


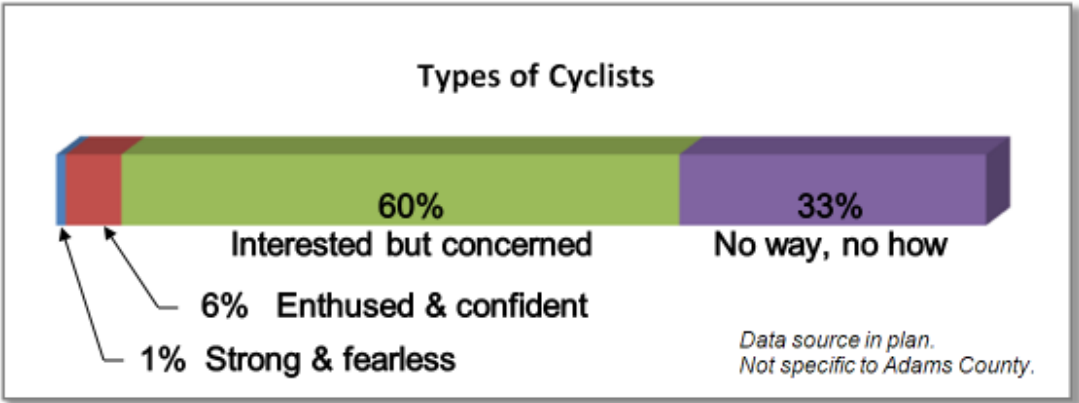
# PLAN SUMMARY

## ADAMS COUNTY BICYCLE AND PEDESTRIAN PLAN

### INTRODUCTION

The primary emphasis of the Adams County Bicycle And Pedestrian Plan is on developing a more bicycle friendly transportation system by establishing a facilities network and bringing all streets up to a minimum level of compatibility. Pedestrian accommodations are also reviewed and improvements are also suggested in this plan. Often the focus of a bicycle plan is solely on a network of improved roads and trails, but it is equally important to consider policies and practices. 

### TYPES OF CYCLISTS



The American population can be divided into four classes of bicyclists:

- **1 percent** describe themselves as **“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.*

The challenge to increasing bicycling among the general population is making biking appeal to the big “interested but concerned” type. 

# BIKABILITY OF ROADS

**Bikability Of Roads** is determined by:

1. Total Road Pavement Width;
2. Percentage of No-Passing Zone; and
3. Average Daily Traffic Count.

Generally a 22-foot wide road with a 460 traffic count and passing allowed along whole road is **“good”** for bicycling. That is why most town roads are **“good”** for bicycling if paved.



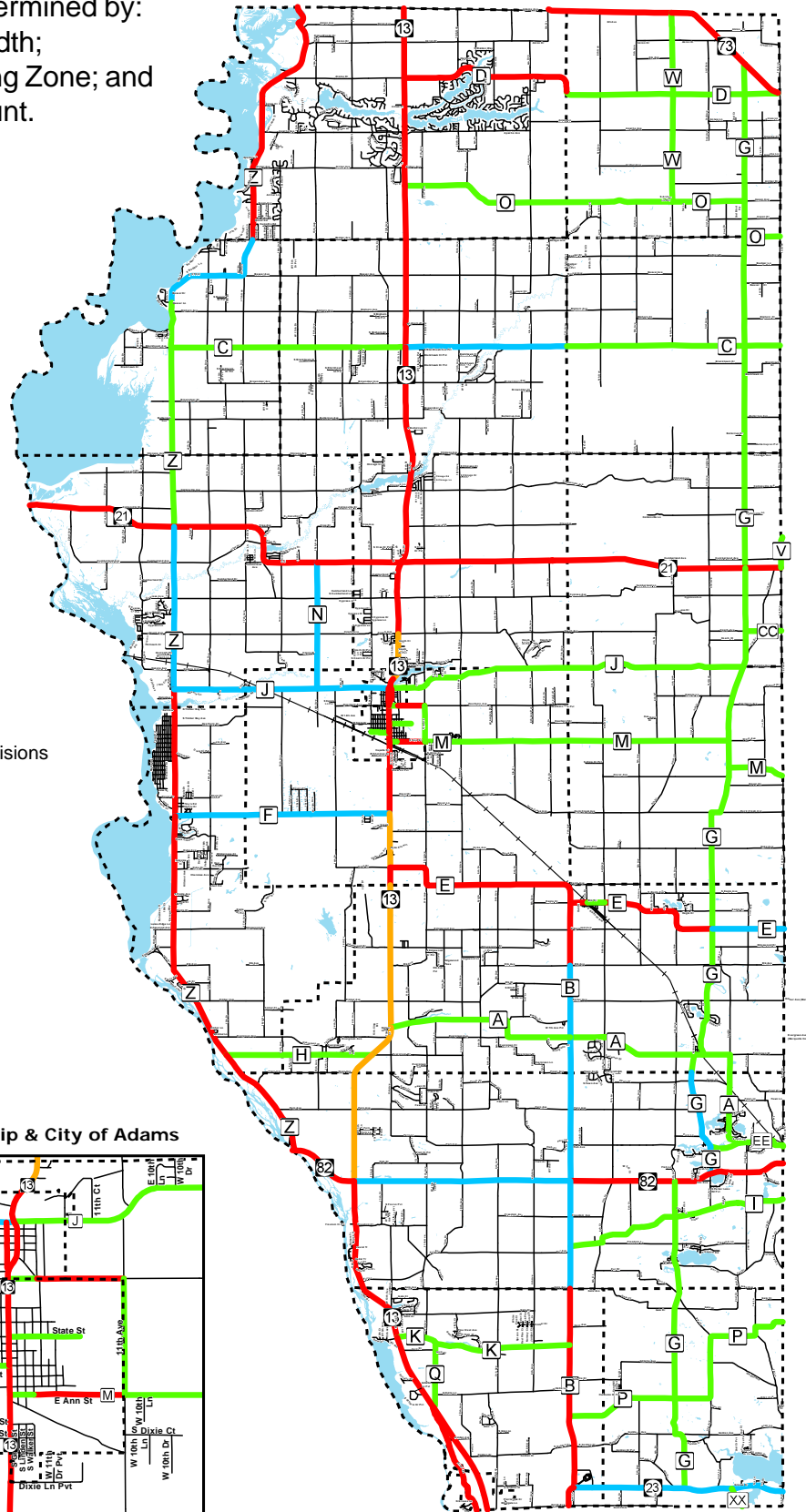
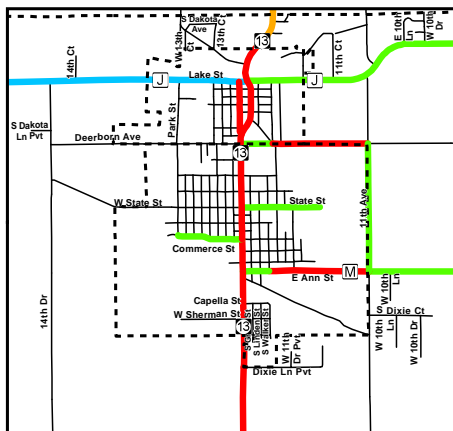
## Legend

- Minor Civil Divisions
- Local Roads
- Railroad

## Road Rating

- Good
- Moderate
- Fair
- Poor
- Water

## Village of Friendship & City of Adams



# PLAN MISSION, GOALS, & OBJECTIVES

## **MISSION:**

*Develop a transportation system that is safe and easily accessible by bicyclists, walkers, runners, and motorized wheelchairs, in addition to motorized vehicles, by establishing a county route network, appropriate policies, and best practices to bring all streets up to a comfortable level of compatibility.*

### **GOAL 1. Make All Roads Safe To Walk Or Bike.**

All roads in Adams County are available for people to walk and bicycle on. Some roads are dangerous or very uncomfortable to walk or bicycle on, and therefore need alternative routes or the road right-of-way needs some other accommodation to make it safe for all users.

**Objective 1.1** – Identify high priority county highway segments for bike lanes.

**Objective 1.2** – Identify very hazardous road segments for prioritization so that basic improvements can be scheduled to make those segments much safer to use.

**Objective 1.3** – Identify pinch points where bicycling could be very dangerous due to predictable and observable hazards.

**Objective 1.4** – Add bicycle accommodations (usually bike lanes) on all state and county highways within a 2-mile radius of the A-F Middle School. Runners will use these paved shoulders to stay out of traffic. Routes may change over time, so it is important that all collector and arterial roads are safe to use.

**Objective 1.5** – Sign bike routes so drivers become aware to share the road with bicyclists.

**Objective 1.6** – Create better outdoor recreation wayfinding and trailhead signage.

### **GOAL 2. Provide Bicycle Parking.**

Everyone who owns a bicycle has a place to securely park it at home, but many destinations do not provide secure bicycle parking.

**Objective 2.1** – Provide bicycle parking guidance through fact sheets to all employers.

### **GOAL 3. Provide Safe Routes To School.**

This is an opportunity to make walking and bicycling to school safer for children in grades K-8, and to increase the number of families who encourage their children to walk and bike.

**Objective 3.1** – Apply for Safe Routes To School assistance for each school.



## PROPOSED BIKE ROUTES

All of the proposed bike routes on Map 5 and recommended improvements on Map 6 will need County Highway Department coordination.

Each **proposed bike route** becomes a **bike route** when the County Highway Committee:

1. Officially designates by ordinance one of the segments or part of a segment named below (e.g. Segment 1) per WI State Statute 349.23; and
2. Installs bike route signs (see recommendation: “Route Wayfinding Signs”).

A bike route may be officially designated when there are “favorable conditions” for bicycling. If a route is inherently dangerous, then it should not be officially designated until it becomes acceptable to bicycle on. “Favorable conditions” is defined for Adams County as having “good” or “moderate” conditions on Map 1 (Attachment B tables); so a bike route with favorable conditions may be signed. If a road is not rated on Map 1 for bicycling conditions, then use Attachment A to determine the rating.

**Segment 1 – CTH Z to Plainfield** A combination of bike lanes and bike route designations will make this route safe to use and connect residents in the Town of Rome’s lakes area with local commercial establishments along with Owen Rock and Plainfield. Segment 1 uses all of Alpine Drive and all of CTH D.

**Segment 2 – Rome** All of the residential streets empty their traffic onto these collector streets. For that reason, seasonal traffic is high and 6-foot wide paved bike lanes are recommended. Since these roads are slower, then paving a 5-foot shoulder on an 11-foot wide travel lane with a solid white strip separating the travel lane from the paved shoulder is also acceptable. All of Apache Ave and 8th Ave between CTH D and Apache Ave make up Segment 2.

**Segment 3 – Wisconsin River** This route includes all of CTH Z, part of STH 82, part of STH 13, and finishes on River Road. Creating bike lanes on CTH Z connects a variety of residential and recreational areas together. State Highway 82, from CTH Z to STH 13, should have an off-street path on the north side so bicyclists using Segment 3 will not need to cross at the uncontrolled CTH Z & STH 82 intersection at the Wisconsin River Bridge. If an off-street path is provided on State Highway 13, between STH 82 & River Road, then place the path on the east side to connect all the rural residential areas and the various roads that make loop bicycle routes. South of Chula Vista resort, River Road meanders through sandstone buttes that are close to the road. The park road up Rib Mountain in Wausau was reconstructed recently to include a bicycle and pedestrian trail parallel to the road. Maybe an off street path would work along all of River Road.

**Segment 4 – State Highway 13** If STH 13 is not going to be repaved within 10 years, then designate the town roads marked on Map 6 as alternatives to using STH 13. Some segments of STH 13 already have 5 foot paved shoulders, which accommodate bicyclists well. Because of the 55 mph speed on STH 13, then consider permanently using the town roads and paving bike lanes on STH 13 where recommended on Map 6. Several of the parallel town roads are too far out of the way for residents to bike to work, so that is why bike lanes on STH 13 are recommended (Town of Big Flats residents to STH 13 & 21 intersection for employment).

**Segment 5 – County Highway G** Not much is needed for upgrades along CTH G. On the scenic stretch of CTH G between CTH J and CTH M, the recommendation is to pave at least 5-foot shoulders, because a bicyclist may drift while they take in the scenic buttes.

## PROPOSED BIKE ROUTES CONTINUED

**Segment 6 – Necedah to Hancock** Instead of taking CTH C the whole way, this route starts on CTH C from Hancock, then south on CTH G to either Chicago Ave & 4th Ave to Cottonville Avenue, or a little farther south on CTH G to Cottonville Ave to 3rd Dr to Chicago Ln to Cottonville Avenue. When this segment on Cottonville Ave meets CTH Z, then it uses CTH Z to Cottonville Dr to STH 21 into Necedah. This segment is proposed to exist on a grade separated path next to STH 21. Points of interest include the rustic road and Big Roche-A-Cri Lake.

**Segment 7 – Necedah to Coloma** While STH 21 is the straightest path between these two communities, if STH 21 was used then off-street 10-foot wide path would be needed. To save WisDOT money and provide a more scenic and less stressful trip, the recommendation is to mark a variety of town roads as alternatives to STH 21. Those town roads include Cypress Ave, 20th Ave, Cumberland Ave, and 22nd Avenue. Connecting these town roads with small parts of STH 21 that will have 10-foot off-street paths on them will complete the route. Adding 6-foot wide bike lanes on STH 21 from Arkdale to STH 13 provides a direct route for employment access.

**Segment 8 - Arkdale** A variety of Town of Strongs Prairie roads connect Arkdale to the north and south alternatives to STH 21 (Segments 6 and 7). The Town of Strongs Prairie roads that make up this segment include: 16th Ave, 16th Ct, 17th Ave, Cree Dr, and STH 21 from Arkdale to STH 13.

**Segment 9 – Adams-Friendship to Dellwood** All of CTH J, part of CTH G, all of CTH CC, and part of CTH CH (in Waushara County) north into Coloma are the roads that make this segment.

“Long range” project: On CTH J from STH 13 to CTH Z, construct a 10-foot wide off-street path within the CTH J right-of-way. The Advisory Group and Highway Committee both expect either CTH J or CTH F to have extensive bicycle traffic once a preferred route was chosen between Adams-Friendship and CTH Z. CTH J is the chosen route, because it is a shorter distance between population centers. Other improvements to this route are within the Village of Friendship and shown on the inset map on Map 6.

“Intermediate” project: As a faster way to provide bicycle and pedestrian accommodations on CTH J, between STH 13 and CTH Z, it is recommended to provide bike lanes on this stretch of CTH J.

**Segment 10 – Adams-Friendship to Castle Rock** This combination of STH 13 out of A-F and all of CTH F provides a direct link to Quincy Bluff and Wetlands State Natural Area, a residential subdivision, Castle Rock County Park, and the southern end of Dellwood.

**Segment 11 – Quincy Bluff to Grand Marsh to Westfield** County Highway E from STH 13 to Westfield is one option; or CTH E from Westfield through Grand Marsh to CTH B, then south to Edgewood Ave, then west to 11th Ave, south to Edgewood Dr, and west to 14th Court where Quincy Bluff and Wetlands State Natural Area is available. 11th Avenue is also the STH 13 alternative route to riding on STH 13.

## PROPOSED BIKE ROUTES CONTINUED

**Segment 12 – Castle Rock to Oxford (North STH 82 Alternative)** Two reasons for this route are 1. to connect the various points of interest on this route, and 2. to avoid riding on STH 82 to get to Oxford. Points of interest include: Quincy Bluff, Easton Mound, Easton Park, Rustic Road 14, the community of Brooks (CTH G & CTH A) and the lakes in the Town of Jackson, along with arriving in Oxford. State Highways 82 and 21 in Adams County carry very high volumes of truck traffic because they are traveling over the two Wisconsin River bridges in the whole county. Chapter 1 of this plan describes the 4 types of cyclists. Only "fearless" cyclists may not have a problem riding on a paved shoulder next to extensive truck traffic. Most people ("interested but concerned") would prefer this route as the North STH 82 Alternative, with Segment 15 being the South STH 82 Alternative. A combination of county and state highways eventually connects to Oxford from this part of Adams County. This route starts on CTH H at CTH Z. All of CTH H and most of CTH A make up this route, with connections on STH 13, Rustic Road 14, CTH B, and all of CTH EE, including a spur of CTH EE to connect with CTH G per Map 5.

**Segment 13 – Mauston to Oxford** Two DNR State Trails use STH 82 up to the east and west county borders (See Map 4). Connecting these two trails via bike lanes on STH 82 just makes sense. The alternative routes would either be allowing a 5-foot paved shoulder, or directing through bicyclists to Segment 12 to the north of STH 82 or to Segment 15.

**Segment 14 – Wisconsin Dells to Briggsville** A few local roads leading out of Wisconsin Dells connect with STH 23 to access Mason Lake for a direct lower volume route. The route uses River Road out of downtown to Waubeek Rd to Gulch Ave, which then connects to either 5 foot paved shoulders or an off-street path on the west side of STH 23, north to CTH B. Now either 5 foot paved shoulders, or a continued off-street path are recommended for STH 23 from CTH B, east to Briggsville.

**Segment 15 – CTH Z to Oxford (South STH 82 Alternative)** State Highway 82 in Adams County carries very high volumes of truck traffic because it has a Wisconsin River bridge. Most people ("interested but concerned") would prefer this route as the South STH 82 Alternative. A combination of town roads and CTH I make a direct route to Oxford from this part of Adams County. This route starts at two points on CTH Z at Fur Ln and 13th Ave, and both roads join at Fur Ln to use Fur Avenue, which connects to CTH I into Oxford.



## COUNTYWIDE RECOMMENDATIONS

Plan support and endorsement both by public officials and residents alike will greatly enhance the potential that key policy based recommendations related to bicycle and pedestrian issues will be implemented. These recommendations are seen as an important first step in promoting uniform bicycle and pedestrian facility decisions throughout the county. Full descriptions of each recommendation exist in the full plan online.

**See Map 6--Proposed Bicycle Facilities--showing where "Intersection Recommendations" are located. Then look at Recommendation #14 on page 38 in the plan to see where local community recommendations exist.**



## COUNTY RECOMMENDATIONS CONTINUED

### Make Blind Curves Safer



### Pave Part of Gravel Driveways & Parking lots



## Road Maintenance



## COUNTYWIDE RECOMMENDATIONS CONTINUED

### Perform SRTS Analysis



### Install Bicycle Parking



### Add Wayfinding Signs



D11-1  
24" x 18"



D1-1b(L)  
24" x 6"

### Safely Cross Railroad



White line = path to be paved for bicycle

### Add Multi-Use Paths To Wisconsin River Bridges



See the [Adams County Bicycle & Pedestrian Plan](#) for full descriptions and additional recommendations.



## COUNTYWIDE RECOMMENDATIONS CONTINUED

### Make Bridges Bicycle Friendly



### Communitywide Bicycle Education

**Fun Rides**

**Wear Helmets**

**Mass Education**

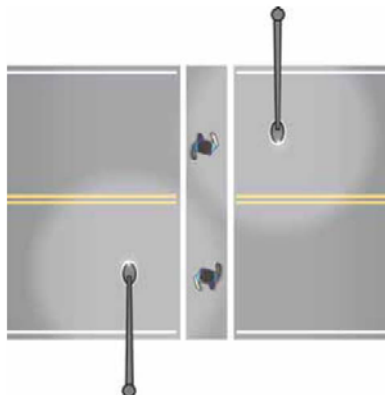
### Intersection Specific Recommendations



### Traffic Calming To Reduce Speeds



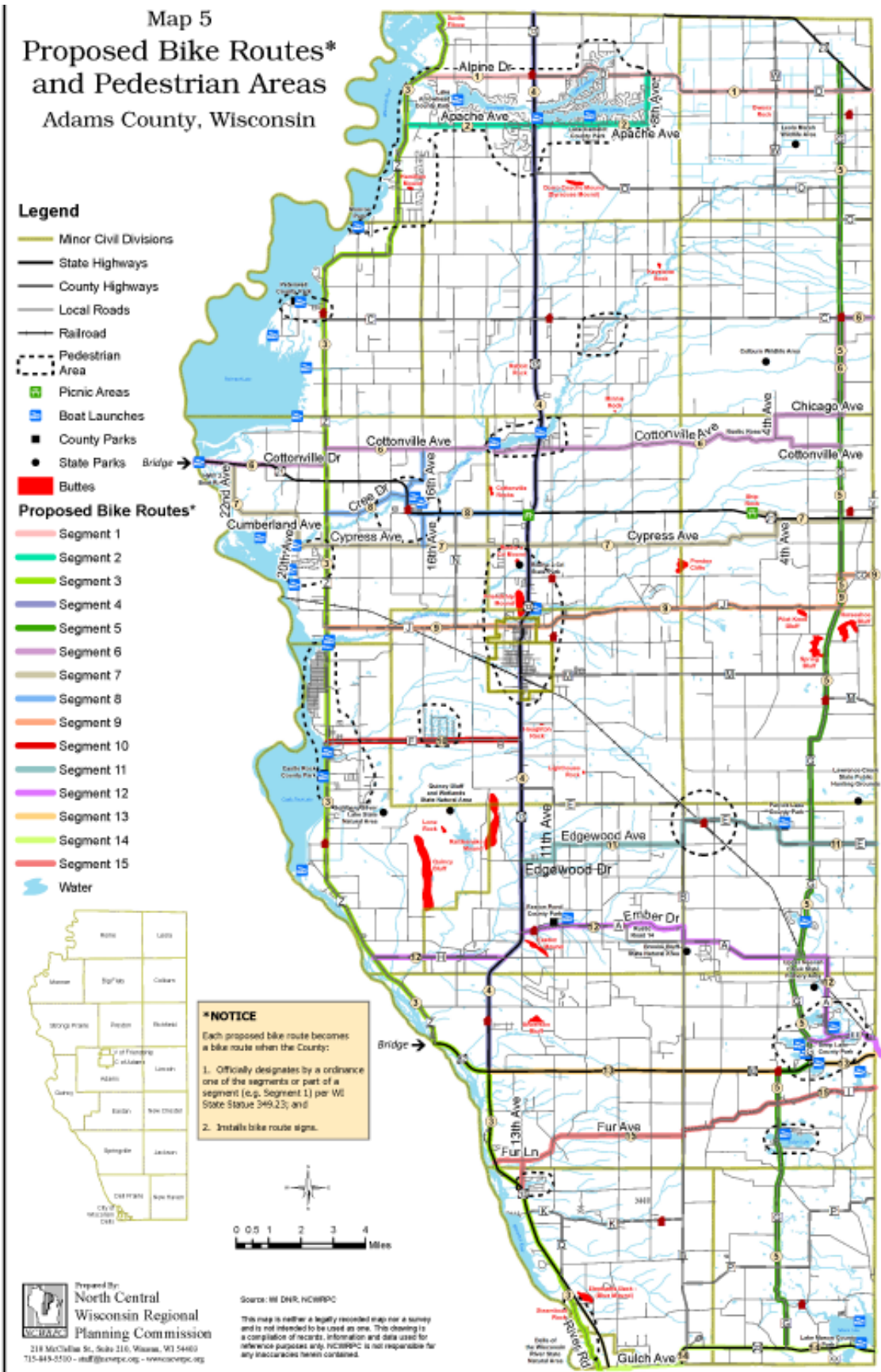
### Various City of Adams Recommendations



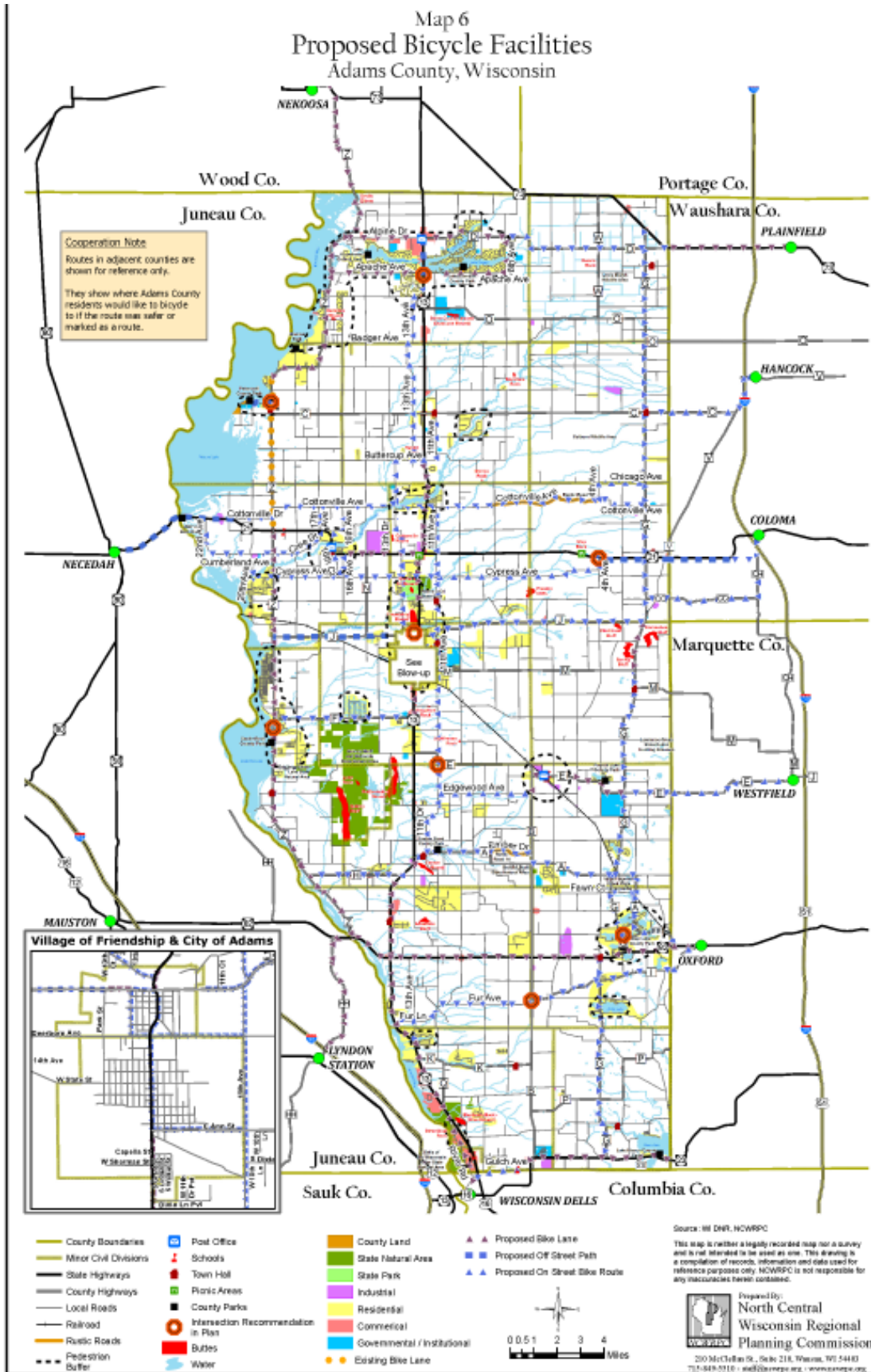
### Various Village of Friendship Recommendations



# PROPOSED BIKE ROUTES



# PROPOSED INFRASTRUCTURE CHANGES



## FOR MORE INFORMATION

Download the full plan at:  
<http://www.ncwrpc.org/adams/bicycle>

For more information about the plan and its implementation, contact:

Fred Heider, AICP  
715-849-5510 Ext. 310  
fheider@ncwrpc.org

The countywide plan was developed by North Central Wisconsin Regional Planning Commission (NCWRPC) with guidance from the Advisory Group of citizens and oversight provided by the Adams County Highway Committee. Funding for this project provided by the Wisconsin Department of Transportation (WisDOT).



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## Adams County Bicycle And Pedestrian Plan Summary

**North Central Wisconsin  
Regional Planning Commission**

210 McClellan Street, Suite 210  
Wausau, Wisconsin 54403  
715-849-5510  
www.ncwrpc.org  
Fax: 715-849-5110  
staff@ncwrpc.org

