

Southeastern Wisconsin Regional Planning Commission

REGIONAL BICYCLE AND PEDESTRIAN SYSTEM PLAN

SUMMARY

A bicycle and pedestrian facilities system plan for Southeastern Wisconsin was adopted by the Southeastern Wisconsin Regional Planning Commission at a special meeting held on January 25, 1995. The plan is documented in SEWRPC Planning Report No. 43, A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010, December 1994.¹

The regional bicycle and pedestrian system plan is an integral part of the new, third-generation regional transportation system plan adopted by the Commission in December 1994. The regional bicycle and pedestrian plan is the first such plan to be prepared by the Commission. The plan was prepared, in part, in response to a growing public interest in bicycle and pedestrian travel, and, in part, in response to requirements of the Federal Clean Air Act Amendments of 1990 and of the Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Both Federal acts emphasize the importance of providing alternatives to single-occupancy-vehicle travel. The latter act specifically requires that long-range transportation system plans be prepared and adopted for metropolitan areas, and that such plans include provisions for the development of bicycle and pedestrian transportation facilities.

The plan was developed by the Commission staff under the guidance of the Commission Technical and Citizen Advisory Committee on Regional Bicycle and Pedestrian Facilities System Planning (the full Committee roster appears on the following page). A preliminary plan was presented at the Regional Planning Conference held in Milwaukee on June 27, 1994, as well as at three public informational meetings and hearings held in each of the three urbanized areas of the Region in September and October of 1994. The public reaction to the preliminary recommended plan, as expressed at the public hearings and through the written comments received by the Commission before, at, and following the hearings, was fully documented in the Record of Public Informational Meetings and Public Hearings, Preliminary New Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010, published by the Commission. Following the close of the public comment period, the Advisory Committee carefully considered the comments received and recommended several modifications to the preliminary plan in response to those comments. The modifications recommended by the Advisory Committee were all incorporated into the final plan adopted by the Commission.

¹Ordering information for the report and the wall map depicting the bicycle plan element is given on the last page of this summary.

SEWRPC Technical and Citizen Advisory Committee
on Regional Bicycle and Pedestrian Facilities System Planning

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Thomas P. Huber State Bicycle and Pedestrian Program Coordinator,
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Marlin P. Johnson Member, Ice Age Trail Committee
James W. Kavemeier Parks System Manager, Waukesha County
Department of Parks and Land Use
Vivian M. "Kit" Keller Policy Analyst, Bicycle Federation of America
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William C. Schaefer Transportation and Land Use Specialist,
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Mariano A. Schifalacqua City Engineer, City of Milwaukee
William R. Waldron Planning Analyst, Milwaukee County
Department of Parks, Recreation, and Culture
Gary R. Weiher Director, Transit and Traffic Engineering
Services, Milwaukee County

Special acknowledgement is due the following individuals who regularly served as alternate members during the course of the planning process: Timothy A. Hayes, Public Member, Milwaukee County; Stephen N. Kamuiru, Managing Engineer-Traffic, Milwaukee County; Lawrence P. Kaplan, Engineer In Charge-Transportation, City of Milwaukee; and David A. Novak, Chief Engineer-Planning and Major Projects, City of Milwaukee. Special acknowledgement is also due Mr. James E. Blake, a member of the City of New Berlin Park and Recreation Board, and Mr. William M. Lampiris, a member of the Bicycle Federation of Southeastern Wisconsin, for their contributions to the work of the Committee.

BASIC CONCEPTS

Bicycle riding and walking can serve both as modes of transportation and as forms of recreation. Recreational bicycle and walking trips are taken for the primary purpose of enjoying the trip or to improve physical fitness. Bicycle and pedestrian trips for transportation purposes include trips made for work, school, shopping, personal business, and social events.

Transportation-oriented bicycle and walking trips tend to follow more regular and predictable patterns than do recreational trips, with origins and destinations similar to those of trips taken by motorized vehicles. As such, the existing street system often provides the most direct and desirable travel routes for nonrecreational bicycle and pedestrian travel. The adopted bicycle and pedestrian plan therefore seeks to provide safe facilities for bicyclists and pedestrians as integral parts of the street and highway system, with consideration given to locating bicycle and pedestrian ways in off-street corridors where suitable alternatives to on-street locations exist.

The term "bicycle way" has been defined for regional planning purposes as a pathway or portion of a roadway that is specifically designated for exclusive or preferential bicycle travel. The term includes bicycle paths, bicycle lanes, and bicycle routes. Bicycle paths are physically separated from motorized vehicular traffic by open space or barriers, and may be located off-street in natural resource corridors, utility corridors, or abandoned railway corridors; or they may be located within a street right-of-way but separated from motor-vehicle traffic by a planting strip. Bicycle lanes are portions of roadways that are designated by striping, signing, and pavement markings for bicycle use. A "bicycle route" is a bicycle way designated with directional and informational markers, and is often located on a roadway and shared with motor-vehicle traffic.

PEDESTRIAN AND BICYCLIST SAFETY

Safety for all users of the transportation system was an important consideration in the development of the bicycle and pedestrian plan. The adopted plan sets forth planning and design guidelines for the development of safe bicycle and pedestrian facilities, which are fundamental to assuring the safety of bicyclists and pedestrians. An increase in the number of trips made by bicycling and walking may be expected, however, to result in an increase in the number of bicycle-motor vehicle and pedestrian-motor vehicle conflicts and collisions due to the increased exposure of bicyclists and pedestrians to traffic hazards, particularly for on-street bicycle travel. The total separation of bicycle and motor-vehicle traffic would eliminate such conflicts. Totally separated facility networks, however, would be prohibitively costly to construct and maintain, particularly when the cost of constructing lane barriers along arterial streets or obtaining right-of-way for off-street corridors is considered. The construction of lane barriers along arterial streets would, moreover, create significant operational problems relating to snow removal, street maintenance, and utility construction and maintenance as well as traffic safety hazards at intersections. Unless an off-street bicycle-way network were provided that was extensive enough to serve all potential trip origins and destinations, as the existing street system does, bicyclists could still be expected to use the street system to leave trip origins and access trip destinations not accessible by the off-street bicycle ways.

The existing street system provides the most extensive network of direct travel routes practicable, and serves to connect virtually all trip origins and destinations within the Region. As such, the existing street system was used as the basis for developing a comprehensive network of bicycle ways within the planning areas associated with the Kenosha, Milwaukee, and Racine urbanized areas, and was used to supplement the regional network of off-street bicycle ways where necessary to provide convenient bicycle access to an urban area or activity center.

The provision of bicycle and pedestrian facilities is an important means of enhancing bicycle and pedestrian safety; however, education and enforcement measures intended to avoid bicycle and pedestrian collisions are also important. The adopted plan recommends that local, county, and State agencies work to develop and carry out educational programs for all street and highway users, including motor-vehicle operators, relating to the rights and responsibilities of bicyclists and pedestrians, and that, where necessary, such programs be supplemented with enforcement programs designed to improve the safety of bicyclists and pedestrians.

ADOPTED BICYCLE-WAY SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN

The regional bicycle-way system plan is intended to assist public officials in considering improvements to better accommodate bicycle travel as part of the existing and planned regional transportation system. The plan seeks to remove existing impediments to bicycle travel related to the lack of bicycle paths, the lack of safe bicycle accommodation on streets and highways, and the lack of support facilities such as bicycle parking racks and storage lockers. The plan recommends that improvements such as extra-wide outside travel lanes or paved shoulders be considered whenever an arterial street or highway is constructed or reconstructed to better accommodate shared roadway use by bicycles and motor vehicles.

As appropriate, existing and planned bicycle ways identified in adopted community bicycle facilities plans were incorporated into the adopted regional plan. The identification of community-level bicycle facilities designed to serve neighborhoods or neighborhood facilities, however, was considered to be outside of the scope of the regional planning effort, and, therefore, such facilities were not included as part of the regional bicycle-way system plan.

Map 1 shows the adopted regional bicycle-way system plan for Southeastern Wisconsin outside of the planning areas associated with the Kenosha, Milwaukee, and Racine urbanized areas, including, however, major routes through those areas. The plan was designed to provide connections between the Kenosha, Milwaukee, and Racine planning areas and between cities and villages with a population of 5,000 or more located outside the three planning areas, such cities and villages being termed "small urban areas"; and to provide bicycle access to major activity centers and transit stations located outside a planning or small urban area.

Existing bicycle ways and bicycle ways proposed under adopted park and open space plans, which are primarily off-street ways located in natural resource and utility corridors, served as

Table 1

**MILES* OF 1993 EXISTING AND 2010 PROPOSED BICYCLE WAYS TO BE PROVIDED IN
THE KENOSHA, MILWAUKEE, AND RACINE PLANNING AREAS AND REMAINDER OF REGION
IN ACCORDANCE WITH THE FINAL RECOMMENDED REGIONAL BICYCLE-WAY SYSTEM PLAN**

Area	On-Street Bicycle Ways on Arterial Streets			On-Street Bicycle Ways on Nonarterial Streets			Off-Street Bicycle Ways			Total On- and Off-Street Bicycle Ways		
	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total
Kenosha Planning Area	3	53	56	5	21	26	10	21	31	18	95	113
Milwaukee Planning Area	47	376	423	10	115	125	84	95	179	141	586	727
Racine Planning Area	2	39	41	1	20	21	9	16	25	12	75	87
Region outside Planning Areas	37	176	213	23	118	141	27	219	246	87	513	600
Total	89	644	733	39	274	313	130	351	481	258	1,269	1,527

*The length of bicycle ways is given in route-miles. The number of bicycle-lane-miles will normally be approximately twice the number of bicycle-route-miles, as bicycle lanes and bicycle routes would be located along both sides of a street, and bicycle paths would generally accommodate two-way bicycle travel.

Source: SEWRPC.

the basis for the design of the regional bicycle-way system. Supplemental on-street bicycle ways are recommended where necessary to provide direct connections to urban areas or activity centers not served by off-street bicycle facilities.

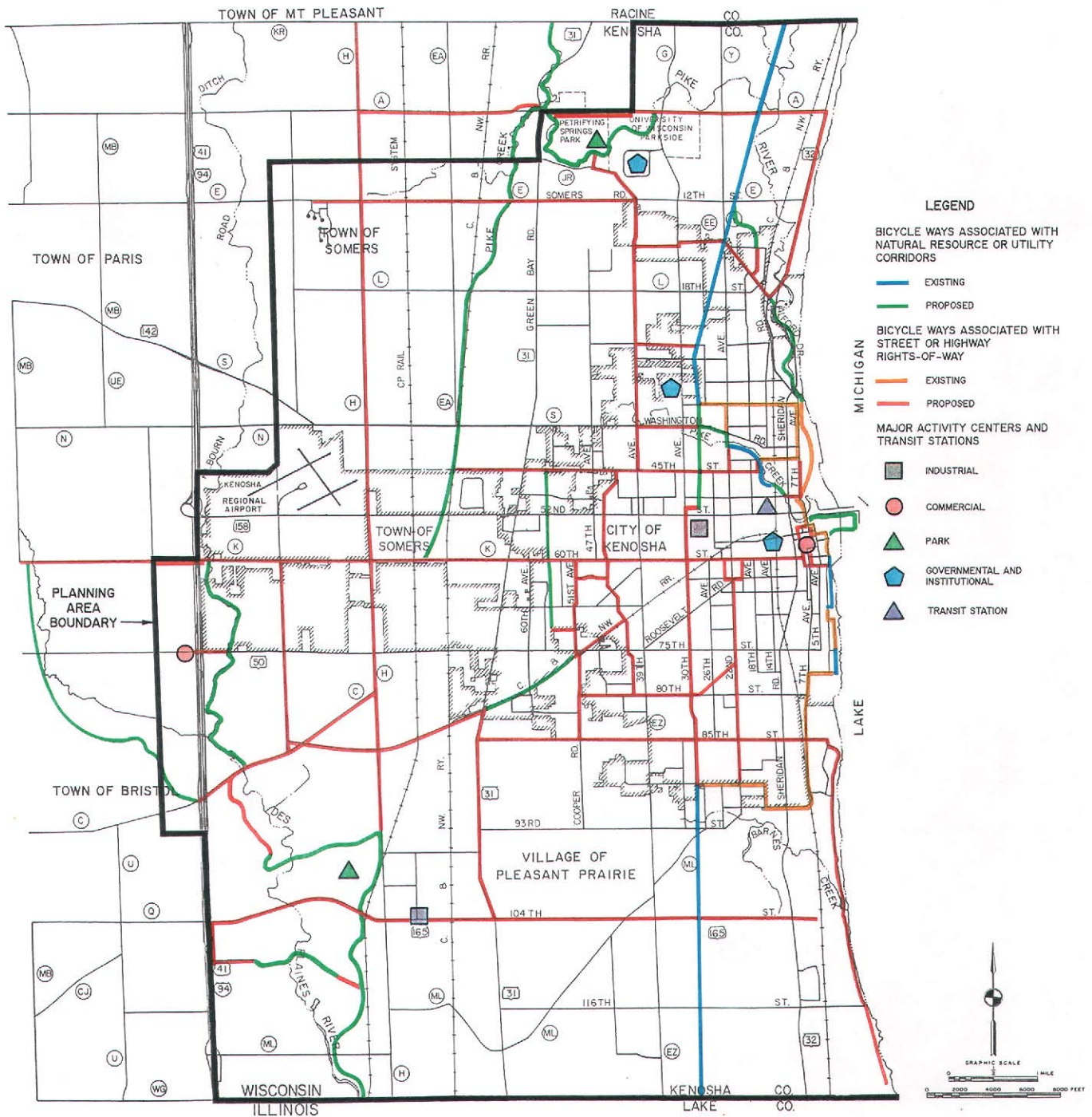
In addition to the regionwide network of bicycle ways, a network of bicycle ways at appropriate spacing was identified for the planning areas associated with the Kenosha, Milwaukee, and Racine urbanized areas to provide convenient bicycle access to transit stations and to major activity centers identified in the adopted regional land use plan. The network of bicycle ways recommended within the three urbanized areas is more dense than the regionwide network in recognition of the greater potential for utilitarian bicycle travel in the urbanized areas due to the concentration of population and activity centers in such areas. The adopted bicycle-way system plans for the planning areas associated with the Kenosha, Milwaukee, and Racine urbanized areas are shown on Map 2, Map 3, and Map 4, respectively.

The adopted bicycle-way system plan envisions the development of a total of approximately 1,527 miles of recommended bicycle ways within the Region by the year 2010. Table 1 provides a summary of the mileage and types of existing and proposed bicycle ways in each of the three planning areas and in that portion of the Region outside those planning areas. Table 2 provides similar information for each county in the Region, as well as information regarding the recommended jurisdictional responsibility for existing and proposed bicycle ways.

It should be noted that the proposed bicycle ways shown on Maps 1 through 4 depict recommended locations for bicycle ways and, in the case of bicycle ways located along existing streets and highways, do not necessarily indicate streets and highways that are currently suitable for bicycle travel. It is anticipated that many of the streets and highways designated as planned bicycle ways will require such improvements as widened shoulders, widened outside travel lanes, or the provision of bicycle lanes to make them more suitable for bicycle travel.

MAP 2

FINAL RECOMMENDED BICYCLE-WAY SYSTEM PLAN FOR THE KENOSHA BICYCLE AND PEDESTRIAN FACILITIES PLANNING AREA: 2010

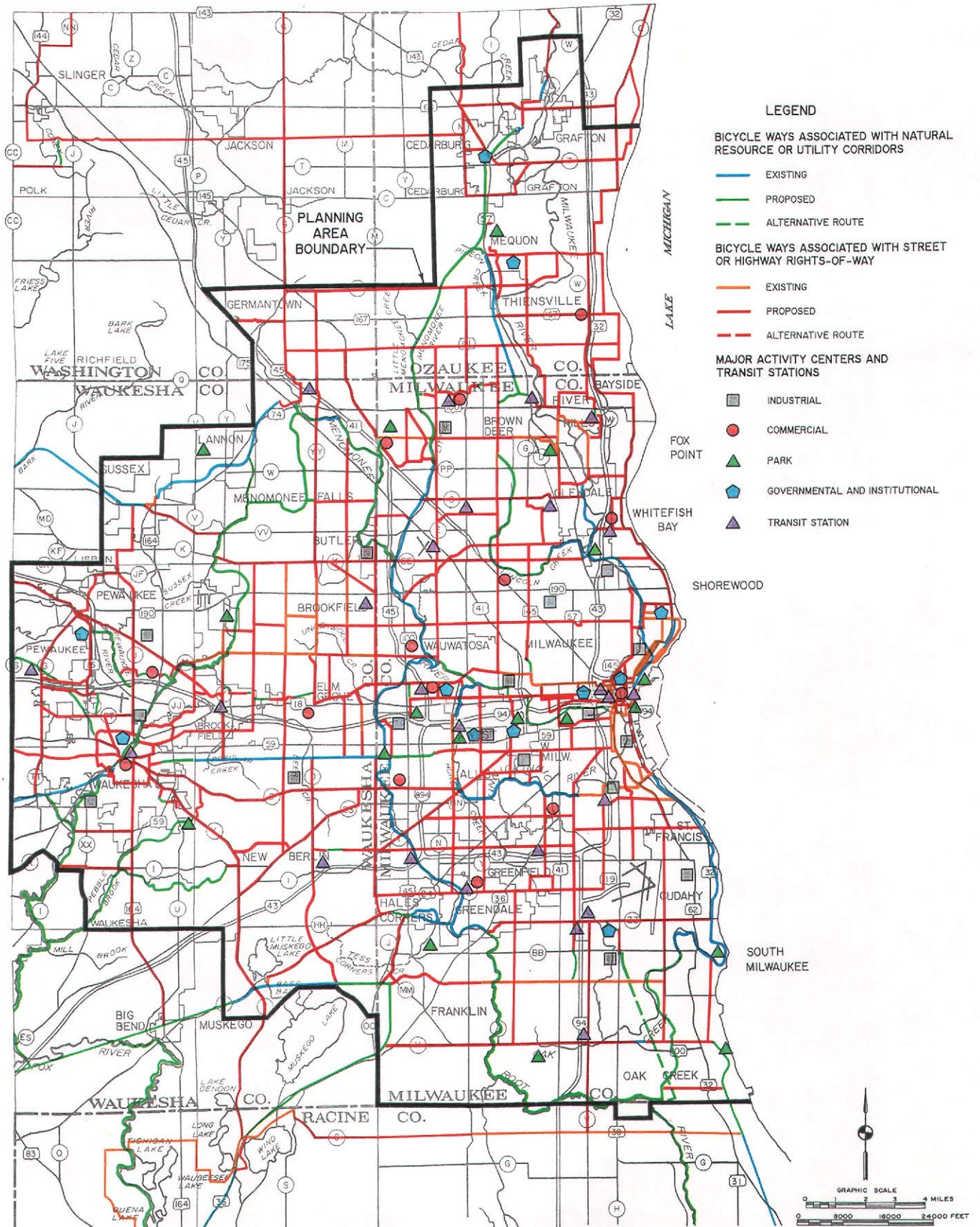


The final recommended bicycle-way system plan for the Kenosha planning area provides for bicycle access to the major activity centers and transit stations located within the planning area, including Petrifying Springs and Pleasant Prairie Parks, the Kenosha Transit Center, the major retail center located at the intersection of IH 94 and STH 50, LakeView Corporate Park, the University of Wisconsin-Parkside, Gateway Technical College-Kenosha, and the office, retail, governmental, institutional, and industrial development located within or adjacent to the Kenosha central business district.

Source: SEWRPC.

MAP 3

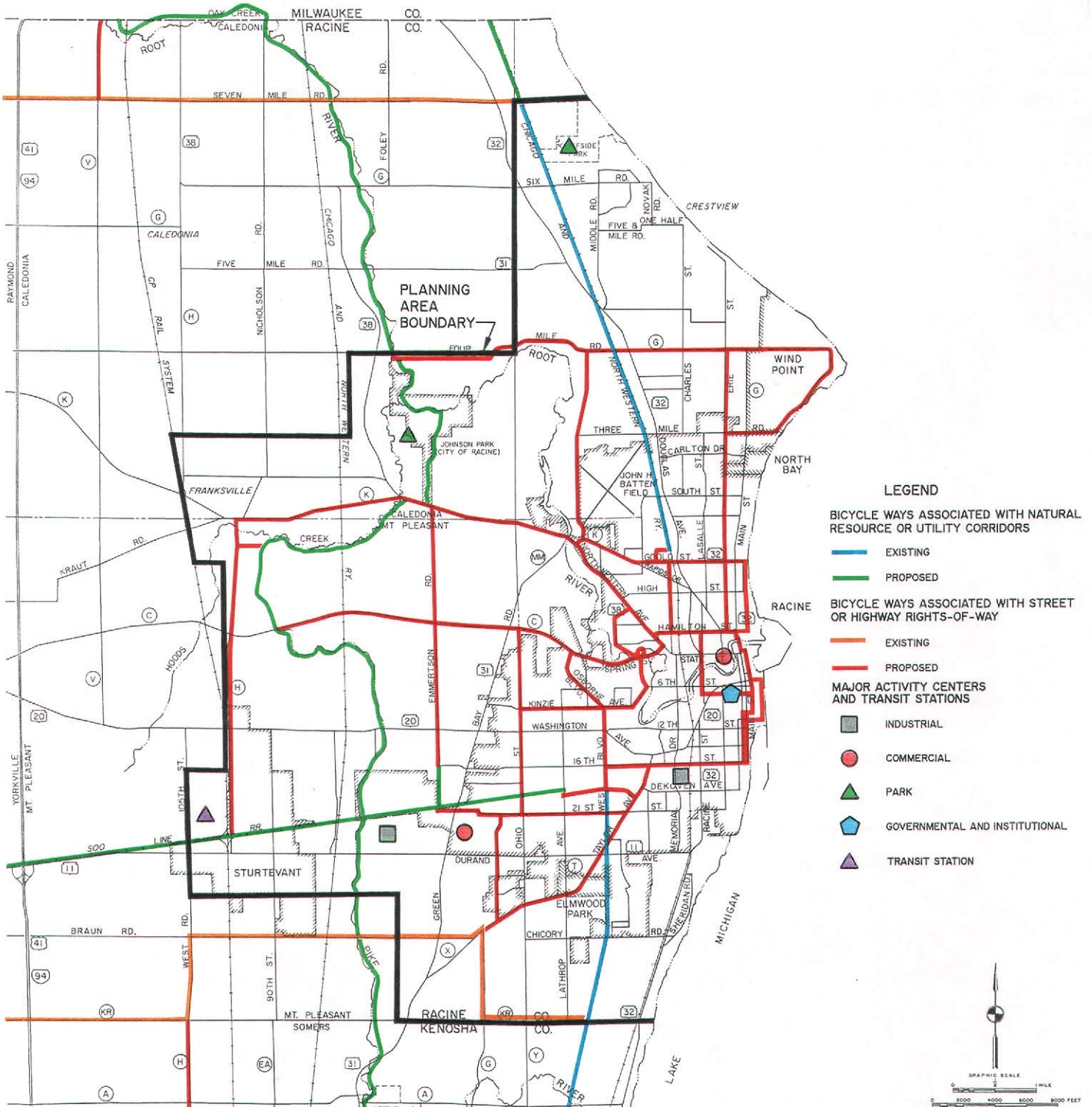
FINAL RECOMMENDED BICYCLE-WAY SYSTEM PLAN FOR THE MILWAUKEE BICYCLE AND PEDESTRIAN FACILITIES PLANNING AREA: 2010



The final recommended bicycle-way system plan for the Milwaukee planning area generally proposes a network of bicycle ways spaced no more than two miles apart. Denser networks are envisioned in areas of concentrated development, such as the Milwaukee central business district, and where needed to provide access to major activity centers or to transit stations. The plan also incorporates the recommendations for bicycle facilities development contained in the adopted park and open space plans for each of the counties with lands within the planning area and in the bicycle plans adopted by the Cities of Brookfield and Milwaukee.

MAP 4

FINAL RECOMMENDED BICYCLE-WAY SYSTEM PLAN FOR THE RACINE BICYCLE AND PEDESTRIAN FACILITIES PLANNING AREA: 2010



The final recommended bicycle-way system plan for the Racine planning area provides for bicycle access to the major activity centers and transit stations located within the planning area, including Cliffside and Johnson Parks, the Regency Mall, the Sturtevant Amtrak railway passenger train station, the Mt. Pleasant industrial center, and the office, retail, governmental, institutional, and industrial development located within or adjacent to the Racine central business district.

Source: SEWRPC.

Table 2

MILES* OF 1993 EXISTING AND 2010 PROPOSED BICYCLE WAYS TO BE PROVIDED IN EACH COUNTY IN ACCORDANCE WITH THE FINAL RECOMMENDED REGIONAL BICYCLE-WAY SYSTEM PLAN

Recommended Year 2010 Bicycle-Way Classification and Jurisdiction	Kenosha County			Milwaukee County			Ozaukee County			Racine County		
	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total
Arterial Streets and Highways												
State Trunk Highway	0	17	17	10	26	36	0	25	25	0	8	8
County Trunk Highway	0	42	42	0	57	57	0	26	26	31	18	49
Local Trunk Highway	3	14	17	23	117	140	0	29	29	6	21	27
Subtotal	3	73	76	33	200	233	0	80	80	37	47	84
Nonarterial Streets and Highways												
State Jurisdiction	0	0	0	0	0	0	0	0	0	0	0	0
County Jurisdiction	0	0	0	1	0	1	0	0	0	0	0	0
Local Jurisdiction	5	24	29	7	58	65	0	30	30	24	18	42
Subtotal	5	24	29	8	58	66	0	30	30	24	18	42
Off-Street												
State Jurisdiction	0	6	6	0	5	5	0	0	0	0	2	2
County Jurisdiction	7	41	48	56	37	93	0	22	22	17	52	69
Local Jurisdiction	3	8	11	0	1	1	6	0	6	0	9	9
Subtotal	10	55	65	56	43	99	6	22	28	17	63	80
Total	18	152	170	97	301	398	6	132	138	78	128	206

Recommended Year 2010 Bicycle-Way Classification and Jurisdiction	Walworth County			Washington County			Waukesha County			Region		
	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total
Arterial Streets and Highways												
State Trunk Highway	0	11	11	2	11	13	0	25	25	12	123	135
County Trunk Highway	0	30	30	0	23	23	12	98	110	43	294	337
Local Trunk Highway	0	2	2	0	7	7	2	37	39	34	227	261
Subtotal	0	43	43	2	41	43	14	160	174	89	644	733
Nonarterial Streets and Highways												
State Jurisdiction	0	0	0	0	0	0	0	0	0	0	0	0
County Jurisdiction	0	0	0	0	0	0	0	0	0	1	0	1
Local Jurisdiction	0	44	44	0	48	48	2	52	54	38	274	312
Subtotal	0	44	44	0	48	48	2	52	54	39	274	313
Off-Street												
State Jurisdiction	0	29	29	0	3	3	17	0	17	17	45	62
County Jurisdiction	0	37	37	0	11	11	18	80	98	98	280	378
Local Jurisdiction	0	0	0	1	3	4	5	5	10	15	26	41
Subtotal	0	66	66	1	17	18	40	85	125	130	351	481
Total	0	153	153	3	106	109	56	297	353	258	1,269	1,527

*The length of bicycle ways is given in route-miles. The number of bicycle-lane-miles will normally be approximately twice the number of bicycle-route-miles, as bicycle lanes and bicycle routes would be located along both sides of a street, and bicycle paths would generally accommodate two-way bicycle travel.

Source: SEWRPC.

BICYCLE ACCOMMODATION ON ARTERIAL STREETS AND HIGHWAYS NOT DESIGNATED AS BICYCLE WAYS

Bicyclists are permitted to operate on all streets and highways in the Region except expressways and freeways that have been posted with signs prohibiting bicycle use. The existing street system provides the most extensive network of direct travel routes, and serves virtually all destinations. Many land access and collector streets, because of low traffic volumes and speeds, are capable of accommodating bicycle travel with little or no improvements. Arterial streets and highways, particularly those with high-speed traffic or heavy volumes of truck or transit-vehicle traffic, may require improvements such as extra-wide outside travel lanes or paved shoulders in order to safely accommodate bicycle travel.

Accordingly, the plan recommends that consideration be given to providing extra-wide outside travel lanes or paved shoulders along all arterial streets and highways which are not designated in the plan as bicycle ways but which are located in one of the three planning areas associated with the urbanized areas of the Region, or in one of the 11 incorporated areas of 5,000 or more residents located outside the three planning areas. Improvements to accommodate bicycle travel, if feasible, would be made at the time a street or highway is constructed, reconstructed, or resurfaced. In all, approximately 1,160 miles of arterial streets and highways in the planning and small urban areas are not designated as bicycle ways by the plan.

PLAN COSTS AND REVENUES

The cost of constructing the bicycle-way system recommended by the adopted plan over the 16-year implementation period from 1995 to 2010, expressed in constant 1994 dollars, is estimated at \$75.4 million, including nearly \$51.9 million in construction costs for bicycle ways located on or within street rights-of-way and about \$23.5 million in construction costs for off-street bicycle ways. Bicycle ways included as part of this regional bicycle-way system plan, including off-street bicycle ways and bicycle ways located on nonarterial streets, are eligible to receive Federal funding for construction.

It is important to note that a major portion, approximately \$71.5 million, or 95 percent, of the approximately \$75.4 million in total capital costs for the bicycle system plan has been accounted for in other plans prepared by the Commission. The cost of providing bicycle ways on arterial streets and highways has been accounted for in the cost of the highway element of the regional transportation system plan. The cost of all but eight of the off-street bicycle and pedestrian ways recommended in the bicycle and pedestrian plan have been accounted for in the costs of the seven adopted county park and open space plans. These eight new bicycle and pedestrian ways total an additional 70 miles, and their estimated cost of \$3.8 million represents a new cost. The cost of providing bicycle ways on nonarterial streets, about \$140,000, is also a new cost not included in any previous Commission plans. Thus, the new construction costs associated with the bicycle system plan total about \$3.9 million, or an average of about \$250,000 per year over the 16-year plan implementation period.

ADOPTED PEDESTRIAN FACILITIES PLAN FOR SOUTHEASTERN WISCONSIN

The pedestrian facilities element of the adopted bicycle and pedestrian facilities system plan for Southeastern Wisconsin is a policy, rather than a system, plan. In other words, it recommends that the various units and agencies of government responsible for the construction and maintenance of pedestrian facilities in Southeastern Wisconsin adopt and follow certain recommended policies and guidelines with regard to the development of those facilities. These policies and guidelines are designed to facilitate safe and efficient pedestrian travel within the Region.

The policies and guidelines set forth in the plan include recommendations that sidewalks be provided along streets and highways in areas of existing or planned urban development based

Table 3

RECOMMENDATIONS FOR PROVISION OF SIDEWALKS IN AREAS OF EXISTING OR PLANNED URBAN DEVELOPMENT

Roadway Functional Classification	Land Use	New Streets ^a	Existing Streets ^a
Arterial Streets ^b	Industrial	Both sides	Both sides
	Commercial	Both sides	Both sides
	Residential	Both sides	Both sides
Collector Streets	Industrial	Both sides	Both sides
	Commercial	Both sides	Both sides
	Residential	Both sides	At least one side
Land Access Streets ^c	Industrial	Both sides	Both sides
	Commercial	Both sides	Both sides
	Residential (medium- and high-density)	Both sides	At least one side
	Residential (low-density)	At least one side	At least one side

^a*Sidewalks may be omitted on one side of streets where there are no existing or anticipated uses that would generate pedestrian trips on that side.*

^b*Where there are marginal access control or service roads, the sidewalk along the main road may be eliminated and replaced by a sidewalk along the service road on the side away from the main road.*

^c*Sidewalks need not be provided along courts and cul-de-sac streets less than 600 feet in length, unless such streets serve multi-family development; or along streets served by parallel off-street walkways.*

Source: SEWRPC.

upon the criteria set forth in Table 3; that sidewalks be designed and constructed using widths and clearances appropriate for the levels of pedestrian and vehicular traffic in any given area; that landscaped terraces, curb lawns, or other buffer areas be provided between sidewalks and the roadways paralleling them to enhance the pedestrian environment; and that efforts be made to maximize pedestrian safety at street crossings, including the timing of the "walk" phases of traffic signals to provide for safe pedestrian crossings and the provision of pedestrian "islands" and medians in wide, heavily traveled, or otherwise hazardous roadways. The plan also emphasizes that all pedestrian facilities must be designed and constructed in accordance with the requirements of the Federal Americans with Disabilities Act and its implementing regulations.

DESIGN AND CONSTRUCTION OF BICYCLE AND PEDESTRIAN FACILITIES

For those bicycle and pedestrian facilities recommended in the plan to be provided within the right-of-way of a street or highway, the unit of government responsible for constructing and maintaining the street or highway should also have responsibility for constructing and maintaining the associated bicycle or pedestrian facility, or for entering into operating or maintenance agreements with other units or agencies of government to perform maintenance activities. Accordingly, the Wisconsin Department of Transportation should assume responsibility for constructing bicycle and pedestrian facilities within the right-of-way of State trunk highways and connecting streets; the respective county highway, transportation, or public

works departments should assume responsibility for constructing and maintaining bicycle and pedestrian facilities located within the right-of-way of county trunk highways; and the various cities, villages, and towns should assume responsibility for constructing and maintaining bicycle and pedestrian facilities located within the right-of-way of streets and highways under their jurisdiction. Bicycle and pedestrian facilities should be provided at the time a street or highway is constructed, reconstructed, or resurfaced.

A more detailed evaluation of the proposed location of bicycle ways shown on Maps 1 through 4 should be conducted by the implementing agency before bicycle ways are designed and constructed. Factors to be considered during the detailed evaluation include the availability of right-of-way for street and highway widenings associated with a given bicycle facility; the number and type of structures and vegetation that may need to be removed or relocated to provide the bicycle facility; the effects of the bicycle way on environmentally sensitive areas, including wetlands; the cost of providing the bicycle facility on a specific street or highway in relation to providing the bicycle-related improvement on a parallel street or off-street corridor; and the quality of the alternative locations and the likelihood that bicyclists would use those alternatives. The location and design treatment of the proposed bicycle facility should also be coordinated with the location and design treatment of nearby bicycle facilities.

If the detailed evaluation process indicates that the recommended bicycle-way location is not feasible due to site constraints, excessive costs, the traffic and operating characteristics of the roadway, or other factors, the implementing agency should identify an alternative location and evaluate the feasibility of providing a bicycle way on the alternative route. The evaluation of the recommended bicycle-way location, and, if necessary, the identification and evaluation of alternative locations, must be conducted during the preliminary engineering phase of project design. In order to be consistent with the regional plan, the design of improvements on streets and highways recommended as locations for bicycle ways must include the bicycle way as part of the project design, or a commitment to provide an alternative bicycle way on a parallel street or off-street corridor.

The decision regarding the appropriate design treatment—bicycle lane, bicycle route, or separate bicycle path within the street right-of-way—to be used when providing a recommended bicycle way should also be determined during the preliminary engineering phase for street and highway projects, in accordance with the standards and guidelines set forth in the plan report.

PLAN IMPLEMENTATION

The adopted bicycle and pedestrian facilities system plan for Southeastern Wisconsin is intended to provide the various units and agencies of government in the Region with a framework for encouraging increased bicycle and pedestrian travel as viable alternatives to travel by motor vehicle in the Region, thus helping the Region meet Federal and State transportation and air-quality objectives.

Toward that end, a number of implementation actions are recommended in the plan which are intended to encourage the provision of improved facilities for bicycling and walking. These

include, among others, the provision of support facilities such as bicycle parking racks and storage lockers; the promotion of land use planning and site design techniques which would better accommodate bicycling and walking trips; and the development of bicycle and pedestrian safety, education, and public informational materials and programs.

The plan recommends that local units of government prepare community bicycle and pedestrian plans to supplement the regional plan. The local plans should provide for facilities to accommodate bicycle and pedestrian travel within neighborhoods, providing for convenient travel between residential areas and shopping centers, schools, parks, and transit stops within or adjacent to the neighborhood. The standards, guidelines, and system plans set forth in the regional plan should be used as the basis for the preparation of community and neighborhood plans. It is also recommended that local units of government consider the preparation and implementation of land use plans that encourage more compact and dense development patterns, in order to facilitate pedestrian and bicycle travel.

With the adoption of the plan by the Commission, it becomes an official guide intended to assist the various units and agencies of government within the Region in making decisions concerning the development of bicycle and pedestrian facilities within the Region, particularly with respect to such facilities which are proposed to be financed with Federal or State transportation funds. The adopted plan will now be transmitted to affected Federal, State, county, and local agencies and units of government for their consideration, adoption, and implementation. Adoption of the plan by the various governmental agencies will help to assure a common understanding of the recommended improvements and facilitate the programming of the plan implementation projects.

Copies of SEWRPC Planning Report No. 43 may be obtained from the Commission at a cost of \$10.00 each within the Region and \$20.00 each outside the Region, plus tax and postage charges. Copies of the wall map depicting the regional bicycle plan may be obtained from the Commission at a cost of \$5.00 each within the Region and \$10.00 each outside the Region, plus tax and postage charges. If you would like to order either the report or the map, please contact Ms. Marcia L. Hayd at the address or phone number below.

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