

Dunn County Comprehensive Bicycle and Pedestrian Pathways Plan

2008-2028



**This plan was prepared by the Dunn County Ad-Hoc
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Special Thank You

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Executive Summary

The Dunn County Comprehensive Bicycle and Pedestrian Pathways Plan is a supplement to the Dunn Comprehensive and the Dunn County Outdoor Recreation Plans both of which are endorsed by the County Board of Supervisors to address long range transportation and recreational issues over the next twenty years. As part of the Transportation Element, in the Comprehensive Plan the Comprehensive Bicycle and Pedestrian Pathways Plan is intended to serve as a reference for the development of bicycle and pedestrian facilities and programs. As part of the Outdoor Recreation Plan the Comprehensive Bicycle and Pedestrian Pathways Plan is intended to serve as a reference for the recreational development of bicycle and pedestrian facilities and programs. In both cases this plan identifies preferred bicycle and pedestrian systems to safely and efficiently serve bicyclists and pedestrians in Dunn County. The Comprehensive Bicycle and Pedestrian Pathways Plan was prepared for the County with the cooperation of an advisory committee. The Ad-Hoc Bicycle/Pedestrian Pathway Comprehensive Planning Committee (BPPCPC) was comprised of representatives from the Dunn County Executive Committee, selected County staff, and interested citizens.

The BPPCPC used criteria provided by the Wisconsin Department of Transportation to evaluate local roads and develop a preferred bicycle and pedestrian system to safely and efficiently serve the bicycle and pedestrian community in Dunn County. Recommended bicycle and pedestrian improvements were developed for incorporation into a county-wide facilities improvement strategy. The plan provides direction for continued improvement of bicycle and pedestrian environments by identifying supporting facilities and bicycle/pedestrian education and enforcement programs to promote safe bicycling and walking as well as the economic impacts and benefits to tourism in the County.

Introduction

The purpose of Dunn County Bicycle & Pedestrian Pathways Plan, is to present a framework for a practical, workable Bicycle/Pedestrian program in Dunn County. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires each state to incorporate a long-term bicycle & pedestrian plan into its long-range transportation plan. ISTEA, made available billions of dollars of transportation funds, which could be used for a range of transportation projects, including bicycling and walking improvements. These bicycle and pedestrian projects can access funding from Surface Transportation Program (STP) (including Transportation Enhancements and Highway Safety funds), Congestion Mitigation and Air Quality Program, National Highway System funds, and Federal Lands Highway funds. Spending of Federal transportation funds on these two modes rose from \$6 million in 1990 to more than \$238 million in 1997. In 1998, Congress passed the Transportation Equity Act for the 21st Century (TEA-21). Spending of Federal transportation funds on bicycling and walking improvements declined briefly under TEA-21 as new policies were implemented, but then rose from \$204 million in 1999 to over \$422 million in 2003.

Despite Wisconsin's northern climate, non-motorized transportation such as bicycling and walking can be a viable transportation choice year round. For example, a small group of bicyclists in and around Dunn County does not allow winter conditions to deter them. However, deep snow berms, where they normally would ride, frustrate not only these hardy cyclists but pedestrians as well. Virtually all transportation trips involve, at some point, a pedestrian element. Planning and designing transportation systems that allow each individual to make the transportation modal choice that best suits them is one of the purposes of this plan. While the focus of this plan is on bicycles and pedestrians, it is understood that many of the facilities provided for these modes are readily usable by other forms of non-motorized transportation such as in-line skating.

By referring to this document, an individual will find the goals of the Dunn County Comprehensive Bicycle & Pedestrian Pathways Plan, specific steps that will accomplish those goals and steps that lead to selection and funding of a particular bicycle or pedestrian project.

Justification

There are numerous reasons to write a county bikeway/pedestrian plan. With a growing emphasis on fitness and health, more and more people have begun exercising regularly. Dunn County, with its natural beauty and rural character provides an almost ideal location for bicyclists and pedestrians. Due to the County's growing population and increased commercial growth however, many citizens are finding that some roads have become too dangerous from increased traffic.

While providing safe pathways is one of the most important justifications, there are also several other reasons for developing a bikeway/pedestrian plan. The encouragement of commuting to work by bicycle reduces traffic along

overcrowded roads, reduces air and noise pollution, and helps save natural resources. The plan can foster cooperation with other localities by extending existing town/city pathways into the County and can encourage economic development by promoting regional "bike pathways". Lastly, a major purpose of the bike plan is to save the County money, by encouraging lanes and trails only where they are needed and by taking into account alternative funding sources. This bike plan should be used as a guide by decision makers in the efficient funding and development of biking/walking pathways.

Process

The Chair of the Dunn County Board of Supervisors, formed the Ad-Hoc Bicycle/Pedestrian Pathway Comprehensive Planning Committee (BPPCPC) consisting of the Dunn County Executive Committee, invited Dunn County Staff and interested citizens, and began meeting in July 2007.

Meetings of the BPPCPC were noticed as public meetings, as such citizens were welcome to attend. In addition to the Dunn County Executive Committee some other active members included representatives from: several; County Departments, the City of Menomonie, the Dunn County Towns Association, Friends of the Red Cedar Trail, Friends of the Chippewa Trail, Menomonie Area Chamber of Commerce, several members of the cycling community and interested members of the general public. The BPPCPC met approximately once a month for several months developing the county bike plan. The plan was written with a twenty-year time span but is recommended that it be reviewed every five years.

The plan was written with a local/ regional perspective. In addition to the above-mentioned participants, recommendations from the West Central Regional Planning Commission, Mississippi River Region Plan Commission, Wisconsin Department of Transportation local jurisdictions, and neighboring counties were also incorporated into the plan. The County's bicycle/pedestrian plan addresses cycling from both utilitarian and recreational perspectives, as such this plan will be incorporated, by reference, into the Dunn County Comprehensive Plan and the Dunn County Outdoor Recreation Plan.

Non-Motorized Transportation

The Federal Highway Administration (FHWA) publication "Selecting Roadway Design Treatments to Accommodate Bicycles", January 1994, divides bicyclists into three broad groups:

Advanced Bicyclists.

These are experienced riders who can operate under most traffic conditions. They comprise the majority of the current users of collector and arterial streets and are best served by the following:

- Direct access to destinations usually via the existing street and highway system;

- The opportunity to operate at maximum speed with minimum delays;
- Sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing.

Basic Bicyclists:

These are casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Some will develop greater skills and progress to the advanced level, but there will always be many millions of basic bicyclists. They prefer:

- Comfortable access to destinations, preferably by a direct route, using either low-speed, low traffic-volume streets or designated bicycle facilities;
- Well-defined separation of bicycles and motor vehicles on arterial and collector streets (bike lanes or shoulders) or separated paths or trails.

Children:

These are pre-teen riders whose roadway use is initially monitored by parents. Eventually they are accorded independent access to the system. They and their parents prefer the following:

- access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, or other residential areas;
- residential streets with low motor vehicle speed limits and volumes;
- well-defined separation of bicycles and motor vehicles on arterial and collector streets or separate bike paths; Rural bicycle/pedestrian needs are similar to their urban cousins, but traffic volumes, both of bicyclists and motor vehicles, are lower. Shared roadways may be sufficient on low-volume collectors and local roads within communities, but some sort of separation - bike lane, path, or designated shoulder is necessary on rural arterials and collectors.

Pedestrians

Pedestrians, like bicyclists, vary widely in their abilities. Their descriptions would vary as much as descriptions of the general population because all of us are pedestrians. Virtually all travel trips at one point or another include a pedestrian element. It could be as little as the walk from the front door to the car in the driveway and from the parking place to the office. For others it could be an eight-mile run from home to the office. For most of us, however, it is running errands to nearby businesses at lunch or after work or a trip to a shopping center near home. According to the 1990, National Personal Transportation Study the average walking trip length is 0.6 mile. In developing plans and programs to meet the needs of cyclists and pedestrians Dunn County believes it is important to keep in mind not only the "typical" or "average" person, but nearly any other category which could be defined. For example, the elderly, the young, the poor, and people with disabilities all have different needs and concerns.

Users

In general, this plan is intended to meet the transportation needs of muscle-power, pedestrians and cyclists. Provisions for motorized vehicles are not encouraged nor part of this plan except for; motorized wheelchairs and electric bicycles.

Trends

According to the 2004 National Bicycling and Walking Study, Ten Year Report, 6.2% of all travel trips nationwide are now made by bicycling and walking. Overall, 5.3% of all trips were by walking and 0.9% by bicycling. The level of bicycle and pedestrian activity in Wisconsin, let alone Dunn County, has not been accurately measured. However, it is known, that walking and biking are among Dunn County's more popular recreational activities, with participation in each is increasing. Given our climate and the nature of local jurisdictions, it is reasonable to assume that the total percentage of trips in Dunn County made by bicycles and pedestrians now is somewhat lower than the national average, probably in the 4-5% range.

Recent surveys conducted by the Bureau of Transportation Statistics (BTS), such as the *2002 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors*, offer insight into why and how people walk or bicycle, and can help governmental bodies determine how to increase walking and bicycling. For example, this study found that bicyclists riding in areas without bike paths or lanes are nearly twice as likely to feel endangered (mostly by motorists) as are bicyclists with paths or lanes. They are also more than four times as likely to be dissatisfied with how their community is designed for making bicycling safe.

Special Needs

Cyclists in Winter

Despite winter weather conditions, a small but growing number of individuals continue to use their bicycles year-round for commuting, errands and other uses. According to many winter cyclists, a key limiting factor to greater winter bicycle use is not necessarily low temperatures or high snowfall, but road maintenance practices in which snow plowed from roadways is left on shoulders blocking the areas normally used by cyclists. Cyclists are then forced into narrowed traffic lanes shared by motor vehicles. Another factor is the blind spots created by berms of snow, which render the bicyclist invisible to cars crossing or entering a roadway. Winter darkness, often coupled with heavy rain or snowfall, reduces visibility - making proper lighting, reflectors and reflective clothing even more important for cyclists. Winter darkness also emphasizes the need for cyclists to obey traffic laws. Cyclists are less likely to become involved in accidents and receive injuries if they follow the rules and ride where motor vehicle operators will be looking for other traffic.

Pedestrians in Winter

Winter pedestrians face many of the same problems as winter cyclists. Winter maintenance practices or road designs often leave pedestrians no place to walk except in roadways. Snow piled at crossings makes it difficult, if not impossible for some pedestrians, to cross properly. Winter darkness makes pedestrians more difficult to see, therefore pedestrians must be more alert to dangers. Where the numbers of cyclists will decrease significantly in winter, the numbers of pedestrians remain relatively constant. People still need to run errands or walk to work in winter.

Rural vs. Urban

While rural traffic volumes are generally lower than urban traffic volumes, the percentage of bicycle and pedestrian users is often higher. Many communities see a proliferation of bicycles in the summer months - more so than the year-round population would suggest. With lower motor vehicle volumes and speeds in rural areas, cyclists and pedestrians are less "intimidated" and more willing to walk or cycle. Facilities for cyclists and pedestrians are more likely to be shared roadways than separate trails, lanes, or sidewalks. In rural areas, the paved shoulders may serve local cyclists and pedestrians

Rights and Responsibilities of Bicyclists and Pedestrians

Bicycles

The State of Wisconsin legally classifies bicycles as vehicles. As such, they are allowed to use most roads in the state. The exceptions are controlled access roads such as freeways and expressways. All vehicle operators, including cyclists must follow the motor vehicle laws, the "rules of the road". Wisconsin Statutes on Bicycle Equipment and Use is in Appendix B.

Pedestrians

State law allows pedestrians to use most roads in the state with certain restrictions. Like cyclists, they may not use controlled access roads such as freeways and expressways (except in emergencies). Pedestrians must use the sidewalk if available and its use is practicable. If a sidewalk is not available, then the pedestrian must use the shoulder and walk well away from the traffic. If neither a sidewalk nor a shoulder is available, pedestrians must walk as near as possible to the outside edge; and if walking along a two-way road, walk only on the left side (facing traffic). By using a road, pedestrians may not act in a manner that creates an unreasonable danger to self or interfere with the normal flow of traffic.

Facilities

Types of Bicycle/Pedestrian Facilities

Bikeways in Dunn County incorporate traffic and road condition factors as principle determinants for the type of bicycle facility recommended in this plan. The types of facilities can be divided into three basic types:

- Shared Lane (or Roadway): shared motor vehicle/bicycle use of a travel lane. Typical examples include low-volume county roads or rural town roads and able to meet suitability standards with no additional improvements.
- Bicycle (Bike) Lane: a portion of the roadway designated by striping, signing, and/or pavement markings for preferential or exclusive use of bicycles.
 - Shoulder: a paved portion of the roadway to the outside of the edge stripe. Shoulder bikeways are more common in rural areas; they accommodate cyclists with few conflicts with motor vehicles. A minimum of a three-foot shoulder width (each direction) is recommended.
- Separated Path (or Trail): a facility physically separated from the roadway and intended for non-motorized use. The trail may be within the right-of-way or adjacent to it, or in a greenbelt. Separated trails should be constructed with an 8-10 wide surface usually are paved, but they may be unpaved as well and a two foot clear zone on each side to accommodate two way bike travel. While thin-wheeled bicycles are better accommodated by paved bikeways, unpaved trails are suited for wide-tired bicycles such as mountain bikes as well as other users such as equestrians or walkers.

In addition to the bikeways noted above, other facilities of interest to cyclists and pedestrians will be types and conditions of rail crossings, pedestrian over- and under-crossings, crosswalks, boardwalks, and parking facilities for bikes.

Planning/Design Criteria

Dunn County will promote the increased use and safety of bicycling and walking as year-round transportation choices by giving them full consideration in the planning, design, construction, and maintenance of transportation facilities. Consideration for planning/design criteria for the development of the bicycle and pedestrian plan was provided by the Wisconsin Department of Transportation (Wis DOT). WisDOT planning criteria was used in conjunction with suitability standards in the evaluation and selection of bicycle and pedestrian pathways. Planning/design criteria fall into the following broad categories:

Safety

Pedestrians and cyclists are particularly concerned about safety; in conflicts with autos or trucks, pedestrians and cyclists usually come out on the losing end. Safety concerns underlie many of the criteria listed below.

Usage

Bicycle/pedestrian pathways should be located to maximize their use. They should provide desirable routes that connect local and regional jurisdictions as well recreational facilities in Dunn County.

Direct Facilities

Like motor vehicles, users of muscle-power, pedestrians and cyclists, are most efficient when they can travel directly to a destination. Unlike motor vehicles, long detours are more likely to discourage cyclists and pedestrians, forcing them to use motor vehicles when they might otherwise cycle or walk.

Continuity

Bicycle/pedestrian pathways should be free of missing links or gaps.

Barriers

Bicycle/pedestrian facilities should be integrated into the design of road and bridge improvements to eliminate barriers such as freeways, rail lines, rivers, and steep grades.

Winter Use

Shared lanes (or roadways), bicycle (bike) lanes, shoulders, or roads intended for year round bicycle/pedestrian use should be designed with snow storage space in areas other than in bike/pedestrian ways.

Destination Facilities

While bicycle use has apparently grown in recent years, secure parking and related facilities such as changing/shower rooms has not kept pace. Cyclists make their way to shopping centers, parks, or employment centers only to find no secure place to park their bikes, or they arrive to work in sweaty work clothes instead of cycling clothing because there are not adequate changing/shower facilities.

Aesthetics

The scenic value of bicycle/pedestrian pathways should be considered in the evaluation of alternative routes when other criteria are considered of equal weight.

Education

Ignorance of rules, regulations, rights, and responsibilities too often results in accidents or injuries. Motorists, cyclists and pedestrians need more and better training in the "rules of the road."

Enforcement

Stronger law enforcement of bicyclists and pedestrians as well as motorists will result in safer conditions for all.

Encouragement

Cyclists and pedestrians receive little encouragement to cycle or walk. Impediments come in awareness, road design, motorists' attitudes, maintenance practices, and parking availability.

Suitability Standards

Dunn County's bicycle/pedestrian pathways system will be largely comprised of a shared roadway type of facility. In order to evaluate the rural road system of Dunn County for suitability as shared roadways, a standard methodology was accepted by the BPPCPC. This methodology is based on the needs of the casual cyclist and is similar to that developed by WisDOT to produce the Wisconsin Bicycle Map.

Suitability standards for a shared roadway bicycle/pedestrian facility is expressed as an acceptable level of motor vehicle traffic that a particular road can safely accommodate with a shared bicycle, pedestrian/motor vehicle use. The methodology used to determine acceptable traffic thresholds incorporate physical characteristics such as, pavement width, shoulder width, grade, average daily traffic (ADT) adjusted for seasonal peaking, percent of truck traffic, and percent of no passing area (expressed as percent yellow line). Tables A, B represent traffic thresholds, and adjustment factors applied in the evaluation of alternative routes for suitability as shared roadways.

In addition to WisDOT criteria, the BPPCPC considered the cost of necessary improvements, along with the probability of implementation, in determining feasibility. These factors were considered in the identification of general corridor locations and in the evaluation and siting of preferred bicycle/pedestrian pathways.

Inventory and Analysis

Overview

The inventory and analysis of bicycle/pedestrian facilities in Dunn County included a review of the Wisconsin State Bicycle Map, the Dunn County Bicycling Conditions Map, and the County's Outdoor Recreation Plan. Plans of adjacent counties and local jurisdictions as well as bicycle planning initiatives of WisDOT were all reviewed as part of the planning process and where appropriate incorporated into the County's plan.

Connections

Connections of bicycle/pedestrian corridors to adjoining counties is an important regional aspect of the plan. In looking at adjoining counties, Barron, Chippewa, Eau Claire, Pepin, Pierce, Polk, and St. Croix revealed that only Pierce and St. Croix have adopted a county bicycle system. These bicycle systems identify routes entering Dunn County (see Map 3). Barron County has an unofficial map of bicycle corridors entering Dunn County (see Map 3). Eau Claire has a portion of the Chippewa River Trail and Polk as a portion of the Gandy Dancer Trail; unfortunately, these trails do not offer direct connections with Dunn County.

Even though not all of the counties adjacent to Dunn County have a county bicycle system in place, cyclists in those counties do have access to routes identified on the State Bicycle Map. Therefore, to address the needs of the cycling community all of the above jurisdictions were given consideration for providing bicycle connections within and adjacent to Dunn County (see Map 3).

Incorporated Jurisdictions

Due to increased traffic volumes, lower speeds, and changing road design, the Dunn County Comprehensive Bicycle and Pedestrian Pathways Plan does not recommend specific pathways through incorporated jurisdictions. The BPPCPC made efforts to coordinate the county's bikeway system with the bicycle plans of incorporated jurisdictions where possible. Recommendations of this plan, for connecting important centers of activity within the county, will be incorporated to the greatest extent possible and will also be included in subsequent revisions/updates of both the Dunn County Comprehensive Plan and the Dunn County Outdoor Recreation Plan.

State Trunk Highways

Roads throughout the county were analyzed for suitability as shared roadways. Proposed pathways were designated as one of the three basic bicycle facility types, described earlier. All roads recommended to be lanes were coordinated with the Wisconsin Department of Transportation's Six-Year Road Plan. The intention is that these recommended bike lanes be constructed as

regular road improvements occur. This is the most cost effective way to fund bike lanes as it can be done incrementally when roads are improved. See Appendix A for the State's Six Year Road Plan.

Vision Statement

The vision of the Dunn County Comprehensive Bicycle/Pedestrian Pathways Plan is to "Establish and encourage a viable, convenient, and safe transportation choice for bicyclists and pedestrians throughout Dunn County"

Pedestrian includes; runners, walkers inline skaters skateboards
Pedestrians does not include; motorized vehicles or horses

This vision was derived from County policy and a series of public meetings held by the BPPCPC in the summer of 2007.

Goals and Objectives

A goal is a general statement about what Dunn County wants to have happen with respect to bicycle/pedestrian pathways. Goals describe a picture of what a bicycle/pedestrian network might look like in 5, 10, or 20 years. Goals represent the 'ends,' not the 'means' used to get to those ends. The BPPCPC used the vision statement as a benchmark for goal setting. The following goals were formulated to set a specific course of action for creating bicycle/pedestrian pathways.

- **Create a safe environment for bicycles and pedestrians in Dunn County.**
 - In 2008 adopt the Dunn County Comprehensive Bicycle and Pedestrian Pathways Plan.
 - Begin implementation immediately
 - In 2008 begin coordinating with local jurisdictions to develop safe bike/pedestrian routes connecting area destination centers with county bicycle/pedestrian routes.
 - Charge a Committee, Department, Division or individual with the coordination responsibility.
 - Develop and make available safe bicycle/pedestrian route maps.
 - Beginning in 2008 develop/participate in programs to educate bicycle/pedestrian safety.
 - Charge a Committee, Department, Division or individual with the program development responsibility.
 - Encourage law enforcement, schools, and local service groups to include bicycle/pedestrian safety in their educational/promotional efforts.
 - Foster respectful relationships between operators of motor vehicles, pedestrians, and bicycles.
 - Develop a list of funding sources and a funding application schedule.

- **Increase bicycling and walking as an environmentally sound and healthy lifestyle choice.**
 - In 2008 adopt the Dunn County Comprehensive Bicycle and Pedestrian Pathways Plan.
 - Begin implementation immediately
 - Increase by 20% the use of the bicycle/pedestrian pathways system by the year 2010.
 - Create a Dunn County bicycle/pedestrian database.
 - Establish a user baseline.
 - Make providing assistance in the development of educational materials and programs about the environmental and health benefits of using the bicycle/pedestrian pathways system a high priority.
 - Charge a Committee, Department, Division or individual with the educational responsibility.
 - Encourage health/fitness providers to include the bicycle/pedestrian plan as part of their educational efforts.
 - Share information and maps.
 - Encourage local environmental groups to include the bicycle /pedestrian plan as part of their environmental strategies.
 - Share information and maps.
 - As soon as practical (after the plan is adopted) begin coordinating with surrounding jurisdictions to develop inter-jurisdictional biking connections.
 - Charge a Committee, Department, Division or individual with the coordination responsibility.
 - Develop and make available regional bicycle/pedestrian information (maps, contact information, ect.)
 - Develop a list of funding sources and a funding application schedule.

- **Promote tourism and the recreational aspects of biking.**
 - In 2008 adopt the Dunn County Comprehensive Bicycle and Pedestrian Pathways Plan.
 - Begin implementation immediately.
 - Incorporate the Bicycle/Pedestrian Pathways Plan into the Dunn County Outdoor Recreation Plan as part of the 2008 update.
 - As soon as practical (after the plan is adopted) begin assisting with the development of a Regional Tourism Plan, which among other things promotes bicycle/pedestrian routes in Dunn County and surrounding areas.
 - Charge a Committee, Department, Division or individual with the assistance responsibility.
 - Highlight local and surrounding jurisdictional bicycle accessible destinations.
 - Include information about bicycle accessible destination options (describe each destination and provide distances to each from Trail entrance/exit points.)

- Coordinate with surrounding jurisdictions to develop inter-jurisdictional biking connections.
 - Develop and make available regional bicycle/pedestrian information (maps, contact information, ect.)
- Expand the use of the Red Cedar State Trail.
 - Promote local, county, and regional bicycle accessible destinations as options.
 - Explore Trail signage at entrance/exit points to promote destinations (ie; restaurant 0.5 miles)
- Develop a list of funding sources and a funding application schedule.

Improvement Estimates

For many reasons, and cost being one, a majority of proposed bicycle/pedestrian pathways are identified as shared roadways. While the statement, there is no improvement costs associated with shared roadways is true, this does not imply there are no cost at all. Maintenance of this part of the system may be required. While maintenance schedules and budgets are not part of this plan, maintenance of the system should be included as part of the overall transportation budget.

Funding

In developing and prioritizing proposed bike pathways, the BPPCPC carefully considered the costs involved. It was felt that if the plan's recommendations were expensive, they probably would not be funded. Therefore, many of the proposed pathways are designated as "shared roads". For these pathways, the BPPCPC felt that these existing roads were safe for cyclists and that they should only be marked with signs to designate those roads as bike pathways. All routes recommended as bike pathways were coordinated with the Dunn County Highway Department Capitol Improvements and the Wisconsin Department of Transportation's Six-Year Road Plan (see Appendix A). The intention is that these bike lanes could be constructed when regular road improvements occurred. This is the most cost effective way to fund bike lanes and can be done incrementally as roads are improved.

Since 1993, the Wisconsin Department of Transportation (WisDOT) has committed \$139.7 million in federal funds to 493 bike and pedestrian projects throughout the state. Most projects are funded at 80% federal funding with the balance of funding from local and state government partnerships. The primary sources of funding for bicycle and pedestrian projects are from programs started in the early 1990s under the Intermodal Surface Transportation Efficiency Act (ISTEA) that have continued in subsequent federal transportation acts. While the source of most of the transportation funding is federal, grants are typically administered through WisDOT. The programs, for which Dunn County or local entities within the county are eligible, are described below.

Transportation Funding (WisDOT)

Local Transportation Enhancement (TE), Bicycle and Pedestrian Facilities Program (BFPF) and STP-Discretionary (STP-D) programs

In Wisconsin, these programs have been collectively funded under the Statewide Multimodal Improvement Program (SMIP). The TE program promotes projects that “enhance” the surface transportation system. There are 12 federally eligible categories, with bicycle and pedestrian categories typically making up almost two-thirds of Wisconsin projects awarded. The STP-D program funded projects such as bicycle and pedestrian facilities that foster alternatives to single-occupancy vehicle travel. Up until 1995, there was also a small Bicycle and Pedestrian Facilities Program (BFPF) that was primarily used to fund bicycle planning related activities. Funding for the STP-D program was eliminated in the 2003-05 and 2005-07 state biennial budgets. Funding for the STP-D program was revived for the second year of the 2007-09 state biennial budget, then converted to a modified version of BFPF. Since 1993, \$72.3 million in federal funds have been committed to 320 projects through SMIP related programs.

Safe Routes to School (SRTS) Program

The most recent federal transportation act, SAFETEA-LU, added a new bicycle and pedestrian program called Safe Routes to School (SRTS). The program addresses a long-term trend away from children bicycling and walking to school to being transported by car or bus. The trend has not only been part of the increasing levels of traffic congestion and air pollution, but also linked to child health and obesity problems. SRTS is an effort to reverse these trends by funding bicycle and pedestrian infrastructure, planning and promotional projects. Projects must be within two miles of a kindergarten to 8th grade school. Unlike most federal programs above, SRTS are 100% federally funded. The first SRTS funds were used for two projects submitted with the 2006 TE applications. The first competitive statewide cycle began in 2007. The result was 49 projects funded for \$4.9 million.

Other ongoing and previous efforts benefiting bicyclists and pedestrians State Enhancements:

From 1999 to 2002, the state enhancement program was an effort to further utilize federal TE apportionments within state budget spending authority. State highway projects scheduled through 2006 were evaluated for TE eligible elements that could be added to state highway projects and corridors above and beyond what was normally incorporated into the projects. This effort resulted in the approval of \$17.1 million of federal funds for 54 bike and pedestrian related projects. Since then, WisDOT has developed a “Community Sensitive Design” (CSD) policy that promotes many TE type activities as standard practice on state highway projects, and are funded as part of the project’s cost. As noted later on, many bicycle and pedestrian related facilities are now a routine part of state highway projects.

Highway Safety Improvement Program (formerly known as the Hazard Elimination Program):

Bicycle and pedestrian projects are eligible for this program. The program focuses on projects intended for locations that have a documented history of previous crashes. Contact WisDOT Region coordinators for more details.

Incidental Improvements:

Bicycle and pedestrian projects are broadly eligible for funding from most of the major federal-aid programs. One of the most cost effective ways of accommodating bicycle and pedestrian accommodations is to incorporate them as part of larger reconstruction, new construction and some repaving projects. Generally, the same source of funding can be used for the bicycle and pedestrian accommodations as is used for the larger highway improvement, if the bike/pedestrian accommodation is “incidental” in scope and cost to the overall project.

Department of Natural Resources Funding (WDNR):

The Wisconsin Department of Natural Resources is another source of funding for trails and bicycle facilities. The general rule of thumb, is that WDNR funding is typically not used for on-road facilities, but rather for facilities where there is at least some green space between the roadway and the bicycle facility. Several grant programs are available to Dunn County and its municipalities, through WDNR. These include: a group of programs that are under the umbrella of Knowles-Nelson Stewardship Local Assistance Programs, Recreational Trails Act (RTA), and Land and Water Conservation fund (LWCF). There are currently four programs that Dunn County could access for bicycle facility funding that fall under the Stewardship Programs. These include: Aids for the Acquisition and Development of Local Parks (ADLP); Urban Rivers (UR); Urban Green Space (UGS); and Acquisition of Development Rights (ADR). Another program, State Property Development Grants, is not available to local governments, but might be applicable for projects within existing DNR properties, with WDNR as the applicant. While some of these stewardship subprograms are intended to fund property acquisition, others apply to trail development. All are available to towns, villages, cities, counties, or tribal governments. Qualified nonprofit conservation organizations (NCOs) are also eligible for land acquisition grants.

Aids for the Acquisition and Development of Local Parks (ADLP):

To enhance the quality of life for Wisconsin residents and visitors by expanding the opportunities for outdoor recreation in local parks and recreation areas. Acquiring or developing public outdoor recreation areas for nature-based outdoor recreation, including trails and supports facilities development.

Urban Rivers (UR):

To improve the quality of urban waterways and riverfronts through preservation, restoration, or enhancement which will encourage economic

revitalization and expand outdoor recreational opportunities that involve enjoyment of the state's natural resources. Acquiring land or rights in land on or adjacent to rivers that flow through urban areas, in order to preserve or restore urban rivers or riverfronts for the purposes of economic revitalization and encouraging outdoor recreation activities, including trail and support facilities development.

Urban Green Space (UGS):

To enhance the quality of life for Wisconsin urban dwellers by providing open natural space within or in proximity to urban development. Acquiring lands to provide natural space within or near urban areas, protect scenic or ecological features, and to provide land for noncommercial gardening. Developing a trail on lands acquired through this program is usually an activity that is allowed.

Acquisition of Development Rights (ADR):

ADR funds can be used to acquire development rights for the protection of natural, agricultural, or forestry values that would enhance nature-based outdoor recreation opportunities. A new Stewardship initiative to acquire development rights (easements) for nature-based outdoor recreation purposes, including development rights for where a trail might be located or that might buffer a trail.

State Property Development Grants:

To develop nature-based outdoor recreational opportunities on Wisconsin Department of Natural Resources owned land. WDNR also administers two federal grant programs that could be applicable to bicycle facility development in Dunn County.

Recreational Trails Act (RTA):

Any governmental body, school district, state or federal agency, or incorporated organization is eligible to apply for RTA funds, which can be used for rehabilitation of existing trails, trail maintenance, trail development, or trail acquisition. Grants can be for up to 80% of the project costs of the recreational trail project, but 50% is recommended as an effort to distribute funds more widely. The funds are acquired through the transfer of federal gas excise taxes paid on fuel used in off highway vehicles, and be used for either motorized or non-motorized recreational trail projects.

Land and Water Conservation Fund (LWCF):

LWCF funds are available to any local government, soil and water conservation district, or school district, and can be used for both, acquisition and development of land for recreational purposes. Grant awards cover up to 50% of eligible project costs. The program is funded through the proceeds of offshore oil and gas-drilling leases, and has helped communities acquire nearly seven million acres of parkland, water resources, and open space, and has underwritten the development of more than 37,000 state and local park and recreation projects, since its inception in 1964.

Note: More details on all of these funding sources can be found in a WDNR publication: *Funding for Wisconsin Trails* (PUB-PR-464), which is available on the WDNR website: www.dnr.state.wi.us. The publication also lists local contacts for more information.

Implementation

The Capitol Improvements plan for the Dunn County Highway Department identifies long-range planned improvements for the County Trunk Highway system. Road improvements such as paved shoulders not only meet the needs of the bicycling/pedestrian community but they improve the transportation system for both motorists and bicycle/pedestrian users through; improved safety, and decrease maintenance costs. All recommended road improvements of this plan should be coordinated with the Dunn County Highway Department's planning efforts.

Local Support

Recommendations of the Dunn County Comprehensive Bicycle and Pedestrian Pathways Plan can be met through a variety of methods. One such method is utilization of support facilities. In order for many of the supporting facilities and programs to be effective, they need to be implemented in populated areas, namely at the local or community level. County-wide coordination of these efforts can greatly enhance their effectiveness therefore, incorporated jurisdictions (cities and villages) will be encouraged to become principle-implementing partners. Many municipalities already have programs, or the ability to develop them, through existing organizational structures such as police departments, schools, and civic organizations.

Support Facilities

Support facilities for cyclists, specifically bicycle parking facilities such as bike racks or enclosed bike lockers should be provided at trip origins and trip destinations to improve the success of an overall effort of promoting bicycling in the county. These facilities should be available at locations such as shopping centers, libraries, recreation areas, and government offices. To be effective these facilities need to provide a safe and convenient parking environment. Users need to feel assured that these facilities will protect their bicycle from theft and damage. Bicycle parking facilities should meet cyclist needs for short term and long-term parking and located in the same areas currently available for automobile parking. Bike racks can accommodate short-term parking requirements but , bicycle lockers may be preferred for long-term parking.

Beyond bicycle parking facilities, there are other improvements that would enhance a bicycle/pedestrian pathway system. Turnouts or rest areas could be provided on long, uninterrupted bicycle/pedestrian trails for increased safety. Printing and distributing bicycle/pedestrian pathways maps is a support facility of high benefit , with a relatively low implementation cost. Besides the obvious use of identifying suitability of different segments of the bicycle/pedestrian system

these maps can also provide general information on “Rules of the Road” and bicycle safety tips.

Education

Bicycle safety programs generally target the younger bicycle rider, usually the elementary school age. This group of bicyclists represents the age group, which statistically is involved in the highest percentage of reported bicycle crashes. These safety education programs are routinely conducted as cooperative efforts between local schools and municipal police departments. While these programs provide the largest return on investment, a more comprehensive education program aimed also at adult bicyclists and motor vehicle operators about adherence of the “Rules of the Road” could significantly improve the bicycling environment throughout Dunn County. This type of expanded public education could be implemented by promoting a more active involvement of public institutions and private organizations.

Enforcement

A strong educational program can also make the enforcement of bicycle and motor vehicle regulations more effective. Implementing a program of continuing education and training of bicyclists, motorists and law enforcement officials about the interaction of bicyclists and motorists on the public road network can contribute to a much safer bicycle and pedestrian environment. A refresher course on enforcement of the “Rules of the Road” which references Wisconsin Statutory bicycle equipment and use will strengthen the sense of responsibility of both motorists and bicyclists.

Plan Evaluation and Update

The plan is subject to the passing of time, which may make objectives and recommendations obsolete. Plan monitoring and evaluation is an ongoing process and eventually will lead to updating the plan. The time that elapses between the adoption of the plan and the need to update the plan depends on new conditions and issues. Dunn County will monitor the progress of plan implementation on an annual basis. Each year, after road construction projects have been finalized, implementation strategies will be evaluated against roadway improvements for that year. Roadway improvements, which result in a change to the bicycle conditions map, shall be updated. Prior to changing a mapped bicycle conditions rating, roadway planometrics and technical data shall be analyzed to substantiate the proposed map change.

Maps

Development of Bicycle/Pedestrian Pathways

The following factors for bikeway/pedestrian pathways were considered:

Population Centers

Population centers or growth areas should be served by the bicycle/pedestrian pathways system. These growth areas are a mix of twenty-two rural jurisdictions (Towns), and eight urban jurisdictions (seven Villages and one City). All of the population centers were addressed in this study.

Parks

Recreational facilities should be easily accessible by foot or bicycle. All, of the existing State, County, and Town recreational facilities were addressed in this study.

Other

Recommendations from the Wisconsin Department of Transportation, West Central Regional Planning, Menomonie Area Chamber of Commerce, and surrounding jurisdictions were considered and where appropriate included into the County's Plan. Popular, scenic biking routes throughout the County were also evaluated and considered for inclusion in the plan.

Mapped Bicycle Conditions

The Dunn County Bicycle Conditions Maps highlight bicycling conditions while presenting the full continuum of roadways - from narrow Town roads to US Highways. This enables cyclists of all abilities to select their own routes to meet their individual transportation and recreational needs. The methodology used with these maps is applicable to rural roadways. However, due to increased traffic volumes, lower speeds, and changing road design, urban routes were not depicted on these maps. Thus, the bicycle conditions ratings for roadways stop at urban fringes; however, the streets/routes are still depicted. Detailed local bicycle maps are available for the City of Menomonie and surrounding urban jurisdictions and are listed on the WisDOT website, City of Menomonie website, and on Dunn County website. In addition, the Dunn County Bicycle Conditions Map suggests some routes into and through the following counties, Barron, Eau Claire, and St. Croix. The Bicycling Information Sources portion of this plan offers contact information for urban routes.

Disclaimer

The user of these maps bears full responsibility for his or her safety. The bicyclist assumes the risks encountered and is advised to use good judgment and obey traffic laws on all roads, regardless of their classification on this map. The State, County, city of Menomonie, Villages, Towns and their officers or their agents shall not be answerable or held accountable in any manner for loss, damage or injury that may be suffered by bicyclists who use these maps.

How to Use These Maps

These maps are provided to assist bicyclists over age 16 that have had drivers training and are capable of riding longer distances between communities.

In using the following legend, know your level of skill and comfort in sharing roadways with motor vehicles. Then select routes with riding conditions that match your skill level, based upon the following legend:

Town Roads

This is the most extensive system of roads in the county. These could not be individually evaluated or classified as part of this map in the same way as county and state highways were. Most are likely to have narrow pavements with no paved shoulders and very low volumes of traffic. Traffic volumes are likely to be heavier when traveling these roads into cities and villages. Town roads can be quite steep with poor sight lines.

Best Conditions for Bicycling

These county and state highways will have light volumes of traffic and may have many other favorable factors such as good sight distance and minimal truck traffic. This classification may include a small number of highways approaching a moderate level of traffic but with paved shoulders.

Moderate Conditions for Bicycling

These roadways have moderate traffic volumes for the amount of pavement width present. This classification may also include county highways and state highways with paved shoulders, but slightly more traffic. Due to moderate traffic volumes, less experienced cyclists should use care on these segments.

Higher Volume, Wider Paved Shoulders

These roadways have moderately-high car and truck volumes, but have wider paved shoulders. This classification also includes a select number of 4-lane highways that have very wide paved shoulders and moderate levels of traffic, but are posted for 65 mph motor vehicle traffic. Due to traffic volumes, less experienced cyclists should use care on these segments.

High Volume, Undesirable Conditions

These roadways have moderately-high traffic volumes some no paved shoulders or high traffic volumes with narrow paved shoulders, and many have moderate to high truck traffic. This classification could also include some moderate volume roadways, but with an assortment of negative factors for bicycling. Bicyclists should try to plan around these roads and/or use considerable caution when using them. Bicyclists should have significant amounts of expertise with these types of riding conditions if choosing these highways.

Bicyclists Prohibited

These roadways are 4-lane Interstates and freeways posted as "pedestrians and other non-motorized traffic, motor bicycles, power-driven cyclists prohibited." Most expressways (but not Interstates and freeways) will permit bicycling, but pay close attention to how they are rated on the map. In addition, many expressways become freeways where bicycling is not permitted.

Bicycle Touring Trails

These are bicycling trails often of a finely screened limestone for state trails. These trails are excellent for use by hybrid and mountain bikes and most are also suitable for road bikes. Most of the trails are paved in urban areas. Many of these trails are particularly good for children and inexperienced cyclists lacking the ability to cope with motor vehicle traffic.

Rustic Roads

Wisconsin's designated system of scenic, lightly-traveled country roads. Many of these roads are identified with the word "Rustic" near the name of the road. For a Rustic Roads Directory see the Bicycle Information Sources.

Map 1, Dunn County Bicycle Conditions

Dunn County is a popular destination for outdoor recreational activities, including bicycling. This map will help cyclists get from point A to point B anywhere in Dunn County. The map includes information on roadway conditions for bicycle travel, rustic roads, and bicycle trails. This map is for reference only; cyclists should research the appropriateness of these routes against their cycling abilities.

Map 2, Local Bicycle Connections

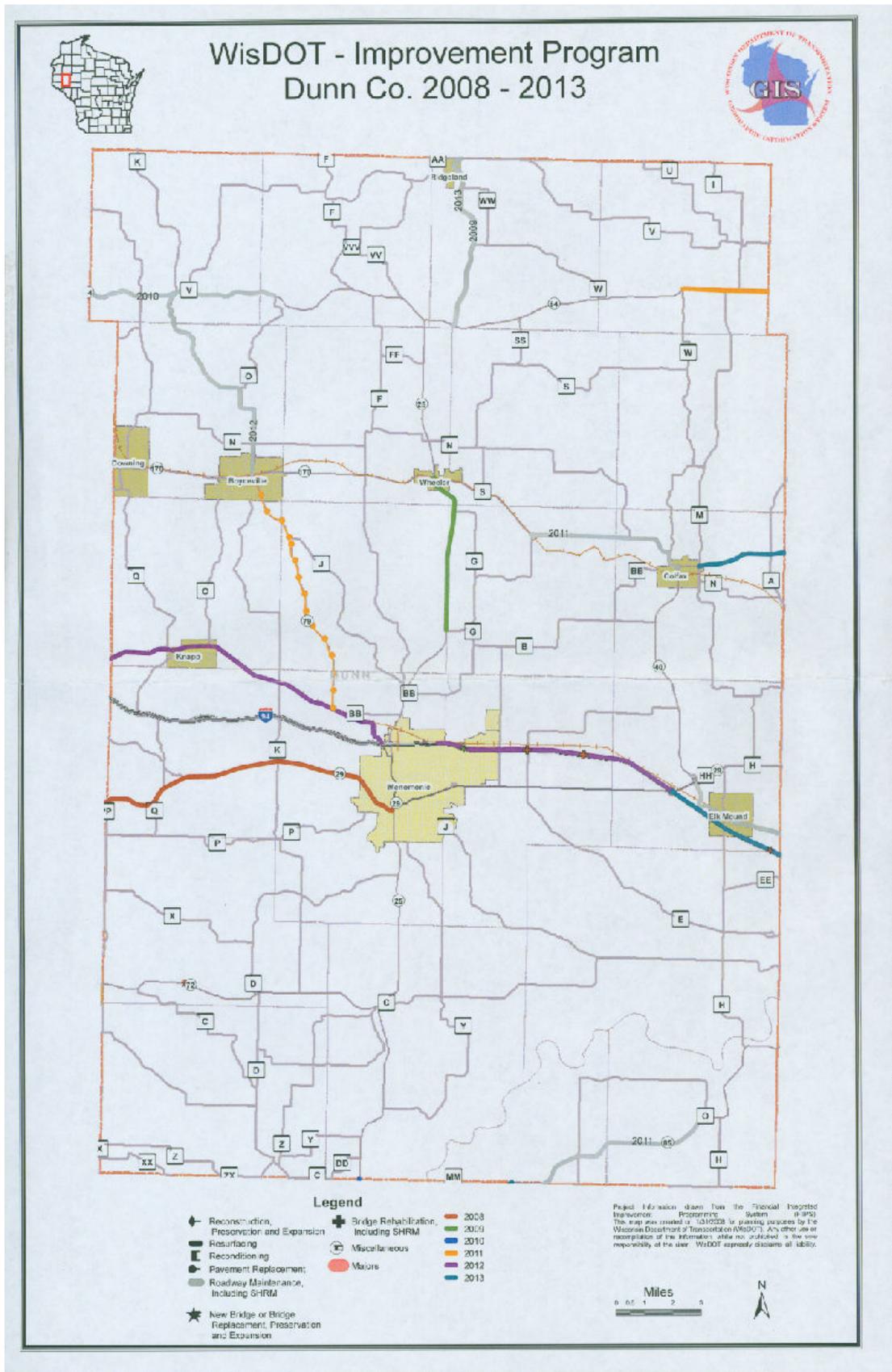
As stated earlier these maps will help cyclists get from point A to point B anywhere in Dunn County. In some instances, the most direct route is not always the best route. This map offers alternative routes to selected destinations. This map locates scenic/leisure routes but does not rate routes as to their scenic or leisure value. This map is for reference only; cyclists should research the appropriateness of these routes against their cycling abilities.

Map 3, Regional Bicycle Connections

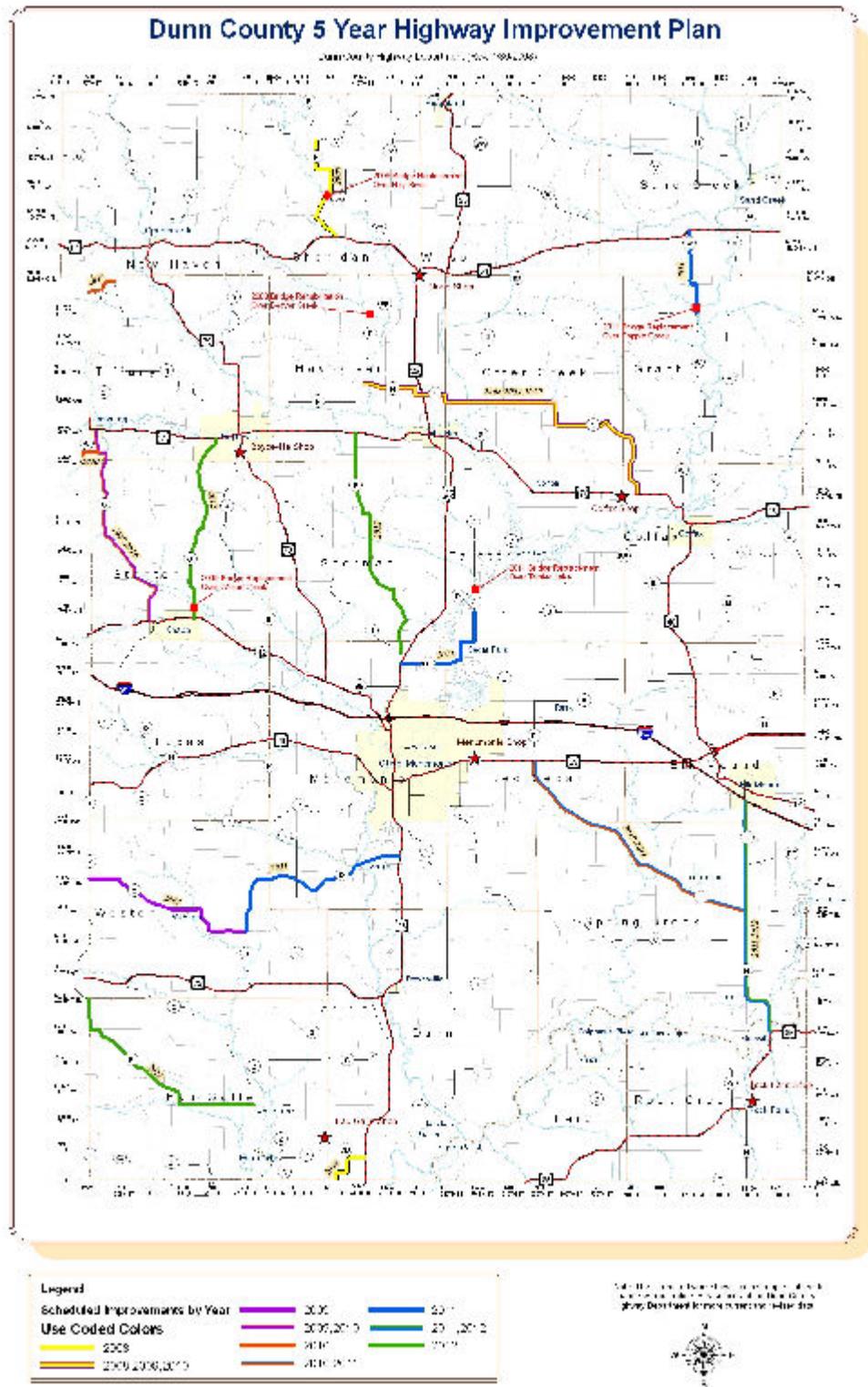
The primary function of the Dunn County Comprehensive Bicycle and Pedestrian Pathways Plan is to define and map biking conditions in the county however; Dunn County is not an island. There are many borders and jurisdictions in and around the county, which need to be recognized. This map takes a much broader look at cycling routes. While it does not rate urban or adjacent county routes it locates known bike routes within incorporated jurisdictions, and it shows known bike routes of adjacent counties.

Appendix A

Department of Transportation's Six-Year Road Plan



Dunn County Highway Department Capitol Improvements



Appendix B

Wisconsin Bicycle Laws

APPENDIX B - WISCONSIN BICYCLE LAWS

BICYCLE AND IN-LINE SKATE LAWS ROAD SHARING RESPONSIBILITIES OF BICYCLISTS AND MOTORISTS, REQUIRED EQUIPMENT AND PARENTAL RESPONSIBILITY

The statutes in this material have been generated from the database of 2003-04 Wisconsin Statutes & Annotations through July 2006. Please refer to the Wisconsin Statutes for the official text.

85.07 Highway safety coordination.

(4) Bicycle rules. The department shall publish literature setting forth the state rules governing bicycles and their operation and shall distribute and make such literature available without charge to local enforcement agencies, safety organizations, and schools and to any other person upon request.

340.01 Words and phrases defined. In s. 23.33 and chs. 340 to 349 and 351, the following words and phrases have the designated meanings unless a different meaning is expressly provided or the context clearly indicates a different meaning:

(5) "Bicycle" means every vehicle propelled by the feet acting upon pedals and having wheels any 2 of which are not less than 14 inches in diameter.

(5e) "Bicycle lane" means that portion of a roadway set aside by the governing body of any city, town, village, or county for the exclusive use of bicycles, electric personal assistive mobility devices, or other modes of travel where permitted under s. 349.23 (2) (a), and so designated by appropriate signs and markings.

(5m) "Bike route" means any bicycle lane, bicycle way or highway which has been duly designated by the governing body of any city, town, village or county and which is identified by appropriate signs and markings.

(5s) "Bicycle way" means any path or sidewalk or portion thereof designated for the use of bicycles and electric personal assistive mobility devices by the governing body of any city, town, village, or county.

(24m) "In-line skates" means skates with wheels arranged singly in a tandem line rather than in pairs.

(43m) "Play vehicle": (a) Means a coaster, skate board, roller skates, sled, toboggan, unicycle or toy vehicle upon which a person may ride. (b) Does not include in-line skates.

(74) "Vehicle" means every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except railroad trains. A snowmobile or electric personal assistive mobility device shall not be considered a vehicle except for purposes made specifically applicable by statute.

346.02 Applicability of chapter. 4) Applicability to persons riding bicycles and motor bicycles. (a) Subject to the special provisions applicable to bicycles, every person riding a bicycle upon a roadway or shoulder of a highway is granted all the rights and is subject to all the duties which this chapter grants or applies to the operator of a vehicle, except those provisions which by their express terms apply only to motor vehicles or which by their very nature would have no application to bicycles. For purposes of this chapter, provisions, which apply to bicycles, also apply to motor bicycles, except as otherwise expressly provided. (b) Provisions which apply to the operation of bicycles in crosswalks under ss. 346.23, 346.24, 346.37 (1) (a) 2., (c) and (d) 2. And 346.38 do not apply to motor bicycles.

346.075 Overtaking and passing bicycles, electric personal assistive mobility devices, and motor buses.

(1) The operator of a motor vehicle overtaking a bicycle or electric personal assistive mobility device proceeding in the same direction shall exercise due care, leaving a safe distance, but in no case less than 3 feet clearance when passing the bicycle or electric personal assistive mobility device, and shall maintain clearance until safely past the overtaken bicycle or electric personal assistive mobility device.

346.16 Use of controlled-access highways, expressways and freeways. (1) No person shall drive a vehicle onto or from a controlled-access highway, expressway or freeway except through an opening provided for that purpose. (2) (a) Except as provided in par. (b), no pedestrian or person riding a bicycle or other nonmotorized vehicle and no person operating a moped or motor bicycle may go upon any expressway or freeway when official signs have been erected prohibiting such person from using the expressway or freeway.

(am) Notwithstanding s. 349.105 and except as provided in par. (b), no person riding an electric personal assistive mobility device may go upon any expressway or freeway when official signs have been erected prohibiting persons specified in par. (a) from using the expressway or freeway.

(b) A pedestrian or other person under par. (a) or (am) may go upon a portion of a hiking trail, cross-country ski trail, bridle trail or bicycle trail incorporated into the highway right-of-way and crossing the highway if the portion of the trail is constructed under s. 84.06 (11).

346.17 Penalty for violating sections 346.04 to 346.16.

(2) Any person violating ss. 346.05, 346.07 (2) or (3), 346.072, 346.08, 346.09, 346.10 (2) to (4), 346.11, 346.13 (2) or 346.14 to 346.16 may be required to forfeit not less than \$30 nor more than \$300.

(4) Any person violating s. 346.075 may be required to forfeit not less than \$25 nor more than \$200 for the first offense and not less than \$50 nor more than \$500 for the 2nd or subsequent violation within 4 years.

346.23 Crossing controlled intersection or crosswalk.

(1) At an intersection or crosswalk where traffic is controlled by traffic control signals or by a traffic officer, the operator of a vehicle shall yield the right-of-way to a pedestrian, or to a person who is riding a bicycle or electric personal assistive mobility device in a manner which is consistent with the safe use of the crosswalk by pedestrians, who has started to cross the highway on a green or "Walk" signal and in all other cases pedestrians, bicyclists, and riders of electric personal assistive mobility devices shall yield the right-of-way to vehicles lawfully proceeding directly ahead on a green signal. No operator of a vehicle proceeding ahead on a green signal may begin a turn at a controlled intersection or crosswalk when a pedestrian, bicyclist, or rider of an electric personal assistive mobility device crossing in the crosswalk on a green or "Walk" signal would be endangered or interfered with in any way. The rules stated in this subsection are modified at intersections or crosswalks on divided highways or highways provided with safety zones in the manner and to the extent stated in sub. (2).

(2) At intersections or crosswalks on divided highways or highways provided with safety zones where traffic is controlled by traffic control signals or by a traffic officer, the operator of a vehicle shall yield the right-of-way to a pedestrian, bicyclist, or rider of an electric personal assistive mobility device who has started to cross the roadway either from the near curb or shoulder or from the center dividing strip or a safety zone with the green or "Walk" signal in the favor of the pedestrian, bicyclist, or rider of an electric personal assistive mobility device.

346.24 Crossing at uncontrolled intersection or crosswalk.

(1) At an intersection or crosswalk where traffic is not controlled by traffic control signals or by a traffic officer, the operator of a vehicle shall yield the right-of-way to a pedestrian, or to a person riding a bicycle or electric personal assistive mobility device in a manner which is consistent with the safe use of the crosswalk by pedestrians, who is crossing the highway within a marked or unmarked crosswalk.

(2) No pedestrian, bicyclist, or rider of an electric personal assistive mobility device shall suddenly leave a curb or other place of safety and walk, run, or ride into the path of a vehicle which is so close that it is difficult for the operator of the vehicle to yield.

(3) Whenever any vehicle is stopped at an intersection or crosswalk to permit a pedestrian, bicyclist, or rider of an electric personal assistive mobility device to cross the roadway, the operator of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

346.25 Crossing at place other than crosswalk. Every pedestrian, bicyclist, or rider of an electric personal assistive mobility device crossing a roadway at any point other than within a marked or unmarked crosswalk shall yield the right-of-way to all vehicles upon the roadway.

346.30 Penalty for violating sections 346.23 to 346.29.

(1)(b) 2. Any operator of a bicycle or electric personal assistive mobility device violating s. 346.23, 346.24 or 346.25 may be required to forfeit not more than \$20.

346.34 Turning movements and required signals on turning and stopping. (1) Turning. (a) No person may:

1. Turn a vehicle at an intersection unless the vehicle is in proper position upon the roadway as required in s. 346.31.
2. Turn a vehicle to enter a private road or driveway unless the vehicle is in proper position on the roadway as required in s. 346.32.
3. Turn a vehicle from a direct course or move right or left upon a roadway unless and until such movement can be made with reasonable safety.

(b) In the event any other traffic may be affected by such movement, no person may so turn any vehicle without giving an appropriate signal in the manner provided in s. 346.35. When given by the operator of a vehicle other than a bicycle or electric personal assistive mobility device, such signal shall be given continuously during not less than the last 100 feet traveled by the vehicle before turning. The operator of a bicycle or electric personal assistive mobility device shall give such signal continuously during not less than the last 50 feet traveled before turning. A signal by the hand and arm need not be given continuously if the hand is needed in the control or operation of the bicycle or electric personal assistive mobility device.

(2) Stopping. No person may stop or suddenly decrease the speed of a vehicle without first giving an appropriate signal in the manner provided in s. 346.35 to the operator of any vehicle immediately to the rear when there is opportunity to give such signal. This subsection does not apply to the operator of a bicycle approaching an official stop sign or traffic control signal.

346.35 Method of giving signals on turning and stopping.

Whenever a stop or turn signal is required by s. 346.34, such signal may in any event be given by a signal lamp or lamps of a type meeting the specifications set forth in s.347.15. Except as provided in s.347.15, such signals also may be given by the hand and arm in lieu of or in addition to signals by signal lamp. When given by hand and arm, such signals shall be given from the left side of the vehicle in the following manner and shall indicate as follows:

- (1) Left turn—Hand and arm extended horizontally.
- (2) Right turn—Hand and arm extended upward.
- (3) Stop or decrease speed—Hand and arm extended downward.

346.36 Penalty for violating sections 346.31 to 346.35.

(2) Any operator of a bicycle or electric personal assistive mobility device violating ss. 346.31 to 346.35 may be required to forfeit not more than \$20.

346.37 Traffic-control signal legend. (1) Whenever traffic is controlled by traffic control signals exhibiting different colored lights successively, or with arrows, the following colors shall be used and shall indicate and apply to operators of vehicles and pedestrians as follows:

- (a) *Green.* 1. Vehicular traffic facing a green signal may proceed straight through or turn right or left unless a sign at such place prohibits either such turn, but vehicular traffic shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time such signal is exhibited.
2. Pedestrians, and persons who are riding bicycles or electric personal assistive mobility devices in a manner which is consistent with the safe use of the crosswalk by pedestrians, facing the signal may proceed across the roadway within any marked or unmarked crosswalk.
- (b) *Yellow.* When shown with or following the green, traffic facing a yellow signal shall stop before entering the intersection unless so close to it that a stop may not be made in safety.
- (c) *Red.* 1. Vehicular traffic facing a red signal shall stop before entering the crosswalk on the near side of an intersection, or if none, then before entering the intersection or at such other point as may be indicated by a clearly visible sign or marking and shall remain standing until green or other signal permitting movement is shown.
2. No pedestrian, bicyclist, or rider of an electric personal assistive mobility device facing such signal shall enter the roadway unless he or she can do so safely and without interfering with any vehicular traffic.
3. Vehicular traffic facing a red signal at an intersection may, after stopping as required under subd. 1., cautiously enter the intersection to make a right turn into the nearest lawfully available lane for traffic moving to the right or to turn left from a one-way highway into the

nearest lawfully available lane of a one-way highway on which vehicular traffic travels to the left. No turn may be made on a red signal if lanes of moving traffic are crossed or if a sign at the intersection prohibits a turn. In making a turn on a red signal vehicular traffic shall yield the right-of-way to pedestrians, bicyclists, and riders of electric personal assistive mobility devices lawfully within a crosswalk and to other traffic lawfully using the intersection.

4. Notwithstanding [subd. 1.](#), a motorcycle, moped, motor bicycle, or bicycle facing a red signal at an intersection may, after stopping as required under [subd. 1.](#) for not less than 45 seconds, proceed cautiously through the intersection before the signal turns green if no other vehicles are present at the intersection to actuate the signal and the operator of the motorcycle, moped, motor bicycle, or bicycle reasonably believes the signal is vehicle actuated. The operator of a motorcycle, moped, motor bicycle, or bicycle proceeding through a red signal under this subdivision shall yield the right-of-way to any vehicular traffic, pedestrian, bicyclist, or rider of an electric personal assistive mobility device proceeding through a green signal at the intersection or lawfully within a crosswalk or using the intersection. This subdivision does not affect any authorization for a bicyclist under [subd. 2.](#)

(d) *Green arrow.* 1. Vehicular traffic facing a green arrow signal may enter the intersection only to make the movement indicated by the arrow but shall yield the right-of-way to pedestrians, bicyclists, and riders of electric personal assistive mobility devices lawfully within a crosswalk and to other traffic lawfully using the intersection. When the green arrow signal indicates right or left turn traffic shall cautiously enter the intersection.

2. No pedestrian, bicyclist, or rider of electric personal assistive mobility device facing such signal shall enter the roadway unless he or she can do so safely and without interfering with any vehicular traffic.

(2) In the event an official traffic signal is erected and maintained at a place other than an intersection, the provisions of this section are applicable except as to those provisions, which by their nature can have no application. Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such sign or marking the stop shall be made at the signal.

346.38 Pedestrian control signals. Whenever special pedestrian control signals exhibiting the words "Walk" or "Don't Walk" are in place, such signals indicate as follows:

- (1) *Walk.* A pedestrian, or a person riding a bicycle or electric personal assistive mobility device in a manner which is consistent with the safe use of the crossing by pedestrians, facing a "Walk" signal may proceed across the roadway or other vehicular crossing in the direction of the signal and the operators of all vehicles shall yield the right-of-way to the pedestrian, bicyclist, or electric personal assistive mobility device rider.
- (2) *Don't walk.* No pedestrian, bicyclist, or rider of an electric personal assistive mobility device may start to cross the roadway or other vehicular crossing in the direction of a "Don't Walk" signal, but any pedestrian, bicyclist, or rider of an electric personal assistive mobility device who has partially completed crossing on the "Walk" signal may proceed to a sidewalk or safety zone while a "Don't Walk" signal is showing.

346.43 Penalty for violating sections 346.37 to 346.42. (1)(b) 2. Any operator of a bicycle or electric personal assistive mobility device violating s. 346.37, 346.38 or 346.39 may be required to forfeit not more than \$20.

346.47 When vehicles using alley or nonhighway access to stop.

(1) The operator of a vehicle emerging from an alley or about to cross or enter a highway from any point of access other than another highway shall stop such vehicle immediately prior to moving on to the sidewalk or on to the sidewalk area extending across the path of such vehicle and shall yield the right-of-way to any pedestrian, bicyclist, or rider of an electric personal assistive mobility device, and upon crossing or entering the roadway shall yield the right-of-way to all vehicles approaching on such roadway.

346.49 Penalty for violating ss. 346.44 to 346.485. (1)(b)

Any operator of a bicycle or electric personal assistive mobility device violating s. 346.46 (1), (2m) or (4) may be required to forfeit not more than \$20.
(2m)(b) Any operator of a bicycle or electric personal assistive mobility device violating s. 346.44 may be required to forfeit not more than \$40.

346.54 How to park and stop on streets.

(1) (e) For the purpose of parking, mopeds and electric personal assistive mobility devices shall be considered bicycles. Where possible without impeding the flow of pedestrian traffic, a bicycle, moped, or electric personal assistive mobility device may be parked on a sidewalk. A bicycle, moped, or electric personal assistive mobility device may be parked in a bike rack or other similar area designated for bicycle parking.

346.59 Minimum speed regulation.

(2) The operator of a vehicle moving at a speed so slow as to impede the normal and reasonable movement of traffic shall, if practicable, yield the roadway to an overtaking vehicle whenever the operator of the overtaking vehicle gives audible warning with a warning device and shall move at a reasonably increased speed or yield the roadway to overtaking vehicles when directed to do so by a traffic officer.

346.60 Penalty for violating sections 346.57 to 346.595.

(5)(a) Any operator of a bicycle or electric personal assistive mobility device who violates s. 346.57 (duty to obey speed limits) may be required to forfeit not more than \$20.

(b) Any operator of a bicycle or electric personal assistive mobility device who violates s. 346.59 (duty to obey minimum speed) may be required to forfeit not more than \$10.

346.70 Duty to report accident. (1) Immediate notice of accident. The operator of a vehicle involved in an accident resulting in injury to or death of any person, any damage to state or other government-owned property, except a state or other government-owned vehicle, to an apparent extent of \$200 or more or total damage to property owned by any one person or to a state or other government-owned vehicle to an apparent extent of \$1,000 or more shall immediately by the quickest means of communication give notice of such accident to the police department, the sheriff's department or the traffic department of the county or municipality in which the accident occurred or to a state traffic patrol officer. In this subsection, "injury" means injury to a person of a physical nature resulting in death or the need of first aid or attention by a physician or surgeon, whether or not first aid or medical or surgical treatment was actually received; "total damage to property owned by one person" means the sum total cost of putting the property damaged in the condition it was before the accident, if repair thereof is practical, and if not practical, the sum total cost of replacing such property. For purposes of this subsection if any property which is damaged is held in a form of joint or multiple ownership, the property shall be considered to be owned by one person. (NOTE: this section does not apply to accidents involving only snowmobiles, all-terrain vehicles or vehicles propelled by human power or drawn by animals. See section 346.66.)

346.77 Responsibility of parent or guardian for violation of bicycle and play vehicle regulations. No parent or guardian of any child shall authorize or knowingly permit such child to violate any of the provisions of ss.346.68 to 346.804 and 347.489.

346.78 Play vehicles not to be used on roadway. No person riding upon any play vehicle may attach the same or himself or herself to any vehicle upon a roadway or go upon any roadway except while crossing a roadway at a crosswalk.

346.79 Special rules applicable to bicycles. Whenever a bicycle is operated upon a highway, bicycle lane or bicycle way the following rules apply:

(1) A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

(2) (a) Except as provided in par. (b), no bicycle may be used to carry or transport more persons at one time than the number for which it is designed.

(b) In addition to the operator, a bicycle otherwise designed to carry only the operator may be used to carry or transport a child seated in an auxiliary child's seat or trailer designed for attachment to a bicycle if the seat or trailer is securely attached to the bicycle according to the directions of the manufacturer of the seat or trailer.

3) No person operating a bicycle shall carry any package, bundle or article which prevents the operator from keeping at least one hand upon the handlebars.

4) No person riding a bicycle shall attach himself or herself or his or her bicycle to any vehicle upon a roadway.

5) No person may ride a moped or motor bicycle with the power unit in operation upon a bicycle way.

346.80 Riding bicycle or electric personal assistive mobility device on roadway.

(1) In this section, "substandard width lane" means a lane that is too narrow for a bicycle or electric personal assistive mobility device and a motor vehicle to travel safely side by side within the lane.

(2)(a) Any person operating a bicycle or electric personal assistive mobility device upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand edge or curb of the unobstructed traveled roadway, including operators who are riding 2 or more abreast where permitted under sub. (3), except:

1. When overtaking and passing another vehicle proceeding in the same direction.

2. When preparing for a left turn at an intersection or into a private road or driveway.

3. When reasonably necessary to avoid unsafe conditions, including fixed or moving objects, parked or moving vehicles, pedestrians, animals, surface hazards or substandard width lanes that make it unsafe to ride along the right-hand edge or curb.

(b) Notwithstanding par. (a), any person operating a bicycle or electric personal assistive mobility device upon a one-way highway having 2 or more lanes available for traffic may ride as near the left-hand edge or curb of the roadway as practicable.

(c) Any person operating a bicycle or electric personal assistive mobility device upon a roadway shall exercise due care when passing a standing or parked vehicle or a vehicle proceeding in the same direction, allowing a minimum of 3 feet between the bicycle or electric personal assistive mobility device and the vehicle, and shall give an audible signal when passing a bicycle or electric personal assistive mobility device rider proceeding in the same direction.

(3)(a) Persons riding bicycles or electric personal assistive mobility devices upon a roadway may ride 2 abreast if such operation does not impede the normal and reasonable movement of traffic. Bicycle or electric personal assistive mobility device operators riding 2 abreast on a 2-lane or more roadway shall ride within a single lane.

(b) Persons riding bicycles upon a roadway may not ride more than 2 abreast except upon any path, trail, lane or other way set aside for the exclusive use of bicycles and electric personal assistive mobility devices.

(4) No person may operate a bicycle, electric personal assistive mobility device, or moped upon a roadway where a sign is erected indicating that bicycle, electric personal assistive mobility device, or moped riding is prohibited.

(5) Except as provided in ss.346.23, 346.24, 346.37, and 346.38, every rider of a bicycle or electric personal assistive mobility device shall, upon entering on a highway, yield the right-of-way to motor vehicles.

346.803 Riding bicycle or electric personal assistive mobility device on bicycle way.

(1) Every person operating a bicycle or electric personal assistive mobility device upon a bicycle way shall:

(a) Exercise due care and give an audible signal when passing a bicycle or electric personal assistive mobility device rider or a pedestrian proceeding in the same direction.

(b) Obey each traffic signal or sign facing a roadway which runs parallel and adjacent to a bicycle way.

(2) Every person operating a bicycle or electric personal assistive mobility device upon a bicycle way open to 2-way traffic shall ride on the right side of the bicycle way.

(3) Every operator of a bicycle or electric personal assistive mobility device entering a bicycle way shall yield the right-of-way to all bicycles and pedestrians in the bicycle way.

346.804 Riding bicycle on sidewalk. When local authorities under s.346.94 (1) permit bicycles on the sidewalk, every person operating a bicycle upon a sidewalk shall yield the right-of-way to any pedestrian and shall exercise due care and give an audible signal when passing a bicycle or electric personal assistive mobility device rider or a pedestrian proceeding in the same direction.

346.82 Penalty for violating sections 346.77 to 346.805. (1) Any person violating ss.346.77, 346.79 (1) to (3), or 346.80 to 346.805 may be required to forfeit not more than \$20.

(2) Any person violating s. 346.78 or 346.79 (4) may be required to forfeit not less than \$10 nor more than \$20 for the first offense and not less than \$25 nor more than \$50 for the 2nd or subsequent conviction within a year.

346.94 Miscellaneous prohibited acts. (1) Driving on sidewalk. The operator of a vehicle shall not drive upon any sidewalk area except at a permanent or temporarily established driveway unless permitted to do so by the local authorities.

11) Towing sleds, etc. No person shall operate any vehicle or combination of vehicles upon a highway when such vehicle or combination of vehicles is towing any toboggan, sled, skis, bicycle, skates or toy vehicle bearing any person.

(12) Driving on bicycle lane or bicycle way. 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 and electric personal assistive mobility devices within the bicycle lane or bicycle way.

17) In-line skates on roadway. (a) A person riding upon in-line skates may go upon any roadway under the jurisdiction of a local authority, subject to any restrictions specified by municipal ordinance enacted under s. 349.235.

(b) Any person riding upon in-line skates upon any roadway shall ride in a careful and prudent manner and with due regard under the circumstances for the safety of all persons using the roadway.

(c) Notwithstanding any other provision of this subsection or s. 349.235, no person riding upon in-line skates may attach the in-line skates or himself or herself to any vehicle upon a roadway or, except while crossing a roadway at a crosswalk, go upon any roadway under the jurisdiction of the department.

346.95 Penalty for violating sections 346.87 to 346.94.

(1) Any person violating s. 346.87, 346.88, 346.89 (2), 346.90 to 346.92 or 346.94 (1), (9), (10), (11), (12), or (15) may be required to forfeit: not less than \$20 nor more than \$40 for the first offense and not less than \$50 nor more than \$100 for the 2nd or subsequent conviction within a year.

(6) Any person violating s. 346.94 (17) or (18) may be required to forfeit not less than \$10 nor more than \$20 for the first offense and not less than \$25 nor more than \$50 for the 2nd or subsequent conviction within a year.

347.489 Lamps and other equipment on bicycles, motor bicycles, and electric personal assistive mobility devices. (1) No person may operate a bicycle, motor bicycle, or electric personal assistive mobility device upon a highway, sidewalk, bicycle lane, or bicycle way during

hours of darkness unless the bicycle, motor bicycle, or electric personal assistive mobility device is equipped with or, with respect to a bicycle or motor bicycle, the operator is wearing, a lamp emitting a white light visible from a distance of at least 500 feet to the front of the bicycle, motor bicycle, or electric personal assistive mobility device. A bicycle, motor bicycle, or electric personal assistive mobility device shall also be equipped with a red reflector that has a diameter of at least 2 inches of surface area or, with respect to an electric personal assistive mobility device, that is a strip of reflective tape that has at least 2 square inches of surface area, on the rear so mounted and maintained as to be visible from all distances from 50 to 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A lamp emitting a red or flashing amber light visible from a distance of 500 feet to the rear may be used in addition to but not in lieu of the red reflector.

(2) No person may operate a bicycle, motor bicycle, or electric personal assistive mobility device upon a highway, bicycle lane, or bicycle way unless it is equipped with a brake in good working condition, adequate to control the movement of and to stop the bicycle, motor bicycle, or electric personal assistive mobility device whenever necessary.

(3) No bicycle, motor bicycle, or electric personal assistive mobility device may be equipped with nor may any person riding upon a bicycle, motor bicycle, or electric personal assistive mobility device use any siren or compression whistle.

347.50 Penalties.

(5) Any person violating s. 347.489 may be required to forfeit not more than \$20.

349.06 Authority to adopt traffic regulations in strict conformity with state law.

(1)(a) Except for the suspension or revocation of motor vehicle operator's licenses or except as provided in par. (b), any local authority may enact and enforce any traffic regulation which is in strict conformity with one or more provisions of chs. 341 to 348 and 350 for which the penalty for violation thereof is a forfeiture.

(2) Traffic regulations adopted by local authorities, which incorporate by reference existing or future amendments to chs. 340 to 348 or rules of the department shall be deemed to be in strict conformity and not contrary to or inconsistent with such chapters or rules. This subsection does not require local traffic regulations to incorporate state traffic laws or rules by reference in order to meet the requirements of s. 349.03 or sub. (1).

349.105 Authority to prohibit certain traffic on expressways and freeways. The authority in charge of maintenance of an expressway or freeway may, by order, ordinance or resolution, prohibit the use of such expressway or freeway by pedestrians, persons riding bicycles or other nonmotorized traffic or by persons operating mopeds or motor bicycles. The state or local authority adopting any such prohibitory regulation shall erect and maintain official signs giving notice thereof on the expressway or freeway to which such prohibition applies.

349.18 Additional traffic-control authority of counties and municipalities. 2) Any city, town or village may by ordinance enacted pursuant to s. 349.06 regulate the operation of bicycles and motor bicycles and may by ordinance require registration of any bicycle or motor bicycle owned by a resident of the city, town or village, including the payment of a registration fee.

(3) Any county, by ordinance, may require the registration of any bicycle or motor bicycle owned by a resident of the county if the bicycle or motor bicycle is not subject to registration under sub. (2). Such ordinance does not apply to any bicycle or motor bicycle subject to registration under sub. (2), even if the effective date of the ordinance under sub. 2 is later than the effective date of the county ordinance. A county may charge a fee for the registration.

349.23 Authority to designate bicycle lanes and bicycle ways. (1) The governing body of any city, town, village or county may by ordinance:

(a) Designate any roadway or portion thereof under its jurisdiction as a bicycle lane.

(b) Designate any sidewalk or portion thereof in its jurisdiction as a bicycle way.

(2) A governing body designating a sidewalk or portion thereof as a bicycle way or a highway or portion thereof as a bicycle lane under this section may:

(a) Designate the type and character of vehicles or other modes of travel which may be operated on a bicycle lane or bicycle way, provided that the operation of such vehicle or other mode of travel is not inconsistent with the safe use and enjoyment of the bicycle lane or bicycle way by bicycle traffic.

(b) Establish priority of right-of-way on the bicycle lane or bicycle way and otherwise regulate the use of the bicycle lane or bicycle way as it deems necessary. The designating governing body may, after public hearing, prohibit through traffic on any highway or portion thereof designated as a bicycle lane, except that through traffic may not be prohibited on any state highway. The designating governing body shall erect and maintain official signs giving notice of the regulations and priorities established under this paragraph, and shall mark all bicycle lanes and bicycle ways with appropriate signs.

(c) Paint lines or construct curbs or establish other physical separations to exclude the use of the bicycle lane or bicycle way by vehicles other than those specifically permitted to operate thereon.

(3) The governing body of any city, town, village or county may by ordinance prohibit the use of bicycles and motor bicycles on a roadway over which they have jurisdiction, after holding a public hearing on the proposal.

349.235 Authority to restrict use of in-line skates on roadway. (1)
The governing body of any city, town, village or county may by ordinance restrict the use of in-line skates on any roadway under its jurisdiction. No ordinance may restrict any person from riding upon in-line skates while crossing a roadway at a crosswalk.

(2) The department of natural resources may promulgate rules designating roadways under its jurisdiction upon which in-line skates may be used, except that no rule may permit a person using in-line skates to attach the skates or himself or herself to any vehicle upon a roadway.

**Wisconsin Department of Transportation
Bureau of Transportation Safety HS226 3/05**

Appendix C

Bicycle Information Sources

- Additional Information on Dunn County Bicycle/Pedestrian Pathways is available at (Insert Dunn County Information).
- Detailed City of Menomonie trails information is available at (INSERT CITY INFORMATION)
- Local Bicycle Routes. Many local communities and counties offer detailed and complete maps and information on recommended routes through their respective areas. An assortment of map information (including county bicycle maps) can be obtained by going to <http://www.dot.wisconsin.gov/travel/bike-foot/bikemaps.htm>.
- Detailed state trails information including the Red Cedar State Trail and the Chippewa River State Trail is available from the Department of Natural Resources, Bureau of Parks and Recreation, at P.O. Box 7921, Madison, WI. 73707-7921; 608-266-2181; or at <http://www.dnr.state.wi.us/org/land/parks/maps/>.
- For a Rustic Roads Directory you can contact: Wisconsin Department of Transportation, P.O. Box 7913, Madison, WI 53707 or <http://www.dot.state.wi.us/travel/scenic/maps.htm>.
- Detailed national guide maps for two Adventure Cycling routes that run through Wisconsin are available from Adventure Cycling, 150 E. Pine Street; P.O. Box 8308, Missoula, MT 59807-8308; (406)751-1776 or <http://www.adventurecycling.org>.
- Information on the Mississippi River Trail, including a long segment of trail in Wisconsin (Great River Road Bicycle Route), is available at <http://www.mississippirivertrail.org/Wisconsin/wisconsin.html>.
- To promote recreational trips within Wisconsin, the Department of Tourism publishes the Wisconsin Biking Guide, a detailed ride guide including attractions and amenities along 14 selected on-road bike tours, 14 mountain bike trails, and 15 traffic-free bike touring trails. Free from the Wisconsin Department of Tourism, 123 Washington Avenue, P.O. Box 7976, Madison, WI 53707. Toll-free (800)432-TRIP, or <http://www.travelwisconsin.com/search/kits.html>.
- Organized Bike Tours. Enjoying Wisconsin's scenic backroads by taking advantage of the assistance of a planned bicycle tour may be just the thing for you. Organized tours range from informal show-and-go events

put on by local bike clubs to partial or full-service tours that cross the state and arrange lodging/camping, baggage transport, meals, and bike rental. For additional information on bicycle tours see the Bicycle Federation of Wisconsin's website at http://www.bfw.org/new_bfw/links/index.php and go to "Recreation links".