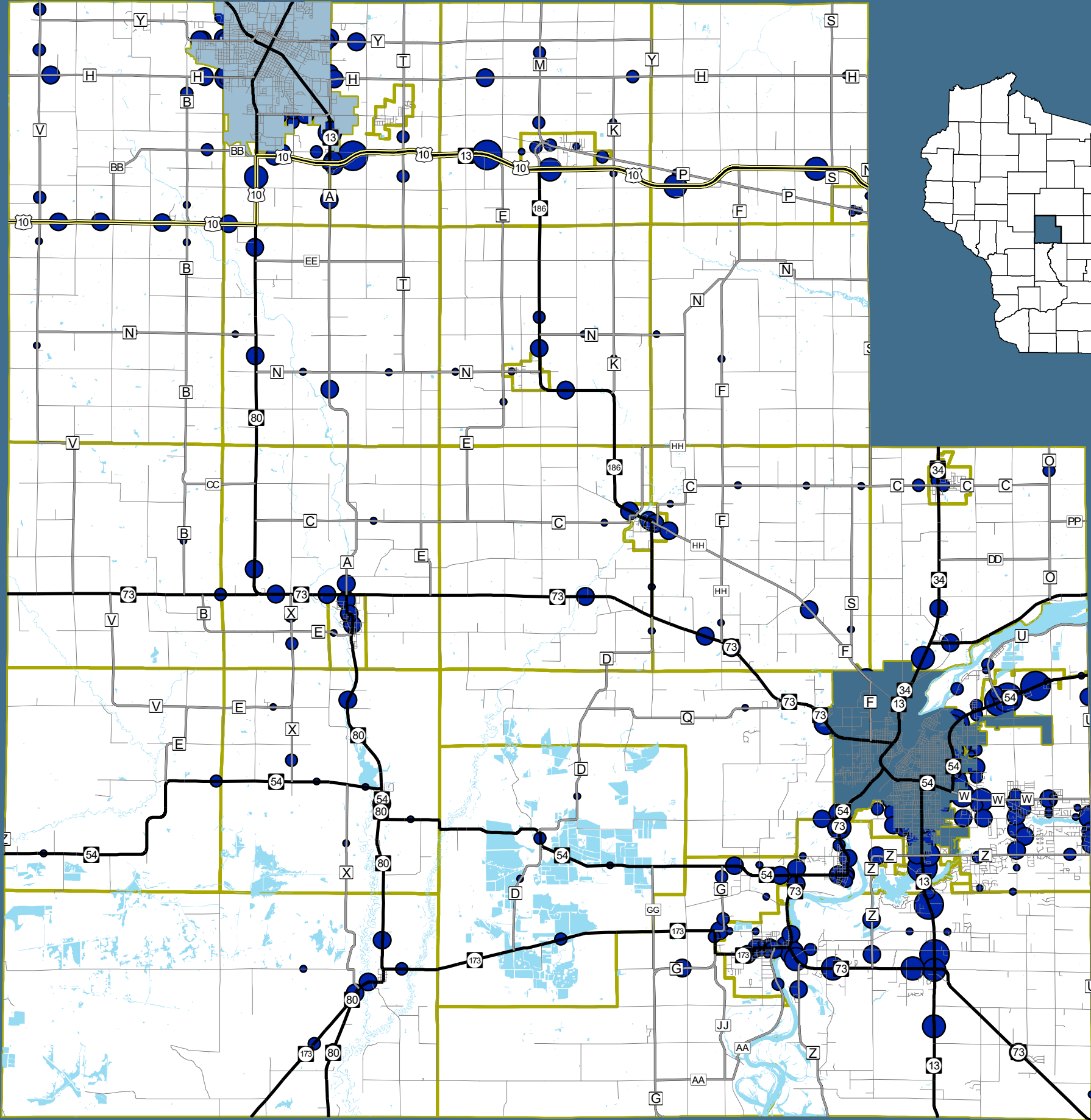
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Traffic Counts

Wood County, Wisconsin



Legend

- U.S. Highways
- State Highways
- County Highways
- Local Roads

AADT

- 0 - 1,000
- 1,001 - 2,000
- 2,001 - 5,000
- 5,001 - 10,000
- > 10,000

Water

Minor Civil Divisions

See Map 4B

See Map 4C



SOURCE: NCWRPC, Wood County, City of Marshfield, City of WI Rapids, & WisDNR

Wood County Bike & Pedestrian Plan

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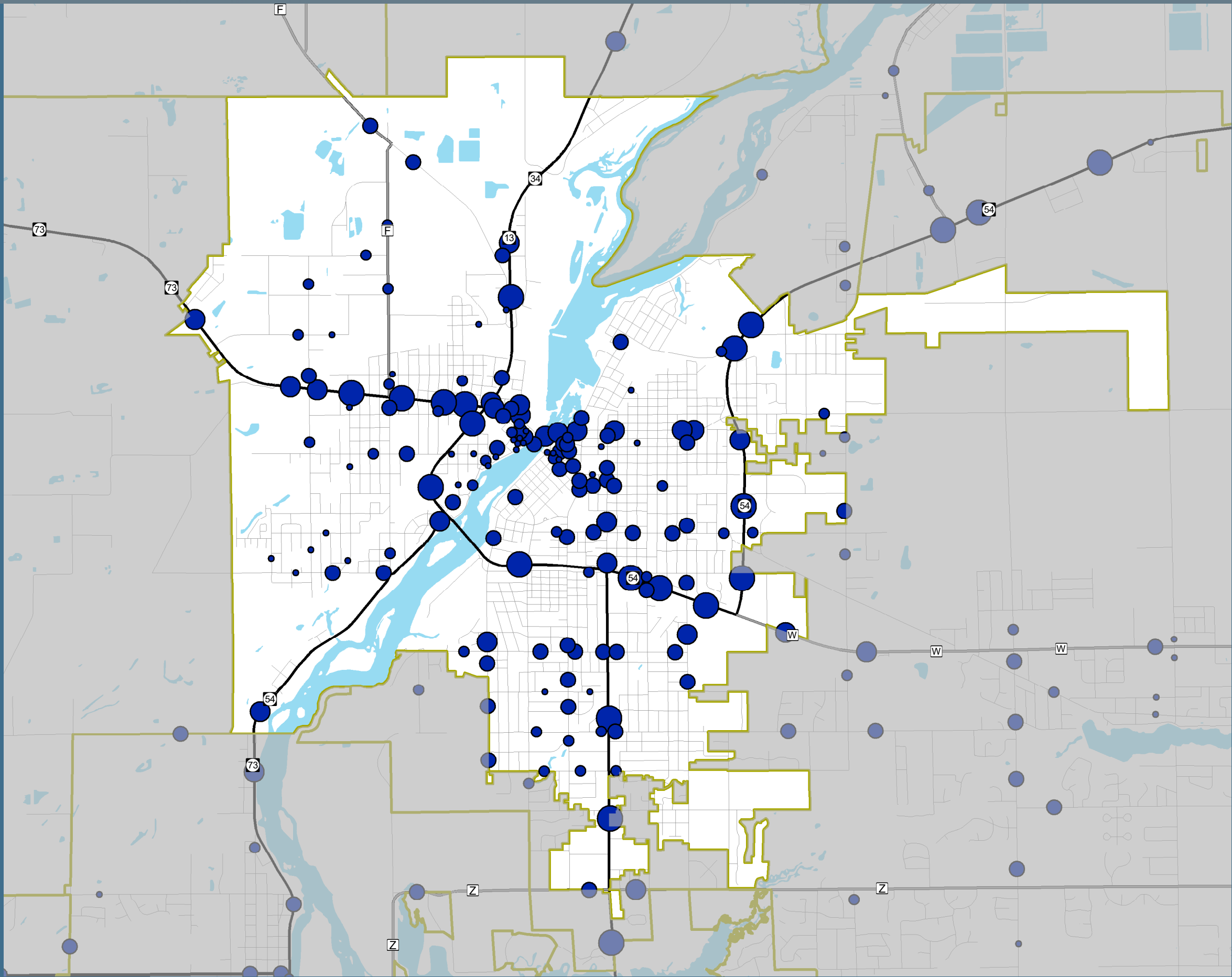
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Traffic Counts - Wisconsin Rapids

Wood County, Wisconsin

Legend

- Minor Civil Divisions
 - U.S. Highways
 - State Highways
 - County Highways
 - Local Roads
- AADT**
- 0 - 1,000
 - 1,001 - 2,000
 - 2,001 - 5,000
 - 5,001 - 10,000
 - > 10,000
- Water



Wood County Bike & Pedestrian Plan

SOURCE: NCWRPC, Wood County,
City of Marshfield, City of WI Rapids, & WisDNR

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Traffic Counts - Marshfield

Wood County, Wisconsin

Legend

Minor Civil Divisions

U.S. Highways

State Highways

County Highways

Local Roads

AADT

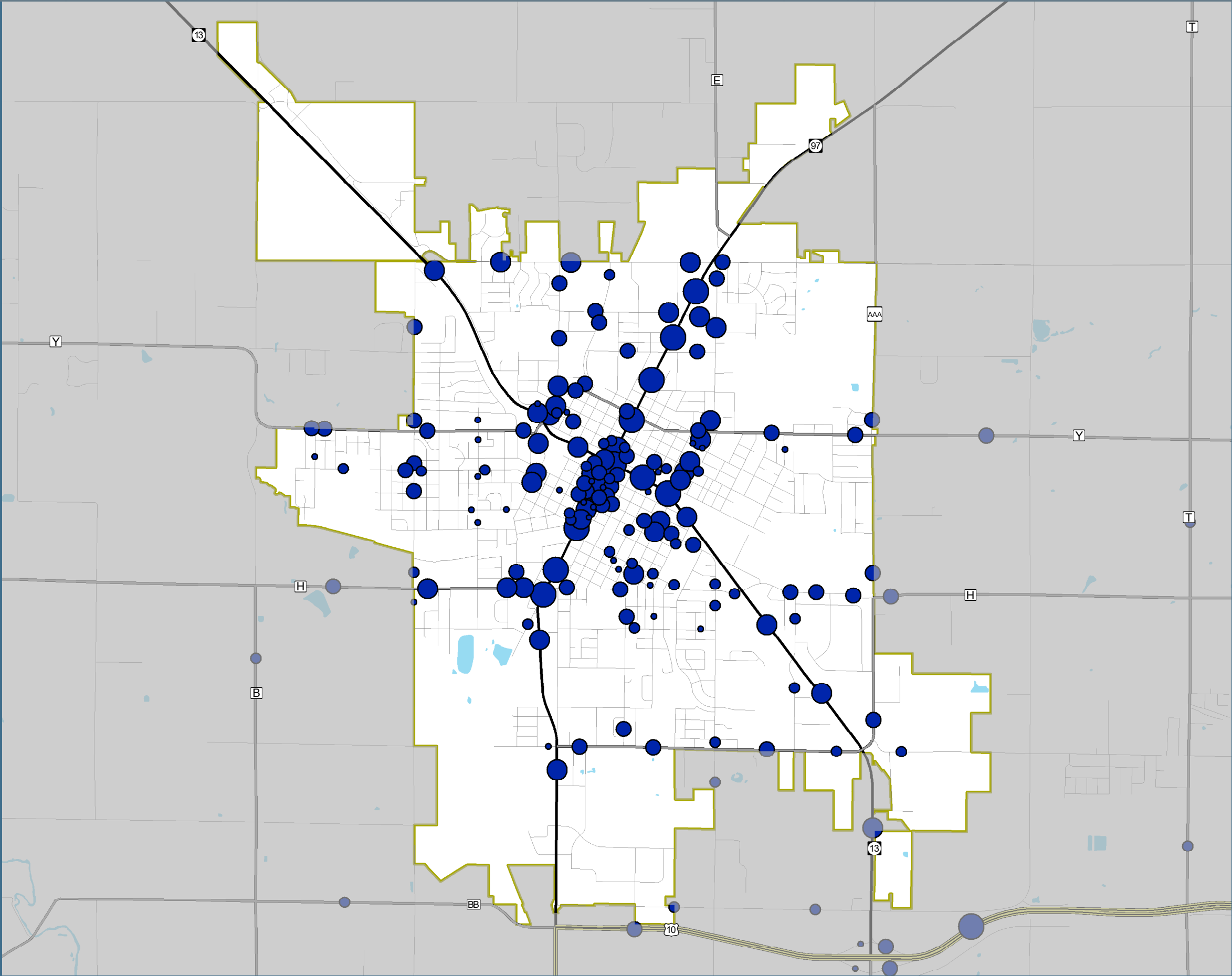
0 - 1,000

1,001 - 2,000

2,001 - 5,000

5,001 - 10,000

> 10,000

Water

SOURCE: NCWRPC, Wood County,
City of Marshfield, City of WI Rapids, & WisDNR

Wood County Bike & Pedestrian Plan

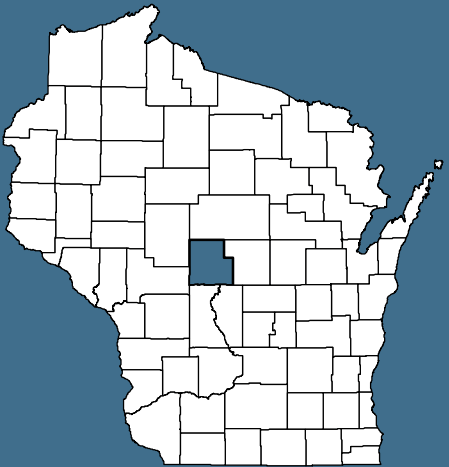
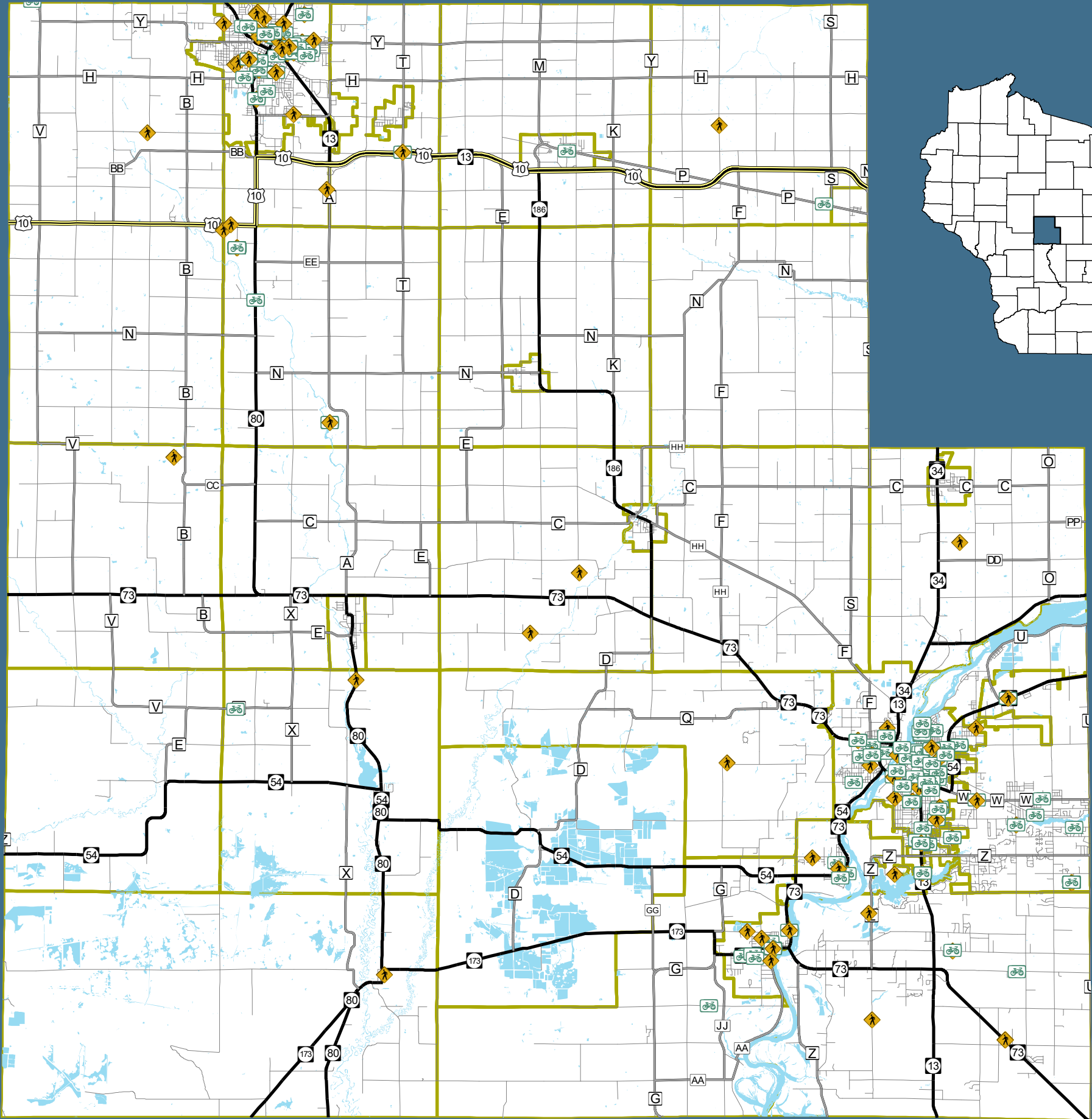
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Crash Data

Wood County, Wisconsin



Legend

- U.S. Highways
- State Highways
- County Highways
- Local Roads
- Water
- Minor Civil Divisions

Accident Type

- BIKE
- PED



SOURCE: NCWRPC, Wood County,
City of Marshfield, City of WI Rapids, & WisDNR

Wood County Bike & Pedestrian Plan

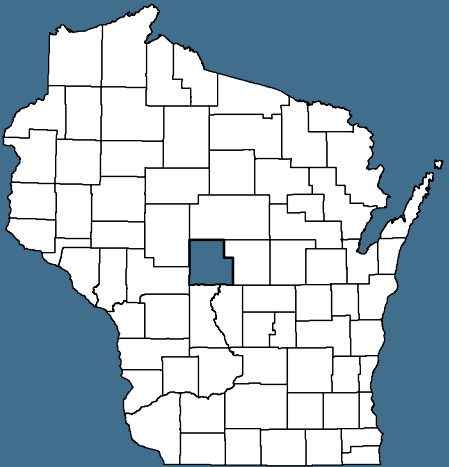
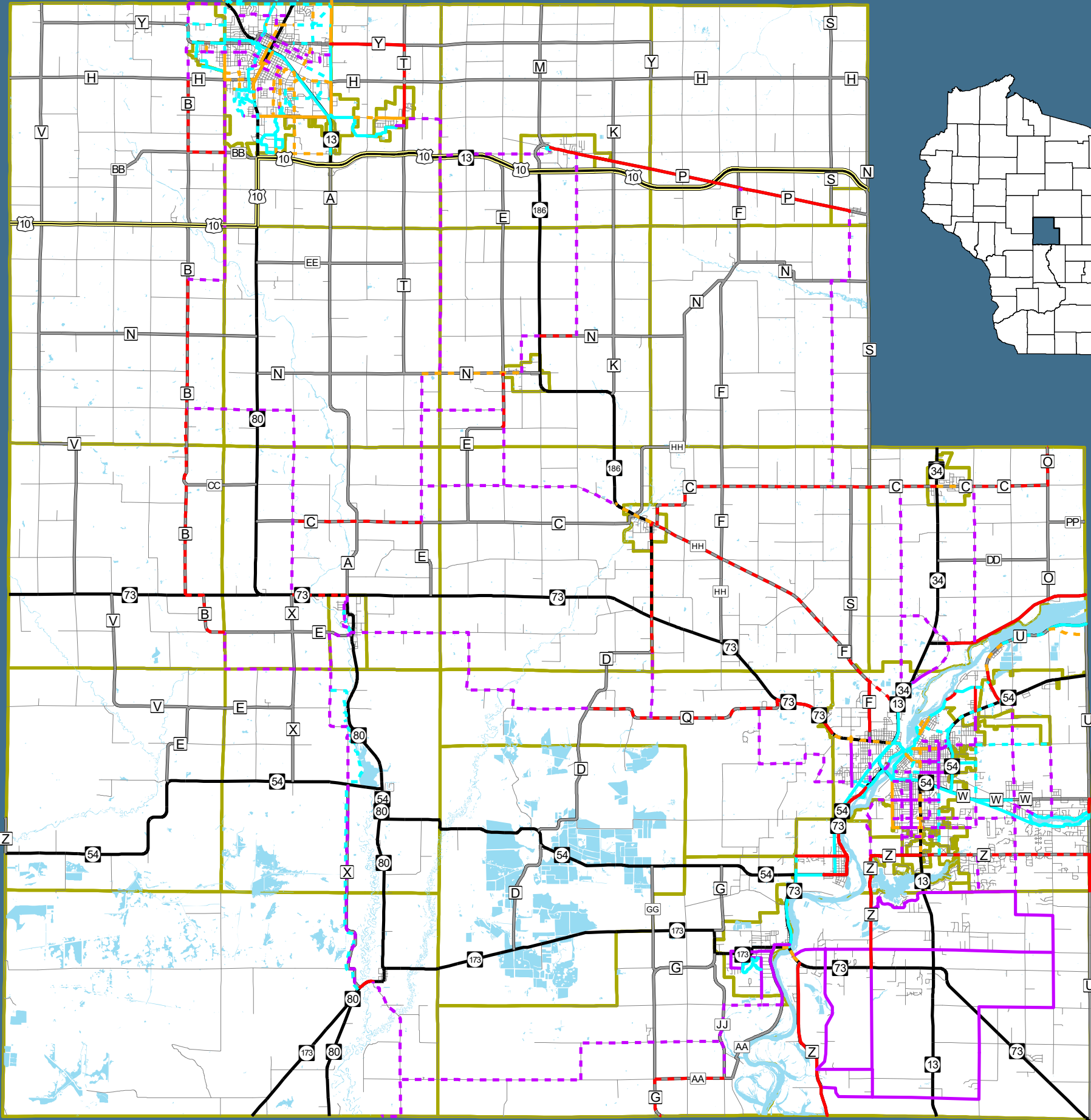
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Proposed Network

Wood County, Wisconsin



Legend

- Minor Civil Divisions
- U.S. Highways
- State Highways
- County Highways
- Local Roads
- Proposed Network**
 - Existing Off-Road
 - Existing Bike Lane
 - Existing Shared Road
 - Existing Wide Paved Shoulder
 - Proposed Off-Road
 - Proposed Bike Lanes
 - Proposed Shared Road
 - Proposed Sidewalk
 - Proposed Wide Paved Shoulders
- Water



SOURCE: NCWRPC, Wood County, City of Marshfield, City of WI Rapids, & WisDNR

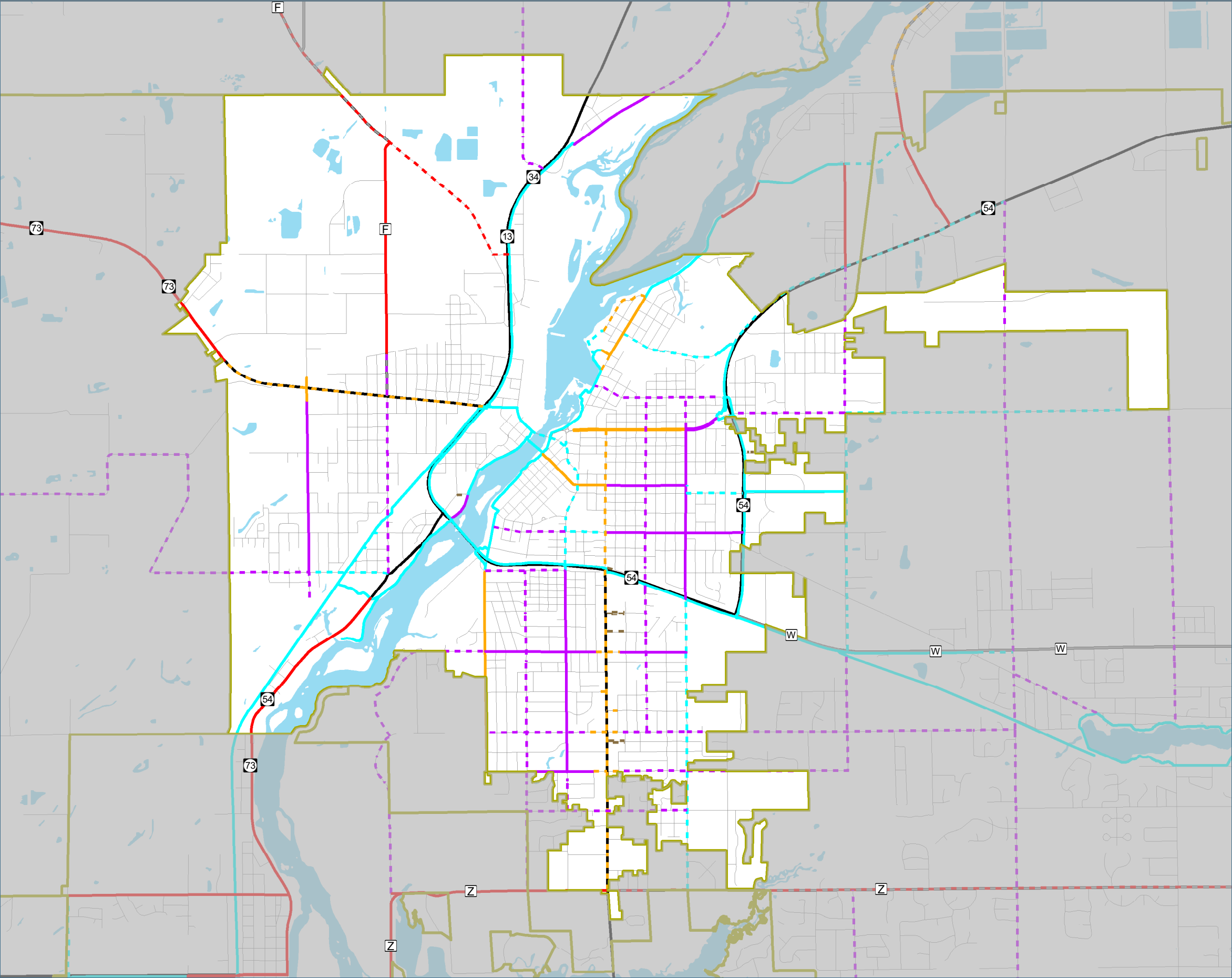
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**Proposed Network -
Wisconsin Rapids**
Wood County, Wisconsin



Legend

- Minor Civil Divisions
- U.S. Highways
- State Highways
- County Highways
- Local Roads

Proposed Network

- Existing Off-Road
- Existing Bike Lane
- Existing Shared Road
- Existing Wide Paved Shoulder
- Proposed Off-Road
- Proposed Bike Lanes
- Proposed Shared Road
- Proposed Sidewalk
- Proposed Wide Paved Shoulders
- Water



SOURCE: NCWRPC, Wood County,
City of Marshfield, City of WI Rapids, & WisDNR

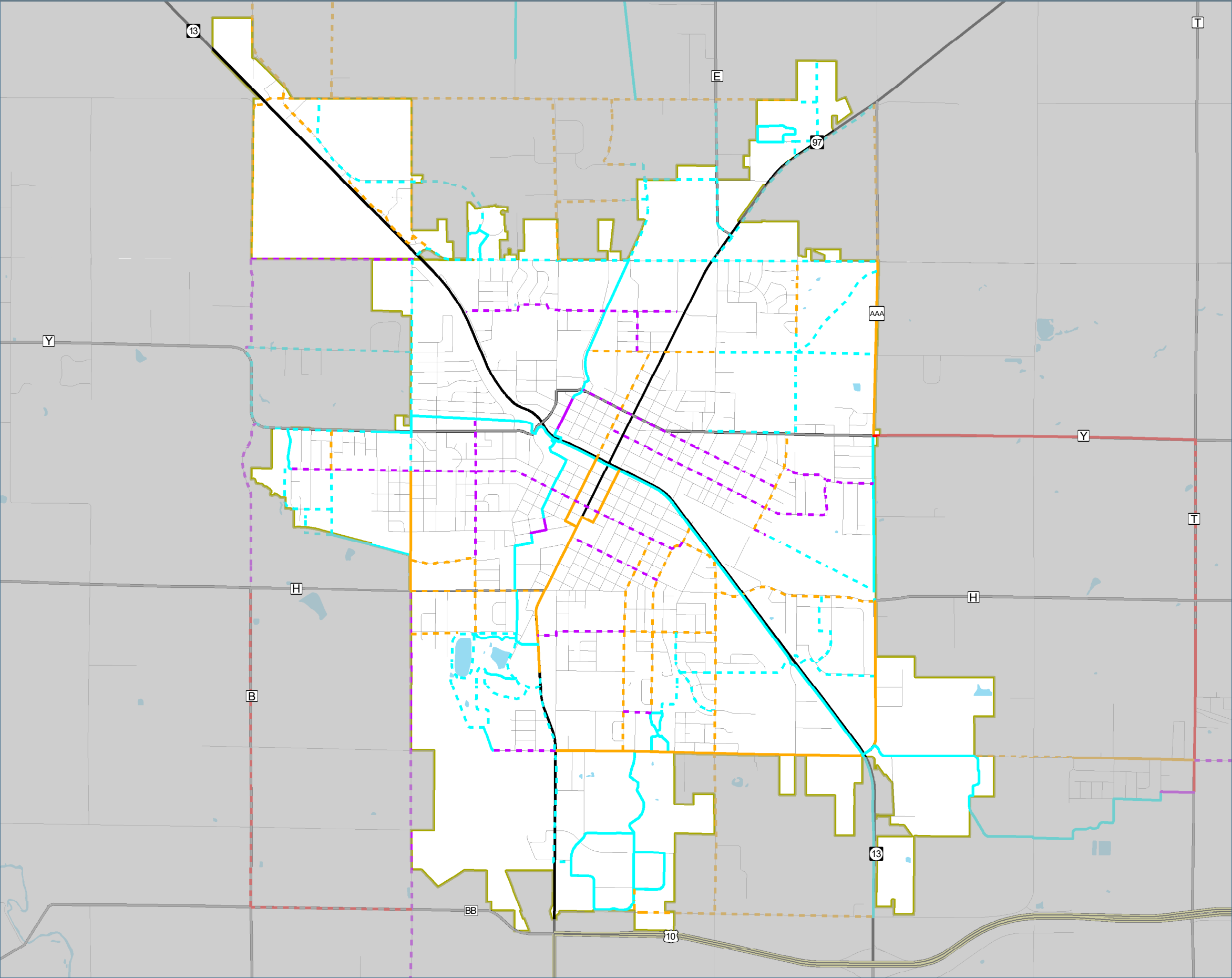
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**Proposed Network -
Marshfield**
Wood County, Wisconsin



Legend

- Minor Civil Divisions
- U.S. Highways
- State Highways
- County Highways
- Local Roads
- Proposed Network**
- Existing Off-Road
- Existing Bike Lane
- Existing Shared Road
- Existing Wide Paved Shoulder
- Proposed Off-Road
- Proposed Bike Lanes
- Proposed Shared Road
- Proposed Sidewalk
- Proposed Wide Paved Shoulders
- Water



SOURCE: NCWRPC, Wood County,
City of Marshfield, City of WI Rapids, & WisDNR

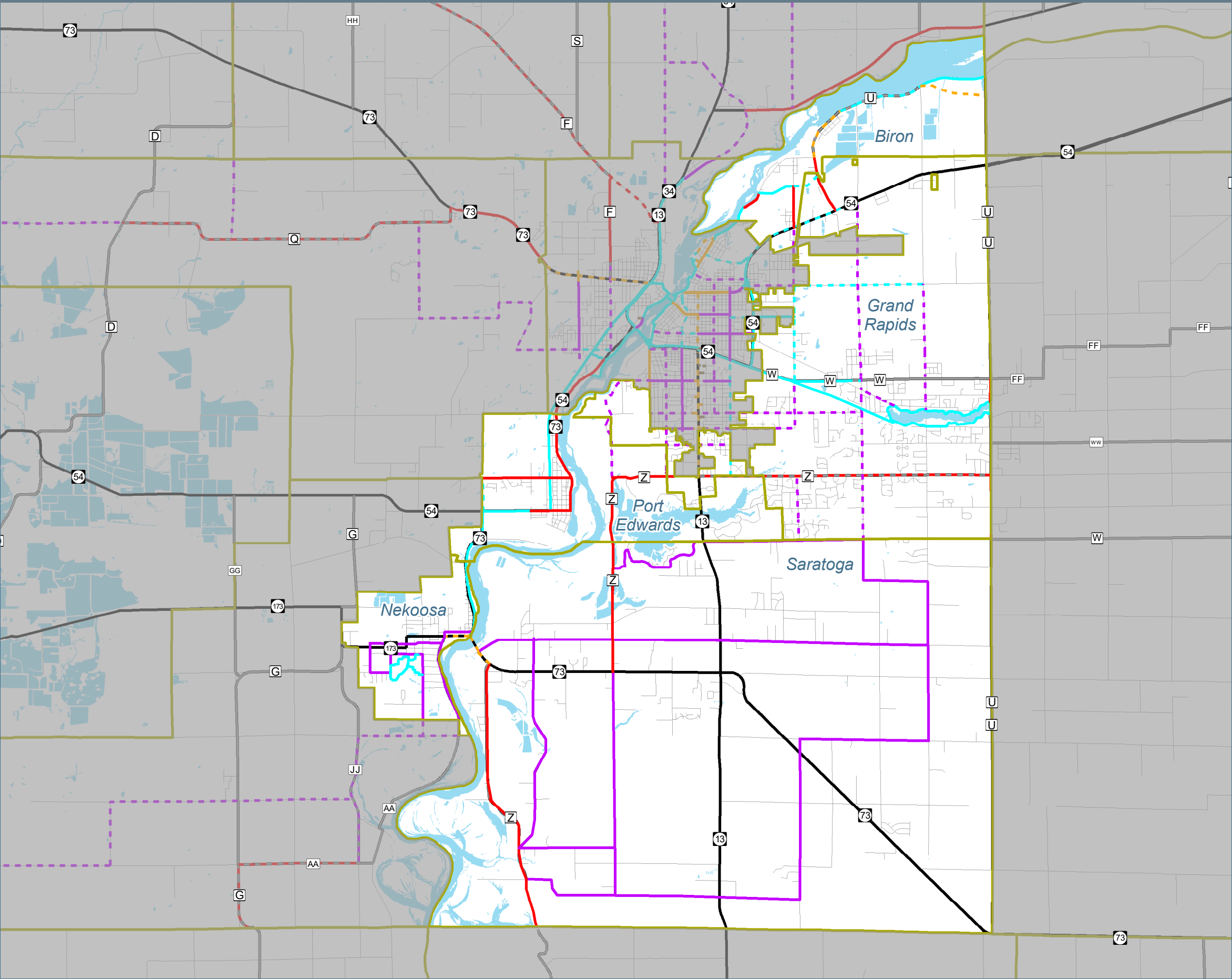
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**Proposed Network -
South Wood County**
Wood County, Wisconsin



Legend

- Minor Civil Divisions
- U.S. Highways
- State Highways
- County Highways
- Local Roads
- Proposed Network**
 - Existing Off-Road
 - Existing Bike Lane
 - Existing Shared Road
 - Existing Wide Paved Shoulder
 - Proposed Off-Road
 - Proposed Bike Lanes
 - Proposed Shared Road
 - Proposed Sidewalk
 - Proposed Wide Paved Shoulders
- Water



SOURCE: NCWRPC, Wood County,
City of Marshfield, City of WI Rapids, & WisDNR

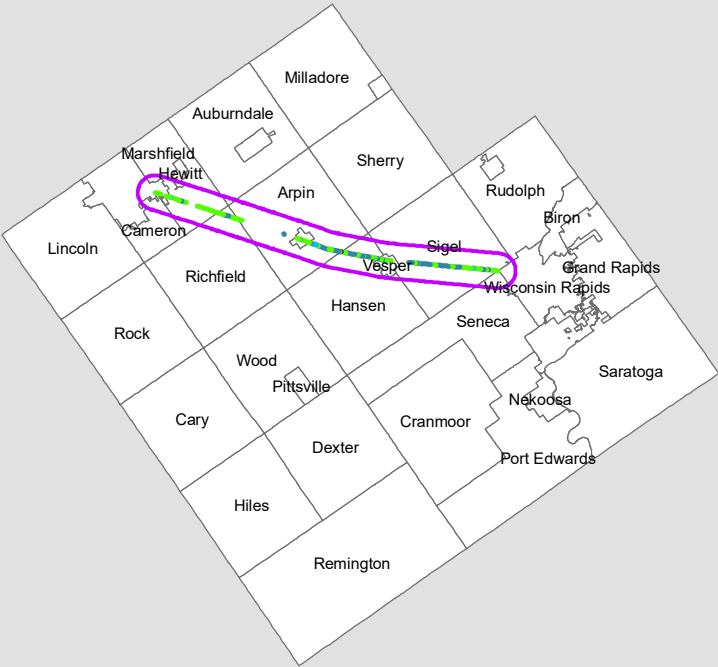
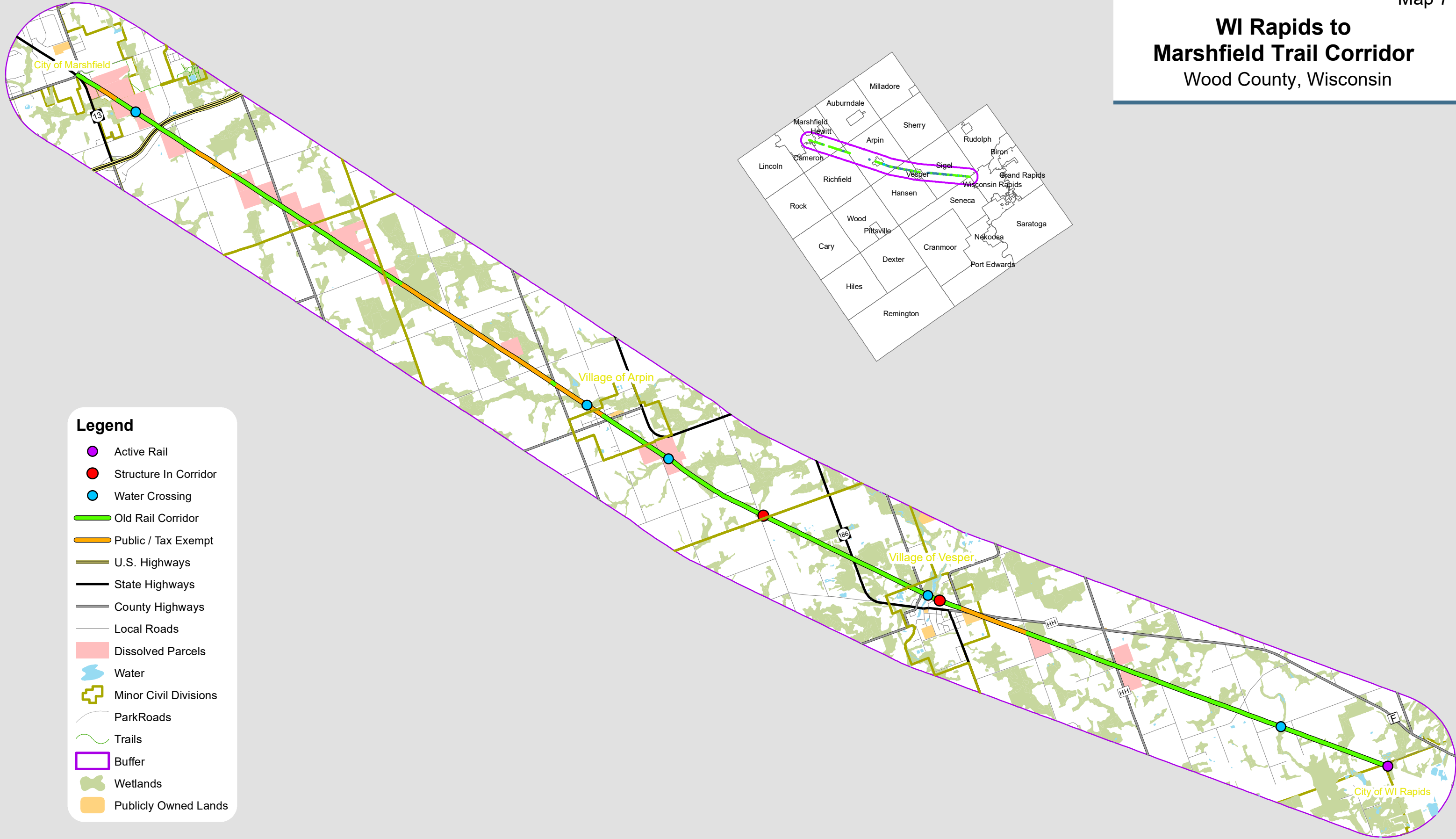
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**WI Rapids to
Marshfield Trail Corridor**
Wood County, Wisconsin



Legend

- Active Rail
- Structure In Corridor
- Water Crossing
- Old Rail Corridor
- Public / Tax Exempt
- U.S. Highways
- State Highways
- County Highways
- Local Roads
- Dissolved Parcels
- Water
- Minor Civil Divisions
- ParkRoads
- Trails
- Buffer
- Wetlands
- Publicly Owned Lands



SOURCE: NCWRPC, Wood County,
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**Wood County
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