



## VILLAGE OF MOUNT HOREB

E. Main Street

Mount Horeb, WI 53572

Phone: (608) 437-6884 Fax: (608) 437-3190

Email: [mhinfo@mounthorebwi.info](mailto:mhinfo@mounthorebwi.info) Web: [mounthorebwi.info](http://mounthorebwi.info)

### **PUBLIC SAFETY COMMITTEE MEETING AGENDA**

**Monday, March 16, 2026 at 6:00 PM**

Municipal Building Board Room

138 E. Main Street

Mount Horeb, WI

- 1) Call to order
  - a. Consideration of January 19, 2026 Meeting Minutes
- 2) Public Comments on Non-Agenda Items\*
- 3) Police Chief Report
  - a. Update on K9 Program Progress
  - b. Update on Emergency Operation Plan
- 4) Agenda Items
  - a. Mount Horeb Pedestrian and Bicycle Safety Plan
  - b. Upcoming Traffic Initiatives
- 5) Future agenda items
- 6) Meeting adjournment.

#### **\*Public Comment Policy**

Members of the public are invited to speak at meetings of all Mount Horeb Public Bodies. To comment, please complete a Public Comment Form at the Meeting Room entrance and submit it to staff before the meeting begins. Comments are limited to **three minutes**, must be made from the podium, and the speaker must return to the audience after speaking.

- **Non-agenda item comments** are heard at the start of the meeting. Public Body members and staff will not engage in discussion during public comment but may consider topics for future agendas.
- **Agenda item comments** are heard during the relevant item, after the proposers or staff present the item and before Public Body discussion. All public comments on the item will be heard before any discussion by the Public Body.

Members of the public will only be allowed to speak outside these public comment times if they are invited by the meeting chair to share additional information requested by the Public Body. If so invited to speak, the member of the public must do so from the podium.

Written comments are also welcome. Written comments shall include the name and address of the submitter and should be submitted to the Deputy Treasurer/Governance Coordinator by email at [niki.erickson@mounthorebwi.info](mailto:niki.erickson@mounthorebwi.info) (subject line: *Public Comment Request-Name of Public Body*) or delivered by to the Village at: 138 E Main Street, Mount Horeb WI, 53572, ATTN *Public Comment Request-Name of Public Body*.

UPON REASONABLE NOTICE, EFFORTS WILL BE MADE TO ACCOMMODATE THE NEEDS OF DISABLED INDIVIDUALS THROUGH APPROPRIATE AIDS AND SERVICES. FOR INFORMATION OR TO REQUEST THIS SERVICE, CONTACT ALYSSA GAFFNEY, CLERK, AT 138 E MAIN STREET, MOUNT HOREB, WI (608) 437-9404.



# Village of Mount Horeb

138 E Main St

Mount Horeb, WI 53572

Phone (608) 437-6884/Fax (608) 437-3190

Email: [mhinfo@mounthorebwi.info](mailto:mhinfo@mounthorebwi.info) Website: [www.mounthorebwi.info](http://www.mounthorebwi.info)

## Public Safety Committee Minutes January 19, 2026

1) Call to order

Mike McNall, Kristen Clary, Ben Jones, Nate Gauger, Sarah Best, Village Administrator Nic Owen, Police Chief Doug Vierck

a. Consideration of December 15, 2025 Meeting Minutes

Motion to Approve by McNall, second by Best – All Approve

2) Public Comments – non-agenda items –

None

3) Police Chief Report

No report

4) Agenda Items

a. Impact of Development on Public Safety Resources

Chief Vierck presented the highlights of the report that was attached to the agenda packet. Members of the committee discussed their perspectives on the report.

b. Traffic Patterns During School Construction – Academy Street

The suggested new traffic pattern during construction, to make Academy Street a one-way street temporarily was presented. The committee supported sending the plan to Public Services Committee, followed by the Village Board for approval.

5) Future Agenda Items

Emergency Response Plan

Winter Parking Ordinance

Speed Data

Farmer's Market

Crosswalks

Engineer collaboration with DOT on Traffic Pattern Studies

6) Meeting adjournment.

Gauger Moves for adjournment. Best seconds. All Approve



## AGENDA ITEM REPORT

### MEETING DATE

March 16, 2026

### PREPARED BY

### AGENDA ITEM # 4.a

Mount Horeb Pedestrian and Bicycle Safety Plan

### BACKGROUND

### RECOMMENDATION

### ATTACHMENTS

1. Mount Horeb Pedestrian and Bicycle Safety Plan\_v2



HERITAGE  
COMMUNITY  
OPPORTUNITY

## VILLAGE OF MOUNT HOREB

E. Main Street  
Mount Horeb, WI 53572  
Phone: (608) 437-6884 Fax: (608) 437-3190  
Email: [mhinfo@mounthorebwi.info](mailto:mhinfo@mounthorebwi.info) Web: [mounthorebwi.info](http://mounthorebwi.info)

---

# BICYCLE AND PEDESTRIAN SAFETY PLAN

## PURPOSE

Mount Horeb is a community that values safety, sustainability, and active living. This plan outlines steps to make walking and biking safer, easier, and more enjoyable for residents of all ages. By improving our streets and pathways, we support healthier lifestyles, reduce traffic congestion, and strengthen our village's sense of connection.

## ACKNOWLEDGEMENTS

### **Sustainability and Natural Resources Committee**

Tim White, Trustee

Sarah Best, Trustee

Kerry Beheler, Citizen Representative

Scott Roethle, Citizen Representative

Elizabeth Grabe, Citizen Representative

Jack Salttes, Citizen Representative

Aaron Fendrick, Student Representative

### **Village Staff:**

Nic Owen, Village Administrator

Doug Vierck, Police Department Chief

Steve Salerno, Mount Horeb School District Administrator

## VISION STATEMENT

A Mount Horeb where everyone can comfortably walk or bike to school, parks, shops, and community destinations.

## COMMUNITY CONTEXT

Mount Horeb's compact layout and existing trail system make it well-suited for active transportation, with the Military Ridge State Trail, the downtown district, and nearby school campuses serving as major activity hubs. At the same time, high traffic volumes on Main Street and Springdale Street create challenges for people walking and biking. Seasonal tourism and community events further increase foot and bicycle activity throughout the year, underscoring the need for safe, comfortable travel options for all users.

## GOALS AND OBJECTIVES

The plan aims to improve safety for all travelers by enhancing visibility at key locations, upgrading crossings, and creating safe, low-stress bicycle routes. It also seeks to increase walking and biking by establishing continuous, well-connected routes, improving overall comfort and convenience, and supporting Safe Routes to School initiatives. Finally, the plan promotes sustainability and community health by reducing dependence on vehicles, encouraging active transportation, and advancing broader climate and sustainability goals.

## BICYCLE NETWORK & DESIGNATED ROUTES

To build a safer, more connected village, Mount Horeb will establish designated bicycle routes that help riders travel comfortably across town without relying on high-traffic streets.

### **East–West Route: Connecting Parks, Schools, Downtown, and the library**

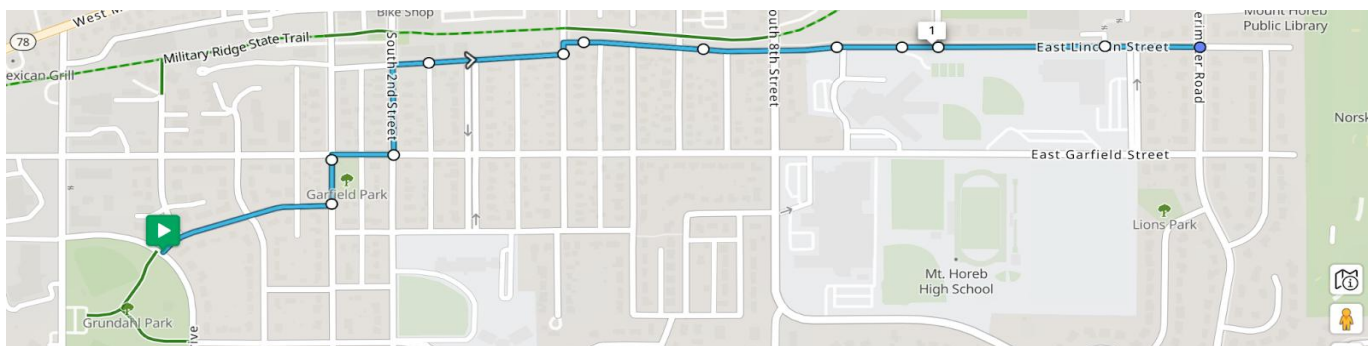
The east-west bike corridor connects key community destinations across Mount Horeb, providing a safe and direct route for students, families, and residents.

**ROUTE (West to East):** Follow E Henry Street, turn left onto S 1<sup>st</sup> Street, turn right onto E Garfield Street, turn left onto S 2<sup>nd</sup> Street, turn right onto E Lincoln Street.

**STATISTICS:** 1.3 Miles | +87 FT / -36 FT Elevation Change (West to East)

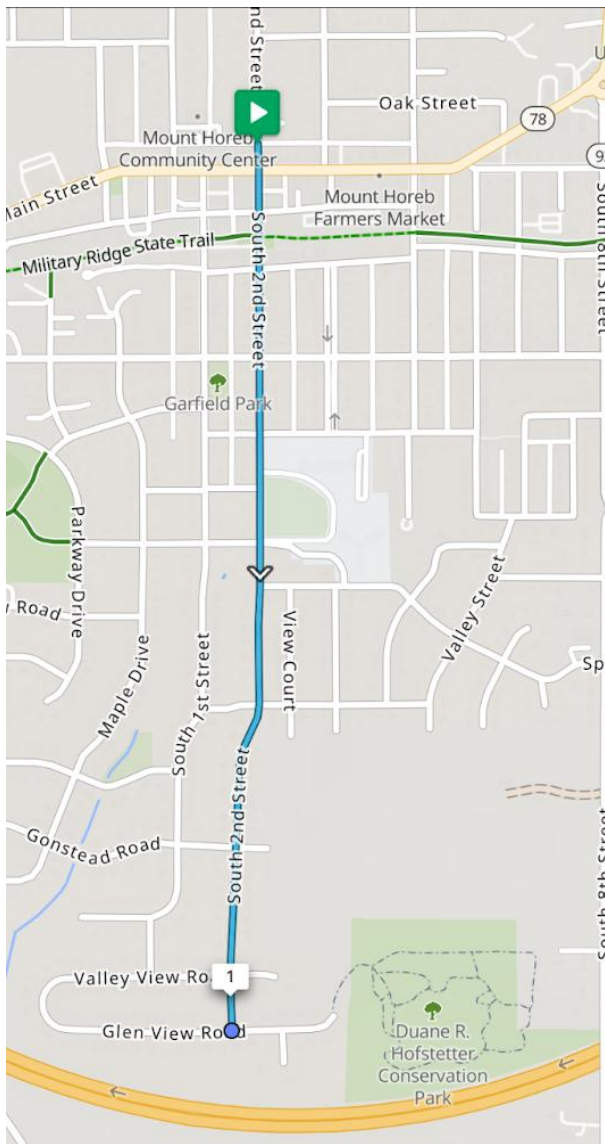
### **POINTS OF INTEREST:**

- **Western Terminus:** Grundahl Park.
- Garfield Park
- Downtown Mount Horeb Business District
- Mount Horeb Middle School
- Viking Park (Tennis/Pickleball Courts)
- Liberty Park
- Mount Horeb Intermediate School
- **Eastern Terminus:** Mount Horeb Public Library



## North-South Route: Connecting Downtown, Primary Center and South Mount Horeb

The north-south bike corridor connects the downtown district with the primary center and Hofstetter Conservation Park.



### ROUTE (North to South):

- **Northern Terminus:**  
109-111 N 2<sup>nd</sup> Street
- **Southern Terminus:**  
S 2<sup>nd</sup> Street & Glen View Rd

### STATISTICS:

1 Mile | +26 FT / -105 FT Elevation Change (North to South)

### POINTS OF INTEREST:

- **Northern Terminus:** Downtown Mount Horeb Business District
- Garfield Park
- Mount Horeb Primary Center
- **Southern Terminus:** Hofstetter Conservation Park

## **PEDESTRIAN IMPROVEMENTS – MAIN STREET CROSSWALKS**

Tourism plays a significant role in Mount Horeb’s local economy. Visitors are drawn to the Village to experience the Trollway, local shops, restaurants, and community events. As a result, downtown Main Street functions not only as a transportation corridor, but also as a pedestrian-oriented destination.

Many visitors are unfamiliar with downtown parking locations and traffic patterns. This can create confusion and increase the likelihood of mid-block crossings or unsafe crossing attempts along Main Street. The situation is further intensified during the weekly Farmers Market, which is located along this corridor and coincides with evening peak traffic volumes. During these periods, both pedestrian and vehicle activity increase substantially, elevating the potential for conflict.

High-visibility crosswalk markings are a proven safety countermeasure that can significantly improve pedestrian conspicuity and driver yielding behavior. According to the Federal Highway Administration ([FHWA](#)), enhanced crosswalk visibility treatments have been shown to reduce pedestrian injury crashes by up to 40 percent. Implementing high-visibility crosswalks in key downtown locations would support tourism, improve pedestrian comfort, and enhance overall safety for residents and visitors alike.

For additional information, see the FHWA Proven Safety Countermeasure: Crosswalk Visibility Enhancements.

<https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements>

## **PEDESTRIAN IMPROVEMENTS – MAJOR ROUNDABOUTS**

Two of Mount Horeb’s highest-volume roundabouts, 8th Street & Springdale and Perimeter Road & Springdale, serve as critical gateways into the community. While roundabouts reduce severe vehicle crashes overall, pedestrians can have trouble finding safe gaps, maintaining visibility, and navigating crossings due to continuous vehicle flows and driver yielding behavior. National research identifies several treatments that make roundabout crossings safer and more predictable for people walking and biking. Below are improvements Mount Horeb can explore.

### **High-Visibility Crosswalk Markings**

Install ladder-style or continental-style crosswalk markings to increase pedestrian conspicuity. FHWA highlights crosswalk visibility enhancements as a proven countermeasure for reducing pedestrian conflicts.

### **Advance Yield Lines and “Yield to Pedestrians” Signs**

Placing yield lines farther upstream gives drivers more reaction time and improves yielding rates, which is especially important at roundabout entries where drivers are scanning for circulating traffic. FHWA guidance emphasizes clear signing and markings as key components of pedestrian-friendly roundabouts

### **Targeted Pedestrian-Scale Lighting**

FHWA lists improved lighting as a cross-cutting safety countermeasure for pedestrian visibility, especially in locations where vehicle speeds are variable and drivers enter with limited sight distance.

Lighting should be placed directly at crosswalks and splitter islands to illuminate pedestrians waiting to cross and to help drivers detect them earlier at night or in low-light conditions.

### **Illuminated Signage or Active Warning Units**

For approaches with limited visibility, active signs (LED-bordered pedestrian signs) are an option supported in pedestrian crossing installation guidelines

## **PEDESTRIAN IMPROVEMENTS: SIDEWALK NETWORK ENHANCEMENTS**

A safe, accessible, and continuous sidewalk network is essential to supporting walking in Mount Horeb, particularly around schools, parks, and other key community destinations. Enhancing sidewalk connectivity not only improves safety and comfort for all users but also strengthens the community's broader goals of encouraging active transportation and reducing reliance on vehicles.

### **Filling Gaps Near Schools, Parks, and Neighborhoods**

Mount Horeb's pedestrian network includes several areas where sidewalk gaps interrupt an otherwise walkable environment. These discontinuities can discourage walking, especially for children, older adults, and people with limited mobility. As part of the Pedestrian and Bicycle Safety Plan, the Village will identify and map all sidewalk gaps within a half-mile radius of schools, parks, the public library, and high-use community facilities. Priority will be given to locations where missing sidewalk segments force pedestrians into the roadway or require unsafe crossings.

## **PEDESTRIAN IMPROVEMENT: PAVING MILITARY RIDGE STATE TRAIL**

Paving a portion of the Military Ridge State Trail within the Village of Mount Horeb is possible, but it requires close coordination with the Wisconsin DNR, because the corridor is a state trail with an existing master-planned purpose, established surface (predominantly crushed limestone), and winter shared-use considerations (including snowmobiling on the limestone segments). Today only about 2.5 miles are asphalt (primarily near Fitchburg/Verona), with the remainder in limestone, and snowmobiles are allowed only on the limestone sections—not on the paved segment between Fitchburg and Verona. Any proposal to pave inside the village would therefore need to address how winter uses (snowmobile routing, ski/snowshoe use) would be accommodated if a segment were converted to asphalt.

A practical roadmap is to follow the Verona model. In 2025, the City of Verona approved a Land Use Agreement with the DNR to replace bridges and pave an intown stretch of the trail, with the city taking on design, construction, and defined maintenance responsibilities for the paved surface while the DNR retained corridor oversight.

Verona's public project page shows the agreement was signed in May 2025, design advanced through 2026, and asphalt paving scheduled for 2027; meeting notes indicate the city coordinated sequence (bridges first, then paving) and long-term maintenance terms with the DNR. For Mount Horeb, a similar pathway would likely include: (1) early

discussions with the DNR property manager to confirm master plan consistency and scope; (2) a concept plan that maps limits, cross-sections, winter use management (e.g., alternate snowmobile routing or seasonal agreements), and access points; (3) a draft land use/operating agreement defining roles (construction, snow/ice control, surface maintenance, vegetation management), term, and liability; (4) environmental/permit review as needed; and (5) local funding commitments and public involvement. The DNR's own information page points to Property Master Plans as the touchstone for proposed changes, while Verona's project documentation provides a recent, local precedent for the agreement structure, schedule, and deliverables.

**Links:**

<https://www.veronawi.gov/918/Military-Ridge-State-Trail-Paving-Projec>

<https://dnr.wisconsin.gov/topic/parks/militaryridge/info>

## **PROGRAMS AND EDUCATION**

Engineering improvements alone are not sufficient to achieve lasting pedestrian and bicycle safety outcomes. Education, encouragement, and targeted enforcement play a critical role in shaping behavior, improving awareness, and building a culture of shared responsibility on Mount Horeb's streets. The following programs and initiatives are recommended to support a comprehensive, community-wide safety strategy.

### **SAFE ROUTES TO SCHOOL**

The Village will continue to support and expand Safe Routes to School initiatives that promote safe, active transportation for students and families. Key actions include:

- Hosting annual Bike to School Day events to encourage participation and raise awareness
- Providing student and parent safety education focused on safe walking and biking practices
- Partnering with school administrators to identify and address safety concerns along primary student travel routes

These efforts help establish safe travel habits early and reinforce the importance of pedestrian and bicycle safety within the broader community.

### **COMMUNITY EDUCATION**

Ongoing public education is essential to increasing driver awareness and improving compliance with pedestrian and bicycle laws. Recommended initiatives include:

- Driver awareness campaigns emphasizing yielding requirements and speed compliance
- Crosswalk safety campaigns highlighting proper driver and pedestrian behavior
- Bicycle skills workshops for youth and adults to build confidence and safe riding practices
- Helmet distribution partnerships to improve access to properly fitted safety equipment
- Public outreach should be coordinated seasonally and aligned with high-traffic events, including National Bike Month and community festivals.

## ENFORCEMENT

Targeted, data-informed enforcement supports engineering and education efforts by reinforcing safe behaviors. In collaboration with the Mount Horeb Police Department, the Village will prioritize:

- Targeted speed enforcement in school zones and high-pedestrian corridors
- Crosswalk yield enforcement operations downtown and other high-activity areas
- Ongoing coordination between enforcement personnel and safety committees to address emerging concerns
- Strategic enforcement efforts will focus on improving compliance, reducing risky behavior, and enhancing safety for all roadway users.

## DATA COLLECTION AND EVALUATION

The Village will establish an ongoing collaboration between the Mount Horeb Police Department, Public Safety Committee and the Sustainability and Natural Resources Committee to conduct an annual review of pedestrian and bicycle safety conditions.

This review will include:

- Analysis of reported crash data involving pedestrians and bicyclists
- Collection of pedestrian and bicycle counts at key corridors and crossings
- Community engagement to assess perceived safety, barriers, and areas of concern

Conducting this evaluation on an annual basis will allow the Village to monitor trends, identify emerging issues, and measure the effectiveness of implemented safety improvements. The review will take place each May to align with National Bike Month, reinforcing the Village's commitment to active transportation and providing an opportunity to share findings with the community.

## FUNDING OPPORTUNITIES

The most recent funding cycles for the Wisconsin Transportation Alternatives Program ([TAP](#)) and the federal Safe Streets and Roads for All ([SS4A](#)) program have now concluded, meaning new applications cannot be submitted until future rounds are announced. Wisconsin's TAP 2026–2030 solicitation closed on **October 31, 2025**, with project awards announced in mid-2026, and the program webpage confirms that this solicitation cycle is now closed. Similarly, the SS4A program's **FY2025 Notice of Funding Opportunity** closed on **June 26, 2025**, and no subsequent application window has yet opened; federal resources note that FY2026 guidance is expected but not yet released as of early 2026. As a result, while these programs remain important long-term funding avenues for pedestrian and bicycle safety improvements, Mount Horeb will need to monitor forthcoming federal and state announcements to determine when the next opportunities for competitive applications will become available.

Local capital improvement funds remain an essential complement to state and federal funding. These funds can be used to cover design and engineering costs, provide the required match for grant programs, or deliver smaller but high-impact safety projects such as upgraded lighting, signage, curb extensions, and crosswalk enhancements. By allocating local dollars strategically, Mount Horeb can accelerate priority improvements, remain competitive when applying for external grants, and ensure continuous progress on safety goals even when grant cycles fluctuate.

Finally, public–private partnerships (P3s) present opportunities to collaborate with local businesses, developers, and institutions to support pedestrian and bicycle safety improvements. P3s allow communities to tap into private-sector capital, expertise, and innovation, while sharing risks and responsibilities across sectors. These partnerships can be applied to fund segments of shared-use paths, construct high-amenity bicycle parking, enhance streetscapes, or integrate active-transportation improvements into new developments. Successful P3s have been used across the United States to deliver transportation projects more efficiently, demonstrating the value of early coordination, shared objectives, and creative financing structures. For Mount Horeb, such partnerships could bolster limited public resources while enhancing placemaking and accessibility in key activity centers.

## **IMPLEMENTATION: 2026 PRIORITIES**

### **Develop Education Plan**

In 2026, the Village will lead the creation of a coordinated education and encouragement strategy focused on safe walking and biking. This effort will be a collaboration between the Mount Horeb Police Department, Mount Horeb Area Schools, the Sustainability and Natural Resources Committee, and the Recreation Department. The plan will outline appropriate school programs, community training resources, and public awareness campaigns aimed at promoting safe travel behavior.

### **Enhance Public Access to Walking and Biking Information**

The Village website will be updated to provide clear, easy access to pedestrian and bicycle planning resources. These additions will help residents identify safe routes, understand local infrastructure, and stay informed about ongoing improvements. Web links will include:

#### **Low-Stress Route Finder**

<https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=cb7a2e78477044c19bf6a5eaa1820e38>

#### **Dane County Bike Map**

<https://www.cityofmadison.com/mpo/maps-data/bike-maps/dane-county-bike-map>

#### **Pedestrian Facilities Map**

<https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=054c8e1fc0754301909c7536b8f84dd9>

These resources will support residents in choosing safe, comfortable travel routes and will increase visibility of active-transportation options.

### **Conduct Pedestrian Safety Audit of Major Roundabouts**

Conduct a roundabout pedestrian safety audit at 8th Street & Springdale and Perimeter Road & Springdale Roundabouts

- Document existing lighting conditions
- Measure driver yielding behavior at each crosswalk
- Assess sight lines and landscaping impacts
- Determine appropriate device placement (e.g., RRFBs vs. PHBs)

## **IMPLEMENTATION: 2027 - 2029 PRIORITIES**

### **Install Bicycle Network Wayfinding and Crossing Signage**

To improve navigation and support a low-stress transportation network, new wayfinding signs and bicycle/pedestrian crossing signs will be added along designated routes. This will enhance safety by clearly directing riders and increasing driver awareness at key conflict points.

### **Add Bicycle Racks at Key Destinations**

As demand and usage grow, the Village will install secure bicycle parking at major community destinations such as parks, civic buildings, business areas, and trail access points.

### **2nd Street Reconstruction (2027)**

Planned reconstruction of 2nd Street in 2027 offers an opportunity to integrate bicycle infrastructure. The Village should install bicycle lane pavement markings from Lincoln Street to Carver Street, improving north–south connectivity and safety.

### **Development of Main Street Pedestrian Improvement Plan**

A dedicated planning effort will outline strategies to enhance pedestrian access, safety, and comfort along Main Street. This may include crosswalk upgrades, curb extensions, lighting improvements, and sidewalk enhancements.

### **Develop Village Sidewalk Improvement Plan**

A systematic sidewalk assessment and improvement program will be created to identify gaps, ADA deficiencies, and priority repair locations. This plan will guide annual investments and ensure equitable, accessible routes throughout the Village.

### **Explore Main Street Traffic Signal Upgrades**

The Village will evaluate the potential for upgrading a Main Street traffic signal to include an **Inductive Loop Sensor** or other bicycle-responsive detection technology. Such upgrades would improve signal timing responsiveness for cyclists and support safe, predictable crossings.

## **CONCLUSION**

By investing in safe, connected walking and biking routes - Mount Horeb can create a healthier, more sustainable, and more welcoming community. This plan provides a roadmap for improvements that support residents of all ages and abilities.



## AGENDA ITEM REPORT

**MEETING DATE**

March 16, 2026

**PREPARED BY**

**AGENDA ITEM # 4.b**

Upcoming Traffic Initiatives

**BACKGROUND**

**RECOMMENDATION**

**ATTACHMENTS**

None