

Bike/Ped Overview:

- There is not one Pedestrian and Bicycle Program per se at WisDOT. There are various funding programs in which pedestrian and bicycle facilities, planning, education, safety, and enforcement are eligible activities.

Program Funding:

- Transportation Alternatives Program¹ (TAP) [Wis. Stats. s.85.021, 23 U.S.C. 133(h)]
 - 2017-19 Biennium - \$ 14,098,600 FED
 - The most recent program cycle approved 29 pedestrian and bike projects.
- Congestion Mitigation Air Quality² (CMAQ) [Wis. Stats. s.85.245, 23 U.S.C. 149]
 - 2017-19 Biennium - \$21,438,000 FED
 - Currently, at least one pedestrian and bike project per cycle is approved.
- Incorporation into transportation improvement projects [Wis. Stats. s.84.01(35)] varies based on scope for new and reconstruction projects.
 - Approximately 1,483 linear miles of sidewalks (1,323) and shared-use paths (160) are along state highways or within state highway right-of-way including connecting highways.
 - Currently, the percent of rural state/county highways rated as best or moderate condition for bicycling is at 65% of rural state highways and 91.6% for rural county highways. Data is not available for urban roadways at this time.
- Other eligible program sources for pedestrian and bicycle for funding; amounts vary and may have limitations:
 - Highway Safety Improvement Program³ (HSIP) [23 U.S.C. 148]
 - National Highway Traffic Safety Administration⁴ (NHTSA) [23. U.S.C 402]
 - Surface Transportation-Urban (STP-Urban) and Surface Transportation-Rural (STP-Rural)⁵
 - Local Roads Improvement Program (LRIP)⁶ [Wis. Stats. s.86.31, Admin. Rule Trans 206]

Challenges:

- Funds for pedestrian and bicycle facilities are available by incorporation into improvement projects on state trunk highways and bridges, and local highways, streets, roads and bridges, but are often limited to roadway improvements, and not necessarily committed to increasing pedestrian and bicycle travel, safety or maintenance of these facilities. Although TAP may fund standalone projects it is oversubscribed on average at a 3:1 rate.
- Several funding sources are reactive (e.g. crashes, incidental to project type) versus having a strategic and systemic approach for improving safety and network connections for biking and walking.
- State statute changes have impacts on ability to deliver projects. For example:
 - Property may not be acquired by condemnation to establish or extend a recreational trail, bicycle way, bicycle lane, or pedestrian way per Wis. Stats. s32.015. This impacts project costs and negotiations particularly when program funds may be capped and time limited due to commencement requirements.
 - Modifications to 84.01(35) requirements on bicycle and pedestrian accommodations, changed from 'ensuring bikeways and pedestrian ways are established' to 'shall give due consideration to establishing

¹ Federal funding for up to 80 percent of the cost for programs and projects defined as transportation alternatives. These projects are generally standalone bicycle and pedestrian projects.

² Federal funding for up to 80 percent of the cost for transportation-related projects that improve air quality and reduce congestion in air quality in non-attainment and maintenance areas: Milwaukee, Racine, Kenosha, Waukesha, Washington, Ozaukee, Walworth, Sheboygan, Kewaunee, Manitowoc and Door.

³ Federal funding for up to 90 percent of the cost for projects at sites that have experienced a high crash history. Few bicycle and pedestrian projects eligible; focus is placed on fatal and serious injury crashes.

⁴ Federal funding supports State highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage. Pedestrian and bicycle projects focused on safety, education and enforcement as identified in WisDOT 2017-2020 Strategic Highway Safety Plan and annual activities in the State Highway Plan.

⁵ Federal funding for a wide range of transportation-related activities, including projects on higher functional local road classifications not on the State Trunk Highway system, and local safety improvements. Generally pedestrian and bicycle improvements are incidental to an improvement project.

⁶ State funding for up to 50 percent that assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. Generally pedestrian and bicycle improvements are incidental to an improvement project.

these facilities' this has impacts on type and extent to which investments that are made as part of an improvement project. The statute modifications also changed state-funded projects from a presumption that bicycle and pedestrian facilities would be included unless an exception applied, to a presumption that bicycle and pedestrian facilities cannot be included in unless certain conditions are met.

- Limited highway improvement funds often result in prioritization for motorized modes over nonmotorized instead of ensuring that roadway improvements provide for safety and operations of all users.
- Perceptions that pedestrian and bicycle facilities are more recreational versus utilitarian. Therefore, these facilities are treated as "extras" instead integral parts of a transportation network. Often pedestrian and bicycle facilities are first items eliminated in balancing project costs.
- Limited funding results in projects that meet the minimum design standards, and guidelines which do not benefit the full range of the traveling public, including people that rely on biking and walking for transportation.

Policy/Budget Opportunities:

- Identify a dedicated and sustainable funding source and model for bicycle and pedestrian safety programming to make walking and biking safer by educating all users.
- Restore and increase state funds to the Transportation Alternatives Program (TAP). Relative to neighboring states Michigan and Minnesota, Wisconsin has used a smaller percentage of its federal TAP budget authority, maximizing federal contract authority in other improvement programs.
- Increase or expand stakeholder involvement on selection committees for standalone program funding.
- Encourage WisDOT to increase efforts on research and policy development for emerging nonmotorized issues (e.g. electric bikes, electric scooters).
- Consider a dedicated new funding source for the evaluation and establishment of pedestrian and bicycle facilities that address future demand and changing development patterns in providing network continuity and connectivity. Include funding at the project development phase for examination of pedestrian and bicycle network gaps and a practical design approach that minimizes or avoids funding reductions to roadway and bridge treatments.
- Encourage WisDOT to expand existing inventory and data programs to include collecting information on pedestrian and bicycle facilities and volumes (e.g. establish statewide pedestrian and bicycle counting program or data clearinghouse).