
Acknowledgements

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Numerous state bicycle facility design manuals and guidelines were reviewed in the preparation of this handbook and their language formed the basis of some of this guide's recommendations. Their efforts are much appreciated and this guide is intended to contribute, where possible, to future work of these and other agencies as well. Going back to the 1970s, state bicycle facility guides have built upon each other and it is common to see language and graphics from one used in another. This process of incremental improvement is crucial to the development of the field. Primary sources for this handbook include bicycle guides from the states of Arizona, California, Florida, Minnesota, North Carolina, Oregon, and Washington. In several cases, figures and tables were based on — or used directly from these guides. In such cases, these sources were properly credited below the figure or table. Four figures were either based on the *Oregon Bicycle and Pedestrian Plan* or redrawn from the plan. One figure was based on the Florida DOT *Trail Intersection Design Handbook*.

Other significant sources for the development of this guide were the *Guide for the Development of Bicycle Facilities* published by American Association of State Highway and Transportation Officials (AASHTO) and the *Manual of Uniform Traffic Control Devices (MUTCD)* from the Federal Highway Administration. Data from six tables and four figures were used directly from the AASHTO *Guide* to maintain consistency with this national guide. The majority of these tables and graphics covered technical data related to stopping sight distances, crests of vertical curves, and lateral clearances for horizontal curves for shared-use paths. Sources were properly credited below the figures or tables. Similarly, about a dozen graphics were used from the *MUTCD*. Because the *MUTCD* has legal standing, the graphics are identical or nearly identical to those appearing in the *MUTCD*.

In some cases, the same wording for sentences that appear in the AASHTO Guide appear in this guide. This was done in cases where just a small word change in the statement may alter the meaning and, thus, consistency between the two guides. WisDOT is a member of AASHTO and has contributed significantly in the updates of the AASHTO *Guide*.

Photo credits belong to Mike Rewey: figs. 2-32, 2-53, 2-55; Arthur Ross: figs. 2-5, 2-28, 2-43, 2-46, 2-52, 4-158, 4-159; Pat Fleming: figs. 2-11, 3-13; Tom Walsh: figs. 2-24, 2-44; Kurt Miller: fig. 2-27; Donna Brown: fig. 4-1; Dan Burden: figs. 1-6, 2-37, 2-60, 2-78, 3-2, 3-3, 3-6, 3-10, 3-17, 3-20, 3-31, 3-33, 3-34, 3-37, 4-2, 4-9, 4-21, 4-29, 4-37, 4-44, 4-62, 4-71, 4-80, 4-85, 4-87, 4-93, 4-97, 4-99, 4-102, 4-103, 4-109, 4-112, 4-114, 4-115, 4-122, 4-138, 4-139, 4-143, 4-145, 4-151, 4-155; Ellen Fletcher: fig. 2-66; David Takemoto-Weerts: fig. 3-42; Alex Sorton: figs. 3-5, 3-7, 4-67, 4-89, 4-157; Peter Lagerwey: figs. 2-38, 2-42, 2-58, 2-64, 2-75; Bikeinfo.org: fig. 1-7; Gary MacFadden: fig. 2-22; City of Portland, Oregon: 4-84; WisDOT: fig. 2-81; City of Lincoln, Nebraska: fig. 4-90; Kane County Forest Preserve District: fig. 4-130. All other photos by John Williams and Tom Huber.

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WISCONSIN BICYCLE FACILITY DESIGN HANDBOOK

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