

WI BIKEWAYS



REPORT



WISCONSIN
BIKE FED



Acknowledgements

This Project Report was developed under the guidance of the Wisconsin Department of Transportation, the Wisconsin Department of Natural Resources and the Wisconsin Bike Fed.

Project Managers

Jill Mrotek Glenzinski—State Bicycle & Pedestrian Coordinator, Wisconsin Department of Transportation
Sarah Gaskell—Planning Manager, Wisconsin Bike Fed
Brigit Brown—State Trails Coordinator, Wisconsin Department of Natural Resources

Note: The sign on the cover of this document is a stylized version of the official state bikeway route sign and is not the actual sign. The actual sign can be found in section 11 of this report.

Prepared by

Toole Design Group
16 North Carroll Street, Suite 200
Madison, WI 53703
www.tooledesign.com



Table of Contents

Executive Summary3

1 | Introduction 4

 Background 5

 Desired Outcomes 5

2 | Overview of Process 5

 Project Milestones 6

 Public Involvement Process 6

 Summary of Public Comments 9

3 | Route Selection Methodology11

 Study Corridors 11

 Proposed Route Selection 11

4 | Application of Route Selection Criteria and Methodology17

5 | U.S. Bicycle Route Designation Process20

 Background 20

 Approach for USBR Designation 20

 Next Steps 20

6 | Wisconsin Bicycle Route Designation Process22

 Background 22

 Approach for WIBR Designation of the Proposed Routes in this Report 22

 Next Steps 22

7 | Proposed Routes24

8 | Priority Route and Implementation Designation Recommendations36

 USBR Priorities36

 WIBR Priorities36

9 | Potential Opportunities to Enhance Proposed Bicycle Routes 38

10 | Future Bicycle Routing39

11 | Statewide Route Numbering and Signing Methodology42

 Route Identification 42

 Route Mapping and Signing43

 Guidance43

12 | Posterity50

Appendix A | Focus Group Participants51

 Tourism Focus Group 51

 Planners, Engineers, Commissioners Focus Group 51

 Experts Users Group 51

 Business and Commerce Group 51

 State Bicycle and Pedestrian Coordinators 52

Appendix B | Letter to Jurisdictions with Proposed U.S. Bicycle Routes.....53

Appendix C | Map of Services along Proposed Routes54

Appendix D | U.S. Bicycle Route Designation Processes In Other States55

Appendix E | Route Selection Methodology Public Input Results.....57

Appendix F | Map of Conditions for Bicycling on State and County Highways..... 58

Appendix G | Glossary of Acronyms 59

Appendix H | Draft Turn-By-Turn Directions for Proposed USBRs 60

EXECUTIVE SUMMARY

DNR, WisDOT (Wisconsin Department of Transportation) and Wisconsin Bike Fed collaborated on this effort to begin the process of creating a statewide network of interconnected bikeway routes that include national U.S. Bike Routes (USBRs), which connect to adjoining states, and state-level Wisconsin Bike Routes (WIBRs) to facilitate long-distance bicycling in Wisconsin.

The Wisconsin Bikeways Report (Report) identifies opportunities to for long-distance bicycling within Wisconsin and between Wisconsin and adjacent states.

Bikeway is a generic term for public path, trail, travel lane or other way designated for use by bicycles.

The routes identified will connect communities, state and local points of interest and businesses that bicyclists use as they travel. The Report includes recommendations for how to formally designate these USBRs and WIBRs. The designation process involves affirmation of concurrence and support from local operational authority for proposed routes (i.e. letter of support, at a minimum, from highway and trail authorities). Once a route is formally designated the route recognition would be to incorporate into existing statewide materials such as department master plans, the WisDOT State Bike Map and various Tourism promotional materials.

This effort used a statewide planning approach to develop a methodology and applied it to study corridors which resulted in draft bikeway route recommendations for several USBRs and WIBRs concurrently. The project had an extensive statewide public involvement process, which included holding five focus groups and two sets of public open houses, gathering input from Regional Planning Commissions and Metropolitan Planning Organizations, tribes, and other statewide organizations such Wisconsin County Highway Association, Governor's Bicycle Coordinating Council, Governor's Nonmotorized Recreation and Transportation Trails Council, and the Governor's State Trails Council.

In addition to the public involvement listed above, direct letters were mailed to jurisdictions that have responsibility for roadways or trails where a USBR was proposed. The letter provided background information on this effort and offered an opportunity to comment as well. This direct mailing resulted in a few responses with some proposed route refinements and modifications based on better knowledge of local site conditions (e.g. rerouting on to an adjacent roadway to avoid heavy traffic from nearby sand extraction sites or to make a connection to a community providing services such as dining and lodging). These comments were incorporated into the Report accordingly.

This Report does not create an obligation, financial or otherwise, on behalf of any organization, agency, or unit of government. Rather, it provides guidance, a blueprint if you will, for taking USBRs and WIBRs toward designation.

1 | Introduction

This report provides a methodology for identifying a statewide network of bikeways for Wisconsin. The report identifies four specific routes that are part of the national United State Bicycle Route (USBR) network as well as six specific routes for a state-level system in Wisconsin. The methodology was applied to previously identified statewide study corridors which resulted in specific route recommendations. Potential future route improvements are also identified to overcome major existing barriers. The report provides recommendations for how to formally designate these routes and includes proposals regarding route naming conventions and options for signing routes, if desired. Finally, the report describes the public involvement process and input received to develop the Wisconsin Bikeways.

“Bikeway”, for purposes of this report, is a generic term for any road, street, path, or way, which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. A bicycle route is commonly a designated roadway or bikeway with a unique route designation or with bicycle route signs. When signs are used, they provide directional, distance, and destination information. Routes serve as an important travel device since they provide key directional information (through maps or signage) and help bicyclists “wayfind” routes that are the safest, most direct, and scenic. Additional information can be provided regarding services for bicyclists either on route maps or through publications or websites.

The U.S. Bicycle Route System (USBRS) is a series of longer distance bicycle routes that form a network of connections across state and international borders (Canada and Mexico). The routes connect urban, suburban and rural areas using a variety of cycling facilities. State departments of transportation (DOTs) nominate routes for numbered designation through the American Association of State Highway and Transportation Officials (AASHTO). Although signing is a recommended practice, USBRs do not have to be signed to be designated as national bicycle routes.

While the first two U.S. Bicycle Routes were established in 1982 in the eastern part of the U.S., there was a long period of dormancy until the early 2000’s. In 2003, in an effort to reinvigorate the U.S. Bicycle Route System, AASHTO formed a Task Force on U.S. Bicycle Routes comprised of transportation agency staff, Federal Highway Administration (FHWA) and bicycling organizations, including Adventure Cycling Association (ACA). In 2005, ACA, a national bicycle organization with a history in establishing long-distance bicycle routes, began providing staff support to the project, which exists to this day. A key milestone in the re-establishment of the USBR system was the creation of a National Corridor Plan in 2008 to help states visualize, plan, and implement routes. The Wisconsin Bikeways project used these broad corridors for identifying and proposing actual routes – trail-by-trail and road-by-road.

To date, over 11,000 miles of U.S. Bicycle Routes have been officially designated in 24 states. When complete, the USBRs will encompass more than 50,000 miles of routes and open up new opportunities for cross-country travel, regional bicycle touring, and commuting by bicycle. There are more than 12 other states like Wisconsin, in stages of developing new USBRs. When combined, there are a total of 40 states in various phases of developing, expanding or promoting USBRs.

In general, USBRs offer the same basic function and purpose as any other local bicycle route – they provide key directional, distance, and destination information and as such help bicyclists find and use routes that are

comparatively more attractive from a traffic, scenery, and services standpoint. This Project identifies locations for Wisconsin's USBRs, and introduces a state-level bikeway network. Development of regional and local routes in many parts of the state precedes this project and where practical these are part of the identified USBR and WIBR routes.

Background

The Wisconsin Bikeways Project originated with discussions initiated by the Wisconsin Bike Federation with Wisconsin state government. There is significant support for bicycling in Wisconsin and the purpose of this project is to facilitate long-distance bicycling within Wisconsin and between Wisconsin and surrounding states. The Project is a cooperative effort of the Wisconsin Department of Transportation, the Wisconsin Bike Federation and the Wisconsin Department of Natural Resources.

Desired Outcomes

This report summarizes the Wisconsin Bikeways project and its products: recommended routes and recommendations for the implementation of the routes. Once the report and its recommendations are finalized, the formal designation of the routes may move forward. The report includes a process for route designation for both U.S. and Wisconsin Bicycle Routes. An outcome of the project may be a process that continues into the future. This would make it possible for other routes to be considered in a systematic way.

Using route-selection criteria prioritized through public input, this project worked collaboratively with partners and stakeholders to combine existing roads and trails to identify continuous bicycle routes, with adjacent and existing network connections in mind. The routes identified through this process will connect to communities, points of interest and businesses/services bicyclists need. The routes will seek to enhance the network to serve visitors and residents for transportation and recreation.

Goals of the project include the following.

- Facilitate and encourage bicycle touring, to provide multiple benefits.
 - **Tourism and local economic development.** Designated routes represent an opportunity for businesses to profit from new or more frequent bicyclists seeking local services. Studies indicate that spending per bicyclist can exceed \$100 per day; all spent locally (see <https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/benefits-and-building-support/economic-impact/>).
 - **Improving health.** Encourages healthy, active transportation and recreation. In addition, seeks to reach a new audience of bicyclists.
 - **Adventure.** Facilitates exploration and new experiences for visitors and residents.
 - **State and national significance.** Connects communities to the state bikeway network and to the U.S. Bicycle Route System.
- Ensure cost effectiveness by using existing bicycle facilities ("bikeways"), which require no additional land acquisition or development costs.

2 | Overview of Process

This chapter provides an overview of the process for the Wisconsin Bikeways Project, including project milestones and the public involvement process used.

Project Milestones

The Wisconsin Bikeway Project began 2015. Significant milestones achieved during the project include:

- Selection of draft Study Corridors (existing USBR corridors and existing bicycle-friendly accommodations such as nonmotorized rail trails)
- Focus Group Meetings
- First set of Public Meetings
- Development of Route Selection Methodology
- Draft Set of Routes Selected and Mapped
- Initial Outreach to Major Statewide Planning Interests
- Letters to Local Governments where Roads or Trails are Recommended as U.S. Bicycle Routes
- Second Set of Public Meetings
- Development of Draft Report
- Public Comment Period
- Finalized Report

Public Involvement Process

This section of the report summarizes the public, stakeholder, local and tribal government involvement process used to develop the proposed routes. It also summarizes the major comments from the public and how these comments were addressed.

Unique Process

Nationally, the identification of bicycle routes for USBR corridors is commonly done individually – corridor by corridor. The Wisconsin Bikeways project represents a different approach since it involves the development of an initial network of four USBRs and six Wisconsin state bike routes concurrently, which total over 2,500 miles. The process for public involvement and route designation was developed with this network or “plan approach” in mind. The American Association of State Highway and Transportation Officials (AASHTO) formally designates the USBRs, and allows for flexibility in the application for USBR designation with respect to how the routes are developed. For the Wisconsin Bikeways Project, various models from across the United States were investigated and taken into consideration in process development.

The public involvement strategy for this project sought input from the public through several means.

Focus group meetings (completed early in the process);

Public open houses (held early in the process to solicit route input, and later in the process to present draft route recommendations); and

Use of the DNR website and a listserv to provide information on the project and subsequent updates.

Additionally, regional planning commissions (RPCs) and metropolitan planning organizations (MPOs) were contacted (including several in-person presentations) to solicit feedback on the project and specific route recommendations. This outreach was particularly helpful given the regional nature of the route recommendations and because most RPCs in Wisconsin have been involved in bicycle planning directly or have

assisted counties in the development of bicycle plans. Finally, and perhaps most significantly, each local unit of government where one of the four USBRs was recommended was contacted and asked to provide feedback on the specific route recommendations.

The following describes the approach taken for this project in chronological order and in more detail, but with a focus on the last half of this project leading to route designation. The public and stakeholder involvement process was broad due to the scale of the project.

Outreach Efforts Summarized

In keeping with the scope of this project, broad and varied forms of public involvement were used to solicit feedback from the public, stakeholders (including counties, RPCs, MPOs, and bicycle groups), and local units of government on the draft route recommendations. This included seeking early feedback from RPCs and MPOs by providing regional and metropolitan maps of the draft routes in advance of the public meetings, direct contact with local jurisdictions, presentation of route recommendations at five regional public meetings, and a 21-day comment period to finalize the project.

There were two major public involvement efforts for this project. The initial stage of involvement included focus groups, WikiMap input (the WikiMap is detailed later in the report), open houses across the state, and soliciting general comments about the project and where people thought potential routes should be located within the study corridors. The second stage of public outreach involved open houses and direct contact with local jurisdictions to solicit feedback on specific route proposals with the study corridors.

In addition to the distinct outreach efforts below, the DNR sponsored a project website that provided updates on the project, a frequently asked questions brochure, and project milestones. The DNR also presented updates and solicited feedback through a series of press releases. Boards, including the Governor's Bicycle Council, the Governor's Nonmotorized Recreation and Transportation Trails Council, and the Governor's State Trails Council, were briefed or presentations were made to them throughout the process. Finally, the state agencies and the Wisconsin Bike Fed Board of Directors were provided updates.

Throughout 2015, the project team gave presentations to a number of organizations on the Bikeways Project including the Directors of Wisconsin MPOs and RPCs, the League of Municipalities, the Wisconsin County Highway Association, and at the Wisconsin Bike Summit.

Public Involvement Among Tribes

Each of the eleven sovereign Tribal Nations in Wisconsin were made aware of this planning effort and invited to participate. Letters were sent to each tribal leader and their respective staff explaining the project, contacts and timeline. Several tribes were contacted again later in the process to make them aware of proposed routes that may overlap onto tribal lands. Limited feedback from the Tribes was received.

Focus Groups

Four focus groups were convened and included experts in tourism, municipal planning and engineering, business/commerce, and long-distance bicycling (participants are listed in Appendix A). Topics discussed by the focus groups included, but were not limited to:

Key attributes of a good long-distance cycling route;

How traffic and riding conditions impact cyclists;
How communities can support and make investments in bicycle facilities;
How to generate tourism activity from the newly established bicycle routes; and
The services that bicyclists need that are different from other tourists.

A fifth focus group was convened with public agency staff in other states where statewide bicycle routes are already established to learn of their successes and challenges.

Spring Open Houses

Five open houses were held throughout the state in spring 2015. At these open houses the project was described and participants were encouraged to rate route selection criteria and mark up maps with suggested routes and potential improvements. These meetings were held in Madison, Milwaukee, Eau Claire, Wausau, and Grand Chute, and attracted 75 participants in total. There were no formal presentations at the public meetings, but there were periodic announcements welcoming people and explaining the purpose of the meeting and how people can comment at and after the meeting. The attendance was modest enough at all of the meetings (with the exception of the first Eau Claire public meeting) that it was possible to walk people through the exhibits and personally explain the process to them. The purpose of the first set of public meetings was to introduce people to the project and solicit their initial feedback on potential routes within the identified corridors. Meetings featured poster-size maps displaying the proposed bicycle corridors map, the appropriate state bike map for their region, and the state trails map. Other posters included a route methodology displaying route selection criteria that was used for selecting routes within the predetermined corridors. Attendees were asked to use the sticky dots provided at the sign-in station to vote for the criteria they believe are most important for route selection. Using a combination of smaller scale and large scale maps, attendees were encouraged to draw or highlight routes that they believed should be part of the bikeway network within the predetermined corridors. These routes may be currently favorable for bicycling, or may be favorable given changes such as providing paved shoulders. An area was provided for participants to fill out and submit written comments about the project.

Electronic Outreach

A Wikimap, an online interactive map that displayed the study corridors, was available for five weeks and overlapped with the open house events. The map enabled participants to plot routes within the study corridors. The online map facilitated wider dissemination of project information and allowed interested citizens and public officials to provide comments and route suggestions at their convenience.

Additional electronic outreach occurred with the public and other stakeholders through the Wisconsin Bike Fed's Facebook page, blog, and email alerts, and WisDOT and DNR press releases, project website, and email notices to stakeholders.

Second Set of Public Involvement Efforts

As the proposed bicycle routes were drafted, public involvement efforts were expanded to seek more input. Before the draft routes were made available to the general public and local units of government, the route recommendations were sent to RPCs and MPOs across the state. The recommendations were also sent to the various WisDOT, DNR, and Wisconsin Bike Fed staff to gain feedback on the proposed routes before making

them available to a broader audience. This assisted in making refinements to the proposed routes and to include better information on local conditions.

RPCs and MPOs also had an opportunity to provide comments when the consultant and agency team members presented materials to them at a quarterly meeting. Specific topics and discussion included an overview of the selection process and how state routes could be designated.

Direct Contact with Local Jurisdictions for the proposed USBRs

A total of 185 letters were mailed to jurisdictions that had responsibility for roadways or trails where one of the four U.S. Bicycle Routes was proposed. The letter (provided in the Appendix B) explained that a mapped national bicycle route was being proposed within their jurisdiction and provided a brief explanation of what a USBR is, a map of the proposed route, a question and answer sheet, and links to the project website and Wikimap. This provided an opportunity for the jurisdiction to ask questions, submit comments and concerns, and offer letters of support if they wished. The letter noted that signing a USBR route is optional and a local jurisdiction decision. The letter also invited recipients to the scheduled public open houses and to submit comments via the Wikimap.

Fall Open Houses

A second set of five open houses was held in fall 2015 to present the draft proposed routes. These meetings were held in Madison, Milwaukee, Eau Claire, Wausau, and Grand Chute and 55 people in total attended. Meetings featured poster size maps displaying the proposed bicycle corridors map, a state trails map, a state bicycle map, proposed route criteria, and the actual proposed routes (including roads and trails) within the corridors. Again it was possible given the number of staff people attending the public meetings, for attendees to be walked through the process of route selection individually. Attendees were encouraged to either markup maps with suggested changes or to provide comments supporting the recommended routes or suggested changes to them. Although no poster or station existed regarding the approval process through WisDOT and AASHTO, staff people responded to questions if queried on this topic.

Summary of Public Comments

Several themes emerged from the initial public outreach efforts.

There were many questions about how the study corridors were chosen and why certain ones were selected.

There was considerable interest in the establishment of additional corridors beyond the initial study corridors. This was especially true for a corridor from the Illinois border to Madison following the Badger State Trail alignment and a connection from Jefferson County to Fond du Lac and beyond, to the Fox Cities.

Many comments received were on items or on locations outside the identified study corridors for this project.

Open house attendees overwhelmingly selected roadway and trail conditions as the most important criteria followed by route amenities and services.

The following is a summary of the second set of public outreach effort comments:

There were just a few changes requested to routes in four of the open houses. The Madison open house resulted in the most commentary and map mark-ups for route changes, especially in southwest Wisconsin. The

most significant comment made by people was to add the Military Ridge State Trail from Dodgeville to Mount Horeb. This change was made while keeping the proposed on-road option as well.

The direct mailing to local units of government resulted in some proposed route refinements and modifications based on better knowledge of local site conditions. For example, rerouting on to an adjacent roadway to avoid heavy traffic from nearby sand extraction sites or to make a connection to a community providing services such as dining and lodging. It should be noted that some of the proposed routes from this study may be further evaluated as local bike plans are updated. For example, St. Croix County is in the process of updating their county bike plan and the recommendations from their plan will be useful for routing USBRs 10 and 20.

3 | Route Selection Methodology

Study Corridors

Study corridors were defined before the outset of the project and were defined with consideration to existing information and opportunities. Figure 1 identifies the study corridors. The Wisconsin Department of Transportation (WisDOT), the Wisconsin Department of Natural Resources (DNR), and the Wisconsin Bike Fed jointly selected generalized study corridors after consideration of the following criteria (in no specific order of priority):

Existing numbered prioritized corridors identified on the USBR National Corridor Plan developed by Adventure Cycling and the American Association of State Highway Transportation Officials (AASHTO);

Existing alternate (non-numbered) corridors identified on the USBR National Corridor Plan;

Presence of bicycle touring trails and routes and how these are connected to other trails or routes;

Trails most suitable for bicycle travel as part of the Wisconsin State Trails Network; and

Connections to trails/routes that border the state.

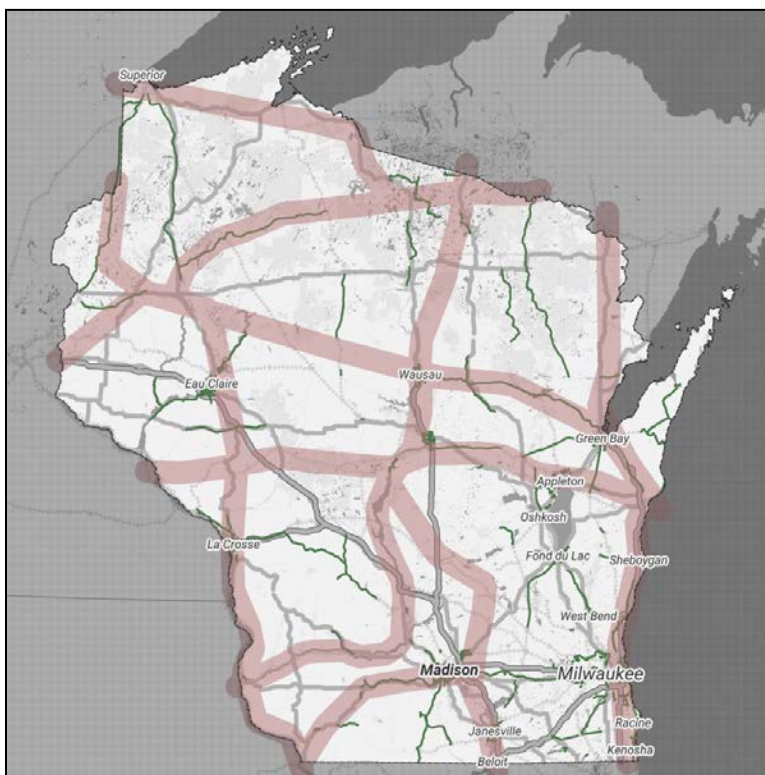


Figure 1: Preliminary Wisconsin Bikeways corridors

Proposed Route Selection

This section of the report describes the general criteria that were considered when developing and identifying proposed routes within the study corridors. The methodology was the result of a process involving focus groups and the public. After the first set of public meetings, some modifications were made to the route selection process.

The development of a statewide bikeway route network requires finding a balance among competing ideals. Some characteristics that make a route desirable, such as scenic vistas, may also be accompanied by other characteristics, such as steep grades, that are undesirable to many bicyclists. Other methodologies place a considerable weight on traffic volumes and how much separation bicyclists are given from motor vehicle traffic.

Table 1 identifies categories and qualities that were initially suggested to guide the process of selecting proposed a route within the study corridors for this project. Ideally, a route would meet the requirements defined under the "Excellent" rating. However, no route completely satisfies all of these criteria. Focus groups and the public (at the first set of public meetings) helped create a hierarchy of the six criteria.

Wisconsin Bikeways Report

Table 1: Route Selection Criteria

Category	Excellent	Good	Moderate	Poor
Roadway or Trail Conditions	Nearly all of route is on trails or roads rated 1, some stretches of 2, no 3 or 4 ¹	Most of route is on trails or roads rated 1, some stretches of 2 or 3, no 4	Some of route is on trails or roads rated 1 or 2, some stretches of 3 and 4	Significant stretches of 3 and 4
Services (lodging, restaurants, shops)	90% of route is no more than 10 miles from a full service center	90% of route is within 20 miles of a full service or within 10 miles of partial service center	60% of route is within 20 miles of a full service or within 10 miles of partial service center	Less than 60% of route is within 20 miles of a full service or within 10 miles of partial service center
Scenic Amenities (Forested areas, lakes, rivers, scenic vistas, historic landmarks)	Consistent variety of terrains and natural features, all types present on route	Consistent variety of terrains and natural features, most types present on route	Some variety of terrains and natural features, some types present on route	Little variety
Directness	No deviations greater than 5 miles off the general arc of the route, few minor deviations, few turns	No deviations greater than 5 miles off the general arc of the route, some minor deviations, few turns	Few deviations more than 5 miles off the general arc of the route, some minor deviations, some turns	Many deviations, many turns
Grade	Gentle slopes, generally not more than 3% with few stretches of slopes above 5%	Gentle slopes, generally not more than 3% with some stretches of slopes above 5%	Many stretches of slopes above 3% with some stretches of slopes above 5%	Few stretches of slopes flatter than 3%, many stretches of slopes above 5%

Route Selection Category: Roadway and Trail Conditions

Bicycle routes recommended for the Wisconsin Bikeways project are a combination of both roadways and trails (shared-use paths or trails desirable/suitable for biking, i.e. non-motorized). Bicyclists' comfort and stress levels vary based on roadway and trail conditions. The road evaluation method used for this analysis is from the *Wisconsin Rural Bicycle Planning Guide* and is used for rating roadways for the *Wisconsin Bike Map*. This evaluation method in the guide describes the calculations for determining a bicycle condition rating such as 'best', 'moderate' or 'undesirable'. The calculation includes two primary factors: traffic volume and pavement width. It also accounts for the percent trucks and percent of solid yellow pavement markings along the roadway (which is an indicator of hills and curves). This classification scheme is consistent with the current research and guidance on bicycle level of service models.

In general, the bicycle condition rating is intended to indicate the roadway conditions for bicycling that a bicyclist might expect to find on a given roadway. As for trails, since total separation from traffic is all but accomplished except at intersections, a good to excellent rating is presumed for trails. Many touring bicyclists may prefer not to ride on trails for reasons other than traffic conditions, such as preference in surface material or in directness to destinations that trails do not provide.

¹ Numerical values were assigned to refer and complement the rural bicycling conditions used by WisDOT in the Wisconsin Bike Map. The Wisconsin Bike Map highlights the most favorable bicycling conditions while presenting the full continuum of roadways, based on data about various roadway characteristics available for state and county highways, bicycling conditions on rural roadways are show on the State Bike Map. Therefore, the numerical values correlate to the bicycling condition as follows: 1= Best, 2= Moderate, 3=Higher Volume/Wider Paved Shoulder, 4=High Volume/Undesirable as presented on the Wisconsin Bike Map.

Wisconsin has an abundance of low volume country roads (approximately 50,000 to 60,000 miles of paved town and county roadways). The bicycle conditions evaluation methodology was designed to be sensitive to the conditions of low and moderate volume rural roadways especially when there were no paved shoulders. Of the models used nationally, it has the most sensitivity to volumes of traffic in the mid to low ranges and is based on the probability of conflict. Very few rural roads with low volumes of traffic in Wisconsin have enough width to allow three vehicles (two passing motorists and a bicyclist) to comfortably share the same space. The statistical probability of this conflict—motor vehicle/bicycle/motor vehicle in the same section of roadway—has a major impact on the suitability of a roadway for shared use, and volumes of traffic play a key role. Due to low traffic volumes on many roadways, many cyclists consider Wisconsin’s roadways ideal for cycling. As focus groups and open houses were conducted, people were asked what they considered the most important factors of a roadway’s suitability for bicycling and not surprisingly, volume of traffic was the most common response.

Table 1 provides numeric values for roadways based on the bicycle condition rating from the road evaluation methodology. A bicycle condition rating of best, moderate or undesirable is provided and corresponds to the following values.

- 1: Best conditions for bicycling
- 2: Moderate conditions for bicycling
- 3: Higher Volume/Wider Paved Shoulder
- 4: High Volume/Undesirable for bicycling

These same ratings are used on the *Wisconsin Bike Map*. This provides an indication of safety and comfort level for bicyclists. If a roadway has numeric values of 1 and 2 (‘best’ and ‘moderate’ bike condition ratings) then it falls into the “excellent” rating for the *Roadway or Trail Conditions* category for this study. A very high percentage of all routes are rated in the excellent or good conditions for roadway/trail riding conditions. There are some stretches of roadways where deviations from being excellent or good for bicycling may be acceptable if they exist for short stretches, especially if other criteria are favorable. In most of these cases, alternative routing is either not available or other options present even more challenging roadway conditions.

The other major consideration within this route selection category was the presence and suitability of trails for bicycling. Wisconsin has one of the largest state trail systems in the country. Most trails permit bicycling, but if motorized users are widely allowed on the same trail, the trail is considered incompatible with bicycling for purposes of this project. Additionally, surfacing of some trails may not be suitable for longer distance riding even if using wider tires. Within the study corridors, only trails that were viewed as being widely acceptable for bicycle touring were considered (i.e. nonmotorized focus, paved or crushed stone surfacing, well-compacted stone trails). In almost all case only trails that were included as part of the *Wisconsin Bicycle Map* were used since they met this condition. Most of these trails are surfaced with crushed and compacted stone, but support bicycle touring tires very well.

Route Selection Category: Services

Long distance bicyclists need access to provisions, lodging, and other services along their route. In more populous areas of the state such services are not as spread out and are often easier to access. In other areas of the state, opportunities for certain key services are farther apart. The proposed routes take into consideration the locations of the following key services:

- Lodging (hotels, bed/breakfasts, campsites)
- Restaurants
- Grocery stores
- Bicycle repair shops

To aid in identifying the services available throughout the state, cities and towns where services are present have been categorized as either “full service centers”—locations where all four key service types are offered—or “partial service centers” where only some of the key service types are available, and “limited service centers” where one of the key services is likely to be provided. Cities and towns with services also tend to have higher traffic levels, meaning that a stretch of the proposed route that rates “excellent” for services is more likely to have more traffic leading into the community. A state map of services along the proposed routes is provided in Appendix C.

In some cases, bicyclists are willing to deviate from a route in order to access needed services. The more this is expected, the lower the rating of that particular route received in the Services Route Selection Category.

In order to qualify for an “excellent” Services Route Selection Category rating, there would be ample opportunities for services along the route and rarely a need to travel more than 10 miles (about an hour ride) from full or partial services along the route, except in isolated circumstances. For example, if a route has full-service and partial-service centers every 10 miles for a distance of 180 of 200 miles, but there is a 20-mile segment where only one restaurant exists, this would be considered as still meeting the “excellent” rating. This threshold is relaxed at lower rating levels. A “poor” rating indicates that bicyclists can expect to have few opportunities along the route for services or have to deviate significantly from the route for full or partial services along significant portions of the route.

Route Selection Category: Scenic Amenities

Bicycle touring is a great way to enjoy the beauty and variety of the State’s unique terrain and landscapes. Proposed routes were made with consideration toward providing engaging and pleasant surroundings that capitalize on important natural and historic features. Opportunities were sought to provide connections to State Trails, Parks and Forests and, where appropriate, county and local trails or parks were also considered.

The following were given special attention in proposing routes:

- Water features (lakes, rivers, and streams)
- Forested areas
- Hills, bluffs, and other scenic overlooks
- Historic landmarks
- State parks and trails, and forests

Variety is one of the key components of this category. Although beautiful, a single type of terrain, whether forest, water, or farmland, can become monotonous. The proposed routes seek to direct riders through multiple landscapes. An ideal route connects areas with each of the above listed features in a succession that

provides both beauty and diversity. It is possible, for instance, a proposed route may include both an established bicycle trail and a nearby parallel scenic roadway in order to give cyclists an option of continuing along the tree canopy or a trail or a view of a lake along the roadway.

Some of the qualities that make for a beautiful landscape can conflict with other aspects of a pleasant ride. For example, the *Driftless Area* provides a high level of scenic amenities in part due to its many hills.² However, most people find steep grades and successive, prolonged climbs unpleasant on a bicycle. While a ride through this region may rate highly for its amenities, a suitable route may prove difficult to identify because of the topography.

Wisconsin has an extensive system of state parks managed by the Department of Natural Resources that are a natural fit for bicycle touring. These parks tend to be located in places of great natural beauty and often include trails or other bicycle accommodations. Many parks are also equipped with facilities for camping, including showers, restrooms, and electrical hookups. For these reasons, the locations of state parks were considered in the proposed routes.

Route Selection Category: Directness

Although a tour of the state on a bicycle is an experience in and of itself, a person traveling by bike is still looking to get somewhere. The focus in identifying national and state-level bike routes is for long distance travel by bicycle. Meandering, indirect routing can increase the complexity of navigation, adding to the stress of a bicyclist. Bicyclists may be more than willing to accept deviations if the less direct route provides a more pleasant route, is flatter, provides necessary services, or offers more scenic amenities.

The proposed routes seek to provide as direct a route as possible, while still meeting the goals of the other categories. A route rated “excellent” has limited turns and does not deviate significantly (more than five miles) from the overall direction of the route. Five miles (or less) was considered an acceptable deviation distance for the following reasons. The average length of a “tour day” for a typical touring bicyclist is fifty miles. Although some bicyclists will extend this average to closer to 100 miles, others will rarely travel this distance on any day during their bicycle tour. Bicycle tour companies and Adventure Cycling use the 50 miles as a general guide for route preparation. When a route deviates by more than five miles from a more direct alignment this means that a bicyclist would need to travel up to 10 miles farther (five miles in one direction and five miles back to the original alignment) just to contend with this indirectness. This also equates to 20% farther as a percent of the average daily mileage of 50 miles or approximately an hour of bicycle riding on a loaded tour bike. Very little research has been conducted on the amount of indirectness that a touring bicyclist will tolerate on a ride and is difficult to determine since other factors will influence the willingness to deviate. For instance, a bicyclist will be more willing to tolerate more indirectness if the indirect route is significantly more scenic, has services that the more direct route may not have, and the weather is nice.

Route Selection Category: Grade

Wisconsin has many areas of significant hills. There is no way to completely minimize the topography of a route, nor would this be desirable; some gentle climbing and descending will add to the variety of a route.

² The driftless area of Wisconsin is a region that was never covered by any of the four continental glaciers which covered North America. This area is characterized by many hills since the glaciers did not “smooth over” the landscape like occurred over the rest of Wisconsin.

However, steep climbs can be challenging for most cyclists, especially in the context of long-distance touring with loaded bicycles. Routes should avoid multiple grades above five percent wherever possible and the length of any significant climb should be minimized.

As discussed in the section on Scenic Amenities, the goal of minimal climbing may often be at odds with a desire to guide riders to areas of natural beauty. It is possible that steeper-than-desirable grades may be tolerated in isolated instances in order to route cyclists through an amenity-rich area. In such cases, the overall goal of less than five percent grades and minimal climbing distances is still valid, but may be relaxed in pursuit of other more highly desirable criteria.

4 | Application of Route Selection Criteria and Methodology

Not every one of the Route Selection Criteria categories is equal in importance to bicyclists. This bikeway report evaluates routes in a manner that permits some criteria to be weighed more than others. This assists in proposing specific routes within the study corridors. For instance, many bicyclists consider the roadway or trail condition to be much more important than directness. As part of the public outreach for this project, people were asked at the open houses and in some focus groups which categories they considered most important and how strongly they felt about them. The results are included in Appendix E. Public input indicated that road or trail conditions—roadway/route safety—were most important followed by presence of scenic amenities and services.

Although the criteria and the weighing seemed appropriate for route selection, in most cases decisions for proposed route alignments did not entail the full consideration of all criteria categories. As criteria were applied to the steps below, it became obvious that for some corridors, the process would produce a draft proposed route by the fourth step, while others corridors would need to go through all seven steps to determine the proposed route. As seen below, the criteria were used more as a guide as the steps were taken, meaning that as the project progressed, logical route recommendations emerged.

Step 1 – Map study corridors

A ten-mile wide area was mapped within the study corridors for initial proposed route alignments. The width was later widened to 20 miles. This allowed more flexibility within a study corridor in which to find suitable roads and trails for biking and to cross major rivers where there were few crossings. Selecting a width of greater than 20 miles was determined to deviate too much from the mid-point of the study corridors. Additionally, greater widths begin to merge together especially the study corridors from the Manitowoc/Green Bay/Appleton area to the Wausau/Stevens Point/Wisconsin Rapids area and from there down to the Madison area. Finally, in some locations, a study corridor wider than 20 miles simply presented too many route options to analyze within the scope of this project.

Step 2 – Identify existing trails and routes

It was important to identify existing key bicycle trails, recognized bike routes, or popular local bike routes within each study corridor that should receive a higher level of priority as a proposed route. These priority segments often steered selection decisions within the study corridor. Trails such as the Bearskin State Trail and the Mountain Bay State Trail are good examples of these key bicycle trails that begin to develop into a proposed route. This project reviewed all county, MPO, RPC or other adopted regional bike plans.

The project's Wikimap and public open house comments were also used to identify existing routes. However, Wikimap input and other public comments were limited; it was rare when more than one person identified the same long-distance route or even similar segments of a long-distance route. Nevertheless, the Wikimap results were helpful in that they often supported proposed routes made using the other criteria categories.

Existing bicycle routes and bicycle plans were used. Existing designated bicycle routes by counties or communities were given significant weight. Planned or proposed routes in bicycle plans were used with care. If these planned or proposed routes in local bike plans called for facility improvements before it was suitable as a designated bike route in the bike plan, it was avoided for this project. This project focuses on existing facilities that were considered currently favorable for bicycling.

Step 3 – Identify suitable proposed routes within the corridors

“Roadway or trail conditions” was the most highly rated criterion selected by people attending the public meetings as well as those participating in the focus groups. Step 3 constituted finding the most favorable route for biking and opportunities to interconnect state trails via roadways within each study corridor. The road evaluation method used for the *Wisconsin Bike Map* and described in the *Wisconsin Rural Bicycle Planning Guide* was used, as was the bicycle condition ratings from the 2015 *Wisconsin State Bike Map*. As described in the “Route Selection Category: Roadway and Trail Conditions” section of this report, the evaluation method provides a bicycle condition rating such as “best,” “moderate” or “undesirable.” The methodology is based on volume of traffic, width of pavement including paved shoulders, percent of truck traffic and percent solid yellow line (indication of good to poor sight lines).

Only trails that were deemed acceptable for bicycle touring were considered. Trails included as part of the *Wisconsin Bicycle Map* were used since they met this condition. As previously stated, most of these trails are paved or surfaced with crushed and compacted stone and are generally seen as suitable for bicycle touring tires.

Many proposed route alignments emerged after consideration of the first three steps. This was due to the following:

In many parts of the state there are very few established ways of connecting over rivers, across freeways or through large state and national forests. This limited options for several study corridors or for segments of corridors. Bridge crossings were identified for major rivers (the Mississippi, St. Croix, Wisconsin, Rock and Fox Rivers).

For many of the study corridors, specifically in the northern third of the state, there are very few options for proposed route alignments, after applying the roadway and trail bike conditions ratings. Directness was considered moderately important to people attending the public meetings so major deviations were not considered at this point in time. Proposed routes needed to be fairly direct within the confines of the 20-mile wide study corridors. Straying outside of the study corridor alignment or even moving within the study corridor from one edge to the other often meant significant indirectness. This reduced the number of options for many segments.

When several potential route options existed within a study corridor, the following additional steps/selection criteria were applied.

Step 4 - Consideration of the availability of services

The provision of services (lodging, food, restaurants, bike shops, etc.) was the next highly rated criterion by the public, after roadway and trail conditions. Often there were two or three potential route options within a study corridor. This was more common when a study corridor ran on an angle (as opposed to running more or less horizontally or vertically with respect to its orientation within Wisconsin) and where roads and trails were more plentiful (southern Wisconsin). Routing was chosen that resulted in connections to and through communities (with services).

Step 5 – Consideration of scenic amenities

Proposed routes were initially selected because of their proximity to large and continuous natural amenities such as rivers and Lake Michigan. Whenever other route selection criteria categories were considered equal, the proposed route was established close to and often within the view shed of these scenic features. However, routing bicyclists along an undesirable roadway to provide a good view was not considered an acceptable practice and was avoided. Proposed routes were also selected close to smaller physical features (lakes, wetlands, state parks, historic routes, rustic roads, etc.) when trails and roadways which rated in the excellent or good category could be used.

Step 6 – Other considerations

In a limited number of cases (estimated to be less than 10), all of the above criteria did not result in a selection among potential candidate routes within a corridor. In these cases, the Strava heat map (<http://labs.strava.com/heatmap>) was used to help determine where bicyclists are already bicycling.³ These selections were often for short segments of less than 10 miles or to help with routing through communities. The most common place where this occurred was routing between Manitowoc and Green Bay.

Step 7 – Establishing urban routing

As the proposed rural routes neared larger urban areas (more than 10,000 people), existing urban bike routes on community and county bike maps, websites and plans were used wherever possible. This occurred for Milwaukee, Brown, and St. Croix Counties and for the cities of La Crosse, Eau Claire, Wausau, Stevens Point, Racine, Kenosha, Manitowoc, Sheboygan and Superior. Often adjustments were made for the proposed rural routes at the edges of communities to provide the best connections in and out of larger cities. Longer distance urban trails were used where possible, including the Fox River State Trail, the Oak Leaf Trail, the Chippewa River State Trail, the Mountain-Bay State Trail, the Friendship State Trail and the Interurban Trail.

³ Strava is a website and mobile app used to track athletic activity via GPS. The most popular activities tracked using the software are cycling and running. Strava produces a map using this data which shows intensity of usage.

5 | U.S. Bicycle Route Designation Process

Background

In 2009, a national task force headed by American Association of State Highway and Transportation Officials (AASHTO) created a bicycle [National Corridor Plan](#) with a formalized process that states could use to designate USBRs. The National Corridor Plan identifies numbered 50-mile-wide corridors on a map to show where USBRs can be specifically developed and how they will connect between states. It provides a generalized plan for how the USBRS will look when all of the estimated 50,000+ miles of corridors have been completely developed and designated. The Wisconsin Bikeways project used these nationally defined corridors as the basis for route development.

Approach for USBR Designation

The methodology established by AASHTO for the selection of USBRs was largely indifferent to ownership of roadways and trails. See the overview of the public involvement process in Section 2 for an overview of the ways in which the public, including local jurisdictions, was invited to participate in the selection of routes. In addition to these outreach efforts, for any section of the proposed route not owned by the DNR or WisDOT, an important step was to contact the jurisdictions to explain the process and build understanding and support for formal designation (each state DOT can determine the level of support they require for the AASHTO application). State DOTs must submit an application to an AASHTO subcommittee for formal USBR designation. The application asks that the state to affirm support from regional and local agencies that have ownership or operational authority on the any parts of the proposed routing of a U.S. Bicycle Route.

Appendix C includes the variety of means in which other state DOTs solicit and obtain support for routes identified for formal designation. For this project, each jurisdiction (185 cities, villages, counties, towns) was contacted in writing (Appendix B) to let them know that a USBR was being considered for a roadway or trail under their ownership. A map was included and they were provided information about USBRs and ways to comment, ask questions, indicate support, and attend public meetings (along with a link to the project's website and WikiMap where the proposed location and considerable additional information was provided).

This contact provided an opportunity for the jurisdiction to ask questions, submit comments and concerns, and offer letters of support if they wished. It also explained in the letter that signing a USBR is optional and is a local jurisdiction decision.

There were very few responses to the letters. The public involvement section of this report summarizes responses. There were only a handful of suggested changes made by local jurisdictions. How these resulted in changes to routes is included in the public involvement section of this report.

Next Steps

There are a number of additional steps that need to be completed to achieve formal USBR designation. These are provided below. These are in addition to pursuing final approval of this report.

DNR approval

The DNR and the WisDOT are the sponsoring agencies for the Wisconsin Bikeways project. The DNR also owns considerable trail mileage being proposed as routes. The DNR approval of the report and proposed USBR designation on DNR land is an important next step.

Affirmation from local jurisdictions

Although statewide, regional and local outreach to jurisdictions as part of this study has been integral to identifying the route of the proposed USBR, the sponsors of this effort may have an interest in seeking additional affirmation from jurisdictions. Efforts by local, county, regional or other statewide organizations can build off the momentum from this study to obtain an affirmative indication (i.e. resolution or letter) that regional or local jurisdictions concur with the proposed routing. RPCs or MPOs may work together to complete this next step. Other organizations such as Wisconsin Bike Fed and Adventure Cycling can also undertake and coordinate efforts to secure local support.

Turn by turn directions

Turn by turn directions are provided for USBRs 8, 10, 20 and 37. A draft of these directions along with the direction of travel and the street, highway or trail ownership are provided in Appendix H, in the format requested by AASHTO.

Agreements by connecting states

Any formal designation of USBRs should continue to be coordinated with connecting states to firm up agreements about border crossing points. In-depth discussions have already occurred with the bordering states regarding state-to-state connections. WisDOT is responsible for agreements with adjoining states, and the adjoining state may provide a letter or memorandum of concurrence.

WisDOT approval and USBR application submittal for formal designation

Once affirmation of local support is received, WisDOT, DNR, and the Wisconsin Bike Fed will prepare the necessary AASHTO application materials. This Report recommends the submittal of an application for the four proposed USBR routes. However, if a staged approval approach is desired, it is recommended that designation of USBRs 8 and 37 be prioritized. Final application for designation of a USBR must come from WisDOT, and the signature of the WisDOT Secretary or program supervisor is required on the application.

6 | Wisconsin Bicycle Route Designation Process

Background

Wisconsin has a rich history in supporting long distance bicycle touring. It was one of the first states in the country to establish statewide bicycle routes. The first state bikeway established in the mid-1970's extended from La Crosse to Kenosha and used the newly-opened Elroy-Sparta State Trail. The second bikeway was rolled out in 1978 and extended from La Crosse to Red Cliff in Bayfield County. Unfortunately, these bike routes were never signed and over time have lost their status and prominence as a state bikeway. However, the Great River Road Bikeway (later to become the Mississippi River Trail) was completed with assistance from WisDOT, approved by the Mississippi Parkway Commission in the early 2000's, and mapped soon thereafter; the route map is currently featured on the WisDOT website.

The Adventure Cycling Association works on two bicycling route networks: the U.S. Bicycle Route System—focused on linking urban, suburban, and rural area using a variety of biking facilities—and the Adventure Cycling Route Network—a mapped network that features rural and low-traffic roadways for long distance bicycle touring.⁴ The most significant Adventure Cycling Route is a cross-country route that includes Wisconsin; the route stretches across the state from Osceola, Wisconsin to Escanaba, Michigan with a route option to Manitowoc (where it crosses via a ferry to Michigan). Many informal regional routes have also been established which could potentially become WIBRs in the future.

Approach for WIBR Designation of the Proposed Routes in this Report

The same approach used in this project for achieving USBR designation was also used for the WIBRs with one exception: local jurisdictions were not specifically contacted by letter to garner support for state route designation. The public involvement section of this report and the approach outlined above for USBR selection details the approach also used for the WIBRs.

Next Steps

There are a number of additional steps that need to be completed before the proposed WIBRs are formally designated. Unlike the USBRs, there is no formal process or application already established for designation of state routes. So unlike the national process where Wisconsin participates in an already functioning process, WIBR designation is new. The following are suggested steps before seeking state level designation. These are in addition to proceeding with final approval of the report.

Garner additional support

For roads and trails proposed for WIBRs that are under local jurisdiction, letters were not sent to communities, towns and counties. This step in garnering local support was outside of the scope of this project. As such, additional outreach is recommended. One option to achieve this outreach is to make broader use of the assistance of RPCs and MPOs to solicit feedback and foster support for the routes. This can take the form of regional and county meetings, workshops, and general outreach efforts which should include letters to affected

⁴ <https://www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/>

jurisdictions for affirmation of local support (e.g. letters of support). Statewide organizations such as Wisconsin Bike Fed may also undertake and coordinate efforts to secure local support.

Once sufficient outreach has been conducted and local support of a proposed route has begun, coordination with the DNR and WisDOT should occur. Turn-by-turn directions of the proposed route will need to be produced along with documentation of public outreach efforts including letters of support from RPCs, MPOs, communities, towns and counties as well as bordering states where crossing points exist. Any issues concerning the proposed route by local governments and resultant communications should be addressed and documented. If realignments are suggested to the proposed WIBRs, DNR and WisDOT need to be informed. If there are not changes to the proposed WIBRs, documentation of public outreach efforts and local support should be submitted to the agencies. After DNR and WisDOT receive appropriate local support documentation, these agencies will officially designate a WIBR by inclusion of the route in state-level materials such as the DNR State Trail Network Plan and the *Wisconsin State Bike Map*.

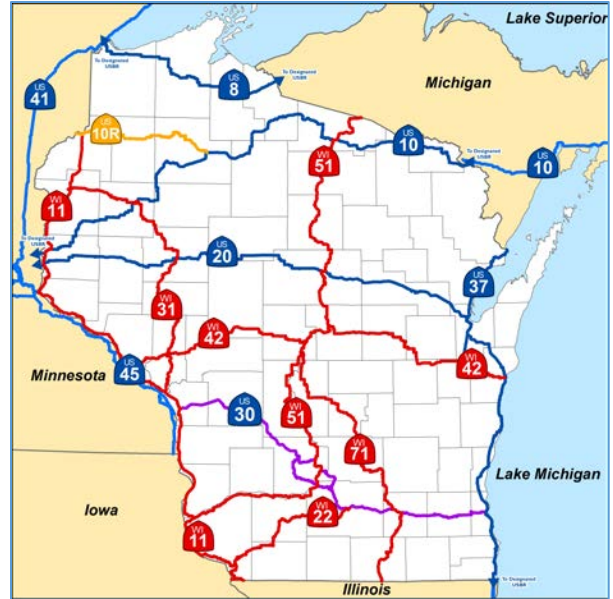
DNR and WisDOT approvals

The DNR and the WisDOT are the sponsoring agencies for the Wisconsin Bikeway project. The DNR also owns considerable trail mileage being proposed for state routes and their approval of the proposed routes is an important last step. The DNR (when DNR lands are involved) and WisDOT will approve the proposed WIBRs based on the completion of the steps outlined above, once that work is completed.

7 | Proposed Routes

The Wisconsin Bikeway project proposes specific route alignments within the project study corridors. There are a total of four USBRs and six Wisconsin Bicycle Routes (WIBRs) proposed. There is also an alternate alignment for USBR 10 shown in orange in Figure 2. This alternate alignment may be considered in the near future since the alignment may better connect with Minnesota’s portion of USBR 10. Further, USBR 30, shown in purple, is a separate, pre-existing project that has secured the necessary local support and was designated as Wisconsin’s first U.S. Bicycle Route in 2020. It is displayed on this map and in individual maps to illustrate its connectivity to the proposed routes in this report.

All of the proposed routes developed as part of this report have multiple individual map sheets providing considerably more detail. These sheets provide general information about each route, turn by turn route alignment, key route features and as appropriate, major barriers that may be considered or evaluated in the future to improve bicycle travel.



potential Route 10 realignment in orange.

Appendix F is a map of the roadway conditions for each proposed route.

USBR 8

Primary Statistics

Report Maps	Maps 8-1 to 8-3
Route Begins	City of Superior at Bong Bridge (connects into Duluth, MN.)
Route Ends	Hurley, Wisconsin (connects to Ironwood, MI via Poplar Street)
Miles	124.5

Narrative

USBR 8 is 124.5 miles long. It runs from the City of Superior to the City of Hurley through four counties. This USBR has the highest percentage of miles (33.8%) routed along state highways. The route is generally flat with only a 2-mile segment that exceeds a 2% grade (there are other hills that exceed this threshold, but they are short). The route is very scenic with significant segments along forests and lakes. This is especially true in Bayfield County just south of the Village of Iron River.

Route conditions are very good. Bicyclists can expect to experience great views and low to moderate amounts of traffic. Currently there is only a two-mile-long segment of county trunk highway that falls within the undesirable bicycle condition rating. A connecting route to the City of Ashland could be established which would add approximately 15 to 20 miles roundtrip to Ashland and back to USBR 8. This is important since it would act as a connection to a full-service center, which is scarce in this part of Wisconsin.

In the City of Superior, the route follows the locally designated bicycle route to the USH 2 Bong Bridge. The bridge has a separated narrow path (sidewalk) that bicyclists use, as bicycles are not allowed on the USH2. At east end of the route in Hurley, the route connects into Ironwood near downtown and makes a connection to Michigan's Iron-Belle Trail.

Potentially Challenging Sections

Highway/Road	From	To	Miles	Description
CTH H	Highway 2	Pine Lake Road	2	CTH H is rated in the undesirable category for 2 miles south from STH 2 (Iron River) and moderate for another 2 miles.

Notes

The overall condition for cycling along this route is very good. There are some segments that may need attention in the future. Approximately a three-mile-long segment of STH 77 between Iron Belt and Montreal is only 24 feet wide without a paved shoulder, but traffic volumes are low at or just over 1,000 ADT.

USBR 10

Primary Statistics

Report Maps	Maps 10- 1 to 10-9
Route Begins	Houlton, Wisconsin (Connects into Stillwater, Minnesota)
Route Ends	Niagara, Wisconsin (connects to Iron Mountain, MI. via Hwy 151)
Miles	346

Narrative

USBR 10 is 346 miles long. Almost 250 miles of the route are on state and county highways and include segments of the popular Vilas County bike trail system. It runs between Houlton, Wisconsin (Stillwater, Minnesota) and Niagara, Wisconsin (Iron Mountain, Michigan). It generally follows a 25-year-old Adventure Cycling *North Lakes* bicycle route.⁵ From Park Falls to Iron Mountain, the route travels through the lake district of the state, one of the most popular tourist destinations in the state.

The route is mixture of landscapes. In St. Croix County, the landscape is primarily farmland with isolated stands of woods. In Polk and Barron Counties, the route does encounter long segments of forests and lakes, but is still primarily farmland. Numerous lakes and forests characterize the landscapes of the northern segment. The route travels through numerous small communities in Polk and Barron Counties and a regional hub – Rice Lake. From Rice Lake to the Michigan border, communities are more spread out and relatively small, thus bicyclists may need to travel a bit further for services.

The route is generally flat except through a portion of the Blue Hills between the City of Rice Lake and the Village of Birchwood. Several grades exceed 5% for short distances. There is also a long steep climb from the St. Croix River bridge to the top of the bluff but the views along the St. Croix River justify the climb.

Options for alignment were more limited in the northern counties for this route especially the Mercer/ Park Falls/ Birchwood connection due to a limited number of roadways. Options increased significantly between Rice Lake and Houlton. Only five miles of roadway are considered challenging sections and rated as undesirable from a traffic conditions standpoint.

Potentially Challenging Sections

Highway/Road	From	To	Miles	Description
CTH J	Highway 51	CTH H	1	USBR 10 is routed on STH 51 for less than 2 miles and then onto CTH J for one mile. That segment of STH 51 is rated in the moderate category, but the segment of CTH has over 2,000 ADT on 22 feet wide. However, there is a paved shoulder of varying widths just on the east side of the highway.
CTH W	CTH J	CTH K	2.5	Just north of Manitowish Waters, the route travels on CTH W, a 22-foot wide rural highway with 1,500 ADT and high seasonal peaking.
CTH N	Bridge at Highway 95	Boullires Rd	1.5	A small segment of county trunk highway just east and south of the unincorporated village of Aurora. Conditions vary but the highway has a combination of higher volumes and poor sightlines.

Notes

⁵ Adventure Cycling Association is the largest national bicycle touring organization which began in 1975 to develop and promote a bicycle route across the United States. The organization has mapped dozens of national routes since that time.

Wisconsin Bikeways Report

East of Eagle River, the route takes STH 70 for several miles. STH 70 has over 5,000 ADT with 5 foot paved shoulders and is rated in the wide paved shoulder category. A widened shoulder, to 8 feet, may improve the bicycle condition rating, but that stretch of roadway will continue to be a busy stretch for bicyclists without a good parallel option.

Through the public involvement process it was learned that the State of Minnesota is interested in moving USBR 10 north across their state and not through the Minneapolis-St. Paul metro area. This would require corridor realignment in Wisconsin for that USBR which would have to be done through AASHTO via Adventure Cycling Association. From a national routing perspective, it makes sense as it spaces the routes across both states more evenly. A proposed "re-route" has been drafted as part of this report and is displayed on the report maps accordingly in the event that this new alignment moves ahead. The proposed re-route is situated in northern Wisconsin and does not run through west central Wisconsin as does the proposed USBR. Coordination with Minnesota DOT should continue as this could influence Wisconsin USBR realignments or at least the connection point at the border. Although, USBR 10 and USBR 10 reroute are included in this report, only one alignment should move forward for designation.

USBR 20

Primary Statistics

Report Maps	Maps 20-1 to 20-11
Route Begins	Hudson at the I-94 Path (connects to Washington County, MN.)
Route Ends	Manitowoc Ferry (connects to Ludington, MI. via Lake Michigan ferry)
Miles	335 miles for the primary route including the Mountain-Bay State Trail and the Fox River State Trail. The alternate route from Brillion to Weston adds 7.0 miles in total length for bicyclists choosing that option.

Narrative

USBR 20 cuts east-west across the widest portion of the state. It has two parallel routes between Brown County and Wausau. The northern route is on the Mountain-Bay State Trail; the southern parallel alternative route follows local roads. The total route mileage including both of these parallel segments is approximately 470 miles. However, choosing one route or the other would require a cross-state route of either 335 or 342 miles. Like the other Wisconsin routes, there are segments with some rolling hills, but generally, route conditions are relatively flat. The unique feature of this route is that bicyclists can choose between a totally on-road route that crosses the Fox River in Wrightstown or a more trail-focused route which uses trails starting near Brillion, then up to Green Bay, then west to the Wausau metro area.

This is one of the longest routes in the state. The on-road segments make abundant use of low volume county and town roads and riding conditions are excellent. The route is generally flat with gentle rolling hills between Glenwood City and Lake Wissota and between Manitowoc and Brillion. The route's landscape is characterized consistently by farmland.

Of all the routes proposed in this project, USBR 20 gives bicyclists the option of using the longest stretches of trails. About 35% of the route is on state trails. The on-road segments offer some the quietest country roads of any USBR in the state. The on-road route makes use of the Fox River bridge crossing in Wrightstown thus positions bicyclists about 15 miles from the trails option starting in Green Bay.

There are only 3 miles of county highways on USBR 20 that are currently in the "undesirable category" for biking condition rating. There are no state highways in that category. There are two stretches of town road with higher traffic volumes – a total of 6 miles with over 1,000 ADT. One is located on the edge of Wausau and the other at the edge of Hudson.

Potentially Challenging Sections

Highway/Road	From	To	Miles	Description
CTH G	Highway 128	Highway 170	2	CTH G is rated in the undesirable category and is the longest stretch of roadway that falls into this category for all of USBR 20
CTH X	Sportsman Drive	Swan Road	1.3	This currently has either no paved shoulders or very narrow paved shoulders (approximately 2 feet wide).

Notes

This proposed route features excellent riding conditions. Three miles of on-road connecting route (CTH MMM) for the Mountain-Bay Trail on the west side of the City of Shawano has most recently been rated as having moderate and undesirable conditions for bicyclists. An alternate route using primarily town roads can avoid this segment of county highway and also avoid an at-grade crossing of Highway 29.

USBR 37

Primary Statistics

Report Maps	37-1 to 37-6
Route Begins	Wisconsin-Illinois Border at Pleasant Prairie (Winthrop Harbor, Illinois)
Route Ends	Wisconsin-Michigan Border at Marinette (Menomonee, Michigan)
Miles	238 miles total for the primary route from Illinois to Michigan (the two alternate routes add 1.6 miles)

Narrative

USBR 37 runs the length of eastern Wisconsin. It runs along Lake Michigan and Green Bay. Like USBR 20, there are options to use more or fewer trails in Milwaukee and Ozaukee Counties. The grades are generally flat although there are rolling hills between Manitowoc and De Pere. This route is by far the most urban of all the Wisconsin bike routes connecting the Chicago metro area with five metro areas in Wisconsin. As such, it has the most potential for also accommodating high daily use and will become Wisconsin's contribution to the Lake Michigan circle route.⁶

A high percentage (41%) of this route is located on trails, many within the five metro areas. These include the Milwaukee-Racine-Kenosha (MRK) Trail, the Oak Leaf Trail (Milwaukee County), the Interurban Trail (Ozaukee and Sheboygan Counties), and the Fox River Trail. A popular on-road option is provided in parts of Milwaukee and Ozaukee Counties.

Potentially Challenging Sections

Highway/Road	From	To	Miles	Description
Highway 32 (Douglas Ave.)	MRK Trail	Puetz Road	2	This segment has over 9,000 ADT and 3-foot paved shoulders. It is also one of the few connections for bicyclists and motor vehicle traffic between Milwaukee and Racine. Cyclists already use the roadway in high numbers, according to the Strava Global Heatmap (labs.strava.com/heatmap/).
CTH B	CTH BB	Rader Road	1.5 mile	CTH B just south of Marinette is rated as being moderate for a 2.5-mile section and undesirable for bicycling for another 1.5-mile section.
CTH X	Sportsman Drive	Allouez village limits	1	Currently rated as undesirable

Notes

None

⁶ The Lake Michigan Circle route is an initiative to connect bicycle routes around the lake running through Wisconsin, Michigan, Indiana, and Illinois.

WIBR 11

Primary Statistics

Report Maps	11-1 to 11-10
Route Begins	Wisconsin-Iowa-Illinois Border (Dubuque, Iowa)
Route Ends	Wisconsin-Minnesota Border west of Danbury (Highway 77 crossing into Minnesota)
Miles	Approximately 450 miles total including both on-road and off-road routes; approximately 370 to 385 miles for either route. The Gandy Dancer Trail is 50 miles long and Great River Trail is 25 miles long.

Narrative

WIBR 11 merges two route segments. The existing Mississippi River Trail/Great River Road Trail constitutes the southern segment from the Illinois border to Prescott, Wisconsin. From there WIBR 11 is routed along the St. Croix River to St. Croix Falls. From St. Croix Falls all the way to Danbury, the Gandy Dancer Trail is provided as an off-road route option.

The route along the Mississippi River begins as being hilly in Grant County, but is flat all the way from the Wisconsin River to Maiden Rock. The route is hilly from Maiden Rock to St. Croix Falls and relatively flat for the remaining segment in Polk and Burnett Counties. There are very long segments of this route where the Mississippi River is visible and views are impressive. The route uses STH 35 for a very long segment between Grant and Pierce Counties.

WIBR 11 is approximately 370 to 385 miles from point to point depending on the route option chosen. The vast majority of the route is on roads, but there are two major opportunities to use trails – the Great River State Trail and the Gandy Dancer State Trail. (Short trail segments are possible in La Crosse, Prairie du Chien, and St. Croix Falls.) The route follows the established Mississippi River Trail (MRT)/Great River Road Trail from Dubuque, Iowa to Prescott, Wisconsin which is approximately 250 miles in length. This section of route follows long segments of the Mississippi River which is visible to bicyclists especially between Bridgeport and Prescott. North of Prescott, the route follows the St. Croix River north to St. Croix Falls. At that point the route takes bicyclists slightly away from the river corridor and up to a crossing of the St. Croix River at Highway 77 in Burnett County and then into Minnesota. The grades of this route vary significantly. From Dubuque to the Wisconsin River bridge crossing the route is characterized as being very hilly. However, once across the Wisconsin River there are only minor hills to a point just east of Bay City, Wisconsin. There is a major hill at Bay City and numerous others to Prescott, but they are much smaller. The route flattens in Polk and Burnett counties.

A high percentage (79%) of this route is located on highways, Highway 35 in particular. All bicycle and motor vehicle traffic traveling between the cities and towns on the Mississippi River from the Wisconsin River north is funneled between the bluffs and the Mississippi River to the west. About 50% of the length of this section is on STH 35. This highway has a wide range in traffic with some segments being as low as 2,000 vehicles per day and up to nearly 10,000 vehicles per day. STH 35 from the Wisconsin River to the City of Prescott has paved shoulders with nearly all of it being 5 foot or greater. Almost the entire length of the highway has at least five foot paved shoulders.

WIBR 11 is poised for connections into East Dubuque and Dubuque but will require more coordination.

Potentially Challenging Sections

Highway/Road	From	To	Miles	Description
Highway 35	Village of Genoa	Village of Stoddard	4	This is one of the few remaining sections of Highway 35 with three foot paved shoulders
Highway 35	CTH K	City of La Crosse limits	2	This currently has wide paved shoulders, but heavy traffic.

Notes

Highway 35 runs concurrent with Highways 151 and 61 as a 4-lane limited access highway from Dickeyville to near the state line with Illinois. The MRT primarily uses county and town roads within this corridor and not 151/61/35 itself, but there are some segments where it is routed on this highway. Further regional and local planning efforts could consider opportunities to improve or create connections to local roads for better continuity in the route.

WIBR 22

Primary Statistics

Report Maps	22-1 to 22-6
Route Begins	Mississippi River at Dubuque
Route Ends	Blair and Williamson Streets in downtown Madison, Wisconsin
Miles	Approximately 160 miles total, but mileage includes a trail option which adds approximately 45 miles

Narrative

WIBR 22 connects the northeast corner of Iowa and the northwest corner of Illinois to Madison. From Dubuque, WIBR 22 runs concurrent with WIBR 11 to Dickeyville. It is approximately 110 miles for either a complete on-road option or a trail option. The trail option uses just over 50 miles of trail from Mineral Point to Madison. The route is roughly 80% contained in the Driftless area of Wisconsin making it hilly. However, since there are relatively flat trail options beginning in Mineral Point and ending in Madison, many of the hills can be avoided if desired.

Landscapes along the way are almost entirely farmland. The on-road option skirts Dodgeville, which is an important service location for bicyclists and features the nearby trailhead for the Military Ridge Trail.

From a bicycle condition rating standpoint, there are no significant segments of roadway that are considered challenging from a traffic standpoint. Midtown Road entering Madison is likely to carry over 1,000 vehicles per day from Shady Oak Lane to the City of Madison city limits, although only an older traffic estimate (likely to be at least twenty years old) was available at the time of this report.

Potentially Challenging Sections

Highway/Road	From	To	Miles	Description
None				

Notes

None

WIBR 31

Primary Statistics

Report Maps	31-1 to 31-6
Route Begins	Holmen, Wisconsin
Route Ends	Danbury, Wisconsin (the Highway 77 bridge forms the crossing into Minnesota)
Miles	Approximately 200 miles total

Narrative

WIBR 31 is approximately 200 miles long connecting Holmen, Wisconsin with Luck, Wisconsin then connecting with WIBR 11 to the Minnesota border. The particular route is very hilly, but makes a connection between two metro areas (La Crosse and Eau Claire) over the southern and hilliest half of the route. It also features the Chippewa River State Trail which connects the cities of Eau Claire and Chippewa Falls. The southern half uses many of the same roads as the original North-South Wisconsin Bikeway (1978). The northern half of the route – north of Chippewa Falls – is comparatively flat. The landscape is characterized as very hilly farmland for the southern half and a combination of farmland, wooded areas, and lake areas in the northern half.

The route uses an abundance of lower volume town roads and county highways. There is only one small segment of town road near the City of Chetek that exceeds 1,000 vehicles per day. There are no county or state highways that are rated in the undesirable category for bicycling conditions.

Potentially Challenging Sections

Highway/Road	From	To	Miles	Description
None				

Notes

None

WIBR 42

Primary Statistics

Report Maps	42-1 to 42-7
Route Begins	Manitowoc (downtown)
Route Ends	Fountain City (at Route 11, Highway 35)
Miles	320 miles with both on-road and off-road options

Narrative

WIBR 42 is a long east-west route across the state with several trail options. It forms a connection between Manitowoc and Fountain City. Bicyclists using either route options (on-road and trail) would travel about 275 miles to ride across the state. The proposed route runs concurrent with USBR 20 from Brillion to Manitowoc and concurrent with WIBR 51 from Wisconsin Rapids to Stevens Point. The eastern half of the route features as an off-road option the use of the Tomorrow River, Wiouwash, and Friendship State Trails. The western half uses primarily low volume state highways.

Landscapes along the way are almost entirely farmland. The western third of the route is hilly in contrast with the rest of the route which is flat. One of the main characteristics of this route and corridor is that there are very few communities on the route especially from Wisconsin Rapids to Fountain City and the few that are located on or close to the route do not always provide the full range of services.

From a bicycle condition rating standpoint, there are no significantly long segments of roadway that are considered very challenging from a traffic standpoint.

Potentially Challenging Sections

Highway/Road	From	To	Miles	Description
Highway 95/53	Blair city limits	Where Highways 95 and 53 split	1.5	Rated as undesirable with 3 foot paved shoulders and 4,800 ADT.

Notes

None

WIBR 51

Primary Statistics

Report Maps	51-1 to 51-11
Route Begins	Bridgeport (intersects with WIBR 11)
Route Ends	Land O' Lakes (Michigan border)
Miles	385 miles

Narrative

WIBR 51 is the longest north-south state route at approximately 385 miles. It runs the length of the Wisconsin River from the Mississippi River to the City of Merrill. Bicycling this corridor is popular especially for group rides. The southern route segment west of Sauk City has more views of the Wisconsin River. The segment from Bridgeport all the way to Wausau is primarily farmland with some wooded areas especially near Wisconsin Dells. North of Wausau, the route transitions to wooded terrain with lakes especially north of Tomahawk. This segment includes the Bearskin State Trail.

The route is generally flat, but does cut through the driftless area of the state. It hugs the river through this area allowing a fairly level route. The route features two trails in northern Wisconsin – the Bearskin and the Hiawatha.

Since WIBR 51 is routed as close to the Wisconsin River as practical, there are several road segments with higher traffic volumes and narrow roadway surfaces that are longer than 2 miles in length.

Potentially Challenging Sections

Highway/Road	From	To	Miles	Description
Highway 14	Village Edge Road in Arena	Blynn Road	2	Rated as undesirable since ADT is over 7,000.
Highway 130	Hwy 133	Kennedy Road	1.5 miles	Includes two bridges across the Wisconsin River which are narrow and are rated in the undesirable category for bicycling.
Highway L	Prairie Rapids Road	Rocky Road	3 miles	The Hiawatha Trail drops for this segment and bicyclists on routed on CTH L.
Highway 70	Blue Island Road	Highway C	2 miles	This segment of state highway has over 4,000 ADT with high peak days and only 3 foot paved shoulders.

Notes

None

WIBR 71

Primary Statistics

Report Maps	71-1 to 71-10
Route Begins	City of Beloit at Illinois-Wisconsin State Line
Route Ends	City of Nekoosa at intersection with WIBR 51
Miles	200 miles

Narrative

WIBR 71 is a relatively short route connecting Beloit with Nekoosa. It is 200 miles long and uses considerable segments of trail through Rock and Jefferson Counties. The route is generally flat. Mostly town and county roads are used between Lake Mills and Nekoosa.

The extreme southern portion of the route is fairly urban and suburban as it forms an inter-city connection between Beloit and Janesville. From Janesville to Lake Mills, the route uses the Glacial River and Glacial Drumlin State Trails. From there, a variety of roads are used to take bicyclists through Waterloo, Columbus, Montello, and Adams-Friendship. Although there are a few lakes, the views are primarily of farmland.

Roadway conditions for bicycling are very good; there are no segments of roadway falling in the undesirable category. There is a two-mile segment of town road leading into Janesville where the ADT exceeds 1,000 vehicles per day. There is also a six-mile segment of CTH Z south of Nekoosa that is rated in the moderate category.

Potentially Challenging Sections

Highway/Road	From	To	Miles	Description
None				

Notes

None

8 | Priority Route and Implementation Designation Recommendations

The main product of this project is a series of proposed bicycle routes. Each route is individually detailed in the profiles under the proposed U.S. and Wisconsin Bicycle Routes section of the report. While the ideal outcome of this effort would be that all proposed USBR and WIBR proposed routes be designated at once, it is very ambitious.

USBR Priorities

While it is recommended that all four proposed routes be submitted to AASHTO for designation, a staged approach may be desirable. If a staged designation approach is selected, USBRs 8 and 37 are recommended to be pursued as priorities for following reasons:

USBR 8

Michigan DOT is working on its Iron Belle Trail which connects to Wisconsin in Hurley. Minnesota is interested in focusing its efforts in 2016 on making Northern Minnesota connections and these would cross state lines to Wisconsin for Routes 8 and 10. USBR 8 in Wisconsin primarily uses low volume state highways from Hurley to Superior. This is the shortest of all routes and there were no outstanding comments or concerns raised by jurisdictions during the public involvement phases of this project.

USBR 37

The Illinois connection has already been established in Winthrop Harbor, Illinois. This route uses a very high percentage of local routes, paths, and bikeways. It uses a long section of the Milwaukee County Oak Leaf Trail and makes opportunistic use of connections between five metro areas in Wisconsin. It will become part of the Lake Michigan Circle route⁷ and has the potential of being the highest use route in the state due its scenic qualities and nearby population base.

WIBR Priorities

This report recommends the designation of six Wisconsin Bicycle Routes. Although it is recommended that all routes be designated, WIBR 11 and WIBR 51 stand out as priorities for designation for the following reasons:

WIBR 11

The lower portion of WIBR 11 is already designated as the MRT/Great River Road Bikeway and is mapped and on the WisDOT website. Extensive coordination occurred between WisDOT, the Mississippi River Parkway Commission, and the Mississippi River Trail Inc. leading up to and after the route's development. The northern portion of the route could also be for consideration as USBR 41. Minnesota DOT is currently pursuing and coordinating development of USBR 41 in Minnesota. It would be timely to coordinate the connection point of these routes at the state border.

WIBR 51

⁷ The Lake Michigan Circle route is an initiative to connect bicycle routes around the lake running through Wisconsin, Michigan, Indiana and Illinois

WIBR 51 follows the Wisconsin River and is a popular corridor for bicycling, and in some segments uses the same route as the GRABAAWR ride (GReat Annual Bicycle Adventure Along the Wisconsin River). WIBR 51 also features the Hiawatha Trail and the Bearskin State Trail.

9 | Potential Opportunities to Enhance Proposed Bicycle Routes

Overall, the Wisconsin bikeways are routed over road segments that offer very good conditions for bicycling. The vast majority of roadways fall into the moderate to best conditions category for bicycling. Use of state, county and city trails were maximized as well often permitting two favorable options for bicyclists for a single route. Good roadway conditions for bicycling ratings mostly reflect the efforts to select appropriate routes within the corridors as described in earlier parts of this report. However, even with those efforts, a very small percentage of road segments with high traffic volumes or with narrow roadways were unavoidable, due to the lack of alternative routes for both bicycle and motor vehicle traffic.

Where the Wisconsin bikeways were routed over state or county highways, the majority of the highways in the Wisconsin Bikeway System (over 80 percent) are rated as having the “Best Conditions” for bicycling. A very small percentage (2.6 percent) of the highways is rated as having undesirable conditions (see Appendix E for a small scale map). This is a positive result and compares favorably to existing routes established in other states where traffic volumes are heavier and/or there are heavier volume roadways without paved shoulders.

About 1,385 miles (or approximately 49 percent) of the Wisconsin bikeways are routed over town roads, which offer some of the best bicycling conditions because of their low traffic volumes. Near urban areas and in corridors with few alternatives, town roads sometimes have moderate volumes and sometimes with higher percentages of truck traffic. Town roads with over 1,000 ADT may need to be considered for facility enhancements for bicycling. This report did not attempt to analyze the biking conditions on City and Village roads because they make up such a small percentage of the total network and because the proposed routes in this report tried to find existing urban bike routes and bike lanes using community and county bike maps and websites. Longer-distance urban trails were used where possible most notably including the Fox River State Trail, the Oak Leaf Trail in Milwaukee County, the Chippewa River State Trail, and the Interurban Trail out of Milwaukee into Ozaukee Counties

This report has included information on some potentially challenging sections for bicycling, that bicyclists may encounter along the proposed routes. This report focused on existing facilities and identifying long-distance bike routes that interconnect trails and communities across the state. Planners and designers should use information in this report to evaluate opportunities to improve conditions for bicycling, particularly the sections that may be less favorable for biking. Further, it’s important to have continued coordination with the appropriate roadway or trail authority as they may make assessments and scope improvement projects. In general, it is good practice to consider improvements for all roadway users including bicyclists on roadway improvement projects.

A simple and common way to improve conditions for bicycling may be by providing a paved shoulder or wider paved shoulder (5 foot or more). A paved shoulder provides overall safety and operational benefits to roadway users, including bicyclists where there are higher traffic volumes. There may be roadway segments that even with a wider paved shoulder still may present undesirable conditions for bicycling because of high motor vehicle traffic volumes. Improvements on parallel roadways or opportunities for shared-use paths that complement the roadway network could be enhancements to Wisconsin’s WIBRs and USBRs. However, the focus of this report is to identify existing opportunities for long-distance bike routes. Overtime, if it is necessary or desired to change route alignments this can be further explored.

10 | Future Bicycle Routing

This report recognizes that over time, there may be interest in considering additional state routes and extensions, as this effort could not examine all route opportunities in Wisconsin. Additionally, there may be a need to realign routes as new bike facilities are developed, or traffic volumes, land uses and destinations change. This chapter suggests a process that could be used to consider new state routes or the realignment of existing routes. For example, as part of the public involvement process two corridors were identified where there may be considerable support for additional Wisconsin Bike Routes:

- The area north from the City of Jefferson through Dodge County aligning with, and perhaps using, the Wild Goose Trail. This route could continue north through Winnebago and Outagamie Counties to connect with USBR 20 and WIBR 42.
- An area extending from the Illinois border north of Freeport, IL to Madison following the general alignment of the Badger State Trail.

The following are suggested steps to evaluate and consider new routes:

Step 1: Review Route Selection Methodology in the Bikeways Report

Prospective route sponsors should contact Wisconsin Bike Fed to initiate discussions about a new route. Sponsors should work with RPCs and MPOs to ensure that a proposal to change/alter existing designated route or proposed a new route meets long-range planning efforts and priorities in the region as well as the criteria outline in this report. Sponsors will typically be a government jurisdiction or group of government jurisdictions; however, if non-profit groups, trails' friends groups, or other groups of interested citizens have suggestions they should coordinate with regional, county and local governmental agencies and Wisconsin Bike Fed.

USBR corridors have already been established a part of the National Corridor Plan. Additions and changes to USBR prioritized and alternate *corridors* should go through Adventure Cycling Association who is acting on behalf of AASHTO for USBR route development. Changes to designated *routes* in these corridors will go through the same process as state route designation and explained below. However, changes to the USBRs will need to go through the additional step of being approved by AASHTO.

A check sheet should be developed to help sponsors through this process.

General criteria for future state routes are provided below. In order to be considered for a state route there must be regional significance which is supported by the following corridor selection standards (the first two are required and one of 3 through 5 criteria must be met):

1. The corridor is longer distance and crosses through at least two counties;
2. The corridor connects to other designated routes and/or makes a connection to another state;
3. The corridor has unique amenities and/or has continuous amenities (runs for significant distance along a river, lake, etc.);
4. The corridor has important destinations such as state parks, urban areas, historic areas; and
5. The corridor will support a route that makes significant use of already identified local or regional bike routes or trails.

Step 2: Draft the Proposed Route

Sponsors will prepare a draft proposed route within the corridor. If a proposed route is already drafted, this step calls for the sponsor to evaluate the route based on the criteria below. There are many resources and personnel that can answer questions or provide feedback in the preparation of the route—county and regional planners, MPO staff, DNR recreation liaisons, Wisconsin Bike Fed staff, WisDOT regional bicycle and pedestrian coordinators, and bicycle clubs.

Developing a draft proposed route involves the following assessments:

Use the route selection guidelines criteria established for the Wisconsin Bikeways project offered in the previous section as guidelines (roadway/trail suitability, services, amenities, directness, and grade).

Review regional, county, and local bicycle plans, routes, and trail systems and determine what might fit into the proposed route. Trail surfaces must be suitable for touring bikes (pavement or crushed, hard-pressed gravel) and trail connections must be easy to locate. Only nonmotorized trails (aside from snowmobile use) should be considered.

Make the draft proposed route available to stakeholders for comment; online or printed maps should be developed and available for review and comment.

Step 3: Secure Local Support for Proposed Route

Affirm local support for the route from operating and maintaining jurisdictions of the proposed route. Sponsors should consider the following in obtaining support for the draft route.

Research and document all of the state or local agencies that have operating and maintenance authority/jurisdiction over the route, including county, town, village, and city governments, DNR, tribes, and parks and recreation or federal land agencies such as U.S. Forest Service, and/or others.

Provide information on the importance and value of long distance bike routes and travel.

Contact agencies with jurisdiction (operation/maintenance authority) over the roads and trails to solicit feedback on the draft proposed route and to seek support. Build support for the designation of the route and secure letters or resolutions of support.

Step 4: Route Adjustments

Based on evaluations and feedback from the previous steps, adjustments or refinements to the proposed or existing designate route may be necessary. Concerns and issues regarding a proposed route should be addressed.

Step 5: Submit Proposed Route for Review and Designation

By this step, the route sponsor should have coordinated their efforts with RPCs/MPOs, Wisconsin Bike Fed, roadway and local authorities, and appropriate state agencies (DNR and WisDOT). Information and materials produced should include turn-by-turn directions of the route, in electronic format if possible, and documentation of coordination with the RPC/MPO, county or local plans, public outreach efforts, and letters of support/resolutions from local jurisdictions that have operating and maintenance authority over the proposed route. The materials should summarize information on any concerns raised and how those issues were addressed. If the proposed route connects to adjacent states, materials should be included demonstrating connections to the adjoining state and any comments as well. These materials will be reviewed by DNR and

WisDOT and may include reviews or input from statewide councils such as the Governor's Bicycle Coordinating Council. If the route is accepted and designated by the state agencies, statewide materials will be updated accordingly. For example, a designated route is included in DNR State Trail maps and *State Bike Map*.

11 | Statewide Route Numbering and Signing Methodology

This section of the report provides guidance on how USBRs and WIBRs should be identified and signed in Wisconsin.

Route Identification

USBRs and WIBRs should be clearly identified in order for users to be able to easily utilize the routes once they are designated. Overall, it is proposed that a numbering system should be used over of a naming nomenclature.

USBR Numbering

The national USBR system provides route numbers for prioritized corridors that are identified in the National Corridor Plan. In order to apply for designation for USBRs, a state (Wisconsin) must comply with the national numbering system. The USBRs that are identified as part of this project are USBR 8, USBR 10, USBR 20, and USBR 37. USBR 41, which is concurrent with WIBR 11, should also be recognized and coordinated with Minnesota further. Additionally, USBR 30 was designated though a separate effort. Figure 3 shows the USBRs in Wisconsin.



Figure 3: Proposed U.S. Bicycle Routes in Wisconsin

WIBR Numbering

It is recommended that WIBRs be identified by a number for conformity with the USBR and State Highway numbering system in Wisconsin. The following is recommended for numbering WIBRs:

- The numbering point of origin shall be the southwest corner of the state.
- Routes running primarily north-south shall be given odd numbers.
- Routes running primarily east-west shall be given even numbers.

Alternate routes (i.e. not a spur) shall be given “A” designation to precede the digit numbers. There are several proposed routes where there is an on-road and trail option. Generally, the trail option should be the standard route with the on-road route being the alternate route.

Initial route numbers shall increase by ten from one route to the next to reserve numbers for routes that may be designated in the future between existing routes.

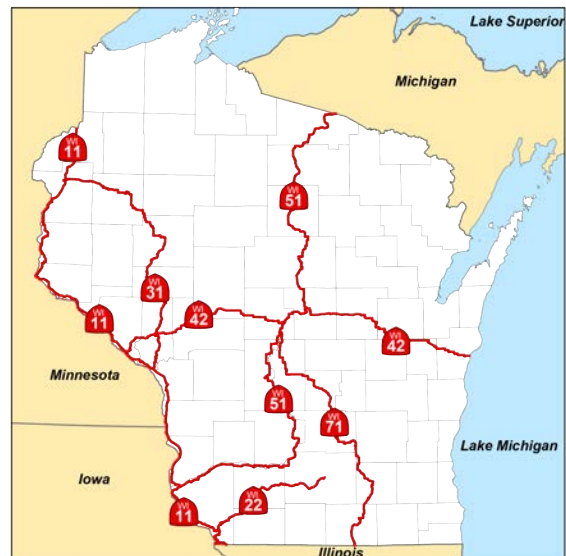


Figure 4: Proposed Wisconsin Bicycle Routes

Route numbers on the even 10s (i.e. 10, 20, 30...) shall not be used, nor shall any number used in the USBR National Corridor Plan for a USBR within Wisconsin.

The recommended WIBR route numbers are displayed in Figure 4.

Route Mapping and Signing



Mapping or signing of a route will not occur until it has been designated, either at the national or state level. Once a route is officially designated, at a minimum it should be mapped and presented on statewide materials as well as in other regional, county, and local materials. This will help in communicating the routes to the public. Physically signing a designated route is not required and will be a local jurisdiction decision. The report recommends that when USBRs and WIBRs are designated the routes be signed, but it is not required. Signing routes must proceed with the support and approval of the jurisdiction that owns the roadway or trail that is designated. There are benefits to signing designated routes, including easier navigation for bicyclists and alerting motorists that they may encounter bicyclists on the route, and may enhance overall promotion of the route. Promoting a designated bike route, USBR or WIBR may also provide benefits to regional and local economies. See Adventure Cycling for more information and resources on promoting routes <https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/promote-a-u-s-bicycle-route/>. If routes are proposed to be signed, maintenance and repair should also be considered.

Generally, signage is desirable and is a higher priority on route segments where there are many turns and it is easy for bicyclists to lose their way. Signage is most effective when done in longer stretches. This often calls for collaboration among jurisdictions. For example, having the route signed through an entire county including the cities within the county.


Guidance

The Manual on Uniform Traffic Control Devices (MUTCD) provides requirements and guidance for how USBRs and bicycle routes, if the decision is made to install signage. WIBRs should be signed in the same manner as USBRs for consistency across the state, although they use identification different signs. The MUTCD Compliant Language presented here is drawn directly from the NCHRP 20-07 Task 350: U.S. Bicycle Route Signing Final Report.

Figure 4: Proposed Wisconsin State Bicycle Routes

ROUTE SIGNS				
Route	Sign	Dimensions	Color	Sample
USBR	M1-9	12" x 18" (path) 18" x 24" (road)	Green with white border and legend Note: The MUTCD specifies that the M1-9 sign is white on black; however, interim approval has been given to using the white on green color scheme depicted above. Interim approval from FHWA is necessary. Jurisdictions will have to apply for interim approval to use the M1-9 in green.	
WIBR	M1-8a	12" x 18" (path) 18" x 24" (road)	Green with white border and legend Note: It is likely that this sign will be replaced by or supplemented with a sign that allows the use of state outlines around the bicycle symbol; should this be allowed in the MUTCD, even on an interim basis, the state outline sign should be used.	
MUTCD Compliant Language (NCHRP 20-07)	<p>Route signs for bicycling are used in various assemblies to guide bicyclists and between designated bike routes.</p> <p>Where sign proliferation is a concern, U.S. Bicycle Route signs and assemblies may be posted on a common post with other state or local Bike Route signs. Bike Route signs and assemblies may be posted on a common post with Route signs for general traffic, if they do not confuse road users.</p> <p>Bike Route signs shall comply with minimum height and clearance standards as specified in the MUTCD. If a Bike Route Sign or assembly is added to post with an existing Route sign or assembly for general traffic, then the entire group of assemblies should be re-positioned so that all signs comply with the minimum height and clearance standards of the MUTCD.</p> <p>If posted on a common post with one or more assemblies providing route information for general traffic, U.S. and other bike route signs and assemblies should be grouped together in a position subordinate to (i.e. below or to the right of) all general traffic route signs. Within a group of bike route signs or assemblies, routes turning to or intersecting from the left should be grouped together on the left or the top; routes continuing or originating straight ahead should be grouped in the middle, and routes turning to or intersecting from to the right should be grouped on the bottom or to the right. After this directional sort, U.S., State and county routes should be mounted in that order; subject to this order of precedence, route signs for lower-numbered bike routes should be placed at the left or top.</p>			

JUNCTION ASSEMBLIES

<p>Description</p>	<p>Provide advance notice of where a numbered route intersects another numbered route.</p>	
<p>Required</p>	<p>Junction assemblies are required by the MUTCD at every intersection where numbered routes intersect, including where a numbered route for general traffic (e.g., a U.S. or state highway) intersects a numbered bike route. Junction assemblies may not always be appropriate or necessary for bicycle routes.</p>	
<p>MUTCD Guidance (NCHRP 20-07)</p>	<p>Junction assemblies shall be used in advance of an intersection where a designated bike route is intersected or joined by another numbered route, including a designated bike route. Junction assemblies shall consist of a Junction auxiliary sign (M2-1, "JCT", in the color scheme of the associated routes sign— i.e., green and white for most bicycle routes) mounted above the route sign of the bicycle route(s) to be joined or intersected. When posted independently of Junction assemblies for general traffic in urban areas, Junction assemblies for bike routes should be installed in the block preceding the intersection, not more than 150 feet from the intersection. In rural areas, independently posted Junction assemblies for bike routes should be placed not less than 200 feet from the intersection. Where two or more designated bike routes are joined or intersected at the same junction point, a single Junction auxiliary sign may be used for the assembly with all the route signs grouped in a single assembly.</p> <p>A Combination Junction sign (M2-2) may be also be used when two or more routes are to be indicated. If a Combination Junction sign is used, the numerals should be large enough for clear legibility and should be of a size comparable with those in the individual Bicycle Route signs such as the M1-9 or the M1-8 and M1-8a.</p> <p>If Junction assemblies are used on roadways with designated bike lanes or where bicyclists are expected to use the shoulder, they may be supplemented by pavement word and symbol markings, consisting of the word marking "JCT" and an elongated route shield should be large enough for clear legibility and should be a size comparable with those in the individual route signs." This would suggest that an M2-2 sign could be scaled to a reduced size appropriate to smaller bicycle route signs, such as the M1-9 or the M1-8 and M1-8a.</p>	

ADVANCED TURN ASSEMBLIES

Description	Used for general traffic to alert roadway users that a turn must be made to remain on the route.
Required	Advanced Turn Assemblies are required by a Standard in MUTCD Section 2D.31 (01), although their use may not always be appropriate or necessary for bicycle routes. Advance Route Turn assemblies may be especially important for bicyclists in advance of complicated intersections on wide roadways, such as multilane arterials, or where left turn lanes are added. In these environments, bicyclists may need to change lanes to set up a left turn.



<p>MUTCD Guidance (NCHRP 20-07)</p>	<p>Advance Turn assemblies shall be used in advance of an intersection where a turn must be made to remain on a designated bicycle route, to provide directional information appropriate to the necessary turn.</p> <p>The Advance Turn assembly shall consist of the appropriate Bicycle Route sign (M1-8, M1-8a, M1-x, M1-xa, M1-xb, or M1-9), and an Advance Turn arrow (M5-1, M5-2,) or word message sign. Minimum sizes for the signs that comprise a bicycle specific Advance Route Turn assembly are indicated in Table gB-1 of the MUTCD.</p> <p>When posted independently of Advance Turn assemblies for general traffic in urban areas, Advance Turn assemblies for bike routes should be no more than 100 feet from the subject intersection. If used in rural areas, independently posted Advance Turn assemblies for bike routes should be at least 150 feet from the intersection, and at least 100 feet from a preceding Junction Assembly and a following Destination sign. An Advance Turn assembly should not be placed where there is an intersection between the assembly and the indicated turn.</p> <p>Advance Turn assemblies for bicyclists may be located in a common posting with Advance Turn assemblies for general traffic routes, provided that they do not confuse road users. If Route Assemblies for bicyclists are added to an existing Turn assembly for general traffic, then the whole grouping must be adjusted to ensure compliance with minimum height and clearance standards of the MUTCD.</p> <p>If Advance Turn assemblies are used on roadways with designated bike lanes or where bicyclists are directed to use the shoulder, they may be supplemented by pavement word and symbol markings, consisting of the appropriate cardinal direction text, and an elongated route shield referencing the relevant routes that is turning and/or the route to be joined, and arrows indicating the appropriate turns. Pavement markings should be an elongated representation of the sign being supplemented. The pavement marking width should be the same as the represented sign. The pavement marking should be elongated relative to the sign for approach viewing and be to be twice the height of the sign.</p>
-------------------------------------	---

DIRECTIONAL ASSEMBLIES

Description	Directional assemblies are posted for use by travelers at an intersection where a turn is required to continue on a numbered route or join an intersecting route.
Required	Directional Assemblies are required, per the Standard described in MUTCD Section 2D.32 (01), at all locations where continuing numbered routes turn or where two numbered routes intersect. ¹³ This includes intersections where only one of the intersecting numbered routes is a bicycle route. Unlike Junction and Advanced Turn Assemblies, Directional Assemblies are an appropriate application for bicycle routes.



MUTCD Guidance (NCHRP 20-07)

Directional assemblies shall be placed at intersections where continuing designated routes turn, or where additional designated routes are intersected or joined. Directional assemblies shall indicate the turn of the continuing route and the directions of the joined or intersecting routes.

Directional assemblies should indicate the straight through movement of the continuing route only when there are other directional assemblies showing turns necessary to follow joined or intersecting routes (through movements are otherwise only confirmed by optional Confirmation Assemblies after the intersection).

Directional assemblies shall consist of the appropriate Route signs, supplemented by Directional Arrow auxiliary signs (M6-1, 2, 3, 4, 5, 6), and Cardinal Direction auxiliary signs (M3-1, 2, 3, 4), if needed. Minimum sizes of these auxiliary signs, when used for bicycle route assemblies, are indicated in MUTCD Table 9B-1.

Directional assemblies should ordinarily be placed at the near right corner of the intersection, but may be placed in other highly visible locations if the near right corner is not practical at a particular intersection.

Directional assemblies for bicyclists may be located in a common posting with Directional assemblies for general traffic routes, provided that they do not confuse road users. If Directional Assemblies for bicyclists are added to an existing Directional assembly for general traffic, then the whole grouping must be adjusted to ensure compliance with minimum height and clearance standards of the MUTCD.

If Directional assemblies for bicyclists are posted separately from Directional assemblies for general traffic, consideration should be given to placing Directional assemblies for bicycles on the near right corner, because of their smaller size, even if that requires placing Directional assemblies for general traffic on the far right corner or in another location.

CONFIRMATION ASSEMBLIES

Description Confirmation Assemblies inform bicyclists of which route they have chosen as they depart the intersection, either confirming that they successfully made their intended maneuver, or letting them know if they are on a different route so that they may correct the situation in a timely manner.

Required Confirmation Assemblies are not required by the MUTCD, but are recommended on the departing legs of all intersections of designated bike routes.



MUTCD Guidance (NCHRP 20-07)

Confirmation Assemblies should be used on the departing legs of intersections of designated bike routes.

Confirmation Assemblies should consist of the route sign for the designated route, supplemented by a Cardinal Direction auxiliary sign (M3-1, 2, 3, 4). Minimum sizes for these auxiliary signs are indicated in MUTCD Table 9B-1. When posted independently of Confirming assemblies for general traffic, Confirming assemblies should be placed 25 to 100 feet beyond the intersection of designated routes.

Confirmation Assemblies for bicyclists may be located in a common posting with Confirmation Assemblies for general traffic routes, provided that they do not confuse road users. If Confirmation Assemblies for bicyclists are added to an existing Confirmation Turn assembly for general traffic, then the whole grouping must be adjusted to ensure compliance with minimum height and clearance standards of the MUTCD.

If Confirmation Assemblies are used on roadways with designated bike lanes or where bicyclists are directed to use the shoulder, they may be supplemented by pavement word and symbol markings, consisting of an elongated route shield referencing the relevant route(s) being confirmed and text indicating the appropriate cardinal direction(s).

REASSURANCE ASSEMBLIES

Description Reassurance Assemblies are used to keep travelers informed of their routes. Reassurance assemblies are composed of the same elements as Confirming Assemblies: the Route sign for the designated bike route, supplemented by a Cardinal Direction auxiliary sign (M3-1, 2, 3, 4).

Required Reassurance Assemblies are not required by the MUTCD, but are recommended for USBRs and WIBRs.



MUTCD Guidance (NCHRP 20-07)

Reassurance Assemblies should be used at regular intervals along continuing U.S. and other designated bike routes when there has not been an intersection of bike routes, which necessitates the use of Confirmation Assemblies.

If posted independently of Reassurance Assemblies for general traffic, locations to consider posting reassurance assemblies for bike routes include the following:

- At intervals of 3-5 blocks in urban areas;
- At intervals no greater than five miles in rural areas, or at the midpoint between named places, whichever is shorter;
- Within 150 feet of passing a major roadway intersection;
- Departing highway rest areas and destinations that serve as rest areas for bicyclists (e.g. parks with restroom facilities, picnic tables, water, etc.);
- When leaving the municipal limits or developed margin of a community.

Reassurance Assemblies should consist of the route sign for the designated route, supplemented by a Cardinal Direction auxiliary sign (M3-1, 2, 3, 4). Minimum dimensions for the Cardinal Direction Auxiliary signs for bike route application are indicated in MUTCD Table 9B-1.

Reassurance Assemblies for bicyclists may be located in a common posting with Reassurance Assemblies for general traffic routes, provided that they do not confuse road users. If Reassurance Assemblies for bicyclists are added to an existing Reassurance assembly for general traffic, then the whole grouping must be adjusted to ensure compliance with minimum height and clearance standards of the MUTCD.

If Reassurance Assemblies are used on roadways with designated bike lanes or where bicyclists are directed to use the shoulder, they may be supplemented by pavement word and symbol markings, consisting of an elongated route shield referencing the relevant route(s) being reassured and text indicating the appropriate cardinal direction(s).

12 | Posterity

Moving forward, Wisconsin Bike Fed will host a copy of the finalized Wisconsin Bikeways Report. WisDOT and DNR will coordinate on providing the GIS data in this report for the proposed USBRs and WIBRs for public use, including for use in local planning efforts to assist with final route designations.

Appendix A | Focus Group Participants

Tourism Focus Group

David Spiegelberg, Wisconsin Department of Tourism
Gail Towers MacAskill, Wisconsin Economic Development Corporation
Tim Hyma, Sparta Area Chamber of Commerce
Cindy Burzinski, Vilas County Tourism
Joy Gieseke, Mineral Point Chamber of Commerce
Mary Motiff, Bayfield County Tourism
Jill Mrotek Glenzinski, WisDOT

Planners, Engineers, Commissioners Focus Group

Ann Freiwald, DNR
Jason Wilke, Waukesha County Planning
Dan Fedderly, Wisconsin County Highway Association
Cole Runge, Brown County Planning
Steve Grabow, University of Wisconsin Extension-Jefferson County
Aaron Ruff, Wausau MPO
Jerry Deschane, League of Wisconsin Municipalities
Mike Chechvala, Madison Area MPO
Andrew Struck, University of Wisconsin Extension
Jill Mrotek Glenzinski, WisDOT

Experts Users Group

Mike Rewey
Robbie Weber
Bruce Thompson
Eric Schramm of Bike Wisconsin
Dan Thyes - WisDOT
Dave Schlabowske, Wisconsin Bike Fed
Greg Ferguson
Arthur Ross, City of Madison
Jill Mrotek Glenzinski, WisDOT
Brigit Brown, DNR

Business and Commerce Group

Bill Hauda
Maggie Grabow, University of Wisconsin-Madison
Dana Johnson, Open Leaf Excursion
Chris Kegel, Wheel and Sprocket
Richard Schwinn, Waterford Bikes
Dave Clements, La Crosse Area Convention and Visitors Bureau

Mike Basarich
Jill Mrotek Glenzinski, WisDOT

State Bicycle and Pedestrian Coordinators

Josh Debruyn, Michigan
Jessica Wolfson, Tennessee
Mike Sanders, Arizona
Lauren Blackburn, North Carolina
Ginny Sullivan, Adventure Cycling Association
Brigit Brown, DNR
Kerry Irons, Adventure Cycling Association
Jill Mrotek Glenzinski, WisDOT

Appendix B | Letter to Jurisdictions with Proposed U.S. Bicycle Routes



16 North Carrol Street
Suite 200
Madison, WI 53703
608.663.8080
www.tooledesign.com

September 16, 2015

Dear [TITLE] [NAME]:

Wisconsin is highly regarded for its excellent bicycle touring routes and trails. Bicycling also contributes an estimated \$1.5 billion each year to the state's economy. To further promote Wisconsin as a bicycling destination, the **Wisconsin Bikeways Project** is identifying a network of national and state bicycle routes within the state. This network will consist of long distance bikeway routes that highlight Wisconsin's beauty, reach numerous destinations, and provide connections into bordering states.

The intent of writing to you is to:

1. Receive your feedback on proposed bikeway routes;
2. Ask for support for proposed routes (you can decide how you want to indicate support);
3. Highlight upcoming public input opportunities (five open houses and an online map);and
4. Keep you informed about the Wisconsin Bikeway Project.

Toole Design Group was hired by the Wisconsin Department of Natural Resources (DNR), Department of Transportation (WisDOT) and the Wisconsin Bike Fed to develop the **Wisconsin Bikeways Project**. One component of the project includes identifying specific roads and trails within four national corridors that are part of the United States Bicycle Route (USBR) system. **As shown on the accompanying [COUNTY] County map, a route is proposed on one or more of the roads or trails under your authority.** The attached maps also show proposed state routes that are another component of this project. **You can view a more detailed map online at http://wikimapping.net/wikimap/WI_Bikeways2.html.** At this time, we are specifically looking for your feedback on the proposed national USBR routes to determine final routes. While these proposed USBR routes have been identified considering roadway and trail characteristics and other factors, we need your help in reviewing them with using your local and regional knowledge. Although we're looking for input on the proposed national USBRs, you may also include initial comments on the proposed state routes as well. Please send comments by Friday, October 9.

We have included a Frequently Asked Questions sheet which contains additional information about the project, the U.S. Bicycle Route System, and links to the project website and other useful websites. We hope this information will assist you in your review of the proposed routes.

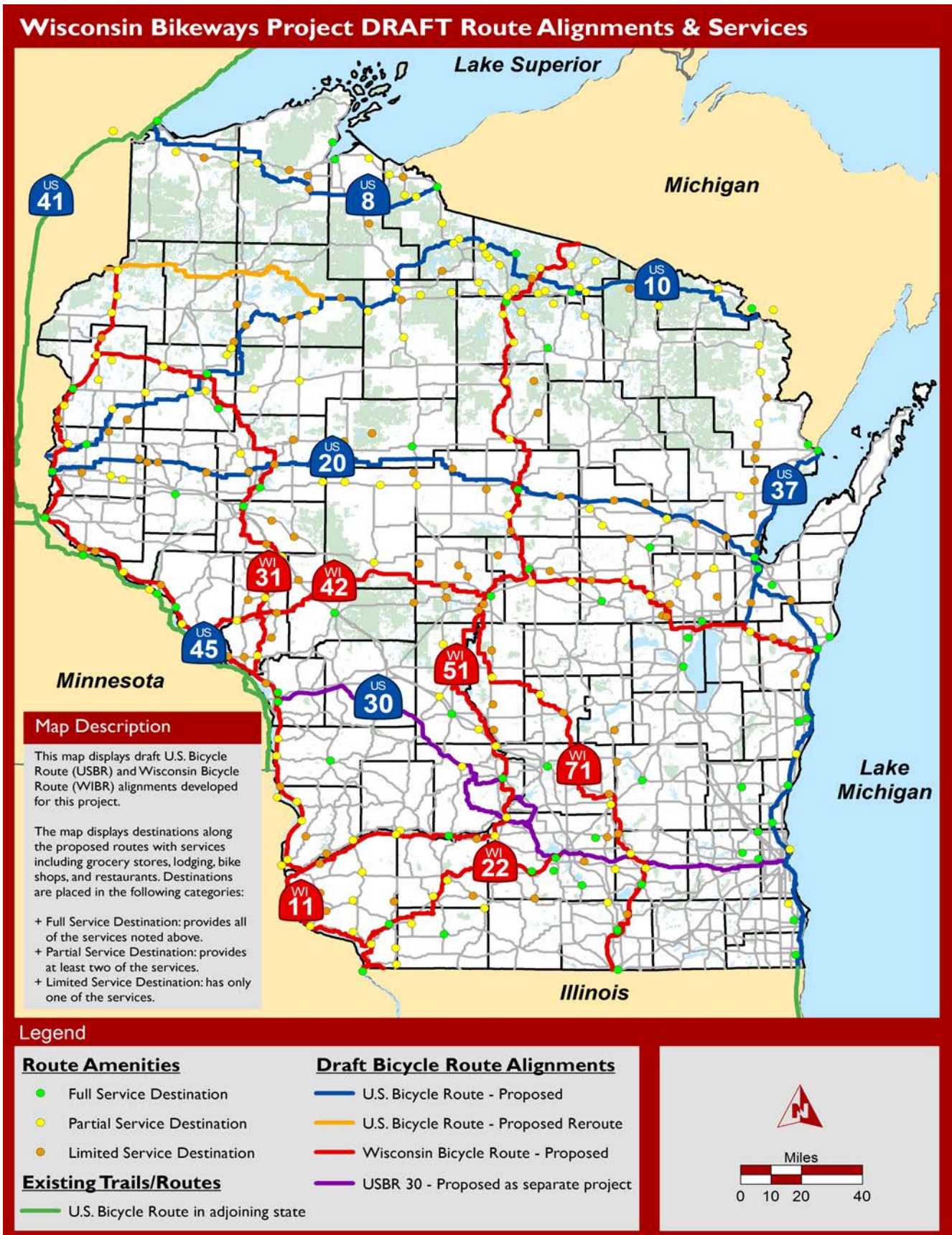
There will be outreach efforts occurring to gather comments from communities, counties, bicycle organizations, and the general public; see the attached Fall 2015 Open Houses and Project WikiMap handout for details. Based on comments received from this outreach, final route recommendations may be refined and included in the final report. Another outcome may include applying for official U.S. Bicycle Route designation to the American Association of State and Highway Transportation Officials (AASHTO) special committee on U.S. Route Numbering. Formal designation as a U.S. Bicycle Route would mean that the route would be mapped as a national route and may appear on the state bike map, in state trail network information, and in other statewide promotion materials. Signing designated routes with USBR signage is optional; this would be a consideration for the local jurisdiction of the roadway or trail to permit if there is interest. **There are no requirements to sign the route or to make any other infrastructure changes.**

Questions and comments about the routes as well as letters of support can be emailed to wi-bikeways@tooledesign.com.

Sincerely,
Tom Huber, Toole Design Group

Attachments: Project FAQ, Fall 2015 Open House & Project Wikimap, State Corridor Map, State Route Map, [COUNTY] County Map

Appendix C | Map of Services along Proposed Routes



Appendix D | U.S. Bicycle Route Designation Processes In Other States

USBRS route development process methodology, state by state

State	Route log	Map	Approvals	Comment
AK	3	3	2	
AZ	1,2,3,4	1,2,3	3, 5	State task force (including advocates) facilitated by contractor
DC	3	3	3	Route is a 4 mile segment of the C&O trail
FL	3, 4	3, 4	1,2	
GA	1,3	1,3	3,4	DOT & advocates worked together on route development & approvals
ID	3, 4	3	2, 3,4	
IL	1,3	1,3	3,4	USBR 76 was designated in 1982 and is not considered here; USBR 36/37 in 2014
IN	1	1	4	USBR 35
IN	1	1	4	USBR 50
IN	1	1	4	USBR 36 Northwestern Indiana Regional Planning Commission developed route, mapped it and gained local agency approvals.
KS	4	4	4	
KY	3,4	3,4	3	
ME	1	3	1	Advocates used portions of East Coast Greenway; map presented at public meetings.
MA	3	3	1	
MD	3	3	3	Entire route on C&O and GAP trails
MI	1	1,3	4	USBR 20
	1	1, 3	4	USBR 35 City planners and managers developed route
	3	3	2	USBR 10
MN	3, 1	3	3	Route is signed as the MRT
MO	3, 4	3, 4	2	MO owns almost all the roads in the state
NH	1, 3	3	1	Used the East Coast Greenway Route, already designated
NC				Historical USBR 1, no records of how route was developed
OH	1,3	1,3	3,4	Mostly DOT but some help from advocates
TN	1, 3	1, 3	4	
UT	3	3	2	
VT	1	1	4	Follows Western New England Greenway
VA	3,4	3,4	3	USBR 76 & 1 designated in 1983; state led effort; advocates provide input to process for realignments
WA	1,4	1, 4	4	Jurisdiction approval from North Cascades National Park

Key to the table above:

Methods used to develop the **route log**:

1. Developed by advocates/regional agencies
2. Developed by contractor
3. Developed by DOT
4. Used Adventure Cycling route

Methods used to develop the route **map**:


1. Developed by advocates/regional agencies
2. Developed by contractor

3. Developed by DOT
4. Used Adventure Cycling route

Local **approval** process:

1. Used existing bike route, no local approvals sought
2. Used state highways, no local approvals needed
3. DOT contacted local agencies
4. Advocates/regional agencies contacted local agencies
5. Contractor contacted local agencies

Appendix E | Route Selection Methodology Public Input Results

 ROUTE SELECTION METHODOLOGY PUBLIC INPUT									
<p>The criteria below were presented at the Wisconsin Bikeways public meetings as categories used to rate potential Wisconsin Bikeways. Meeting participants were asked to rate each criteria. The number in each box represents the number of people who selected each rating.</p>									
ROADWAY OR TRAIL CONDITIONS									
	<ul style="list-style-type: none"> • Traffic volumes • Speed limit • Presence of shoulder • Presence of trail or path 	<table border="1"> <tr> <td>VERY IMPORTANT</td> <td>SOMEWHAT IMPORTANT</td> <td>NOT IMPORTANT</td> </tr> <tr> <td>71</td> <td>2</td> <td>0</td> </tr> </table>	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	71	2	0	
VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT							
71	2	0							
SERVICES									
	<ul style="list-style-type: none"> • Hotels • Groceries • Restaurants • Bike shops 	<table border="1"> <tr> <td>VERY IMPORTANT</td> <td>SOMEWHAT IMPORTANT</td> <td>NOT IMPORTANT</td> </tr> <tr> <td>16</td> <td>39</td> <td>2</td> </tr> </table>	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	16	39	2	
VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT							
16	39	2							
AMENITIES									
	<ul style="list-style-type: none"> • Parks • Scenic vistas • Landmarks • Water bodies 	<table border="1"> <tr> <td>VERY IMPORTANT</td> <td>SOMEWHAT IMPORTANT</td> <td>NOT IMPORTANT</td> </tr> <tr> <td>43</td> <td>12</td> <td>1</td> </tr> </table>	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	43	12	1	
VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT							
43	12	1							
DIRECTNESS									
	<ul style="list-style-type: none"> • Directness of route • Number of turns 	<table border="1"> <tr> <td>VERY IMPORTANT</td> <td>SOMEWHAT IMPORTANT</td> <td>NOT IMPORTANT</td> </tr> <tr> <td>9</td> <td>32</td> <td>18</td> </tr> </table>	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	9	32	18	
VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT							
9	32	18							
GRADE									
	<ul style="list-style-type: none"> • Steepness of grades • Length of grades • Number of grades 	<table border="1"> <tr> <td>VERY IMPORTANT</td> <td>SOMEWHAT IMPORTANT</td> <td>NOT IMPORTANT</td> </tr> <tr> <td>15</td> <td>32</td> <td>8</td> </tr> </table>	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	15	32	8	
VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT							
15	32	8							

Appendix F | Map of Conditions for Bicycling on State and County Highways



Appendix G | Glossary of Acronyms

- AASHTO - American Association of State Highway and Transportation Officials
- ADT – average daily traffic
- CTH – county highway
- DNR – Wisconsin Department of Natural Resources
- MPO – metropolitan planning organization
- RPC – regional planning commission
- STH – state highway
- USBR – United States bicycle route
- WIBR – Wisconsin bicycle route
- WisDOT – Wisconsin Department of Transportation

Appendix H | Draft Turn-By-Turn Directions for Proposed USBRs

U.S. Bicycle Route 8 Turn-By-Turn Directions				
Route Segment	Miles on Segment	Cumulative Miles	Turn Location and Road Name	General Direction of Travel
Route Start (City)	0.00	0.00	Head south on Susquehanna Ave	
Susquehanna Ave (City)	0.17	0.17	Turn left onto Belknap St	South
Belknap (City)	0.07	0.24	Turn right onto Wyoming Ave	East
Wyoming (City)	1.05	1.29	Turn Left on Millennium Trail	South
Millennium Trail (City)	0.46	1.75	Turn right onto Elmira Ave	East
Elmira (City)	0.36	2.11	Elmira Ave turns right and becomes Elm St	South
Elm (City)	0.05	2.16	Turn left onto Albany Ave	West
Albany (City)	2.10	4.26	Turn left onto N 58th St (becomes Golf View)	South
58th (City)	2.37	6.63	Continue slight right onto Bardon Ave	East
Bardon (City)	0.65	7.28	Turn right onto N 42nd St/S County Rd A	Southeast
County A	1.25	8.53	Turn left onto County Rd Z	South
County Z	4.25	12.78	Continue straight onto State Hwy 13 S/WI-13 Trunk S	East
State Highway 13 (State)	12.41	25.19	Turn right onto County Rd F	East
County F	1.02	26.21	Turn left onto County Rd FF	South
County FF	8.99	35.20	Continue straight onto County Hwy B	East
County B	6.97	42.17	Turn right onto Co Hwy A	East/South/East
County A	3.74	45.91	Continue onto Co Hwy H/Oneida St	South
County H	19.91	65.82	Head east or straight on County Hwy E	Southeast
County E	6.27	72.09	Turn right onto US Hwy 63 N S	East/South
State Highway 63	1.69	73.78	Turn left onto County Hwy E	South
County E	5.92	79.70	Turn right onto Ashland Bayfield Rd/County Line Rd	East
Ashland Bayfield Rd/County	0.67	80.37	Turn left onto Wildcat Rd	South

Wisconsin Bikeways Report

Line Rd (Town)				
Wildcat (Town)	1.25	81.62	Continue onto County Rd C	East
County C	14.28	95.90	Turn right onto State Hwy 13	East
State Highway 13 (State)	2.34	98.24	Turn left onto Lake Dr/State Hwy 77 (Mellen)	South
State Highway 77 (State)	25.66	123.90	Turn left onto 5th Ave N	East
5th Ave (City)	0.25	124.15	Turn right onto Poplar St Destination will be on the right	North
Poplar St (City)	0.33	124.48	Destination (State Line)	East

END U.S. Bicycle Route 8 Turn-By-Turn Directions

U.S. Bicycle Route 10 Turn-By-Turn Directions

Route Segment	Miles on Segment	Cumulative Miles	Turn Location and Road Name	General Direction of Travel
Route Start	-	0.0	Enter Wisconsin from Michigan on US-141 over the Menomonee River	S
US-141	1.4	1.4	Turn right onto Main St/County N	S
Main St/County N	4.1	5.5	Turn left onto Skyline Dr	W
Skyline Dr	1.0	6.5	Turn right onto Grandview Dr	W
Grandview Dr.	1.0	7.5	Turn left onto County Rd N	N
County N	11.9	19.4	Turn left onto County D	W
County D	6.3	25.7	Turn left onto WI-70	N
WI-70	49.9	75.6	Turn right onto E Wall St	W
Wall Street (city)	0.9	76.5	Turn right onto N. Silver	W
N. Silver (city)	0.1	76.7	Turn left onto E Spruce St	N
E. Spruce (city)	0.5	77.1	Turn right onto N Railroad St	W
N. Railroad (state)	0.6	77.7	Turn left onto Jack Frost St	N
Frost (city)	0.2	77.9	Turn right onto N Adams Rd	W
Adams (city)	1.2	79.1	Turn left onto Co Hwy G	N
County G	12.4	91.5	Turn left onto County Rd N	W
County N	2.7	94.1	Turn right onto Ahlborn St	S/W
Ahlborn (town)	0.3	94.4	Turn left onto Front St	N
Front (town)	0.0	94.5	Turn right onto WI-155 N	W
WI-155	0.2	94.7	Turn left onto Path along County Rd N	N
Path along County N	6.8	101.5	Turn right to path along Co Hwy M	W
Path along County M	7.5	109.0	Turn left onto Town Rd 116T	N
Town Road 116T	0.3	109.3	Turn left onto path along County K	W/N
Path along County K	2.5	111.7	Turn right on Nichols Lake Ln	W
Nichols Lake Road	0.1	111.8	Turn right on County H	NW
County H	0.2	112.0	Turn left on County K	NE
County K	10.7	122.7	Turn right onto County Hwy W	W
County W	2.5	125.2	Turn left onto Co Hwy J	N
County J	9.4	134.6	Turn right onto US-51	W
US-51	0.9	135.5	Turn left onto Cut Off Rd/Pierpont Dr	W
Cut Off Pierpont	0.3	135.8	Turn left onto County Hwy FF	W
County FF	15.6	151.4	Co Hwy FF continues as Co Hwy	S/W

Wisconsin Bikeways Report

			F	
County F	8.8	160.2	Slight left onto Agenda Rd	W
Agenda (town)	5.1	165.3	Agenda becomes N 1st Ave	S
N. 1st (city)	1.2	166.5	Continue onto Division St	S
Division Street	0.2	166.8	Turn left and right to stay on Division St	W
Division Street	0.8	167.5	Turn left onto Tower Rd	W
Tower (town)	0.7	168.3	Continue straight onto Co Hwy B	S
County B	3.1	171.4	Turn right onto WI-70	S
WI-70	52.3	223.6	Turn left onto Right of Way Rd	W
Right-of-Way Rd	3.0	226.6	Turn left onto N Summit Lake Rd	SW
Summit Lake (town)	2.9	229.5	Turn right onto W Chapel Rd	SW
Chapel (town)	0.0	229.5	Turn left onto County Rd F	W
County F	7.0	236.5	Turn left onto WI-48 E	S
WI-48	0.3	236.9	Turn right onto County Rd F	W
County F	12.7	249.5	Turn right onto Co Rd O/C	S
County O and C	13.0	262.5	Continue onto Sawyer St	W
Sawyer (city)	0.4	262.9	Turn left onto Kern Ave	W
Kern (city)	0.4	263.3	Turn right onto E Coleman St	S
Coleman (city)	0.8	264.1	Turn left onto Shield Ave	W
Shield (city)	0.2	264.3	Continue/turn right onto College Dr	S
College (city)	1.1	265.5	Turn right onto South Access Road	S
South Access (city)	1.1	266.5	Turn left onto 19th St	W
19th St. (town)	0.5	267.0	Turn right onto 18th Ave	S
18th Ave (town)	1.0	268.0	Turn left onto 18th St	W
18th St (town)	3.5	271.5	Turn right onto 14 1/2 Ave	S
14 1/2 Ave (town)	2.0	273.5	Turn left onto 16th St	W
16th St (town)	1.0	274.5	Turn right onto Service Rd B	S
Service Rd. B (city)	0.3	274.7	Turn left onto N 15th St	W
15th St (city)	0.0	274.7	Turn right onto 13 1/2 Ave/E Division Ave	S
E. Division (U.S. Hwy 8)	1.2	276.0	Turn left onto S Mill St	W
Mill (city)	0.5	276.5	Turn right onto 14th st/W Maple Ave	S
14th St (city)	1.0	277.5	Head south on 14th St	W
14th St (town)	0.5	278.0	Turn right onto 12th Ave	S
12th Ave (town)	2.2	280.2	Turn left onto 11-11 3/4 St	W
11-11 3/4 St (town)	1.7	281.9	Turn right onto 10 1/2 Ave	SW
10 1/2 Ave (town)	7.1	289.0	Turn left onto 4th St	W
4th St (town)	1.5	290.5	Turn right onto 9th Ave	S

Wisconsin Bikeways Report

9th Ave (town)	3.5	294.0	Turn left onto 1/2 St	W
1/2 St (town)	0.5	294.5	Turn right onto 8 1/2 Ave	S
Prentice (village)	1.5	296.0	Turn left onto Clear Lake - Clayton County Trail	N
Clayton Trail (county)	0.3	296.3	Turn right onto Polk Ave	SW
Polk Ave (village)	0.0	296.3	Turn left onto US-63	SW
US-63 (state)	0.9	297.2	Turn right onto 85th Ave	SW
85th Ave. (town)	0.7	297.9	Turn left onto Magnor Lake Ln	W
Magnor Lake (town)	0.8	298.8	Turn right onto Barbo Lake Rd	S
Barbo Lake (town)	1.4	300.1	Turn right onto 40th St	W
40th St. (town)	0.3	300.4	Turn left onto 80th Ave	N
80th Ave (town)	4.7	305.1	Turn left onto 85th St	W
85th St (town)	0.5	305.6	Turn right onto Lincoln Ave	S
Lincoln Ave (town)	1.0	306.6	Turn right onto Lincoln St E	W
Lincoln St (city)	0.1	306.7	Slight left onto Staffenson Ave	W
Staffenson (city)	0.2	306.9	Continue onto Howard Ave S	S
Howard (city)	0.1	307.0	Turn right onto Central Street	S
Central (city)	0.3	307.2	Turn left onto WI-46 S/Keller Ave S	W
WI-46 (state)	1.0	308.3	Turn right onto 60th Ave/105th St	S
60th Ave (city)	0.4	308.6	Continue onto 105th St/Becomes 40th Ave	W
105th St/ 40th Ave (town)	2.5	311.1	Turn left onto 110th St	S
110th St. (town)	1.0	312.1	Turn right onto 30th Ave	S
30th Ave (town)	1.1	313.3	Turn left onto 120th St	W
120th St (town)	2.7	316.0	Continue onto 200th St	S
200th St (town)	0.5	316.5	Turn right onto 235th Ave	S
235th Ave (town)	1.5	318.0	Turn left onto 185th St	W
185th St (town)	0.5	318.5	Continue onto T	S
County T	5.1	323.6	Turn right onto County Rd K	S
County K	5.0	328.6	Continue onto W 1st St	W
1st St (city)	0.1	328.6	Turn left onto Minnesota Ave	W
Minnesota (city)	0.2	328.9	Turn right onto W 4th St/Somerset Dr	S
4th/Somerset (city)	1.4	330.3	Turn left onto 115th St	W
115th St (town)	0.3	330.6	115th St turns slightly right and becomes 175th Ave	S
175th Ave (town)	0.3	330.8	175th Ave turns slightly left and becomes 112th St	W
112th St (town)	0.5	331.3	Continue right onto 170th Ave	S

Wisconsin Bikeways Report

170th Ave (town)	1.3	332.5	Turn left onto 100th St	W
100th St (town)	1.0	333.5	Turn right onto 160th Ave	S
160th Ave (town)	3.4	336.9	Turn right onto Co Hwy I	W
County I	0.4	337.3	Turn left onto 160th Ave	W
160th Ave (town)	1.3	338.6	Turn left onto 50th St/Bright Lake Rd	W
50th St/ Bright Lake (town)	0.2	338.8	Continue onto 157th Ave	S
157th Ave (town)	0.3	339.0	Continue onto 47th St/Bright Lake Rd	W
47th/Bright Lake (town)	0.2	339.3	Turn right onto 155th Ave/White Tail Dr	S
155th Ave/White Tail (town)	0.5	339.7	Turn left onto 42nd St/White Tail Dr	W
42nd/ White Tail (town)	1.3	341.1	Turn left onto Co Hwy V	S/W
County V	1.6	342.7	Turn right onto County Rd E	S
County E	2.1	344.8	At the traffic circle, continue straight	W
County E	0.2	345.0	Turn right at next intersection	W
New Unnamed Street (town)	0.2	345.1	Turn left (former CountyE)	N
Former E	0.3	345.4	Continue onto County Rd E	W
County E	0.3	345.7	Slight left onto WI-64 W Entering Minnesota	W
WI-64	0.3	346.0	Destination State Line	W

END U.S. Bicycle Route 10 Turn-By-Turn Directions

U.S. Bicycle Route 20 Turn-By-Turn Directions

Route Segment	Miles on Segment	Cumulative Miles	Turn Location and Road Name	General Direction of Travel
Route Start	-	0	Ludington - Manitowoc Ferry	
	-	0.0	Continue straight onto S Lakeview Dr	
Lakeview (city)	0.1	0.1	Turn right onto Quay St	S
Quay (city)	0.7	0.8	Turn left onto S 10th St	N/W
10th (state)	0.3	1.1	Turn right onto Marshall St/Custer	S
Marshall/Custer (city)	3.2	4.2	Turn right onto S Park View Rd	W
Park View (city)	0.7	5.0	Turn left onto Middle Rd	N
Middle (town)	3.7	8.7	Turn right onto Century Rd	W
Century (town)	0.8	9.5	Turn left onto County Rd Jj	N
County Jj	0.1	9.6	Turn right onto Hwy H Rd	W
County H	0.2	9.8	Turn left onto Morgan Rd	NW
Morgan (town)	1.6	11.4	Turn right onto Hempton Lake Rd	W
Hempton Lake Rd. (town)	1.5	13.0	Turn left onto Hilltop Rd	N
Hilltop (town)	3.0	16.0	Turn right onto Grimms Rd	W
Grimms (town)	1.0	17.0	Turn left onto W Goodwin Rd	N
Goodwin (town)	2.0	19.0	Turn right onto Mud Creek Rd	W
Mud Creek (town)	1.1	20.1	Turn left onto Manitowoc St	N
Manitowoc St. (village/town)	4.9	25.0	Turn right onto E County Line Rd/Long Lake Rd	W
County Line/Long Lake (town)	1.0	26.0	Turn left onto National Rd	N
National (town/city)	1.0	27.0	Turn right onto S Main St	W
Main (city)	0.2	27.3	Turn right to stay on S Main St	N
Main (city)	0.5	27.8	Turn left onto Center St	N
Center (city)	0.4	28.1	Turn right onto Friendship State Trail	W
Friendship Trail (state)	4.1	32.3	Turn right onto Fox River Trail (Green Bay to Greenleaf)	NW
Fox River Trail (state)	22.6	54.8	Under Walnut Street Bridge (downtown Green Bay)	N
Fox River Trail (state)	0.3	55.1	Under Main-Dousman Street Bridge	N
Fox River Trail (state)	0.0	55.2	Right on ramp to Main-Dousman Bridge	N
Ramp	0.0	55.2	Sharp right onto Main St	E
Main Street (state)	0.1	55.3	Continue on Main-Dousman Bridge across Fox River	NW
Main-Dousman	1.2	56.5	Turn right onto Gray St	NW

Wisconsin Bikeways Report

Bridge (state)				
Gray (city)	0.3	56.8	Turn left onto Bond St	NE
Bond (village)	1.9	58.7	Turn right onto N Taylor St	NW
Taylor (village)	0.2	59.0	Turn left onto Vincent Rd	NE
Vincent (village)	0.3	59.3	Turn right onto Memorial Dr	N
Memorial (village)	0.9	60.1	Turn left onto Velp Ave	NE
Velp (state)	0.3	60.5	Turn right onto Riverview Dr	NW
Riverview (village)	0.3	60.7	Turn left onto Glendale Ave	N
Glendale (village)	0.1	60.8	Turn right onto Lakeview Dr	W
Lakeview (village)	0.2	61.0	Turn left onto Mountain-Bay State Trail	N
Mountain Bay Trail (state)	33.9	94.9	Turn right onto S Smalley St	W
S. Smalley (city)	0.6	95.5	Turn left onto WI-29 BUS W/W Green Bay St /CountyMMM	N
Green Bay St. (city)/County MMM	2.8	98.3	Cross WI-29	W
County MMM	0.2	98.5	Turn right on Maple Avenue	N/W
Maple Ave (town)	0.6	99.1	Slight left onto Mountain-Bay State Trail	W
Mountain Bay Trail (state)	46.1	145.2	Turn left onto Mesker St	W
Mesker (village)	0.0	145.2	Turn right onto Corozalla Dr	S
Corozalla (village)	0.4	145.6	Turn left onto Ross Ave	NW
Ross (village)	0.4	146.1	Turn right onto Camp Phillips Rd	W
Camp Phillips (village)	1.2	147.3	Turn left onto Northwestern Ave	N
Northwestern (village/city)	2.5	149.8	Turn left onto County Rd N/Townline Rd	W/N
County N	0.4	150.1	Turn right onto Prospect Ave	W
Prospect (city)	0.5	150.6	Turn left onto E Thomas St	N
Thomas (city)	0.9	151.5	Turn right onto S 1st Ave	W
1st (city)	0.1	151.6	Turn left onto W Rosecrans St	N
Rosecrans (city)	1.2	152.8	Turn right onto S 22nd Pl	W
22nd Pl (city)	0.1	152.9	Turn left onto Sherman Street	N
Sherman (city)	0.4	153.4	Turn right onto S 28th Ave	W
28th Ave (city)	0.5	153.9	Turn left onto Stewart Ave	N
Stewart (city)	0.8	154.7	Turn right onto Stettin Dr	W
Stettin (city/town)	8.1	162.8	Continue onto Co Rd U	NW/W
County U	3.0	165.7	Turn left onto County Rd S	W
County S	0.1	165.9	Turn right onto Co Rd U	S
County U	7.4	173.3	Turn right onto County Hwy M	W
County M	3.1	176.4	Turn right onto WI-97	N/W
WI-97	2.1	178.5	Turn left onto County Hwy M/Mueller St	N
County M/Mueller (county/village)	5.8	184.3	Turn left onto Co Rd F	W/N
County F	3.7	188.0	Continue onto Co Hwy A	W

Wisconsin Bikeways Report

County A	16.7	204.7	Turn left to continue onto Co Hwy A/Co Hwy DD	W
County A/DD	2.0	206.7	Turn right to follow Co Hwy A	S
County A	5.0	211.7	Turn left to follow County A/Railroad St	W/N
County A	5.0	216.7	Turn left onto Co Hwy F	W
County F	10.3	227.0	Continue straight onto 165th Ave	W
165th Ave (town)	1.2	228.2	Continue onto 170th Ave	W
170th Ave (town)	3.2	231.4	Turn left onto County Hwy S	N/W
County S	4.4	235.8	Turn right to stay on County Hwy S/County Hwy D	S
County S/D	0.2	236.0	Turn Left to Stay on County Hwy S	N
County S	12.0	248.0	Turn right onto County Hwy Y (Cross Chippewa River)	W
County Y	0.3	248.3	Turn left onto WI-178 Trunk S	NW
WI-178	4.4	252.7	Turn right onto 125th Ave	W
125th Ave (town)	2.9	255.6	Turn left onto 133rd St	W
133rd St	0.5	256.1	Turn right onto 120th Ave	S
120th Ave	1.8	258.0	Turn left onto 118th St/W Prairie Dr	W
118th/W Prairie	0.1	258.1	Turn right onto 118th Ave	S
118th Ave	0.3	258.4	Turn left onto County Hwy Q	SW
County Q	1.7	260.0	Turn right onto 100th Ave/Meinen Rd	S
100th/Meinen	5.5	265.5	Turn left to adjoin County Hwy T	W
County Hwy T	0.2	265.7	Slight right onto 100th Ave/Schindler Rd and off of County Hwy T	W
100th/Schindler (town)	1.8	267.5	100th Ave/Schindler Rd turns left and becomes 40th St/Syverson Rd	W
40th/Syverson (town)	1.0	268.5	Turn right onto 90th Ave/A Goulet Rd	S
90th/Goulet (town)	1.5	270.0	Turn right onto County Hwy N	W
County N	5.4	275.5	Turn right onto Co Rd M	W
County M	0.5	276.0	Turn left onto University Ave/WI-40	N
University Ave/WI-40	0.7	276.7	Turn right onto WI-170 Trunk W	W
WI-170	0.8	277.4	Turn left onto 910th Ave/River Rd Continue to follow 910th Ave	W/N
910th (town)	3.3	280.8	Turn left onto WI-170 Trunk W	W
WI-170	17.9	298.6	Continue straight onto Co Hwy G	W
County G	1.9	300.5	Turn left onto WI-128	W

Wisconsin Bikeways Report

WI-128	0.3	300.8	Turn right onto 130th Ave	S
130th Ave (town)	12.9	313.7	Turn left onto Co Hwy T/Co Rd T	W
County T	1.0	314.7	Turn right onto County Rd E	S
County E	2.0	316.7	Turn left onto 160th St	W
160th St (town)	2.1	318.7	Turn right onto 100th Ave	S
100th Ave (town)	7.6	326.4	Turn right onto McCutcheon Rd	W
McCutcheon (town)	3.5	329.9	Turn left onto Daily Rd	W
Daily (town)	0.7	330.6	Turn right onto Co Hwy A	S
County A	0.3	330.8	Turn right onto Sherman Rd	W
Sherman (town)	0.1	330.9	Turn left onto Baer Dr	N
Baer (town/city)	2.0	332.9	Turn right onto St Croix St	W
St. Croix (city)	0.7	333.6	Turn left onto 2nd St	W
2nd St. (city)	0.8	334.4	Turn right onto Buckeye St and adjacent path to 2nd	S
2nd St./I-94 Path (state)	0.1	334.5	Head west Entering Minnesota	S/W
	0.7	335.3	Destination	

END U.S. Bicycle Route 20 Turn-By-Turn Directions

U.S. Bicycle Route 20A Turn-By-Turn Directions – Brillion to Weston

Miles on Segment	Cumulative Miles	Turn Location and Road Name
-	27.80	Continue North on N Main St. Leave USBR 20 primary route. Begin Alternate Route.
0.04	27.84	Head north on Co Rd PP/N Main St toward Park Ave Continue to follow Co Rd PP
1.25	29.09	Turn left onto Harvestore Rd
1.44	30.53	Head west on Harvestore Rd toward Boettcher Rd
0.56	31.09	Turn right onto Bastian Rd
3.03	34.12	Turn left onto SW Rd/N County Line Rd/Man Cal Rd
0.36	34.48	Turn right onto Weber Rd
0.21	34.69	Head north on Weber Rd toward Wayside Rd Destination will be on the right
1.67	36.36	Head north on Weber Rd toward Hill Rd
0.13	36.49	Turn right onto Hill Rd
0.01	36.50	Head west on Hill Rd toward Weber Rd Destination will be on the right
0.11	36.61	Head east on Hill Rd toward Old 57 Rd
0.01	36.62	Turn left onto Old 57 Rd
1.00	37.62	Turn left onto Lamers Clancy Rd Destination will be on the left
0.68	38.30	Head west on Lamers Clancy Rd toward Vande Wettering Rd
1.36	39.66	Turn right onto Shanty Rd Destination will be on the right
0.37	40.03	Head north on Shanty Rd toward Mill Rd Destination will be on the right
1.86	41.89	Head north on Shanty Rd toward WI-96 W
0.04	41.93	Turn left onto WI-96 W/High St Destination will be on the left
0.51	42.44	Head north on County Rd D/High St Continue to follow County Rd D
0.19	42.63	At the traffic circle, continue straight to stay on County Rd D Destination will be on the right
0.40	43.03	Head northwest on County Rd D/WI-96 Continue to follow County Rd D
0.04	43.07	At the traffic circle, take the 2nd exit onto Broadway St
1.19	44.26	At the traffic circle, continue straight onto Golf Course Dr
0.64	44.90	Continue onto Wrightstown Rd Destination will be on the left
0.98	45.88	Head west on Wrightstown Rd toward Bodde Rd
0.13	46.01	Turn right onto Bodde Rd Destination will be on the right
0.12	46.13	Head north on Bodde Rd toward Greiner Rd
0.89	47.02	Turn left onto Greiner Rd Destination will be on the left
0.38	47.40	Head west on Greiner Rd toward Farrell Rd Destination will be on the right
5.52	52.92	Head west on Greiner Rd toward Evergreen Ln
0.13	53.05	Turn left onto Evergreen Ln Destination will be on the left
0.16	53.21	Head southwest on Evergreen Ln toward N French Rd
0.09	53.30	Turn right onto N French Rd Destination will be on the left
0.12	53.42	Head north on N French Rd toward Lochbur Ln
1.68	55.10	Head north on French Rd toward Hilly Haven Dr Destination will be on the left
3.18	58.28	Head north on French Rd toward Krueger Rd
0.17	58.45	Turn left onto Krueger Rd Destination will be on the left
1.85	60.30	Head west on Krueger Rd toward Meade St Destination will be on the

Wisconsin Bikeways Report

		right
2.10	62.40	Head west on Krueger Rd toward 12 Corners Rd
0.15	62.55	Turn right onto 12 Corners Rd Destination will be on the left
0.20	62.75	Head north on 12 Corners Rd toward Stingle Rd Destination will be on the right
1.14	63.89	Head north on 12 Corners Rd toward Lafond Rd
2.71	66.60	Continue onto Burdick Rd
0.40	67.00	Head west on Burdick Rd toward Theobald Dr
0.64	67.64	Turn left onto S Clark St
0.13	67.77	Turn right onto W Forest St
0.17	67.94	Head west on W Forest St toward High Ridge Ln
0.74	68.68	Turn right onto State Rd Destination will be on the right
0.08	68.76	Head north on State Rd toward Forest Rd Destination will be on the left
0.21	68.97	Head north on State Rd toward WI-54 E/WI-54 Trunk E
0.34	69.31	Turn left onto Genske Rd
0.63	69.94	Head west on Genske Rd toward County Rd P
0.15	70.09	Turn right onto County Rd P Destination will be on the right
0.67	70.76	Head west on County Rd P toward Van Patten Dr
1.73	72.49	Turn right toward Thede Rd
0.19	72.68	Turn right onto Thede Rd Destination will be on the left
0.43	73.11	Head north on Thede Rd toward Detention Rd
0.29	73.40	Turn left onto Detention Rd Destination will be on the right
1.16	74.56	Head west on Detention Rd toward Kliner Rd
0.32	74.88	Turn right onto Kliner Rd
0.25	75.13	Turn right onto WI-187 N Destination will be on the right
0.48	75.61	Head north on WI-187 N toward Newland Rd Destination will be on the left
3.64	79.25	Head northwest on WI-187 N toward County Hwy F/County Rd F
1.02	80.27	Turn left onto County Hwy F/County Rd F Destination will be on the right
0.19	80.46	Head west on County Hwy F/County Rd F toward Shepard Rd
1.48	81.94	Turn right onto County Hwy M/County Rd M Destination will be on the right
0.20	82.14	Head north on County Hwy M/County Rd M toward Taubel Rd
0.57	82.71	Continue onto County Hwy I/County Rd I Destination will be on the left
0.62	83.33	Head west on County Hwy I/County Rd I Destination will be on the right
2.29	85.62	Head west on County Hwy I/County Rd I toward Hanson Rd
0.30	85.92	Turn right onto Hanson Rd
2.75	88.67	Turn right onto County Hwy Y/County Rd Y Destination will be on the left
0.69	89.36	Head west on County Hwy Y/County Rd Y
0.25	89.61	Keep left to stay on County Hwy Y/County Rd Y
0.52	90.13	Turn left onto 7th St
0.36	90.49	Turn left Destination will be on the right
0.02	90.51	Head north toward 7th St
0.02	90.53	Turn left onto 7th St Destination will be on the left
1.23	91.76	Head west on 7th St toward Airport Rd Destination will be on the right
0.79	92.55	Head west on 7th St toward Beacon Rd Destination will be on the right
0.30	92.85	Head west on 7th St toward Klemp Rd Destination will be on the right
0.89	93.74	Head west on 7th St toward S Main St
0.09	93.83	Turn right onto S Main St

Wisconsin Bikeways Report

0.33	94.16	Turn left onto W 12th St
0.12	94.28	Turn right onto County Hwy D/County Rd D/N 12th St Continue to follow County Hwy D/County Rd D Destination will be on the right
1.32	95.60	Head north on County Hwy D/County Rd D toward Sievers Rd
2.41	98.01	Continue onto Swamp Rd
0.08	98.09	Turn left onto Pella Swamp Rd/Swamp Rd Destination will be on the left
0.44	98.53	Head west on Pella Swamp Rd/Swamp Rd toward Kratzke Rd
2.33	100.86	Turn right onto Fairview Rd
1.73	102.59	Head north on Fairview Rd toward Elm Grove Rd
0.29	102.88	Turn left onto Elm Grove Rd Destination will be on the left
1.55	104.43	Head west on Elm Grove Rd toward W Range Line Rd
0.45	104.88	Turn right onto W Range Line Rd
0.50	105.38	Turn left to stay on W Range Line Rd
0.02	105.40	Slight left onto County Hwy M/County Rd M Destination will be on the left
0.18	105.58	Head west on County Hwy M/County Rd M toward Romberg Rd
0.82	106.40	Slight right onto Main St Destination will be on the left
0.46	106.86	Head northwest on County Hwy M/County Rd M/Main St toward E Water St Continue to follow County Hwy M/County Rd M
1.68	108.54	Head northwest on County Hwy M/County Rd M toward Verg Rd Destination will be on the right
6.95	115.49	Head west on County Hwy M/County Rd M toward US-45 N
0.66	116.15	Turn left onto S Beech St
0.14	116.29	Continue onto County Hwy M/County Rd M/Swanke St Continue to follow County Hwy M/County Rd M Destination will be on the right
0.52	116.81	Head west on County Hwy M/County Rd M toward Riverview Ln Destination will be on the left
0.71	117.52	Head south on County Hwy M/County Rd M toward Malueg Rd Destination will be on the left
1.87	119.39	Head west on County Hwy M/County Rd M toward Spring Brook Rd Destination will be on the right
4.62	124.01	Head north on County Hwy M/County Rd M toward Larson Rd
3.75	127.76	Turn left onto Elm Rd Destination will be on the left
0.39	128.15	Head west on Elm Rd toward Meadow Lark Rd
1.61	129.76	Turn right onto Nightingale Rd Destination will be on the left
0.54	130.30	Head north on Nightingale Rd toward Oak Rd
0.46	130.76	Turn left onto Oak Rd Destination will be on the left
0.78	131.54	Head west on Oak Rd toward WI-49 N
0.69	132.23	Turn right onto WI-49 N Destination will be on the left
0.31	132.54	Head north on WI-49 N toward County Hwy II/County Rd II
0.19	132.73	Turn left onto County Hwy II/County Rd II Destination will be on the right
0.71	133.44	Head west on County Hwy II/County Rd II toward Cherry Dr Destination will be on the right
4.81	138.25	Head west on County Hwy II/County Rd II toward Rice Lake Rd
0.55	138.80	Continue onto Bridge Rd
0.74	139.54	Turn right onto Esker Rd Destination will be on the right
0.64	140.18	Head north on Esker Rd toward Townline Rd
0.36	140.54	Turn left onto Townline Rd
2.00	142.54	Turn right onto Country Ln Destination will be on the right

Wisconsin Bikeways Report

0.44	142.98	Head north on County Hwy Q/County Rd Q/Country Ln toward Konkol Rd Continue to follow County Hwy Q/County Rd Q
1.51	144.49	Turn left onto Weston Ave Destination will be on the left
0.37	144.86	Head northwest on Weston Ave toward Rocky Rd Destination will be on the left
2.44	147.30	Head west on Weston Ave toward Adventure Way Destination will be on the left
2.06	149.36	Head west on Weston Ave toward Zinser St
0.84	150.20	Turn right onto Ryan St Destination will be on the left
0.29	150.49	Head north on Ryan St toward Commerce Dr Destination will be on the left
0.73	151.22	Left at Mountain Bay Trail. Rejoin USBR 20 primary route at Ryan Street and Mountain Bay State Trail. This is mile mark 144.15 on the primary route; alternate route adds 7.07 mile to USBR 20.

END U.S. Bicycle Route 20A Turn-By-Turn Directions – Brillion to Weston

U.S. Bicycle Route 37 Turn-By-Turn Directions				
Route Segment	Miles on Segment	Cumulative Miles	Turn Location and Road Name	General Direction of Travel
Route Start	-	0.00	Start at Ogden Street Bridge - Michigan-Wisconsin	
Ogden Bridge (city)	0.75	0.75	Turn right onto W Bay Shore St	S
Bay Shore (city)	1.30	2.05	Slight right onto University Dr	SW
University (city)	0.28	2.33	Turn left onto Shore Dr	W
Shore (city/town)	1.04	3.37	Turn left onto Rader Rd	S
Rader (town)	1.26	4.63	Turn left onto Co Rd B	W
County B	1.29	5.92	Turn left onto Co Rd B	W
County B	3.80	9.72	Turn left to path southside and just before Highway 41	W
Path	0.61	10.33	Turn left onto Hale Rd	W
Hale (town)	1.63	11.96	Turn left to stay on Hale Rd	W
Hale (town)	1.00	12.96	Turn right onto Hale School Rd	W
Hale School Rd (town)	1.00	13.96	Turn left onto Co Rd Y	S
County Y	10.63	24.59	Turn left onto County Hwy S/Park Ave	S
County S/Park Ave (city/county)	14.39	38.98	Turn left onto Co Hwy J/Co Rd J	S
County J	6.32	45.30	Slight right onto Riverside Dr	S
Riverside (village)	0.29	45.59	Continue onto Lakeview Dr	W
Lakeview (village)	5.75	51.34	Turn left onto Glendale Ave	S
Glendale (village)	0.09	51.43	Turn right onto Riverview Dr	E
Riverview (village)	0.27	51.70	Turn left onto Velp Ave	E
Velp (state)	0.33	52.03	Turn right onto Memorial Dr	SW
Memorial (city)	0.85	52.88	Turn left onto Vincent Rd	SE
Vincent (village)	0.30	53.18	Turn right onto N Taylor St	S/E
Taylor (village)	0.25	53.43	Turn left onto Bond St	SE
Bond (city)	1.94	55.37	Turn right onto Gray St	SW
Gray (city)	0.29	55.66	Turn left onto Dousman St	SW
Dousman city/state)	0.69	56.35	Slight left to stay on Dousman St	SE
Dousman (state)	0.51	56.86	Continue onto Main St	SE
Main (state)	0.07	56.93	Sharp left onto Fox River Trail (Green Bay to Greenleaf)	SE
Fox River Trail (state)	0.06	56.99	Turn left to stay on Fox River Trail (Green Bay to Greenleaf)	S
Fox River Trail (state)	0.19	57.18	Head southwest on Fox River Trail (Green Bay to Greenleaf)	S
Fox River Trail (state)	6.96	64.14	Turn left onto Heritage Rd	S
Heritage (city/town)	2.29	66.43	Turn right onto Sportsman Dr	E
Sportsman (town)	1.90	68.33	Turn left onto Glenrock Rd	S
Glenrock (town)	1.38	69.71	Turn right onto County Rd X/Morrison Rd Continue to follow County Rd X	E
County X/Morrison	1.01	70.72	Turn left onto Zion Rd	S
Zion (town)	1.16	71.88	Turn left onto County Rd X	S
County X	4.68	76.56	Turn left onto N Rd/North Ave Continue	E

Wisconsin Bikeways Report

			to follow North Ave	
County N/North Ave (county/village)	2.50	79.06	Turn right onto N Wall St	E
Wall (village)	0.61	79.67	Turn right onto Main St	S
Main (village)	0.10	79.77	Turn left onto Devil River State Trail	W
Devil River State Trail (state)	0.28	80.05	Head south on Devil River State Trail toward Hager Rd	S
Devil River State Trail (state)	14.21	94.26	Turn left onto Rockwood Rd	S
Rockwood (town)	0.88	95.14	Turn right onto County Rd Q	E
County Q	0.93	96.07	Slight left to stay on County Rd Q	S
County Q	2.67	98.74	Turn left onto Magnolia Ave	S
Magnolia (city)	0.06	98.80	Turn right onto Nagle Ave	E
Nagle (city)	0.60	99.40	Turn left onto School St	SE
School St. (city)	0.13	99.53	Turn right onto N 9th St	E
9th (city)	1.18	100.71	Turn right onto York St	S
York (city)	0.06	100.77	Turn left onto N 10th St/becomes S. 10th St/County LS	W
10th/County LS (city/county)	7.13	107.90	Slight left onto Norheim Ln	S
Norheim (town)	0.46	108.36	Slight left onto County LS/Lakeshore Dr	S
County LS/Lakeshore	15.54	123.90	Turn left onto Eisner Ave	S
Eisner (city)	0.62	124.52	Continue as Eisner becomes N 8th St	E
8th (city)	1.78	126.30	Turn left on Huron	S
Huron (city)	0.10	126.40	Turn right onto N 7th St	E
7th (city)	0.66	127.06	Continue onto S 8th St	S
8th (city)	0.39	127.45	Turn right onto S 7th St	S
7th (city)	0.59	128.04	Turn left onto County Rd E E/Lakeshore Dr	S
County EE/Lakeshore (city/county)	2.30	130.34	Turn right onto Weeden Creek Rd	S
Weeden Creek (city/town)	0.50	130.84	Turn left onto S 12th St	W
12th (town)	2.02	132.86	Turn right onto Co Rd V	S
County V	0.98	133.84	Turn left onto County Kk	W
County KK	2.03	135.87	Continue straight onto Old Park Rd	S/W
Old Park (town)	0.25	136.12	Turn left onto Sauk Trail Rd	W
Sauk Trail (town)	1.18	137.30	Turn right onto Wilson-Lima Rd	S
Wilson-Lima (town)	0.10	137.40	Turn left onto Sauk Trail Rd	W
Sauk Trail (town)	1.00	138.40	Turn right onto Town Line Rd (Minnesota Ave)	S
Town Line Road (Minnesota Ave.)	1.10	139.50	Turn left onto County A/ N. 10th St	W
County A/10th St.	0.50	140.00	Turn left onto Center Ave	S
Center Ave (village)	0.10	140.10	Turn right onto S 10th St/Co Rd AA	E
S 10th St/Co Rd AA (county/village)	0.60	140.70	Turn right onto De Master Rd	S
De Master Rd (village/town)	0.10	140.80	Turn left onto Sheboygan Interurban Trail	W

Wisconsin Bikeways Report

Sheboygan Interurban Trail (county)	3.23	144.03	Continue onto S Commerce St	S
County S /Commerce St (county/village)	0.38	144.41	Turn right onto Cedar Ave	S
Cedar Ave (village)	0.01	144.42	Turn left onto Sheboygan Interurban Trail	W
Sheboygan Interurban Trail (county)	1.94	146.36	Continue onto Ozaukee Interurban Trail	S
Ozaukee Interurban Trail (county)	3.16	149.52	Turn right onto Main St	S
Main St (county/village)	0.02	149.54	Turn left onto Ozaukee Interurban Trail	W
Ozaukee Interurban Trail (county)	6.06	155.60	Slight left to stay on Ozaukee Interurban Trail	S
Ozaukee Interurban Trail (county)	1.40	157.00	Straight. Trail is routed on Kaiser Dr. for .1 mile	S
Ozaukee Interurban Trail and Kaiser Dr (city)	0.10	157.10	Straight on Interurban Trail	S
Ozaukee Interurban Trail (county)	0.85	157.95	Turn left onto E Jackson St	S
E Jackson St (city)	0.03	157.98	Turn right onto Lake St	E
Lake St (city)	0.03	158.01	Turn right onto E Pier St	S
E Pier St (city)	0.23	158.24	Turn left onto N Wisconsin St	W
N Wisconsin St (city)	0.25	158.49	Turn right onto S Milwaukee St	S
S Milwaukee St (city)	0.08	158.57	Slight right onto Ozaukee Interurban Trail	W
Ozaukee Interurban Trail	0.46	159.03	Turn left onto S Park St	W
S Park St (city)	0.23	159.26	Turn right onto W Oakland Ave	S
W Oakland Ave (city)	0.21	159.47	Slight left onto Ozaukee Interurban Trail	W
Ozaukee Interurban Trail (county)	0.37	159.84	Slight right to stay on Ozaukee Interurban Trail	SW
Ozaukee Interurban Trail (county)	3.34	163.18	Turn right onto Terminal Rd	W
Terminal Rd (town)	0.26	163.44	Continue onto Ozaukee Interurban Trail	SW
Ozaukee Interurban Trail (county)	1.79	165.23	Continue onto 11th Ave	SW
11th Ave (village)	0.43	165.66	Turn right onto Beech St	S
Beech St (village)	0.22	165.88	Turn left onto 7th Ave	W
7th Ave (village)	0.53	166.41	Turn right onto Ozaukee Interurban Trail	S
Ozaukee Interurban Trail (county)	2.15	168.56	Turn left onto Hanover Ave	SW
Hanover Ave (city)	0.10	168.66	Turn right onto Ozaukee Interurban Trail	S
Ozaukee Interurban Trail (county)	7.47	176.13	Continue onto Brown Deer Trail	SE
Brown Deer Trail (county)	2.24	178.37	Slight right onto Oak Leaf Trail	SE
Oak Leaf Trail (county)	10.27	188.64	Turn right to stay on path along Museum Drive	S
Hank Aaron State Trail	0.08	188.72	Turn right for path of Hank Aaron Trail	S

Wisconsin Bikeways Report

			to west to N. Harbor	
Hank Aaron State Trail	0.08	188.80	Turn left onto N Harbor Dr	W
N Harbor Dr (city)	0.19	188.99	N Harbor Dr turns right and becomes E Chicago St	S
E Chicago St (city)	0.31	189.30	Turn left onto N Milwaukee St	W
N Milwaukee St (city)	0.09	189.39	Turn right onto N Young St	S
N Young St (city)	0.08	189.47	Continue onto N Broadway	SW
N Broadway (city)	0.10	189.57	Turn left onto KK River Trail/S Water St	SE
KK River Trail/S Water St (city)	0.47	190.04	Turn right onto E Washington St	SW
E Washington St (city)	0.05	190.09	Turn left onto KK River Trail	W
KK River Trail (city)	0.95	191.04	Turn left onto S Kinnickinnic Ave	S
S Kinnickinnic Ave (city)	0.32	191.36	Slight left toward E Bay St	S
E Bay St (city)	0.50	191.86	Turn right onto Access Rd	E
Access Rd (city)	0.48	192.34	straight onto S Lincoln Memorial Dr	S/E
S Lincoln Memorial Dr (city)	0.31	192.65	Turn left onto Oak Leaf Trail	E/S
Oak Leaf Trail (county)	0.28	192.93	Slight left onto E Iron St	SE
E Iron St (city)	0.10	193.03	Turn right onto E Nock St	SW
E Nock St (city)	0.00	193.03	Turn left onto Oak Leaf Trail	NE
Oak Leaf Trail (county)	3.59	196.62	Turn left to stay on Oak Leaf Trail	SE
Oak Leaf Trail (county)	2.72	199.34	Turn left onto Grant Park Dr	S
Grant Park Dr (county)	0.34	199.68	Turn left onto Oak Leaf Trail	S
Oak Leaf Trail (county)	1.17	200.85	Continue onto E Oak Creek Pkwy	E/S
E Oak Creek Pkwy (county)	0.68	201.53	Turn left onto Mill Rd	S/W/N
Mill Rd (city)	0.07	201.60	Continue onto 6th Ave	S
6th Ave (city)	0.55	202.15	Turn left onto Manitowoc Ave	S
Manitowoc Ave (city)	0.07	202.22	Turn right, then left to stay on Manitowoc Ave	E
Manitowoc Ave (city)	0.28	202.50	Turn on 5th Ave	S/E
5th Ave (city)	1.20	203.70	Turn right onto E Puetz Rd	S
E Puetz Rd (city)	0.25	203.95	Turn left onto WI-32 S Chicago Rd	W
WI-32 S Chicago Rd (state)	2.61	206.56	Turn left onto E Elm Rd	S
E Elm Rd (city)	0.05	206.61	Turn right onto WE Energies Trail	W
WE Energies Trail	1.19	207.80	Turn right toward WI-32 Douglas Ave	S
WI-32 Douglas Ave (State)	0.02	207.82	Turn left onto WI-32 Douglas Ave	S
WI-32 Douglas Ave (state)	1.66	209.48	Turn left onto 6 Mile Rd	S
6 Mile Rd (village)	0.44	209.92	Turn right onto MRK Trail	E
MRK Bike Trail (county)	4.69	214.61	Turn right onto Layard Ave	S
Layard Ave (city)	0.35	214.96	Turn left onto Mt Pleasant St	W
Mt Pleasant St (city)	0.28	215.24	Slight left to stay on Mt Pleasant St	S
Mt Pleasant St (city)	0.26	215.50	Continue onto Root River Pathway	S
Root River Pathway (city)	0.34	215.84	Root River Pathway turns slightly right and becomes Westwood Dr	W/S
Root River	0.20	216.04	Turn left onto Jefferson St Destination	W

Wisconsin Bikeways Report

Pathway/Westwood Dr (city)			will be on the right	
Jefferson St (city)	0.12	216.16	Turn right onto W High St	S
W High St (city)	0.20	216.36	Continue onto Root River Pathway	W
Root River Pathway (city)	1.43	217.79	Turn right onto N Horlick Dr	E/S
N Horlick Dr (city)	0.03	217.82	Turn left onto Horlick Park Dr	S
Horlick Park Dr Root River/12th St Path Root River/12th St Path	0.10	217.92	Turn right onto Root River Pathway	S
Root River Pathway (city)	0.51	218.43	Turn right to continue on Root River path along 12th St	S
Root River/12th St Path (city)	0.69	219.12	Slight right onto Quincy Ave	W/SE
Quincy Ave (city)	0.12	219.24	Turn right onto Wright Ave	S
Wright Ave (city)	0.12	219.36	Turn left onto West Blvd	W
West Blvd (city)	0.20	219.56	County Bike Trail on west side at 16th St	S
MRK County Bike Trail	5.68	225.24	Turn left onto Birch Rd	S
Birch Rd (city)	0.63	225.87	Slight right onto Pike Bike Trail	SE
Pike Bike Trail (city)	0.18	226.05	Slight left to stay on Pike Bike Trail	SE
Pike Bike Trail (city)	2.65	228.70	Turn left on Kennedy	S
Kennedy (city)	0.10	228.80	Turn right 50th Street	S
50th St (city)	0.29	229.09	Turn left onto 7th Ave	W
7th Ave (city)	0.03	229.12	Continue onto 6th Ave	S
6th Ave (city)	0.65	229.77	Turn left onto 7th Ave	S
7th Ave (city)	2.83	232.60	Continue onto 91st St	S
91st St (city)	0.80	233.40	Turn right onto 22nd Ave Destination will be on the right	W
22nd Ave (city)	0.26	233.66	Turn left onto 89th St	N
89th St (city)	0.50	234.16	Turn left onto MRK County Bike Trail	W
MRK County Bike Trail (county)	3.54	237.70	Continue onto Robert McClory Bike Path	S
Robert McClory Bike Path	0.00	237.70	Destination - Illinois Border	S
Destination				

END U.S. Bicycle Route 37 Turn-By-Turn Directions

U.S. Bicycle Route 37A Turn-By-Turn Directions

Alternate CTH R On-road segment – Manitowoc County

From the Village of Denmark to where the Devil's River State Trail joins Rockwood Rd. just north of Manitowoc

Miles on Segment	Cumulative Miles	Turn Location and Road Name
-	79.67	N Wall St turns slightly left and becomes County Rd T
0.09	79.76	Turn right onto Kellner St
0.10	79.86	Continue onto S Wall St
0.20	80.06	Continue onto Rosecrans Rd Destination will be on the left
0.08	80.14	Head south on Rosecrans Rd toward Celtic Run
1.03	81.17	Turn left onto Cooperstown Rd
0.02	81.19	Head east on Cooperstown Rd toward Devil River State Trail
1.83	83.02	Slight right onto N Packer Dr
2.68	85.70	Head south on N Packer Dr toward Schley Rd Destination will be on the left
2.25	87.95	Head south on N Packer Dr toward Pautz Rd
2.33	90.28	Head southeast on County Rd R/N Packer Dr toward Co Rd K Continue to follow County Rd R
3.22	93.50	Head southeast on County Rd R toward Hemlock Ln
1.92	95.42	Head south on County Rd R toward Rockwood Rd
0.10	95.52	Turn left onto Rockwood
0.38	95.90	Rejoin primary route at intersection of Devil's River Trail and Rockwood

Alternate on-road Route from Oostburg to Milwaukee/Shorewood – Sheboygan, Ozaukee, and Milwaukee Counties

Mile mark 140 is the beginning alternate route mile mark. The mileage is inclusive of alternate above (county R), thus the mile marks don't exactly match between the primary and alternate routes. This is Mile mark 138.5 on primary route map.

Miles on Segment	Cumulative Miles	Turn Location and Road Name
-	140.05	Depart primary route by staying on Sauk Trail Road and NOT turning onto Town Line/Middle Rd.
1.73	141.78	Head south on S Sauk Trail Rd toward Dewitt Rd Destination will be on the right
2.01	143.79	Head south on S Sauk Trail Rd toward WI-32 N
0.43	144.22	Turn left onto WI-32 N/Sauk Trail Rd Continue to follow Sauk Trail Rd Destination will be on the left
1.20	145.42	Head south on Sauk Trail Rd toward Amsterdam Rd
1.49	146.91	Turn left onto Joans Ct Destination will be on the left
0.02	146.93	Head west on Joans Ct toward Sauk Trail Rd
0.02	146.95	Turn left onto Sauk Trail Rd Destination will be on the left
2.16	149.11	Head south on Sauk Trail Rd toward Co Hwy D Destination will be on the right
1.03	150.14	Head south on Sauk Trail Rd toward Cedar Beach Rd
0.46	150.60	Turn right onto Cedar Beach Rd
0.50	151.10	Turn left onto Sunnyridge Rd Destination will be on the left
0.73	151.83	Head south on Sunnyridge Rd toward Sandy Beach Rd
0.26	152.09	Turn right onto Sandy Beach Rd

Wisconsin Bikeways Report

0.50	152.59	Turn left onto Lake Church Rd Destination will be on the left
0.55	153.14	Head south on Lake Church Rd toward Co Hwy P
0.46	153.60	Turn right onto Co Hwy P
1.01	154.61	Turn left onto County Rd LL S Destination will be on the left
0.87	155.48	Head south on County Rd LL S toward Lake Dr
0.09	155.57	Turn right onto Lake Dr
1.00	156.57	Turn left onto Highland Dr Destination will be on the left
0.49	157.06	Head south on Highland Dr
0.60	157.66	Head south on Highland Dr toward Highland Ln
0.63	158.29	Turn left onto Ozaukee Interurban Trail
0.03	158.32	Head east on Ozaukee Interurban Trail
0.27	158.59	Head southwest on Ozaukee Interurban Trail toward E Seven Hills Rd
0.29	158.88	Slight left to stay on Ozaukee Interurban Trail
0.15	159.03	Head south on Ozaukee Interurban Trail toward E Norport Dr
0.34	159.37	Head south on Ozaukee Interurban Trail toward Antoine Dr
0.10	159.47	Continue onto Kaiser Dr
0.06	159.53	Continue onto Ozaukee Interurban Trail
0.18	159.71	Head south on Ozaukee Interurban Trail toward E Jackson St
0.32	160.03	Head southwest on Ozaukee Interurban Trail toward E Jackson St
0.22	160.25	Head southeast on Ozaukee Interurban Trail toward E Jackson St
0.17	160.42	Head southwest on Ozaukee Interurban Trail toward E Jackson St
0.02	160.44	Turn left onto E Jackson St
0.01	160.45	Turn right onto Lake St
0.01	160.46	Head south on Lake St toward E Pier St
0.02	160.48	Turn right onto E Pier St
0.02	160.50	Head west on E Pier St toward Harborview Ln
0.16	160.66	Head west on E Pier St toward N Wisconsin St
0.05	160.71	Turn left onto N Wisconsin St
0.06	160.77	Head south on N Wisconsin St toward E Main St Destination will be on the left
0.34	161.11	Head southwest on S Wisconsin St toward Western Ave Destination will be on the right
0.54	161.65	Head south on S Wisconsin St toward County C
0.14	161.79	Turn left onto Lake Shore Rd Destination will be on the right
1.66	163.45	Head south on Lake Shore Rd toward Kara Ln
1.00	164.45	Slight left to stay on Lake Shore Rd Destination will be on the right
0.75	165.20	Head south on Lake Shore Rd toward Marina Dr Destination will be on the left
0.37	165.57	Head south on Lake Shore Rd toward Ulao Rd Destination will be on the left
0.86	166.43	Head south on Lake Shore Rd toward Trillium Rd
0.19	166.62	Turn right onto Falls Rd Destination will be on the left
0.03	166.65	Head west on Falls Rd toward Lakeland Rd
0.47	167.12	Turn left onto County C Destination will be on the left
0.14	167.26	Head south on County C toward Tallgrass Dr Destination will be on the right
0.28	167.54	Head north on County C
0.10	167.64	Head south on County C toward Lake Shore Rd
0.61	168.25	Head north on County C

Wisconsin Bikeways Report

0.27	168.52	Head south on County C toward Lake Shore Rd
1.34	169.86	County C turns slightly right and becomes E Pioneer Rd Destination will be on the left
0.12	169.98	Head west on E Pioneer Rd toward Preserve Ct
0.36	170.34	Turn left onto N Lake Shore Dr
1.05	171.39	Turn right onto W Bonniwell Rd/N Lake Shore Dr Destination will be on the left
0.10	171.49	Head west on W Bonniwell Rd/N Lake Shore Dr toward Highland Rd Continue to follow N Lake Shore Dr
1.15	172.64	Turn left onto Highland Rd
0.18	172.82	Continue onto N Lake Shore Dr Destination will be on the right
0.73	173.55	Head south on N Lake Shore Dr toward W Glen Oaks Ln Destination will be on the right
0.78	174.33	Head south on N Lake Shore Dr toward N Pinehurst Cir
0.52	174.85	Turn left onto Mequon Rd
0.51	175.36	Continue onto N Lake Shore Dr Destination will be on the left
0.25	175.61	Head south on N Lake Shore Dr toward E North Point Rd Destination will be on the right
0.60	176.21	Head south on N Lake Shore Dr toward Eastwyn Bay Dr
0.64	176.85	Turn right onto E Zedler Ln
0.90	177.75	Continue onto N Katherine Dr
0.18	177.93	Turn left onto N Port Washington Rd
0.65	178.58	Slight left to stay on N Port Washington Rd
0.78	179.36	Slight left to stay on N Port Washington Rd
0.14	179.50	Turn left onto W Brown Deer Rd
0.78	180.28	Slight right onto E Brown Deer Rd
0.09	180.37	Continue onto N Lake Dr Destination will be on the left
0.26	180.63	Head south on N Lake Dr toward E Buttles Pl
3.58	184.21	Head south on N Lake Dr toward E Carlisle Ave Destination will be on the right
0.25	184.46	Head southeast on N Lake Dr toward E Silver Spring Dr
0.03	184.49	Turn right onto E Silver Spring Dr
0.24	184.73	Turn left onto N Santa Monica Blvd Destination will be on the right
0.19	184.92	Head south on N Santa Monica Blvd toward E Lexington Blvd
0.17	185.09	Turn left onto E Lexington Blvd Destination will be on the left
0.01	185.10	Head east on E Lexington Blvd toward N Santa Monica Blvd
0.00	185.10	Turn right onto N Santa Monica Blvd Destination will be on the left
0.40	185.50	Head south on N Santa Monica Blvd toward E Chateau Pl Destination will be on the right
0.31	185.81	Head southeast on N Santa Monica Blvd/N Wilson Dr toward N Berkeley Blvd Continue to follow N Wilson Dr
0.08	185.89	Turn right onto Oak Leaf Trail –
-	-	Rejoin Primary Route
0.02	185.91	Turn left to stay on Oak Leaf Trail – On primary route (This is approximately mile mark 184.3 on the primary route; the alternates add 1.6 mile to the route)

END U.S. Bicycle Route 37A Turn-By-Turn Directions