



Wisconsin

RANKING # 9

REGIONAL RANKING » MIDWEST #2

GOVERNOR: Scott Walker

DOT COMMISSIONER: Mark Gottlieb

BICYCLE/PEDESTRIAN COORDINATOR: Jill Mrotek Glenzinski

STATE ADVOCACY GROUP: Wisconsin Bike Fed

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

2 LEGISLATION AND ENFORCEMENT

3 POLICIES AND PROGRAMS

2 INFRASTRUCTURE AND FUNDING

4 EDUCATION AND ENCOURAGEMENT

3 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

1% OR MORE OF PEOPLE COMMUTING BY BIKE

SAFE PASSING LAW (3 FEET OR GREATER)

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)

SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

52 of 100

2014: 56 of 100

FEEDBACK

- Governor Walker has proposed a repeal of the Wisconsin Complete Streets law, cuts to state funding for bicycling and walking, and the elimination of the Knowles-Nelson Stewardship Program, which often provides matching funds for trail projects. If these changes come to pass, bicycling in Wisconsin will be set back significantly and it may be years to recover the state support for bicycling that has led to Wisconsin's history of being one of the most Bicycle Friendly States in America.
- Consider ways to incentivize context-sensitive bicycle and pedestrian infrastructure on local roadways so that people have opportunities for short, practical trips in urban and rural areas by bike or foot. Consider innovative approaches to network analysis based on stress levels experienced by bicyclists.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.
- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian. Model language is available here: <http://bikeleague.org/content/model-legislation>.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.
- Adopt performance measures to decrease bicycle fatalities.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.