

MENOMONIE

Bicycle / Pedestrian Advisory Committee



Monday

April 28, 2025 – 6:00 P.M.
Council Chambers – 1st Floor

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1. Call to Order
2. Roll Call
3. Approval of January 27, 2025 Minutes
4. BPAC Concerns – Discussion only (no action)
5. Crosswalk Markings – Discussion and possible action
6. Electric Bikes on Trails – Discussion and possible action
7. Electric Bike Rentals – Discussion (no action)
8. Ride Across Wisconsin Event on July 12, 2025 – Discussion Only (no action)
9. Upcoming Possible Events – Discussion (no action)
 - a. Bike Safety Month (May)
 - b. Bike to School Day (May 7)
 - c. Get It Done Run (June 7)
 - d. Paint the Town (July 19)
 - e. Dunn County Fair (July 23-27)
 - f. National Night Out (August 5)
 - g. School Starts (August 26)
 - h. Stout Meets Menomonie (September 3)
10. Confirm Next Meeting Date – Discussion and possible action
11. Adjourn

Notice is hereby given that members of the Common Council may be present at the foregoing meeting to gather information about a subject over which they have decision-making responsibility. This constitutes a meeting of the Common Council pursuant to State ex rel. Badke v. Greendale Village Board, 173 Wis.2d 553, 494 N.W.2d 408 (1993) and must be noticed as such, although the Common Council will not take any formal action at this meeting.

NOTE: Upon reasonable notice, efforts will be made to accommodate the needs of individuals who have disabilities. For additional information or to request the service, contact the City Clerk or the City Administrator at 232-2221.

**PLEASE CONTACT PAM at (232-2221 x1000) or pwildner@menomonie-wi.gov
IF YOU ARE UNABLE TO ATTEND THE MEETING.**

MENOMONIE BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)

January 27, 2025

The Menomonie Bicycle/Pedestrian Advisory Committee met on January 27, 2025 at 6:00 PM in the Council Chambers (800 Wilson Ave). Committee members in attendance included: Mark Mastalir, Dave Williams, Kate Kramschuster, Kate Hearth (by Zoom), and Mark Deyo-Svendsen (by Zoom). Logan Mather as absent. Also in attendance: David Schofield and Burton Barnard.

The Committee reviewed the October 28, 2024 meeting minutes. **MOTION** by Williams, seconded by Deyo-Svendsen, to Approve meeting minutes from the October 28, 2024 meeting. Motion carried.

The Committee reviewed the current committee membership and noted that the Zoom option afforded for this meeting was appreciated. Committee discussed whether a charter ordinance was needed and the general feeling was that as a purely advisory body this was likely not necessary. No action taken.

The Committee provided comments regarding the following items (no action taken on any item):

1. Deyo-Svendsen asked if the Dog Park fell under this Committee's purview. Schofield indicated that the Dog Park fell under the Recreation Advisory Board. No action taken.
2. Hearth asked if the School District provides bike safety classes. Mastalir reported that he had reached out to the School District and found that they offered bike safety as part of their Lifetime Fitness course at the High School but that it doesn't appear that they did at the Middle or Elementary levels. Kramschuster noted that the former PE teacher at Oaklawn Elementary had a unit on bike safety that included a ride around Lake Menomin. No action taken.
3. Barnard suggested a "Bike to School" event. Schofield noted that a Google search showed several "Bike to School" dates from various entities. Barnard suggested that the Committee could organize an event of some sort. Ideas included: provide bike safety check, install a bike bells, distribute safety stickers and involve members of the Stout Bike Club. Schofield suggested taking baby steps are reaching out to the School District to notify them of the date and providing a blurb for them to include in their parent newsletters.

The Committee discussed the Bicycle Friendly City designation/application from the League of American Bicyclists. Schofield noted that the City received a Bronze designation in 2022 which extends to 2026. Schofield noted that if the Committee feel that the designation was worthwhile, that an application would need to be submitted in June 2026. Schofield indicated that the previous application was prepared by Cedar Corporation and that he would like to see the Committee take the lead for the 2026 application. Schofield noted that the 2025 application is online at <https://bit.ly/BFCapp2025>. Deyo-Svendsen offered to take the lead on the application. Schofield will send Deyo-Svendsen a copy of the 2022 application materials.

MOTION by Deyo-Svendsen, seconded by Williams, to support submitting a Bicycle Friendly City application in 2026. Motion carried.

The Committee discussed crosswalk markings. Schofield noted that the City currently uses “ladder-style” crosswalk markings but has received complaints about slippery nature. Schofield noted that “transverse-style” crosswalk markings are recommended by Wisconsin Department of Transportation for all crosswalks except midblock crosswalks. Schofield noted that “ladder-style” crosswalks used three times the amount of labor and paint as compared to “transverse-style” crosswalks. **MOTION** by Hearth, seconded by Williams, to recommend transverse lines for crosswalk markings, except at midblock crosswalks which shall be ladder-style, whenever roadways are chipsealed or resurfaced. Kramschuster expressed concern regarding visibility and requested the history of the current practice and additional research regarding safety be provided to the Committee before action is taken. Hearth and Williams withdrew their motion. No action taken. This item will be placed upon the next meeting’s agenda.

The Committee discussed bicycle rentals. Schofield noted that the Mayor has expressed interest in having bike rentals, including traditional bicycles, electric pedal assist bicycles and surrey bicycles. Schofield noted that the City approached the company that provided and maintains the kayak rental kiosk and found that their system is not financially feasible for the City. Schofield asked if the Committee was aware of any nearby communities that provide bicycle rentals. Hearth offered to research this topic and report back at the next meeting. No action taken. This item will be placed upon the next meeting’s agenda.

The Committee discussed the Ride Across Wisconsin event on July 12, 2025. Schofield noted that the Wisconsin Bike Federation will be conducting an event at the head of the Red Cedar Trail on STH 29. Williams offered to reach out to the Wisconsin Bike Federation to see if/how Committee members can assist with the event. No action taken. This item will be placed upon the next meeting’s agenda.

The next meeting will be held on Monday April 28, 2025 at 6:00pm at City Hall.

MOTION by Williams, seconded by Kramschuster, to adjourn. Motion carried.

Respectfully submitted,
David Schofield
Recording Secretary



City of Menomonie
David Schofield

Director of Public Works
800 Wilson Avenue
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dschofield@menomonie-wi.gov

TO: Chairman Mastalir and Bicycle & Pedestrian Advisory Committee
FROM: David Schofield, Director of Public Works
SUBJECT: Staff Comments
DATE: April 28, 2025 Bicycle & Pedestrian Advisory Committee Meeting

Agenda Item #4:

City Staff appreciate concerns and suggestions provided by the Advisory Committee.

Agenda Item #5:

The City currently uses ladder-style crosswalk markings, which are considered “high visibility crosswalks”, on all crosswalks:



Wisconsin DOT recommends marking crosswalks with transverse lines, which are considered “basic crosswalks”, except at midblock crosswalks:



We have received complaints about the ladder-style crosswalks being slippery when wet or snow covered. Additionally, ladder-style crosswalks are time and material consuming to repaint every year.

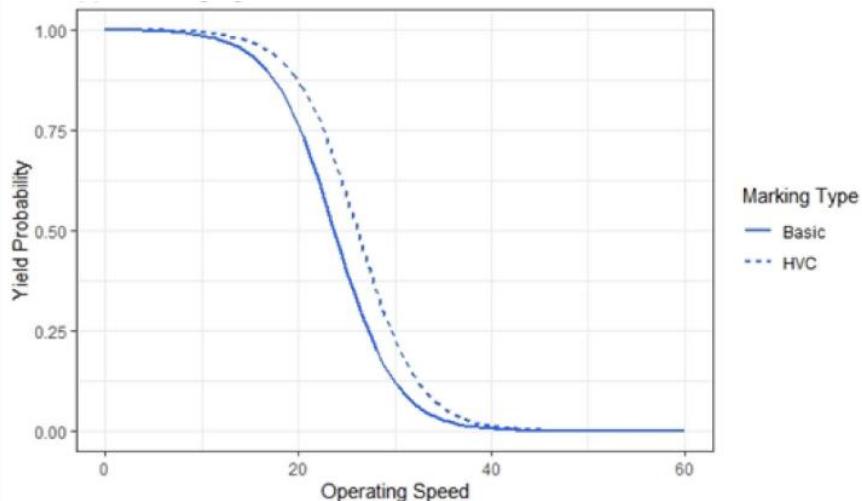
City Staff initially recommending marking crosswalks with transverse lines except at midblock crosswalks which would have remained ladder-style. At the January 27 Committee Meeting, City Staff was asked to review addition literature.

City Staff reviewed the Federal Highway Administration Manual on Uniform Traffic Control Devices¹, the Federal Highway Administration Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations², and the Federal Highway Administration Crosswalk Marking Selection Guide³.

As a result of this review, City Staff has revised its recommendation regarding crosswalk markings. City Staff now recommends marking crosswalks with transverse lines at crosswalks on stop or signal controlled approaches and marking all other crosswalks with high visibility crosswalk markings.

This revised recommendation is based upon the following:

- Manual on Uniform Traffic Control Devices states the following in Section 3C.04 (on page 591)
Transverse line crosswalk markings should be limited to locations controlled by traffic control signals or on approaches controlled by STOP or YIELD signs.
- Figure 9 on Page 33 of the Crosswalk Marking Selection Guide, which is excerpted below, indicates that yield probability is 10-15% higher with high visibility crosswalks between 20 and 30 miles per hour.



- Section 6.1.2 on Page 37 of the Crosswalk Marking Selection Guide recommends high visibility crosswalks over basic crosswalks anywhere uncontrolled crosswalks are marked.
- By definition, crosswalks on stop or signal controlled approaches are not uncontrolled.
- Table 3 on Page 57 of the Crosswalk Marking Selection Guide indicates that basic crosswalks cost an average of \$926 whereas high visibility crosswalks cost an average of \$3,054 or 3.3 times more.

¹ https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf, accessed 4/23/25.

² https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/STEP-guide-improving-ped-safety.pdf, accessed 4/23/25.

³ https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/crosswalk_marking_selection_guide.pdf, accessed 4/23/25.

If the Advisory Committee concurs, the appropriate motion would be ***Recommend marking crosswalks with transverse lines at crosswalks on stop or signal controlled approaches and marking all other crosswalks with high visibility crosswalk markings*** (simple majority).

Agenda Item #6:

At a recent City Council meeting, a councilperson indicated that they had received several complaints about individuals riding high speed electric bikes, scooters and/or gas-powered cycles on the Junction Trail and the Cedar Falls Road Trail.

State statutes prohibit the following devices from being operated on bike trails and sidewalks:

- Mopeds with engine in operation.
- Electric bicycles exceeding the limits of Class 1, Class 2 or Class 3.
- Motor bicycle with engine in operation.
- Motorcycles.
- ATVs/UTVs.
- Snowmobiles.
- Cars.
- Trucks.

This list is based upon the following:

- City Code 6-1-1-A-2 which adopts by reference Wis. Stats. 340 to 349.
- Wis. Stats. 340.01(5s) which defines:
“Bicycle way” means any path or sidewalk or portion thereof designated for the use of bicycles, electric scooters, and electric personal assistive mobility devices by the governing body of any city, town, village, or county.
- Wis. Stats. 340.01(15ph) which defines:
“Electric bicycle” means a bicycle that is equipped with fully operative pedals for propulsion by human power and an electric motor of 750 watts or less and that meets the requirements of any of the following classifications:
 - *Class 1 electric bicycle is an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.*
 - *Class 2 electric bicycle is an electric bicycle that may be powered solely by the motor and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.*
 - *Class 3 electric bicycle is an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.*

- Wis. Stats. 340.01(15ps) which defines:
"Electric scooter" means a device weighing less than 100 pounds that has handlebars and an electric motor, is powered solely by the electric motor and human power, and has a maximum speed of not more than 20 miles per hour on a paved level surface when powered solely by the electric motor. "Electric scooter" does not include an electric personal assistive mobility device, motorcycle, motor bicycle, electric bicycle, or moped.
- Wis. Stats. 340.01(29m)(am) which defines:
"Moped" means any of the following motor vehicles capable of speeds of not more than 30 miles per hour with a 150-pound rider on a dry, level, hard surface with no wind, excluding a tractor, a power source as an integral part of the vehicle and a seat for the operator:
 - *A bicycle-type vehicle with fully operative pedals for propulsion by human power and an engine certified by the manufacturer at not more than 130 cubic centimeters or an equivalent power unit.*
 - *A motorcycle with an automatic transmission and an engine certified by the manufacturer at not more than 50 cubic centimeters or an equivalent power unit.*
- Wis. Stats. 340.01(29m)(bm) which defines:
"Moped" does not include a motor bicycle or electric bicycle.
- Wis. Stats. 340.01(30) which defines:
"Motor bicycle" means a bicycle to which a power unit that is not an integral part of the vehicle has been added to permit the vehicle to travel at a speed of not more than 30 miles per hour with a 150-pound rider on a dry, level, hard surface with no wind and having a seat for the operator. "Motor bicycle" does not include an electric bicycle.
- Wis. Stats. 346.79(5) which states:
No person may ride a moped or motor bicycle with the power unit in operation upon a bicycle way.
- Wis. Stats. 346.94(12) which states:
No operator of a motor vehicle may drive upon a bicycle lane or bicycle way except to enter a driveway, to merge into a bicycle lane before turning at an intersection, or to enter or leave a parking space located adjacent to the bicycle lane or bicycle way. Persons operating a motor vehicle upon a bicycle lane or bicycle way shall yield the right-of-way to all bicycles, electric scooters, and electric personal assistive mobility devices within the bicycle lane or bicycle way.

Trail owners can be more restrictive than State Statute. For example, Wisconsin DNR limits Electric Bikes to 15 miles per hour on all State Trails. City Staff is considering proposing a ban on Class 2 and Class 3 Electric Bikes on City Trails and would like the Bicycle and Pedestrian Advisory Committee's input. If the Advisory Committee recommends such a ban, the appropriate motion would be ***Recommend banning the use of Class 2 and Class 3 Electric Bikes on City Trails.*** (simple majority).

Agenda Item #7:

At the January 27, 2025 meeting, Kate Hearth offered to research nearby communities that provide bicycle rentals. This item has been placed on the agenda to discuss her findings.

Agenda Item #8:

At the January 27, 2025 meeting, Dave Williams offered to reach out to the Wisconsin Bike Federation to see if/how Committee members can assist with the event. This item has been placed on the agenda to discuss his findings.

Agenda Item #9:

At the January 27, 2025 meeting, Chairman Mark Mastalir asked that upcoming events be included on this agenda for discussion.

City Staff have prepared the attached DRAFT social media campaign for Bike Safety Month (Item #9A) and would appreciate feedback.

City Staff note that Bike to School Day (Item #9B) is in 9 days. If coordination with the School District is not yet complete, City Staff recommends pushing this event to 2026.

City Staff note that the Get It Dunn run (Item #9C) has been cancelled for 2025 and its return is unclear.

Agenda Item #10:

Based upon the typical schedule, the next meeting would be Monday July 28 at 6:00pm unless the Committee would like to meet on a different date.



City of
MENOMONIE

May 2025 Bicycle Safety Month Social Media Campaign

Social Media Post #1



May is Bicycle Safety Month! 🚗🚲

Throughout the month, the City of Menomonie's Bicycle & Pedestrian Advisory Committee will be sharing key bicycle safety information.

We're kicking off the month with an important reminder from the U.S. Department of Transportation and NHTSA.

👉 Drivers: Treat bicyclists like any other vehicle on the road. Let's work together to keep everyone safe:

- Stay alert and avoid distractions
- Look left-right-left and behind before turning right on red
- Always yield to bicyclists
- Maintain a safe distance — most deadly crashes involve a front-end impact

Traffic safety is a shared responsibility. Let's all do our part to protect our community on wheels.



May 2025 Bicycle Safety Month Social Media Campaign

Social Media Post #2

May is Bicycle Safety Month!



Ride Together

More cyclists = more cautious drivers. Ride in a group when possible.



Helmet = Head Protection

Always wear a properly fitted helmet — it's your seatbelt on two wheels.



Be Visible

Use reflectors, lights, and bright or reflective clothing to stay seen.



This week, the City of Menomonie's Bicycle & Pedestrian Advisory Committee is highlighting safety tips for those *on* the bike. Whether you're a daily rider or just breaking out the wheels for warmer weather, these reminders can help keep you safe:

 **Safety in numbers!** Drivers are more cautious when they see more cyclists. Ride with others when you can.

 **Protect your noggin.** Always wear a helmet — and make sure it fits.

 **A helmet is your seat belt on two wheels.** Don't ride without it.

 **Be seen, be safe.** Add reflectors and lights to your bike, and wear bright or reflective clothing.

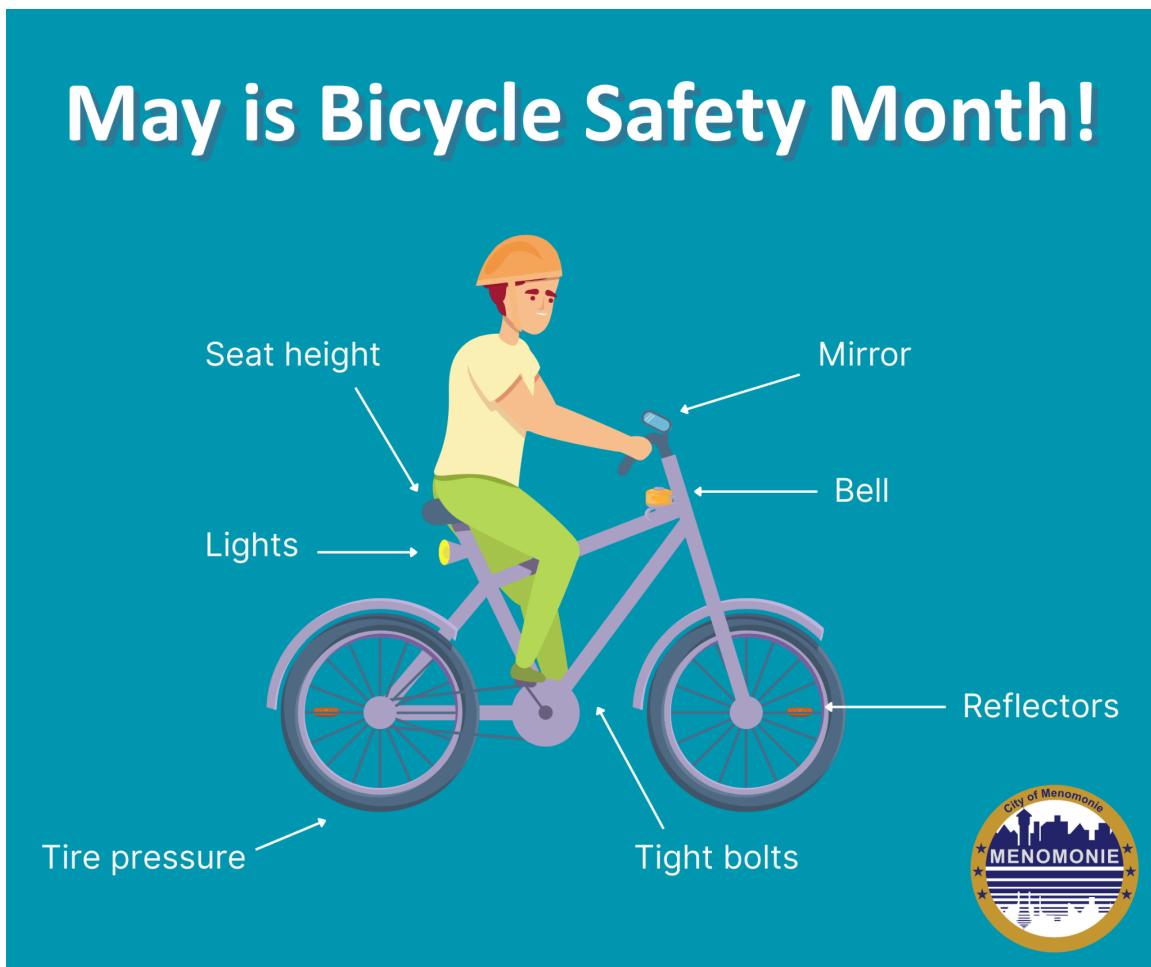
To learn more about the City of Menomonie's Bicycle & Pedestrian Advisory Committee and ways they're working to keep Menomonie safer for bikers click here:

<https://www.menomonie-wi.gov/239/Bicycle-Pedestrian-Advisory-Committee>



May 2025 Bicycle Safety Month Social Media Campaign

Social Media Post #3



Before you hit the road, make sure your ride is ready!

This week, the City of Menomonie's Bicycle & Pedestrian Advisory Committee is highlighting safety tips for before your tires hit the pavement.

 **Cyclists — check your gear! A quick inspection can prevent serious problems.**

- Adjust your seat to the proper height and lock it in place
- Make sure all parts are tight — vibration can loosen bolts over time
- Check tire pressure before every ride
- Ensure reflectors are in place (front, rear, pedals, and spokes)
-  Add visibility and awareness tools like a bell, mirror, and bright headlight

A few minutes of prep = a safer ride. Ride smart, ride safe.



City of
MENOMONIE

May 2025 Bicycle Safety Month Social Media Campaign

Social Media Post #4



Let's talk about biking with headphones.

Wisconsin law doesn't prohibit headphone use while biking — but that doesn't mean it's always safe. Wearing headphones in both ears can limit your ability to hear traffic, sirens, or other riders. Learn more tips and safer alternatives below provided by the City of Menomonie's Bicycle & Pedestrian Advisory Committee.

 On a bike, your hearing is a *critical safety tool*.

Electric and hybrid cars can be nearly silent, and other cyclists may pass you with a bell or voice alert.

Here are some safer alternatives:

-  Use one earbud or bone-conducting headphones
-  Keep volume low — or remove headphones in busy areas
-  Don't let music push you into reckless riding
-  Compensate with stronger visual awareness
-  Consider mirrors or bike radar tools like Garmin Varia

Your awareness keeps our whole community safer. Ride responsibly, and share these tips with a fellow cyclist.