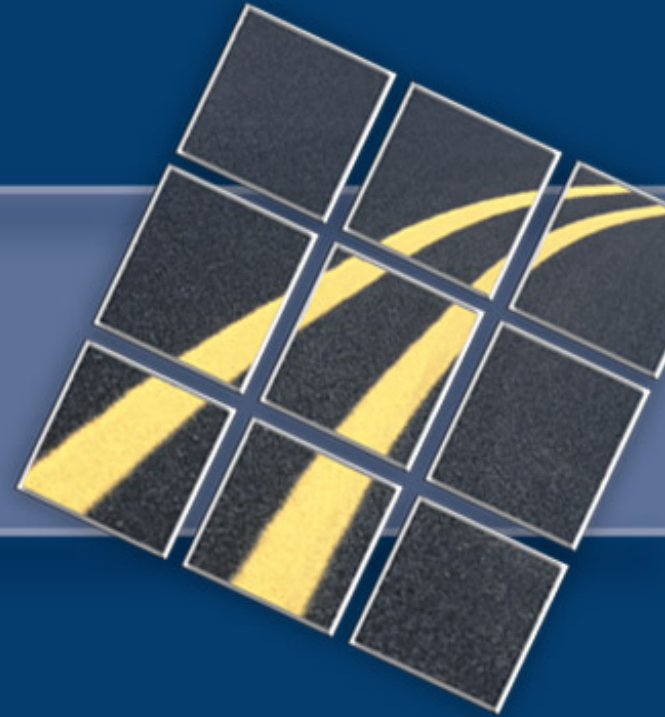


# Bicycle & Pedestrian Accommodations (Complete Streets)



# What Is a Complete Street?

Complete streets are roadways designed and operated to enable safe, convenient, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street

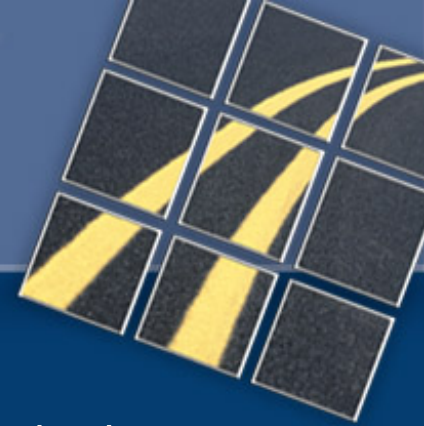


# Federal Code Guidance



“Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted.”  
(23USC 217)

# Wisconsin State Statutes



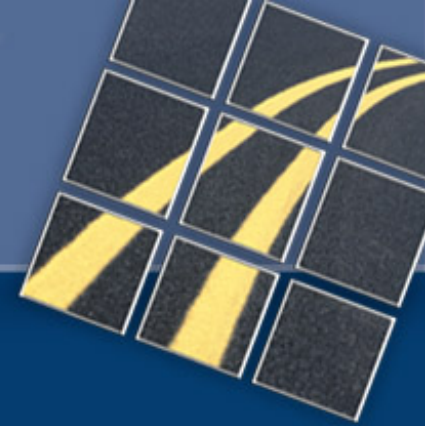
In 2009, Wisconsin Act 28 created Statute 84.01(35), (aka the “complete streets” law), which complements existing federal and state policies.

Requires bicycle and pedestrian facilities are included in all new highway construction and reconstruction projects funded in whole or in part from certain state funds or federal funds as appropriated under Statute 20.395 or 20.866.

The state law broadens the range of projects covered because it explicitly includes projects funded solely by state funds, such as projects in the Local Roads Improvement Program, that are not included under the federal policy.



# Trans 75



49

DEPARTMENT OF TRANSPORTATION

Trans 75.04

Unofficial Text (See Printed Volume). Current through date and Register shown on Title Page.

## Chapter Trans 75

### BIKEWAYS AND SIDEWALKS IN HIGHWAY PROJECTS

Trans 75.01	Definitions.
Trans 75.02	When bikeways and sidewalks are required.
Trans 75.03	Bicycles or pedestrians prohibited.
Trans 75.04	Excessively disproportionate cost.

Trans 75.05	Constrained environments.
Trans 75.06	Absence of need.
Trans 75.07	Maintenance agreements; sidewalks.

#### Trans 75.01 Definitions. In this chapter:

(1) "Authority" means the department or local governmental unit having primary maintenance responsibility over the highway.

(2) "Bikeway" means any of the following:

(a) Bicycle lane, as defined in s. 340.01 (5e), Stats.

(b) Paved shoulders of a roadway not normally permitted for use by motor vehicles.

(c) Outside travel lanes 14 feet or more wide.

(d) Paths, subject to s. Trans 75.02 (3).

(3) "Department" means the department of transportation.

(4) "Estimated total project cost" means the construction cost estimated during preliminary design and shall include the cost of all bikeways and sidewalks and the cost of any additional real estate needed.

(5) "Highway" has the meaning given in s. 340.01 (22), Stats.

(6) "Reconstruction project" means any of the following:

(c) "Reconstruction" of a highway, as defined in s. 84.013 (1) (c), Stats.

(b) Pavement replacement having a design life of 15 years or more on an existing highway.

(7) "Roadway" means that portion of a highway between the regularly established curb lines or that portion which is improved, designed or ordinarily used for vehicular travel, including the shoulder. In a divided highway, the term "roadway" refers to each roadway separately but not to all those roadways collectively.

(8) "Sidewalk" has the meaning given in s. 340.01 (58), Stats.

History: CR 10-082; cr. Register December 2010 No. 660, eff. 1-1-11.

**Trans 75.02 When bikeways and sidewalks are required.** (1) Except as provided in this chapter, the authority shall include bikeways and sidewalks in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds appropriated under s. 20.395 or 20.866, Stats.

(2) In this chapter, sidewalks and bikeways shall be considered separately. If sidewalks and bikeways cannot both be accommodated, consideration shall be given to sidewalks before adding bikeways.

(3) Paths can be used to supplement on-road bicycle accommodations. In exceptional situations a path may substitute for on-road bicycle accommodations if the use is consistent with the department's Bicycle Facility Design Handbook and the department's Facilities Development Manual and the substitution is approved in writing by the secretary's designee who has knowledge of the purpose and design of bicycle and pedestrian accommodations. A path may be considered along a controlled access highway, as defined in s. 990.01 (5f), Stats., having a speed limit of 45 miles per hour or higher.

Note: The Department's Bicycle Facility Design Handbook is available online at: <http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>. The Facilities Development Manual is available online at: <http://roadsystemstandards.dot.wi.gov/standards/fdm/index.htm>.

(4) The department shall refuse to provide any state funds or federal funds appropriated under s. 20.395 or 20.866, Stats., for

any highway construction or reconstruction project that does not include bikeways and sidewalks required under s. 84.01 (35), Stats., and not excepted by this chapter. If an authority determines to omit any bikeway or sidewalk under this chapter, the department may request from the authority a written justification for the omission and shall deny state funds or federal funds appropriated under s. 20.395 or 20.866, Stats., for the project if the department determines the omission is not justified under this chapter.

(5) Notwithstanding sub. (1), bikeways and sidewalks are not required to be included in any highway construction or reconstruction project that is any of the following:

(a) Has a program level scoping document consistent with life cycle 11 of the department's Facilities Development Manual or, for projects undertaken by a local unit of government, a similar document as determined by the department, in place as of January 1, 2011.

Note: The Facilities Development Manual is available online at: <http://roadsystemstandards.dot.wi.gov/standards/fdm/index.htm>.

(b) Let for bid that is first advertised before January 1, 2011, or for projects for which no bid is advertised or undertaken under a contract signed before January 1, 2011.

(c) Described in a final environmental impact statement that is approved before January 1, 2011.

(d) Documented in an environmental report, as defined in s. Trans 400.04 (10), completed before January 1, 2011, that fit the criteria or conditions for approval as a categorical exclusion in 23 CFR 771.117, April 1, 2000.

(e) The subject of a finding of no significant impact made under ch. Trans 400 before January 1, 2011.

Note: This subsection does not supersede any federal law or policy relating to bicycle or pedestrian accommodations.

History: CR 10-082; cr. Register December 2010 No. 660, eff. 1-1-11.

**Trans 75.03 Bicycles or pedestrians prohibited.** (1) Section Trans 75.02 does not require bikeways or sidewalks to be included on any highway on which bicycles or pedestrians are prohibited by any of the following:

(a) Order, ordinance or resolution under s. 349.105, Stats., regarding use of a freeway or expressway.

(b) Ordinance under s. 349.18, Stats., regarding the operation of bicycles on the highway.

(c) Ordinance under s. 349.23 (3), Stats., regarding use of a roadway.

(d) Order, ordinance or resolution under s. 349.185 (2), Stats., regarding pedestrians upon highways.

(2) If bicycles or pedestrians, but not both, are prohibited from using the highway, the project shall include either a bikeway or sidewalk, as appropriate, to serve the bicycles or pedestrians that are allowed to use the highway. A path may be considered along a controlled access highway, as defined in s. 990.01 (5f), Stats., having a speed limit of 45 miles per hour or higher where bicyclists and pedestrians are not allowed to use the roadway.

History: CR 10-082; cr. Register December 2010 No. 660, eff. 1-1-11.

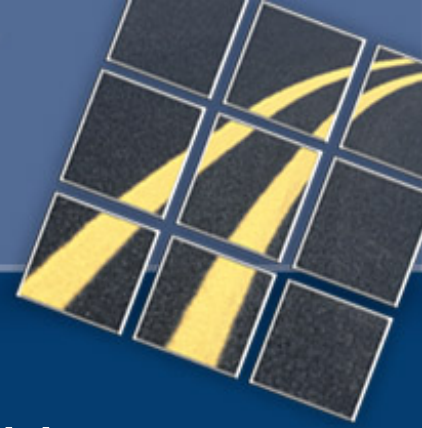
**Trans 75.04 Excessively disproportionate cost.**

(1) WHEN FACILITIES ARE NOT REQUIRED. Notwithstanding s.

- Adopted in December 2010
- Bicycle and pedestrian accommodations required on all new construction and reconstruction projects using State or Federal funding.
- Defines exceptions
- Exceptions must be approved by the Department

**AVRES**  
ASSOCIATES

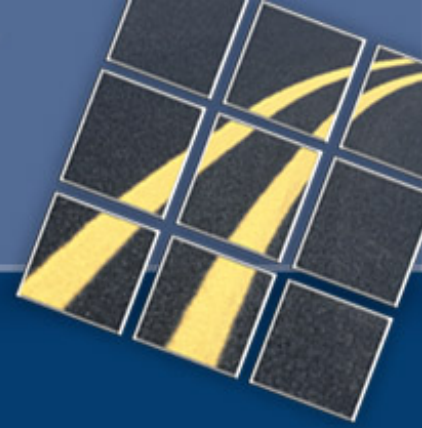
# Trans 75



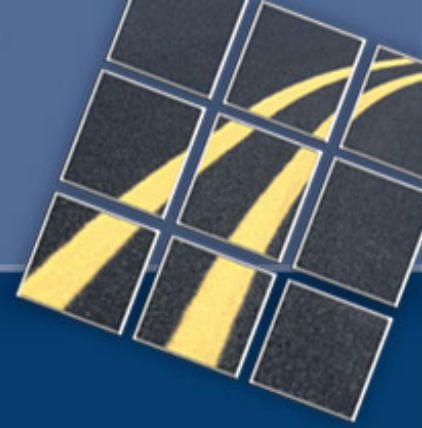
The highway improvement types, as defined in FDM 3-5-2, that are subject to Trans 75 include:

- Pavement Replacement (FDM 3-5-2.3 and FDM 14-15-1)
- Reconstruction (FDM 3-5-2.4)
- Expansion (FDM 3-5-2.5)
- Bridge Replacement (FDM 3-5-2.7)
- Bridge Rehabilitation - Re-Decking Only (FDM 3-5-2.6)

# Trans 75

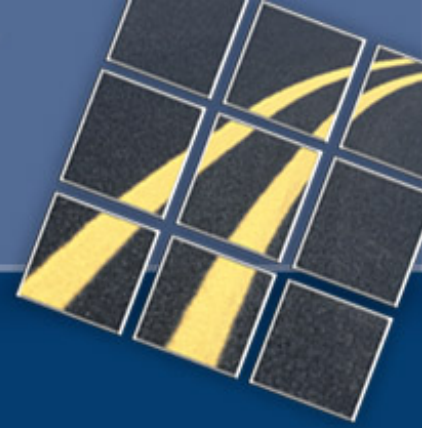


# Trans 75

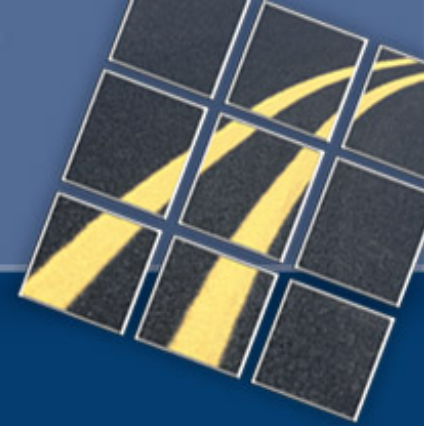




# Trans 75



# Sidewalks



[Plans & Projects](#) > [Find by mode](#) >

## **Pedestrian plans, studies and projects**

### **Complete Streets**

Complete Streets are roadways designed and operated to enable safe, convenient, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street.

### **Wisconsin Guide to Pedestrian Best Practices**



The guide provides detailed design, planning and program information for improving all aspects of the pedestrian environment.

### **Wisconsin Statewide Pedestrian Policy Plan 2020**

The plan outlines statewide and local measures to increase walking and promote pedestrian comfort and safety. The plan provides a policy framework addressing pedestrian issues and clarifies WisDOT's role in meeting the needs of the walking public.

### **Accommodating people with disabilities on pedestrian facilities**

The Americans with Disabilities Act and other state and federal legislation requires pedestrian facilities be built to allow the safe and convenient passage of people with a variety of disabilities.

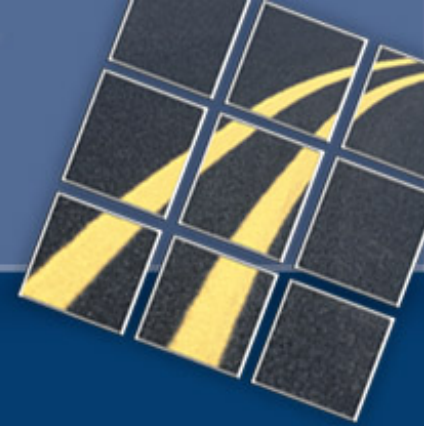
- [Americans with Disabilities Act \(ADA\) - Pedestrian Facilities Summary](#) 
- [Accessible Sidewalks and Street Crossings \(FHWA\)](#) 

### **Funding for bicycle and pedestrian projects**

- [Bicycle and Pedestrian Projects \(1993-2007\)](#) 

<http://www.dot.wisconsin.gov/projects/ped.htm>

# Sidewalks




[Plans & Projects](#) > [Find by mode](#) > [Pedestrian](#) >

## Wisconsin Guide to Pedestrian Best Practices

The Wisconsin Guide to Pedestrian Best Practices provides detailed design, planning and program information for improving all aspects of the pedestrian environment.

Numerous national and state pedestrian facilities design guides and manuals were reviewed and incorporated into this guide, especially into the Facilities Design chapter. The Guide for the Development of Pedestrian Facilities published by the American Association of State Highway and Transportation Officials (AASHTO), the Manual of Uniform Traffic Control Devices (MUTCD) from the Federal Highway Administration, the ADA Accessibility Guidelines (ADAAG) from the U.S. Access Board, and the Wisconsin Department of Transportation's Facility Development Manual (FDM) were significant sources for technical and regulatory requirements. Chapter 5: Designing Pedestrian Facilities, is intended to bring these and several other standard references of professional practice together to apply to Wisconsin's experience.

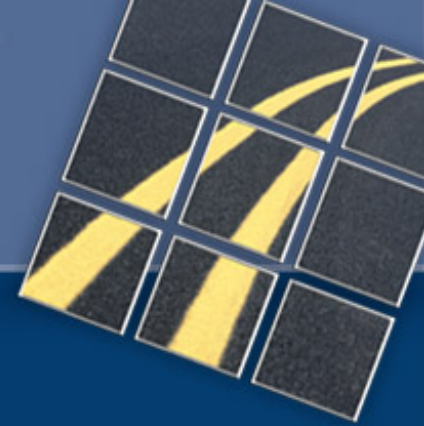
The guide serves as a companion document to the Wisconsin [Pedestrian Policy Plan 2020](#) to assist in the implementation of the goals, objectives and actions of the plan and serve as a reference or guidebook for state and local officials.

The guide chapters are available as Adobe PDFs . Additional chapters will be available soon.

- [Cover and Acknowledgements](#) (595 KB)
- [Table of Contents](#)
- [Chapter 1: Introduction](#)
- [Chapter 2: Who is a pedestrian? Pedestrian Travel in Wisconsin](#)
- [Chapter 3: Implementing Development Concepts for Walkability](#)
- [Chapter 4: Transportation Planning for Pedestrians](#) (840 KB)
- [Chapter 5: Designing Pedestrian Facilities](#) (3 MB) [This is a large file and may take several minutes to download]
- [Chapter 6: Maintenance of Pedestrian Facilities](#)
- [Chapter 7: Pedestrian Work Zones Accommodations](#)
- [Chapter 8: Safety Education and Enforcement](#)
- [Chapter 9: Funding Pedestrian Infrastructure Projects](#)
- [Chapter 10: Resources](#)

<http://www.dot.wisconsin.gov/projects/state/ped-guide.htm>

# Sidewalks




## Public Rights-of-Way

[Guidelines and Standards](#) | [Home](#)

### ABOUT THIS RULEMAKING

Sidewalks, street crossings, and other elements of the public rights-of-ways present unique challenges to accessibility for which specific guidance is considered essential. The Board is developing new guidelines for public rights-of-way that will address various issues, including access for blind pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain. The new guidelines will cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. On July 26, 2011, the Board released proposed guidelines for public comment. This proposal incorporates feedback from the public on previous drafts of the guidelines.

 [Sign up](#) to receive updates on this rulemaking.

### PROPOSED GUIDELINES

- [Supplemental Notice of Proposed Rulemaking on Shared Use Paths](#) (available for comment through [www.regulations.gov](http://www.regulations.gov) until May 14, 2013)
- [Proposed Guidelines for Public Rights-of-Way](#) (July 26, 2011) [PDF Version](#)
- [Notice Reopening Comment Period](#)
- [Overview of the Guidelines](#) [PDF Version](#)
- [Press Release](#)
- [Public Briefing](#)
- [Regulatory Assessment](#)
  - Supplementary document: [State DOT Curb Ramp Standard Drawings with Detectable Warnings Details](#)
- [Webinar](#) (August 9)

### RELATED INFORMATION

- [Revised Draft Guidelines](#) (2005) [PDF Version](#)
- [Notice of Availability of Revised Draft Guidelines](#) [About this Notice](#)
- [Draft Guidelines](#) (2002)
- [Public Comments to the Draft Guidelines](#) (2002)
- [Background](#)
- [How the Board Develops Guidelines](#)

### GUIDANCE MATERIAL

The Board has developed information to provide a source of guidance on various aspects of accessible public rights-of-way until its guidelines are completed. This information includes:

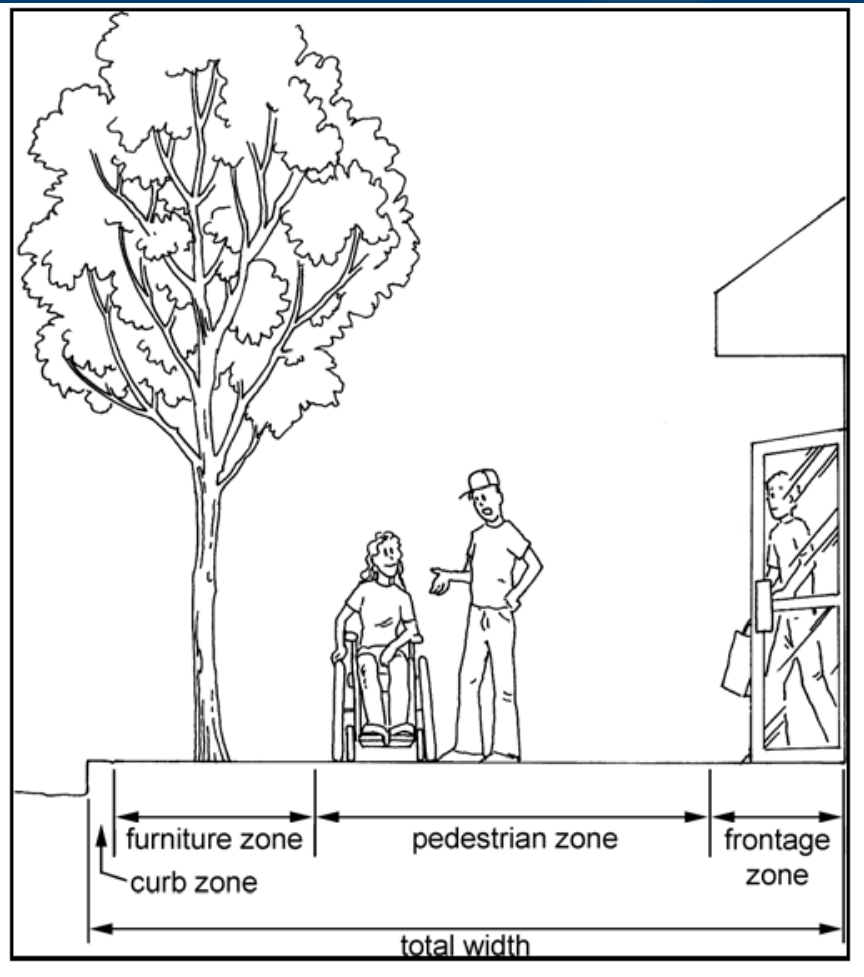
- [Accessible Public Rights-of-Way: Planning and Designing for Alterations](#) [PDF Version](#)
- [Accessible Rights-of-Way: A Design Guide](#)
- [Accessible Sidewalks](#) (DVD)

<http://www.access-board.gov/prowac/>

# Sidewalks

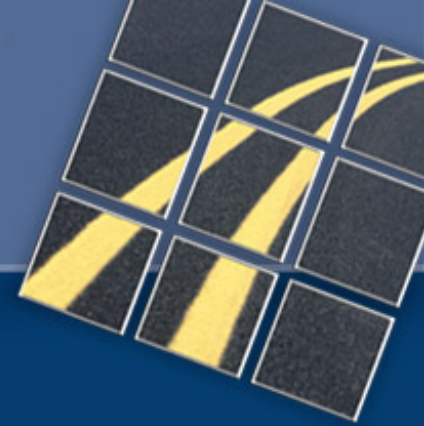


1. Curb zone
2. Planter/furniture zone
3. Pedestrian or sidewalk zone
4. Frontage or sidewalk clearance zone





# Sidewalks



Minimum sidewalk width is 5 feet if adjacent to a terrace that is at least 3 feet wide.

Minimum sidewalk width is 6 feet if adjacent to a terrace that is less than 3 feet wide.

Provide wider sidewalk if any of the following conditions apply:

- Higher pedestrian traffic is anticipated such as in a town center area or central business district.
- There are signs, utility poles, light poles, hydrants, or other fixed objects that intrude into the pedestrian zone.
- Angle parking is used and the vehicle overhang intrudes into the pedestrian zone.

# Sidewalks



The sidewalk running slope maximum recommended grade is 5% to meet the American with Disabilities Act Accessibility Guidelines (ADAAG). As the running slope of the sidewalk changes, level landings may be required as follows:

- Sidewalk has a running slope from zero to 5 percent - no level landing is required.
- Sidewalk has a running slope greater than 5% up to 8.33% - provide a 5-foot by 5-foot level landing at each 2.5 feet of vertical change in grade. Do not exceed a 2% slope in any direction on the landing.
- When the street grade exceeds 8.33% slope, the sidewalk running slope should match the street grade with no level landings. Consider providing flat landing / rest strips at regular intervals in this situation.

# Sidewalks

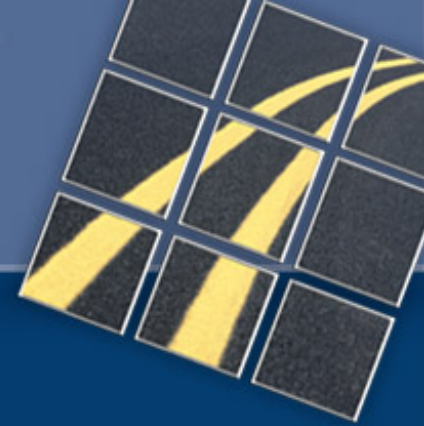


The sidewalk cross slope shall be 1.5-percent with a construction tolerance of  $\pm 0.5$ .

The maximum sidewalk cross slope according to ADA is 2.0% and the minimum cross slope to achieve drainage is 1.0%. If this cross slope with this construction tolerance cannot be built then constructability is “technically infeasible”. Document this condition in the DSR.

Grass terraces have a minimum transverse slope of 4% & paved terraces have a minimum transverse slope of 2%.

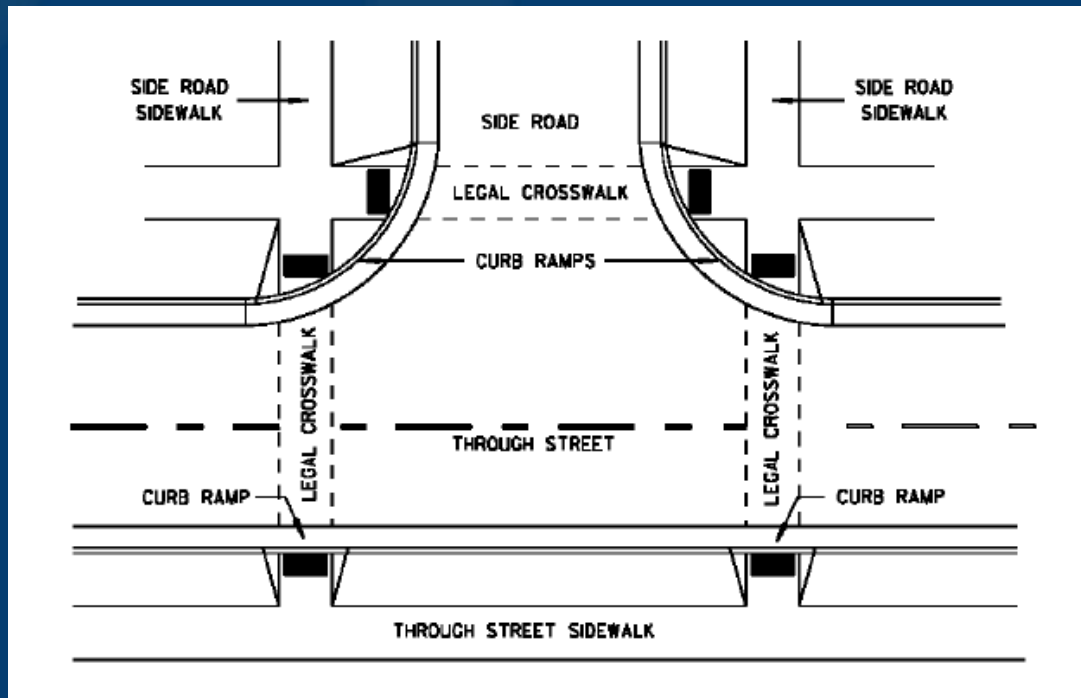
# Curb Ramps/Crosswalk



Perpendicular (Type 2) curb ramps desirable.

Detectable warning fields are required and must extend within 6 inches of curb ramp width. Typical curb ramp width is 5 feet.

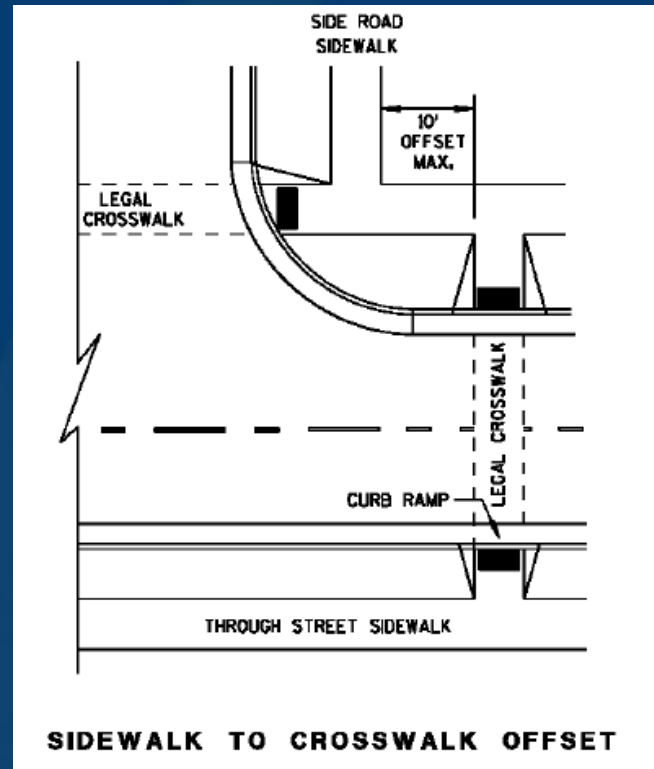
Follow Standard Detail Drawings.



# Curb Ramps/Crosswalk

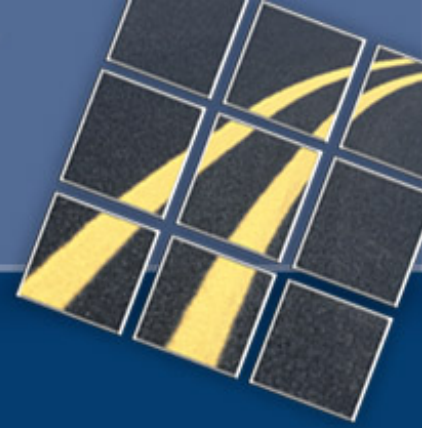


Curb ramps should not be offset more than 10 feet from a sidewalk extension without the approval of the Regional bike/pedestrian coordinator. The 10-foot offset distance is measured from the back side of the sidewalk to the crosswalk.



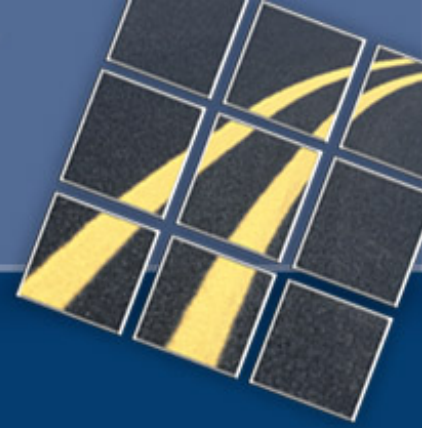


# Curb Ramps/Crosswalk





# Curb Ramps/Crosswalk



# Curb Ramps/Crosswalk



## Crosswalk cross slopes

Based on PROWAC guidelines:

- Without yield or stop control, includes a signalized intersection – 5% max cross slope.
- With yield or stop control – 2% max cross slope.

Define early in the design process with WisDOT.

# Bicycle Facilities



## WISCONSIN BICYCLE FACILITY DESIGN HANDBOOK



JANUARY 2004 Minor updates in 2006 and 2009

WISCONSIN DEPARTMENT OF TRANSPORTATION

## Guide for the Development of **Bicycle Facilities**

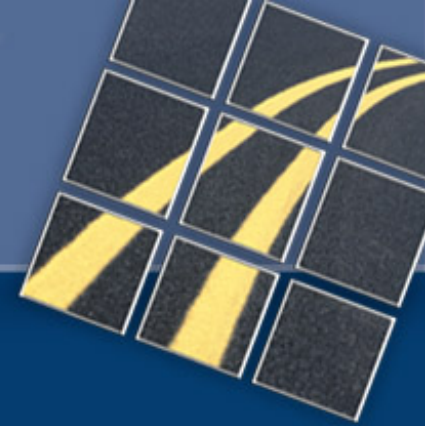
2012 • Fourth Edition



<http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>



# Bicycle Facilities



[Travel](#) > [Travel by](#) > [Traveling by bike](#) >

## Wisconsin bicycle maps

### Wisconsin State Bike Map

The [2010 Wisconsin State Bike Map](#) is a set of eight (8) maps published and distributed through the Bicycle Federation of Wisconsin with information provided by WisDOT. This map classifies state and county roads through out the state in terms of bicycling conditions. It also identifies bicycle trails and mountain bike facilities, and provides contacts for local bicycle route information. Town roads are not rated for their bicycling conditions but are identified with their road names and surface type.

### Wisconsin county bike maps

WisDOT also has downloadable bike maps for each of [Wisconsin's 72 counties](#). These county maps come from the 2010 Wisconsin State Bike Map. Each county map highlights the most favorable bicycling conditions while presenting the full continuum of roadways - from narrow town roads to US Highways. This approach enables cyclists of all abilities to select their own routes to meet their individual transportation and recreational needs.

### Local bicycle maps

The old version of the State Bike Map included local map and route information. Information about [local bicycle maps and routes](#) is now available on this WisDOT Web site. Some of the bike maps created by Wisconsin counties and communities can be downloaded while contact information is provided for others.

### Great River Road Bicycle Map

The [Great River Road Bicycle Map](#) (July 2012) depicts conditions for bicycling on the Great River Road and nearby roadways. Touring cyclists can ride the entire Wisconsin segment or choose smaller segments that are better suited to their experience level.

### Other Wisconsin bicycle maps/guides

The Department of Tourism offers the Wisconsin Biking Guide, a detailed guide showing bike touring trails, on-road routes and mountain bike trail systems. The guide is free from the Wisconsin Department of Tourism and can be either [downloaded as a PDF](#), or [requested to be sent to you by mail](#).

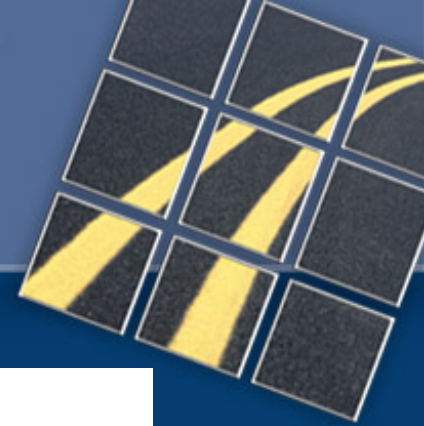
The Department of Tourism also provides information about [Wisconsin bike trails and bike routes](#) on their Web site. The most complete offering of the state's touring trails, including nearly every rail-trail, is available. Select maps of on-road loops and mountain biking single track trails are also provided.

The [Department of Natural Resources](#) also provides abundant information about trails in the state.

<http://www.dot.wisconsin.gov/travel/bike-foot/bikemaps.htm>





# Bicycle Facilities



[Plans & Projects](#) > [Find by mode](#) >

## Bicycle projects, plans, studies and guides

### Complete Streets

- [Workshop presentation for the bicycle and pedestrian law – Fall 2010](#) 
- [Final administrative rules](#) 



### Advisories

- [Guide for Path/Street Crossings](#)

### Studies and guides

[Wisconsin Bicycle Planning Guidance](#) 

This document provides guidelines for Metropolitan Planning Organizations and communities in planning and developing bicycle facilities.

[Wisconsin Bicycle Facility Design Handbook](#)  This is a large file and may require a lengthy download time. For your convenience, the Handbook is also available in six sections (all are in PDF  format). This on-line version contains a number of slight changes and additions made since the print version was made available in 2004.

- [Cover and Table of Contents](#)
- [Chapter 1 – Introduction](#)
- [Chapter 2 – Basic Roadway Improvements](#)
- [Chapter 3 – Bicycle Lanes](#)
- [Chapter 4 – Shared-use Paths](#)
- [Appendices and Index](#)



[Wisconsin Rural Bicycle Planning Guide](#) 


[Wisconsin Bicycle and Pedestrian Trail Use Study \(2005\)](#) 

[Funding for bicycle and pedestrian projects](#)

- [Bicycle and Pedestrian Projects \(1993-2007\)](#) 

Bicycle Crash Analysis for Wisconsin Using a Crash Typing Tool (PBCAT) and Geographic Information System (GIS)

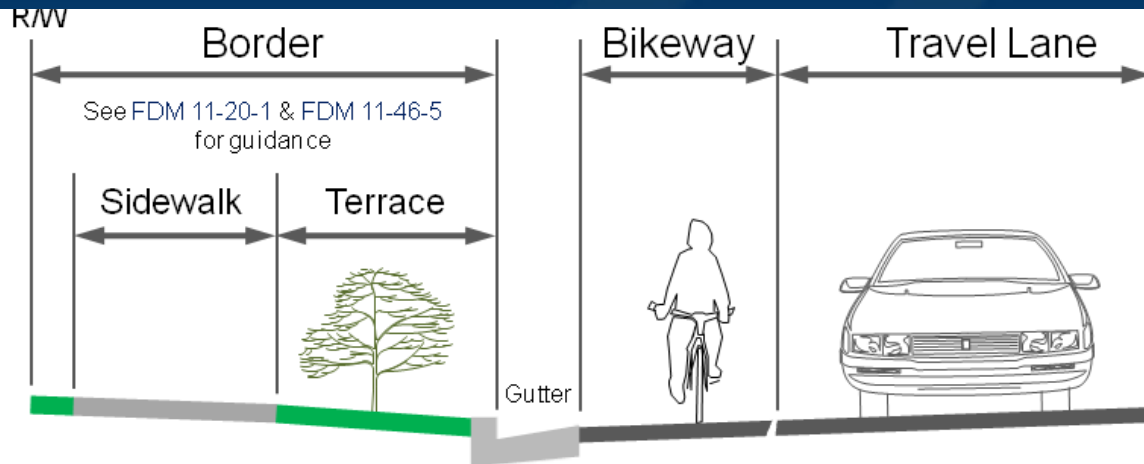
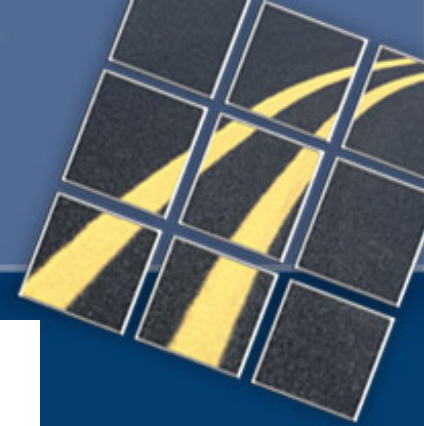
- [Summary](#) 
- [Full report](#) 

[The Economic Impact of Bicycling in Wisconsin](#) 

[Bicycle Transportation Plan 2020](#)

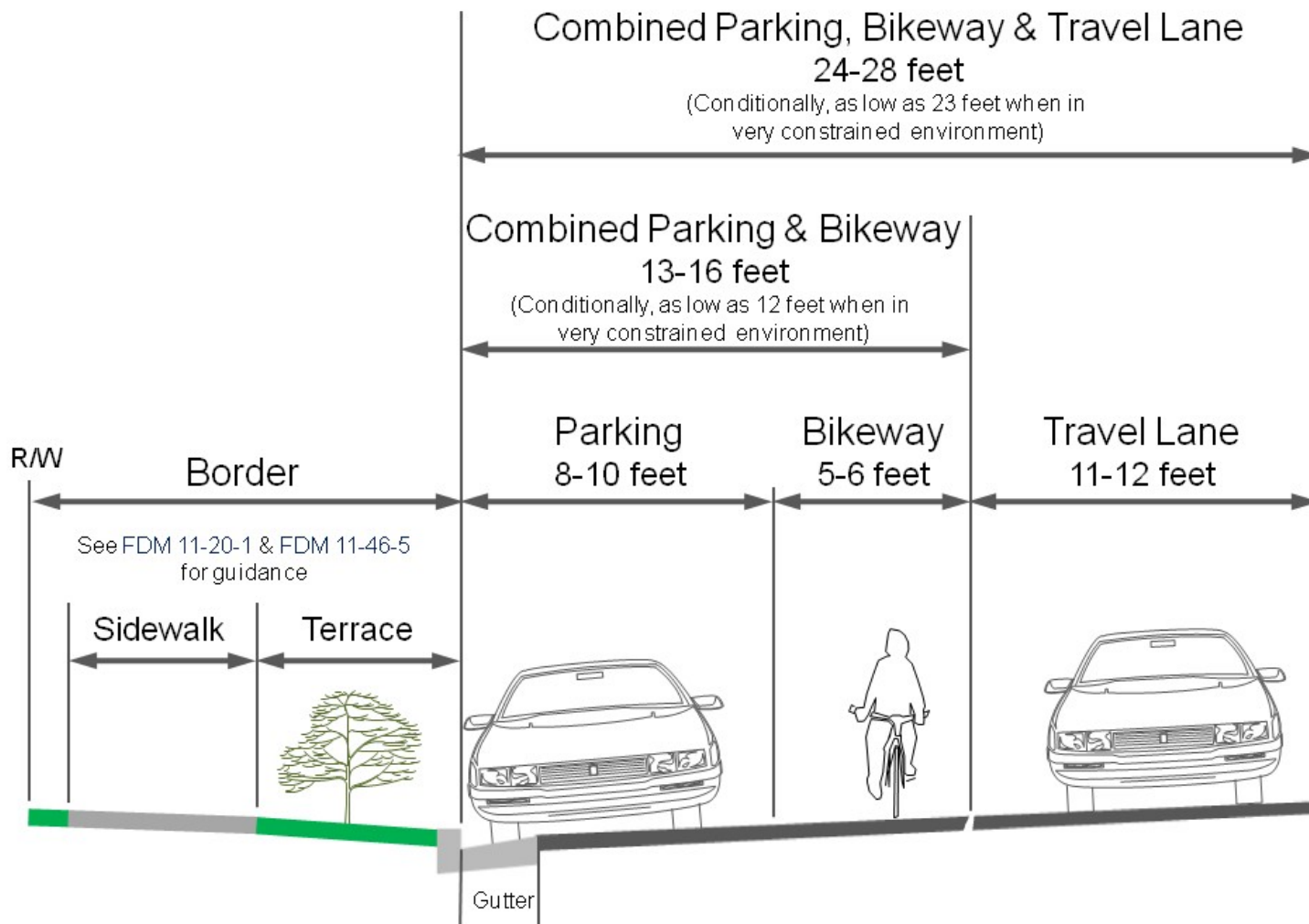
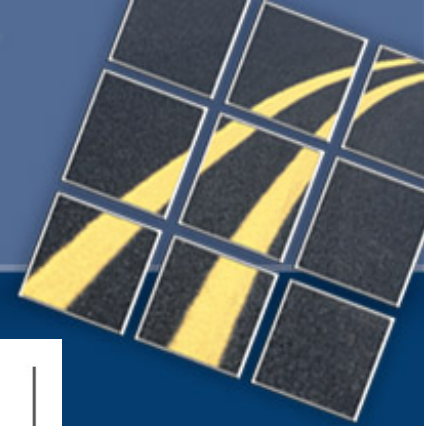
<http://www.dot.wisconsin.gov/projects/bike.htm>

# Bicycle Facilities

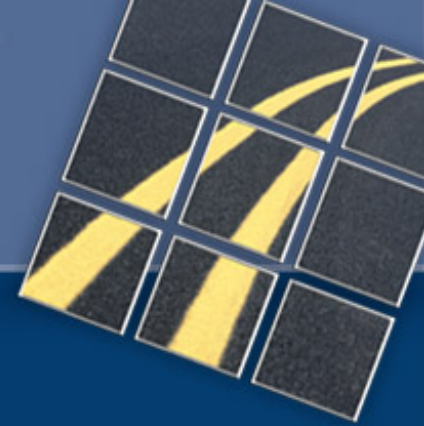


- 1<sup>st</sup> 2' gutter, 5' bike lane, 11'-12' travel lane
- 2<sup>nd</sup> 6' concrete bike lane with integral curb, 11'-12' travel lane
- 3<sup>rd</sup> 1' gutter, 5' bike lane, 11'-12' travel lane
- 4<sup>th</sup> 2' gutter, 4' bike lane, 11'-12' travel lane
- 5<sup>th</sup> 1' gutter, 4' bike lane, 11'-12' travel lane
- 6<sup>th</sup> 5' concrete bike lane with integral curb, 11'-12' travel lane
- 7<sup>th</sup> 2' gutter, 4' urban paved shoulder, edgeline, 11'-12' travel lane
- 8<sup>th</sup> 1' gutter, 4' urban paved shoulder, edgeline, 11'-12' travel lane
- 9<sup>th</sup> 2' gutter, 3' urban paved shoulder, edgeline, 11'-12' travel lane
- 10<sup>th</sup> 1' gutter, 3' urban paved shoulder, edgeline, 11'-12' travel lane
- 11<sup>th</sup> 2' gutter and 15' wide outside lane
- 12<sup>th</sup> 1' gutter and 15' wide outside lane
- 13<sup>th</sup> 2' gutter and 14' wide outside lane
- 14<sup>th</sup> 15' concrete integral curb/gutter (wide outside lane)
- 15<sup>th</sup> 1' gutter and 14' wide outside lane

# Bicycle Facilities



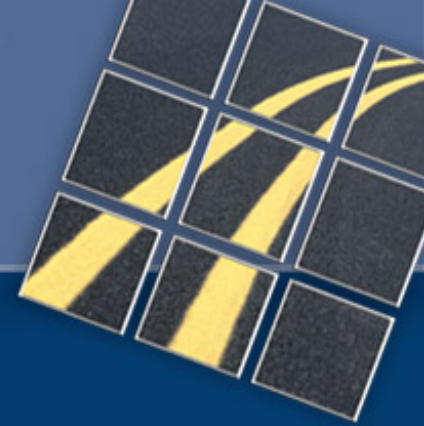
# Bicycle Facilities



**Table 15.1 Conditions Requiring Bicycle Accommodations**

Condition Number	Condition
1	Identified in the Wisconsin Bicycle Transportation Plan or another WisDOT-endorsed or supported bicycle plan,
2	The two-way bicycle traffic volume is (or is expected to be) 25 per day or more during peak travel days for cycling (average of the 10 most traveled days for bicycling for the year)
3	To complete short gaps in an otherwise continuous bicycle route,
4	To make short connections from communities or urban areas of up to approximately 3 miles to the town or county roadway network (not to a dead-end roadway).
5	If bicycle accommodation projects were proposed and funded as bikeways under the Transportation Enhancement (TE), Congestion Mitigation & Air Quality (CMAQ), or Safe Routes to School (SRTS) programs, a minimum 5' shoulder shall be provided. For projects funded under these programs, 4' paved shoulders may be used only when ADTs are less than 1,500 in the design year or there are extenuating circumstances that will not permit 5' or wider paved shoulders. Appropriate justification and documentation of the extenuating circumstances must be developed and maintained in the project file.

# Bicycle Facilities



Design Year AADT	Conditions from Table 15.1	Adjacent Travel Lane Width (feet)	Paved Shoulder Width (feet)	
			without shoulder rumble strip*	with shoulder rumble strip
< 750	Meets 0 or more of conditions 1, 2, 3, or 4 AND DOES NOT meet condition 5 none of the conditions are met	10  11 or 12	4  3	5  5
	Meets 0 or more of conditions 1, 2, 3, or 4 AND Meets condition 5	10, 11 or 12	4	5
≥ 750	DOES meet ANY of conditions 1, 2, 3, 4, or 5	10  11 or 12	4  3	5  5
	Meets 1 or more of conditions 1, 2, 3, 4, or 5	10 or 11	4	5
750-1,499	Meets 1 or more of conditions 1, 2, 3, or 4 AND DOES NOT meet condition 5	12	3	5
	Meets 0 or more of conditions 1, 2, 3, or 4 AND Meets condition 5	12	4	5
	Meets 1 or more of conditions 1, 2, 3, 4, or 5	11	5	5
1,500-1,999	Meets 1 or more of conditions 1, 2, 3, or 4 AND DOES NOT meet condition 5	12	4	5
	Meets 0 or more of conditions 1, 2, 3, or 4 AND Meets condition 5	12	5	5
	Meets 1 or more of conditions 1, 2, 3, 4, or 5	11 or 12	5**	5**



# Exceptions



- #1 - Bicycles or Pedestrians Prohibited
- #2 - Excessively Disproportionate Costs
- #3 - Constrained Environments
- #4 - Absence of Need
- #5 - Refusal to Maintain

# Exceptions

## Bicycles or Pedestrians Prohibited

Trans 75.03 (FDM 11-46-1.3.1.1)

Bikeways or sidewalks are not required to be included on any highway on which bicycles or pedestrians are prohibited by any of the following:

- a) Order, ordinance or resolution under s. 349.105, Stats., regarding use of a freeway or expressway.
- b) Ordinance under s. 349.18, Stats., regarding the operation of bicycles on the highway.
- c) Ordinance under s. 349.23 (3), Stats., regarding use of a roadway.
- d) Order, ordinance or resolution under s. 349.185 (2), Stats., regarding pedestrians upon highways.

# Exceptions



## Excessively Disproportionate Costs

Trans 75.04 (FDM 11-46-1.3.1.2)

Bikeways and sidewalks are not required on any highway on which the cost of establishing bikeways or sidewalks would be excessively disproportionate to the need or probable use of the bikeways or sidewalks. Cost is excessively disproportionate to the need or probable use of the bikeways or sidewalks if it exceeds 20 percent of the estimated total project cost.

# Exceptions



## Constrained Environments

Trans 75.05 (FDM 11-46-1.3.1.3)

Bikeways and sidewalks are not required in a constrained environment if establishing them would have excessive negative impacts. A “constrained environment” is any area in which structures, improvements, natural resources, or historical or archaeological sites adjacent to the highway do not allow construction of all of the following on each side of the roadway unless the obstruction is eliminated.

# Exceptions



## Constrained Environments

Trans 75.05 (FDM 11-46-1.3.1.3)

A “constrained environment” is any area in which structures, improvements, landscaping natural resources, or arch/historical sites do not allow **all** of the following:

- a) A terrace at least three feet wide, including the width of the curb.
- b) A sidewalk that is either of the following:
  - 1. 5 feet wide, if adjacent to a terrace at least 3 feet wide.
  - 2. 6 feet wide, if adjacent to a curb or a terrace less than 3 feet wide.
- c) A bikeway.

***For more than 50% of the project***

# Exceptions



## Constrained Environments

Trans 75.06 (FDM 11-46-1.3.1.4)

Impacts are considered excessively negative if any of the following applies:

- a) Establishing a sidewalk and bikeway requires the reduction of the terrace width to less than 3 feet for more than 50 percent of total project length.
- b) Eliminating obstructing structures, improvements or landscaping adjacent to the highway would dramatically reduce the aesthetic value or functionality of the remaining area.
- c) The environmental documentation process shows that establishing all of the facilities would result in loss or degradation of natural resources, historical or archaeological sites.

In a constrained environment with excessive negative impacts, the authority shall include those facilities to the greatest extent practical.

**This exception is likely to be most applicable in urban situations.**



# Exceptions



## Absence of Need

Trans 75.06 (FDM 11-46-1.3.1.4)

Exclusion of bicycle and pedestrian facilities based on the “Absence of Need.” For the purposes of evaluating this exception, both bikeway and sidewalk needs are associated with current and expected future residential and commercial land uses and land use densities. Bikeway needs are also associated with current and expected future traffic volumes. Criteria for this exception vary depending on whether an area is an “Outlying District,” “Rural Area,” “Semi-Urban District,” or “Urban Area.”

# Exceptions



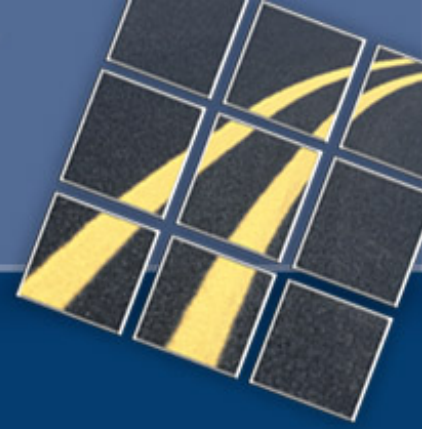
## Absence of Need

Trans 75.06 (FDM 11-46-1.3.1.4)

Outlying District - means the territory contiguous to and including any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet along such highway the buildings in use for business, industrial or residential purposes fronting thereon average more than 200 feet apart.

Rural Area - means any area that is not an urban area or a semi-urban district.

# Exceptions



## Absence of Need

Trans 75.06 (FDM 11-46-1.3.1.4)

Semi-Urban District - means the territory contiguous to and including any highway where on either side of the highway within any 1,000 feet along such highway the buildings in use for business, industrial or residential purposes fronting thereon average not more than 200 feet apart or where the buildings in use for such purposes fronting on both sides of the highway considered collectively average not more than 200 feet apart.

# Exceptions



## Absence of Need

Trans 75.06 (FDM 11-46-1.3.1.4)

Urban Area - means any area which is an urbanized area or urban place, as determined by the department under 23 USC 101 (a) and regulations adopted under 23 USC 101 (a) and approved by the appropriate federal authority.



# Exceptions



## Absence of Need – Sidewalks

Trans 75.06 (FDM 11-46-1.3.1.4.1)

Urban Area & Semi-Urban District: Sidewalks may not be omitted because of “Absence of Need” in any urban area or semi-urban district. Few areas within a city or village will qualify for this exception.

# Exceptions



## Absence of Need – Sidewalks

Trans 75.06 (FDM 11-46-1.3.1.4.1)

Outlying District & Rural Area: The usual practice is to omit sidewalks in an outlying district or rural area because the presumption is that sidewalk use will be too sparse to justify their inclusion. However, sidewalks may not be omitted because of “Absence of Need” in any outlying district or rural area if, based on an official land use plan, there will be significant development within the outlying district within the next 10 years (i.e., the area will become a “Semi-Urban District” or an “Urban Area”).

# Exceptions



## Absence of Need – Sidewalks

Trans 75.06 (FDM 11-46-1.3.1.4.1)

Also, if land use is expected to change over the design life of a project such that sidewalk could not be omitted because of “Absence of Need” by the end of a project’s design life then give greater weight to the land use projected for the second half of the design life than for the first half. This does not necessarily mean constructing sidewalk as part of the project. It could mean designing the project to make it easier to install sidewalk in the future.

# Exceptions



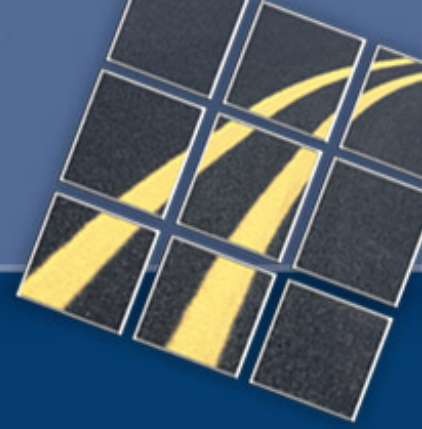
## Absence of Need – Sidewalks

Trans 75.06 (FDM 11-46-1.3.1.4.1)

For a structure project:

- If planned growth will affect the need for sidewalk in a 0-10 year period, add sidewalk to both sides of the structure and on the approaches.
- If planned growth will affect the need for sidewalk in a 10-20 year period, add sidewalk to one side of the structure and approaches. Design the other side of the structure and approaches to facilitate adding sidewalk in the future (e.g., construct a wider substructure for the bridge).
- If planned growth will not affect the need for sidewalk for over 20 years, do not add sidewalk but consider designing the structure and approaches to facilitate adding sidewalk in the future (e.g., construct a wider substructure for the bridge).

# Exceptions



## Absence of Need – Bikeways

Trans 75.06 (FDM 11-46-1.3.1.4.2)

Urban Area & Semi-Urban District: Bikeways cannot be omitted because of “Absence of Need” on highways with a design year ADT  $\geq 1,500$  within “Urban Areas” and “Semi-Urban Districts.”



# Exceptions



## Absence of Need – Bikeways

Trans 75.06 (FDM 11-46-1.3.1.4.2)

Outlying District & Rural Area: Bikeways are not required in an outlying district or rural area if the highway that is the subject of the construction or reconstruction project has, or upon completion will have, less than 750 ADT and any of the following applies:

- The average bicycle traffic volume on the highway is or is expected to be less than 25 per day during the 10 most traveled days for bicycling of the year.

# Exceptions



## Absence of Need – Bikeways

Trans 75.06 (FDM 11-46-1.3.1.4.2)

- The highway is not identified in part of a government bike transportation plan, in the Wisconsin Bicycle Transportation Plan or in any other bicycle plan endorsed by or supported by the department.
- The highway does not provide a connection of 1 mile or less between any existing or planned bike route, as defined in s. 340.01 (5m), Stats.
- The highway is not a short connection of 1 mile or less needed to connect an existing bikeway to the nearest local road.

# Exceptions



## Absence of Need – Bikeways

Trans 75.06 (FDM 11-46-1.3.1.4.2)

Consider a bikeway on a highway with a design year  $ADT < 750$  if, based on an official land use plan, there will be significant development within the outlying district within the next 10 years, and establishing a bikeway will do any of the following:

- Complete a gap of 1 mile or less in an otherwise continuous bike route.
- Make a connection of not more than 3 miles from communities or urban areas to a town or county roadway network, excluding any dead end roadway

# Exceptions



## Absence of Need – Bikeways

Trans 75.06 (FDM 11-46-1.3.1.4.2)

If land use is expected to change over the design life of a project such that a bikeway could not be omitted because of “Absence of Need” by the end of a project’s design life then give greater weight to the land use projected for the second half of the design life than for the first half. This does not necessarily mean constructing a bikeway as part of the project. It could mean designing the project to make it easier to install a bikeway in the future.

# Exceptions



## Refusal to Maintain Sidewalks

Trans 75.07 (FDM 11-46-1.3.1.5)

This exception can only be used on non-National Highway System (non-NHS) highways due to FHWA requirements.



# Exceptions



## Refusal to Maintain Sidewalks

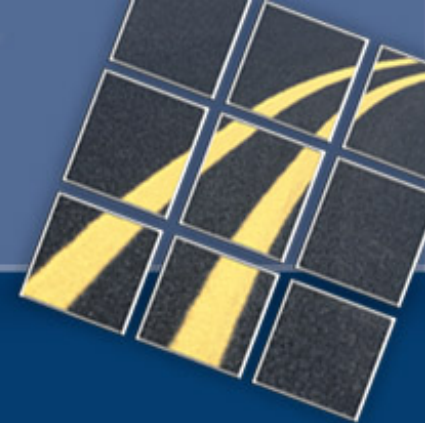
Trans 75.07 (FDM 11-46-1.3.1.5)

May omit sidewalks from a project if the local government refuses to maintain them.

All of the following must apply:

- There are no sidewalks on the highway under the local jurisdiction's authority.
- The jurisdiction has no ordinance that requires the installation of sidewalks OR the removal of snow and ice from sidewalks.
- The jurisdiction lack sufficient equipment for the efficient removal of snow or ice from sidewalks.

# Check Sheet/Exceptions



TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET			
Project ID 0000-00-00	Highway/Roadway	Limits/Termini	
County Brown	Unit of Government City of	Existing AADT (year)	Design Year AADT (year)
List of local land use plans reviewed /considered.	List of regional land use plans reviewed /considered.	List of local transportation and/or bicycle/pedestrian plans reviewed /considered.	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered.
Existing Facility Number of Lanes: Lane Width: Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: Lane Width: Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	
<b>Section 1 Project Type</b> (check all that apply) (Trans 75 and FDM 11-46-1)			
This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.		<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.	
<b>Section 2 Pedestrian Accommodations</b> (check all that apply) (FDM 11-46-5)			
<input type="checkbox"/> Pedestrian accommodations <u>are</u> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.		<input type="checkbox"/> Pedestrian accommodations <u>are NOT</u> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment - Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need - Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain - Attach Exception 5 Worksheet.	
<b>Section 3 Bicycle Accommodations</b> (check all that apply) (FDM 11-46-15)			
<input type="checkbox"/> Bicycle accommodations <u>are</u> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain. <input type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is _____ feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.** Requires approval from the Project Services Section Chief. attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.		<input type="checkbox"/> Bicycle accommodations <u>are NOT</u> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment - Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.	
<b>Section 4 Concurrence</b> – Attach any supporting documents or reports			
We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.			
Signature (WisDOT Regional Project Manager)		Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)	
Printed Name (WisDOT Regional Project Manager)		Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)	
Date: _____		Date: _____	

## FDM 11-46 Attachment 1.1

<http://roadwaystandards.dot.wi.gov/standards/fdm/11-46-001att.pdf#fd11-46a1.1>

## Region Specific Check Sheets

Southeast Region: [FDM 11-46-1, A1 doc1](#)

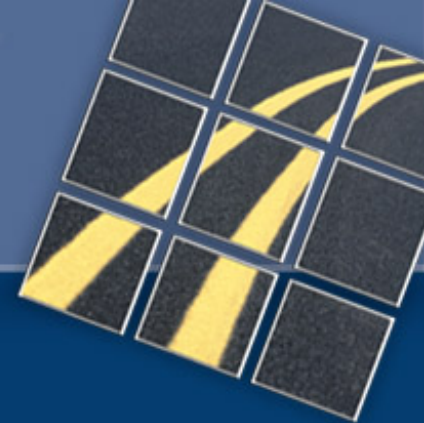
Southwest Region: [FDM 11-46-1, A1 doc2](#)

Northeast Region: [FDM 11-46-1, A1 doc3](#)

Northcentral Region: [FDM 11-46-1, A1 doc4](#)

Northwest Region: [FDM 11-46-1, A1 doc5](#)

# Check Sheet/Exceptions



TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET			
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County Brown	Unit of Government City of	Existing AADT (year)	Design Year AADT (year)
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Existing Facility Number of Lanes: Lane Width: Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:		Proposed Improvement Number of Lanes: Lane Width: Cross Section Shoulder Type: <input type="checkbox"/> Rural Shoulder width (paved): <input type="checkbox"/> Urban Sidewalk: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other: Bike/Ped Accommodation: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Other:	
<b>Section 1 Project Type</b> (check all that apply) (Trans 75 and FDM 11-46-1)			
This project is: <input type="checkbox"/> New Construction – Trans 75 applies. <input type="checkbox"/> Reconstruction – Trans 75 applies. <input type="checkbox"/> Pavement Replacement – Trans 75 applies. <input type="checkbox"/> New Bridge – Trans 75 applies. <input type="checkbox"/> Bridge Replacement – Trans 75 applies.		<input type="checkbox"/> Bridge Redecking – Trans 75 applies. <input type="checkbox"/> Bridge Elimination – Depending on project scope, Trans 75 may apply. <input type="checkbox"/> Other – Explain: Go to Section 2  <input type="checkbox"/> None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.	
<b>Section 2 Pedestrian Accommodations</b> (check all that apply) (FDM 11-46-5)			
<input type="checkbox"/> Pedestrian accommodations <u>are</u> being provided by: <input type="checkbox"/> Bridge overpass/underpass, accommodations addressed. <input type="checkbox"/> Sidewalk on both sides of the highway. * <input type="checkbox"/> Sidewalk: <input type="checkbox"/> On one side of the highway <input type="checkbox"/> Sidewalk along a portion of the highway <input type="checkbox"/> A shared use path is provided *An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.		<input type="checkbox"/> Pedestrian accommodations <u>are NOT</u> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessively disproportionate cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet. <input type="checkbox"/> Refusal to maintain – Attach Exception 5 Worksheet.	
<b>Section 3 Bicycle Accommodations</b> (check all that apply) (FDM 11-46-15)			
<input type="checkbox"/> Bicycle accommodations <u>are</u> being provided by: <input type="checkbox"/> Bike Lanes. <input type="checkbox"/> Bike lane/parking lane combination. <input type="checkbox"/> Bike lane full time. <input type="checkbox"/> Short term parking restriction. Explain <input type="checkbox"/> Wide curb lane or wide parking lane where parking is allowed. <input type="checkbox"/> Paved shoulders. Paved shoulder width is _____ feet. <input type="checkbox"/> Other – Explain: <input type="checkbox"/> Bike accommodations: <input type="checkbox"/> On a portion of the highway <input type="checkbox"/> A shared use path instead of on-street accommodations.** Requires approval from the Project Services Section Chief. attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.		<input type="checkbox"/> Bicycle accommodations <u>are NOT</u> being fully provided because the following exceptions apply: <input type="checkbox"/> Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet. <input type="checkbox"/> Excessive cost - Attach Exception 2 Worksheet. <input type="checkbox"/> Constrained environment – Attach Exception 3 Worksheet. <input type="checkbox"/> Parking restrictions create only partial absence Explain: <input type="checkbox"/> Absence of need – Attach Exception 4 Worksheet.	
<b>Section 4 Concurrence</b> – Attach any supporting documents or reports			
We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.			
Signature (WisDOT Regional Project Manager)		Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)	
Printed Name (WisDOT Regional Project Manager)		Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)	
Date: _____		Date: _____	

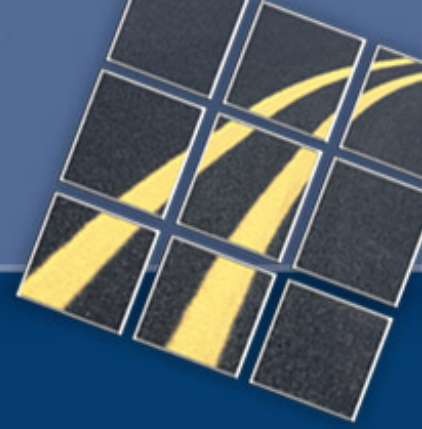
- FDM requires an exception report.
- Local projects require a resolution.

# Lessons Learned



- Rural Highway Project
- Semi-Rural Highway Project
- Urban Project
- Structures

# Links



## Design Issues for Pedestrians Who Use Wheelchairs

<http://www.access-board.gov/prowac/video/sidewalks1of4.swf>





# Questions?