AGENDA

AD HOC PEDESTRIAN & BICYCLE COMMITTEE

Library Municipal Room, Lower Level
Thursday, May 30th, 2019

6:15 P.M.

1. Call To Order.

2. Roll Call.

3. Approval of Minutes from March 20, 2019.

4. Appearances.

5. Unfinished Business.

6. New Business.
   A. Review of the Monona Pedestrian & Bicycle Improvement Plan – 90% Draft.

7. Next Scheduled Meeting Date: TBD – If Necessary

8. Adjournment.

NOTE: Upon reasonable notice, the City of Monona will accommodate the needs of disabled individuals through auxiliary aids or services. For additional information or to request this service, contact Joan Andrusz at (608) 222-2525 (not a TDD telephone number), FAX (608) 222-9225, or through the City Police Department TDD telephone number 222-2535.
The public is notified that any final action taken at a previous meeting may be reconsidered pursuant to the City of Monona ordinances. A suspension of the rules may allow for final action to be taken on an item of New Business. It is possible that members of and a possible quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information or speak about a subject, over which they have decision-making responsibility. No action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice.

CITY OF MONONA
Ad Hoc Pedestrian & Bicycle Committee
Wednesday, March 20, 2019
MINUTES - *Draft*

1. Call To Order: 6:05 PM by committee chair, Doug Wood.

2. Roll Call:

Ped/Bike Members Present: Chair Doug Wood, Alder Chad Speight, Julie Byrnes, Larry Reed, Angie Fassl, Leslie Busse
Ped/Bike Members Absent: Mary Possin
City Staff Present: Dan Stephany, Lt. Curt Wiegel, Brad Bruun, Jeff Johnson
Professional Guests:
Other Guests:

3. Approval of Minutes: Approved December 6, 2018 Minutes; First – Larry Reed, Second – Doug Wood

4. Appearances:

5. Unfinished Business

A. Review of the Monona Pedestrian & Bicycle Improvement Plan – 75% Draft

Staff member Brad Bruun asked the committee members to openly comment on the plan document.

The committee suggested that instead of creating appendices for related reports, sources, or data that these documents could be posted online and linked to using permalink. The committee suggested that figures should be numbered according to their sections. Also, that a table of contents should be included for figures with page numbers and titles. Staff referenced that they will attempt to list relevant grants as much as possible in the document where appropriate as well as in the priority project list developed by Strand.

The committee suggested finding a quote from the surveys relevant to the enforcement section and stated that in general if there are relevant quotes from previous surveys that are influential to a certain section that they should be called out in the plan instead of referred to via calling out the appendix they are in. Chad Speight stated that the existing ordinance relating to no bikes on Monona Drive sidewalks should be referenced in the Enforcement section. Doug Wood suggested that in a plan format as this one that road suffixes should not be abbreviated. Angie Fassl noticed that the delineated walk zone for Winnequah Elementary School is significantly smaller than anticipated and the size of a walk zone for a comparative elementary school should be referenced, possibly Taylor Prairie Elementary School in Cottage Grove. Doug suggested defining what a school walk zone is and how it is derived. Chad added that there should be a stated goal to expand the Winnequah Elementary Walk Zone.

Doug suggested that the education and encouragement sections should not be a laundry list of items and that there should be greater focus on the most important suggested policies or programs. The bullet points should be more concise and should not be full sentences. If full sentences are needed, then the bulleted list should be made into a paragraph. Doug suggested that we include more bike racks at City events and Larry commented that the Parks programs could add something related to active living and biking. Doug referenced the Traveling Tween camp.

Chad asked if there is a way that Monona could get a sign for entrances to the City that reference us as an Active Living Community or Health Conscious Community, much like the signs for a Dementia Friendly Community. This could be a suggestion in the plan under education and encouragement. Dan asked if there was a way to get more of the Bike Friendly Community signs to post at the City's entrances and main bike corridors.

Doug asked that in the enforcement section under next steps, the focus of Monona PD should be on school zones and safe routes to school. Also, add educational and encouragement programming by the Parks Department and at City Events (BCycle, E-Bikes, etc.), and to add more bike parking for larger City Events.

6. New Business

7. Next Meeting: TBD

8. Adjournment: Meeting adjourned at 8:00 PM. Motion – Leslie Busse, Second by – Larry Reed

Prepared By:
Brad Bruun

Please contact Brad Bruun, bbruun@ci.monona.wi.us, (608) 222-2525 with any questions about the minutes or meeting agendas – thank you.

City of Monona – Public Works & Utilities

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Staff Memorandum to Committee

To: Ad Hoc Pedestrian and Bicycle Committee
From: Brad Bruun - Department of Public Works Project Manager
Date: 5/31/2019
Subject: Notes for Review of Draft Pedestrian and Bicycle Improvements Plan

Ad Hoc Pedestrian and Bicycle Committee:

I have made edits and revisions according to the advice given at our 3/20 meeting. I apologize for not getting more completed, but I simply have just not had the quality time to sit down and dedicate solely to the edits still needed in this document.

Items that still need attention include addition of footnotes, corrections to page numbers, addition of pictures, graphs/charts, and other figures, numbering of figures, and some formatting. I intend to continue dedicating significant time to this document in the coming weeks in order to get it to final completion. That being said, the overall content and subsequent message is laid out clearly and will not change and because of this I feel confident handing it to you for what may be the Committee's last chance for review. After the Committee's review, I will make any of the Committee's suggested changes regarding the content or message or additions and simple revisions. At that point I will dress up the plan document with the aforementioned items.

As in my last memo to the Committee, anything that is highlighted in yellow is meant to have further review by myself/other staff or the committee.

Pertaining to the final section of the report – Implementation and Next Steps. I feel that this is truly the Committee's section to give clear and concise advice or direction to the Council and Mayor. I pulled items from previous sections into this section, but there could be items I've missed and I would like a little more direction as to how the committee would like this section to take shape.

Thank you for your time and commitment to this project,

Brad Bruun
bbruun@ci.monona.wi.us

CC: Daniel Stephany – Monona Public Works Director
Bryan Gadow – City Administrator
Curtis Wiegel – Lt. Police Department
Jeff Johnson – Public Works Streets and Utilities Supervisor

CITY OF MONONA

Pedestrian and Bicycle Improvements Plan

POLICE
TO PROTECT AND TO SERVE
CITY OF MONONA

MONONA
PUBLIC WORKS

BICYCLE FRIENDLY COMMUNITY
2015-2019
BRONZE
THE LEAGUE OF AMERICAN BICYCLISTS

MONONA

SUSTAINABLE MONONA

Draft: 5/24/2019

Executive Summary

Project Statement

What follows is an action planning document that derives numerous recommendations aimed at building a safer community for all types of streetscape users of all abilities. The City of Monona strives to develop a more well-connected and equitable pedestrian and bicycle network. The recommendations herein will assist the City in implementing these types of solutions for a variety of problems with Monona's current street corridors. Moving forward the document will be used as Monona's roadmap and if followed will improve policies, programs, and infrastructure for everyone.

Background

Monona residents share their opinions on a regular basis with City staff and community representatives. In part, this plan is a result of negative feedback about issues of safety along the city's street corridors. City officials and the Public Works Department are listening and have taken initiative to analyze its transportation network and prioritize improvement projects. The focus of this plan reflects earlier planning studies that sought to design safer roadways for pedestrians and bikers. In 2008 Monona completed its first study to make safer routes to school. Then in 2013 Monona completed a strategic plan. A result of this process was a gap analysis survey that allowed residents to give feedback the results of which are referenced in this plan.

In 2016-2017 the City of Monona collaborated with the University of Wisconsin-Madison as the first ever Wisconsin community to pilot a UniverCity Alliance (UCY) project. Four project areas were chosen and one of these project areas was dedicated to improving Sustainable Active Transportation. Following the reports derived from the UCY projects and in part as a response to growing public concerns about pedestrian safety, biker safety, and parking, Monona's Mayor, Mary O'Connor, formed a steering committee – Ad Hoc Pedestrian and Bicycle Committee. With the formation of this committee the Mayor and City Council also agreed to a budget for an engineering study by Strand Engineering Associates.

Plan Format

The following plan provides Monona staff and officials with a range of recommendations from ways to engineer safer, well-connected street corridors, to recommendations on new policies or programs, to ways of evaluating suggested improvements and tracking progress. It is broken into sections based on the five E's of urban transportation planning (Five E's - Engineering, Enforcement, Education, Encouragement, and Evaluation). The planning document sections are all arranged in a similar format. Each section summarizes what has been done in Monona to date. The section then lists examples of supporting data or research to support the need for suggested improvements. The sections then end by giving the aforementioned recommendations.

Plan Section Summaries

Section 1 – Introduction

The introductory section summarizes the investments and work that the City of Monona has done to improve pedestrian, bike, and vehicle infrastructure. This section also summarizes the goals and objectives of the Ad Hoc Pedestrian and Bike Committee:

- To build safe and convenient pedestrian and bicycle accommodations that connect Monona neighborhoods to community destinations and the greater region.

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Section 2 – Public Input

Monona has performed several surveys and has given a variety of opportunities for residents and stakeholders to offer their feedback. This section describes what opportunities have been given during this public outreach and derives a summary of the community's feedback.

Section 3 – Engineering

This section examines the design and the function of Monona's network of streets, paths, and sidewalks. The recommendations therein are data driven and reflect standard engineering practices for street corridors. Most of the recommendations in this section are a result Strand's Engineering Report (footnote/link), which was led by feedback from the Ad Hoc Pedestrian and Bicycle Committee. It provides the City with options for redesigning its typical street sections and categorizes those options based on average daily traffic volumes, as well as the demand for pedestrian and bicycle facilities. A focus of this section was to apply best practices while also considering budget constraints. The section ends by prioritizing engineering improvements for street corridors by most immediate need and by those which had already been on the Department of Public Works (DPW) radar for reconstruction.

Some highlights for this section are suggested improvements specifically for South Winnequah Road, McKenna Road, Greenway Avenue, Bridge Road, and Frostwoods Road. There are also recommendations for a multiuse pathway in Winnequah Park and intersection improvements along Winnequah Road north of the intersection at Schluter Road. There are also recommendations that affect parking in this section as well, including along South Winnequah Road.

Section 4 - Enforcement

The enforcement section focuses on policies and policing. The section gives data regarding traffic speeds on Monona's street corridors and makes suggestions on ways to apply the enforcement of traffic laws on users of all modes of transportation in Monona. It also offers recommendations on ways to make enforcing the law more equitable for all users. The section suggests that the City's Police Department continue to perform traffic studies, promote Safe Routes to School, and continue to train staff on ways to promote a safer community for pedestrians and bikers.

Some highlights of this section include recommendations for more police presence on residential roadways, enforcing traffic laws for bicyclists, and providing services in cooperation with the Monona Grove School District to improve Safe Routes to School.

Section 5 – Education and Encouragement

The education and encouragement section highlights ways that Monona can develop a smarter pedestrian and biking community by providing programs to all users of all ages and abilities while encouraging and incentivizing the use of non-motorized transportation.

Some highlights of this section include suggestions like Bike Rodeo's, implementation of a safe biking curriculum at Monona schools, creation of a pedestrian and biker information webpage, or to provide updated pedestrian and bike related maps to assist users in getting to and from key destinations. It was suggested that the City of Monona collaborates once again with the University of WI-Madison to create a pedestrian and biker app that measures the safety and efficiency of potential routes to assist users based on their abilities. It also suggests that the City promote and educate residents about the City's transit service and the benefit of ride sharing. Policy recommendations include creating a standing pedestrian and bike committee to oversee that the implementable tasks and priorities listed in this plan are realized.

Section 6 – Evaluation

This section provides recommendations that Monona annually examine the success of projects. It gives examples of ways to measure that success by highlighting specific metrics for measuring. It

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recommends that this information is shared with the Ad Hoc Pedestrian and Bike and Public Works Committees, as well as City Council on a regular basis.

Section 7 – Implementation and Next Steps

This section of the plan prioritizes projects that are either already being planned or will be budgeted for in the near future. Priority projects were discussed during Ad Hoc Pedestrian and Bike Committee meetings. They have been agreed upon by the group and have been entered into Appendix ____.

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Appendices/Permanent Links from Footnotes ??

Table of Figures

Acknowledgements

Pedestrian and Bicycle Plan Steering Team

City of Monona Mayor Mary O'Connor, City Alders Chad Speight, Doug Wood, Jennifer Kuhr, Molly Grupe, Andrew Kitslaar, Nancy Moore

Ad Hoc Pedestrian and Bicycle Planning Committee Members: Chairperson Alder Doug Wood, Alder Chad Speight, Leslie Busse, Mary Possin, Julie Byrnes, Angie Fassl, and Larry Reed

City of Monona Public Works, Police, and Parks Departments

Monona Public Works, Public Safety, and Sustainability Committees

Consulting Team

Strand Engineering Associates Inc., Jeff Held, Tom Lynch, and Josh Straka

University of Wisconsin Extensions and COWS, Mariah Young-Jones and Katya Nicole Spear

Regional Partners

City of Madison and the Madison Planning Organization (MPO)

League of American Bicyclists

Zac Barnes & the Wisconsin Bike Federation

Active Living Network

Dane County Wayfinding Committee

UniverCity Alliance - University of Wisconsin-Madison

Jason Vargo, Program Director and Kelly Conforti-Rupp Assistant Program Director - UniverCity Alliance

Dave Cieslewicz, Professor, and students from the Department of Urban and Regional Planning - Bikes, Pedestrians, and the City course, Spring 2016

Kurt Paulsen, Associate Professor, and students from the Department of Urban and Regional Planning - URPL Fall Workshop course, Fall 2016

A-Xing Zhu, Professor, and students from the Department of Geography & GIS - GIS Applications course, Spring 2017

Maria D. Castillo, Monona intern sponsored by the Wisconsin Open Education Community Fellowship and funded by the UW Morgridge Center for Public Service, 2016

Jonathan Patz, PHD Professor, and students from the Health Impact of Global Environmental Change course, Fall 2017

Monona Residents and Stakeholders

We would also like to extend a special thank you to the hundreds of residents and stakeholders that shared their experiences and feedback during this process. Your influence inspired this project and is reflected in this plan.

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Section 1 - Introduction

The desire to improve conditions for pedestrians and bicyclists in the City has been a frequent concern expressed by City staff, elected officials, and residents.

Project Team

The project team consisted of a steering committee the Ad-Hoc Pedestrian and Bike committee which included City Alders, Doug Wood and Chad Speight, and resident members Leslie Busse, Larry Reed, Angie Fassl, Julie Byrnes, and Mary Possin. City staff working on this project included Public Works Director - Daniel Stephany, Public Works Project Manager and GIS Specialist - Brad Bruun, Police Lieutenant - Curtis Wiegel, Public Works Streets and Utilities Supervisor - Jeff Johnson, and Strand Associates Inc. engineers Jeff Held, Josh Straka, and Tom Lynch. Mayor O'Connor served as an ex-officio member on the Ad Hoc Pedestrian and Bicycle Committee.

1.1 Ad Hoc Pedestrian and Bicycle Committee Objectives

Purpose:

- To build safe and convenient pedestrian and bicycle accommodations that connect Monona neighborhoods to community destinations and the greater region.

Objectives:

- Provide off-street pedestrian routes to schools, community facilities, parks, and businesses.
- Provide bike route options that connect neighborhoods to schools, community facilities, parks, and businesses.
- Provide high quality and safe pedestrian and bicycle connections to adjacent communities and regional facilities.
- Provide street and intersection design that is sustainable, sensitive to Monona's unique context, lowers travel speeds, and safely accommodates pedestrian and bicycle movements

1.2 Following Monona's Comprehensive Plan

The City of Monona Comprehensive Plan (Comp Plan) was adopted April 4, 2016 (http://www.mymonona.com/DocumentCenter/View/9229/City-of-Monona-Comprehensive-Plan-2016-Final?bidId)

Goal 3.1 is found within the Transportation Element of the Comp Plan and it states:

Provide a safe transportation system, including consideration for motorists, bicycles, and pedestrians, which promotes efficient and effective movement of people and goods and encourages high quality design of Monona's transportation infrastructure.

Furthermore, Comp Plan Objective 3.1.2 recommends that Monona supports a multi-modal transportation system and it includes the following specific policy recommendations:

- Create an environment conducive to pedestrians and bicyclists along major vehicular routes by maintaining bicycle lanes and promoting pedestrian scale amenities in development.
- Develop and maintain a comprehensive system of bicycle and pedestrian facilities in the City that connect to existing regional facilities.
- During reconstruction of local streets, evaluate the expansion of bicycle and pedestrian systems.

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- Require private developers to include pedestrian and bicycle accommodations where appropriate.

1.3 UniverCity Alliance Project Summary

During the UCY process, city staff along with UW-Madison students and professors conducted bicycle counts, traffic speed and vehicle counts, route audits, a parent/guardian survey, an outreach survey, an education and encouragement campaign, and a GIS analysis. In compilation of forming the Ad Hoc Pedestrian and Bicycle Committee, Monona also hired Strand Engineering Associates, Inc. to work on a Pedestrian and Bicycle Improvements plan. The following planning sections is the final product of all these efforts.

Monona is one of 18 communities in Wisconsin designated as a Bicycle Friendly Community. It is currently designated as a bronze-level Bicycle Friendly Community, and has enlisted the help of the University of Wisconsin- Madison's UniverCity Alliance to bring it to the silver level. The UniverCity Alliance brings together representatives from different university departments and institutes in order to "connect education, service and research on campus with cities to further the practice of sustainability." Through the UniverCity Year program, the alliance will coordinate collaboration between existing university courses and community-defined projects in Monona during the 2016-2017 academic year.

The result of this collaboration was a neighborhood bicycle and pedestrian audit conducted by the class on March 10, 2016. The audit tool used was developed by the Wisconsin Department of Health Services, Division of Public Health, Nutrition, Physical Activity and Obesity Program. The basic audit tool can be found in the Appendix D of this document. To view the extended audit tool, visit https://www.dhs.wisconsin.gov/physical-activity/active-communities.htm

The class split into teams of two and Bruun assigned each team two to four intersections of interest. The teams rated their intersections and adjacent road segments on items in the areas of land use environment, transportation environment, walking environment, bicycling environment, and facilities and aesthetics. Particular care was taken to record detailed notes about the walking and bicycling environments and each team also recorded the number of bikers and walkers they saw during the study period. Auditors covered around 30 intersections, and gave Monona an average score of 41.6 out of 100. The lowest score was 12, and the highest score was 69. (See Appendix _____, pg. _____)

This plan compiles the findings of the neighborhood audits; the current status of bicycling in Monona, reflected in Monona's 2015 Bicycle Friendly Community application and resulting scorecard, as well as the city's planning documents; the LAB's Bicycle Friendly Community publications; and research into regional and national precedents and opportunities. The report offers research- based recommendations, organized into the LAB's Five E's, for Monona to move towards a silver Bicycle Friendly Community designation and overall safer street corridors to walk, bike, and be active in.

1.4 Accessibility

Accessibility refers to the ability of residents to access popular destinations and basic services on foot, by bike, by bus, and/or by car. Providing accessibility for modes other than personal automobile has a range of community benefits including improved livability, health, and safety. Monona is working with Chris McCahill to develop an analysis of barriers to what need to be more accessible routes in Monona using the Sugar Access database and mapping tools. This study also references the work done by the University of Wisconsin-Madison GIS 578 course projects which analyzed accessibility and safe routes mapping study projects. Using this information, the City of Monona will develop best routes to key destinations and is working to improve safe access across key street corridors for all age and abilities of users.

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Nationally, bicycle and pedestrian accessibility to school for children has been declining for decades. In 1969, approximately 48 percent of children walked or biked to school while only approximately 12 percent arrived in a family vehicle. By 2009, these trends had essentially reversed themselves with 13 percent walking or bicycling to school and 45 percent arriving in a family vehicle[1]. Parents driving students to school comprise 10 to 14 percent of AM peak hour traffic according to one study.[2] As traffic increases, parents may become more convinced that walking or biking to school is unsafe for their child. They may be unaware that by driving they contribute to the traffic congestion surrounding the school.[3]

Figure2: Monona Parents and Children Walking and Biking to School on Maywood Rd.

In the City, according to the 2016 report *Towards a Safe Routes to School Plan in Monona*[4], only 22 percent of families with children attending Winnequah Elementary School let them walk or bike there, yet 70 percent live within 2 miles. Figure 1.01-2 shows parents and children walking and biking to school on Maywood Road.

Conditions for older Americans must also be considered in evaluating a community's accessibility. Nationally, 21 percent of people over 65 do not drive. Over 50 percent of these non-drivers stay at home on a given day because they lack travel options. This makes access to basic services like groceries and appointments that much more challenging. This is a growing segment of the population.

1.5 Health and Equity

Nationally, the prevalence of obesity and diagnosed diabetes among U.S. adults has risen dramatically since the mid-1990s. Figure 1.01-3 shows how these two measures have changed over time.

In the U.S., 55 percent of the adult population falls short of activity guidelines. Providing pedestrian infrastructure can help improve this. Recommended activity levels were met by 43 percent of people with safe places to walk within 10 minutes, compared to 27 percent who did not have safe places to walk. In addition, people in walkable neighborhoods did 35 to 45 more minutes of moderate intensity physical activity per week.[5]

In Wisconsin, according to the Wisconsin Department of Health Services (DHS), 34 percent of adults have prediabetes (higher than normal blood glucose), a disease that can become type 2 diabetes and increase a person's risk for developing heart disease and stroke and an additional 9 percent of adults have diabetes. DHS notes that increasing

[1] https://www.saferoutespartnership.org/healthy-communities/101/facts
[2] McDonald, Brown, Marchetti, & Pedroso, 2011
[3] http://guide.saferoutesinfo.org/introduction/the_decline_of_walking_and_bicycling.cfm

[4] https://univercity.wisc.edu/monona/#active-transportation
[5] *www.completestreets.org*

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your activity level can help prevent heart disease and other ailments. Increasing a community's walkability is a good way to make it easier for residents to increase weekly activity levels.

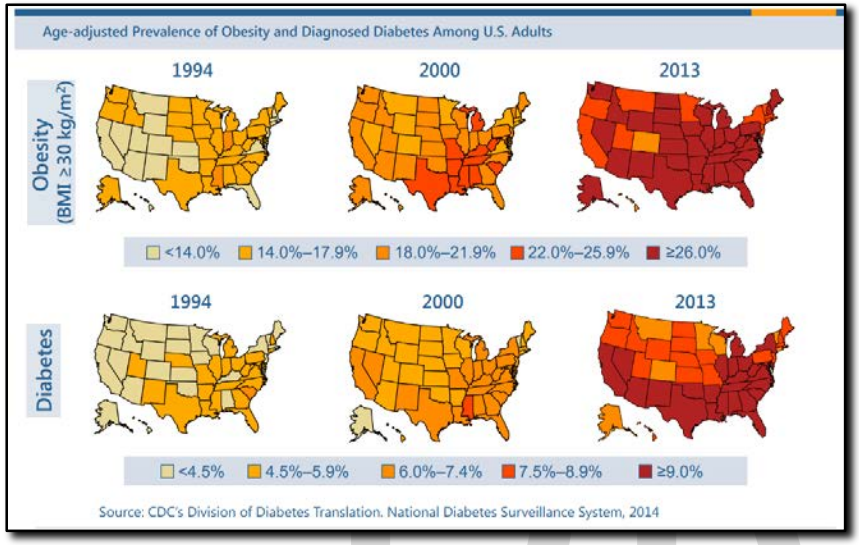

Figure 1: Rates of Diabetes in American Adults

1.6 Safety

Figure 1.01-4 shows national statistics on bicycle fatalities in the U.S. The number has decreased for people age 20 and younger, while is has been rising steadily for people over 20 years old. This may be because of the rise of bicycling as a means of everyday transportation.

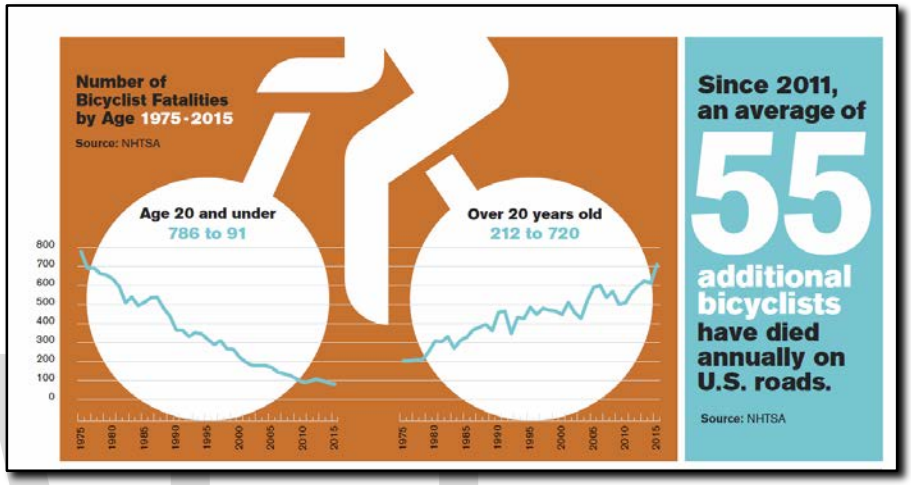

Figure 2: Annual Bicycle Fatalities in the U.S. 1975-2015; Source: National Highway Transportation Safety Association

Locally, from 2011 through 2015 there were 552 pedestrian crashes in Dane County, 422 in the City of Madison, and 9 in the City. From 2011 to 2015, there were 798 bicycle crashes in Dane County, 627 in the City of Madison, and 19 in the City. Figure 1.01-5 shows the number of crashes per person from 2011 through 2015. The City's pedestrian crash rate per person was similar to Dane County overall, and lower than the City of Madison's rate. The City's bicycle crash rate per person was about 1.5 times higher than Dane County's overall, and a little lower than the City of Madison's.

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2011 to 2015	Number			Per 1,000 People			Monona vs. County	Monona vs. Madison
	County	Madison	Monona	County	Madison	Monona		
Pedestrian Crashes	552	422	9	1.05	1.70	1.10	105%	65%
Bike Crashes	798	627	19	1.52	2.52	2.33	153%	92%

Figure 3: Number of Crashes and Crashes per Person, 2011 through 2015

It is important to note that the above crash rates are influenced by the popularity, or frequency that residents walk and bicycle. Because there are fewer sidewalks and less bike infrastructure in the City on the collector and local streets, people may walk and bike less. In fact, U.S. census data shows a lower percentage City residents who tend to commute to work on foot (1.8 percent in the City, 5.7 percent in Dane County, 9.5 percent in the City of Madison) and by bike (2.4 percent in the City, 2.9 percent in Dane County, 5.2 percent in the City of Madison). Figure 1.06-6 shows the number of crashes per pedestrian and bicyclist commuter.

2011 to 2015	Number			Per 1,000 *Commuters*			Monona vs. County	Monona vs. Madison
	County	Madison	Monona	County	Madison	Monona		
Pedestrian Crashes	552	422	9	18.49	17.87	61.33	332%	343%
Bike Crashes	798	627	19	52.55	48.50	97.11	185%	200%

Figure 3: Number of Crashes and Crashes per Commuter, 2011-2015

The data shows that frequent City walkers are more than three times as likely to be involved in a crash than overall Dane County or City of Madison residents. Frequent bikers are approximately twice as likely.

1.7 Current Status of Walking and Bicycling in the City

The project team reviewed the existing sidewalk system and designated bike routes in the City. Figure 1.01-7 shows common destinations including parks and open space, commercial land uses, and schools and community facilities and how they relate to the existing sidewalks. Approximately 18 percent of City streets currently have sidewalk. Sidewalk generally exists along the arterial corridors of Monona Drive and Broadway. It also exists along most of Femrite Drive, on both sides of Nichols Road and Dean Avenue, and on one side of Healy Lane next to Winnequah Park. There is a particular lack of north-south connectivity.

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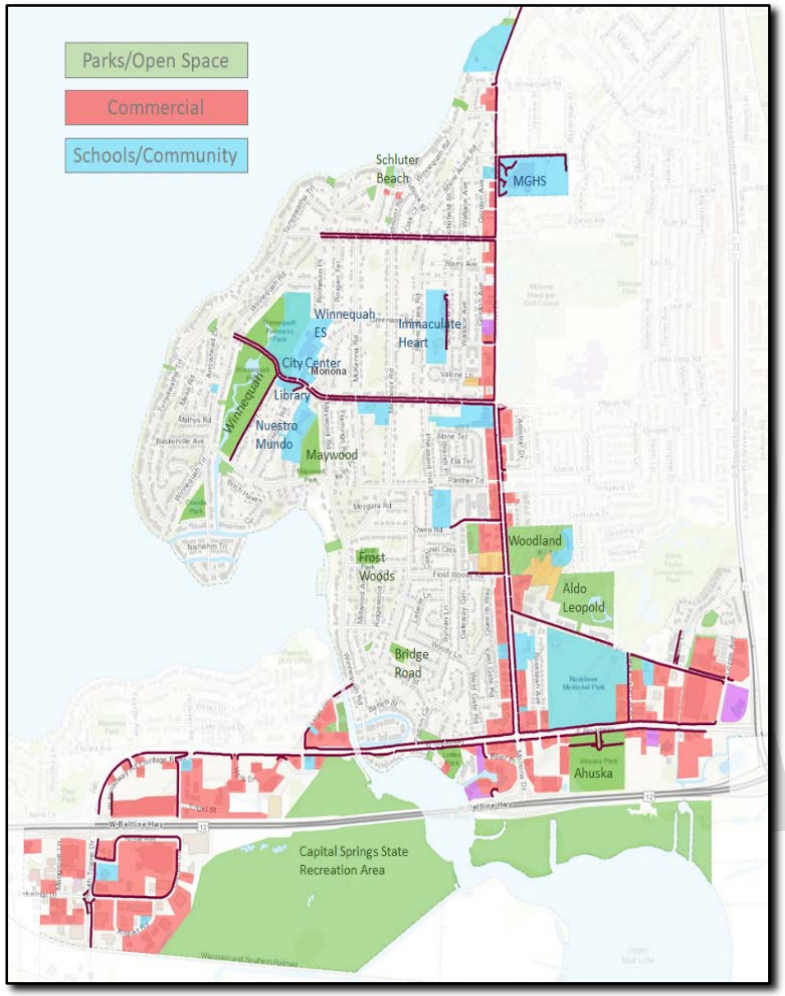

Figure 4: Monona Destinations and Existing Public Sidewalks

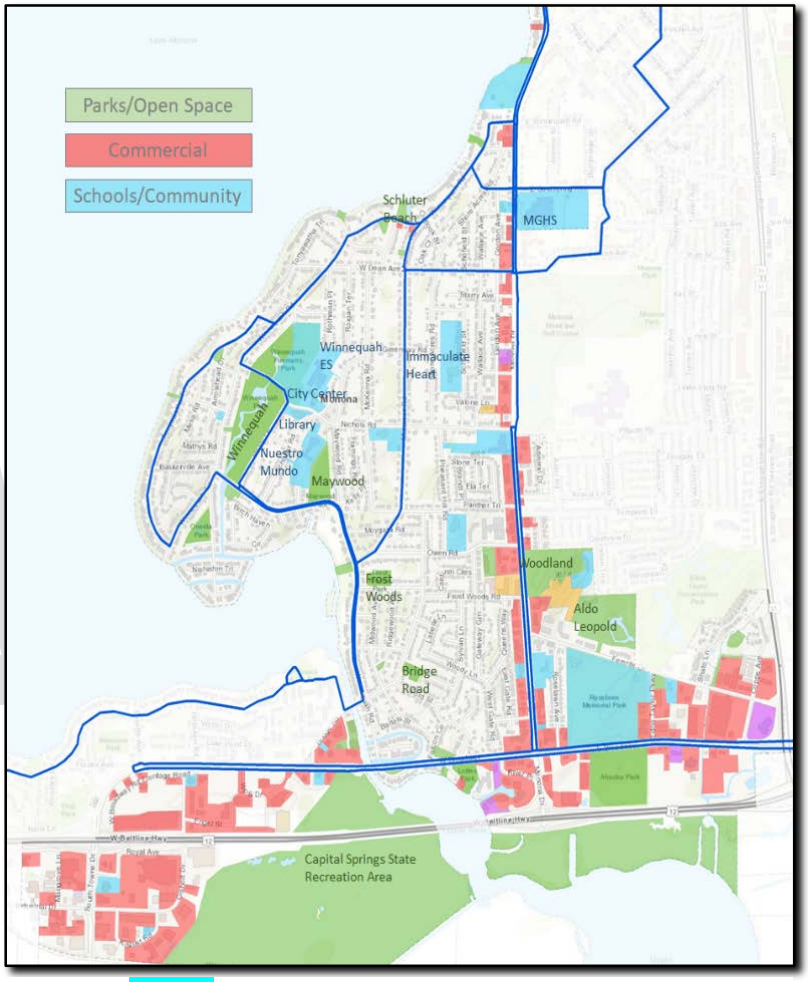

Figure 5: Monona Destinations and Existing Bike Routes

Figure 1.01-8 shows common destinations including parks and open space, commercial land uses, and schools and community facilities and how they relate to the existing bicycle routes in the City.

The Monona Lake Loop uses portions of Coldspring Avenue, Winnequah Road, Tonyawatha Trail, Winnequah Trail, and Bridge Road. On-street, marked bicycle lanes are provided along Monona Drive and most of Broadway, but are generally not provided on other streets.

Monona has many attributes that make it a wonderful community in which to live, work, learn, and play. The City acts as a peaceful retreat, with mature trees, many parks, and the southern shore of beautiful Lake Monona. Residents love its small-town feel, but also benefit from the cultural and economic resources of a growing urban region. The City of Monona adopted a Comprehensive Plan in 2016 and a Sustainability Plan in 2015. Both of these plans included goals to promote all modes of transportation and increase the percentage of residents, and in particular children, who use alternative transportation like biking and walking. Leaders in Monona, including City staff and the Sustainability Committee, identified the need to analyze the current state of Monona's transportation system as it applies to walking and biking, and to prioritize key fixes in areas where it is unsafe for children to walk and bike.

City leaders also identified the National Safe Routes to School Program as a framework through which they could make change in their community. In its Sustainability Plan, Monona declares goals dedicated to reducing the City's carbon footprint and improving air quality for its residents. The plan draws links between an increase in biking and walking to decreasing greenhouse gas emissions and carbon footprints, and improved public health via increased recreational opportunities. Another benefit of improved pedestrian and bicycle networks is the opportunity to strengthen community bonds through better connectivity of neighborhoods throughout the city.

In order to enhance its local biking environment and encourage more people to bike, Monona has been working towards the League of American Bicyclists' (LAB) Bicycle Friendly Community silver designation. The LAB was founded as the League of American Wheelmen in 1880 and has been striving for better bicycling conditions ever since. The LAB's Bicycle Friendly Community guidelines combine the knowledge of engineers, government officials, and bicycle advocates from across the country to serve as a framework for communities to improve their local bicycling environment. Each year, the LAB reviews applications for the designation and provides personalized feedback about how each community can get more bicyclists on the road.

The LAB's Bicycle Friendly Community criteria is based on the "Five E's:" Education, Encouragement, Enforcement, Engineering, and Evaluation. See Figure 1 to learn more about each "E." In order to earn the designation of a bronze, silver, gold, or platinum Bicycle Friendly Community, municipalities must fulfill increasingly rigorous requirements in each of the Five E's. See Figure 2 for details about these requirements.

The "5 Es" to make improvements to routes:

Engineering

» Traffic calming to reduce vehicle speed
» Sidewalks for pedestrian access
» Improvements for safe street crossings
» On-street bicycle facilities
» Secure bicycle parking

Encouragement

» Make walking and biking popular
» Have fun while traveling to school

Education

» Ensure that all road users know how to share space safely

Enforcement

» Improve driver behavior
» Increase awareness of bicyclists and pedestrians

Evaluation

» Collect data
» Understand attitudes
» Implement improvements
» Track progress

http://saferoutespartnership.org/healthy-communities/101/facts.
Wisconsin Department of Transportation

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Section 2 - Public Input

2.1 Monona Strategic Plan Survey – Gap Analysis

Figure 1: 2012-2013 Residential Survey Results, Strategic Planning

In 2012, the City conducted the Monona Community Survey. Among the questions was a City services gap analysis. The question asked respondents to rate the importance of various City services, and also the quality (or the execution) of those services. Figure 1.01-1 shows the top ten largest gaps in City services according to the 2012 survey.

The second and fourth highest gaps involved pedestrian conditions. Specifically, the City's Sidewalk System scored 1,827 points in importance, but (-750) points in execution for a gap of 2,574 points. The City's Bike and Pedestrian System scored 2,703 in importance and 345 points in execution for a gap of 2,358 points.

Since the results of the strategic planning survey, Monona has performed 2 more surveys focused on pedestrian and bicyclist feedback during the UniverCity Alliance Sustainable Transportation project and have hosted 2 Public Information Meetings (PIM) as part of the Ad Hoc Pedestrian and Bike Committee's work done to prepare this Ped and Bike Plan.

2.2 Summer Active Living Outreach Survey

During the Summer of 2016 the City of Monona performed an outreach survey to build awareness of the benefits of staying active and to ask the community for input regarding safety of roadways and reasons why they may not recreate via jogging, walking, biking, or other means of non-motorized transport. It also surveyed residents about using local transit and inquired about the level of awareness of residents about the Monona Transit service. The project was partially funded by a grant from the UW Morgridge Center and was assisted by City of Monona Intern, Maria Castillo, who was also a student of the UW Human Ecology Department.

There were 224 respondents that filled out the entirety of the survey. Of the 224 respondents, 197 (86%) claimed to be Monona residents. Most non-residents claimed to live in Madison. 94.22% of residents identified themselves as Caucasian/White, 64% of respondents recognized as Female, 47% of respondents were between the age of 30-44, and 68.58% of respondents claimed to be employed full time.

Most respondents, 97%, claimed to have access to a vehicle, while 94% claimed to also have access to a bicycle. When asked what the biggest deterrent is to using modes of active transportation to commute to and from key destinations, the most popular answers were the weather or inconvenience. However, the survey shows a trend of active living by residents. 157 of the respondents walk for recreation 2 or more times a week between the months April through October and 100 respondents claim to walk 2 or more times a week during the winter months of November through March. These validate responses related to weather being the biggest deterrent to respondents using active modes of transportation to reach key destinations. 182 or 87% of respondents claimed that they drive to work, however, 93 respondents also claimed that they will bike as well.

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On the topic of response regarding the infrastructure or perceived safety of specific streets, respondents overwhelmingly commented about a perceived lack of safety for bikers on Monona Dr., Winnequah Rd., Broadway Ave., and Bridge Rd. Respondents preferred walking at night along Monona Dr., Nichols Rd., and Dean due to the presence of sidewalks and street lights. Routes that respondents perceived as less safe for walking was primarily Winnequah Rd. due to a lack of sidewalks. The most noted concern when choosing a preferred vs. not preferred route for walking or biking was the perceived safety of the user when on that route. 75 respondents to the survey specifically target Winnequah Rd. over all other routes as the route they prefer not to take for walking or biking. When asked to clarify why, 35 responded that the route lacks proper infrastructure and 35 more responded that the route has too high of traffic volumes.

A reflection of comments given about specific streets or routes is given in question 7 of the Active Transporation Report – Appendix _____. The question asks the respondent; which pedestrian or bicycle improvements would make using a form of active transportation more appealing? Respondents were asked to choose on a scale of Very Important, Somewhat Important, Not Important. Overwhelmingly respondents chose "more designated bike lanes" – 143 and "more interconnected pedestrian and bike routes" – 144. The next three highest very important votes were 102 for "bike parking at crowded events", 100 for "bike racks at main destinations", and 97 for "enforce laws governing motorist behavior".

2.3 Safe Routes to School Survey

In the Fall of 2016 Monona's second UCY survey was distributed. This parent survey was distributed to student's parents from MGSD – Monona Grove School District. Of the 287 respondents, 50.2 % of the students attended Winnequah Elementary, 36%6 attended Monona Grove High School, and about 13 % attended either MG21, Immaculate Heart of Mary, or Nuestro Mundo. Of those respondents 48.7% lived less than 1 mile from their student's schools, 59.2% were within a travel time of 10 minutes, yet 77.4% of parents drove or dropped their kid at a bus instead of letting them walk or bike to school.

When asked 174 respondents answered what are very important factors for NOT allowing a child to walk or bike to and from school, the top 5 responses in order of importance were:

1) Amount of traffic along route
2) Speed of traffic along route
3) Weather
4) Child's age
5) Lack of sidewalks or pathways

When asked what the most important factors would be to allow their child to walk to school the respondents top 3 factors listed in order of importance were

1) Amount of traffic along route
2) Speed of traffic along route
3) Addition of sidewalks and pathways

Overall when asked to choose the most important factor for not walking or biking to school the responses were as follows (See Appendix _____):

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Figure 2: Responses from SRTS Survey - SRTS Report

2.4 2018 Public Information Meeting Recap

Public outreach consisted of two Public Involvement Meetings (PIM) held by the Ad Hoc Pedestrian and Bicycle Planning Committee and Strand. For each meeting the City advertised to the public by posting a news flash on the front landing page. The City also posted the information via printed agendas on 3 public bulletin boards around city campus as well as a posting to the Herald Independent. The postings on the webpage were also sent to subscribers of different types of Monona public events.

PIM 1 was held on May 8, 2018 at Winnequah Elementary School. Approximately 60 people signed in, though more than that attended. The project team provided a presentation that summarized topics similar to those covered in this report including: the reason for the Plan; current status of walking and biking in the City; draft goals and objectives; draft maps of key routes; improvement types; and next steps. Figure 1.01-9 shows a photo of PIM No. 1.

Figure 3: Public Information Meeting at Winnequah Elementary School

The verbal and written comments received were generally supportive of changes to improve bicycle and pedestrian accommodations; however, a number of people were opposed to adding sidewalks specifically. The comment received most often was in support of slowing or calming traffic. There was also a number people that supported finding quick, inexpensive, and easily implemented solutions. Some were frustrated that there has not been more progress made in implementing sidewalks or other features to improve walking and bicycling in the City.

PIM No. 2 was held on September 26, 2018 at Winnequah Elementary School. Approximately 30 people signed in, though more than that attended. The project team provided a presentation that summarized topics similar to those covered in PIM No. 1 along with more refined improvement concepts. The verbal and written comments received tended to focus on Winnequah Road and the City's anticipated near-term modifications. One attendee advocated for providing on-street pedestrian space on Winnequah Road north of Winnequah Trail rather than adding sidewalk. There were comments supportive of the goals and objectives and the key routes.

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The PIM No. 1 slideshow, exhibits, and a summary of the comments received are included in Appendix A. The PIM No. 2 slideshow, exhibits, and a summary of the comments received are included in Appendix B.

2.5 Public Input - Summary of Responses

When looking at the short answer responses from all the different surveys there seemed to be consistencies in the answers throughout, which makes sense because some of the questions being asked were similar as well. An attempt was made to categorize responses by topic matter. Appendix _____ shows a summary of responses categorized in logical format. Between the Active Transportation survey and the SRTS survey there was a similar question about what impedes residents the most to using walking, biking, or some other form of active transportation more often. The two most common reasons given were inconvenience and no need to using active modes of transportation. Safety and issues with routes or schedules were close behind. This repeats the common theme throughout the survey responses of safety being the greatest concern and barrier for residents to walk, bike, or use a different active mode of transportation.

In all surveys there were opportunities for residents to respond concerning streets, either specific sections or entire routes. When we added up streets that were mentioned needing improvements to infrastructure Winnequah Road was mentioned much more than any other roadway, see Appendix _____. Comments about the need for improvements on Winnequah Road happened 136 times between the Active Transportation, SRTS, and Public Information responses. Other streets noted were Monona Dr. – 96, Nichols Rd. – 48, Bridge Rd. – 21, Dean Ave. – 17, Broadway Ave. – 15, Maywood Rd. – 15, McKenna Rd. - 12, Greenway Rd. – 11, Frostwoods Rd. – 11. Overall, Winnequah Rd. has been the most mentioned road in each survey distributed by Monona and the most common street mentioned in complaints sent to the City via the City's webpage comment section.

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Section 3 - Engineering

3.1 Overview

This section of the Pedestrian and Bicycle Improvements plan focuses on the Engineering component. The Engineering component includes recommendations on how to modify transportation infrastructure to make traveling as a pedestrian or bicyclist more comfortable and convenient. The project team categorized the key routes based on the motor vehicle traffic volumes they currently carry. Engineering recommendations in this section also consider the need to improve street infrastructure by benefiting all users. Streets must be designed for persons of all capabilities and must accommodate multiple modes of transportation.

National Association of City Transportation Officials (NACTO) guidelines are industry standards for municipal transportation planning. NACTO's mission statement is "to build cities as places for people, with safe, sustainable, accessible and equitable transportation choices that support a strong economy and vibrant quality of life." (nacto.org). This mission directly reflects the goals of this plan. When applicable, NACTO's design guidelines should be used by the City of Monona for future road reconstruction purposes.

The project team for the engineering portion of this plan consisted of Monona's Ad Hoc Pedestrian and Bicycle Improvements Committee, Jeff Held, Tom Lynch, and Josh Straka of Strand Associates Inc., Mayor Mary O'Connor, and city staff. The team reviewed traffic counts and traffic speeds along street corridors in Monona. This data helped shape recommendations for infrastructural improvements in this section. The majority of this section of the plan comes from Strand's Engineer's Report.[1]

3.2 Existing Engineering Standards or Policies

- Current American Association of State Highway and Transportation Officials' (AASHTO) standards and specifications are met in Monona's street construction project manuals
- When possible Monona follows National Association of City Transportation Officials (NACTO) guidelines for streetscape design: Improves multi-modal experience by making travel by foot or bicycle safer and more efficient
- Mixed-use zoning: Allows for more connectivity and access by alternative transportation users
- Form-based/design-based codes: Expands code beyond land use focus to take additional components into consideration, and Interconnection of buildings, streets, and open spaces
- Connectivity policy or standards: Sets minimum amount of street intersections per mile
- On-street bicycle facilities maintenance: Sweeping as well as snow and ice removal are completed in accordance with other travel lane standards, and Potholes are addressed within one month of identification
- Removed assessments to residents for installing new sidewalks where there was previously none

[1] http://www.mymonona.com/DocumentCenter/View/9068/2019-Engineer-Recommendations-PedBike-Plan-FINAL

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3.3 Key Routes

The project team developed draft key routes maps for pedestrians and bicyclists based on the Plan Goal and Objectives as well as existing land uses.

Figure 3.01-1 shows the Monona's most used pedestrian, biker, and motorist key routes.

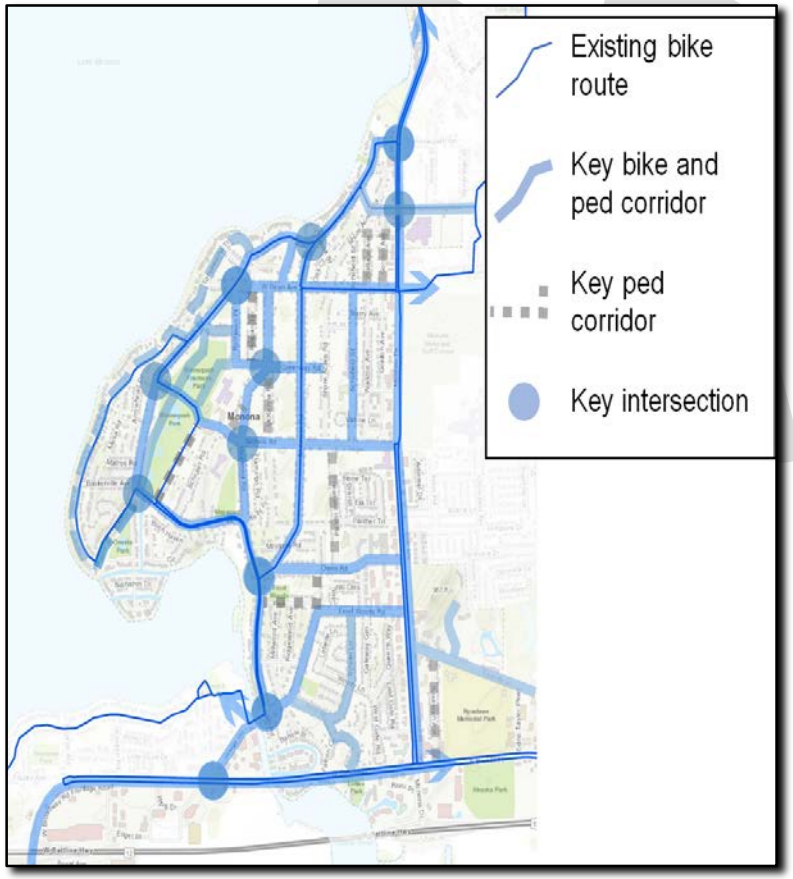

Figure 1: Key Pedestrian and Bicycle Routes

Figure 3.01-1 shows the daily traffic volumes in vehicles per day (VPD) on many of the key routes.

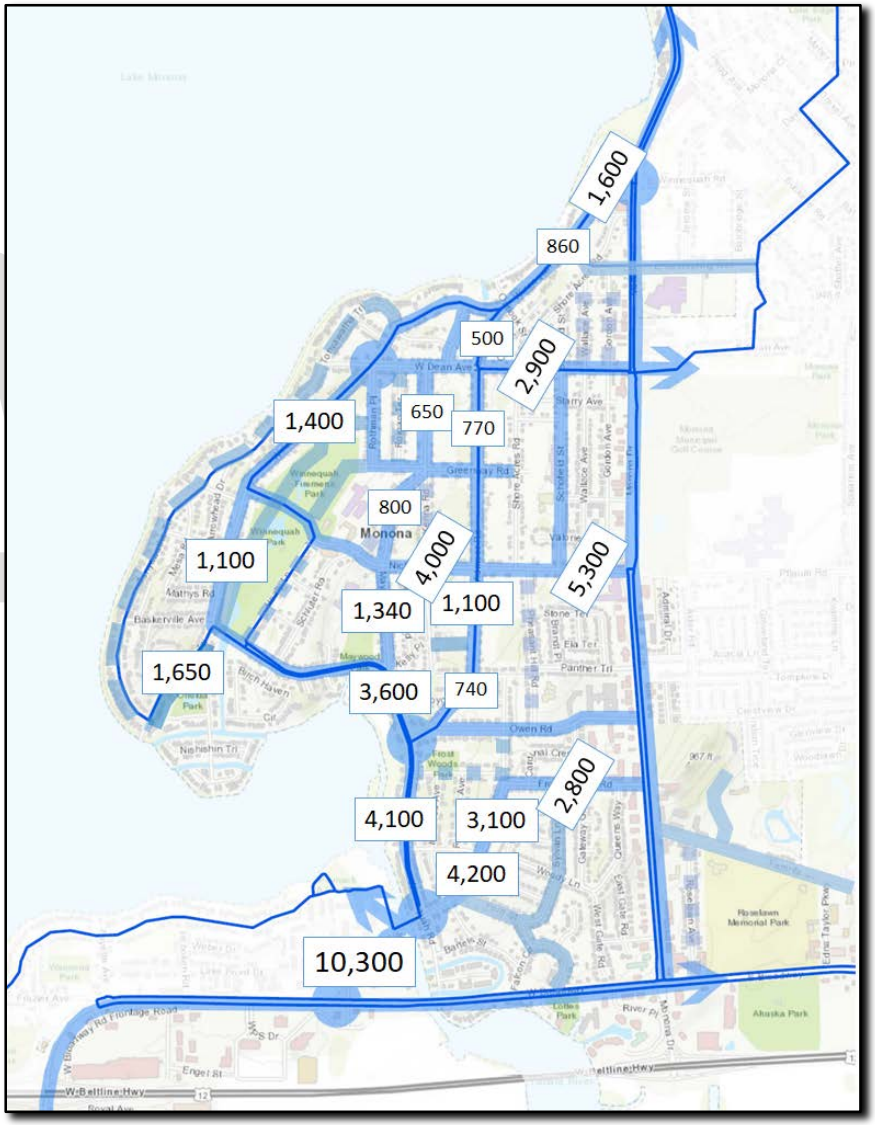

Figure 2: Daily Traffic on Key Routes (Vehicles Per Day - VPD)

Figure 3.01-2 shows the currently available speed data on the key routes. The values shown are for the 85th percentile speeds.

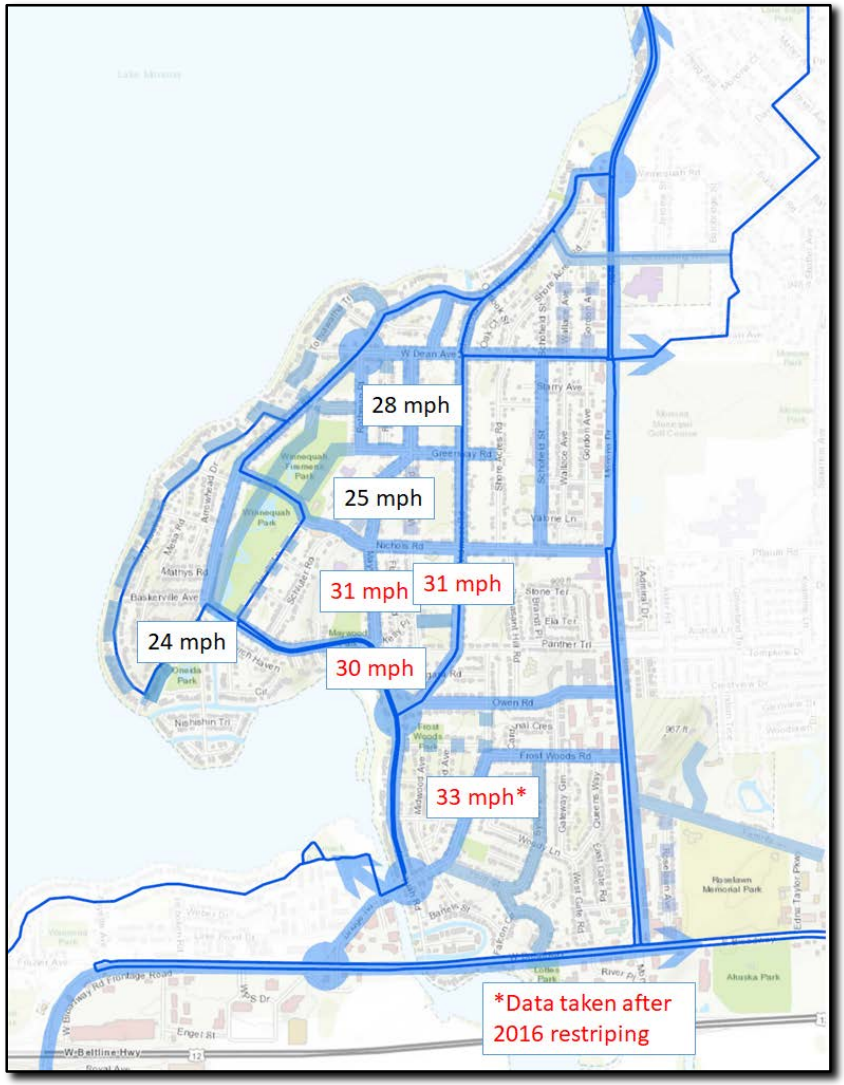

Figure 3: 85th Percentile Traffic Speeds

3.4 Typical Sections

The recommended configuration for pedestrians, bicyclists, and motor vehicles and the dimensions of each feature make up the typical section. Roadways with low motor vehicle traffic volumes and low speeds are appropriate for shared bicycle and motor vehicle lanes and, in some cases, marked on-street pedestrian space in lieu of sidewalk. As traffic volumes and/or speeds increase, dedicated bicycle space and sidewalks should be provided.

Following is a summary of the recommended typical sections by route category. The sections are labeled as lower impacts and costs or higher impacts and costs. Lower impacts and costs typical sections generally require changes to signing, marking, and/or parking restrictions only. Higher impacts and costs typical sections generally add sidewalk and/or move the curb and gutter on one or both sides of the street.

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3.4.1 Low Volume Bicycle Corridors and Boulevards

Figure 3.01-3 shows the routes that are categorized as Lower Volumes Bicycle Corridors and Boulevards. These routes carry less than 750 VPD.

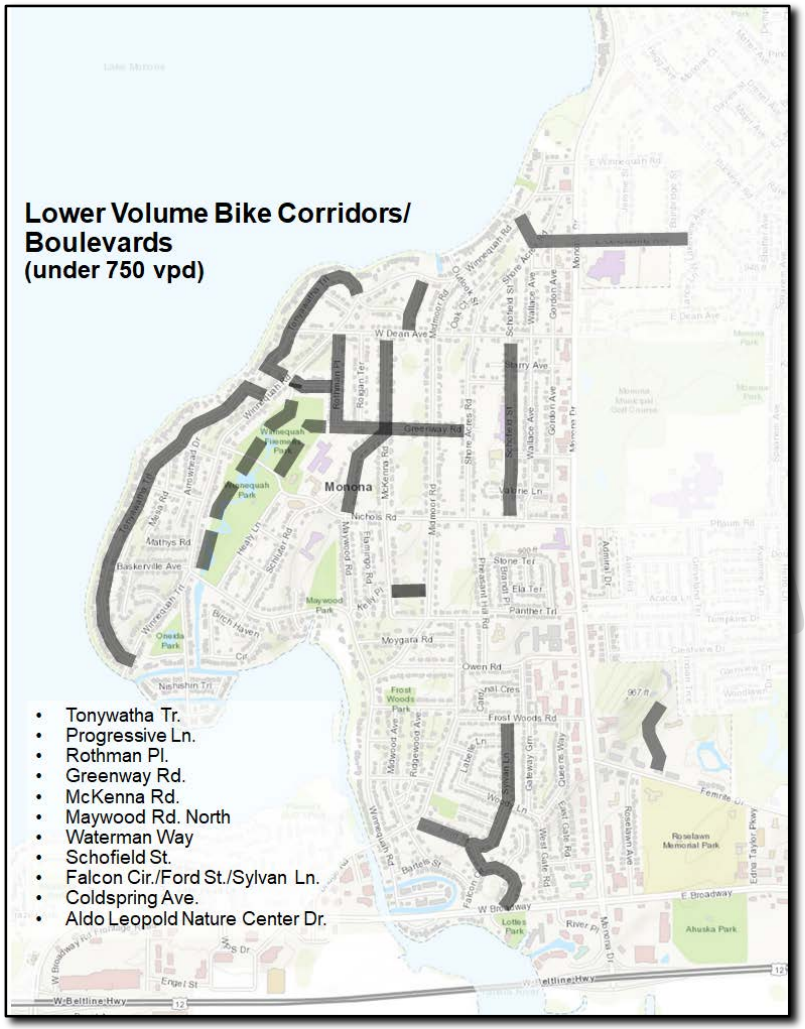

Figure 3.01-3 Lower Volume Bike Corridors and Boulevards

The existing low volume streets have 60 feet of right-of-way (ROW), are 32 feet wide from face of curb to face of curb (F-F) including 2-foot gutter pans on each side, allow parking on one or both sides, and do not have sidewalks.

The recommended sections are shown in Figure 3.01-4.

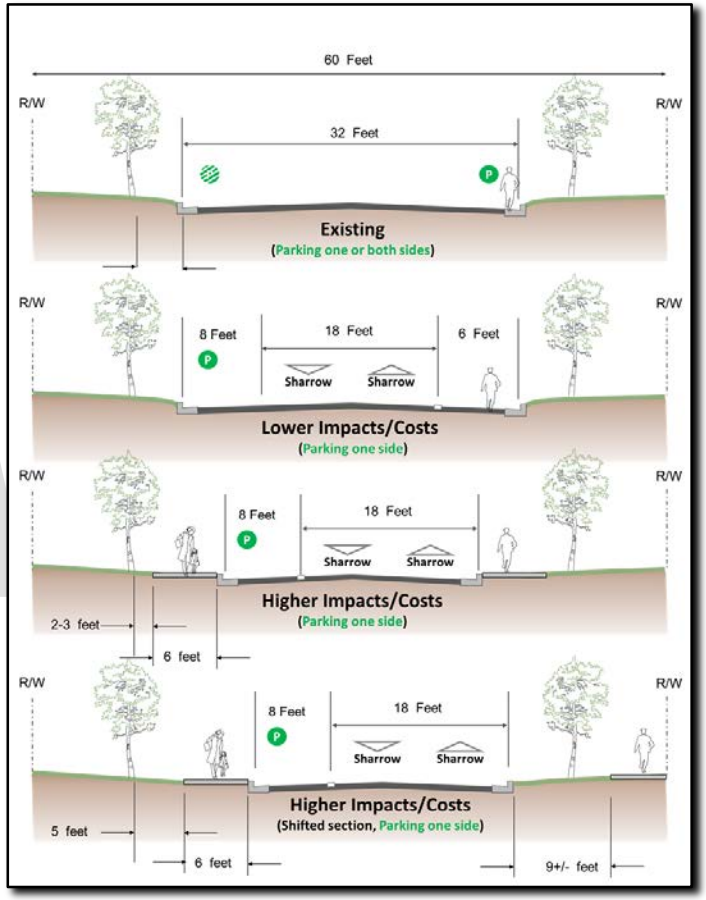

Figure 3.01-4 Lower Volume Bike Corridors and Boulevards Typical Sections

The recommended sections include a lower impacts and costs option that allows parking on one side only, provides shared bicycle and motor vehicle lanes, and an on-street, marked pedestrian area. This section is appropriate where 85th percentile speeds are 25 miles per hour (mph) or less. In some locations traffic calming features may need to be added to achieve these speeds.

The higher impacts and costs options add sidewalk while attempting to minimize physical impacts by moving the curb(s) and narrowing the street. The addition of sidewalk would be appropriate near schools, where speeds are higher, and/or when a lower volume street is planned for reconstruction.

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3.4.2 Higher Volume Bike Corridors/Boulevards

Figure 3.01-5 shows the routes that are categorized as Lower Volumes Bicycle Corridors and Boulevards. These routes carry 750 to 1,500 VPD.

Figure 3.01-5 Higher Volume Bike Corridors and Boulevards

The existing higher volume streets have 60 feet of ROW, are 32 feet wide F-F, including 2-foot gutter pans on each side, allow parking on one side, and do not have sidewalks.

The recommended sections are shown in Figure 3.01-6.

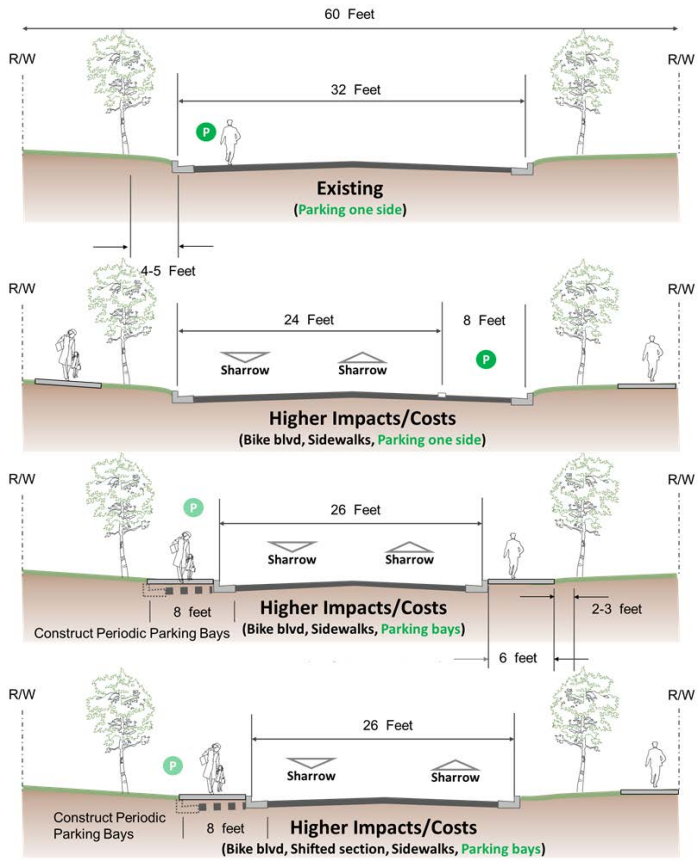

Figure 3.01-6 Higher Volume Bike Corridors and Boulevards Typical Sections

The higher impacts and costs options add sidewalk, preferably on both sides but on one side at a minimum. If the curbs remain in their existing location, parking can be provided on one side along with shared lanes. Alternatively, if the street is narrowed in an attempt to minimize physical impacts parking would not be allowed. The City could add periodic parking bays, or wider street sections that would provide several on-street parking stalls on one or both sides of the street.

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3.4.3 Collector Streets without Sidewalk

Figure 3.01-7 shows the collector routes that do not have sidewalks. These routes generally carry volumes over 1,500 VPD.

Figure 3.01-7 Collectors without Sidewalk

The existing collector streets without sidewalk have 60 feet of ROW, are 34 to 40 feet wide F-F, including 2-foot gutter pans on each side, allow parking on one or both sides, and do not have sidewalks.

The recommended sections are shown in Figure 3.01-8.

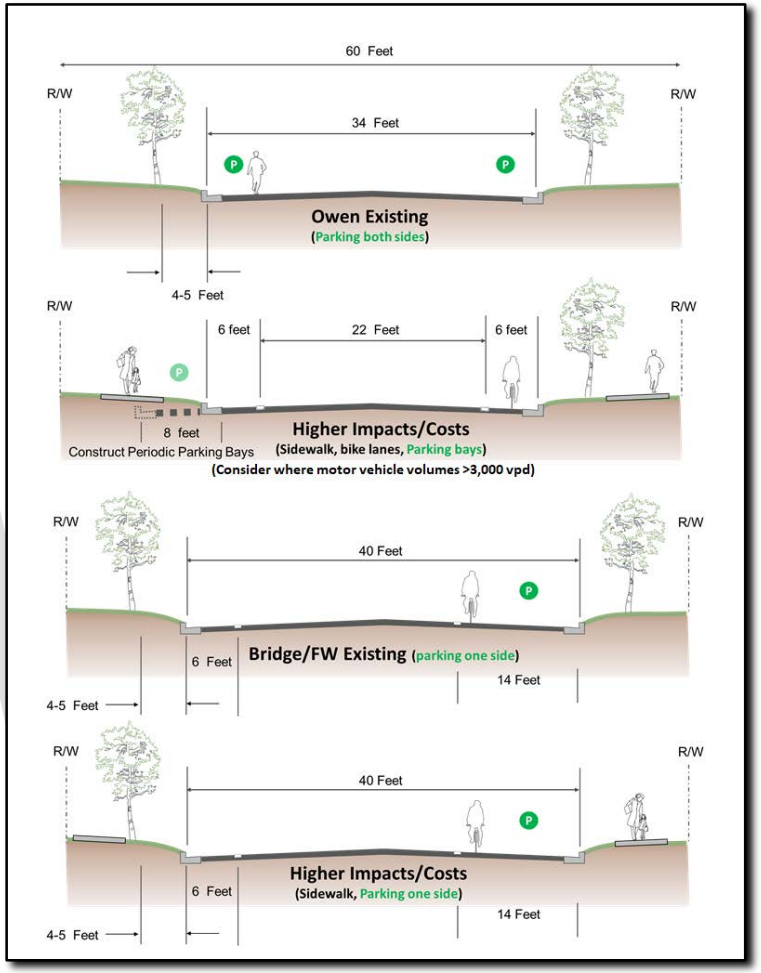

Figure 3.01-8 Collectors without Sidewalk Typical Sections

The recommended sections above do not include an option with lower impacts and costs. The higher impacts and costs options add sidewalk, preferably on both sides, but on one side at a minimum. The curbs would remain in their existing location. Parking can be provided along

Bridge Road and Frost Woods Road. On Owen Road, the City could add periodic parking bays on one or both sides of the street.

3.4.4 South Winnequah Road

Figure 3.01-9 shows the South Winnequah Road corridor.

Figure 3.01-9 South Winnequah Road

The existing ROW along this portion of Winnequah Road is 100 feet. From Bridge Road to Owen Road the street is 34 feet wide F-F including 1-foot gutter pans on each side, there is marked parking on one side that is 6 feet wide including the gutter, a 5-foot bike lane, two 9-foot motor vehicle lanes, and a 5-foot bike lane including the gutter. Based on common design standards, the 9-foot travel lanes are the minimum width allowable. The minimum parking lane width is typically 7 feet plus a 2-foot gutter, or 9 feet total (compared to 6 feet provided). The 5-foot bike lane adjacent to the parking lane the minimum width; however, considering it is located adjacent to a substandard parking aisle neither function appropriately. The 5-foot biking lane adjacent to the curb is also substandard. The minimum standard is 5 feet wide or 4 feet plus a 2-foot gutter (compared to 4 feet plus a 1-foot gutter provided).

From Owen Road to Woodridge Road the street is 32 feet F-F including 1-foot gutter pans on each side, 6-foot bike lanes including the gutter, and 10-foot travel lanes. This meets minimum design standards. From Woodridge Road to Winnequah Trail the street is 32 feet F-F with no on-street marked bike lanes.

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The recommended typical street sections are shown in Figure 3.01-10.

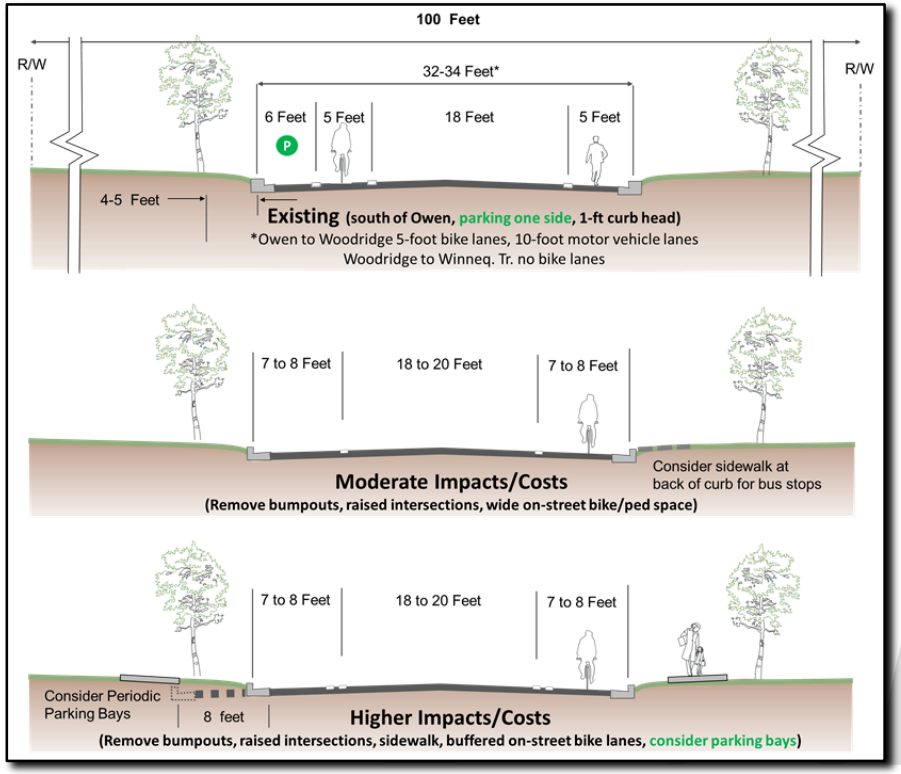

Figure 3.01-10 South Winnequah Road Typical Sections

The recommended sections above do not include an option with lower impacts and costs. The moderate impacts and costs option removes the intersection bumpouts, provides raised intersections and/or neighborhood traffic circles to calm traffic, and provides 7 to 8 feet of shared on-street pedestrian and bicycle space on each side of the road. On-street parking is not allowed on either side.

The higher impacts and costs option is preferable. It adds sidewalk, preferably on both sides but on one side at a minimum. It removes the intersection bump-outs, provides raised intersections and/or neighborhood traffic circles to calm traffic, and provides buffered bike lanes on each side that are 7 to 8 feet wide. The City could add periodic parking bays on one or both sides of the street to mitigate the loss of on-street parking.

3.4.5 Collector Streets with Sidewalk

Figure 3.01-11 shows the collector routes that have sidewalks.

Figure 3.01-11 Collector Streets with Sidewalk

The existing collector streets with sidewalk generally have 60 feet of ROW, are 34 to 36 feet wide F-F including 2-foot gutter pans on each side, allow parking on one side, and have sidewalks on one or both sides. Femrite Drive has 66 feet of ROW.

The recommended sections are shown in Figure 3.01-12.

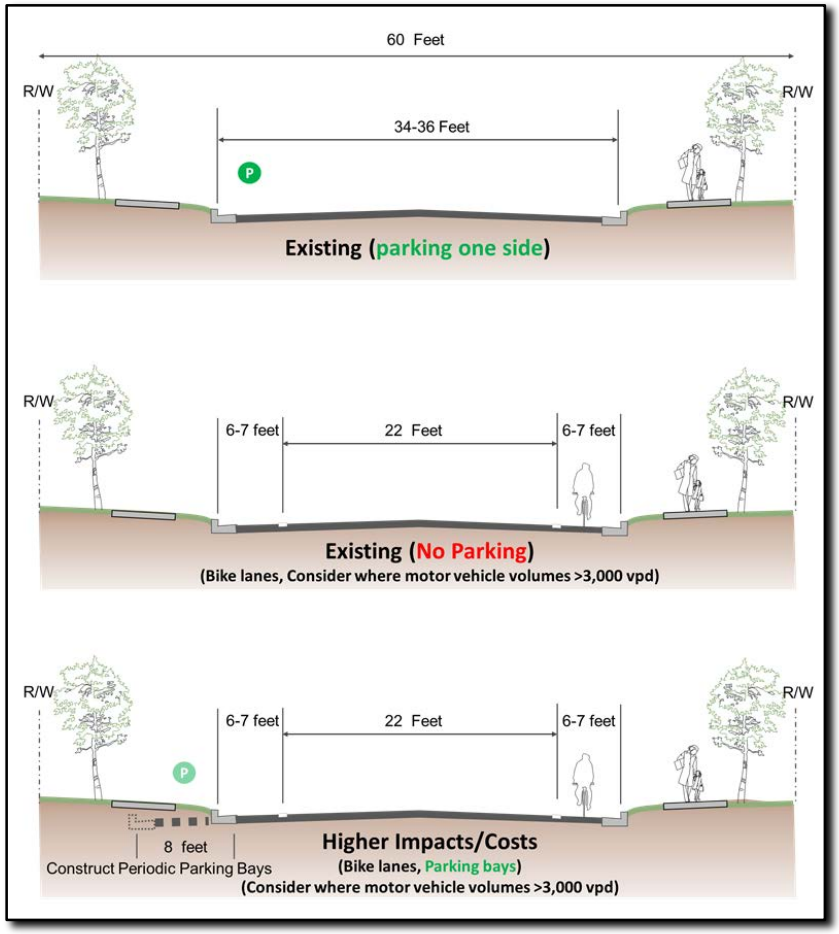

Figure 3.01-12 Collector Streets without Sidewalk Typical Sections

The recommended sections include an option that would restrict parking and add on-street marked bike lanes. This is a treatment the City could consider where traffic volumes exceed 3,000 vpd. The higher impacts and costs option restricts parking and adds on-street bike accommodations and adds periodic parking bays on one or both sides of the street.

3.4.6 Pedestrian Corridors

These Engineering Recommendations for the overall Plan also recommend improved pedestrian accommodations on several additional corridors, ultimately in the form of sidewalks. Figure 3.01-13 shows the pedestrian corridors.

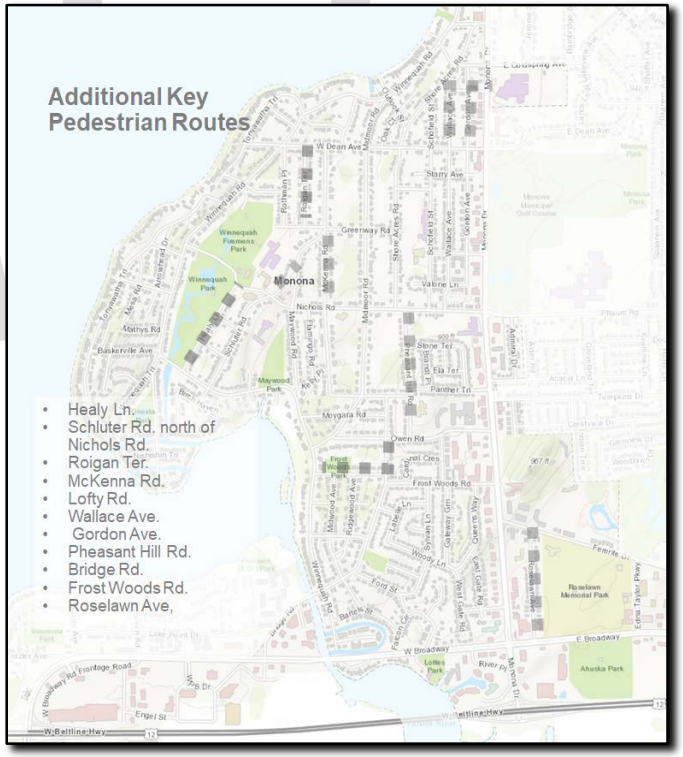

Figure 3.01-13 Additional Key Pedestrian Routes

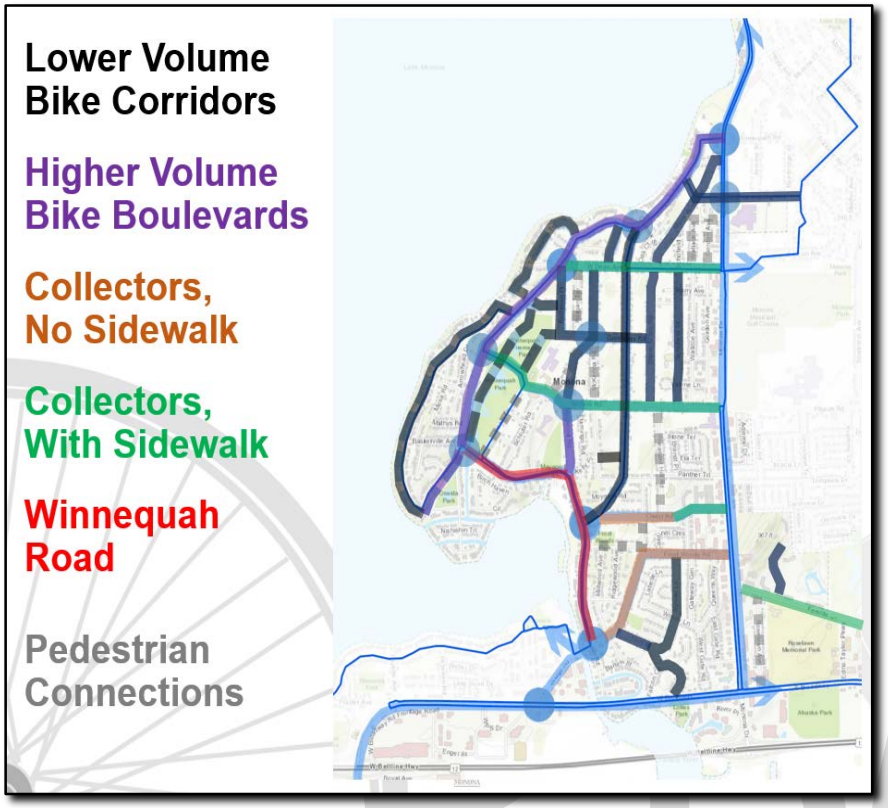

Figure 3.01-14 Key Pedestrian and Bicycle Routes and Classifications

3.5 Intersection Improvements

These Engineering Recommendations do not include development of detailed recommendations for each intersection along the Key Routes. Some example treatments were developed at key locations. Figure 3.01-15 shows how the recommended sections at the intersection of Winnequah Road and Maywood Road could be configured.

Figure 3.01-15 Existing (Left) and Recommended (Right) Intersection at Winnequah Road and Maywood Road

The intersection of Maywood Road, McKenna Road, and Greenway Road is near Winnequah School, and it is an unconventional layout because of the alignment of the three streets. McKenna Rd to and through the 5-way intersection mentioned above is slated for reconstruction in 202o. The Ped Bike Committee recommends that this street receive sidewalks on both sides. This would connect the sidewalks along Dean Ave. to the Winnequah Elementary School area. These Engineering Recommendations endorse the concept developed for UniverCity Report *Towards a Safe Routes to School Plan in Monona*.[2] The concept realigns Maywood Road to tee it into McKenna Road south of Greenway Road. The Maywood Road approach would be stop controlled while McKenna Road would be uncontrolled at this location. The intersection of McKenna Road and Greenway Road

[2] https://univercity.wisc.edu/monona/#active-transportation

would be all-way stop controlled. Enhanced crosswalks are recommended on all five controlled intersection approaches. Figure 3.01-16 shows the conceptual improvements.

Figure 3.01-16 Existing (Left) and Recommended (Right) Intersection at Maywood Road, McKenna Road, and Greenway Road

The intersection of Dean Avenue and Monona Drive was cited as a concern for bicyclists. These Engineering Recommendations include adding a bike box to the eastbound approach for improve conditions for eastbound through and left-turning bicycles. The City should also consider the pros and cons of adding on-street marked bicycle lanes on Dean Avenue where traffic volumes are over 3,000 VPD. Figure 3.01-17 shows the recommendations at Dean Avenue and Monona Drive.

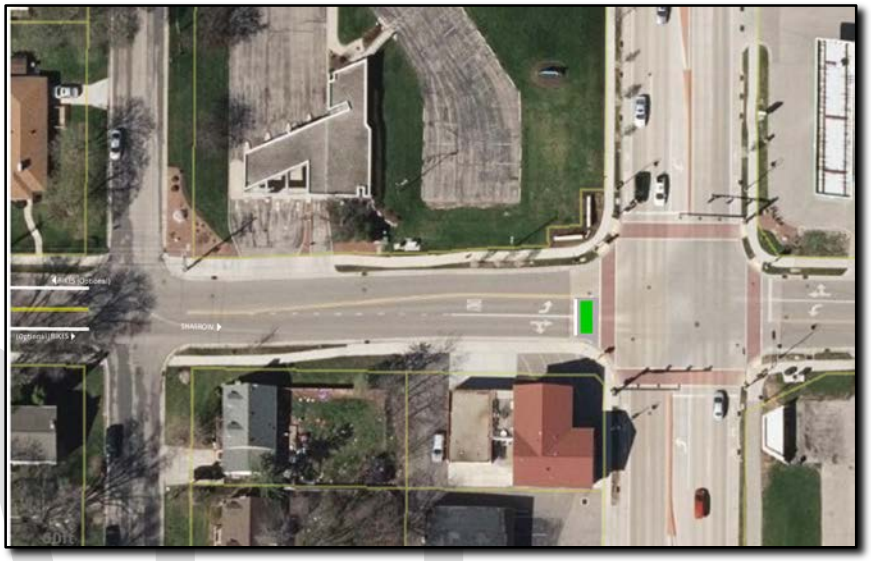

Figure 3.01-17 Recommendations at Dean Avenue and Monona Drive

One of the key routes identified uses Falcon Circle (east), Ford Street, and Sylvan Lane as a north-south pedestrian and bicycle connection between Broadway and Frost Woods Road. These Engineering Recommendations include an enhanced crossing for pedestrians and bicycles at Falcon Crest (east) and Broadway. Figure 3.01-18 shows this location.

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Figure 3.01-18 Recommendations at Falcon Circle (east) and Broadway

The intersection of Winnequah Road and Monona Drive was also cited as a key location. These Engineering Recommendations include an enhanced crosswalks and consideration of pedestrian actuated beacons such as a Rectangular Rapid Flashing Beacon (RRFB) system or a High-intensity Activated crossWalK (HAWK) beacon. Figure 3.01-19 shows the recommended improvements including a typical section that provides sidewalk on one or both sides of Winnequah Road.

Figure 4: Existing (top) and Recommended Improvements at the Intersection of Winnequah Rd. and Monona Dr.

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At the intersection of Coldspring Drive and Monona Drive these Engineering Recommendations include adding a bike box to the eastbound approach for improve conditions for eastbound through and left-turning bicycles. This would be a similar treatment to the one shown in Figure 3.01-17.

The intersection of Bridge Road and Winnequah Road will be reconstructed in 2019. The City is considering an all-way stop or a mini roundabout at this location as well as improved bicycle accommodations over the bridge connecting to the existing path north of Bridge Road and west of the Yahara River.

The intersection of Broadway and Bridge Road will have minor modifications constructed on the north leg in 2019. These include the addition marked on-street of bike lanes on both sides of Bridge Road north of Broadway.

3.6 Traffic Calming

These Engineering Recommendations include traffic calming features be included on all streets that are proposed to provide a marked on-street pedestrian area and/or shared bicycle and motor vehicle lanes where 85th percentile speeds are 25 mph or higher. Calming could also be considered on all other streets where the 85th percentile speed is more than 5 mph over the posted speed.

These Engineering Recommendations include using treatments that have a lower impact on emergency vehicle response times. Some of the lower impact and cost features to be considered include:

- Striping to delineate pedestrian, bicycle, and/or motor vehicle space consistent with the recommended typical sections.
- Speed display boards.
- Targeted enforcement actions.

Figure 3.01-20 shows examples of the lower impact and cost features.

Figure 5: Lower Cost and Impact - Traffic Calming Treatments

Recommended infrastructure treatments with a higher level of impacts and costs include:

- Raised crosswalks and/or intersections.
- Speed tables.
- Neighborhood traffic circles.

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Figure 3.01-21 shows examples of the lower higher impact and cost features.

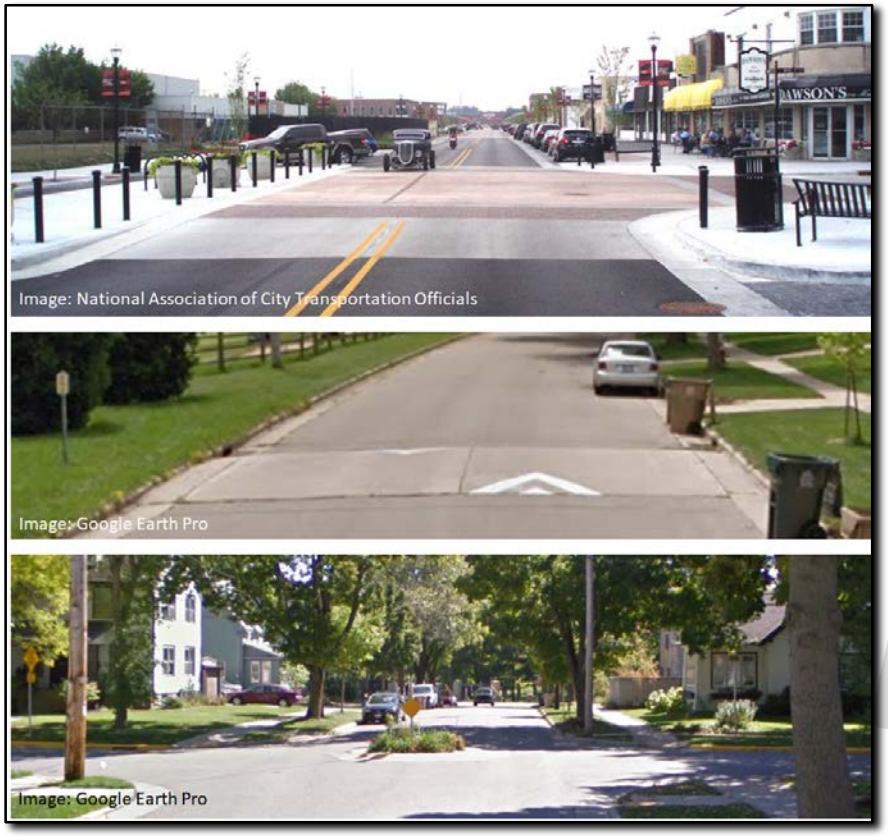

Figure 6: Higher Cost and Impact - Traffic Calming Treatments

3.7 Additional Projects

The project team identified several additional projects that are neither for corridor typical section modifications nor intersection modifications. These include the following:

- South Towne Drive: Provide an off-street connection on the east side of South Towne Drive crossing the railroad tracks south of Industrial Drive. Currently, there is a multi-use path on the east side of South Towne Drive that ends just north of the railroad tracks. This forces bicyclists into the street to travel between the path on the north side of the tracks and the Capital City Trail just south of the tracks.
  *** This project is scheduled to take place in 2019.*

- Schluter Beach Park Area: Provide a raised pedestrian crossing or crossings of Winnequah Road, or an extended table-top area near Waterman Way and the Monona Bait & Ice Cream Shop.

- Winnequah Park Multi-Use Paths: Provide multiuse paths through Winnequah Park from Winnequah Road to Nichols Road, and through Fireman's Park on the west side from Nichols Road to the shelter and on the east side from Nichols Road to Greenway Road. List possible Grant Funding

- Aldo Leopold Access Drive: Construct a multi-use path from Femrite Drive to the Aldo Leopold Nature Center. List possible Grant Funding

- Femrite Drive: Construct sidewalks to fill the existing gaps.

- Lake Loop: In cooperation with the City of Madison seek improvement of the Lake Loop Bike Route, including adding shared bike lanes, dedicated bike lanes, and/or improved signage.

  ** Atwood Avenue reconstruction is in final stages of planning and is slated for 2020 construction. This project will include these improvements, but may not officially become part of the Lake Loop due to the high traffic volumes along the route.

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- Improve bike wayfinding signage throughout the City, especially in or around parks and schools. Reference the Dane County Bike Wayfinding Manual (Visit http://www.mymonona.com/DocumentCenter/View/9069/Dane-County-Bicycle-Wayfinding-Manual---Print to view a copy.)

- New Off-Street Connection between the Capital City Trail and Broadway: Construct a multi-use path east and south of Wisconsin Physicians Services, across the marsh area, with a new grade separated crossing of the Beltline and a new crossing of the railroad tracks. This is shown in Figure 3.01-22.

- List possible Grant Funding

Figure 7: Potential Off-Street Connection to the Capital City Trail

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Section 4 – Enforcement and Policies

4.1 Overview

Monona respects the safety and rights of pedestrians, bikers, and other users of alternative modes of transportation. This section reflects the regulatory actions that already exist in Monona and recommends ways to improve on them.

Enforcement begins with the laws and regulations which support safe and equitable treatment of all users of the road. The active enforcement of those laws and positive reinforcement of correct behavior are the public face of those laws. A positive relationship between law enforcement and the bicycling community will increase awareness and promote safe behavior. Requests for more enforcement is something that is reflected in each of the surveys conducted by the City.

In 2008 Monona Police Department and Monona Grove School District performed a school zone traffic study. This led to the installation of on street painted walking lanes along Maywood Road, Schluter Road, and Greenway Road near Winnequah School. The report also led to adding crossing guards at the corner of Maywood Road and Nichols Road near Nuestro Mundo School and at the intersection of the side path entrance and Maywood Road at Winnequah School. Here is a link to the 2016 UCY Safe Routes to School (SRTS) Report - http://www.mymonona.com/DocumentCenter/View/8971.

In the 2016 UCY Active Transportation survey residents asked that Monona enforce traffic laws more strictly in high traffic volume areas. They also asked that Monona lower speed limits on certain roadways such as Monona Drive and Broadway Avenue and limit street parking where applicable, especially on Winnequah Road. One response given in the 2016 UCY SRTS survey stated the following:

> *"We need better speed controls on the major routes to the elementary schools. Most mornings I want to have a flashing neon sign attached to my stroller begging drivers to SLOW DOWN. I think a stronger police presence during the morning and afternoon drop off times would help enormously!" – Monona Parent.*

Availability of off-road pedestrian facilities (sidewalks and trails) improve pedestrian safety every day, all day. By pairing engineering improvements with consistent and equitable police enforcement, traffic laws further enhance public safety, including the right of a resident or any other person with all types of abilities, to safely utilize all different modes of transportation. When off-road facilities are not available, police enforcement of speed limits, stop signs, drivers under the influence, distracted driving, and enforcing school zone regulations, are critical to improving transportation safety.

Existing Enforcement and Related Policies or Ordinances

- No parking ordinance in designated on street painted walkways during peak school commute hours
- Safe Routes to School program
- Standards in redevelopment to include a minimum standard for bike parking based on estimated occupancy of a business or multifamily development
- Enforcement of school zones and school zone speed limits
- Monona has an ordinance regulating the proper use of a bicycle within the city – Ordinance 168
    - https://ecode360.com/30688023
- Ordinance 168-5: Enforcement states

This chapter shall be enforced by bicycle monitors appointed by and under the jurisdiction of the Chief of Police and sworn police officers. The bicycle monitors need not be sworn police officers, but if they are not sworn officers, their enforcement authority shall be limited to enforcement of this chapter.

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Other Adopted Enforcement Strategies

- Monona Police Department Bike Patrol Unit
  - 12 – 4 hour block shifts assigned in 2016
  - 10 – 4 hour block shifts assigned in 2017
  - 5 – 4 hour block shifts assigned in 2018 (lack of staff capacity)
- Bike registration and licensing is encouraged for Monona residents, fee is $3.00
- County Trail Passes are also sold at Monona Police Department
- Bicycle Safety Education in Schools: Provided by the police and Parks and Recreation Department
- Annual Bike Rodeo
- Police Department tracks bicycle-related safety data and reports hazards to necessary municipal staff
- Recovery system in place for stolen or impounded bicycles
- Non-mandatory bicycle registration system
- Campaign utilizing yard signs to promote safe road conditions: Slow Down Yard Sign Campaign --(Safe Communities Madison-Dane County)
- School Walk Zones delineated for Winnequah Elementary School and Monona Grove High School
- Adding a patrol in School Walk Zones and Unusually Hazardous Traffic Zones during peak school zone commuter times (Unusually Hazardous Areas derive where a Walk Zone boundary can reach, look here for more information - https://dpi.wi.gov/sms/transportation/hazardous-transportation)

Winnequah Elementary School Walk Zone

http://www.mymonona.com/DocumentCenter/View/9234

Monona Grove High School Walk Zone

http://www.mymonona.com/DocumentCenter/View/9233

4.2 Recommendations

Bike Friendly Community Scorecard Recommendations

- Create a Pedestrian and Bicycle Advisory Committee: Composition of this committee should include at least one police officer, among a mix of other disciplines and citizens
- Adopt Complete Streets policy: Clarity in regard to creation of bicycle and pedestrian infrastructure, and creation of a process that defines policy compliance
- Participate in National Safe Routes to School program

Potential Policies or Ordinances

- Outlaw parking or driving in bicycle lanes (ie. Winnequah Rd. 2018-2019).
- End-of-trip facilities for those who walk, run, bike, or somehow use non-motorized, active forms of transportation to reach work. Examples include locker rooms and showers.
- Standards for bicycle parking – minimum number of stalls, etc.
- Car parking standards: Enact maximum standard or abolish minimum parking requirements, Encourage shared-parking between businesses with complementary parking needs.
- Adopt ordinance regulating bikers younger than 10 years old are required to wear a helmet
- Reevaluate ordinance for no bikes on sidewalks where a designated lane or pathway is present
- Develop a stricter zoning code regarding redevelopment or new development standards toward pedestrian and biker accessibility and accomodations

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Other Recommended Enforcement Strategies

- Designate a bike officer to ride along SRTS to be a presence during peak travel times for students. This also doubles as encouragement and educates young students on safety tips and how to bike safely in heavier traffic.
- Increase pedestrian warning signage along school routes
- Make an effort to increase strictness and enforcement efforts in School Walk Zones (see SRTS program information on
- Designate public safety liaison for Safe Routes to School Program
- Utilize Monona Police Department speed trailer message board in school zones on a monthly or weekly basis
- Additional training options for police officers—increase the number of officers who have attended WisDOT's Enforcement for Bicycle Safety program.
- Giveaways: Helmets, lights, bike locks or Potential private-public partnership via sponsorship
- Share the Road Campaigns: Share the Road with Bicycles! -- (State of Wisconsin Department of Transportation)
- Collaboration with other municipalities and jurisdictions: Uniformity eases compliance and enforcement
- Ticketing campaigns of motor vehicle and bicycle operators that support safe multi-modal interactions
    - Positive behaviors should be encouraged while behaviors that negatively affect safety (e.g. motor vehicles not stopping at crossings) should be discouraged.
    - Consider offering bicyclists the option of attending a bicycle safety class in lieu of paying traffic fines.[1]
- Involve Neighborhood Watch authorities or other parents to help Monona Police monitor busy streets during peak hours, especially along Safe Routes to School corridors.

[1] From MPO 2015 Bike Plan - http://www.madisonareampo.org/planning/documents/final_btp_2015_web.pdf - See Enforcement Recommendations, page 93

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Section 5 – Education and Encouragement

5.1 Overview

In order to get more riders on the road, all ages and abilities must be given the skill and confidence to get on their bikes. This is achieved through education. To ensure that all members of the community are reached, it is import- ant to offer a wide variety of educational programs to fit everyone's need. It is essential that all bikers and motorists are educated on the rules of the road. Generally, education allows for all bikers to gain the skills and confidence to safely ride, making education a crucial component for enhancing Monona's current bike programming.

5.2 League of American Bicyclists (LAB) - "Education" Report Card Rating

Monona declared 2015 the Year of the Bike and a Bronze Bike Friendly Community (BFC) rating was given to Monona in 2016 by the LAB.

The LAB organizes their ratings for Education thus:

Monona's scorecard from Fall of 2015 listed building blocks toward a more Bicycle Friendly Community-BFC Silver Rating. In 2015, Monona reported multiple efforts toward increasing bike education to its citizens. These events and programs included:

- Bike Rodeo: Teaching Safe Bicycling
- Monona's Traveling Tween Camp
- Safe Routes to School

With these efforts in place, Monona received a score of three out of ten for Education by the LAB. Fortunately, there are many avenues by which Monona can score higher in Education without reinventing the wheel.

5.3 Recommendations

Pedestrian - Public Education and Outreach

Implementing public outreach that educates and encourages residents to get out walking or actively getting around in their community can stimulate person to person relationships with neighbors and build community resilience. Monona is a small community and does not have a large footprint, approximately 3.4 square miles, which means that these neighbor to neighbor relationships have greater potential when compared to other more suburban communities of similar populations.

The US Department of Transportation provides resources on the subject of education and encouragement for pedestrians. The following website provides a great resource that can assist communities in implementing better policies toward education and outreach: http://www.pedbikeinfo.org/programs/education_ped_child.cfm. Also, more guidance can be found on the Safe Routes to School official webpage - http://guide.saferoutesinfo.org/education/index.cfm.

Monona staff also have a very unique and influential resource in its 98.7 WVMO – The Voice of Monona radio station. The City Campus – City Hall, Community Center, Fire Department, Police Department, and Library are perfectly located so that outreach can easily be carried out at Winnequah Elementary School. This makes it very to perform public education campaigns directed toward students and parents.

City staff, the mayor, and alders should be working with the Monona Grove School District to devise improved plans for public outreach and education campaigns aimed at improving Safe Routes to Schools and Safe Routes to Parks. Educational public service announcements

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or PSA's will help get this message out to a wide variety of those tuned into the station in the local area.

These messages may work better if they are spun into a series, each message building on what was stated previously. Pairing this with potential active living programs that promote exercise and outdoor recreation would not only encourage residents to get involved in community programming, but also encourage and educate them to be out and active in their neighborhoods. Some of these potential programs could planned into a Parks Department summer program.

More Recommendations for Bicycling Education and Outreach

The following list of resources should be shared throughout Monona so that citizens are well-informed about how to make biking more convenient, efficient, and fun:

- Post online links to helpful web map applications
  - Active Living Network - https://www.arcgis.com/apps/webappviewer/index.html?id=6a19a38e00be441080923f1f2f862b22
  - Low Stress Bike Route Finder - https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=cb7a2e78477044c19bf6a5eaa1820e38
- Rideshare Etc. (sponsored by the Madison Area Transportation Planning Board and the Wisconsin Department of Transportation)
- Provide ample bicycle parking stalls at more major City of Monona events
- The U.S. Department of Transportation's Bikeability Community Checklist – assesses quality of biking in the community
- Offer educational or outreach workshops in multiple languages or target education and encouragement events in multi-lingual neighborhoods
- Develop helpful handouts and other items like, pedestrian and bicycling related maps and other informational resources concerning safety and benefits of active living
- Produce a report or presentation to encourage developers to better accommodate the needs of bikers in redevelopment projects

Education Continued: Traffic Laws Affecting Bicyclist Safety

Monona should provide more training focused on traffic laws affecting bicyclist safety. The Share & Be Aware program - http://wisconsinbikefed.org/programs/share-be-aware/ (a partnership between the Wisconsin Bike Fed and WisDOT) is a statewide campaign to raise awareness among all road users. A team of Share & Be Aware ambassadors are available upon request to teach classes, attend community events, and participate in public meetings. Also, the Madison Area Municipal Planning Organization published a Bicycle Transportation Plan in 2015 that has ample data and recommendations that affect not only Madison but also the region, including Monona.

(See page 89 for information on education for bikers - http://www.madisonareampo.org/planning/documents/Final_BTP_2015_web.pdf)

Adult Bicycling Skills Classes

A Bike Rodeo is a bicycling skills event that provides an opportunity for bicyclists to learn skills and best practices that enable them to be safer cyclists. Typically, these classes focus on how to register your bicycle, proper maintenance, proper fitting for a bike and helmet, and safety precautions, especially how to effectively scan for hazards as well as proper etiquette at intersections. While Monona annually hosts a Bike Rodeo for grade school aged students at Winnequah Elementary School, the City of Monona could also coordinate with more organizations to host bike rodeos for adults and all ages, but focusing mostly on novice riders. With proper coordination these events could be hosted at least twice a year.

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Information at these types of events could be provided in multiple languages making the education and encouragement of safe biking more equitable. Monona could offer to host the Savvy City Cycling monthly roundtable sessions at a local venue. This is a great example of an educational class provided for all types and ages of user.

Potential topics at these roundtable sessions could include:

- Winter biking tips and skills
- Family biking tips
- How to shop by bike

Educating Monona's Youth

- Continue to provide and promote the Traveling Tween Camp program, building a biking culture for teenage youth in Monona
- Monona school district should partner with the National Interscholastic Cycling Association to host Youth Mountain Bike League
- Monona should strengthen and maintain relationships with the Wheels for Winners program and initiate "earn-a-bike" programs within the city.
- Work with local area schools to enhance the current Safe Routes to School (SR2S) initiative
    - Currently the program includes two crossing guards in key locations near Nuestro Mundo Elementary School and Winnequah Elementary School.
    - Goal: Increase the number of students walking, biking, or actively getting to school, while decreasing the need for parent chauffeurs.
- Monona should encourage citizens to participate in Dane County's annual Walk or Wheel Challenge
    - This is a one-week biking and walking competition that encourages students to walk or bike to school. Dane
    - Dane County schools can earn points based on education, encouragement, and awareness-raising activities
    - The top schools receive prizes.
- The City and its schools should promote a "Youth Pledge" to encourage healthy living in its school-age children.
    - A youth pledge metric consists of a checklist for safety for youth to sign on to along with an adult sponsor.

5.4 Equity

One often forgotten, but crucial part, to bike education is that education is not readily given or available for all types of users, whether these students families are challenged in ways to make ends meet, in any way disabled, or bilingual. Traditionally, Caucasian males have utilized cycling; however, this is changing with active programming. The City of Monona needs to focus on pedestrian and bike equity. The City should always remember to focus on providing adequate accomodations for residents of a minority race, of different types of family structures, or employment types, and of limited physical abilities.

Monona should consider the following actions:

- Provide programs at various times and locations, and in multiple languages
- Increase outreach with programs geared towards specific, underrepresented user groups
- Advertise widely the Wisconsin Bike Fed's Women and Bicycles Ambassador Program
- Partner with the Madison chapter of the United Spinal Associates, Inc. in order to host bicycling events for people who are visually impaired or disabled in other ways. United Spinal Associates will provide adaptive and tandem bicycles at these events.

In order to attain a Silver Bicycle Friendly City designation from the LAB, Monona needs to build upon its existing pedestrian and bicycle education programs. The City will need to expand and strengthen its existing efforts toward giving citizens of all ages and abilities the skills and confidence to be active and to safely bike for all purposes in the community.

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5.5 Encouragement

Overview

The LAB defines encouragement as the "E" responsible for mainstreaming an active living culture. A variety of active living events, programs, and campaigns create an environment supportive of active recreation. As stated throughout this plan, an equitable pedestrian and bicycling plan should provide implementable strategies that allows users of all ages, abilities, and economic standing the same quality of safe, efficient, and effective active transportation opportunities.

The League of American Bicyclists gave the following feedback to Monona in the "Encouragement" category of Monona's 2015 BFC Report Card (http://www.mymonona.com/DocumentCenter/View/9235/2015-Monona-BFC-Report-Card?bidId)

> *"Host, sponsor and encourage a greater variety of bicycle-themed community events, campaigns, and programs. Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs."*

Encouragement efforts not only get more people bicycling, but because many of the events and programs are done as a group, they can also foster strong community relations. By implementing a few more encouragement programs and policies, Monona is more likely to have a healthier, more vibrant, more neighborly, and more resilient community.

Question 3.a of the 2016 Active Transportation Survey performed (UCY Summer Outreach Project) asked residents if there are any specific streets or routes in Monona that they would prefer to use for biking or walking. Monona resident's responses overwhelmingly chose streets with existing sidewalks or biking accommodations. The survey results for this report are available at the following link - http://www.mymonona.com/DocumentCenter/View/8972.

Encouragement Recommendations

- As stated in the Education section - increase promotion of national walk, bike, or bus month, walk, bike, or bus to work week, and walk, bike, or bus to school day events
- Encourage women to participate in the Annual CycloFemme Ride. Madison hosts a very popular CycloFemme ride every year that Monona residents could participate in.
- Create a Walk or Bike to Church Day or Walk or Bike to the Monona Farmer's Market Day
- Create community programs and sponsor bike clubs for more diverse ridership.
    - Try to not require a formal commitment to ride every week. This fosters a less stressful or forceful environment to the casual user.

Actionable steps for Monona should include:

- Hold a Walk and Bike to School Day campaign to encourage younger generations to use active transportation.
- Walk, Bike, or Bus to Work Day needs to be expanded
    - Incorporate this with the LAB Bike to Work Week (third week of May) and Bike to Work Month (also May)
    - Add a Winter Walk, Bike, or Bus Day/Week to encourage year-round bicycling.
    - LAB Winter Bike Week – early February, 2019 with events in Fitchburg, Middleton, Verona, and Madison.
    - See - https://www.madisonbikes.org/winterbikeweek
- Monona could hold a bicyclist parade or provide a bike valet parking program at local events
- Leverage partnerships with local businesses and organizations to help fund bike campaigns and recruit volunteers
- Encourage more local Bike Benefits Businesses and Bike Friendly Businesses

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Provide Better Signage Along the Lake Loop

The addition of better wayfinding signage was already mentioned in the Engineering section of the report. It is important that the Monona Lake Loop and commuter bike route are signed appropriately as these heavily used routes bring bicyclists from all over the region through Monona. Many of these users may be using these routes for the first time. Bikers or pedestrians are safer when they are comfortable with where they are going and familiar with the routes they are on. Proper wayfinding signage minimizes the amount of attention that a user needs to pay to the direction they are going and increases the amount of attention they are spending on watching the traffic and environment around them. Monona participated in developing the Dane County manual for wayfinding signage for biking. This manual can be found in the following link and is a useful resource for the City - http://www.mymonona.com/DocumentCenter/View/9069. Well maintained and properly placed wayfinding signs also work as a marketing piece for potential new residents and help with place-making.

Additional Encouragement Recommendations

- Install bike repair or fix-it stations throughout Monona, especially at key biking destinations like parks, city campus, public water access
- Create incentives and competitions both for residents and City Employees
- The City of Monona can request cooperation from local businesses to provide discounts or rewards for bikers (eg. Bicycle Benefits program) in exchange for advertisements on city media or tax concessions.
- Periodic bicycle-related competitions is a fun way to encourage the community to be more active.

Create More Printed and Digital Resources

Another way to communicate bicycle-related topics with Monona's current cyclists and new riders can be done by providing printed and digital guides. These should be free and easily available the city's website. Because some people may not have internet access, printed guides should be available at all City Facilities. The LAB's existing resources which cover these topics should be taken advantage of to support these efforts.

Examples of guides include:

- Safe routes to school maps
- Attraction and destination maps
- Guides to overcome bike commuting concerns
- Calendars of upcoming bike events
- Walk and Bike Score Maps

Promote bicycle friendly businesses

Local cycling competitions can be a great way to encourage bicycling. The National Bike Challenge is one example. Places of employment and private citizens register online and agree to compete for prizes and recognition with other groups in the area. Several cities in the Madison metro area already compete against each other in the National Bike Challenge and other competitions like it. It's also a great way to build camaraderie among employees and demonstrate local support for bicycling efforts.

- Build a partnership with the Wisconsin Bike Fed as an advocacy representative and invite representatives to participate in local events.
- Building advocacy groups for active transportation, like the Wisconsin Bike Fed, are important resources for riders seeking accurate information on local bicycling laws and important issues facing cyclists.
    - These advocacy organizations can provide the necessary support to assist local governments in promoting bicycling.

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    - They also provide branding, marketing, and special event coordination opportunities for municipalities.
- Increase multi-modal transit options by becoming a part of Madison Metro or by enhancing the current Monona Transit program.
- Continue to survey the community and gain public feedback on upcoming infrastructural/engineering improvements related to pedestrian and bicyclist safety.

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Section 6 - Evaluation

Overview

One important way for Monona to create pedestrian and bicycle-friendly programs and policies is to incorporate important metrics that measures data associated with improving pedestrian and bicycle safety. Monona scored a one out of ten in the Evaluation section of its 2015 Bicycle Friendly Community application. Monona can make improvements in this area by creating a Bicycle Advisory Committee, by adopting a Pedestrian and Bike Master Plan, and developing the above mentioned types of evaluation methods.

Pedestrian and Bicycle Advisory Committee

A pedestrian and bicycle advisory committee (PBAC) is a key component of developing a safer, more efficient, and equitable active community. The PBAC is generally citizen-based, rather than composed of government officials. In this way, the PBAC is relatively immune to political changes and can act as a watchdog for government policy and project implementation.

The City of Monona already has Sustainability Committee in place, but a separate PBAC should be formed to continue promoting active living programs, safety improvements to the City's infrastructure, and updating policies that improve accessibility and options for pedestrians and bikers. This committee should also include members of related government agencies like:

- Public Works
- Facilities
- Public safety
- Mass Transit
- Plan Commission

Many communities have a staff member dedicated to bicycle policy, programming, and infrastructure. This PBAC City staff member should be responsible for coordinating active living events, continuously making updates to the pedestrian and bicycle improvements plan in order to better utilize it as a "living document", and to work within the many departments of the City to promote a safer and better active living environment in Monona.

The PBAC and PBAC City staff member should meet annually with the City Administrator, Mayor, Police Chief, Parks Director, and Public Works Director to make sure active living infrastructure projects, programming, and policies are moving forward in a timely manner. In addition, Dane County and City of Madison regularly hold coordination meetings to discuss pedestrian and bicycle projects. The City's PBAC staff representative should attend these coordination meetings to stay up-to-date on regional bike infrastructure projects, programs, and policies.

Pedestrian and Bicycle Improvements Plan

A typical format for a pedestrian and bicycle master plan will include all five of the E's (Engineering, Education, Enforcement, Encouragement, and Evaluation), and many include a 6th "E" – Equity. The plan should include specific goals, objectives, benchmarks, performance measures, and responsible individuals or agencies in each of the five E categories. The following suggests specific data that should be collected on a routine basis that will assist the City in tracking progress toward the goals laid out in this planning document.

Data Collection and Evaluation

In 2016 and again in 2018 the City of Monona had staff, students, and volunteers performing bike and pedestrian counts along the City's main ped/bike corridors and along routes to schools. For instance, in 2016 4 counts were taken at the intersection of Bridge Road and Winnequah Road during off-peak hours, 2 counts from 7-9 am and 2

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counts from 230-430 pm. The average number of bikers was 15 per hour. The average number of pedestrians was 10 per hour. The result of these counts can be found in Appendix D of the 2016 UCY Safe Routes to School (SRTS) Report by using the following link - http://www.mymonona.com/DocumentCenter/View/8971.

Bicycle planning and policy needs to be supported with a robust data collection system. Beyond the data that can be obtained through the American Community Survey, the LAB suggests that communities conduct statistically valid surveys and on-the-ground bike counts, track data on bicycle crashes and accidents related to pedestrians and vehicles or bikes and vehicles, and to develop a network analysis of low-stress streets. This data should be used to establish a baseline and then future data can be measured from this baseline. This information can also be used to weigh the need for future funding of projects, programs, and policy enhancements. This is also essential in developing targets that shape near and long term goals.

The City should implement a survey similar to the one the University of Wisconsin conducts every two years, which focuses on student and faculty transportation. The survey should be conducted on-site at community destinations, and should include residents and visitors. It could count the ratio of pedestrians and bikers to cars at community destinations, number of people seen walking and/or biking, or number of bikes parked at racks. Recommended study locations are areas such as libraries and stores.

Monona should utilize the SugarAccess database accessibility mapping tool - http://www.citilabs.com/software/sugar/sugar-access/. Monona could also install a couple automated bike counters at key bike paths in Monona to receive automated bike usage data, and then intermittently conduct manual bicycle counts at other strategic locations. Another helpful resource would be to continue working with the Active Living Workgroup (Healthy Kids Collaborative and the Madison Area Transportation Planning Board – MPO). These organizations meet monthly and provide greath technical assistance to communities organizing pedestrian and bicycle counts.

Some other possible resources and strategies to help evaluate Monona's pedestrian and bicycle network:

- Utilize the Capital Area Regional Planning Commission's Active Living Index
- Develop an interactive online tool for users to gain reference information from and to report issues with pedestrian and bicycle facilities.
- Consistently maintain a list of measureable goals for the community pertaining to pedestrian and biker improvements.
- Provide consistent annual updates to City Council, Mayor, staff, and members of associated committees on progress toward measureable goals list.
- Prior to planning street reconstruction and after completion perform street or road audits similar to the audit performed as part of the 2016 UCY SRTS Report (Vorhees Method) – See results below from Appendix C of the Report.

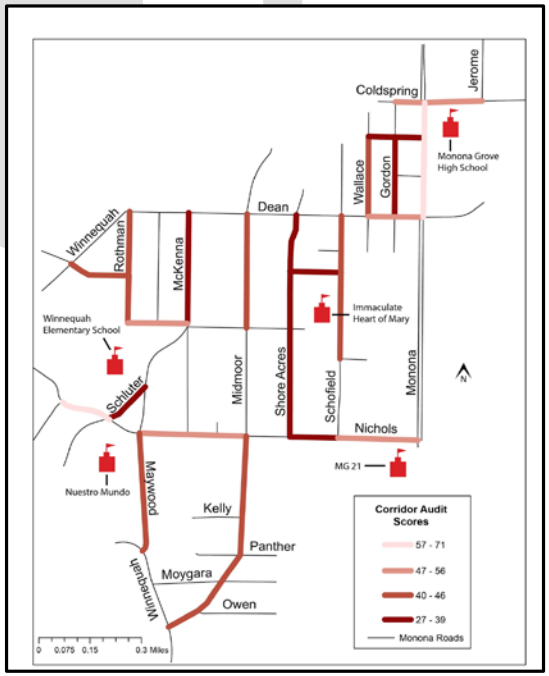

Figure 1: Results of 2016 Audits from UCY SRTS Report, Appendix C

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Section 7 – Implementation and Next Steps

7.1 Engineering Implementation and Next Steps

The project team developed a set of guiding principles to be used when determining how to implement these Engineering Recommendations.

1. Add new sidewalks to the existing sidewalk system to create a network of connected sidewalks.
2. Connect sidewalks to destinations, especially the City Center, Winnequah Park, Winnequah School, and Immaculate Heart of Mary School.
3. Create complete corridors rather than building patchwork of standalone sidewalks. This may impact project priority.
4. Use on-street marked pedestrian routes until sidewalks are constructed, or in lieu of sidewalks on low volume streets. On-street marked routes will typically require restricting parking on one side.
5. Consider pedestrian and bicycle improvements on all City roadway reconstruction projects.
6. Increase safety by slowing motor vehicles using various types of traffic calming measures.
7. Finalize project details in design and engineering with committee and council review.
8. Seek substantial capital project funding on a sustained basis to implement the recommendations.

The project team also completed an initial list of projects and planning level costs as a starting point for project scheduling and budgeting. It is included in Appendix A. ← Place the priority list of projects with estimated costs excel as appendix attached to report

7.2 Program and Policy Planning Implementation and Next Steps

Safe Routes To School

- School District Policies Updates
- Bussing Policy Updates
- Implement updated policies with school district, bussing services, walking school busses, etc.
- Designate a Safe Routes to School Officer as a liaison with local area schools
- Increase in enforcement of traffic laws, pull other priority items from the Enforcement section, especially considering SRTS

Commented [BB1]: Waiting on information or a plan from the schools

Nutrition

Senior Center – Nutrition and Healthy Living Programming

- Provide educational classes that teach seniors how to find more organic foods and cooking lessons
- Provide applicable classes on healthy activities that build healthy living awareness and help keep seniors moving

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Active Living Programs

Parks Department/Elementary School

- Youth: Girls on the Run?
  - http://www.beactivekids.org/resources/organizations-and-programs
- Continue to provide and expand on Traveling Tween Camp

Senior Center

- Walking classes & yoga
  - https://activelivingresearch.org/environmental-correlates-physical-activity-among-older-adults-healthy-aging-network-collaboration

Enforcement and Policies

Police Department

- Continue and Expand on Bike Rodeos
  - School District and Monona Police Department cooperative programming
  - Monona Police Department or PBAC should provide safe biking and bike maintenance classes for adults and other novice riders
    - https://wisconsindot.gov/Documents/projects/multimodal/ped/2020-plan.pdf
- Revise bicycle ordinance 168 to allow for bikers to ride on sidewalks when traffic conditions do not allow the rider to feel safe in a designated lane
  - Remove the signs along Monona Drive that prohibits the above listed action.

Education and Encouragment

- Safe walking and biking PSA's. Also PSA's directed at active living, outdoor recreation, parks and rec. programming, etc.
- Additional signage, especially along the Lake Loop
- Shop class at the High School could be utilized to build bike racks for parks and City Facilities
- Consider adding BCycle at Schluter Park and at the new Riverfront Park

7.3 Conclusion

The City of Monona has secured its place as a Bicycle Friendly Community, which is an accomplishment to be proud of. Monona needs to take advantage of opportunities to increase the safety and accessibility for pedestrians and bikers by utilizing the 5 E's template. This will attract more people to Monona and enhance the quality of life for its residents. The policy, infrastructure, and program changes recommended in this report will move Monona towards becoming a silver Bicycle Friendly Community, improve safe travel to and from key destinations for pedestrians, increase recreational and active living opportunities for residents and visitors alike, while making Monona an even better place to live, work, and play. Although these strategies require the investment of time and significant monetary resources, the resulting improvements will greatly benefit the community.

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Assumptions
$5 LF - for Paint
$45 LF - for Sidewalk
$80 LF - for Multi-use path

GROUP 1			Project Length						
Street Priority	**Street Name**	**Street Limits**	**Linear Feet**	**Paint**	**Sidewalk on one side**	**Sidewalk on both sides**	**Multi-Use Path**	**Reconstruction**	
1	S. Winnequah	Schluter to Bridge	4600	$23,000.00	$207,000	$414,000		$550,000	(Mill and Overlay, remove bumpouts and add two raised intersections)
2 and 3	McKenna	Dean to Maywood	1500					$1,365,000	(Complete reconstruction with sidewalk on both sides)
4	South Towne Drive	Railroad Crossing	160				$75,000		(Bike Path Railroad Crossing)
5	Schluter Beach Park Area	N. Winnequah	300					$75,000	(Ped crossing improvements)
6	Multiple Streets	Multiple Street	33,000	$165,000.00					
7	Maywood Road	Winnequah to Schluter	2640		$118,800	$237,600			
			Total	**$188,000**	**$325,800**	**$651,600**	**$75,000**	**$1,990,000**	**Cost Range 2 to 3.4 Million**

GROUP 2			Project Length						
Street Priority	**Street Name**	**Street Limits**	**Linear Feet**	**Paint**	**Sidewalk on one side**	**Sidewalk on both sides**		**Reconstruction**	
8	Atwood Avenue							$500,000	(City of Madison project)
9	Winnequah Trail	Winnequah to Tonyawatha	1450	$7,250.00	$65,250	$130,500			
10	Frostwoods	Bridge and Monona Drive	1750		$78,750	$157,500		$50,000	(One intersection treatment)
11	Bridge Road	Frostwoods to Winnequah	2100		$94,500	$189,000		$100,000	(Two intersection treatment)
12	Greenway	Winnequah School to IHM	600	$3,000.00	$27,000	$54,000			
13	Progressive and Rothman	Winnequah Road to Rothman to Greenway	1200	$6,000.00	$54,000	$108,000			
14a	Winnequah Park Multi-Use Pathways	Winnequah Road to Nichols	1,900				$152,000		
14b	Winnequah Park Multi-Use Pathways	Nichols to Fireman's Park	700				$56,000		
14c	Winnequah Park Multi-Use Pathways	Nichols to the end of Greenway	1,500				$120,000		
15	North Winnequah Road	Dean to Monona Drive	4400	$22,000.00	$198,000	$396,000			
16	Schluter Road	Nichols to Greenway	520	$2,600.00	$23,400	$46,800			
17	Coldspring Avenue	Shore Acres to Monona Drive	460	$2,300.00	$20,700	$41,400			
			Total	**$43,150**	**$561,600**	**$1,123,200**	**$328,000**	**$650,000**	**Cost Range 1.1 to 1.6 Million**

GROUP 3			Project Length						
Street Priority	**Street Name**	**Street Limits**	**Linear Feet**	**Paint**	**Sidewalk on one side**	**Sidewalk on both sides**		**Reconstruction**	
18	Waterman Way	Dean to Winnequah	800	$4,000.00	$36,000	$72,000			
19	Schofield Road	Nichols to Dean	1700		$76,500				
20	Winnequah Road/Winnequah Park	Healy Lane to Baskerville	510		$22,950	$45,900			
21	McKenna Road	Maywood to Nichols	1200	$6,000.00	$54,000	$108,000			
22	Midmoor Road	Winnequah Road to Owen	5700	$28,500.00	$256,500	$513,000			
23	Pheasant Hill	Nichols to Owen	2,000	$10,000.00	$90,000	$180,000			
24	Sylvan Lane/Ford/Falcon Circle	Bridge and Frost Woods to Broadway	3,270	$16,350.00	$147,150	$294,300			
25	Owen Road	Winnequah to Pheasant	1,975		$88,875				
26	Aldo Leopold Access Drive	Femrite Drive to ALNC	800				$64,000		
27	Roselawn Avenue	Broadway to Femrite	1730	$8,650.00	$77,850	$155,700			
28	Femrite Drive	Sidewalk Gap fill in	3270		$147,150				
29	Lake Loop	Shore Acres to Monona Drive	460	$2,300.00	$20,700	$41,400		500,000	(City of Madison/Monona joint project)
			Total	**$75,800**	**$1,017,675**	**$1,410,300**	**$64,000**	**$500,000**	**Cost Range 1.65 to 2.0 Million**

			Project Length						
Other Streets	**Street Name**	**Street Limits**	**Linear Feet**	**Paint**	**Sidewalk on one side**	**Sidewalk on both sides**		**Reconstruction**	
30	Winnequah Road	Remaining Sections	4910	$24,550.00	$220,950	$441,900			
31	East-west Collectors	Dean and Nichols	8230	$41,150.00					
32	Broadway/Bridge	Intersection							(Bridge Road Project)
33	Coldspring Ave/Monona Dr	Intersection		$5,000.00					(Pavement markings)
34	Dean Ave./Monona Dr	Intersection		$5,000.00					
35	Wallace Ave.	Lofty to Dean	900		$40,500	$81,000			
36	Lofty Ave.	Wallace Ave to Monona Dr.	550		$24,750	$49,500			
37	Gordon Ave.	Lofty to Dean	900		$40,500	$81,000		$20,000	(Add RRFB)
38	Coldspring Ave	Gordon to Jerome	400		$18,000	$36,000			
39	Shore Acres Road	Greenway to Nichols	1220	$1,000.00	$54,900	$109,800			
40	Shore Acres Road	Dean to Greenway	1310	$1,000.00	$58,950				
41	New Trail Connection to Capital City Trail	Broadway, through WPS, across marsh to existing Trail	5000				$750,000	2,000,000	(Railroad, Beltline and Broadway crossing)
			Total	**$77,700**	**$458,550**	**$799,200**	**$750,000**	**$2,020,000**	**Cost Range 3.3 to 3.6 Million**

GRAND TOTAL **Cost Range 9.15 to 10.6 Million**