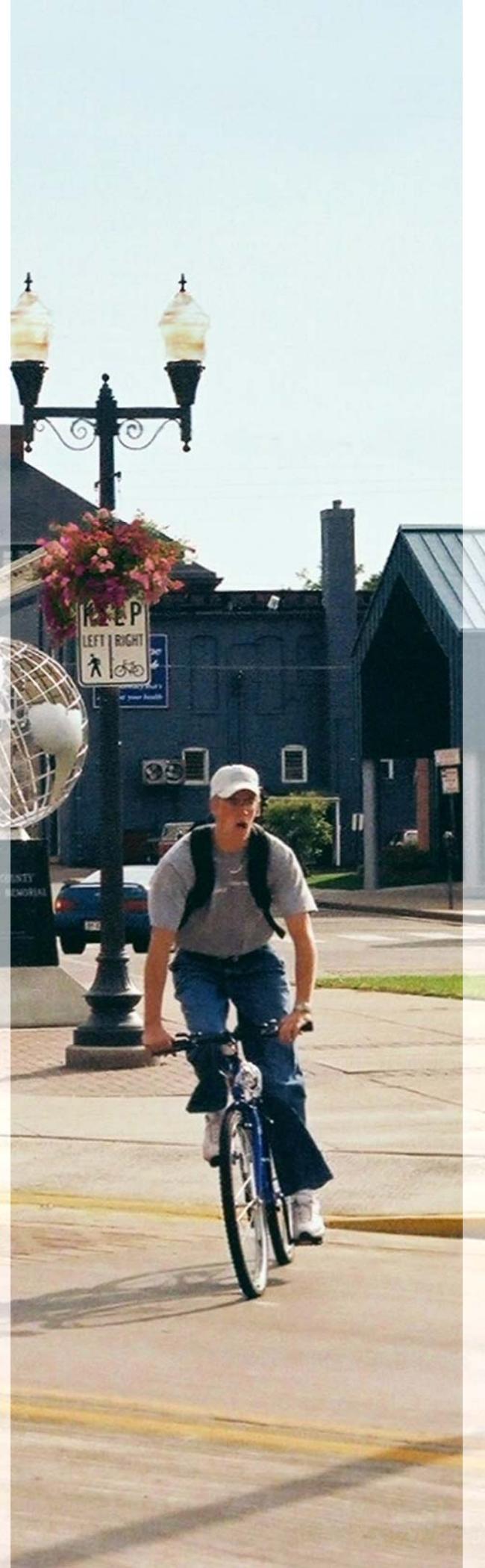




# CITY OF MENOMONIE PEDESTRIAN CORRIDOR AND SAFE ROUTES TO SCHOOL PLAN



**City of Menomonie and**  
**School District of the Menomonie Area**  
**Pedestrian Corridor and Safe Routes to School Plan**

**Table of Contents**

Vision Statement.....	2
Safe Routes to School Plan and Task Force .....	2
Purpose of the Plan.....	2
Benefits to the Community .....	3
Existing Sidewalks/Trails and Conditions.....	3
Bus Stops and Service Areas .....	8
Traffic and Accident Data.....	8
Community Data and School Enrollment Projections .....	11
School Biking Facilities Assessment.....	12
Policies that Promote Healthy Activities.....	12
School Survey Results .....	13
Sidewalk and Trail Design Standards .....	20
Traffic Calming Techniques .....	22
Street Markings and Signage.....	25
Funding Opportunities.....	26
Recommendations for Improvements .....	27
Planned Sidewalks and Trails .....	29
Continuous Policies and Actions.....	36
Short Term Policies and Actions .....	36
Long Term Policies and Actions.....	36
Identified Potential Projects.....	36
Table 1 Historic Population .....	11
Table 2 Population Projections .....	11
Table 3 2006-2007 School Year Enrollment .....	11
Table 4 Bicycle Facilities.....	12
Table 5 General Design Standards.....	21
Map 1 Existing Sidewalks/Trails Location and Sidewalk Rating NW .....	4
Map 2 Existing Sidewalks/Trails Location and Sidewalk Rating NE .....	5
Map 3 Existing Sidewalks/Trails Location and Sidewalk Rating SE .....	6
Map 4 Existing Sidewalks/Trails Location and Sidewalk Rating SW .....	7
Map 5 Traffic Volumes .....	9
Map 6 Accident Locations .....	10
Map 7 Future Sidewalk/Trail Locations NW .....	30
Map 8 Future Sidewalk/Trail Locations NE .....	31
Map 9 Future Sidewalk/Trail Locations SE .....	32
Map 10 Future Sidewalk/Trail Locations SW .....	33
Map 11 Planned Bikeway System.....	35

## **Vision Statement**

The City of Menomonie and School District of the Menomonie Area are committed to:

- \* Creating a community that promotes walking and biking through long-range planning
- \* Providing safe opportunities for residents of all ages to be outside and enjoying these activities
- \* Encouraging healthy lifestyles for students and adults
- \* Reducing the amount of vehicle traffic near schools
- \* Identifying safety concerns and addressing them in a timely and fiscally responsible manner
- \* Continuing cooperation between the City, School District, and community members to carry on the spirit of this Plan

## **Safe Routes to School Plan and Task Force**

The City of Menomonie and School District of the Menomonie Area collaborated on the Pedestrian Corridor and Safe Routes to School Plan. The Plan is an extension from existing sidewalk, trail, and pedestrian corridor planning by the City of Menomonie that has evolved over the past decade.

The Pedestrian Corridor and Safe Routes to School Plan was created with the assistance of:

- \* Jesse Harness, School Administrator, School District of the Menomonie Area
- \* Loren Bergeson, Director of Buildings and Grounds, School District of the Menomonie Area
- \* Lowell Prange, City Administrator, City of Menomonie
- \* Dennis Beety, Chief of Police, City of Menomonie
- \* Bruce Heath, Street Superintendent, City of Menomonie
- \* Randy Eide, Director of Public Works, City of Menomonie
- \* Charlie Jones, City Engineer, Cedar Corporation
- \* Wendy Sander, City Planner, Cedar Corporation

## **Purpose of the Plan**

The purpose of the Plan is to help achieve the vision of the Safe Routes to School Task Force by creating a document that is relevant, effective, and fluid.

## **Benefits to the Community**

The proposed Plan will provide benefits to City of Menomonie residents and School District of the Menomonie Area students in several areas. The benefits will be economic, social, safety, and health related.

### **Economic**

- \* Sidewalks and trails are becoming quality of life issues for many people and can attract residents to the area to live and work.
- \* Biking and walking can reduce traffic, parking needs, and energy consumption.
- \* Biking and walking reduces health care costs.

### **Social**

- \* Walking helps students and adults decompress after a long day.
- \* Walking creates community interaction and connectedness.
- \* The elderly are more likely to walk to nearby services and socialize in their community. It also offers them more independence.

### **Safety**

- \* Pedestrians are separated from motorized traffic.
- \* Appropriate signage and markings make motorists aware of possible pedestrian or bicyclist traffic.
- \* There is an increased sense of safety in communities where residents spend noticeable time outdoors.

### **Health**

- \* Biking and walking are easy ways to get short sessions of exercise.
- \* Active children tend to remain active.
- \* Biking and walking helps fight obesity.

## **Existing Sidewalks/Trails and Conditions**

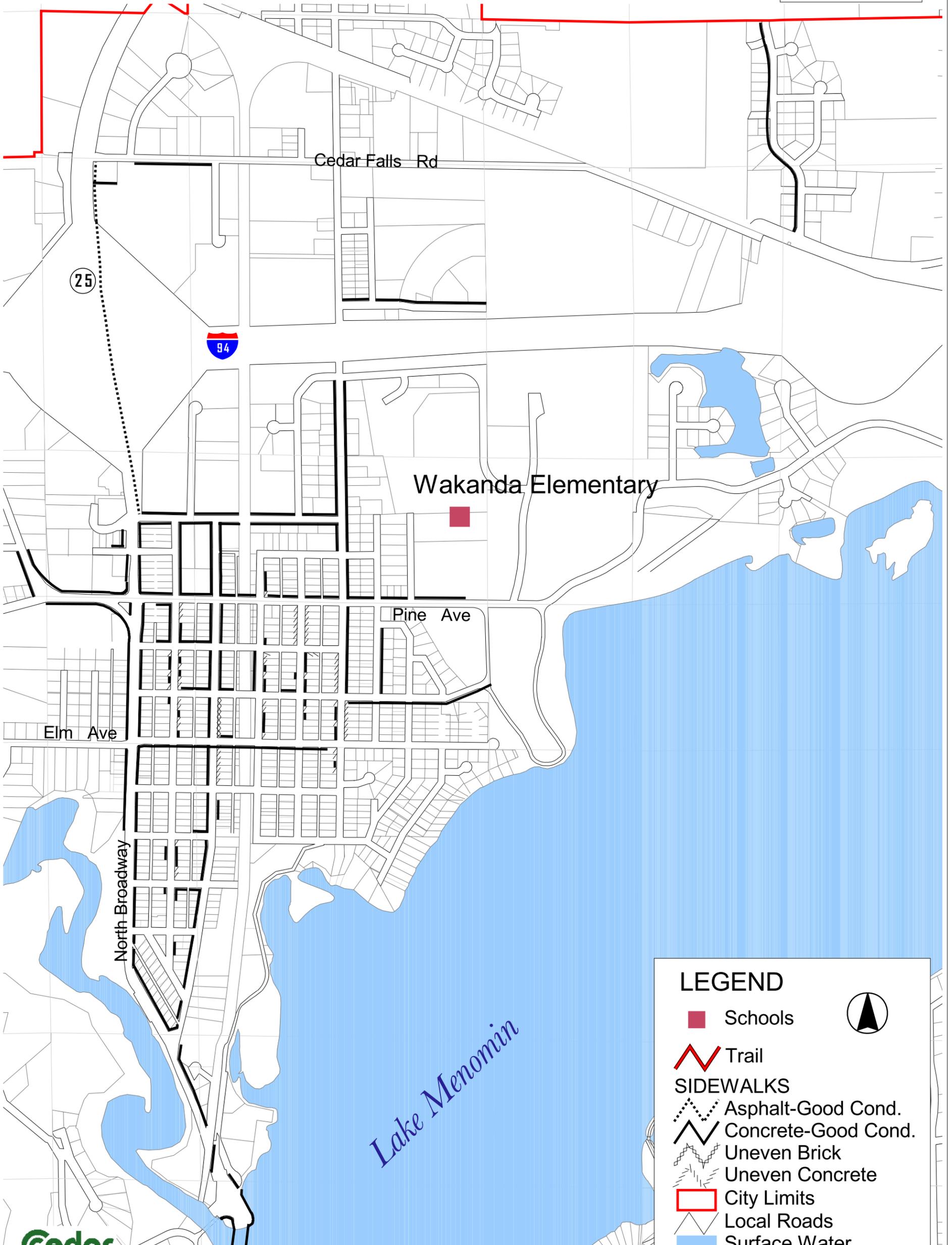
The City of Menomonie maintains information on existing sidewalks, trails, and their conditions (*see Maps 1 through 4*). New sidewalks and replacement of existing sidewalks are recommended in the City's Capital Improvements Plan which is continually updated.

Evaluation of sidewalks at Wakanda Elementary, River Heights Elementary, Oaklawn Elementary, and Menomonie Middle School (all in the City of Menomonie) show conditions for walking and biking are satisfactory adjacent to school properties. The main concerns for students are gaps in sidewalks and trails throughout the City which force students to walk in the streets or along the shoulders.

# EXISTING SIDEWALK/TRAIL LOCATION AND SIDEWALK RATING MAP

City of Menomonie,  
Dunn County, Wisconsin

**MAP 1**  
Northwest  
Quadrant



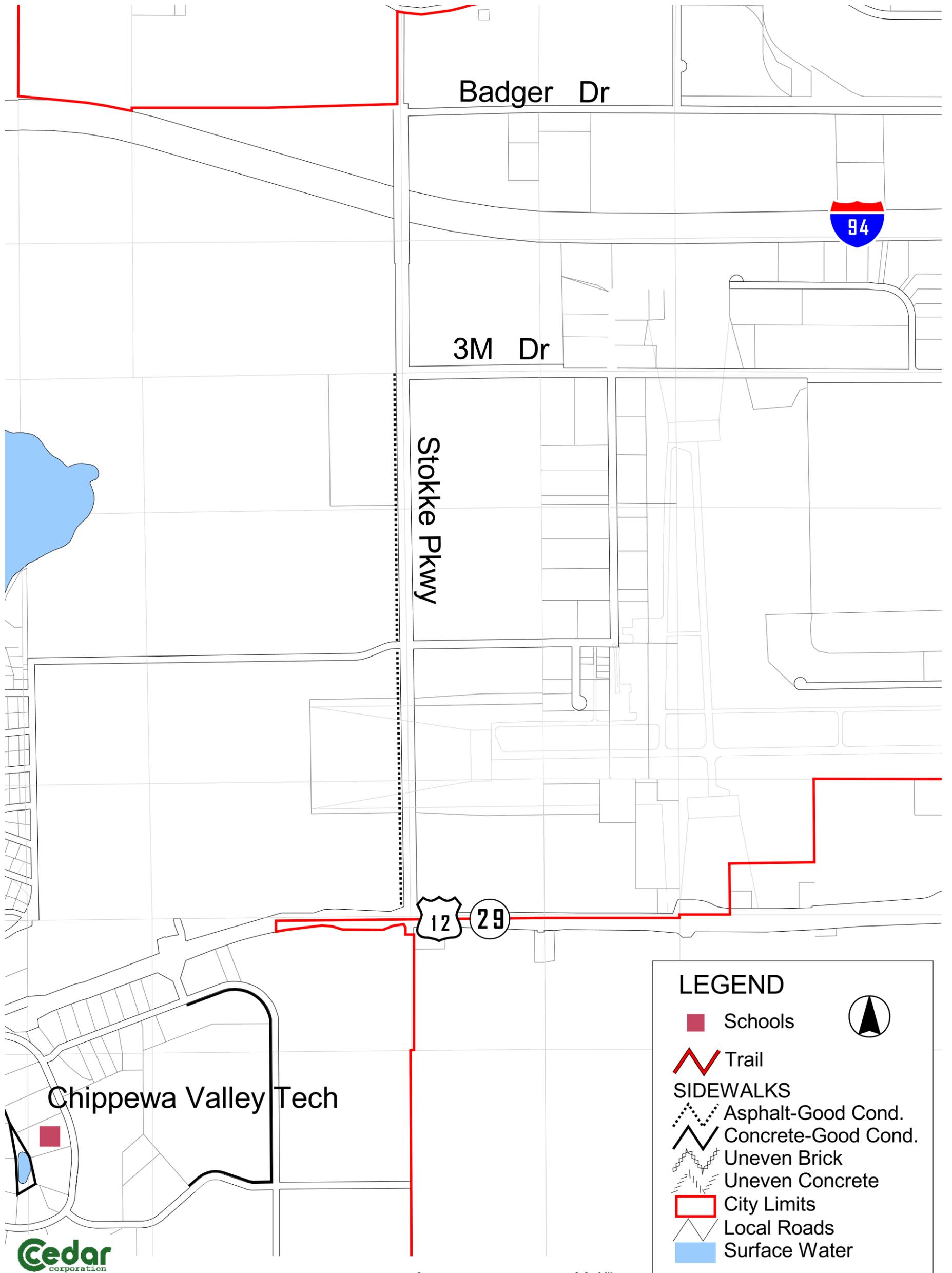
Source: City of Menomonie, Cedar Corporation

0 0.3 Miles

# EXISTING SIDEWALK/TRAIL LOCATION AND SIDEWALK RATING MAP

City of Menomonie,  
Dunn County, Wisconsin

**MAP 2**  
Northeast  
Quadrant



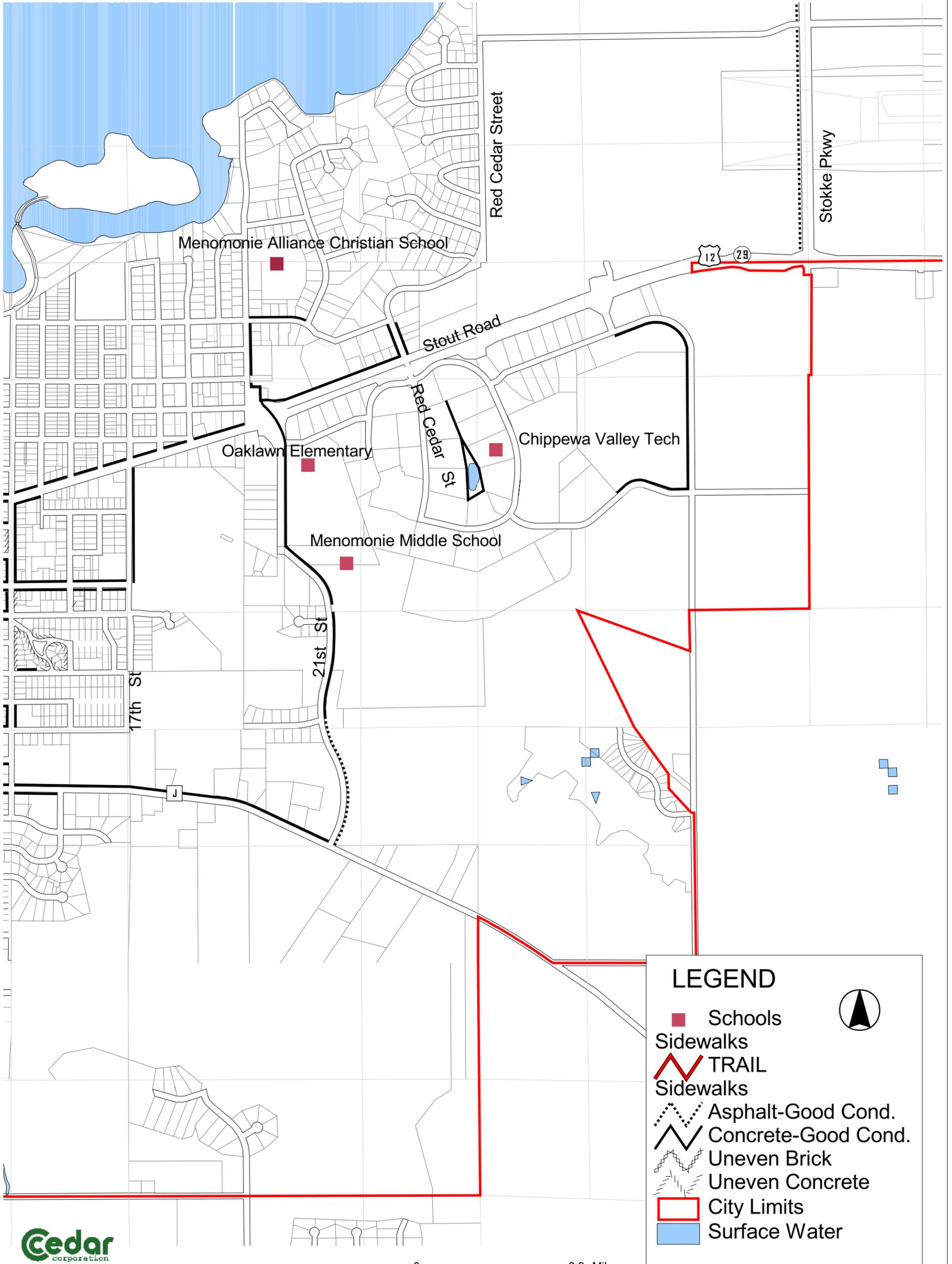
Source: City of Menomonie, Cedar Corporation

0 0.3 Miles

# EXISTING SIDEWALK/TRAIL LOCATION AND SIDEWALK RATING MAP

City of Menomonie,  
Dunn County, Wisconsin

**MAP 3**  
Southeast  
Quadrant



**LEGEND**

- Schools
- TRAIL
- Sidewalks
- Asphalt-Good Cond.
- Concrete-Good Cond.
- Uneven Brick
- Uneven Concrete
- City Limits
- Surface Water



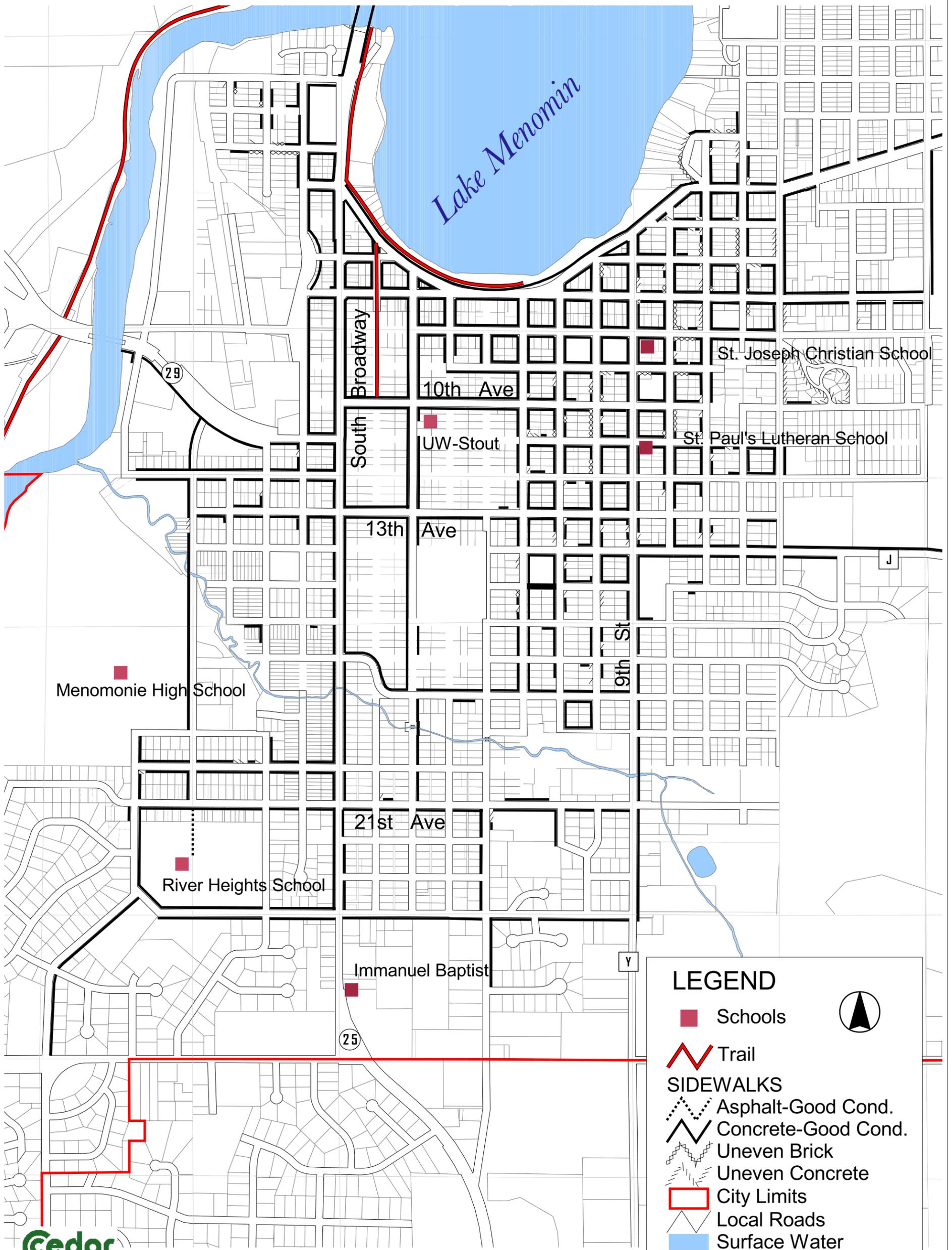
Source: City of Menomonie, Cedar Corporation

0 0.3 Miles

# EXISTING SIDEWALK/TRAIL LOCATION AND SIDEWALK RATING MAP

City of Menomonie,  
Dunn County, Wisconsin

**MAP 4**  
Southwest  
Quadrant



Source: City of Menomonie, Cedar Corporation

0 0.3 Miles

## **Bus Stops and Service Areas**

The School District of the Menomonie Area provides free transportation for elementary students (K-5) who live one mile or more from school and for secondary students (6-12) who live two miles or more from school. Students who attend private schools are also provided transportation.

The identification of hazard situations, such as no safe crossing at railroad tracks, lack of sidewalks along a bridge, and having homes located along busy highways or undeveloped roads, can mean that distance requirements for transportation can be amended.

The main consideration for bus stops in the School District is safety. Bus stops are generally located so riders do not have to walk more than a quarter mile to arrive at one. Parents or guardians are responsible for supervision at or near bus stops.

The main safety concerns for students traveling to and from school are:

- \* Residences located along major highways.
- \* Large numbers of unsupervised kids at bus stops.
- \* Large groupings of apartment buildings near the Menomonie High School where students and high volumes of vehicle traffic mix.
- \* Vehicles passing school buses when the flashing stop sign is extended. This happens approximately one time per day.

## **Traffic and Accident Data**

Map 5 shows 2005 traffic counts in the City of Menomonie. Most schools are near high traffic roads. Not surprisingly, areas with high accident occurrences correspond with traffic volumes (*see Map 6*).

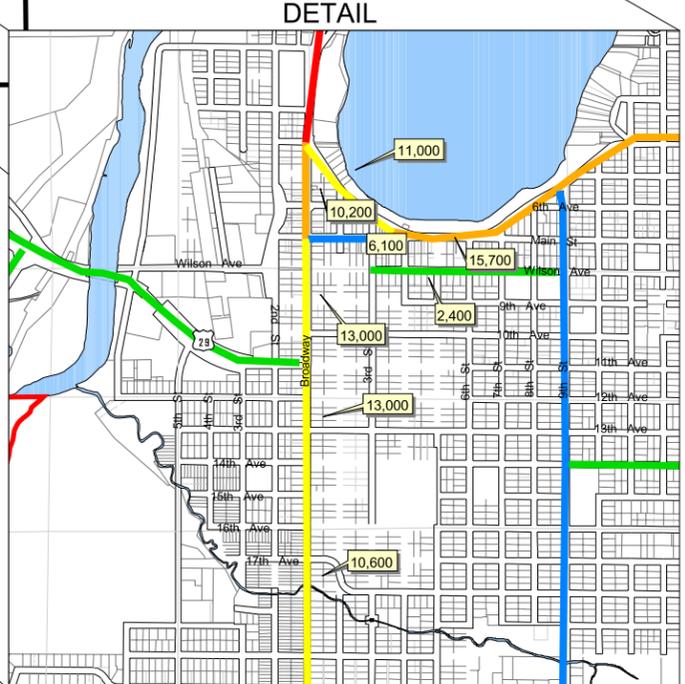
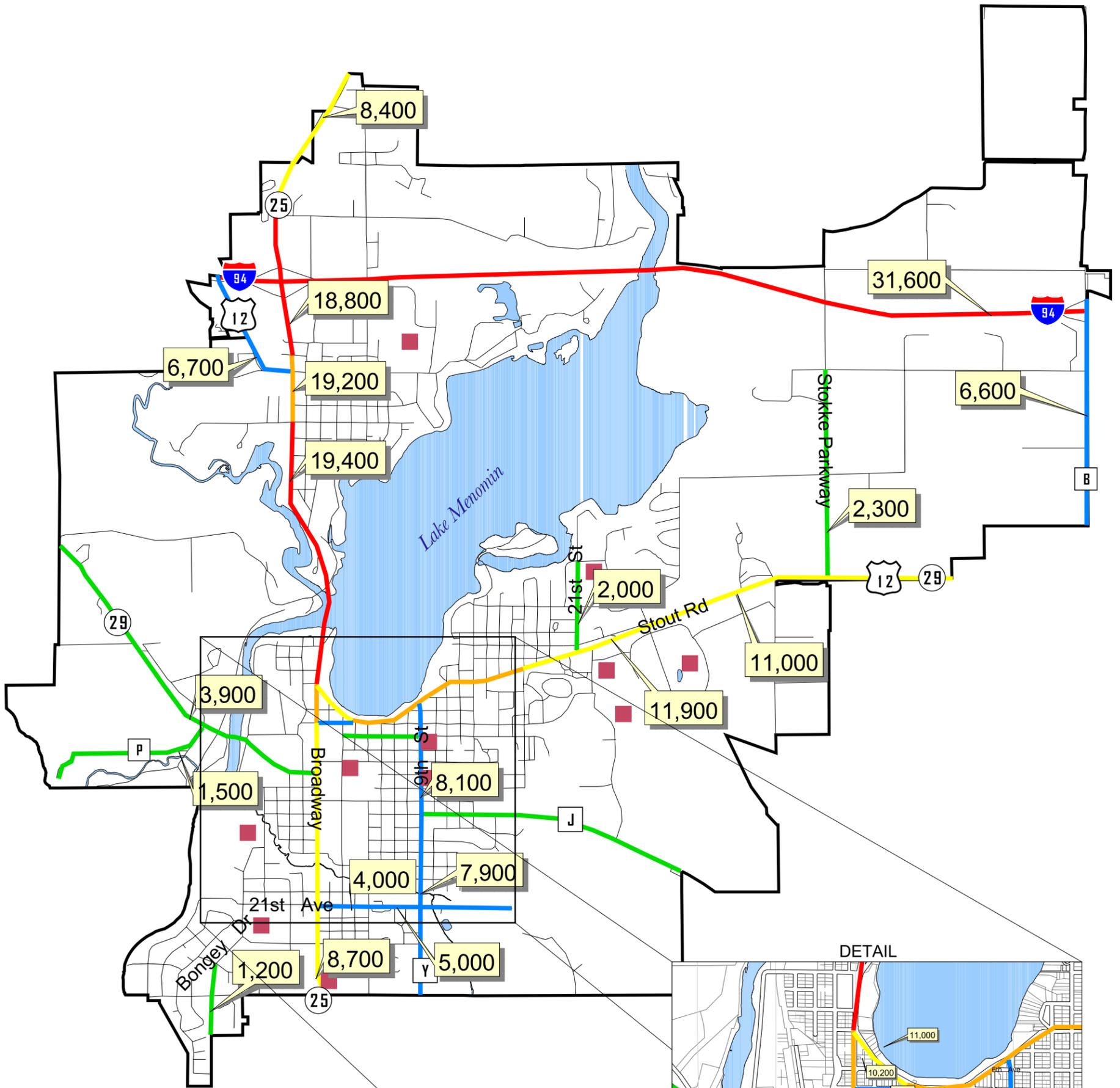
The City has amended their sidewalk location policy and created a policy for sidewalks in new developments. This will be addressed in more detail in the Planned Sidewalks and Trails section.

# TRAFFIC VOLUMES

City of Menomonie,  
Dunn County, Wisconsin



## MAP 5



**LEGEND**

- Schools
- Traffic Volume (ADT)
  - 20,000<
  - 15,000-20,000
  - 10,000-15,000
  - 5,000-10,000
  - 0-5,000
- City Limits
- ▬ Local Roads
- Surface Water



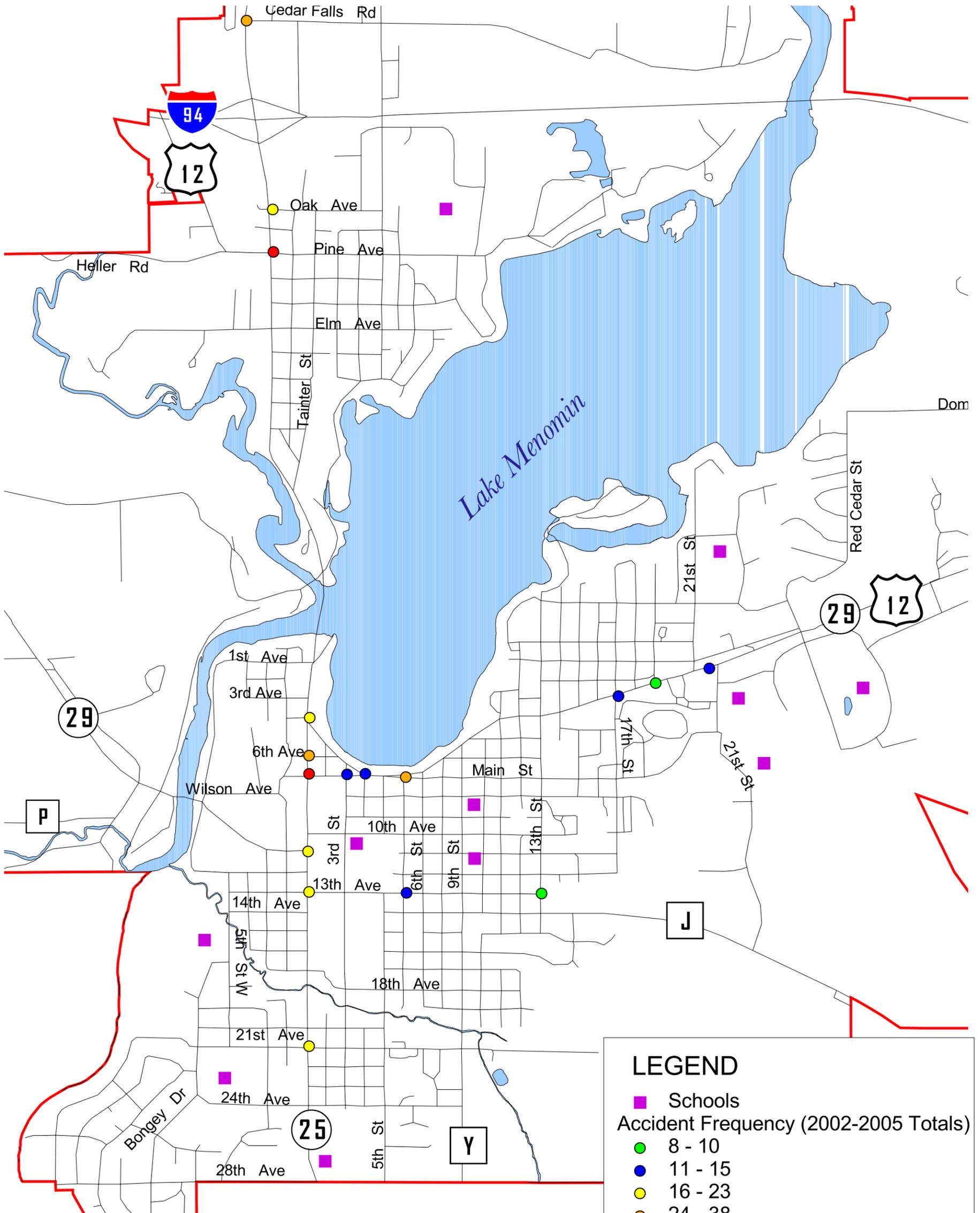
Source: Wisconsin DOT 2005

# ACCIDENT LOCATIONS

City of Menomonie,  
Dunn County, Wisconsin



## MAP 6



### LEGEND

- Schools
- Accident Frequency (2002-2005 Totals)
- 8 - 10
- 11 - 15
- 16 - 23
- 24 - 38
- 39 - 65
- Local Roads
- Surface Water
- City Limits



0 0.5 1 Miles

## Community Data and School Enrollment Projections

The City of Menomonie and Dunn County have experienced slow but constant growth since 1950 (see *Table 1*).

Municipality	1950	1960	1970	1980	1990	2000	2006
City of Menomonie	8,245	8,624	11,275	12,769	13,547	14,937	15,730
Dunn County	27,341	26,156	29,154	34,314	35,909	39,858	42,752

Source: Wisconsin Department of Administration

The Wisconsin Department of Administration Demographic Services Center released a report on projected State, County, and Municipal population and household populations in 2004. The projections show continued growth in the City of Menomonie and Dunn County. This may indicate that class sizes may slightly increase during this same period.

Municipality	2010	2015	2020	2025
City of Menomonie	16,153	16,558	17,144	17,788
Dunn County	43,771	45,165	47,061	49,105

Source: Wisconsin Department of Administration

Current enrollment for schools within the School District of the Menomonie Area and parochial schools is over 3000 students. Based on population and projections and declining household sizes, these numbers should remain stable in the foreseeable future.

School	Enrollment
Menomonie Alliance Christian School *	49
Immanuel Baptist School *	10
St. Joseph Christian School *	139
St. Paul's Lutheran School *	62
Oaklawn Elementary School	343
River Heights Elementary School	349
Wakanda Elementary School	211
Cedar Falls Elementary School	178
Knapp Elementary School	105
Downsville Elementary School	106
Menomonie Middle School	737
Lucas Charter High School	n/a
Menomonie High School	1116
<b>Total</b>	<b>3056</b>

Source: Menomonie Transportation- School District of the Menomonie Area

\* Parochial School

## School Biking Facilities Assessment

An inventory of existing bicycle facilities was conducted for the five public schools in the City of Menomonie. At this time, there are no plans to increase the number of bicycle racks at any of the schools listed below.



Table 4 – Bicycle Facilities

School	Bike Rack Capacity	Enrollment in School
Oaklawn Elementary School	50	343
River Heights Elementary School	150	349
Wakanda Elementary School	80	211
Menomonie Middle School	50	737
Menomonie High School	125	1116

Source: Transportation Department / Director of Buildings and Grounds - School District of the Menomonie Area

## Policies That Promote Healthy Activities

The School District of the Menomonie Area recognizes that good nutrition and physical activity are essential for students to maximize their full potential, reach their physical and mental capacity and establish patterns of lifelong health and well-being. In July 2006, the School District adopted a written Local Wellness Policy and established a Local Wellness Committee. The purpose of the Committee is to:

- \* Include goals for nutrition education, physical activity and other school based activities designed to promote student wellness
- \* Include nutrition guideline for all foods available on each school campus during the school day
- \* Provide an assurance that guidelines for reimbursable meals shall not be less restrictive than the federal regulations
- \* Develop and review a plan for measuring the implementation of the policy

The Wellness Policy also sets standards for the school meals program, competitive foods and vending machine items, a healthy eating environment, nutrition education and physical activity.

The School District has also adopted a Staff Wellness Program. Revised in January 2007, the program encourages the health and well-being of employees and their families through educational, physical and social offerings.

In addition to the District's written Wellness Policy, several programs for students and staff are implemented:

- \* “Themed” all-school meetings for the elementary classes discussing healthy foods
- \* Presidents Physical Fitness Challenge
- \* Bicycle safety programs
- \* Elementary school walking programs with pedometers. Students receive “toe tokens” to add to their chains for every 5 miles they walk.
- \* Open gym and swim hours for middle and high school students
- \* Participate in the “Shape Up Wisconsin” program
- \* Partnership with UW-Stout on a child obesity project

## **School Survey Results**

The School District of the Menomonie Area sent out almost 1000 surveys to parents of all elementary students (*see Appendix A*). The survey was conducted to determine what issues and concerns parents have related to allowing their children to walk or bicycle to school. The results will help formulate short and long term goals for the Plan.

## Cedar Falls Elementary

Which of the following issues affects your decision not to allow your child to walk or bike to/from school? Choose all that apply.		
	Count	Adjusted %
Distance	42	70
Convenience of driving	10	16.7
Time	17	28.3
Participation in school activities	9	15
Speed of traffic along route	49	81.7
Amount of traffic along route	46	76.7
Adults to walk or bike with	14	23.3
Sidewalks or pathways	34	56.7
Safety of intersections, crossings	39	65
Crossing guards	16	26.7
Violence or crime	?	?
Weather or climate	?	?
Other	?	?

- \* Almost 90% of responses indicated they were not sure if the school encouraged or discouraged walking or biking to/from school.
- \* About 65% of responses said walking and biking was fun or very fun for their child.
- \* Eighty percent of responses indicated walking and biking to/from school is healthy or very healthy for their child.
- \* A majority of responses suggested that if issues related to vehicle speed, traffic, adult supervision, sidewalks, and safety at intersections were addressed they would allow their child to walk or bike to school.

Samples of representative comments are:

“The roads are too busy to allow my son to walk. Cty. Rd. BB is not safe. I feel it is unfair to not have bus transportation just because we live one mile from school. Either provide buses for the small children around here or pay for my gas to drive to and from every day.”

“Safety is #1 concern as school is located off a County road. Criminal backgrounds of individuals that live on route to school is #2. I would like to see bus pick-up/drop-off to include those that live ½ to one mile from school because of concerns mentioned above.”

“I am in favor of children walking/biking when possible. I feel it is much healthier physically and mentally to be active out of doors than riding in buses (vehicles). The concerns would be speed of traffic along route, safety of intersections and crossings – and the possibility (however remote) of abductions.”

“The reason I would never let my kids walk or bike to school is all the crime and violence and that you can’t trust anyone.”

“I believe that installing sidewalks along 540<sup>th</sup> Avenue leading down to the rapids would greatly increase the safety of all people walking/riding bike towards school.”

### Downsville Elementary

Which of the following issues affects your decision not to allow your child to walk or bike to/from school? Choose all that apply.		
	Count	Adjusted %
Distance	29	85.3
Convenience of driving	8	23.5
Time	12	35.3
Participation in school activities	10	29.4
Speed of traffic along route	26	76.5
Amount of traffic along route	27	79.4
Adults to walk or bike with	11	32.4
Sidewalks or pathways	16	47.1
Safety of intersections, crossings	15	44.1
Crossing guards	11	32.4
Violence or crime	15	44.1
Weather or climate	21	61.8
Other	3	8.8
TOTAL	34	100

- \* Almost 91% of responses indicated they were not sure if the school encouraged or discouraged walking or biking to/from school.
- \* About 32% of responses said walking and biking was fun or very fun for their child. Fifty-eight percent indicated they were neutral on this question.
- \* Seventy-one percent of responses indicated walking and biking to/from school is healthy or very healthy for their child.
- \* A majority of responses suggested that if issues related to vehicle speed, traffic, adult supervision, sidewalks, safety at intersections, and violence/crime were addressed they would allow their child to walk or bike to school.

Samples of representative comments are:

“I would feel safer if there was a crossing guard for the children of Downsville. People do not always obey speed postings even teachers and playground attendants. There are also no designated sidewalks or paths.”

“We used to live in town where my kids could ride their bikes to school if they wanted. They really liked the freedom it gave them and they enjoyed it. We miss that part of living in town.”

“Downsville students that are walking or should be allowed to leave school 5-10 minutes prior to the buses leaving. The buses use excessive speed leaving the school. Teachers and parents also use excessive speeds when leaving the school. A patrol car once in a while would be a good reminder to use some common sense.”

“We don’t ride bike or walk to school because of distance. Also the main Hwy. is our only way to school and Hwy. 25 is too busy for anyone to walk or ride on – if we lived in town, I would allow my child to walk or ride bike by herself, maybe in the 3<sup>rd</sup> grade.”

### Knapp Elementary

Which of the following issues affects your decision not to allow your child to walk or bike to/from school? Choose all that apply.		
	Count	Adjusted %
Distance	29	87.9
Convenience of driving	7	21.2
Time	12	36.4
Participation in school activities	8	24.2
Speed of traffic along route	19	57.6
Amount of traffic along route	17	51.5
Adults to walk or bike with	9	27.3
Sidewalks or pathways	11	33.3
Safety of intersections, crossings	16	48.5
Crossing guards	8	24.2
Violence or crime	12	36.4
Weather or climate	17	51.5
Other	0	0
TOTAL	33	100

- \* Almost 90% of responses indicated they were not sure if the school encouraged or discouraged walking or biking to/from school.
- \* About 54% of responses said walking and biking was fun or very fun for their child. Forty-six percent indicated they were neutral on this question.
- \* Over seventy-nine percent of responses indicated walking and biking to/from school is healthy or very healthy for their child.
- \* A most responses were split when asked if issues related to why they don’t allow their children to walk or bike to/from school were addressed. A majority said they would allow their child to walk or bike to school if safety issues related to intersections and crossings were addressed.

Samples of representative comments are:

“If my child walked or biked to school, it would only be with a couple of friends.”

“I’m comfortable having my daughter walk to school with an older student or in a small group of students.”

“The only thing that keeps me from letting him is the Hwy. 12 speed and railroad tracks.”

“My concern with my child walking to school (even if we lived very close) would be, mostly, the possibilities of abductions, rape, etc. That’s not something I’m willing to risk.”

### Oaklawn Elementary

Which of the following issues affects your decision not to allow your child to walk or bike to/from school? Choose all that apply.		
	Count	Adjusted %
Distance	87	63.5
Convenience of driving	13	9.5
Time	33	24.1
Participation in school activities	10	7.3
Speed of traffic along route	79	57.7
Amount of traffic along route	77	56.2
Adults to walk or bike with	31	22.6
Sidewalks or pathways	47	34.3
Safety of intersections, crossings	76	55.5
Crossing guards	18	13.1
Violence or crime	58	42.3
Weather or climate	82	59.9
Other	15	10.9
TOTAL	137	100

- \* Almost 88% of responses indicated they were not sure if the school encouraged or discouraged walking or biking to/from school.
- \* About 60% of responses said walking and biking was fun or very fun for their child. Fifty-eight percent indicated they were neutral on this question.
- \* Eighty-one percent of responses indicated walking and biking to/from school is healthy or very healthy for their child.
- \* A majority of responses suggested that if issues related to adult supervision, sidewalks, and safety at intersections and crosswalks were addressed they would allow their child to walk or bike to school.

Samples of representative comments are:

“Our street needs additional safe crossing points. In order to get a tunnel which runs under a high traffic street, the children must first cross at least one other busy street alone.”

“The girls love it and they feel it’s healthy.”

“I would like her to bike/walk if some other student was with her – like a buddy system.”

“Most cities have sidewalks – unsure why a lot of areas in Menomonie do not.

“I would support walking or biking if additional safety factors were implemented from home to school: lights, crossing flashing lights, decent sidewalks, or paths.”

“My child’s route to school is through a wooded/park area which causes us concerns about violence – I would love to allow her to walk/bike but feel it’s too risky.”

“My concern is with sexual predators and child abduction. Unfortunately, we seem to be hearing a lot more about this. As a child, I walked to school all the time, but we seem to live in a different world now.”

### River Heights Elementary

Which of the following issues affects your decision not to allow your child to walk or bike to/from school? Choose all that apply.		
	Count	Adjusted %
Distance	49	56.3
Convenience of driving	17	19.5
Time	27	31
Participation in school activities	21	24.1
Speed of traffic along route	61	70.1
Amount of traffic along route	67	77
Adults to walk or bike with	24	27.6
Sidewalks or pathways	44	50.6
Safety of intersections, crossings	61	70.1
Crossing guards	23	26.4
Violence or crime	49	56.3
Weather or climate	48	55.2
Other	17	19.5
TOTAL	87	100

- \* About 84% of responses indicated they were not sure if the school encouraged or discouraged walking or biking to/from school.
- \* Over 54% of responses said walking and biking was fun or very fun for their child. Fifty-eight percent indicated they were neutral on this question.

- \* Eighty-six percent of responses indicated walking and biking to/from school is healthy or very healthy for their child.
- \* A majority of responses suggested that if issues related to adult supervision, sidewalks, safety at intersections, and crossing guards were addressed they would allow their child to walk or bike to school.

Samples of representative comments are:

“My biggest issue is no safety precautions – no crossing guards, etc. We live so close and I won’t let her walk alone or cross Broadway. It causes a lot of issues/conflicts with our morning routine. I start work earlier so we always need to find ways to make arrangements to get my child to school.”

“Let’s keep working to increase kids walking and biking. Parents too.”

“We live on Hwy. 25 and we would not allow our kids on 25 by themselves.”

“I feel that there needs to be a crossing guard at the corner of 21<sup>st</sup> and Bongey.”

“He will not be riding his bike or walking because of safety concerns.”

“I would allow it if there were safe walkways for the kids and the sex offenders were not living in the area.”

“Safety around high school parking lot, the kids do not look before they leave the parking lots (dangerous intersections).”

### Wakanda Elementary

Which of the following issues affects your decision not to allow your child to walk or bike to/from school? Choose all that apply.		
	Count	Adjusted %
Distance	36	61
Convenience of driving	12	20.3
Time	16	27.1
Participation in school activities	11	18.6
Speed of traffic along route	35	59.3
Amount of traffic along route	36	61
Adults to walk or bike with	15	25.4
Sidewalks or pathways	18	30.5
Safety of intersections, crossings	31	52.5
Crossing guards	16	27.1
Violence or crime	29	49.2
Weather or climate	29	49.2
Other	15	25.4
TOTAL	59	100

- \* Over 92% of responses indicated they were not sure if the school encouraged or discouraged walking or biking to/from school.
- \* About 59% of responses said walking and biking was fun or very fun for their child. Fifty-eight percent indicated they were neutral on this question.
- \* Eighty percent of responses indicated walking and biking to/from school is healthy or very healthy for their child.
- \* A majority of responses suggested that if issues related to vehicle speed, traffic, adult supervision, sidewalks, and safety at intersections were addressed they would allow their child to walk or bike to school.

Samples of representative comments are:

“I do not think that parents are enforcing good safety habits. There should be someone outside the school and on the hill monitoring safety.”

“I think like most parents we are worried about safety issues. Some sex offenders live very close to our school.”

“No supervision when kids leave, strangers can take a child in a second, there is no way to prevent this, so don’t want my child leaving school unsupervised. Plus, kids are mean, having young children or any child alone, leaves them vulnerable for bullies and injury.”

“I enjoy being with my kids and spending that time before and after school walking or biking is very special.”

“Even if my child was older and knew how to ride her bike well and expressed interest in riding to school, my biggest concern would be that she would have to cross Broadway. I have a hard enough time sometimes turning out to Broadway from my street that I wouldn’t let my kids cross without me.”

“I feel we should have cross guards since walking/getting our ride is mandatory since we live less than one mile. On days when the other kids she usually walk with are gone or sick and can’t walk with her – getting her to school safely is an issue (we won’t let her walk by herself and sometimes our work schedules conflict with her getting there too early).”

Overall, survey respondents acknowledge the health benefits of walking and biking to and from school but the real or perceived perception that routes to school are unsafe due to traffic or dangerous people prevail.

## **Sidewalks and Trail Design Standards**

The location and design of sidewalks, trails, or bike lanes is important to ensure the improvements are user friendly.

When considering sidewalks, it is generally not advisable to install a sidewalk adjacent to a street without curb and gutter. Likewise, it is generally not advisable to install sidewalk adjacent to a street with curb and gutter that is in need of repair. In these cases, it is more cost-effective to install sidewalk at the time of curb and gutter installation or repair.

Crosswalks should be provided at each intersection. Curb ramps and detectable warning fields shall be provided at all street crossings. Crosswalks should not be provided mid-block except in rare circumstances. If such a situation is unavoidable, appropriate signage shall be provided to adequately warn drivers of the crosswalk.

Sidewalks are typically placed on the same side as existing sidewalks in the area. Other considerations such as driveway density, tree removals, cross-walk visibility, bus stop safety, and resident concerns should be taken into account when choosing which side to install sidewalk.

Multi-use trails (biking, walking, rollerblading, etc...) will primarily be constructed in developing portions of the City and into adjacent rural areas. As such, multi-purpose trails should be constructed in conjunction with new subdivisions and/or improvements or area and regional trail plans. Multi-use trail alignment should follow the existing topography to the maximum extent practical. However, horizontal curves, vertical curves and slopes should be evaluated for excessive speed and/or visibility.

Multi-use trails will require signage to direct users the “trailheads”. In addition, on-trail signage will be required for such things as street crossings and the like.

Bike lanes typically will be located on rural area roads as they enter the City. Bike lanes shall be marked on pavement and with signage. The width of the paved shoulder bicyclists will be riding on should be based on the amount of traffic on a particular road.

The Wisconsin Bicycle Facility Design Handbook provides an excellent guide for detailed bicycle facility planning.

Table 8 provides general design standards for sidewalks, bike lanes, and trails. It should be used as a starting point to plan and do initial cost estimates. Each proposed project in the City should be evaluated on an individual and already established standards.

**Table 5 – General Design Standards**

	Material	Minimum Width	Depth	Base
Sidewalk	Concrete	5', 6' (against curb)	4" typical	6" granular
Sidewalk (Driveway)	Concrete	-	6" typical	8" crushed aggregate
Bike Lane-Paved Shoulder	Asphalt	4'-6'	Match Street	Match Street
Multi-Use Trail	Asphalt, Crushed Limestone	10' (with 2' shoulders)	2" typical, 3" if service trail	8" crushed aggregate

## Traffic Calming Techniques

Traffic calming techniques are designed to reduce the negative effects between motor vehicles and pedestrians/bicyclists. The techniques listed below are from the Federal Highway Administration and the Pedestrian and Bicycle Information Center.

**Curb Extensions:** Also known as bulb-outs or bump-outs, curb extensions extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street.



**Crossing Islands:** Also known as center islands, refuge islands, or pedestrian islands. These are raised islands placed in the center of the street at intersections to help protect crossing pedestrians from motor vehicles. Center crossing islands allow pedestrians to deal with only one direction of traffic at a time, and they enable them to stop partway across the street and wait for an adequate gap in traffic before crossing the second half of the street.

**Chicanes:** Chicanes create horizontal diversion of traffic and can be gentler or more restrictive depending on the design. Shifts in travel lanes can be created by shifting parking from one side to the other or by building landscaped islands.





**Mini-Circles:** These are raised circular islands constructed in the center of residential street intersections (generally not intended for use where one or both streets are arterial streets). They reduce vehicle speeds by forcing motorists to maneuver around them. Mini-circles have been found to reduce motor vehicle crashes by an average of 90 percent in some cities.

**Speed Humps/Speed Tables/Raised Pedestrian Crossings:** Speed humps are paved and usually 3 to 4 inches high at their center and extend the full width of the street with height tapering near the drain gutter to allow unimpeded bicycle travel. They are designed to reduce vehicle speed. Speed tables are flat-topped speed humps. Raised pedestrian crossings are similar to speed tables but are used for the entire intersection and enhance the pedestrian environment.



**Gateways:** A gateway is a physical or geometric landmark that indicates a change in environment from a higher speed arterial or collector road to a lower speed residential or commercial district. They often place a higher emphasis on aesthetics and are frequently used to identify neighborhood and commercial areas within a larger urban setting.

**Landscaping:** The careful use of landscaping along a street can provide separation between motorists and pedestrians, reduce the visual width of the roadway (which can help to reduce vehicle speeds), and provide a more pleasant street environment for all. This can include a variety of trees, bushes, and/or flowerpots, which can be planted in the buffer area between the sidewalk or walkway and the street.



**Bike Lanes:** Bike lanes are portions of roadway that have been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes make bicyclist more visible to motorists.

**Education:** Instructions given to the residents on safe on-street vehicle travel. Education can be in the form of newspaper article, radio or television reports, or posters. Instruction makes motorists more aware of bicyclist and pedestrian safety.

**Police Enforcement:** Enforcing speed and traffic laws sends a message to motorists to be aware of their driving habits and traffic signage.

## Street Markings and Signage

There are several methods to make crosswalks and school zones safer for pedestrians and bicyclist. These methods should be used to improve visibility and slow motorized traffic.



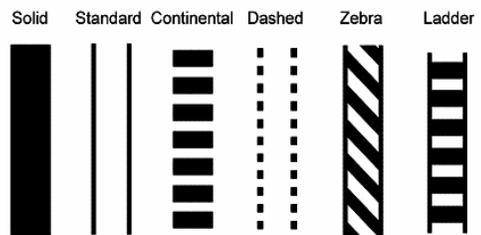
**School Zone Signs:** School zone signs help create awareness that children are in the area. Today, the traditional yellow sign is available in brighter colors and flashing lights to improve their visibility.

**Driver Feedback Signs:** Driver feedback signs increase compliance to posted speed limits. These signs also log speed data that can be used by local law enforcement. The signs can be programmed to display changeable messages.



**Pedestrian Crossing Delineators or Traffic Cones:** Delineators or the less expensive cones are used in crosswalks or street center lines to warn vehicle operators that pedestrians are in the area. These signs are moveable.

**Crosswalk Markings:** Crosswalk markings provide visible direction for pedestrians and bicyclist to cross streets. Reflective materials can be used to increase the visibility. There are several different markings that can be used. The continental pattern is preferred.





**Overhead Lights:** Overhead lights can be used in busier intersections where pedestrian crossing delineators or cones are not allowed. They are programmable to flash at determined times.

**Crossing Guards:** Crossing guards direct pedestrians and guide traffic in school zones. They can wear reflective vests and use signs to make themselves visible. Crossing guards can also be used to monitor driving habits of residents.



## Funding Opportunities

There are a number of grant opportunities that can be used to fund road, sidewalk, trail, signage, and marking improvements. Each grant addresses different needs and require varying financial commitments from the City.

### Enhancements/ISTEA Grant (WisDOT)

- Statewide Transportation Enhancements Program (STEP)
- Maximum grant of 80% for projects that will enhance transportation projects
- Eligible projects include bike paths, landscaping, historic preservation, rail corridor preservation, outdoor advertising control
- Funding is extremely limited. Applications taken in even years

### Traffic Signing and Marking Enhancement Grants Program (WisDOT)

- Grant funds to install traffic signing and roadway markings
- 75% DOT; 25% local match

### Stewardship/LAWCON/Federal Recreational Trails Program (WisDNR)

- May 1 deadline for most grants
- 50% DNR; 50% local match
- Funds for land acquisition, trails, picnic areas, etc.

## **Community Development Block Grant Program (COMMERCE)**

- Grant funds to construct streets and sidewalks
- Application deadline: continuous funding cycle. Pre-application is required
- Community survey may be required
- Low-to-moderate income requirements
- Competitive grant

## **Impact Fees**

- New development pays their fair share of new capital improvements
- Fees can be used for sidewalk or trail development

## **Special Assessments**

- Project costs for sidewalk improvements are assessed back to the property owners

## **Wisconsin Safe Routes to School Grant**

- Provides funds for planning, infrastructure, and non-infrastructure projects within 2 miles of K-8 schools
- Projects are 100% fundable
- Grant program runs through 2009

## **Recommendations for Improvements**

The recommendations in this section will provide options for the City of Menomonie and School District of the Menomonie Area to establish short and long term goals. The goals are what the City and School District hope to accomplish within a timeframe to make the Pedestrian Corridor and Safe Routes to School Plan a success.

The recommendations will address the 5 E's (Engineering, Encouragement, Education, Enforcement, and Evaluation) and identify actions under each category the City and School District will consider.

### **Engineering**

- Replace sidewalks in poor condition and construct new sidewalks in vital areas identified in this plan
- Continue to update the sidewalk, trails, and corridor plans
- Plan sidewalk improvements with road reconstruction projects
- Identify dangerous crosswalks and recommend marking, signage, or traffic calming improvements

- Submit new subdivision plats to the School's Transportation Department to identify bus stops and recommend sidewalks and/or concrete pads for waiting areas
- Identify needs for bicycle racks
- Implement traffic calming techniques in street reconstruction projects and new subdivision development
- Identify and mark specific "safe routes" through the City for students to use

### **Encouragement**

- Newspaper article explaining the Pedestrian Corridor and Safe Routes to School Plan and goals of the City and School District
- Designate a walk or bike to work day each week for students and adults
- Walk to school with your child day
- Newsletters during Parent-Teacher conferences
- Provide rewards for walking or biking to school or work that are age appropriate
- Create competitions between businesses and classes
- Bicycle Rodeo

### **Education**

- School speakers that are age appropriate
- Have students track the distances they walk or bike and research the benefits
- Walking and bicycling audits by students and adults
- Class quizzes
- Implement lessons during Summer Recreation Programs

### **Enforcement**

1. Speed trailers or driver feedback signs
2. Increase police patrols near Schools during morning and afternoon hours
3. Increase fines in school zones
4. Neighborhood Watch programs
5. Implement Officer Ted Mop Program (Traffic Enforcement Decoy, Mannequin On Patrol)

### **Evaluation**

- Yearly review to evaluate the successes and challenges of implementing the Plan and revise goals as needed
- Compare results of walking and bicycling audits over several years
- Measure participation and volunteers
- Post-project survey
- Walking and bicycling attitudes survey
- Monitor participation in walk or bike to school days

## Planned Sidewalks and Trails

Sidewalks and trails provide two main purposes. Besides basic transportation, biking and walking are increasingly popular ways to exercise regardless of age. Sidewalks and trails provide a safe way for pedestrians to move throughout the City while bike trails can offer an aesthetic and relaxing way to enjoy the City.

A significant number of locations within the City remain without sidewalks. In 2000, the Menomonie City Council adopted a sidewalk location policy. The policy was designed to guide the City in locating, constructing, and repairing sidewalks and pedestrian corridors within the City. The City reviewed traffic volume, traffic generators, and circulation when creating the policy. The following classifications were created:

- **Primary Pedestrian Corridor**  
Streets with traffic counts over 5,000 vehicles per day would require sidewalks on both sides, unless the abutting property is undeveloped.
- **Secondary Pedestrian Corridor**  
Streets with traffic counts between 1,000 vehicles per day to 5,000 vehicles per day would require sidewalk on one side, unless the abutting property is undeveloped.
- **Local Pedestrian Corridor**  
Streets with traffic counts under 1,000 vehicles per day but serve a location that generates pedestrian traffic or that would loop a Primary and/or Secondary Pedestrian Corridor would require sidewalk on one side.

The City also has a policy for sidewalks in new subdivisions. Sidewalks shall be installed on one side of streets on all streets designated as a collector corridor. A street is considered a collector corridor if it is the main street through the subdivision and serves at least two additional side streets or is connecting to other property that has subdivision potential.

Maps 7 through 10 show future sidewalk and trail locations in the City.

# FUTURE SIDEWALK/TRAIL LOCATIONS

City of Menomonie,  
Dunn County, Wisconsin

MAP 7  
Northwest  
Quadrant

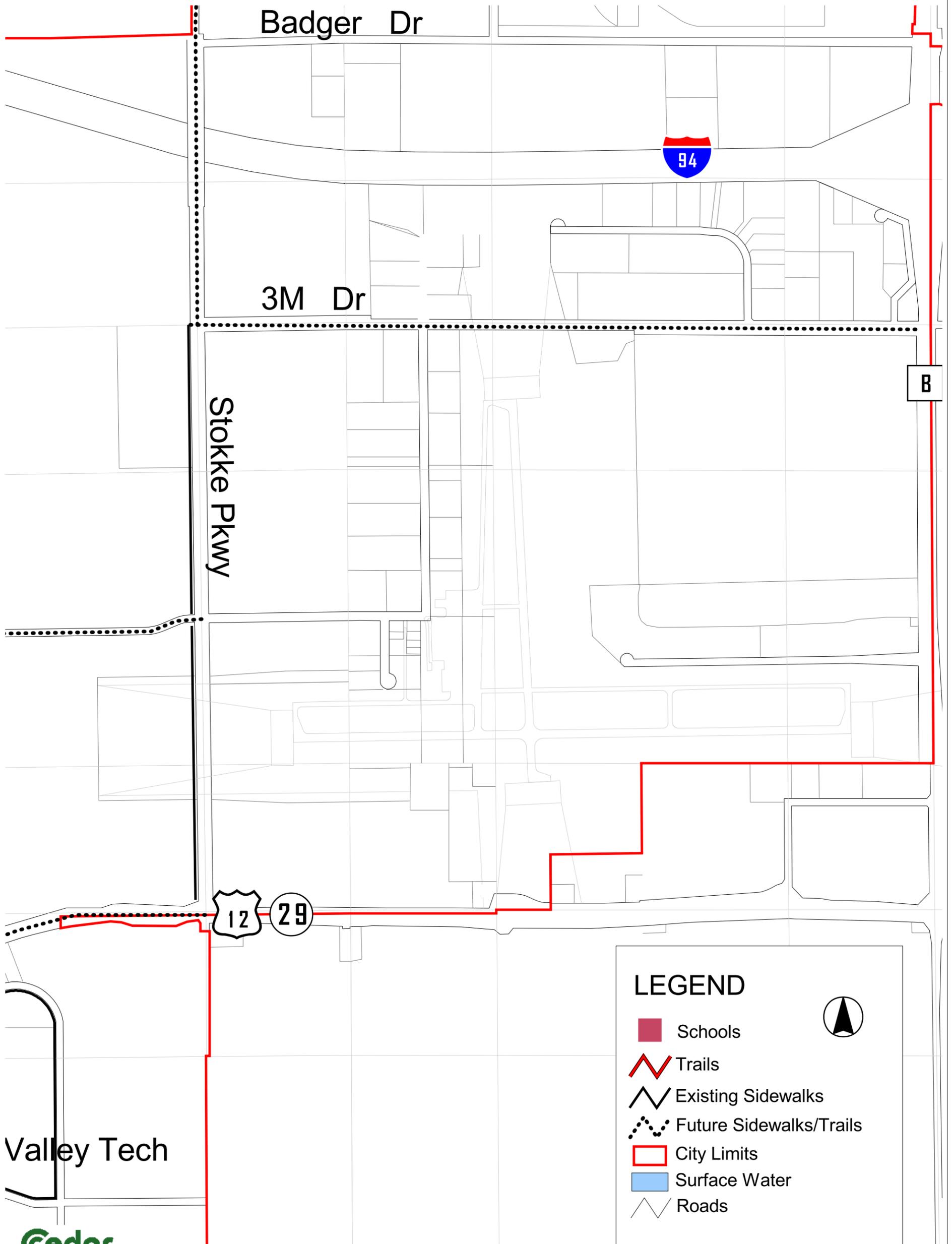


Source: City of Menomonie, Cedar Corporation

# FUTURE SIDEWALK/TRAIL LOCATIONS

City of Menomonie,  
Dunn County, Wisconsin

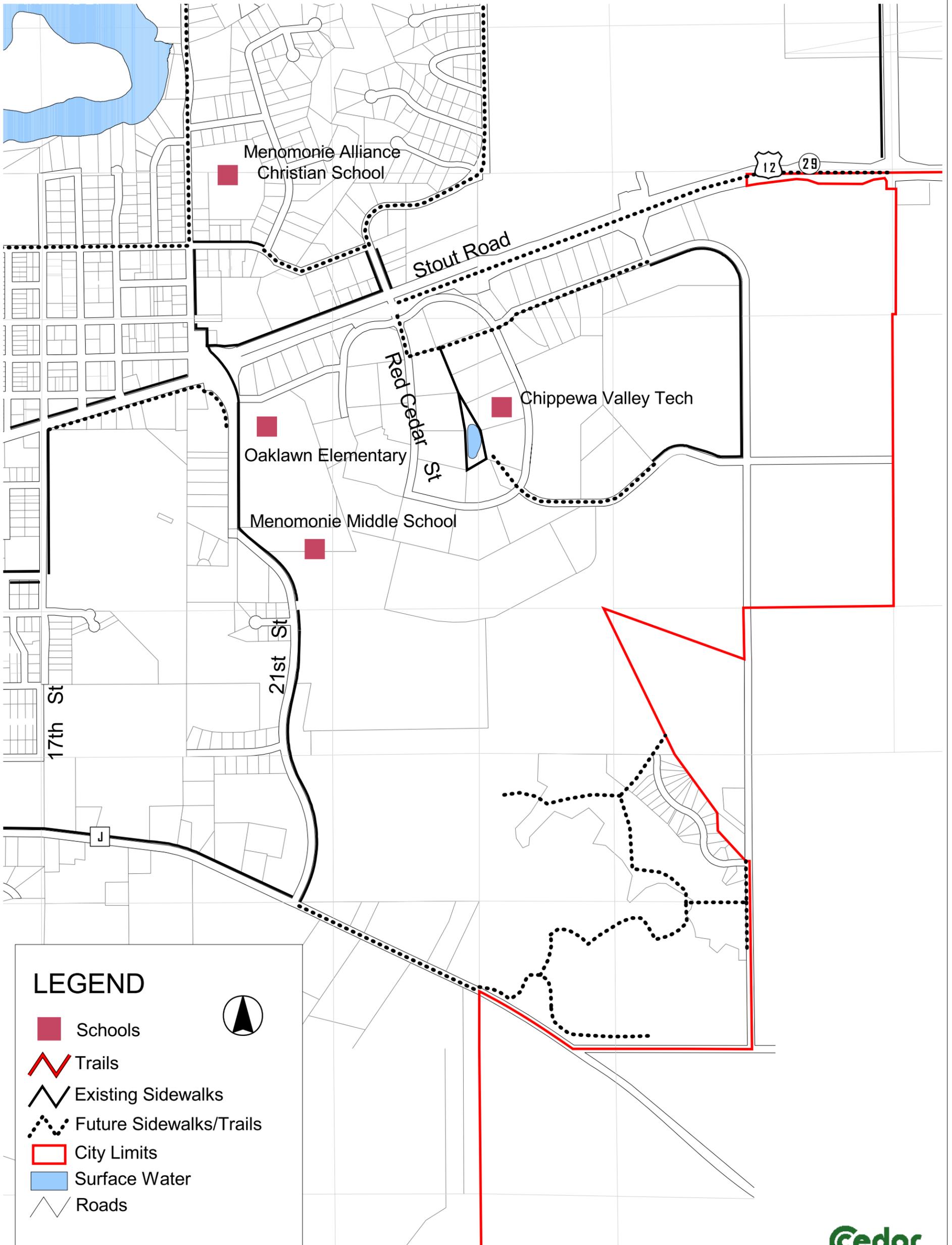
**MAP 8**  
Northeast  
Quadrant



# FUTURE SIDEWALK/TRAIL LOCATIONS

City of Menomonie,  
Dunn County, Wisconsin

MAP 9  
Southeast  
Quadrant



## LEGEND

- Schools
- Trails
- Existing Sidewalks
- Future Sidewalks/Trails
- City Limits
- Surface Water
- Roads



0 0.25 0.5 Miles

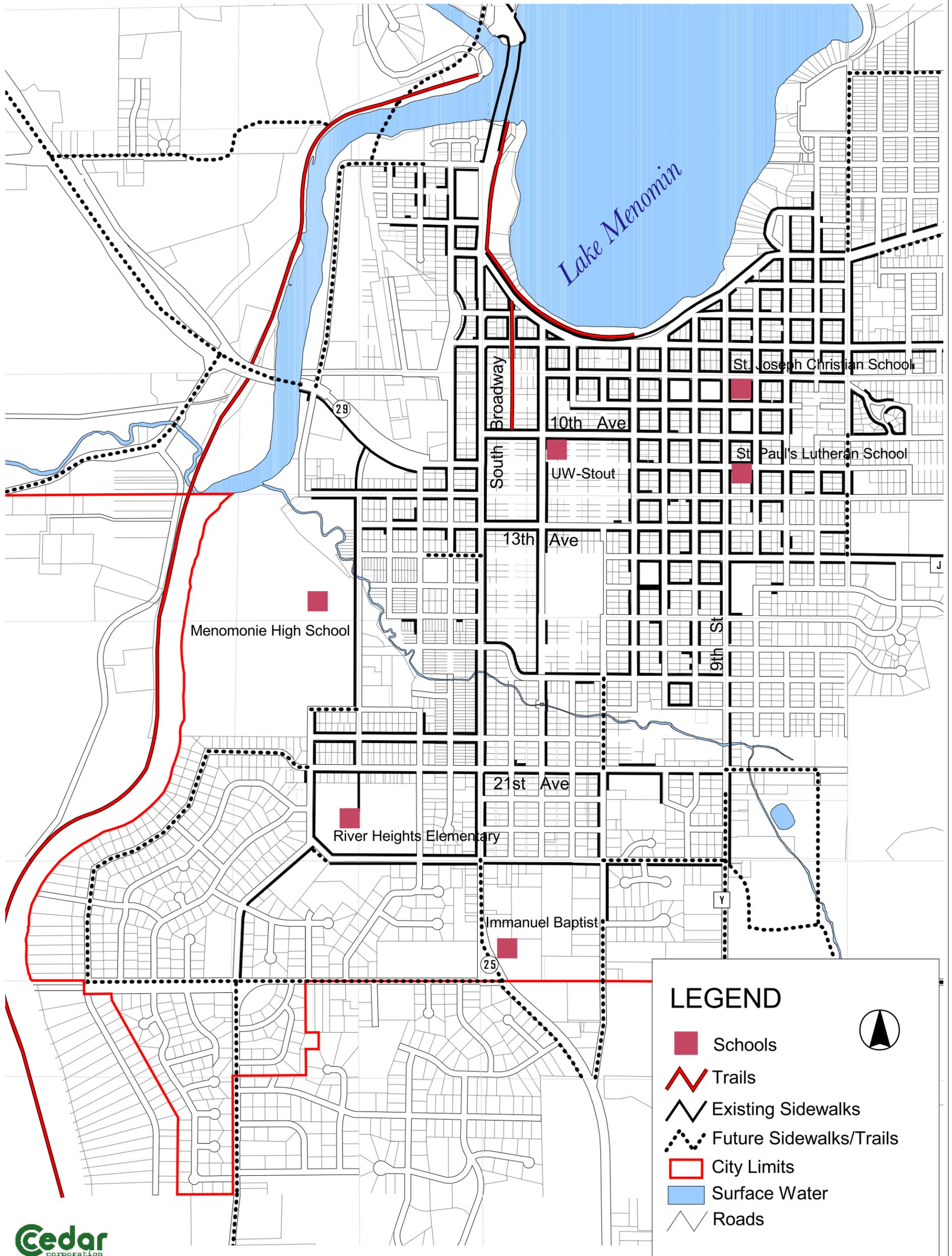
Source: City of Menomonie, Cedar Corporation



# FUTURE SIDEWALK/TRAIL LOCATIONS

City of Menomonie,  
Dunn County, Wisconsin

MAP 10  
Southwest  
Quadrant



Bicycle facility improvements within the City of Menomonie have been identified in the City's *Bicycle Facilities Plan*, originally completed in 1993. The focus of the plan was on bicycle facility improvements that provide for a designated internal circulation network for bicyclists, along with a connection to the Red Cedar Trail. Since that time, updates to that Plan have been made to address changing conditions. The proposed bikeway system recommended in this plan incorporates the bicycle facility improvements contained in the *Bicycle Facilities Plan*, along with the identified modifications, and the addition of route extensions to provide connectivity to areas outside of the City. Map 11 depicts the planned bikeway system for the City of Menomonie.

In general, future sidewalks and trails shall take these factors into consideration:

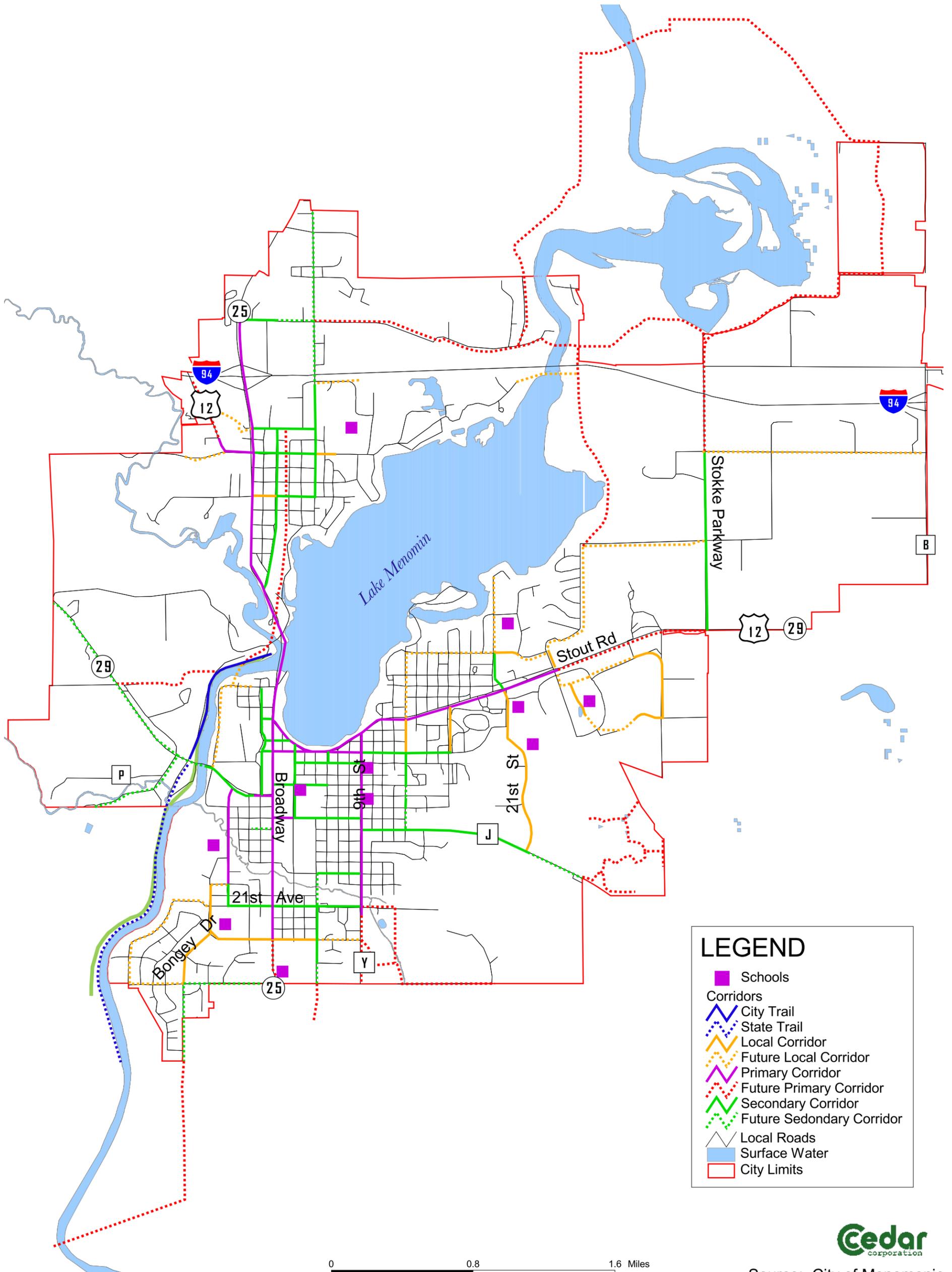
- Providing safe passage to traffic generators such as schools, parks, public buildings, and commercial areas.
- Locate sidewalks along roads with heavy traffic such as arterials and collectors.
- Construct sidewalks that fill gaps and provide connectivity to existing sidewalks.
- Provide adequate road width and shoulder space for safe sharing of road space with bicycles and vehicles.
- Establish trails that link park and conservancy areas and provide parking for non-resident use.

# PLANNED BIKEWAY SYSTEM

City of Menomonie,  
Dunn County, Wisconsin



## MAP 11



**LEGEND**

- Schools
- Corridors
  - City Trail
  - State Trail
  - Local Corridor
  - Future Local Corridor
  - Primary Corridor
  - Future Primary Corridor
  - Secondary Corridor
  - Future Secondary Corridor
- Local Roads
- Surface Water
- City Limits



Source: City of Menomonie

## **Continuous Policies and Actions**

1. Review and update bicycle and pedestrian plans yearly.
2. Encourage pedestrian and bicycle use as viable means of commuting and recreation.
3. Coordinate with Red Cedar Medical Center, City of Menomonie, School District of the Menomonie Area, local businesses, and area groups/organizations to promote biking, walking or carpooling to work or school the first week of every month.

## **Short Term Policies and Actions (1-3 years)**

1. Designate official routes for students to use to go to and from school.
2. Review required street widths and identify streets where the widths can be decreased during reconstruction.
3. Map and make recommendations for improved pavement markings and signs within one mile of all schools.
4. Review and recommend appropriate traffic calming techniques when reviewing new subdivision plats or road reconstruction plan where appropriate.

## **Long Term Policies and Actions (4-10 years)**

1. Work with the Town of Menomonie to provide a sidewalk or trail to the Homer Trailer Court and new subdivisions.
2. Establish a citizen pedestrian/bike committee to complete a walking and bicycle audit for the entire City.

## **Identified Potential Projects**

1. Sidewalk and trail along Red Cedar Streets to Oaklawn Elementary and Menomonie Middle School.
2. Sidewalk along 21<sup>st</sup> Street to Menomonie Alliance Christian Church, Oaklawn Elementary, and Menomonie Middle School.
3. Sidewalk along Stout Road and 21<sup>st</sup> Street to Oaklawn Elementary and Menomonie Middle School.
4. Lighting Improvements at River Heights Elementary.
5. Trail or sidewalk along South Broadway or trail through Woodland Terrace Subdivision from the Homer Trailer Court to River Heights Elementary.
6. Sidewalk along Wilson Street from Trailer Court to Wakanda Elementary.

# Appendix A

# SURVEY ABOUT WALKING AND BIKING TO SCHOOL - FOR PARENTS -

Dear Parent or Caregiver,

Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 10 -15 minutes to complete. We ask that each family complete only one survey per school that your children attend. **Please fill out one survey per family, giving information for the youngest child attending school.** After you have completed this survey, send it back to the school with your child or give it to the teacher. **SURVEYS MUST BE RETURNED BY MONDAY, JANUARY 29TH.** Your responses will be kept confidential and will be helpful in applying for a Safe Routes to School Grant.

These first few questions gather some general and background information. Remember, all information will be confidential and no identifying information will be released.

1. What is the grade and school of attendance for the youngest child for whom you are completing this survey? \_\_\_\_\_grade (K-5) \_\_\_\_\_School
2. Is the child male or female?      MALE       FEMALE
3. How many children do you have in Kindergarten through 5<sup>th</sup> grade? \_\_\_\_\_children
4. What is your ZIP Code? \_\_\_\_\_ZIP Code
5. How far does your child live from school? (choose one)
 

<input type="checkbox"/> a. Less than ¼ mile	<input type="checkbox"/> d. 1 mile up to 2 miles
<input type="checkbox"/> b. ¼ mile up to ½ mile	<input type="checkbox"/> e. More than 2 miles
<input type="checkbox"/> c. ½ mile to 1 mile	<input type="checkbox"/> f. Don't know



6. On most days, how does your child arrive at school and leave for home after school? (check one choice per column)

Arrive at School	Leave for Home
<input type="checkbox"/> a. Walk	<input type="checkbox"/> a. Walk
<input type="checkbox"/> b. Bike	<input type="checkbox"/> b. Bike
<input type="checkbox"/> c. School Bus	<input type="checkbox"/> c. School Bus
<input type="checkbox"/> d. Family vehicle (only with children from your family)	<input type="checkbox"/> d. Family vehicle (only with children from your family)
<input type="checkbox"/> e. Carpool (riding with children from other families)	<input type="checkbox"/> e. Carpool (riding with children from other families)
<input type="checkbox"/> f. Transit (city bus, subway, etc.)	<input type="checkbox"/> f. Transit (city bus, subway, etc.)
<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.)	<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.)

7. How long does it normally take your child to get to/from school?  
(check one choice per column)

Travel Time to School	Travel Time From School
<input type="checkbox"/> a. Less than 5 minutes	<input type="checkbox"/> a. Less than 5 minutes
<input type="checkbox"/> b. 5 – 10 minutes	<input type="checkbox"/> b. 5 – 10 minutes
<input type="checkbox"/> c. 11 – 20 minutes	<input type="checkbox"/> c. 11 – 20 minutes
<input type="checkbox"/> d. More than 20 minutes	<input type="checkbox"/> d. More than 20 minutes
<input type="checkbox"/> e. Don't know/Not sure	<input type="checkbox"/> e. Don't know/Not sure

8. Has your child asked you for permission to walk or bike to/from school in the last year? (check one box)  YES  NO

9. At what grade would you allow your child to walk or bike without an adult to/from school?  
(select a grade between K-5)

Grade (K-5) \_\_\_\_\_ OR  I would not feel comfortable at any grade.

10. Which of the following issues affects your decision not allow your child to walk or bike to/from school?  
(check all that apply)

11. Based upon your response to Item 10, would you probably let your child walk or bike to/from school if these issues were changed or improved? OR check below

My child already walks or bikes to/from school.

<input type="checkbox"/> Distance	YES	NO	Not Sure
<input type="checkbox"/> Convenience of driving	YES	NO	Not Sure
<input type="checkbox"/> Time	YES	NO	Not Sure
<input type="checkbox"/> Child's participation in before/after-school activities	YES	NO	Not Sure
<input type="checkbox"/> Speed of traffic along route	YES	NO	Not Sure
<input type="checkbox"/> Amount of traffic along route	YES	NO	Not Sure
<input type="checkbox"/> Adults to walk or bike with	YES	NO	Not Sure
<input type="checkbox"/> Sidewalks or pathways	YES	NO	Not Sure
<input type="checkbox"/> Safety of intersections and crossings	YES	NO	Not Sure
<input type="checkbox"/> Crossing guards	YES	NO	Not Sure
<input type="checkbox"/> Violence or crime	YES	NO	Not Sure
<input type="checkbox"/> Weather or climate	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school? (check one box)

Strongly Encourage    Encourage    Neither    Discourage    Strongly Discourage

Questions 13 and 14 - Please answer these two important questions based on your feelings (or what your child has told you) about your child walking or biking to/from school *whether or not your child actually walks or bikes to/from school.*

13. How much FUN is walking or biking to/from school for your child? (check one box)

Very Fun    Fun    Neutral    Boring    Very Boring

14. How HEALTHY is walking or biking to/from school for your child? (check one box)

Very Healthy    Healthy    Neutral    Unhealthy    Very Unhealthy

15. Please provide any additional comments below (use the back of this page, if needed):

---

---

---

---

**Thank you for participating in this survey!**

