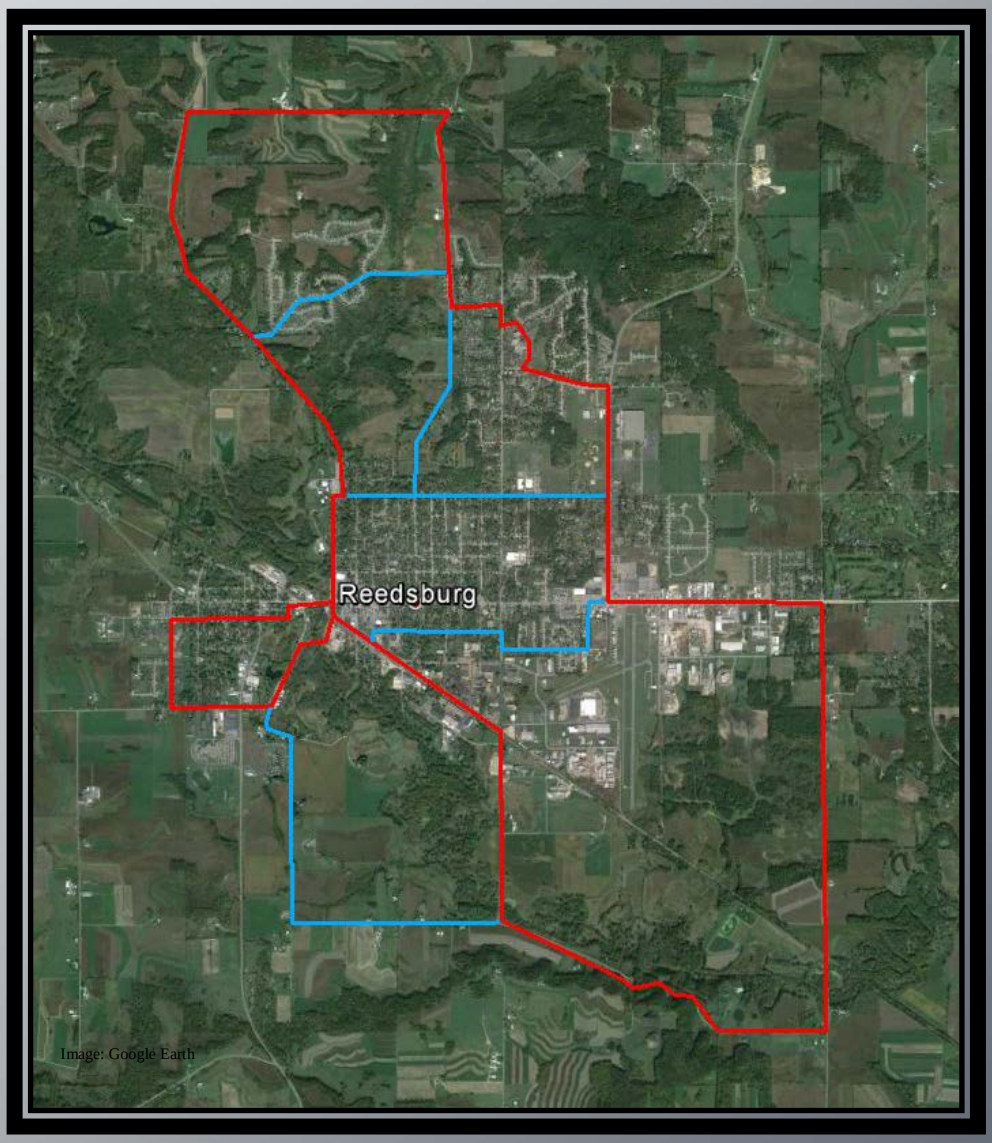
Reedsburg Bicycle, Pedestrian and Snowmobile Plan

2014



Reedsburg Plan Commission

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Table of Contents

1.0 INTRODUCTION 4
1.1 Summary & Purpose 4
1.2 Top Recommended Goals/Policies 5
1.3 Planning Process 5
1.3.1 Visioning Session 5
1.3.2 Stakeholder Interviews 5
1.4 The Five E's 5
2.0 EXISTING CONDITIONS 7
2.1 Demographics 7
2.2 Comprehensive Plan 9
2.3 Municipal Codebook 11
2.4 Federal and State Planning 11
2.5 State Bicycle Laws 12
2.6 Streets and Roads 13
2.7 Reedsburg Bicycle Network 14
2.8 Sauk County Bicycle Network 16
2.9 Bicycle Parking Facilities 17
2.10 Pedestrian Network / Sidewalks 18
2.11 Collision Statistics 19
2.12 Reedsburg Parks 20
2.13 City Trails 23
2.14 Crosswalks 24
2.15 Street Lights 25
2.16 Snowmobile Network 26
2.17 Snowmobile Facilities 27
2.18 ATV Network 28
3.0 DESIGN STANDARDS 30

3.1 Bicycle Facility Designs 30
3.1.1 On-Street Bike Lanes 30
3.1.2 Bike Route Signage 31
3.1.3 Paved Road Shoulders 32
3.1.4 Bicycle Boxes 32
3.1.5 Sharrows 32
3.1.6 Bicycle Boulevards 33
3.1.7 Bicycle Parking 34
3.2 Pedestrian Facility Designs 36
3.2.1 Pedestrian Countdown Signal 36
3.2.2 Flashing Beacons 36
3.2.3 High Visibility Signs and Markings 36
3.2.4 In-street Warning Lights 36
3.2.5 Curb Extensions 37
3.2.6 Raised Crosswalks 37
3.2.7 Pedestrian Crossing Flags 37
3.2.8 Street Furniture 37
3.2.9 HAWK Beacons 38
3.2.10 Cul-de-Sac Cut-Through 38
3.2.11 Street Trees 38
3.3 Snowmobile Facility Designs 39
3.3.1 Trailhead information 39
3.3.2 Snowmobile Signs 39
3.3.3 Elements of an Effective Snowmobile/ATV Trail 40
4.0 GOALS & POLICIES - BICYCLING 41
4.1 Engineering: 41
4.2 Encouragement: 41
4.3 Education: 41
4.4 Enforcement: 42
4.5 Evaluation: 42
4.6 Proposed Bike Routes 43

5.0 GOALS & POLICIES – WALKING/PEDESTRIAN 44
5.1 Engineering: 44
5.2 Encouragement: 44
5.3 Education: 44
5.4 Enforcement: 45
5.5 Evaluation: 45
6.0 GOALS & POLICIES - SNOWMOBILING 46
6.1 Engineering: 46
6.2 Encouragement: 46
6.3 Education: 46
6.4 Enforcement: 46
6.5 Evaluation: 46
6.6 Existing and Proposed Snowmobile Routes 47
7.0 IMPLEMENTATION & FUNDING 48
7.1 Transportation Alternatives Program 48
7.2 Complete Streets 48
7.3 Walk Friendly Communities (WFC) 49
7.4 League of American Bicyclists 49
7.5 Safe Routes to School 49
7.6 Crossing Guards 50
7.7 Signage/Wayfinding 50
7.8 Fitness Trail 50
7.9 Bike Stations 51
7.10 Street & Sidewalk Improvements 52
7.11 Snowmobile Program 52
7.12 Other Programs and Opportunities 52
WORKS CITED 54
APPENDIX 57
Survey Results 57

1.0 INTRODUCTION

1.1 Summary & Purpose

Bicycling and walking can improve our health, benefit the local economy, and help create more vibrant, sustainable communities. And while more people are getting around by bicycle and foot, there is still a lot of room for growth in both. One of the best ways to increase the amount of bicycle and pedestrian travel is the adoption of friendlier laws and policies for each of them. Policies can remove obstacles, create incentives for infrastructure, and make it easier and safer to bicycle and walk.

Cars are used to do just about everything, from picking up milk a few blocks from home, to commuting to work, to visiting family or friends. Our reliance on cars for transportation is a legacy of extensive public investment in suburbs, highways, and roads designed for cars, and little investment in public transit, bikeways, and walkways. In recent years, the cost of our auto-dependency has become more obvious. Motor vehicle emissions pollute the air and increase asthma and respiratory illness, particularly among children and older adults. Continuous travel by car eliminates many opportunities for routine physical activity, which is one reason why two-thirds of American adults today are overweight or obese, and at higher risk for heart disease, diabetes, strokes, cancer, and other health problems (Zimmerman & Kramer, 2014).

Reedsburg is located in NW Sauk County with a population of about 9,200. One of the most important features of the City is the location at one end of the '400 Trail', a scenic 22-mile State Trail connected to Elroy, WI. The importance of this Trail in Reedsburg is evidenced by the newly adopted city logo which incorporates a bicycling image.

In recent years, the 10-year update to the Comprehensive Plan and Common Council visioning sessions were completed. Both included outdoor recreation, such as biking and walking, as priority projects. Further discussions by the Plan Commission led them to add snowmobiling as a comparable activity that needed additional study and hence was added to the Plan.

This Plan is an important step in meeting the goals set forth by the Council and Plan Commission. Biking, walking, and in some cases snowmobiling, can be important to Reedsburg's citizens and guests for the following reasons:

- Improve public health & physical activity
- Reduce traffic congestion & street maintenance costs
- Promote recreation & livability
- Economic development, marketing & tourism
- Improve mobility/increase transportation options
- Improve safety
- Encourage infill development
- Increase social interaction & recognition

1.2 Top Recommended Goals/Policies

These items are the top recommendations of the plan. Additional goals and policies are listed in Chapters 4-6:

1. Develop an ATV connection to the Town of Winfield/Sauk County Trail.
2. Improve pedestrian safety enforcement, such as at crosswalks.
3. Develop camping area for bicyclists.
4. Develop bike maps.
5. Review Municipal Code for changes to help increase biking/walking/snowmobiling.

1.3 Planning Process

The planning process got its public start with an internet survey during the fall of 2013. This was later followed up with a visioning session at the February 2014 Plan Commission meeting. Several citizens and groups were invited to attend a visioning session to offer their input and learn more about the purpose of the Plan. Most of the attendees were representatives of snowmobiling.

1.3.1 Visioning Session

The February 2014 Plan Commission meeting included a presentation on biking, walking, and snowmobiling facilities. It also included basic information on visioning and funding. Afterwards, the Commission and audience members discussed mostly snowmobile topics.

1.3.2 Stakeholder Interviews

Several stakeholders were interviewed to gather comments and inform them of the process. These included representatives of business, medical, education, and outdoor recreation.

1.4 The Five E's

Bicycle and pedestrian plans are typically guided by the Five E's: Engineering, Education, Encouragement, Enforcement, and Evaluation. These five categories are helpful in defining the different aspects of biking and walking and eventually setting the goals and policies to implement. The League of American Bicyclists (2014) thus defines the categories as:

Engineering: Creating safe and convenient places to ride and park

The most visible and perhaps most tangible evidence of a great place for bicycling is the presence of infrastructure that welcomes and supports it. Survey after survey shows that the physical environment is a key determinant in whether people will get on a bike and ride. The most advanced Bicycle Friendly Communities and Universities have well-connected bicycling networks, consisting of quiet neighborhood streets, conventional and protected bike lanes, shared use trails, and policies to ensure connectivity and maintenance of these facilities. Secure, convenient and readily available bike parking is also a key component. For Bicycle Friendly Businesses, great bike parking in addition to showers and locker facilities are vital to promoting bicycling both in the workplace and wider community.

Education: Giving people of all ages and abilities the skills and confidence to ride
Offering a lot of ways for people to get the skills and confidence to ride is key to building great places for bicycling. At the community level this begins with bicycle-safety education being a routine part of public education. Communities, businesses and campuses can offer options for adults looking to improve their biking skills with everything from online tips, brown bag lunch presentations and in-depth on-bike training opportunities. The League's Smart Cycling program, and more than 2,000 League Cycling Instructors around the country, is a great resource in delivering high quality education programs. It is also vital to make motorists and cyclists aware of their rights and responsibilities on the road through public education campaigns that promote the Share the Road message.

Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling
Communities, businesses and universities play a critical role in encouraging people to ride by giving them a variety of opportunities and incentives to get on their bikes. This can be done through the celebration of National Bike Month and Bike to Work Day, producing community bike maps, route finding signage, bicycle-themed celebrations and rides and commuter challenges. Many places are investing in public bike sharing systems and internal fleets, which are a convenient, cost effective, and healthy way of encouraging people to make short trips by bike.

Enforcement: Ensuring safe roads for all users
Basic laws and regulations need to govern bicycling and the rules of the road to ensure safety for all road users. With a good set of laws and regulations in place that treat bicyclists equitably within the transportation system, the next key issue is enforcement. Law enforcement officers must understand these laws, know how to enforce them, and apply them equitably to ensure public safety. A good relationship between the cycling community and law enforcement is essential; for example, a police representative can participates on a Bicycle Advisory Committee to increase awareness on both sides. Similarly, having more police officers on bikes helps increase understanding of cyclists' issues. On college and university campuses, theft prevention is a huge undertaking. Having law enforcement partners and great policies in place is essential to promoting bicycling.

Evaluation & Planning: Planning for bicycling as a safe and viable transportation option
Metrics are essential. A comprehensive bicycle master plan, in combination with dedicated funding and active citizen/organizational support is the foundation of a great bicycling-friendly community, business or university – indeed, progress without it is difficult. A successful plan focuses on developing a seamless cycling network that emphasizes short trip distances, multi-modal trips and is complemented by encouragement, education and enforcement programs to increase usage. A dedicated Bicycle Program Coordinator and an effective Bicycle Advisory Committee can play an important role in helping decision makers create, implement, and prioritize those bicycle programs and policies.

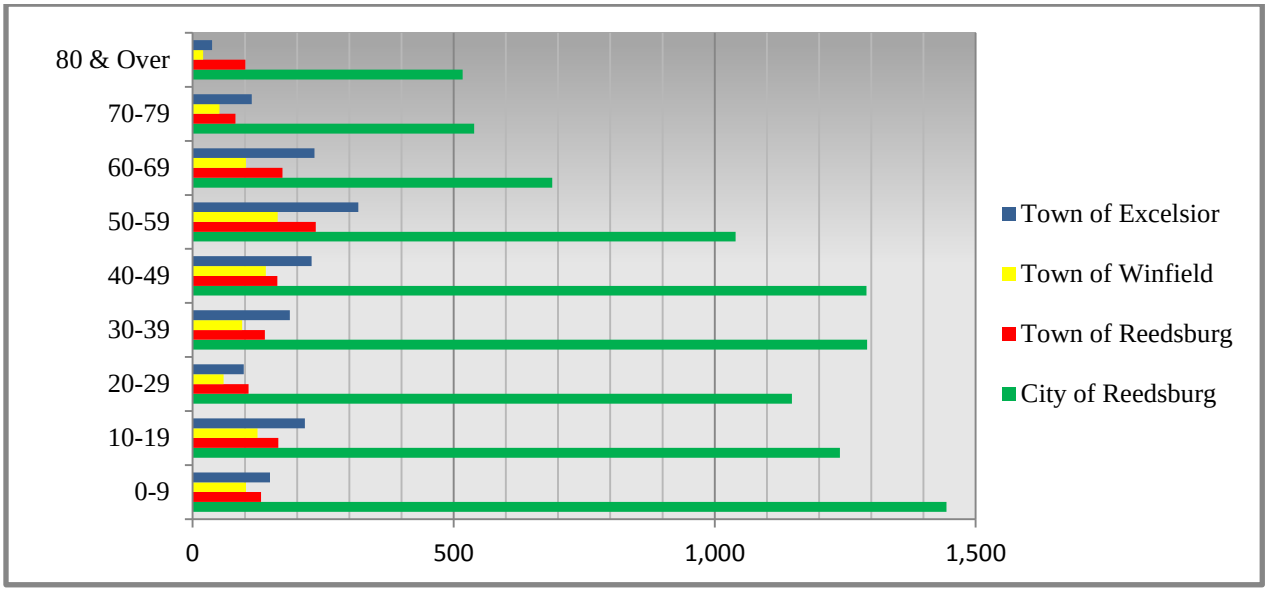
2.0 EXISTING CONDITIONS

2.1 Demographics

	Current Population			
	City of Reedsburg	Town of Reedsburg	Town of Winfield	Town of Excelsior
2010 Population	**9,200**	**1,293**	**856**	**1,575**

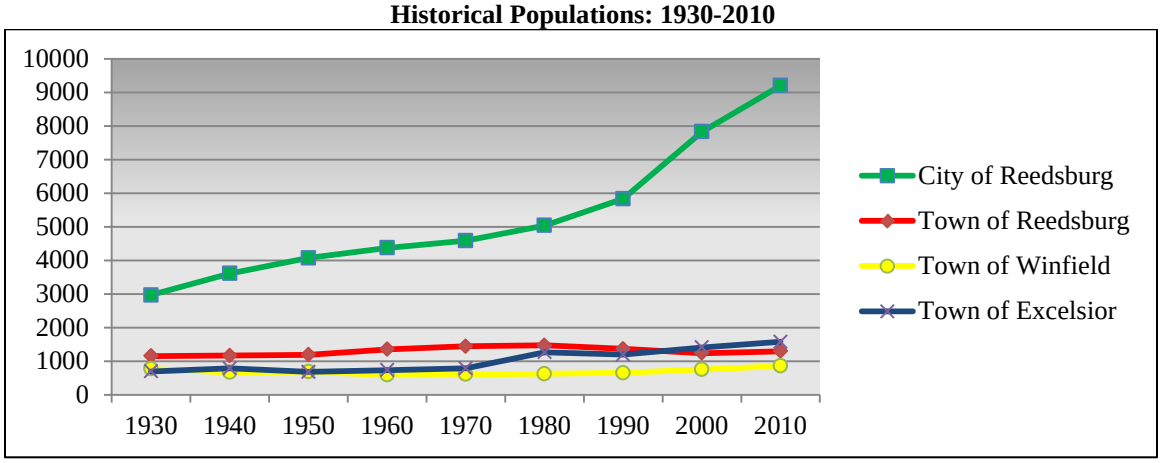
Source: US Census Bureau/American Fact Finder

Age Group Distribution of Population



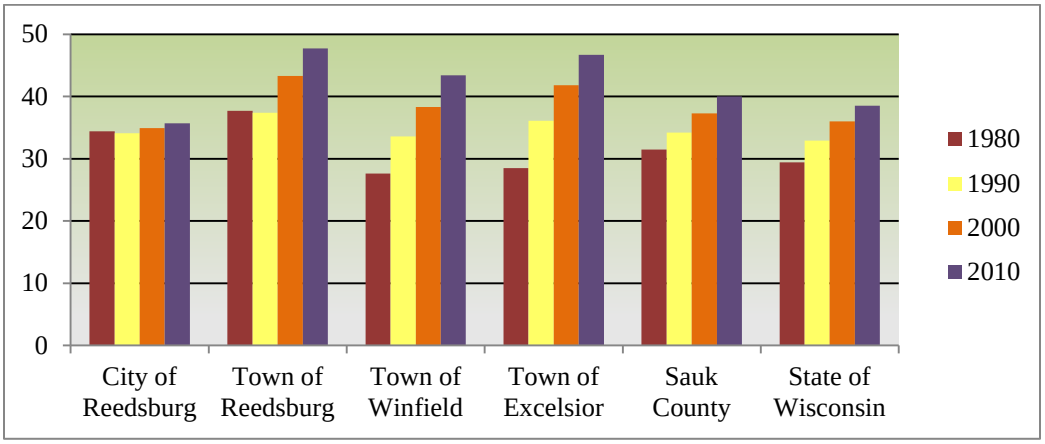
Source: US Census Bureau, 2010.

Historical Populations: 1930-2010



Source: Wisconsin DOA (2000) and US Census Bureau, 2010.

Median Age



Source: US Census Bureau

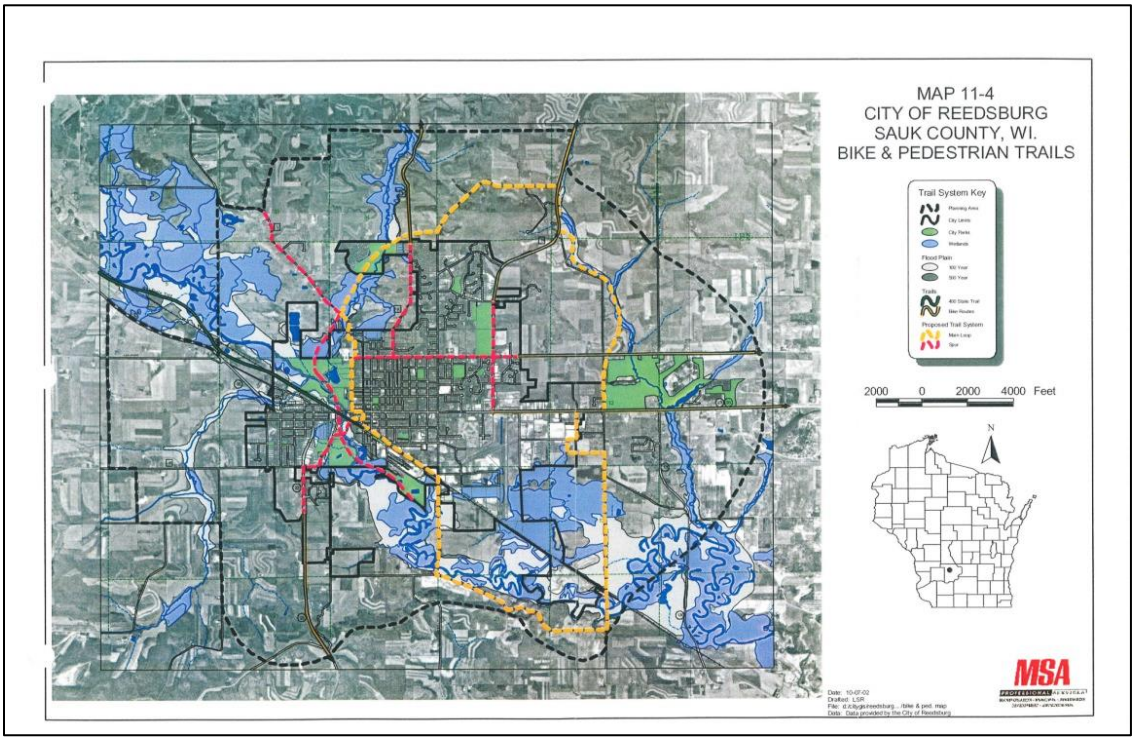
Number of Households
1970-2010

Year	City of Reedsburg		Town of Reedsburg		Town of Winfield		Town of Excelsior		Sauk County		Wisconsin	
	#	%	#	%	#	%	#	%	#	%	#	%
1970	1,620	---	320	---	147	---	214	---	12,133	---	1.3 M	---
1980	2,021	24.8	389	21.6	174	18.4	383	79.0	15,510	27.8	1.7 M	24.3
1990	2,400	18.8	373	-5.0	197	13.2	400	4.44	17,703	14.1	1.8 M	10.3
2000	3,193	33.0	394	5.6	265	34.5	527	31.2	21,644	22.3	2.1M	30.0
2010	3,795	18.9	464	17.8	315	18.9	606	15.0	25,192	16.4	2.3M	10.0
% Change 1970-2010	134.3		45.0		114.3		183.2		107.6		76.9	

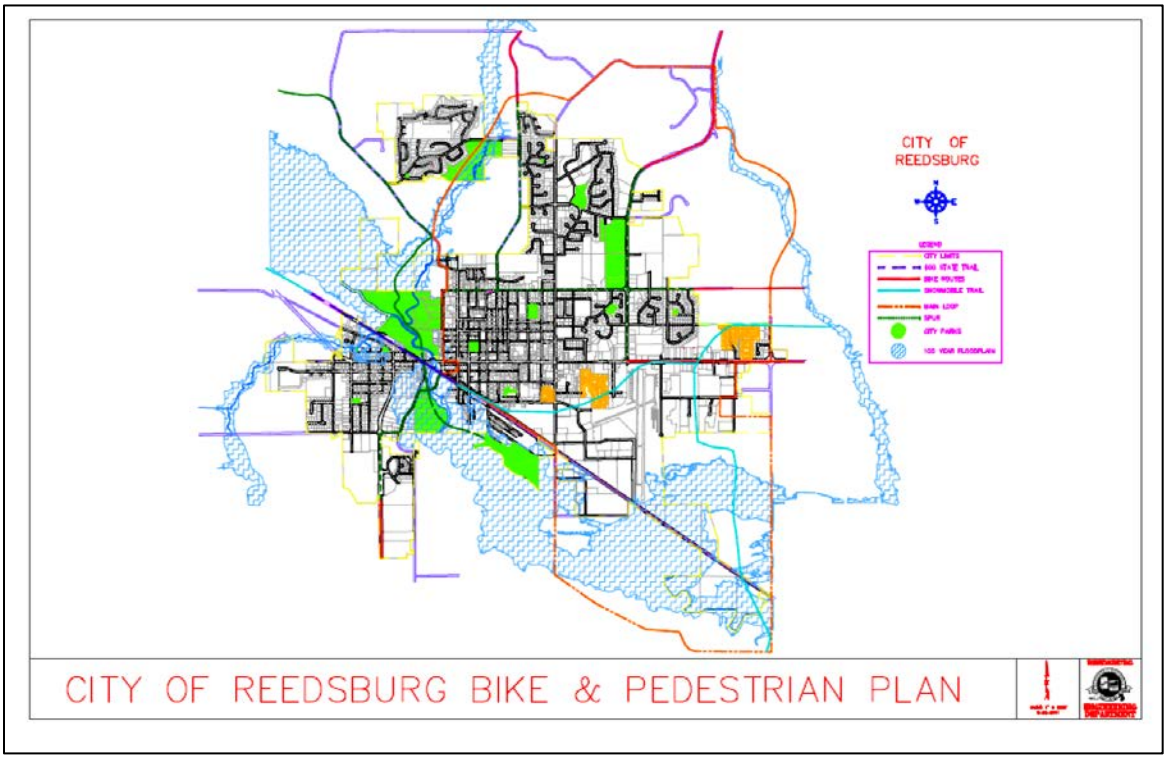
Source: US Census Bureau

2.2 Comprehensive Plan

2003 Comprehensive Plan



2012 Comprehensive Plan Update



The following sections are listed as goals of the 2003 Comprehensive Plan and are the only sections mentioning biking or walking. Snowmobiling is not addressed to the Plan's text:

- ***To improve*** *pedestrian travel* ***in the City's downtown business district install traffic signal devices at certain intersections within the business district that can be activated by pedestrians.***
- ***Encourage non-motorized forms of transportation and minimize non-motorized/motorized transportation conflicts within the City and the City's planning area by constructing non-motorized transportation facilities, including*** *bicycle and pedestrian pathways, bicycle lanes, wide roadway shoulders****, etc.***
- *Construct a* ***multi-use trail system*** *encompassing the entire City, which links with the existing 400 State Bicycle Trail.*
- *To improve* ***bicycle and pedestrian travel and safety*** *in the City's downtown business district install traffic signal devices at certain intersections within the business district that can be activated by bicyclists and pedestrians.*
- *Work with the Wisconsin Department of Transportation, Sauk County, and surrounding towns in the development and interconnection of the existing and future local* ***bicycle facilities with regional and state bicycle facilities*** *within the Reedsburg area, including the 400 State Bicycle Trail.*
- *Minimize conflicts between bicyclists and vehicular traffic within the Reedsburg area through the construction of* ***bicycle lanes and/or sidewalks*** *along arterial and collector routes and* ***paved pathways*** *within the more densely developed portions of the City and the City's planning area.*

These three excerpts are found in the 2012 Comprehensive Plan Update. They are the only sections that refer to biking and walking. Like the 2003 Plan, snowmobiling was not addressed in the text:

<u>Energy Conservation/Renewable Energy</u> – Reduce fossil-fuel based energy use and increase use of renewable energy sources.

a. Promote bicycling by requiring *bicycle racks* ***in all developments and storage facilities/lockers in multi-family projects.***

2) Take some immediate steps to remove barriers to sustainable, quality development such as reducing excessive parking standards and street paving/right-of-way requirements, removing the ban on residential in the downtown, and requiring *bicycle racks* ***for all new developments.***

<u>Policies:</u>

- ***Develop alternative*** *bike and pedestrian pathways* ***through the City.***

2.3 Municipal Codebook

The City, through its codebook, can positively or negatively affect biking, walking, and snowmobiling. Several Reedsburg ordinances mention these issues and include:

- Chapter 7: Traffic Code – Dictates that all bicycles shall be registered and how they should be operated. This chapter also prohibits snowmobiling except on the designated trail.
- Chapter 8: Streets and Sidewalks – Covers where and when sidewalks should be constructed. It also includes sections on maintenance and repair. Sidewalks are required in all residential and commercial areas of Reedsburg.
- Chapter 9: Orderly Conduct – Prohibits the obstruction of sidewalks
- Chapter 10: Public Nuisances – Addresses obstructions as well as dangerous trees and signage.
- Chapter 17: Zoning – Mentions sidewalks several times, but regulations only apply to signage.
- Chapter 18: Subdivision and Platting – Allows the City to require a mid-block crosswalk on longer blocks as needed. This chapter also dictates when a sidewalk is required and who owns and installs them.

2.4 Federal and State Planning

The Federal Highway Administration has three guidelines regarding bicycle and pedestrian use (FHWA, 2014):

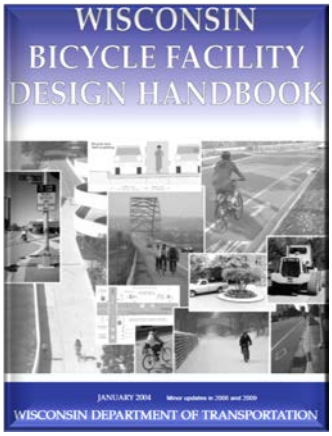
- *a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist;*
- *an approach to achieving this policy that has already worked in State and local agencies; and*
- *a series of action items that a public agency, professional association, or advocacy group can take to achieve the overriding goal of improving conditions for bicycling and walking.*

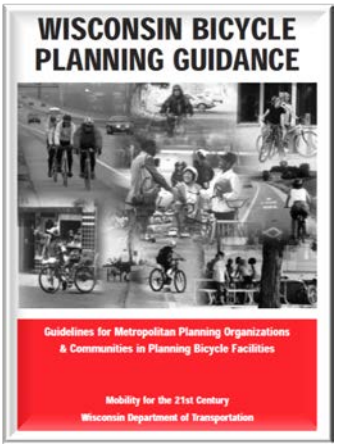
More information can be found at:
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

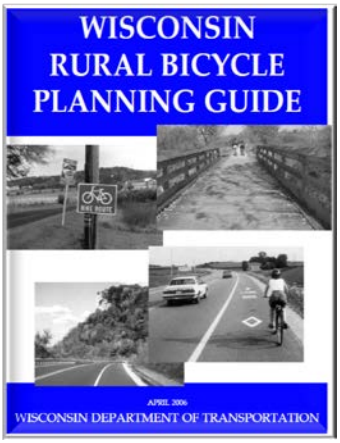
The FHWA also has information on multi-use recreational trails:
http://www.fhwa.dot.gov/environment/recreational_trails/guidance/manuals.cfm

The Wisconsin Dept. of Transportation has a bicycle and pedestrian program that covers funding, Safe Routes to School, best practices, facility designs, Wisconsin Pedestrian Policy Plan 2020, and transportation enhancements.
http://www.dot.state.wi.us/localgov/aid/bike-ped-facilities.htm
http://www.dot.state.wi.us/projects/state/ped2020.htm

The WI Dept of Transportation has written several guides on bicycle planning and facility designs. These guides discuss the planning process as well as implementing facilities once the process is finished. They include descriptions for biking designs on roadways, bike lanes, paved shoulders, and shared-use paths plus other items such as traffic signals, signage, and traffic calming that Reedsburg should consult when implementing this plan in the future.







Images: WisDOT

The American Association of State Highway and Transportation Officials (AASHTO) also produces a guide for the design of facilities. The 2012 – Fourth Edition is the latest version.

2.5 State Bicycle Laws

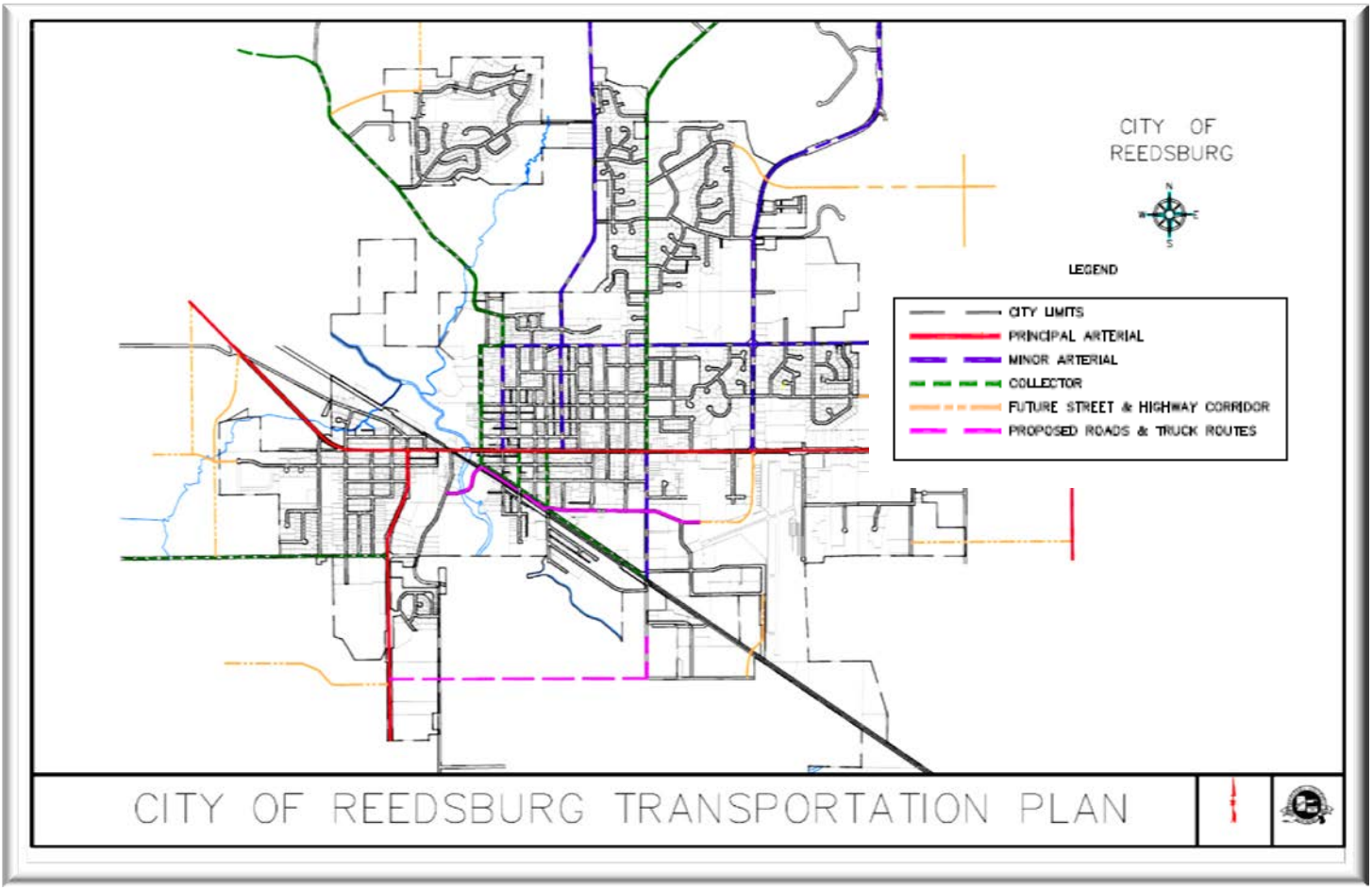
Wisconsin bicycle traffic laws can be found at:
http://www.dot.state.wi.us/safety/vehicle/bicycle/rules.htm

- Rights of a bicycle riding upon a roadway [346.02(4)(a)]
- Pedestrians and bicycles prohibited from interstates, expressways and controlled access highways [346.16(2)]
- Lane positioning - riding on the right side of a roadway [346.80(2)(a)]
- One way streets and bicyclists [346.80(2)(b)]
- Riding 2 abreast [346.80(3)(a)]
- Use of hand signals [346.35]
- Hand signals not needed [346.34(1)(b)]
- Motorists passing bicyclist [346.075]
- Bicyclist passing a stopped or moving vehicle [346.80(2)(c)]
- Local governments permitting use of bicycles on sidewalks [346.94(1)]
- Bicyclists yielding to pedestrians on sidewalks [346.804]
- Bicycling at night [347.489(1)]
- Duty to report accident [346.70]

2.6 Streets and Roads

Reedsburg's Main St doubles as STH HWY 23/33. This street is the main east-west thoroughfare through the city. It includes the downtown, the east side commercial district and smaller commercial district on the west side along S Albert Ave. Reedsburg Area High School is also on this route. Other main east-west routes include Eighth St and Railroad St, which also serves as a truck route to the industrial park.

The main north-south routes include S Albert Ave, Dewey Ave, Viking Dr (CTH H), Myrtle St (CTH K), and N Walnut St. A possible extension of Viking Dr in the future along the Airport's west side would alleviate some truck traffic on Dewey Ave and E Main St.



2.7 Reedsburg Bicycle Network

Reedsburg's main biking feature is its location at one end of the 400 Trail. Opening in June 1993 on the former Chicago-Northwestern Railroad bed, this trail consists of a packed limestone surface and welcomes 40,000 bike riders every year. It parallels the Baraboo River on its route to Elroy, WI. The trail is utilized by walkers, horseback riders, and snowmobilers as well.

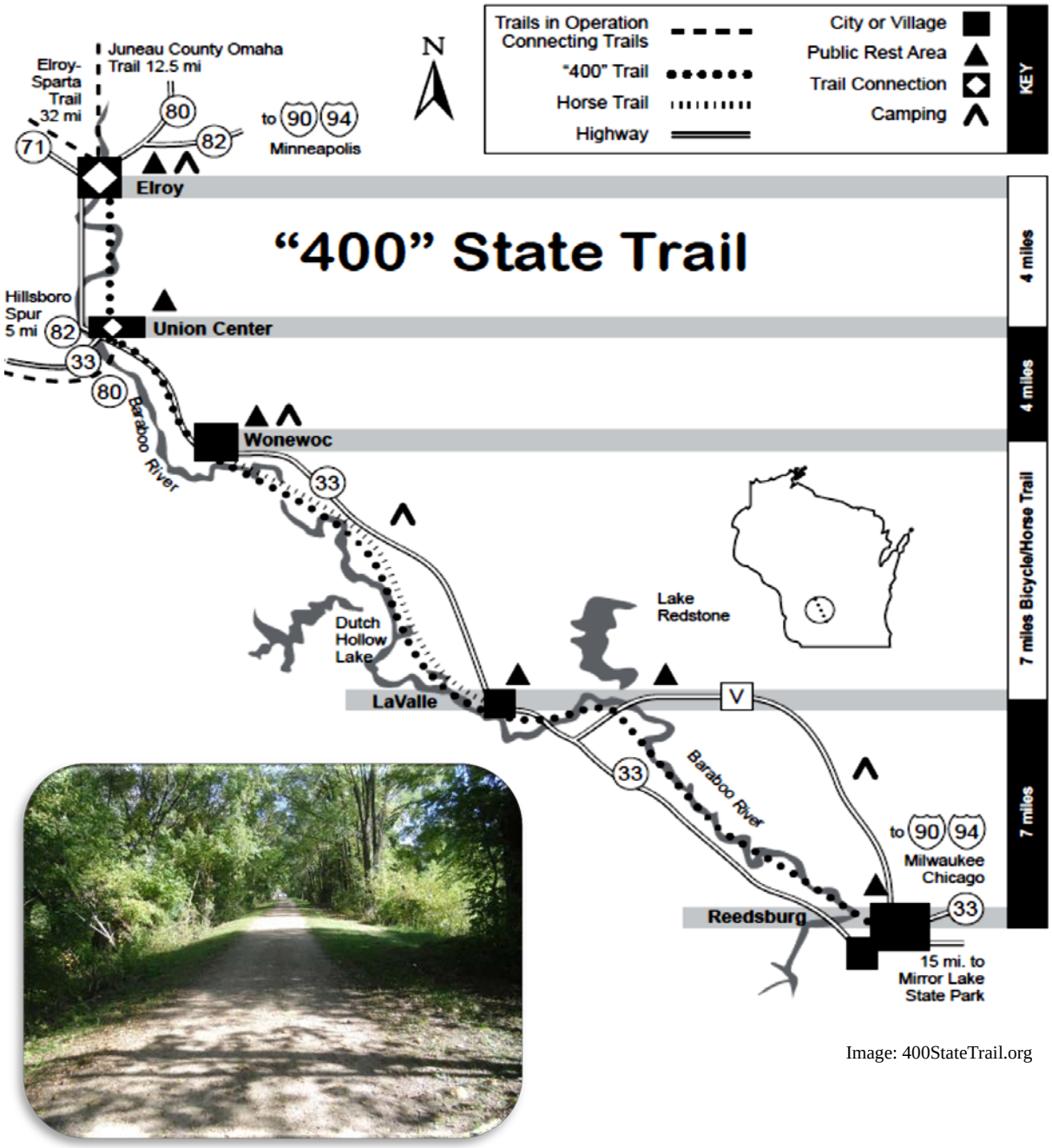


Image: 400StateTrail.org

Reedsburg section of the 400 Trail

Image: Google Earth

The only marked on-street bike route in Reedsburg is a one mile stretch of E. Main St. Painted bike lanes are located on both sides of the street from Golf Course Rd to Viking Dr.

E. Main St (Hwy 23/33)

Image: Google Earth

2.8 Sauk County Bicycle Network

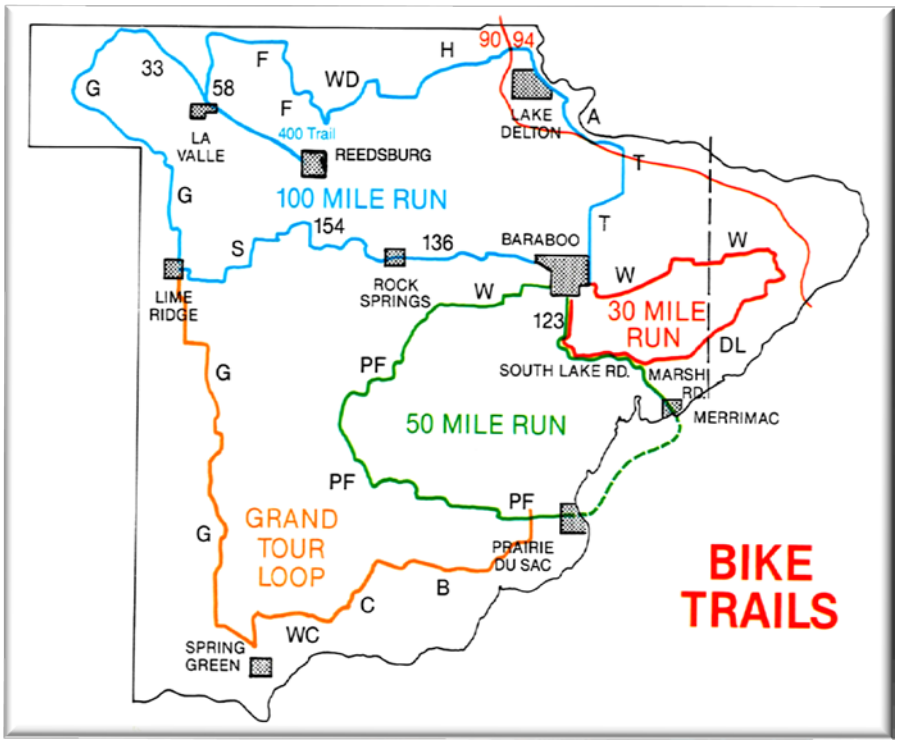


Image: Sauk County

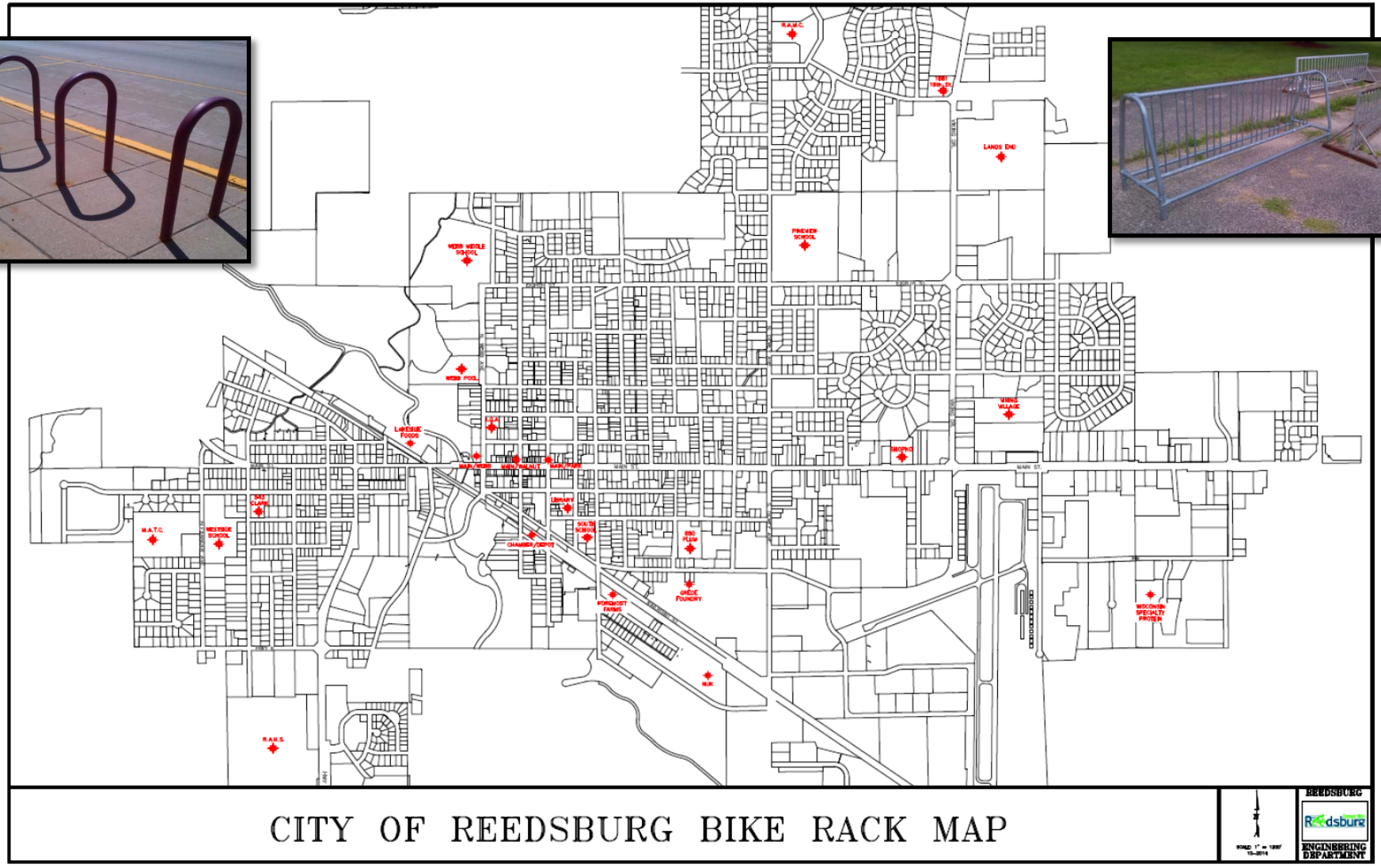
Other than the bike lanes on E Main St, Reedsburg contains no formal bike route. Sauk County contains several bike routes throughout the County. There are also remnant signs of a bike route that used to travel from the Mirror Lake area westward to Reedsburg and then north, but that route has apparently been abandoned.

Intersection of County Roads K and F

Corner of N. Reedsburg Rd and Northwoods Dr

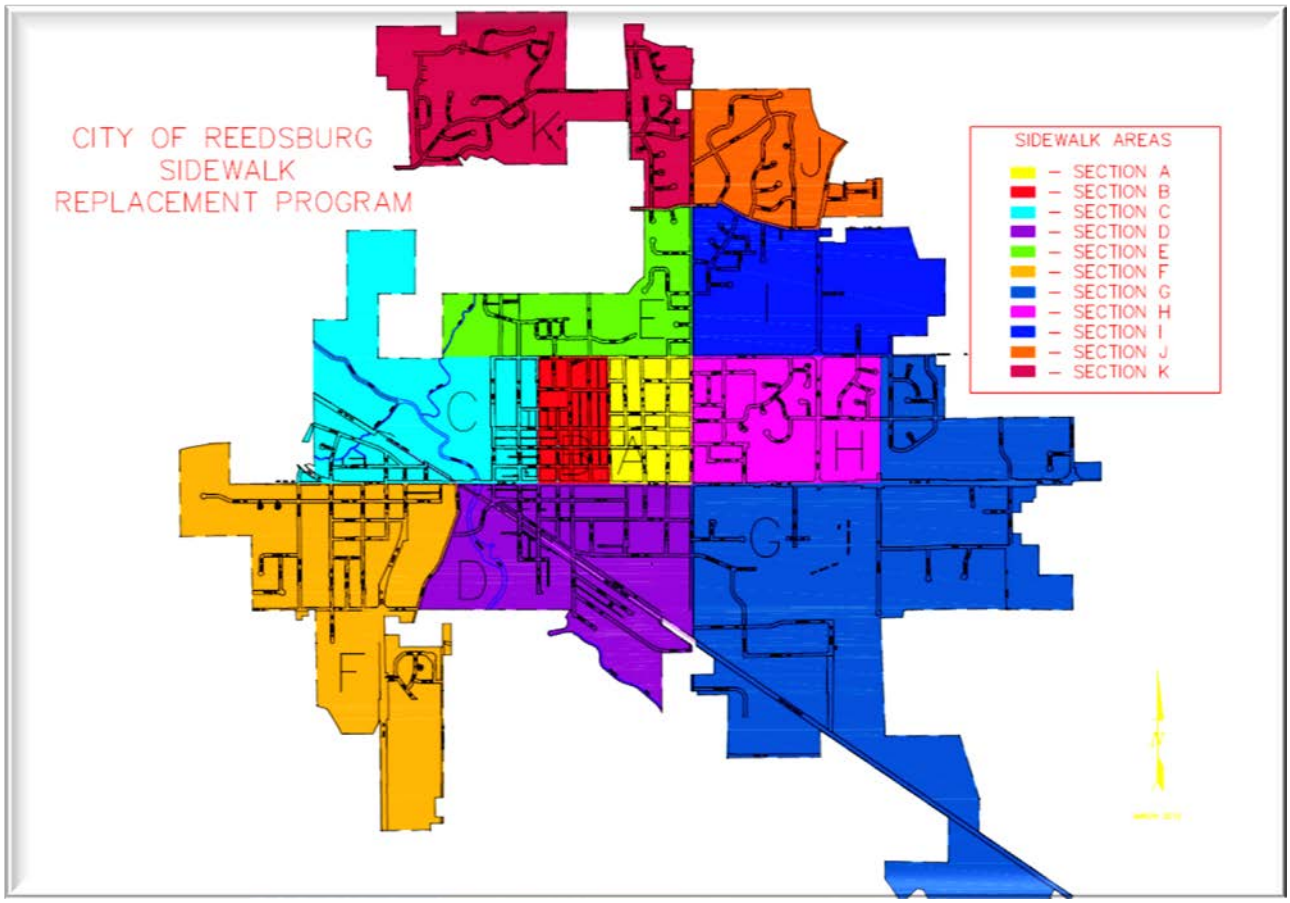
2.9 Bicycle Parking Facilities

Most bike racks found in Reedsburg, generally at schools, public buildings and businesses, are the grid style racks. These racks contain vertical bars that connect to larger horizontal bars above and below. They allow bike parking from both sides. However, they are sometimes referred to as 'wheel benders' for a reason. The downtown area contains U-Racks. These bike racks are anchored to the ground and allow a bike to be locked to its frame, whereas the grid style may only allow locking to the wheel only.



2.10 Pedestrian Network / Sidewalks

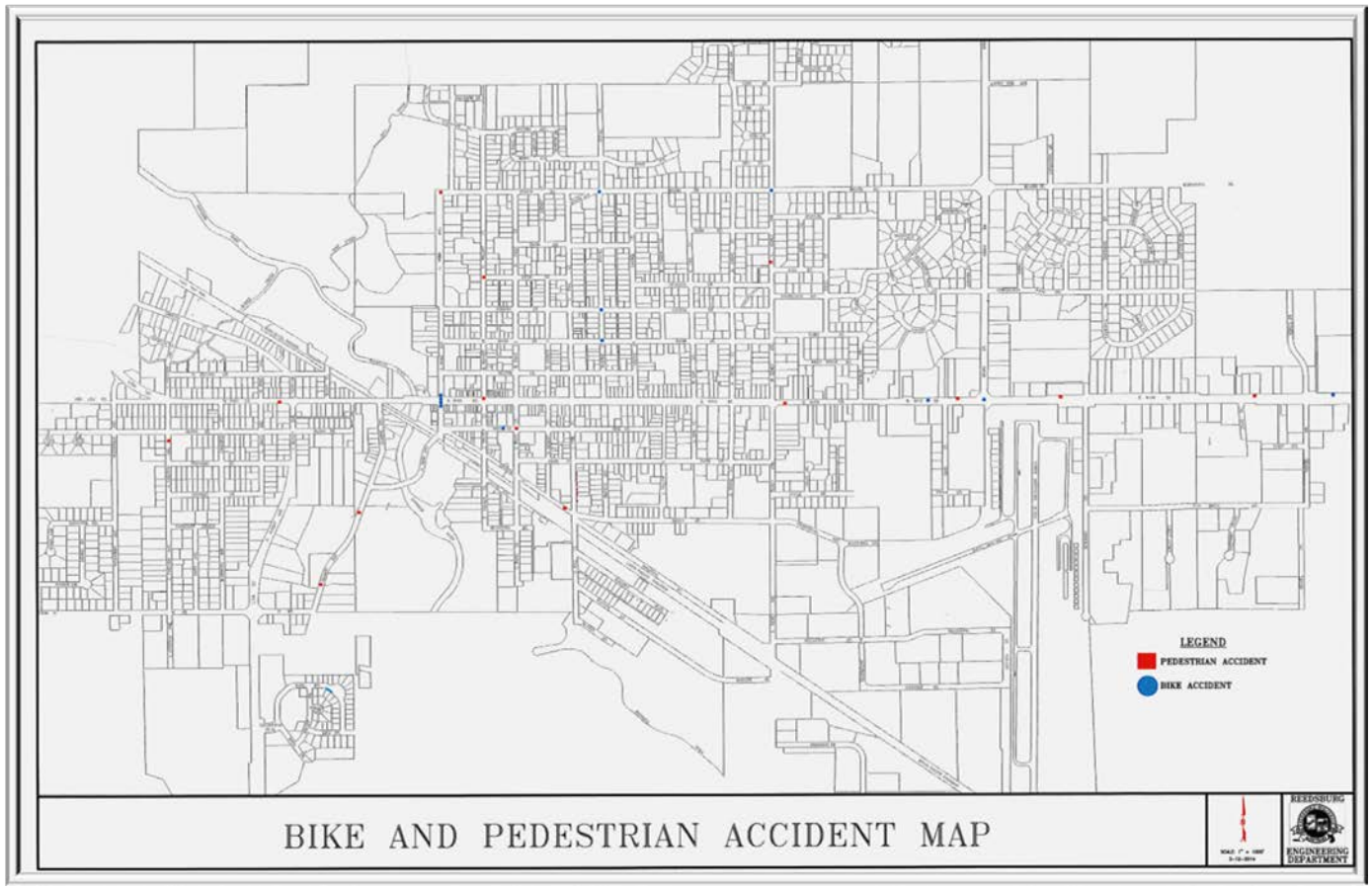
Sidewalks are regulated in Reedsburg under Chapters 8 and 18 of the Municipal Code. They are located along all City streets with the exception of the Industrial and Business Parks. Sidewalks are typically 5' wide and are reviewed once a year during a 10-year review cycle. Property owners are responsible for the installation and maintenance of sidewalks adjacent to their properties unless arrangements were made otherwise (e.g. Viking Dr).



2.11 Collision Statistics

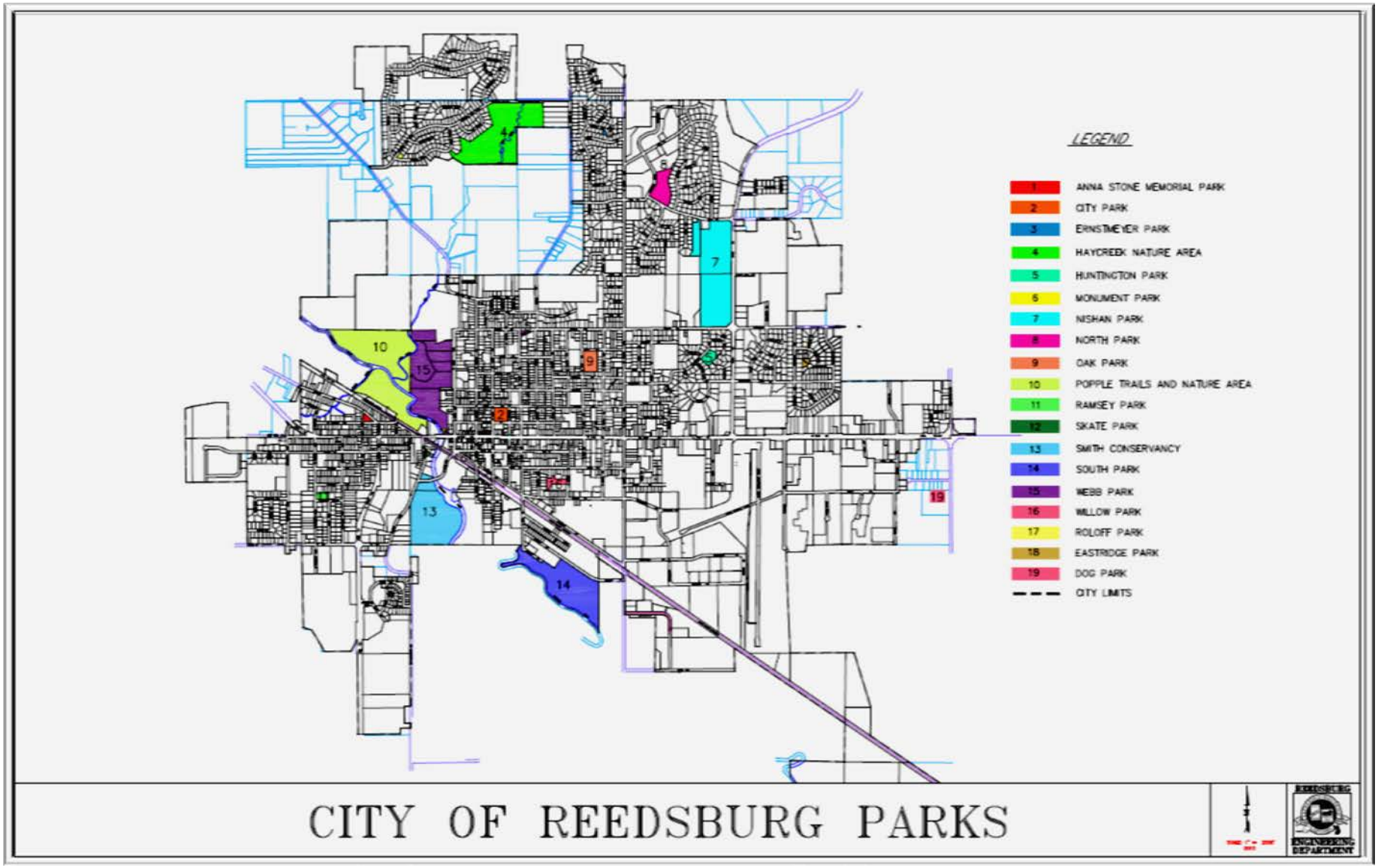
The following statistics indicate collisions between bicyclists or pedestrians and motor vehicles. While some occurred on a street/intersection, others occurred on private property, such as in a parking lot.

Date	Location	Bike or Pedestrian
May-09	251 Vine	Bike
Mar-09	400 Granite	Pedestrian
May-09	2701 E Main	Bike
May-09	E Main / Webb	Bike
Aug-09	E Main / Webb	Bike
Nov-09	Myrtle / 8th	Bike
Apr-10	E Main / Walnut	Pedestrian
Sep-10	529 N Dewey	Pedestrian
Nov-10	317 W Main	Pedestrian
Nov-10	N Walnut / 5th	Pedestrian
Dec-10	2483 E Main	Pedestrian
Apr-11	617 Granite	Pedestrian
May-11	400 Railroad	Pedestrian
May-11	8th / N Dewey	Bike
Jun-11	Myrtle / 3rd	Bike
Oct-11	E Main / Webb	Bike
Nov-11	1515 E Main	Bike
Dec-11	1825 E Main	Pedestrian
Dec-11	N Webb / 2nd	Pedestrian
Jan-12	Myrtle / 4th	Bike
Aug-12	1100 E Main	Pedestrian
Sep-12	209 S Preston	Pedestrian
May-13	N Webb / 8th	Pedestrian
Jun-13	1615 E Main	Pedestrian
Jul-13	E Main / Viking	Bike
Jul-13	E Main / Webb	Bike
Aug-13	S Park / Vine	Pedestrian



2.12 Reedsburg Parks

As part of the recreational and fitness opportunities that biking and walking provide, they can be connected with the many parks that Reedsburg offers to further enhance those opportunities aided by such items as signs, maps, and trails.



Anna Stone Park

300 W. 2nd Street
This small neighborhood park is located in the southwest part of the city. The playing field is also used as an ice rink during the winter months.

City Park

222 N. Park Street
Centrally located, City Park is close to Reedsburg's downtown. This popular park hosts several community functions such as art fairs, the annual Easter Egg Hunt and *Concerts in the Park*.

Dog Park

600 S. Golf Course Rd.
A safe place where area dogs can run and socialize. Proof of rabies vaccination is required. Annual stickers can be purchased at City Hall, or daily passes can be purchased at the dog park. (The park is accessed via gravel driveway and may not always be visible from Golf Course Rd.)

Ernstmeyer Park

946 Joseph Circle
Located on Reedsburg's north side, this is the city's only designated tot lot. It has a small play structure, tot swings and other activities that appeal to preschool-age youngsters.

Huntington Park

1400 Wellington Dr.
This small neighborhood park located on the city's northeast side consists of playground equipment, a small picnic shelter and a half basketball court.

Nishan Park

1700 8th Street
Nishan Park, located on the city's northeast side, is the well-known host of the annual Reedsburg Butter Festival. Nishan has six ball fields, an outdoor volleyball court and is also used as a soccer facility when needed. The park also contains the RACA, a multi-use facility for hockey and special events, and the Lions/Jaycees Building which is also used for special events. Both buildings are available to the public for rent.

North Park

1301 19th Street
This spacious park is located on the city's northeast side and is used for numerous outdoor activities. The park, which partly serves as a water retention area, was dedicated by the Reedsburg Memorial Hospital Foundation.

Oak Park

550 N. Oak Street
Serving the north-central part of Reedsburg, this highly-used park has many facilities that are available for the recreation enthusiast. On a historical note, the park was home to the state's first Little League games.

Popple Nature Area

425 N. Webb Avenue
Located west of Webb Park and the swimming pool, the Popple Nature Area is the city's premiere nature area and walking trail. The area consists of the Baraboo River, Half Moon Lagoon and Hay Creek. Dogs are allowed on a leash.

Ramsey Park

433 S. Preston Street
This small neighborhood park, located on the southwest side of Reedsburg, is popular for basketball and baseball.

Roloff Park

231 Barbara Ann Dr.
This small neighborhood park located on the city's north side features a play structure geared for children ages 6 - 12.

Skate Park

145 Granite Ave.
Located just south of the 400 Trail and west of the Baraboo River on Granite Avenue, this facility provides skateboarders and rollerbladers a variety of jumps and ramps. The park is open from dawn to dusk as weather permits.

Smith Conservancy

Granite Avenue
A small wooded wetland area that lies along the Baraboo River on the city's southwest side, this area supports many forms of wildlife. Dogs are allowed on a leash.

South Park

850 Division Street
South Park, located on Reedsburg's south side, provides the community access to the Baraboo River for activities such as fishing and canoeing. The park also has a small pond and a popular freshwater spring. Restrooms and a small shelter surrounded by some of the oldest trees in town provide an excellent picnic area.

Veterans Memorial

1700 8th Street
Located in Nishan Park, the Veterans Memorial was constructed in 2011 under the leadership of VFW Post 1916.

Webb Park

425 N. Webb Avenue
Webb Park is centrally located and provides a variety of recreational activities. The park is home to the municipal swimming pool and tennis courts. Webb Park's picnic shelters make it a popular place for family and company picnics.

Willow Park

344 S. Willow Street
Located on the city's southeast side, this neighborhood park serves a family-oriented area of Reedsburg.

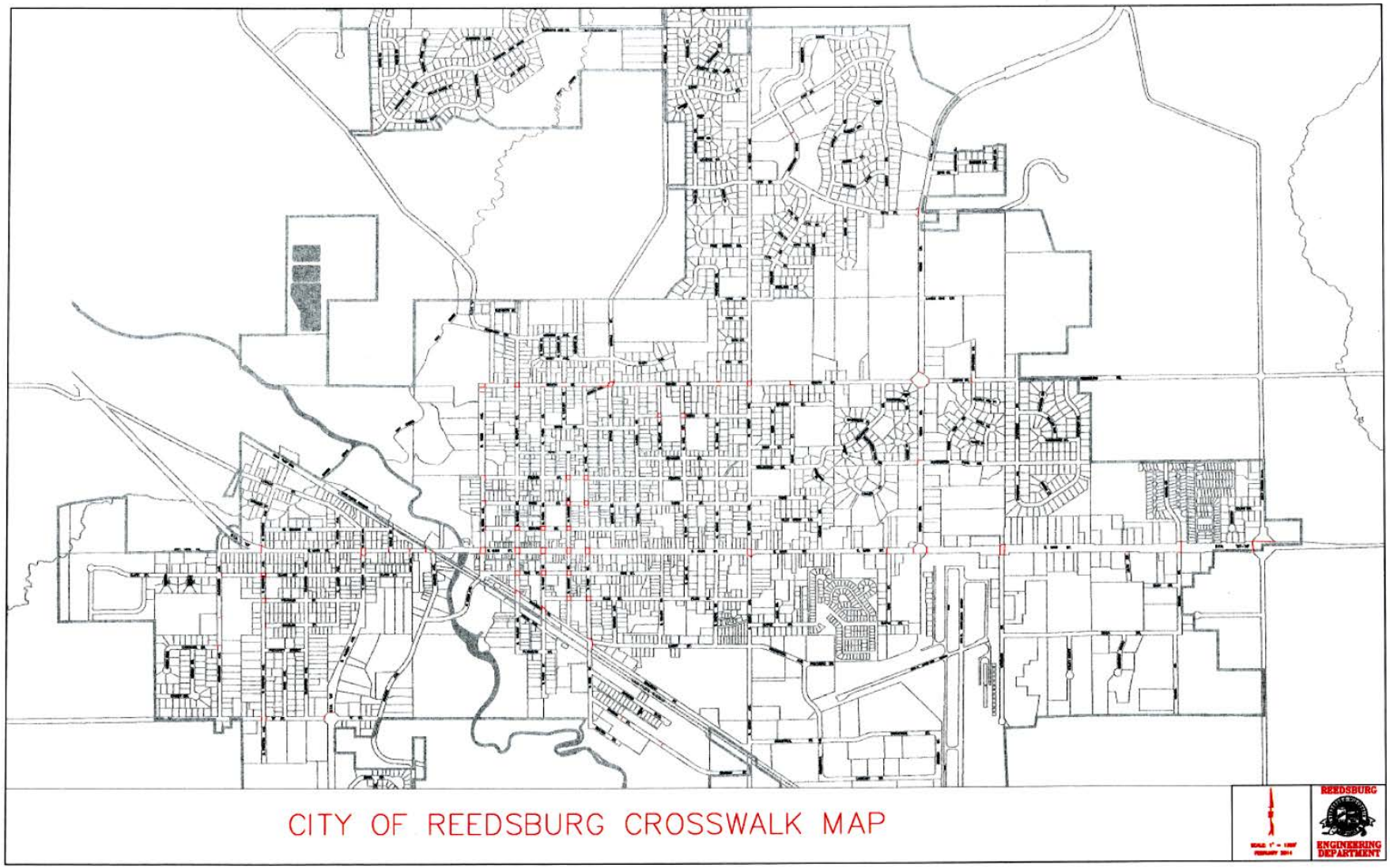
2.13 City Trails

In addition to the 400 Trail, Reedsburg currently contains a couple of smaller trails. The Roger Popple Nature Trail is located in Webb Park. It consists of four different sections for a total of 1.6 miles: Haymeadow (0.7 miles), Wood Duck (0.3), Pool Entry (0.1), and Monument (0.5).

A second trail area is located in Smith Conservancy. The area includes a short trail with dilapidated boardwalks and is located between Granite Ave and the Baraboo River. Because of its location along the river, trails and boardwalks are difficult to maintain due to periodic flooding, especially in the spring.

2.14 Crosswalks

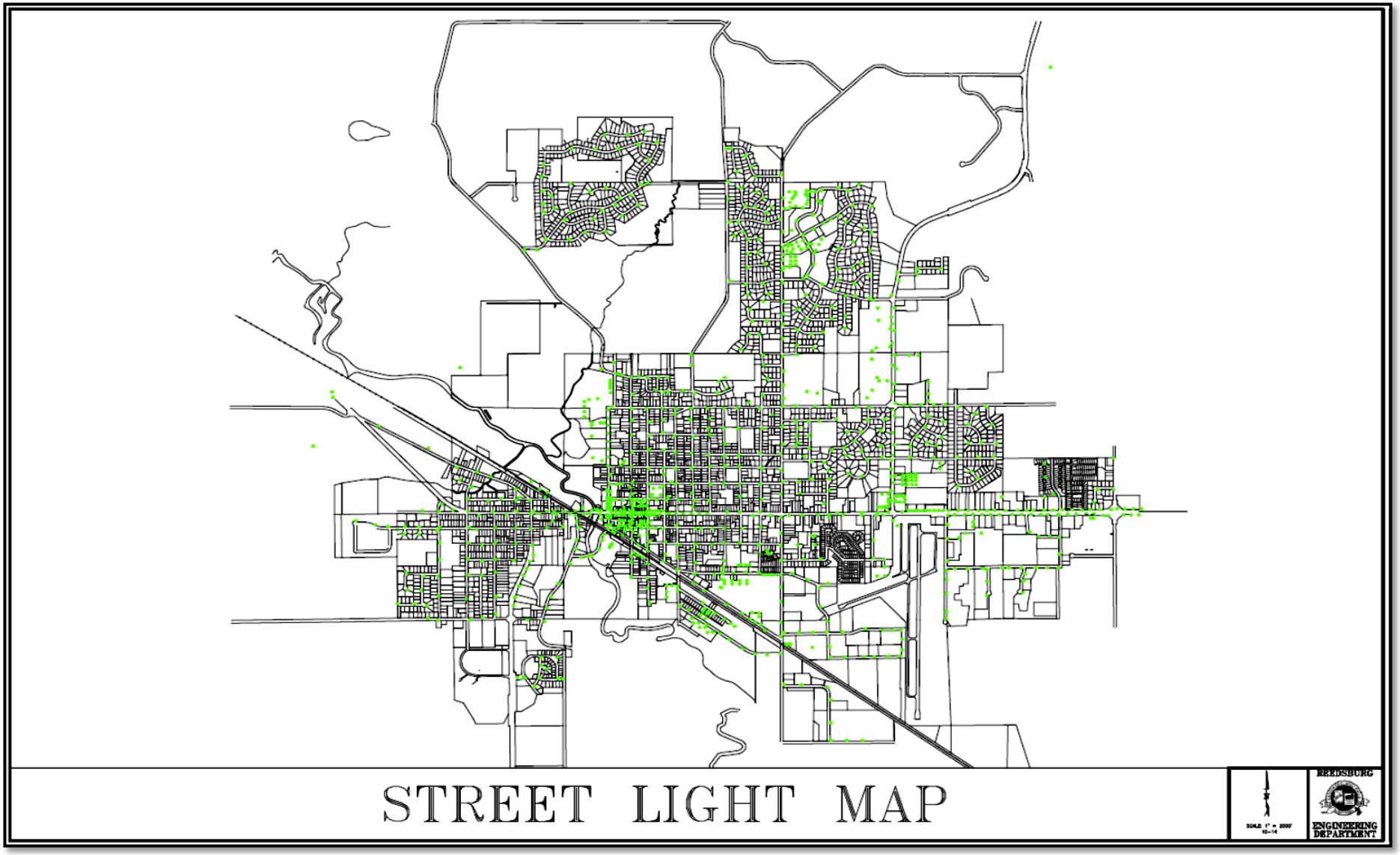
Many of the City's crosswalks are concentrated downtown. After that, most of the remaining crosswalks are located along E Main Street and in school areas. All but four of the crosswalks are parallel lines. The remaining have the ladder design (Main/Walnut, Main/King, Main/400 Trail, and 8th/Pineview School).



2.15 Street Lights

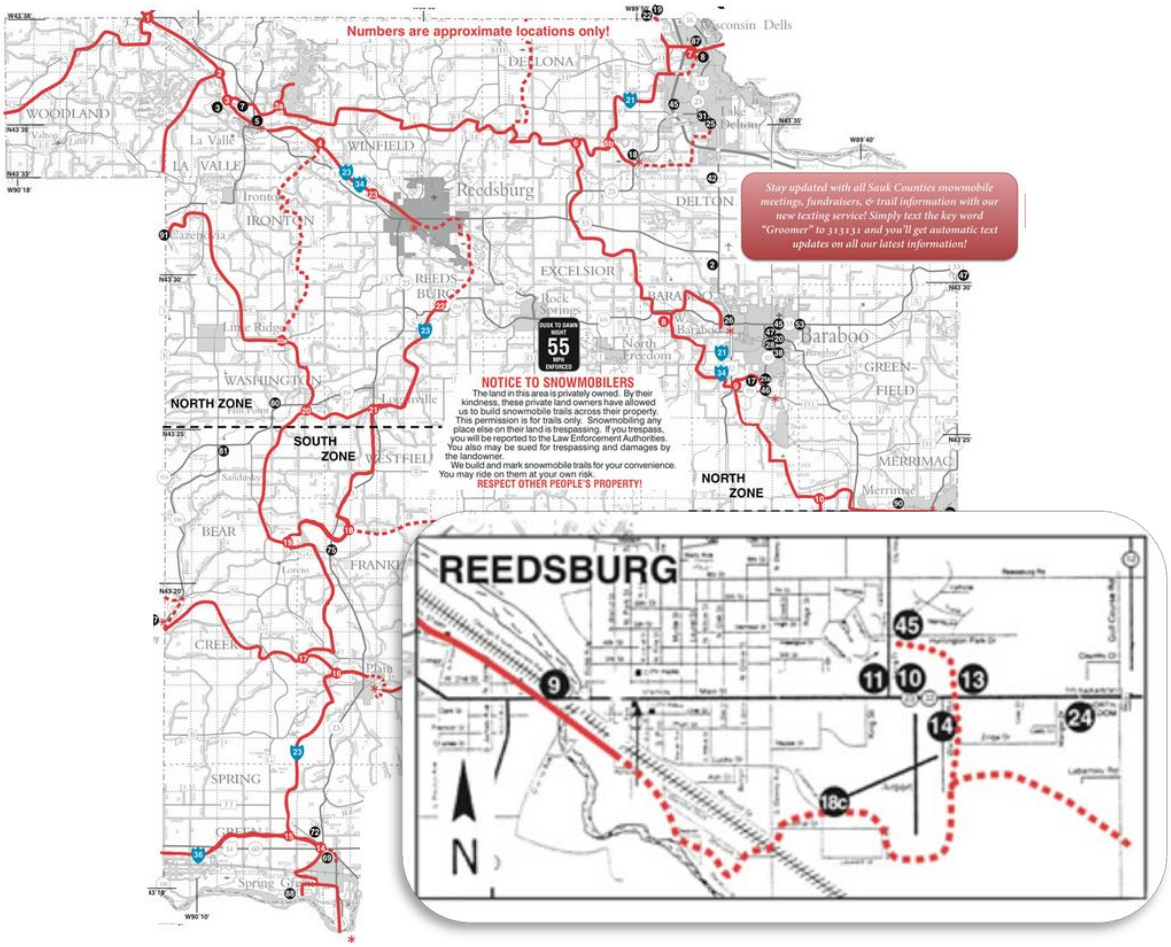
Street lights serve not only to aid nighttime drivers by increasing vision at intersections to reduce accidents. They can also encourage additional pedestrian activity by providing a more inviting and safer nocturnal walking environment. The highest concentration of street lights is located downtown. Other concentrated areas include the commercial area near E Main St/Viking Dr and the RAMC area. Otherwise lights are primarily located at street intersections and midway on longer blocks.

Source: Reedsburg Utility Commission



2.16 Snowmobile Network

Reedsburg contains an east-west snowmobile route through the city. The route is located on the 400 Trail before following streets and pathways to the east. Snowmobile route signs are located along several streets, such as Veterans Dr and South Ave. Some sign locations contain both the 'Snowmobile Route' sign and green arrow sign while other locations contain just the green arrow sign. Problems with the route include swamps, street and railroad crossings, signage, and inefficient travel to points of interest within Reedsburg and to areas east of the city.



Images: Association of Sauk County Snowmobile Clubs, Inc.

2.17 Snowmobile Facilities

Like biking and walking, signage makes up a large component of snowmobile facilities. Current snowmobile facilities in Reedsburg include signs along the route that winds through the city. Sign posts may have both a symbol/route message and/or simply an arrow.

The main parking area for snowmobile riders to load and unload is located at the former train depot which is also the current Chamber of Commerce building on Railroad St.

Image: Google Earth

2.18 ATV Network

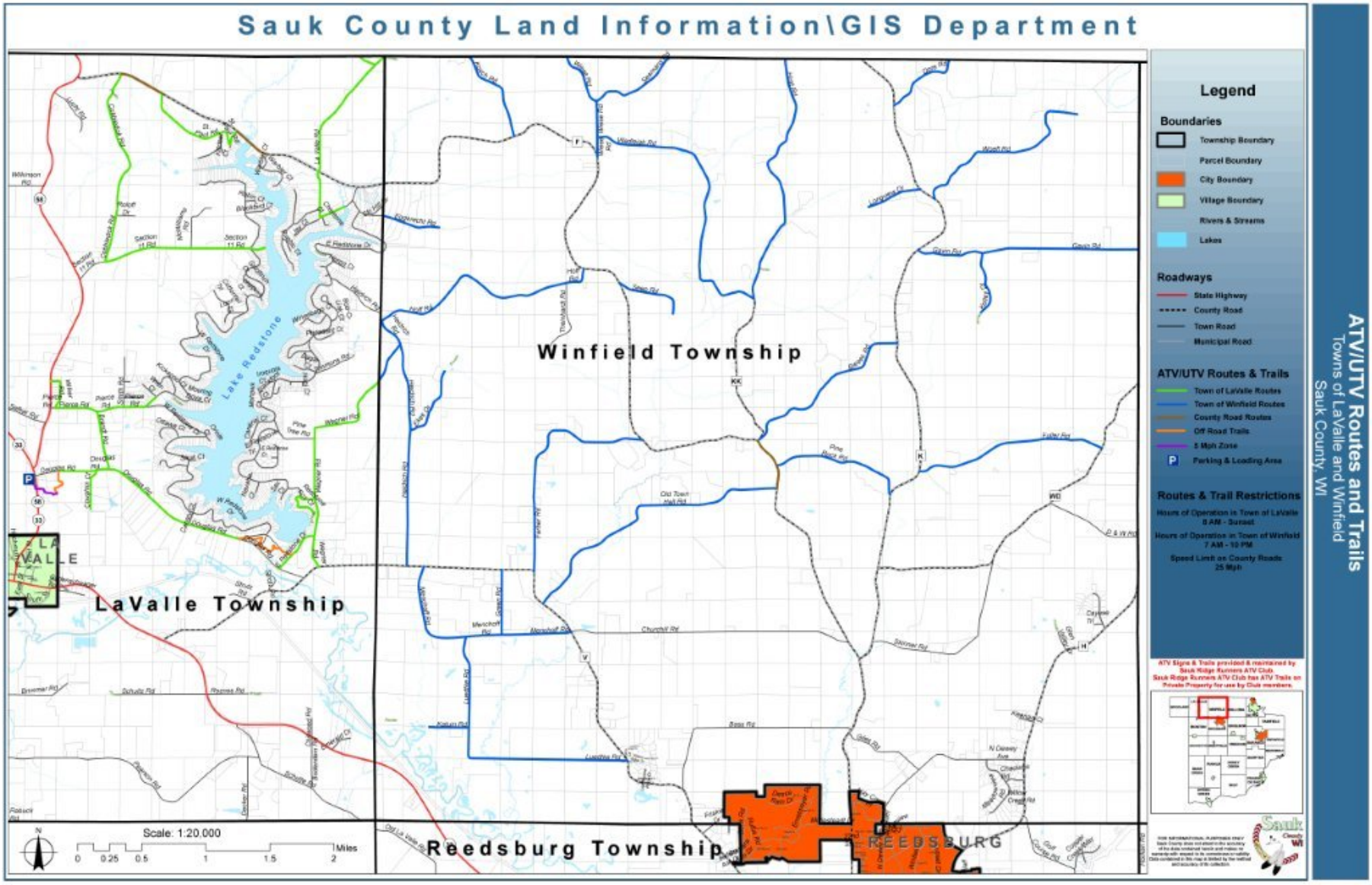


Image: Sauk County

The following is a list of Town and County regulations for the use of ATV Routes:

ATV/UTV Routes on Public Roads and Trails:

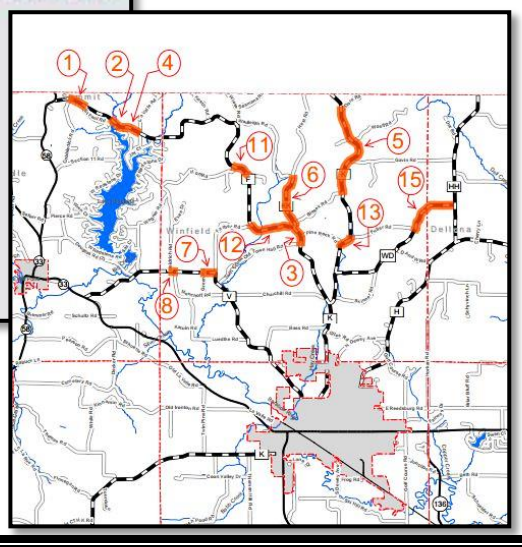
- Sauk County Highways
  - Only open to ATV/UTVs from April 15th through November 15th
  - 25 MPH speed limit
- Town of La Valle Roads
  - Hours of operation limited to 8:00 AM to Sunset
- Town of Winfield Roads
  - Hours of operation limited to 7:00 AM to 10 PM
  - 35 MPH speed limit
- Public Trails
  - **Stay on marked ATV/UTV trails.**
  - 15 MPH speed limit on trail through Lake Redstone County Park.
  - 5 MPH speed limit on trail through Hartje Farm Home & Tire Center property.
  - Note an area west of STH 33/58 across from Hartje Farm Home & Tire Center has been designated for loading and parking.

Current State of Wisconsin regulations (Wis Stats 23,33) govern to operation of ATV/UTVs on all routes on public roads and on public trails. Note the speed limit restrictions of 10 MPH within 150 feet of a dwelling is still in effect.

Sauk County roads that are approved for ATV use include:

1. CTH F: Cobbledick Rd to St Paul Rd (West Intersection) (Approved 5/9/13)
2. CTH F: St Paul Rd (East Intersection) to Wabler Rd (Approved 5/9/13)
3. CTH F: Old Town Hall Rd to Biesek Rd (Approved 5/9/13)
4. CTH F: Wabler Rd to LaValle Rd (Approved 8/8/13)
5. CTH K: Biesek Rd to Dore Rd (Approved 8/8/13)
6. CTH KK: Biesek Rd to Hirst Rd (Approved 8/8/13)
7. CTH V: Farber Rd to Green Rd (Approved 8/8/13)
8. CTH V: Heidrich Rd to Menchoff Rd (Approved 8/8/13)
9. CTH G: Nash Rd to State Ln (Approved 8/8/13)
10. CTH K: Barreau Rd to western Village of Lime Ridge limits (Approved 10/10/13)
11. CTH F: Hoff Rd to Seep Rd (Approved 3/13/14)
12. CTH F: Farber Rd to CTH KK (Approved 3/13/14)
13. CTH K: Pine Rock Rd to Fuller Rd (Approved 3/13/14)
14. CTH G: Bulin Rd to Quaker Valley Rd (Approved 3/13/14)
15. CTH WD: Fuller Rd to CTH HH (Approved 3/13/14)
16. CTH GG: STH 23 to White Mound Drive (Approved 3/13/14)

Images: Sauk County



3.0 DESIGN STANDARDS

The location and design of bicycle, pedestrian and snowmobile facilities are important for an effective and safe alternative transportation environment. When determining what type of facility is appropriate for a site, consider the number of lanes, average traffic volumes, vehicular speed, number of users, and the characteristics of the surrounding land uses. The items listed in this Chapter already exist in Reedsburg or could be implemented or expanded in the future.

3.1 Bicycle Facility Designs

Bicycle facilities cover three main areas: bike routes (on- and off-street), bike signage, and bike parking. In addition to the information included in this chapter, additional information can be found in the *Wisconsin Bicycle Facility Design Handbook*. http://www.dot.wisconsin.gov/projects/bike.htm

3.1.1 On-Street Bike Lanes

On-street bike lanes are typically 4-7 feet in width. They are generally marked with a green painted stripe, symbols, and/or signage and help alert all street users to the presence of bikers.

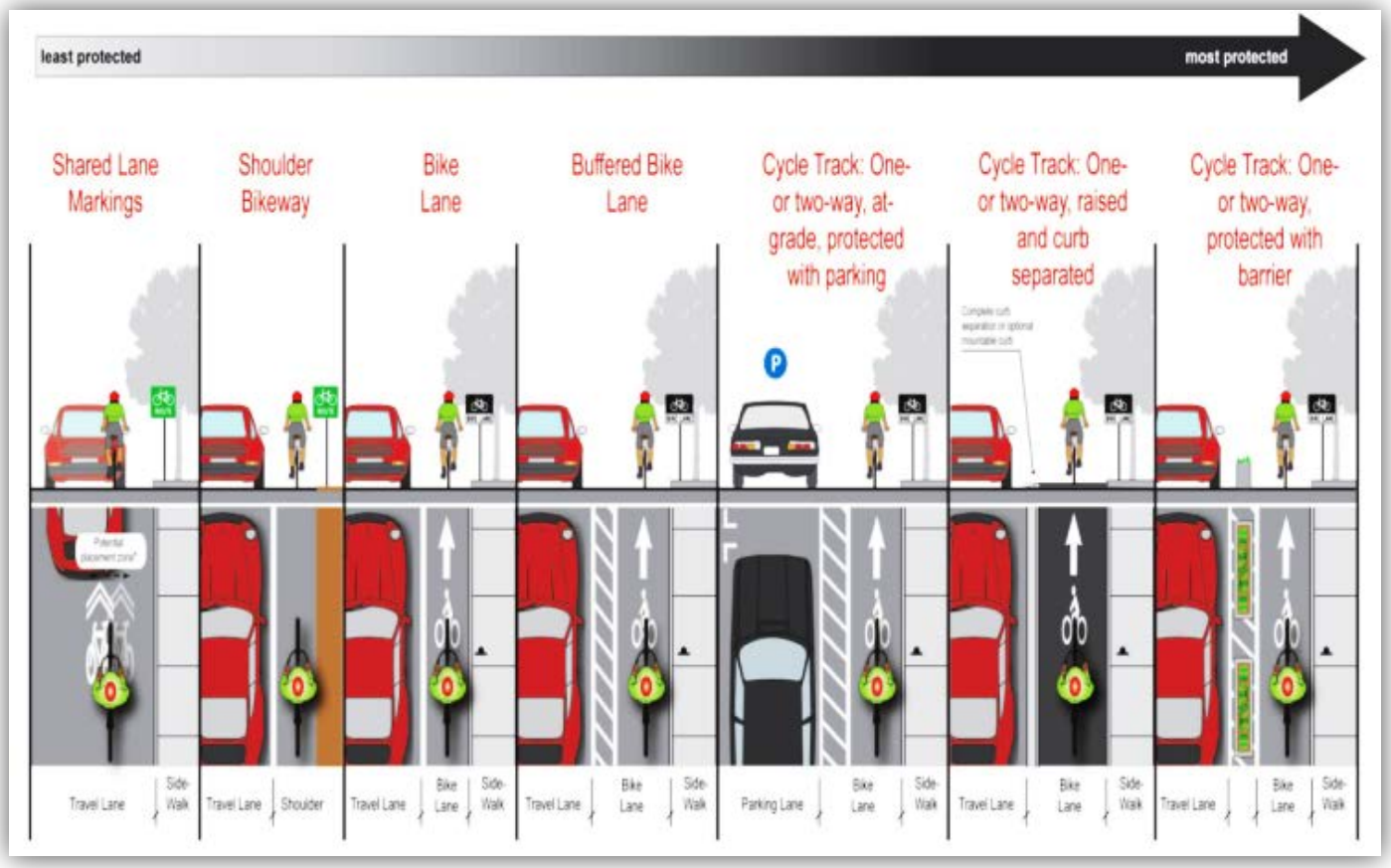


Image: *Creating Walkable and Bikeable Communities.*

A problem with some on-street bike lanes is the prospect of being 'doored', when a biker collides with an opened door from a parked vehicle. An on-street bike lane should be located as to provide a safe distance between bikers and parked vehicles.

Image: Planetizen

3.1.2 Bike Route Signage

The bike route as proposed (see section 4.6) would consist of an outer loop with additional spurs inside the loop. In order to distinguish each route segment from another, signs could be placed that designate a route number and/or color code. For example, the Wausau area has a bicycle route system with signs that show the route number for individual segments and a color code for each municipality that the segment is located in.

Image: Bicycle Wausau

3.1.3 Paved Road Shoulders

These types of road shoulders are paved extensions outside the path of vehicular travel. They can greatly reduce the risk of accidents by providing a separate space for bikers and pedestrians.

3.1.4 Bicycle Boxes

Bicycle boxes provide a waiting space for bicycles in front with vehicles waiting in the rear. This area allows bicyclists to more safely cross an intersection, especially for left-turning bicyclists. They also allow motorists to more clearly see bicyclists and demonstrate that bicyclists have a share of the road. The best location for these boxes is where there are high volumes of bicyclists on major bicycling routes. Bike boxes should be green and are marked with symbols. Depending on a future bike route, a possible location in Reedsburg could be the intersection of E Main St and S Park St.

Image: otrec.us

3.1.5 Sharrows

Sharrows are pavement markings that indicate where bikers can share the street with motorists. They are used when a street serves as an important bike route but doesn't have the width to add a separate bike lane. They provide additional notification to motorists to be aware of bicyclists that are sharing the street.

The Federal Manual of Uniform Traffic Control Devices, the standard used by traffic engineers, states the following benefits and guidance standards of sharrows (Schlabowske, 2014):

1. *Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's colliding with the open door of a parked vehicle;*
2. *Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane;*
3. *Alert road users of the lateral location bicyclists are likely to occupy within the traveled way;*
4. *Encourage safe passing of bicyclists by motorists; and*
5. *Reduce the incidence of wrong-way bicycling.*

Guidance:

- *Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.*
- *Shared Lane Markings shall not be used on shoulders or in designated bicycle lanes.*
- *If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.*
- *If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.*
- *If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.*

So sharrows should not be used instead of bike lanes; rather they are used where bike lanes just won't fit. And just like any other poorly designed road, if you put sharrows in the wrong place, it can be worse than no bicycle markings at all.

3.1.6 Bicycle Boulevards

A bicycle boulevard is a street that is designed for bicycle traffic as an alternative to a nearby street that is otherwise not bicycle-friendly. The intent is to give these streets a priority to bicycle traffic by improving safety for casual, inexperienced and/or younger bicyclists who would not otherwise be comfortable biking with motor vehicle traffic. Four characteristics of bicycle boulevards include:

- Offering low speed limits and low auto traffic volumes.
- Favoring travel for bikes by assigning the right-of-way to the bike boulevard at intersections where possible.
- Giving them a distinct look such that bikers are aware of the bike boulevard and motorists are alerted that the street is a priority route for bikers. Traffic calming is usually included.
- Offering traffic control devices at major intersections to assist bike crossing.

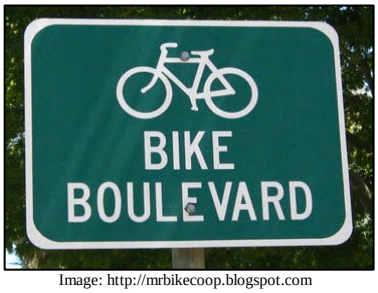


Image: http://mrbikecoop.blogspot.com

A bike boulevard is also a relatively low-cost approach to expanding biking options as compared to a bike path or trail. The streets are usually marked with signs or painted pavement markings.

3.1.7 Bicycle Parking

Beside the grid style and U-Racks, other bike parking facilities could include:

- Wave – similar to U-Racks, but extended out longer.

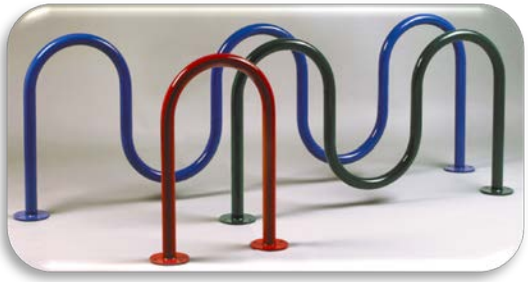


Image: www.belson.com

- Bollard style – short vertical post with round or square arms attached.

Image: www.belson.com

Image: Wikipedia

- Innovative – a variation of traditional racks that can improve functionality and appearance.

Image: www.belson.com

- Decorative (Artistic) – adds a unique style to better fit aesthetically to the surroundings.

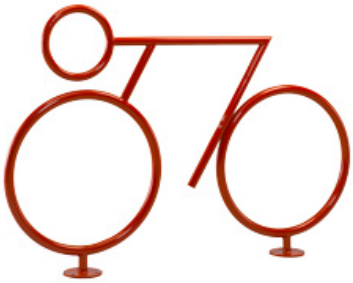


Image: www.belson.com

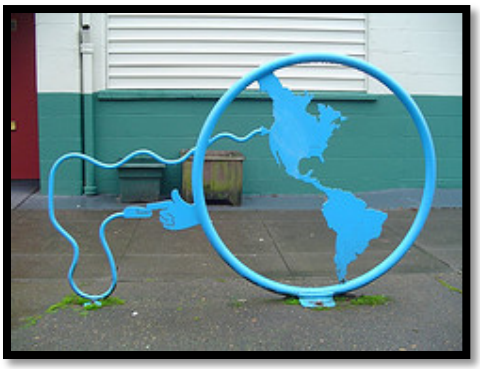


Image: www.cityoforlando.net

Bicycle parking should be placed wherever car parking is also provided. Higher bike and pedestrian use destinations like schools and downtown areas may need larger numbers of bike parking while smaller individual businesses may need only space for one or two bikes. Bicycle parking should be placed near building entrances to encourage use and in high visibility areas to discourage theft. It is recommended that racks be capable of accepting U-shaped locks to secure the frame of the bicycle.

Skateboard Parking Rack

Image: Madrax

3.2 Pedestrian Facility Designs

3.2.1 Pedestrian Countdown Signal

Pedestrian countdown signals display the number of seconds a pedestrian has to cross an intersection. They are helpful not only to aid in safer pedestrian crossings but also for multi-lane roadways and areas with elderly or disabled persons who might normally cross slower.

3.2.2 Flashing Beacons

Flashing beacons are flashing amber lights placed over or prior to a crosswalk. They blink during pedestrian crossing when the pedestrian pushes a button located on the light's post. They help reduce conflicts by increasing the visibility of pedestrians and indicating to drivers that they need to yield to pedestrians. Theses lights are similar in concept to the lighted signs that are currently located at the E Main St and Walnut St intersection.

An alternate beacon is called a stutter flash. This light replaces the slower flashing incandescent lights with faster LED lights.

3.2.3 High Visibility Signs and Markings

These fluorescent yellow larkers help alert drivers through the signs' high visibility. They are especially helpful for pedestrians at unmarked or uncontrolled intersections.

3.2.4 In-street Warning Lights

In-street warning lights are lights placed in the street on both edges of a crosswalk. The lights are generally activated by pushing a button. The lights flash for a given period of time to indicate a pedestrian is entering the crosswalk. This measure provides an additional visual cue to drivers. Snowplowing is a consideration before placement.

Another consideration before installing the lights that are controlled by a pedestrian button (same as with flashing beacons), is that drivers may become accustomed to seeing the lights when a pedestrian is present. However, a pedestrian is not required to push the button, thereby causing a driver to not be aware that a pedestrian is crossing since there would be no flashing light.

3.2.5 Curb Extensions

Curb extensions extend the curb into the street where on-street parking is present. This extension increases the sidewalk space thereby shortening the crossing distance for a pedestrian. Additionally, curb extensions narrow the road and act as traffic calming devices. Pavers can also be added to improve the pedestrian environment and help alert drivers to the crossing, although snowplowing and surface slickness would need to be considered.

3.2.6 Raised Crosswalks

Raised crosswalks help slow traffic and make a pedestrian crossing more visible to drivers. However their installation must take into account snowplowing and emergency vehicles.

3.2.7 Pedestrian Crossing Flags

Generally orange or yellow in color, these flags are kept on both sides of a street to be carried by crossing pedestrians. They should only be used at uncontrolled intersections on low-volume, low-speed streets.

Image: http://www.wbez.org

3.2.8 Street Furniture

Benches, shelters, garbage cans, and water fountains can improve the pedestrian environment and attract more of them. In addition, it is also important that sidewalks be kept free of poles, signposts, and other obstacles that could either impede the pedestrian or obstruct pedestrians from motorists to see.

3.2.9 HAWK Beacons

A HAWK (High-Intensity Activate Crosswalk) beacon is a flashing signal used to alert motorists that pedestrians and bicyclists are crossing a street. This beacon is activated by the user, either through a push-button or motion sensor. They contain a yellow flashing light (motorists to slow down), a red solid light (motorists to stop), and a red flashing light (motorists to stop, and if clear, proceed). HAWK beacons can be used at mid-block crossings where pedestrians and bicyclists need to cross but is difficult to do so.

3.2.10 Cul-de-Sac Cut-Through

These walkways create a short cut for pedestrian and bikers in an area with insufficient street connectivity. They are best developed as part of an initial subdivision development to help prevent future property owner/right-of-way conflicts.

3.2.11 Street Trees

Street trees help encourage walking by increasing the aesthetics and attractiveness of an area while also helping to slow traffic. Implementation should follow the guidelines of the 2014 Public Tree Management Plan.

3.3 Snowmobile Facility Designs

3.3.1 Trailhead information

This information could be included on the Depot kiosk to inform riders:

1. Map of trails.
2. Distance of various routes.
3. Rules and regulations.
4. Trail conditions.
5. Trail uses permitted and prohibited.
6. Emergency telephone numbers.
7. Contact information of person in charge of trail operation and maintenance.

Image: www.traditioncreek.com

3.3.2 Snowmobile Signs

Sample signs that could be added to the City's snowmobile route to aid riders as well as pedestrians and motorists.

Image: www.choice-promotions.com

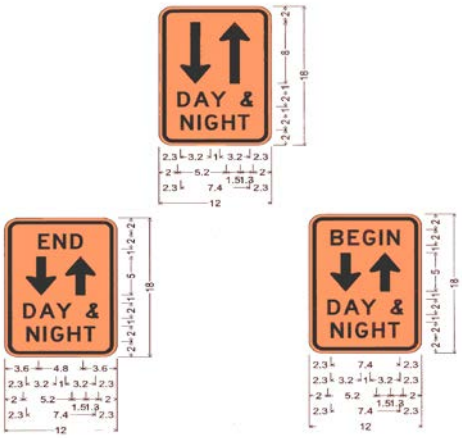


Image: MN Snowmobile Trails Assistance Program

3.3.3 Elements of an Effective Snowmobile/ATV Trail

In addition to the trailhead kiosk, the following is information that should be included on signs and maps (MN DNR, 2013). Similar information could be provided for bike routes.

1. Trail Name or Names.
2. Trail Location -- Give directions on how to get to the trail system parking lot from the nearest town and major highway. A small state map showing the general location within the state could also be useful.
3. Trail Length -- Show the number of miles/km for each segment or loop.
4. Trail Use -- Identify loops or segments designated for snowmobiling use, as well as trails closed to snowmobiling if the potential for conflict with other users exist, e.g., cross-country skiing.
5. Trail Connections -- Identify other trails the trail connects to.
6. Trail Information -- Give name, address and phone number of an individual who may be contacted for information, contact the local chamber of commerce to identify them as the local contact. The phone number of the local conservation officer may also be helpful.
7. Bridges -- Show all bridge crossings.
8. Mark on map and/or list locations where the following services would be available:
    - Gas
    - Repair services
    - Food
    - Medical facilities
    - Lodging
    - Law enforcement
    - Other helpful information
9. Develop a grid system for safety purposes or locating facilities.
10. Basic Safety Tips -- Speed limit, driving on lakes/thin ice, frostbite, trail signs, etc. Statements concerning speed and alcohol should be included on the map.
11. It is helpful to put a date somewhere on the map so the most current maps are in circulation.
12. Identify all roads on map, and have corresponding signs posted on trails to help trail users know where they are at all times.

4.0 GOALS & POLICIES - BICYCLING

4.1 Engineering:

Create and maintain a community for bike enthusiasts of all types.

1) Develop bike maps.
2) Develop trail network around and through the City, including possible bike boulevards and connections to city and county parks.
3) Install trail and street markings, such as mile markers, trail centerlines and sharrows.
4) Develop camping areas for biking guests.
5) Install new bike racks and maintain existing racks. Improvements to include color changes, bike logo, and non-scratch surfaces.
6) Install bike stations at the Depot and along bike routes.
7) Increase sidewalk width on Main St Bridge.
8) Install additional tourist directional signage from the Interstate to the 400 Trail.
9) Develop geocaching, such as along the 400 Trail
10) Make better use of Roger Popple Trail for biking.

4.2 Encouragement:

Encourage and support more biking of residents and guests.

1) Help promote and develop more events for residents and to attract visitors, such as triathlons, bike rodeos, Bike to Work Week, National Trails Day (1st Saturday in June), and a 'Tour de Sauk'-type event. Room Tax funding could be a source. http://www.americanhiking.org/national-trails-day/
2) Review the current Municipal Code and propose amendments that restrict biking.
3) Help produce paper and online maps to assist residents and guests.
4) Develop bike patrols.
5) Improve the aesthetics of biking areas, such as along the 400 Trail.
6) Promote helmet use.

Image: www.americanhiking.org

4.3 Education:

Educate residents and guests on history and relevance of City and parks, while providing a safe experience.

1) Help develop a Safe Routes to School program.
2) Assist Reedsburg schools to develop a safety patrol program.
3) Distribute educational materials through the Police Dept.
4) Promote the health benefits of biking.
5) Include bicycling information on the City's website.

4.4 Enforcement:

Inform motorists and residents to be aware of other transportation users and enforce appropriate ordinances to ensure safety.

1) Improve crosswalk safety, especially on Main St.
2) Consider allowing bikes on sidewalks.
3) Promote bike registration, which is currently required by municipal ordinance.
4) Promote driver awareness of bikers/walkers such as texting, speeding, and passing too close.

4.5 Evaluation:

Provide better planning and options so that biking and walking become safe and viable transportation options.

1) Encourage an outfitter business near the 400 Trail, such as at 140 Eagle St.
2) Include biking and walking when reviewing commercial site plans.
3) Permit businesses to replace some required vehicle parking spaces with bike parking.
4) Utilize grant funding when possible.
5) Become a Bike Friendly Community.
6) Explore allowing and regulating pedal pubs.
7) Work with Sauk County to eventually link the 400 Trail with the proposed Great Sauk Trail.

Image: www.hammacher.com

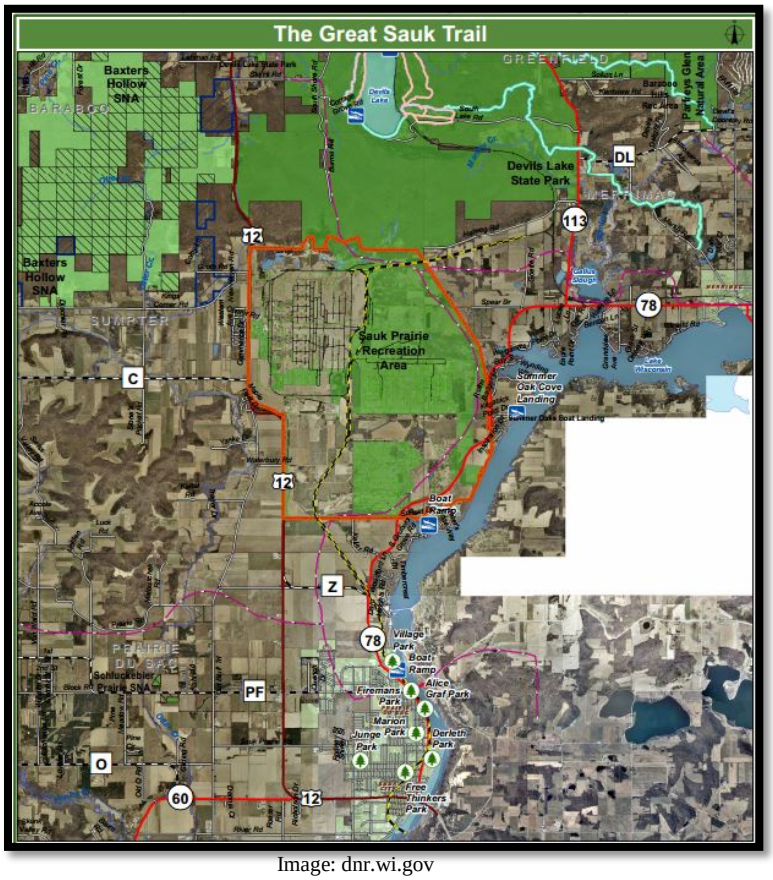
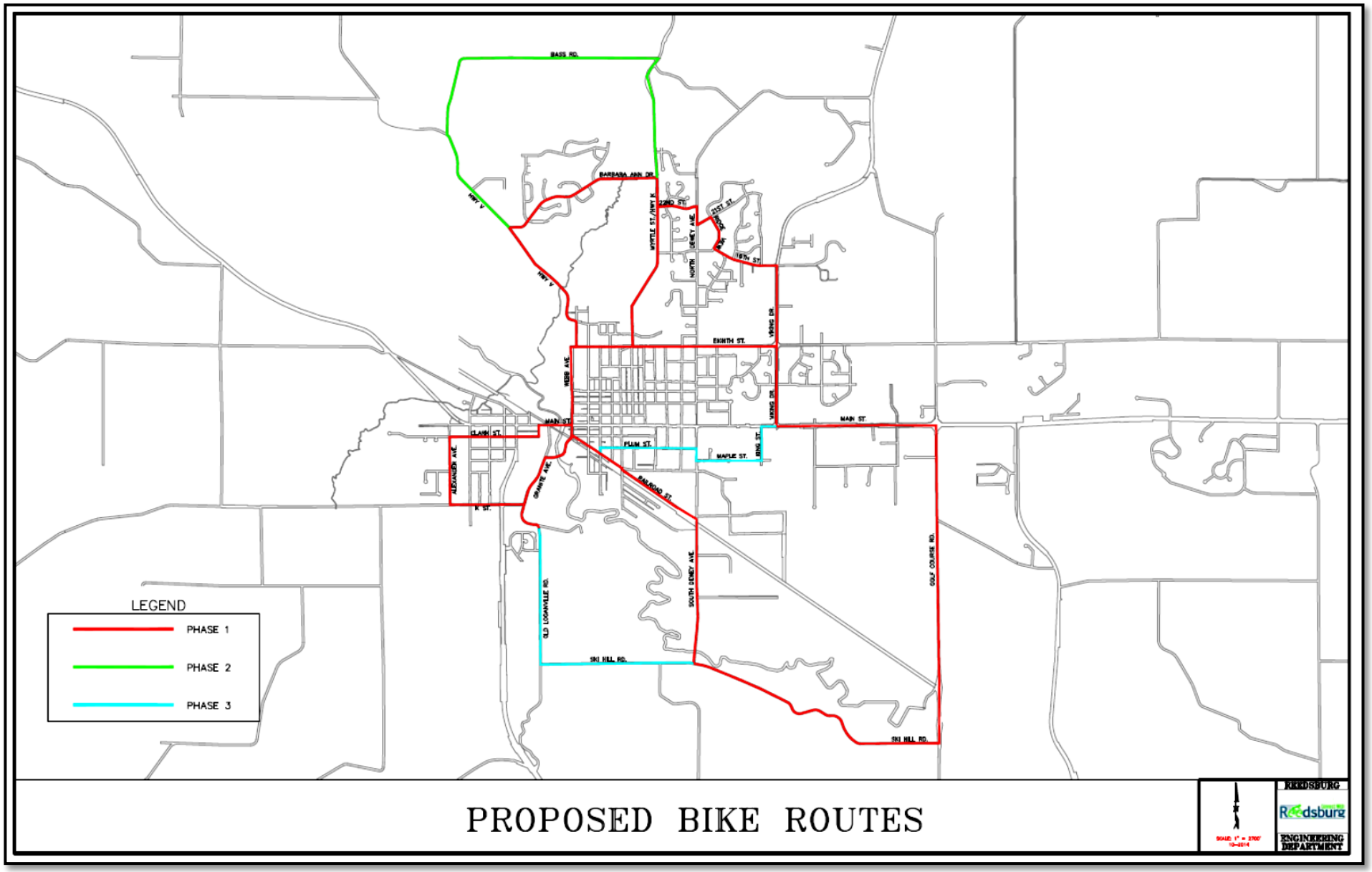


Image: dnr.wi.gov

4.6 Proposed Bike Routes



5.0 GOALS & POLICIES – WALKING/PEDESTRIAN

5.1 Engineering:

Create and maintain a safe walking environment for pedestrians.

1) Develop additional walking trails.
2) Review locations, such as street intersections, that may need more lighting.
3) Improve safety conditions for crossing Main St; look at adding additional crosswalks and warning lights.
4) Work with Sauk County on continued improvements to CTH V.
5) Include dividing lines on trails to help separate bikers and pedestrians.
6) Install additional drinking fountains.
7) Install a walking path along CTH K from Myrtle St to 22nd St.

5.2 Encouragement:

Encourage and support more walking as a means of recreation and transportation.

1) Develop a Riverwalk along the Baraboo River.
2) Develop a fitness course. It could be located in a city park or split amongst two or more of them if more space was needed.
3) Help create walking maps.
4) Involve businesses and community groups for biking and pedestrian improvements.
5) Develop additional walking opportunities in Smith Conservancy.
6) Provide additional street furniture to the downtown and public areas.

5.3 Education:

Educate residents on safety measures needed for pedestrians and motorized traffic.

1) Increase citizen awareness on pedestrian safety.
2) Notify media before the school year starts to promote safety reminders.
3) Help develop a Safe Routes to School program.
4) Assist Reedsburg schools to develop a safety patrol program.
5) Promote the health benefits of walking.

Image: www.ncwrpc.org

5.4 Enforcement:

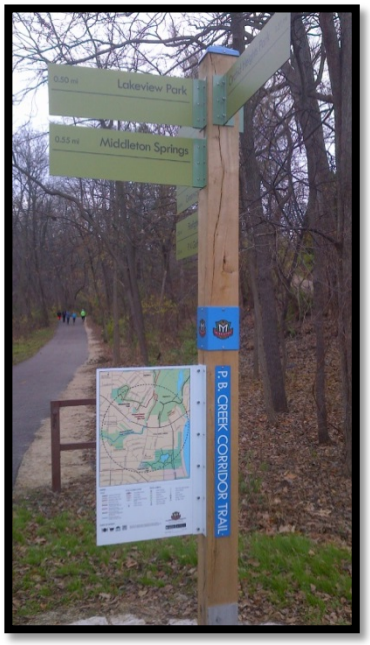
Advise motorists and residents to be aware of other transportation users and enforce appropriate ordinances to ensure safety.

1) Improve safety for crossing streets, especially Main St (see Chapter 3).
2) Enforce traffic laws that could affect pedestrians, such as texting, speeding, and stopping.
3) Remove vegetative hazards along sidewalks; review existing city ordinance standards.
4) Review the need for crossing guards.

5.5 Evaluation:

Provide better planning and options so that biking and walking become safe and viable transportation options.

1) Include pedestrian activities when reviewing site plans by the Plan Commission.
2) Utilize grant funding when possible.
3) Become a Walk Friendly Community.



Example of trail sign information.

6.0 GOALS & POLICIES - SNOWMOBILING

6.1 Engineering:

Provide a safe and efficient snowmobile/ATV trail network.

1) Develop an ATV connection to the Town of Winfield/Sauk County Trail.
2) Work to reduce snowmobiling difficulties: swamp, fences, and street & RR crossings.
3) Develop a north-south route, such as near Viking Dr.
4) Develop a multi-use trail with bikers, walkers, ATVs, etc.
5) Improve signage for the trail plus those for gas, food, and lodging.
6) Work with volunteers to maintain and improve trail surface.

6.2 Encouragement:

Improve Reedsburg's reputation on snowmobiling to attract more riders.

1) Promote additional winter tourism.
2) Work with Sauk County Trail Commission on additional trails, such as a link to Baraboo.
3) Develop more downtown information aimed at snowmobilers.
4) Provide snowmobile information on the internet.

6.3 Education:

Promote and encourage safe snowmobiling by all riders.

1) Promote snowmobile safety through classes offered through the WDNR and Sauk County: http://www.saukcountysnowmobiling.org/safety-classes/

6.4 Enforcement:

Ensure proper snowmobile usage of all riders.

1) Enforce current ordinances.
2) Review the option of allowing snowmobilers the ability to ride from homes to trails.

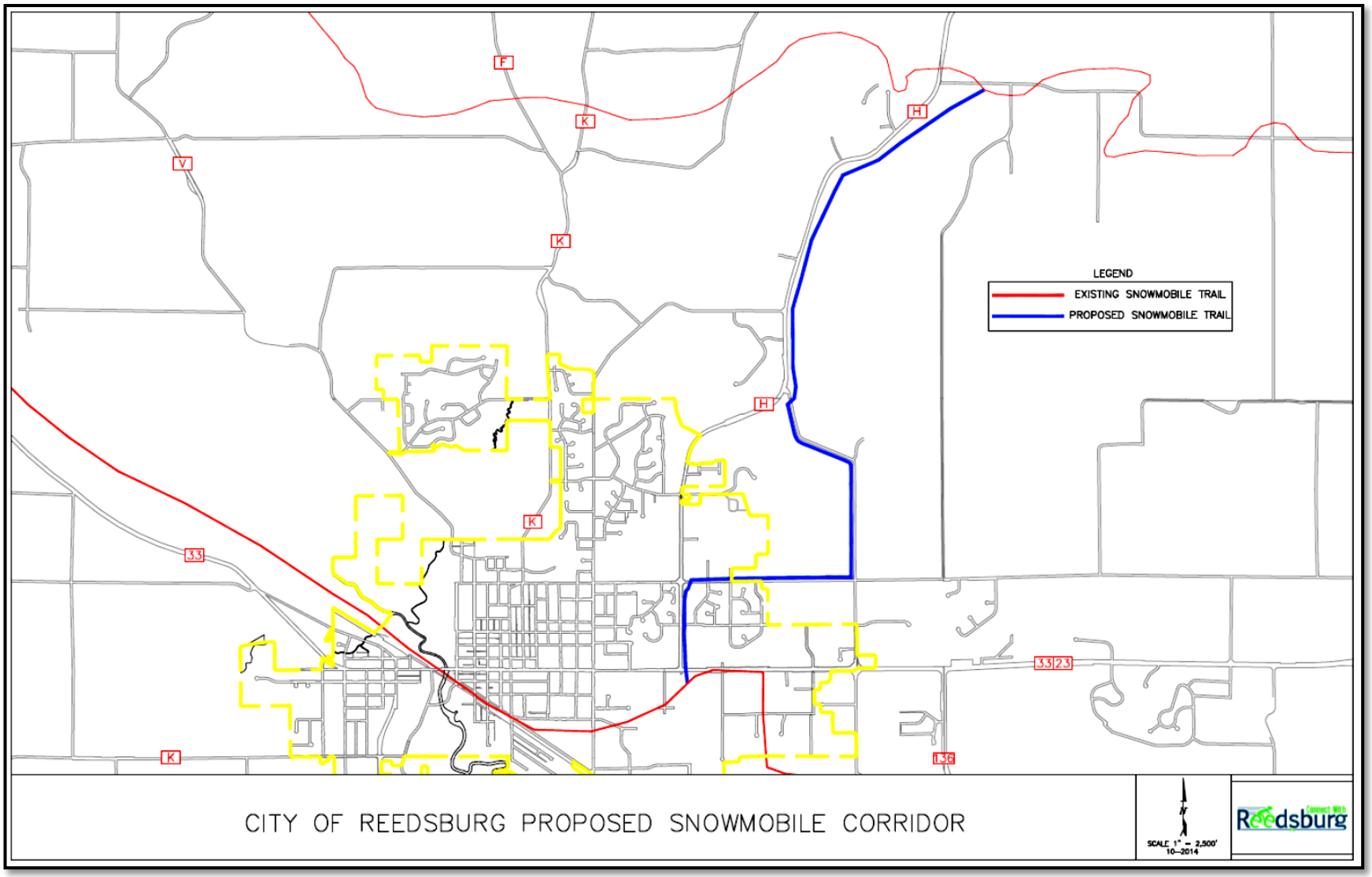
6.5 Evaluation:

Provide better route locations, connectivity, and signage.

1) Work with developers to set aside land for future use.
2) Include a trail as part of the State RR purchase.
3) Survey local businesses to gauge support.
4) Place more emphasis on 'Clubs' in recruiting volunteers and negotiating with landowners.

6.6 Existing and Proposed Snowmobile Routes

The current Reedsburg snowmobile route is connected on one end with the 400 Trail. From there it follows several City streets, such as South Ave and S Pine St, South Park, the Industrial Park, and finally wrapping around the south side of the airport. The goal is to link the City portion of the trail to a Sauk County route that runs east-west just north of the city. This would allow snowmobilers easier access to locations east of Reedsburg.



7.0 IMPLEMENTATION & FUNDING

This chapter includes items that Reedsburg could apply for and/or develop to help implement the plan. They should be developed in conjunction with the goals and policies listed in the previous three chapters.

7.1 Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a legislative program that was authorized in 2012 by federal transportation legislation, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Projects that could meet eligibility criteria include the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle & Pedestrian Facilities Program (WisDOT, 2014).
http://www.dot.state.wi.us/localgov/aid/tap.htm

7.2 Complete Streets

Complete Streets is a concept that allows all modes of transportation – autos, bikes, pedestrians, etc – to equally and safely use a street. Rights-of-way are planned, designed, constructed, operated and maintained for all users' ages and abilities. An option for Reedsburg is to adopt a Complete Streets policy.
http://www.smartgrowthamerica.org/complete-streets

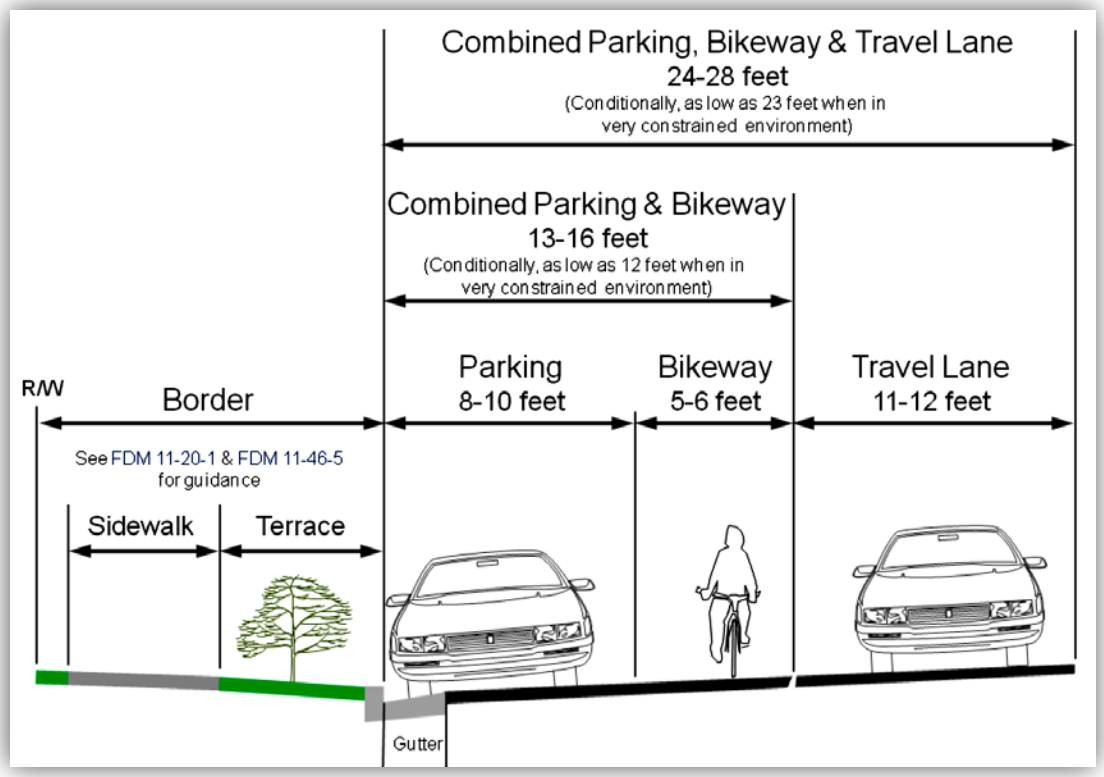


Image: WisDOT

Wisconsin has a complete street law (Chapter Trans 75) which is required for some streets/roads. Information of this law can be found at:
http://www.dot.wisconsin.gov/projects/state/docs/complete-streets-rules.pdf and
http://roadwaystandards.dot.wi.gov/standards/fdm/11-46.pdf

7.3 Walk Friendly Communities (WFC)

WFC is a national recognition program that encourages cities to improve walking conditions for pedestrians. Membership is granted through an application process, and if approved, can include promotional materials. There are currently three cities in Wisconsin that are members.

Image: walkfriendly.org

7.4 League of American Bicyclists

This organization advocates for safe biking in communities across the country. Membership leads to recognition as a Bike Friendly Community. There are currently 13 member communities in the state.

Image: bikeleague.org

7.5 Safe Routes to School

Safe Routes to School (SRTS) is an international program that encourages children to walk or bike to school. It is defined as (SRTS, 2014):

> *SRTS programs use a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to entice more children to walk and bike. They have grown popular in recent years in response to problems created by a growing reliance on motor vehicles for student transportation, an expanding built environment, as well as the development and availability of federal and state funding for SRTS programs.*

Reedsburg does not currently offer a SRTS program. However, developing gone could help increase the number of children to walk or bike to school while providing a safer environment to do so. State grants are available for both planning and infrastructure projects. Information of SRTS can be found at:
http://www.dot.state.wi.us/localgov/aid/saferoutes.htm

7.6 Crossing Guards

Crossing guards are considered city employees under State statute. The City could work with the school district as part of a safety program to include crossing guards at the busiest intersections.

> *<u>349.215 Authority to appoint school crossing guards.</u> The governing body of any city, village, town or county may by ordinance provide for the appointment of adult school crossing guards for the protection of persons who are crossing a highway in the vicinity of a school. The school crossing guards shall wear insignia or uniforms which designate them as school crossing guards and shall be equipped with signals or signs to direct traffic to stop at school crossings.*

7.7 Signage/Wayfinding

Wayfinding is defined as helping persons orient themselves and then navigating to a certain location. For example, the 400 Trail draws visitors from outside the area, but some have trouble finding the trail once here. Directional signs are located on Interstate 90/94 exits, but few are located between there and the actual trail. Installing more signs would assist visiting bike riders find the 400 Trail, parks, municipal buildings, etc. The City has jurisdiction over city street signage whereas WisDOT and Sauk County could be contacted for highway directional signs.

Image: Google Earth

The signs themselves should also be designed for uniformity. A uniform design would signal visitors that there is a notable Reedsburg location being highlighted. The design could be based on the new Reedsburg branding.

7.8 Fitness Trail

Also known as a Parcourse or Vita Course, these trails contain exercise stations placed intermittently along them. The concept of a fitness trail is to combine the aerobic aspects of walking or biking with the strength training of the stations. Such a trail could be placed in a larger city park or linked amongst a combination of parks (e.g. Huntington-Nishan-North Parks) with maps available to the public. Stations made of non-wood materials work best due to eventual splintering.

7.9 Bike Stations

Bike stations could be installed at various locations around the City, such as at the Depot and certain parks. This would help encourage biking by providing an emergency service where and when such service would otherwise not be available. Examples include outdoor pumps, bicycle vending machines (for emergency repair parts and accessories), and bicycle work stands.

Images: www.bikefixtation.com

Images: Bicycle Wausau

Image: www.sarisparking.com

7.10 Street & Sidewalk Improvements

Catch basin grate designs and inlet locations should be considered for safe use by bicycle and pedestrian traffic. The style of grate used should allow bicycle travel from all accessible directions. They should not have openings running parallel to the curb that could cause narrow bicycle wheels to drop into the gaps and cause a crash. Consideration should be made to ensure drainage grates are bicycle-safe, with openings small enough to prevent a bicycle wheel from falling into the slots of the grate. For handicapped individuals, the Americans with Disabilities Act (ADA) and Federal Highway Administration (FHWA) both provide grate specifications and sidewalk ramp guidelines that can be used in creating accessible routes.

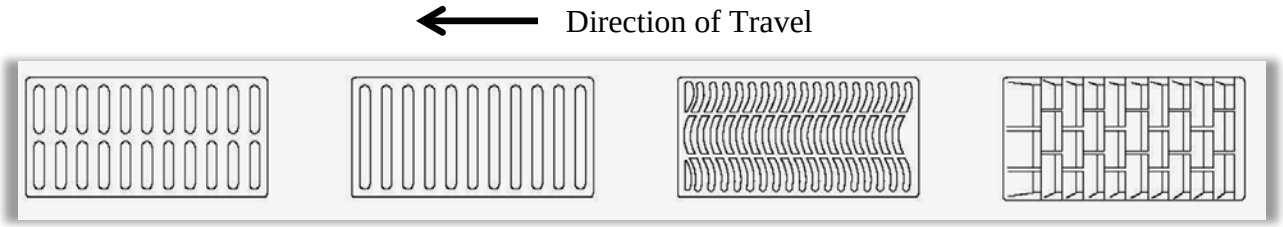


Image: AASHTO

7.11 Snowmobile Program

The snowmobile grant program was created with the passage of Chapter 394 Laws of 1970. The Department of Natural Resources was authorized to administer a grant program for the acquisition, development, insurance and maintenance of public snowmobile trails. Information on this grant can be found at:
http://dnr.wi.gov/files/PDF/pubs/cf/CA0002.pdf
And
http://dnr.wi.gov/Aid/SnowmobileTrails.html

7.12 Other Programs and Opportunities

- WisDOT offers several brochures and posters on bicycle safety. Materials can be requested from them at: http://www.dot.wisconsin.gov/forms/docs/dt1265.doc

- WisDOT sponsors several safety courses throughout the State every year. http://www.dot.wisconsin.gov/safety/vehicle/bicycle/index.htm

- Wisconsin Bike Fed. This non-profit organization promotes bicycling in the State through education, legislation and involvement. Programming includes Wisconsin Bike Challenge, Bike to Work Week, Wisconsin Bike Summit and more. Additional information can be found at: http://wisconsinbikefed.org/

Image: wisconsinbikefed.org

- The federal Community Economic Development program provides funding for construction and non-construction purposes, and business start-up and expansion activities for projects aimed at business development opportunities and creating employment for low-income individuals located in geographic areas with a demonstrated need. Bonus points will be given to projects that create jobs in rural communities. Project examples include constructing community health centers and rural clinics, and senior centers. Applicant must be a private, non-profit CDC with 501(c)(3) or non-501(c)(3) status. July deadline.

- The Great Plains Center for Agricultural Health awards grants up to $15,000 to implement agriculture health and safety programs. August deadline.

- Additional funding opportunities can be found through the DOT, DNR, Transform Wisconsin, and other agencies. Information on these sources can be found at: http://www.dot.wisconsin.gov/localgov/aid/bike-ped-funding.htm

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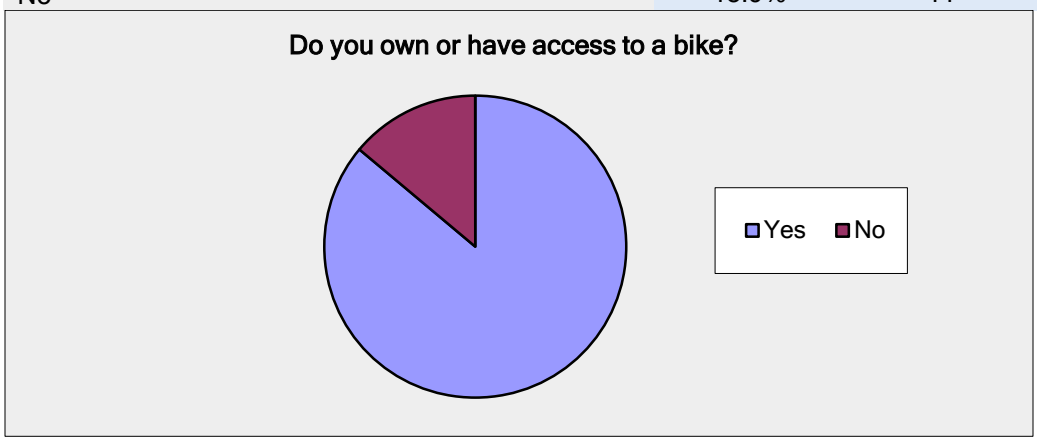
APPENDIX

Survey Results

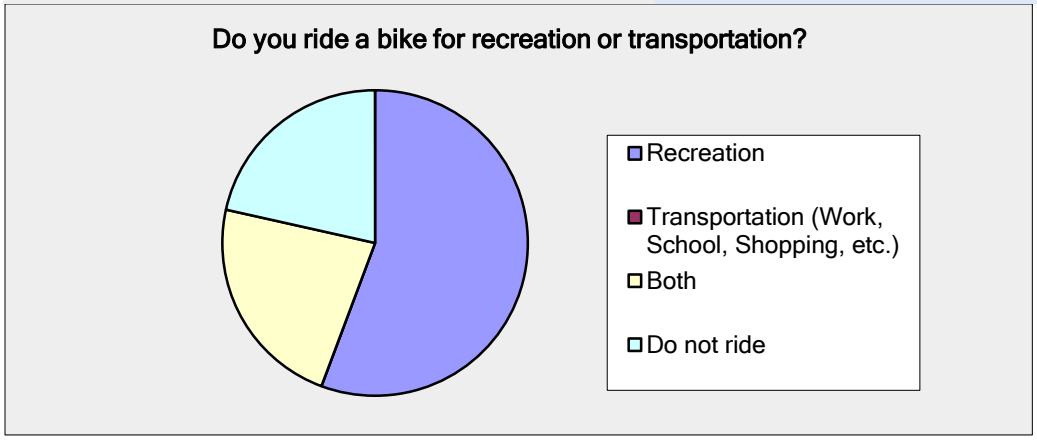
1. Do you own or have access to a bike?

Answer Options	Response Percent	Response Count
Yes	86.1%	68
No	13.9%	11



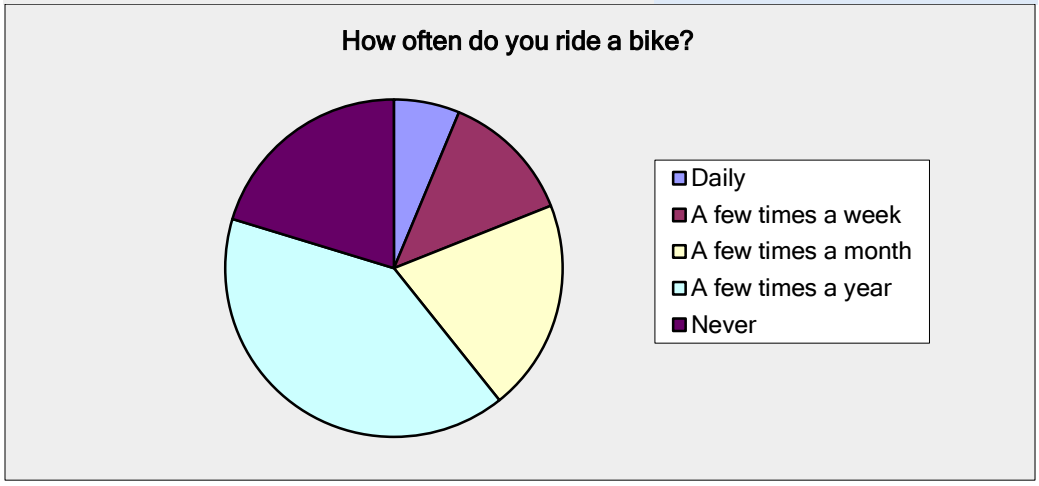
2. Do you ride a bike for recreation or transportation?

Answer Options	Response Percent	Response Count
Recreation	55.7%	44
Transportation (Work, School, Shopping, etc.)	0.0%	0
Both	22.8%	18
Do not ride	21.5%	17



3. How often do you ride a bike?

Answer Options	Response Percent	Response Count
Daily	6.3%	5
A few times a week	12.7%	10
A few times a month	20.3%	16
A few times a year	40.5%	32
Never	20.3%	16



4. If you do not ride a bike, what are some reasons?

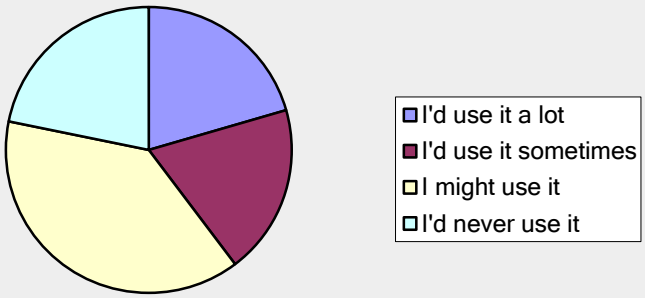
Answer Options	Response Percent	Response Count
Safety concerns from motorists	33.3%	14
No good place to ride on	19.0%	8
Lack of bike parking racks	14.3%	6
Lack of bike lanes/paths	38.1%	16
Lack of time	40.5%	17
The need to transport belongings and/or passengers	23.8%	10
Weather	21.4%	9
Darkness	14.3%	6
Destination too far	21.4%	9
Do not own a bike	21.4%	9
Physically unable	4.8%	2
Other (please specify)		3

- Don't enjoy riding a bike.
- Please make easier it for snowmobiles to ride the trails
- I don't love biking

5. Based on the above photo, how appealing is this bike facility (standard on-street bike lane)?

Answer Options	Response Percent	Response Count
I'd use it a lot	20.5%	16
I'd use it sometimes	19.2%	15
I might use it	38.5%	30
I'd never use it	21.8%	17

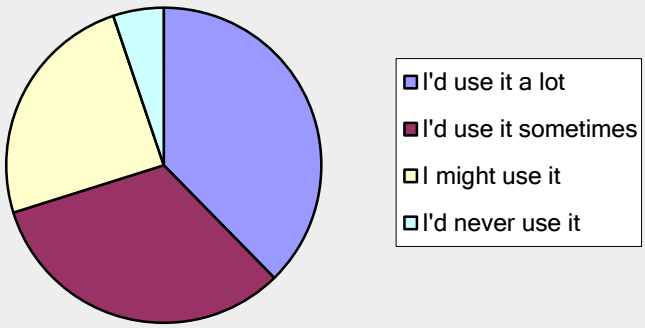
Based on the above photo, how appealing is this bike facility (standard on-street bike lane)?



6. Based on the above photo, how appealing is this bike facility (shared use path)?

Answer Options	Response Percent	Response Count
I'd use it a lot	37.7%	29
I'd use it sometimes	32.5%	25
I might use it	24.7%	19
I'd never use it	5.2%	4

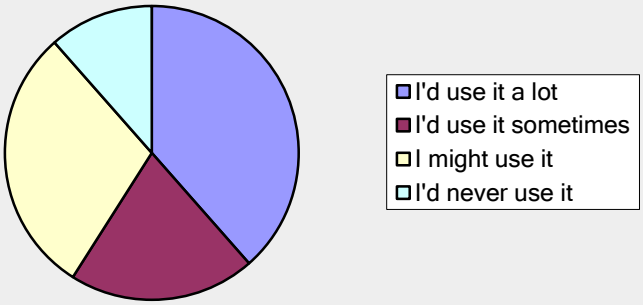
Based on the above photo, how appealing is this bike facility (shared use path)?



7. Based on the above photo, how appealing is this bike facility (buffered and/or colored bike lane)?

Answer Options	Response Percent	Response Count
I'd use it a lot	38.5%	30
I'd use it sometimes	20.5%	16
I might use it	29.5%	23
I'd never use it	11.5%	9

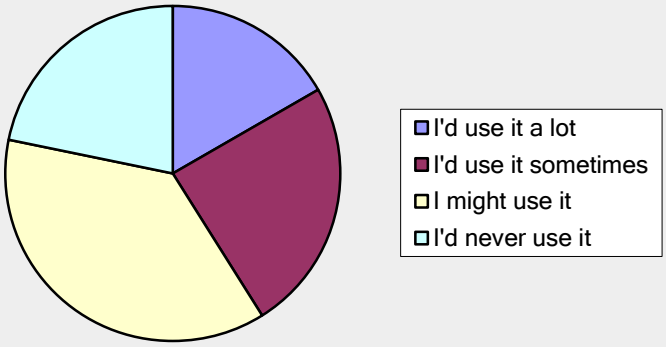
Based on the above photo, how appealing is this bike facility (buffered and/or colored bike lane)?



8. Based on the above photo, how appealing is this bike facility (paved shoulder)?

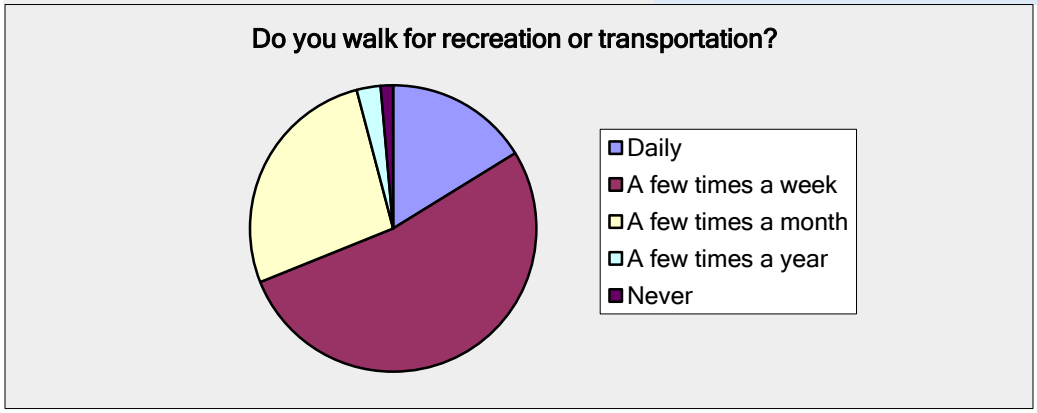
Answer Options	Response Percent	Response Count
I'd use it a lot	16.7%	13
I'd use it sometimes	24.4%	19
I might use it	37.2%	29
I'd never use it	21.8%	17

Based on the above photo, how appealing is this bike facility (paved shoulder)?



9. Do you walk for recreation or transportation?

Answer Options	Response Percent	Response Count
Daily	16.2%	12
A few times a week	52.7%	39
A few times a month	27.0%	20
A few times a year	2.7%	2
Never	1.4%	1



10. If you do walk, what are some reasons?

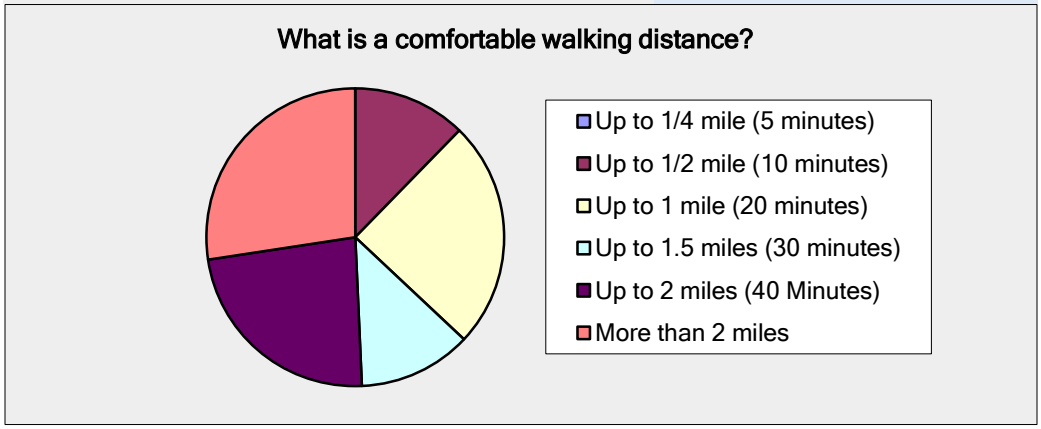
Answer Options	Response Percent	Response Count
Fitness	85.9%	61
Shopping/Errands	32.4%	23
To get to work	19.7%	14
To get to school	2.8%	2
To get to community events	19.7%	14
Walk a pet	33.8%	24
Visit family/friends	21.1%	15
Other (please specify)		4

11. If you do not walk, what are some reasons?

Answer Options	Response Percent	Response Count
Safety concerns from motorists	16.1%	5
Lack of time	48.4%	15
The need to transport belongings and/or passengers	41.9%	13
Weather	29.0%	9
Darkness	29.0%	9
Destination too far	51.6%	16
Physically unable	0.0%	0
Other (please specify)		3

12. What is a comfortable walking distance?

Answer Options	Response Percent	Response Count
Up to 1/4 mile (5 minutes)	0.0%	0
Up to 1/2 mile (10 minutes)	12.3%	9
Up to 1 mile (20 minutes)	24.7%	18
Up to 1.5 miles (30 minutes)	12.3%	9
Up to 2 miles (40 Minutes)	23.3%	17
More than 2 miles	27.4%	20

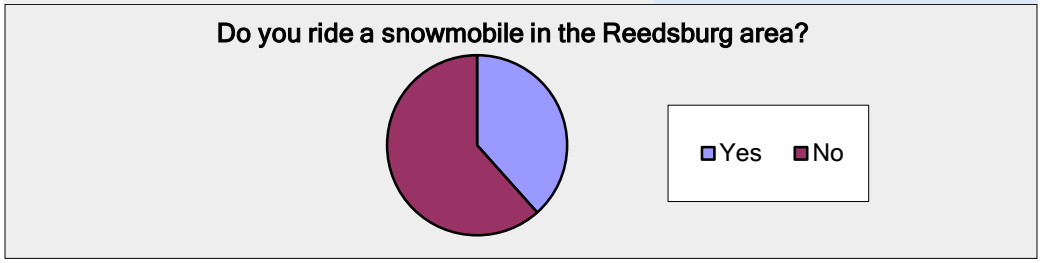


13. What improvements would you like to see regarding walking?

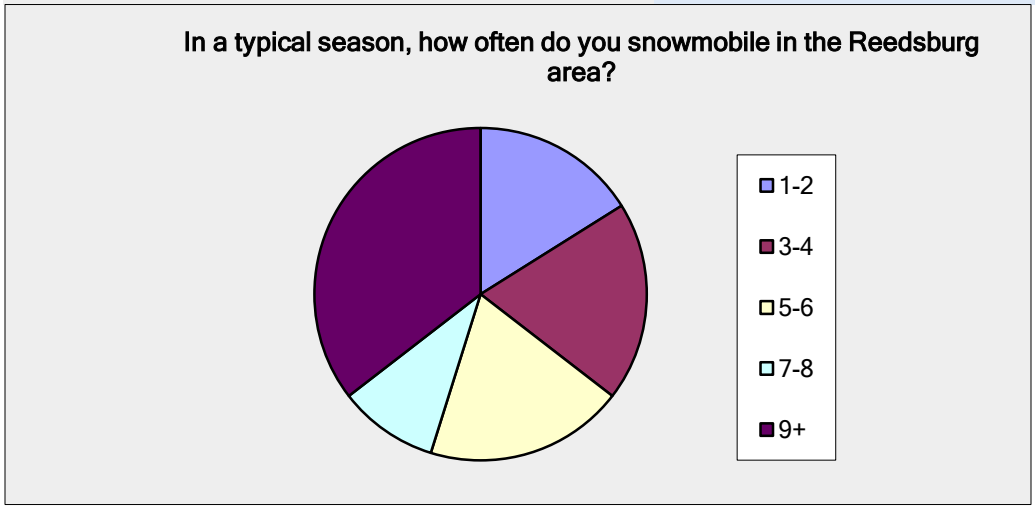
Answer Options	Response Percent	Response Count
Street crossings (signals, crosswalks, etc)	39.7%	23
Lighting	37.9%	22
More trails or paths	70.7%	41
Other (please specify)		7

14. Do you ride a snowmobile in the Reedsburg area?

Answer Options	Response Percent	Response Count
Yes	38.4%	28
No	61.6%	45

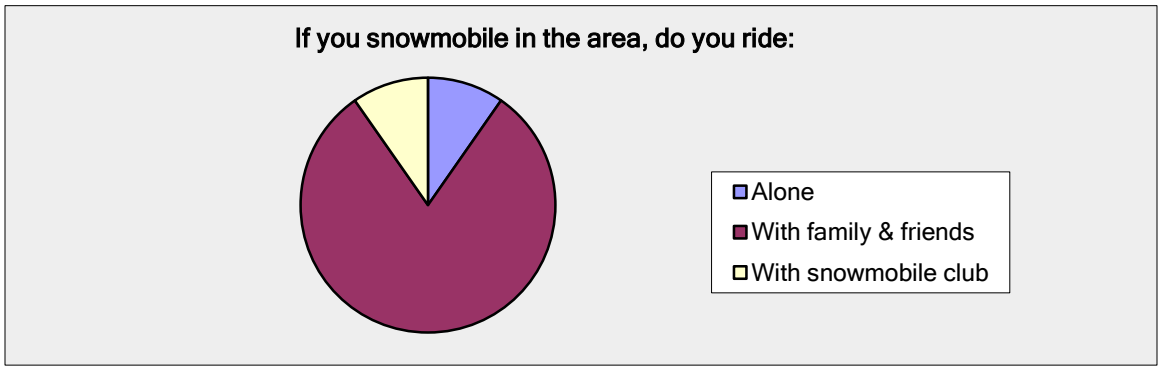


15. In a typical season, how often do you snowmobile in the Reedsburg area?		
Answer Options	Response Percent	Response Count
1-2	16.1%	5
3-4	19.4%	6
5-6	19.4%	6
7-8	9.7%	3
9+	35.5%	11



16. If you snowmobile in the area, do you ride:		
Answer Options	Response Percent	Response Count
Alone	9.7%	3
With family & friends	80.6%	25
With snowmobile club	9.7%	3
Other (please specify)		1

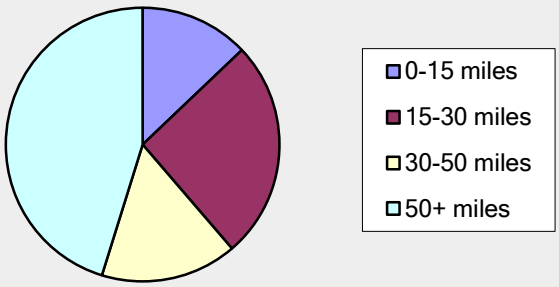
- All of the above



17. How far do you ride in the area on average?

Answer Options	Response Percent	Response Count
0-15 miles	12.9%	4
15-30 miles	25.8%	8
30-50 miles	16.1%	5
50+ miles	45.2%	14

How far do you ride in the area on average?

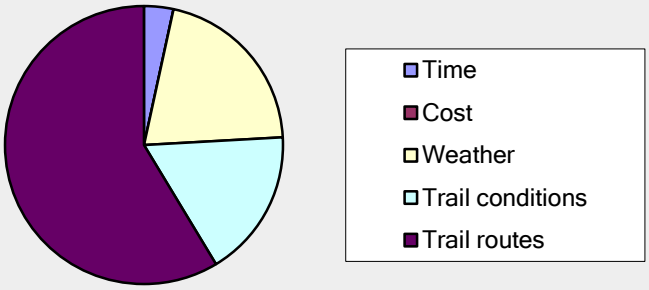


18. What obstacles do you encounter with area snowmobiling?

Answer Options	Response Percent	Response Count
Time	3.4%	1
Cost	0.0%	0
Weather	20.7%	6
Trail conditions	17.2%	5
Trail routes	58.6%	17
Other (please specify)		5

- Lots of curbs, hard to get to business, get tickets trying to get to businesses
- Access in Reedsburg
- Trail route around airport and cross HWY 23/33
- Not a rider, just wondering if the city streets are all open for use, seen many on several streets already the winter.
- Shaun Luther stuck in the swamp in front of me

What obstacles do you encounter with area snowmobiling?



19. What factors are important as to where you ride?		
Answer Options	Response Percent	Response Count
Distance to home	41.9%	13
Condition of trails	74.2%	23
Accommodations (lodging, food, etc)	32.3%	10
Snow conditions	71.0%	22
Scenery	45.2%	14
Other (please specify)		1

20. What improvements would you like to see on area snowmobile trails?		
Answer Options	Response Percent	Response Count
Trail conditions	29.0%	9
Trail route locations/connectivity	90.3%	28
Accommodations	12.9%	4
Organized events	22.6%	7
Maps/Signage	41.9%	13
On-line information	25.8%	8
Other (please specify)		3

- I do not want snowmobile trails.
- Trails are good depends on snow cover.
- More flexibility from city allowing snowmobilers to ride from their homes to the trails on city streets. This is currently not allowed in Reedsburg and forces residents to trailer their machines to a off loading place.