



## 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)

### SUSTAINABILITY & NATURAL RESOURCES COMMITTEE

Tuesday, April 28, 2026 at 7:00 PM

Municipal Building Board Room

138 E. Main Street

Mount Horeb, WI

- 1) Call to order
- 2) Public Comments on Non-Agenda Items\*
- 3) Consent Agenda
  - a. Consideration of March 24, 2026 Meeting Minutes
  - b. Green Team Update
- 4) Agenda Items
  - a. Budgeting for solar discussion
  - b. Discussion of Travel WI Travel Green Initiative program
  - c. Bike Friendly Community Update
  - d. Bird City Update
  - e. Discuss Clean Sweep event options for the Village of Mount Horeb
- 5) 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.



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### **SUSTAINABILITY & NATURAL RESOURCES COMMITTEE**

**Tuesday, March 24, 2026 at 7:00 PM**

#### **DRAFT MEETING MINUTES**

- 1) Call to order  
Chair White called the meeting to order at 7:00 pm. Members present: White, Grabe, Best, Saltes, Roethle, Best and Fendrick. Members Absent: None. Also present; Interim Administrator Hochkammer.
- 2) Public Comments on Non-Agenda Items\*  
None
- 3) Consent Agenda  
Motion by Beheler to recommend approval of the consent agenda as presented, seconded by Best. Motion carried.
  - a. Consideration of February 24, 2026 Meeting Minutes
  - b. Green Team Update
- 4) Agenda Items
  - a. Energy Plan Implementation  
White mentioned a conversation he had with Nic Owen regarding implementation of the Energy Plan. They suggested perhaps highlighting the Village's commitment to the use of renewable energy starting with one project. It was suggested that perhaps the Municipal Building solar install may be a good first choice. Questions regarding budgeting and the Village budget process followed. Potential budget training for the committee by Village staff was suggested to further educate the committee on how to recommend projects to the Village Board.
  - b. Group Solar Update  
Updates were provided by committee members. Discussion was had regarding how to get the information distributed in the community.
  - c. Sustainable Purchasing Plan  
White provided information on the City of Middleton's Purchasing Plan.
  - d. Landscaping Code Update  
Saltes mentioned the Plan Commission's review of the Landscaping Code. He reported the Plan Commission approved a few of items from the Sustainability & Natural Resources Committee recommendations. Discussion followed about what to do with the items that were not considered or approved by the Plan Commission, and the correct process

- to move the Committee recommendations forward to the Village Board.
- e. **Bike Friendly Community Update**  
Roethle provided a Bike Friendly Community update to the Committee. A copy of the Bicycle and Pedestrian Safety Plan is in the meeting packet. Roethle requested feedback from the Committee members. Discussion followed regarding the Plan and the potential paving of trails. Roethle indicated he would do further work on the Plan and the application. The Plan will come back to the Committee for action.
  - f. **Possible Earth Day Event at Stewart Park**  
The Committee discussed possible Earth Day activities. Final details are still being worked on.
  - g. **Bird City Update**  
A Bird City update was provided. Discussion followed.

Other items discussed were fleet management tools, purchasing more sustainable products, energy usage and working on drafting a document highlighting the efforts of the Committee. Beheler will work on a draft document. The draft will be e-mailed to the Administrator. He will share it with the Committee members.

- 5) **Future Agenda Items**  
Future Agenda items include: Bike Friendly Community and Bird City updates, and training on the budget process.
- 6) **Meeting adjournment.**  
Motion by Grabe to adjourn, seconded by Roethle. Motion carried. Meeting adjourned at 8:16 pm.



## Meeting Notes April 6th Meeting

Attendance was light due to multiple events scheduled that evening.

1. Bird City. [Website is now live \(https://birdcity.org/wisconsin/mount-horeb?tab=1\)](https://birdcity.org/wisconsin/mount-horeb?tab=1)

Kerry is asking us to keep track for metrics regarding how many actual conversations, or events coming up.

Discussed was display materials using the official designation logo, and village proclamation.

Suggested sign up sheets, tallies, literature discussed.

**Events** for presenting or sharing information and having conversations:

- **Sunday April 12 6 pm** at Brix Slow Mow May launch with Mounds Vue Garden Club
- Tuesday **April 14th** Bird City Designation Award Ceremony at Stewart Park 10-12 pm
- **April 20th** Katie presents at the MH Public Library on Sustainable Gardening
- **May 7**, Possible Farmer's Market table co-op (not confirmed) with Slow Mow May
- **May 9th** Garden Club plant sale starts at 8:30 at the safety building on Blue Mounds St.
- **June 14th Summer Frolic Parade**; non-profits do not pay fee. Information at [parade@mthorebsummerfrolic.com](mailto:parade@mthorebsummerfrolic.com).

Peggy volunteered a table donation to the Green Team. Submit ideas on outreach to Kerry.

### **Action Items:**

Edit leave behind walking literature copy and design flyer. Details of the event, and May 9th event until May 21 community events. Possible outreach for younger birders. Find a contest or activity with involvement with Vortex, Bill will make a cold call.

- On the April 13th Kerry will start prep work starting at 8:30
- Email Kerry if you have ideas who can lead events.
- Bill mentioned a photo contest, bird bingo was suggested, Historium was suggested as a venue, coloring contest for kids at the Library.
- Action item to share the bird city branding file. The project files are on a [shared folder](#).

## 2. Yard in Every Yard

Katie crafted craft felt branding items for our table display. (My apologies if this wasn't the most flattering photo as I was typing notes and taking photos at the same time.)



Seed packets are at Issacs, Jangle Natural living, they have been distributed at Open House Imports, MH Historium seed swap and has locations on sign up sheets filled out with participants, go to the [website](#) for updates on the sites. Around 50 have been distributed, at the library presentation, garden club plant swap event. Also mentioned was distribution at Rotary Club meetings, and getting them handed off to students at the Interact and/or student Green Team. Seed packets will be distributed 4/20 at Katie's presentation, and then at the plant swap event with the garden club.

The YEY banner display that will hang over Main street was dropped off and will go up mid April. Katie will forward her article to Matt Gieger of Mt. Horeb Mail.

Next SNR meeting is 4/21 so the article may not be run via the committee, so she will go ahead and send it directly to Matt Gieger at MH Mail.

3. Peggy brought up possible funding opportunities, and asked for the treasurer's report from Bill.

She proposed having the Community Corps included in the club operation, and outreach committee budget as a possible line item for consideration in the MH Rotary Club 26-27 budget.

### **Action Items**

- grant applications via Master Gardeners, Mount Horeb Foundation, etc.
- [Rotary Community Corps Logo](#) and Branding
- Follow up with the bank for electronic access to the account, submitting signatures
- get the parade pvc pipe diameter for the walking banner. Liz has sent a completed registration packet request to the Summer frolic parade committee contact.

Kerry pointed out the new village board trustees will be inducted May 6th, and to show up if there are opportunities for comments.

Future agenda items: bird city, Rotary budget line item, new meeting date to avoid schedule conflicts with other organizations



such as PFLAG, Board of Education, etc. Event schedule for outreach, table events such as the May 7th & 28th farmer's market, Bird Migration Day May 9th,



## AGENDA ITEM REPORT

### MEETING DATE

April 28, 2026

### PREPARED BY

### AGENDA ITEM # 4.b

Discussion of Travel WI Travel Green Initiative program

### BACKGROUND

### RECOMMENDATION

### ATTACHMENTS

1. Travel Green Pledge
2. Travel Green Wisconsin \_ Travel Wisconsin



## Travel Green Pledge

Thank you for showing travelers your commitment to sustainability by taking the Travel Green Pledge. Please review the following form and check all applicable boxes. Applications will be reviewed to determine whether you are accepted into the program. Specifically, **you must be taking sustainability actions on a minimum of four key focus areas** and committing to taking action on the remaining key focus areas within one year of signing the pledge. In order to check "yes," you need only take one action within the key focus area among those listed or provide an alternative action in the "other actions" section.

Each year, current Travel Green members will be required to renew their pledge to demonstrate their continued commitment to sustainability. Travel Green is a voluntary program created by Travel Wisconsin.

*Have questions? Email [TravelGreen@travelwisconsin.com](mailto:TravelGreen@travelwisconsin.com)*

\* Required

**Please check the box that applies to you: \***

- My organization signed the Travel Green pledge in 2025.
- My organization is signing the Travel Green pledge for the first time.

## Key Focus Area - Education

As a Travel Green member, your organization or business is pledging your commitment to sustainability in the six key focus areas of:

- **Education**
- Community
- Energy Efficiency
- Transportation
- Waste Reduction
- Water Conservation

### Why is education important?

- Providing educational opportunities for your employees ensures that your daily operations are in line with your organization's commitment to sustainable practices.
- Sharing how you are using sustainable operations with visitors will create market distinction and enable visitors to make informed decisions that reduce their impacts on the environment.
- Educating employees and visitors of your organization's efforts inspires collaboration, sparks new ideas and leads to favorable recognition of your organization's commitment to sustainability.

### Is education of your employees and customers part of your sustainability goals? \*

- Yes
- No, but my organization has plans to improve in the coming year.

### Education Actions \*

*Must select at least 1. If 'Other' is selected, please explain the other action(s) you have taken in the next field.*

- Employees receive education about how to support your sustainability goals at regular staff meetings, through written communication, organized trainings, posted signage or other means.
- Guests can learn how to support your sustainability goals through staff interactions, our website, posted signage or other means.
- Other

Tell us what other education action(s) you have taken.

## Key Focus Area - Community

As a Travel Green member, your organization or business is pledging your commitment to sustainability in the six key focus areas of:

- Education
- **Community**
- Energy Efficiency
- Transportation
- Waste Reduction
- Water Conservation

### Why is community engagement important?

- Think Global, Act Local: Supporting community-level efforts can make a big impact while providing avenues for employees and visitors to find new ways to put their sustainability values into action.
- Incorporating practices that benefit surrounding neighborhoods and community groups improves both the health of local citizens and the local economy.
- Sourcing local products reduces an organization's carbon footprint and supports nearby businesses.

### Is community engagement and support part of your sustainability goals?

\*

- Yes
- No, but my organization has plans to improve in the coming year.

### Community Actions \*

*Must select at least 1. If 'Other' is selected, please explain the other action(s) you have taken in the next field.*

- Supports local conservation organizations or initiatives through donations of time, money, items or services
- Participates in community-wide sustainability efforts
- Shares your sustainability goals with our local community
- Offers/uses locally sourced products
- Other

Tell us what other community action(s) you have taken.

## Key Focus Area - Energy Efficiency

As a Travel Green member, your organization or business is pledging your commitment to sustainability in the six key focus areas of:

- Education
- Community
- **Energy Efficiency**
- Transportation
- Waste Reduction
- Water Conservation

### Why is energy efficiency important?

- Energy efficiency practices will improve your bottom line, provide a competitive advantage and improve your work environment.
- According to [energystar.gov](http://energystar.gov), an average commercial building can save up to 30% on energy bills with no-cost actions, strategic investments and proper maintenance.
- For larger projects focused on HVAC and renewable energy sources, grants, tax incentives and other programs are available to help you get started. Learn more at [focusonenergy.com/organization](http://focusonenergy.com/organization).

### Is energy efficiency or renewable energy part of your sustainability goals?

\*

- Yes
- No, but my organization has plans to improve in the coming year.

### Energy Efficiency \*

*Must select at least 1. If 'Other' is selected, please explain the other action(s) you have taken in the next field.*

- Uses LED lighting, motion-activated lights and/or programmable thermostats
- Uses renewable energy (solar, wind, hydro) on-site
- Purchases power from renewable energy sources via our energy company
- Uses ENERGY STAR Portfolio Manager to benchmark our energy usage - <https://portfoliomanager.energystar.gov/pm/login>
- Schedules preventative maintenance for our heating and cooling systems
- Chooses energy-efficient equipment at replacement (including ENERGY STAR appliances)
- Other

Tell us what other energy action(s) you have taken.

## Key Focus Area - Transportation

As a Travel Green member, your organization or business is pledging your commitment to sustainability in the six key focus areas of:

- Education
- Community
- Energy Efficiency
- **Transportation**
- Waste Reduction
- Water Conservation

### Why is this important?

- Visitors take cues from their hosts on how to travel throughout a community. As such, tourism organizations are in a unique position to promote alternative modes of transportation such as walking, bicycling and public transportation.
- Transportation accounts for the largest portion (29%) of total U.S. greenhouse gas emissions. Giving visitors alternative means to see the sights will help decrease emissions and promote energy independence.

### Is transportation a part of your sustainability goals?

\*

- Yes
- No, but my organization has plans to improve in the coming year.

### Transportation \*

*Must select at least 1. If 'Other' is selected, please explain the other action(s) you have taken in the next field.*

- Makes bicycles or other alternative modes of transportation available for use or rental
- Has an electric vehicle charging station
- Is accessible without a car
- Encourages walking, biking, ridesharing and bicycling for employees and visitors
- Other

Tell us what other transportation action(s) you have taken.

## Key Focus Area - Waste Reduction

As a Travel Green member, your organization or business is pledging your commitment to sustainability in the six key focus areas of:

- Education
- Community
- Energy Efficiency
- Transportation
- **Waste Reduction**
- Water Conservation

### Why is this important?

- More and more, consumers are evaluating waste reduction practices when making their purchasing decisions.
- The easiest way to reduce your environmental footprint is to avoid creating waste in the first place.
- Proper disposal of unwanted items and waste is important to keep toxic materials out of our landfills and groundwater and to reduce carbon emissions from landfills while also improving operational efficiency.

### Is waste reduction, reuse and recycling part of your sustainability goals?

\*

- Yes
- No, but my organization has plans to improve in the coming year.

### Waste Reduction, Reuse and Recycling \*

*Must select at least 1. If 'Other' is selected, please explain the other action(s) you have taken in the next field.*

- Clearly label recycling containers
- Has clear waste reduction measures in place
- Uses eco-friendly disposables
- Takes steps to avoid single-use plastics
- Uses ecological and biodegradable detergents and cleansers
- Offers a reusable takeout container program
- Composts food waste
- Takes steps to reduce food waste
- Donates unused food
- Other

Tell us what other waste reduction action(s) you have taken.

## Key Focus Area - Water Conservation

As a Travel Green member, your organization or business is pledging your commitment to sustainability in the six key focus areas of:

- Education
- Community
- Energy Efficiency
- Transportation
- Waste Reduction
- **Water Conservation**

### Why is this important?

- Water conservation and management of stormwater and wastewater can help to improve your bottom line by reducing your level of water consumption and lowering costs.
- Simple equipment and behavioral practices can amount to significant reductions in water use and prevent pollution of lakes and streams.

### Is water conservation or wastewater management part of your sustainability goals?

\*

- Yes
- No, but my organization has plans to improve in the coming year.

### Water Conservation \*

Must select at least 1. If 'Other' is selected, please explain the other action(s) you have taken in the next field.

- Uses WaterSense products, <https://www.epa.gov/watersense>
- Uses an ENERGY STAR certified water heater
- Uses water flow reducers
- Recovers and reuses rainwater
- Utilizes green building practices like sustainable design, materials and construction
- Uses native plants or rain gardens in landscaping
- Other

Tell us what other water conservation action(s) you have taken.

## Courses and Programs (OPTIONAL)

If you have gone the extra mile in your sustainability efforts, we want to know about your commitment so we can promote it in the future!

### Please check the box of any relevant programs.

The following programs are not required to become a Travel Green member, but we encourage you to use this list to take your sustainability commitment to the next level.

- My organization is a member of the DNR Green Tier program. <https://dnr.wisconsin.gov/topic/GreenTier>
- My organization is a member of the Wisconsin Sustainable Organization Council's Green Masters program. <https://www.wisconsinsustainability.com/greenmasters>
- My organization attended or played a role in the Midwest Renewable Energy Fair. <https://midwestrenew.org/the-energy-fair/>
- My organization received an Energy Innovation Grant from the Public Service Commission. <https://psc.wi.gov/Pages/ServiceType/OEI/EnergyInnovationGrantProgram.aspx>
- My organization is certified with 1% for the Planet. <https://www.onepercentfortheplanet.org/membership#how-it-works>
- My organization is listed in the Farm Atlas. <https://farmfreshatlas.org/list-with-us>
- My organization is a Bicycle Friendly Organization member. <https://bikeleague.org/bfa/business/>
- My organization completed a Focus on Energy project <https://focusonenergy.com/business> or training. <https://www.focusonenergy.com/events-training>
- My organization is recognized as a Dane County Climate Champion. <https://daneclimateaction.org/initiatives/Climate-Champions>
- My organization received the Sustainable Eau Claire Award. <https://www.eauclairewi.gov/government/our-divisions/sustainability/sustainable-eau-claire-awards>
- My organization partnered with UW-La Crosse Sustainable Tourism Course.
- My Organization took the Plastic Free MKE Pledge. <https://www.plasticfreemke.org/take-the-pledge>
- Leaders from my organization have completed a Sustain Dane course. <https://sustaindane.org/sustain-dane-programs/#launchingsustainabilityworkshops>
- Leaders from my organization have completed a Milwaukee Metropolitan Sewage District (MMSD) Fresh Coast project. <https://www.freshcoastguardians.com/take-action/private>

### Have you completed a program or course not listed here?

If so, please tell us the program name, a brief program description and a link to more information.

## Certifications (OPTIONAL)

If you have gone the extra mile by earning an eco-certification, we want to know about your commitment so we can promote it in the future!

### Please check the box of any relevant certifications.

*The following certifications are not required to become a Travel Green member, but we encourage you to learn more about these certifications to take your sustainability commitment to the next level.*

- BREEAM - <https://breeam.com/>
- Clean Marina - <https://wisconsin-clean-marina.org/>
- EarthCheck - <https://earthcheck.org/>
- Green Globe - <https://www.greenglobe.com/>
- Green Key Eco Rating - <https://greenkeyglobal.com/>
- Green Seal - <https://greenseal.org/>
- Green Tourism Active Standard - <https://www.green-tourism.com/certifications/green-tourism-certification/>
- Hilton LightStay - <https://travelwithpurpose.hilton.com/our-hotels/>
- Hostelling International's Quality and Sustainability Standard - <https://hihostels.com/sustainable-hostelling/>
- LEED - <https://www.usgbc.org/leed>
- TRUE Certification Program (Zero Waste) - <https://true.gbci.org/>
- Wild Ones Certified Garden - <https://wildones.org/>

### Have you earned a certification not listed here?

If so, please tell us the certification name, a brief description and a link to more information.

## Compliance and Transparency

**Please agree to the following statements by checking each box. \***

Please select 3 options.

- My organization or business is in compliance with all applicable laws and regulations.
- My organization or business will make certification documents, including this application, available to the public, visitors and others upon request.
- I certify that the preceding information is complete and accurate, and that all practices checked have been or will be completed one year from today's date.

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Sustainability is on the minds of travelers, tourism businesses and organizations alike. In fact, in 2024 [Booking.com](#) reported, 75% of global travelers are looking to travel sustainably in the next 12 months. Many tourism businesses and organizations are committed to sustainability and looking for ways to connect with like-minded travelers. Whether your business or organization is new to sustainability or has been taking action for years, Travel Green gives you an opportunity to demonstrate your commitment to sustainability and provide travelers the tools to filter their searches on [TravelWisconsin.com](#). Travelers can build itineraries with sustainability in mind and find those businesses and organizations that share their commitment to sustainability. For more than ten years, hundreds of industry partners have leveraged Travel Green to attract visitors.

## TAKE THE TRAVEL GREEN PLEDGE

Travel Green is a free and simple program for all tourism partners who demonstrate a commitment to sustainability by taking an annual pledge that covers six key focus areas: community, education, energy efficiency, transportation, waste reduction and water conservation. To qualify for Travel Green, your business or organization must take sustainability actions in at least four of the six key focus areas. In the one or two areas where you are not yet taking action, you must also share information on your sustainability plans.

If your business is not currently listed on [TravelWisconsin.com](#), submit your listing before submitting your Travel Green

TAKE THE PLEDGE

Once approved, your [TravelWisconsin.com](#) listing will be updated with the Travel Green leaf and will be searchable on [TravelWisconsin.com](#) for consumers looking for tourism organizations and businesses committed to sustainability.

Travel Green members are required to renew their pledge annually to demonstrate their continued commitment to sustainability.

Benefits include:

- Help travelers quickly and easily identify sustainable business listings on TravelWisconsin.com.
- Access to the Travel Green logo in your marketing materials to communicate your commitment to sustainability.
- Celebrate progress you have made in your sustainability efforts while giving you a competitive advantage among sustainability-minded travelers.
- Join a network of sustainable organizations and businesses, giving you the option to collaboratively market your distinction as a Travel Green member.
- Connect to resources for continual improvement toward sustainability.

To learn more about Travel Green and how it can help you reach travelers, please contact your [Tourism Development Specialist](#).

## SUSTAINABILITY

We understand that there are different definitions of sustainability. As an eco-conscience program, Travel Green pledge program honors and celebrates the environmental commitment of members and speaks to the environmental values of visitors. Sustainable tourism is a framework for engaging travelers and the travel industry in supporting goals and actions that protect the environment, promote environmental awareness and conserve natural resources while expanding economic development in communities.

## CONSIDERATIONS

Travel Green aims to keep pace with the rapidly evolving world of sustainable travel. As such, applicants can expect the application to be updated from year to year to reflect advancements in sustainability as well as the environmental interests of our travelers.

Travel Green is a promise to our travelers. Any member whose actions do not consistently reflect the sustainability actions as pledged can be removed from the program. If an organization or business is unable or unwilling to meet the responsibilities and program requirements, they will refrain from further identification with Travel Green through name or use of the Travel Green logo.

Please email [TravelGreen@travelwisconsin.com](mailto:TravelGreen@travelwisconsin.com) with any questions.



HERITAGE  
COMMUNITY  
OPPORTUNITY

## VILLAGE OF MOUNT HOREB

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# 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.

## EDUCATION

Engineering improvements alone are not sufficient to achieve lasting pedestrian and bicycle safety outcomes. 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
- Roundabout safety campaigns
- 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
- The Village will continue to support and expand Safe Routes to School initiatives that promote safe, active transportation for students and families.
- Public outreach should be coordinated seasonally and aligned with high-traffic events, including National Bike Month and community festivals.

## BICYCLE NETWORK & DESIGNATED ROUTES

To build a safer, more connected village, Mount Horeb will establish two designated bicycle routes that help riders travel comfortably across town without relying on high-traffic streets. Wayfinding signs will be installed along each route to raise awareness and guide bicycle traffic along these routes.

The base cost for this project would likely be **\$3,250** for the signage, plus labor cost for installation. Estimate is based on 10 signs per mile on the 2.6-mile bike route. Wisconsin DOT estimates cost \$125/sign. Cost shall be finalized and included in the **2027 budget**.

**EAST / WEST ROUTE:** Connecting Parks, Schools, Downtown, and the library  
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)

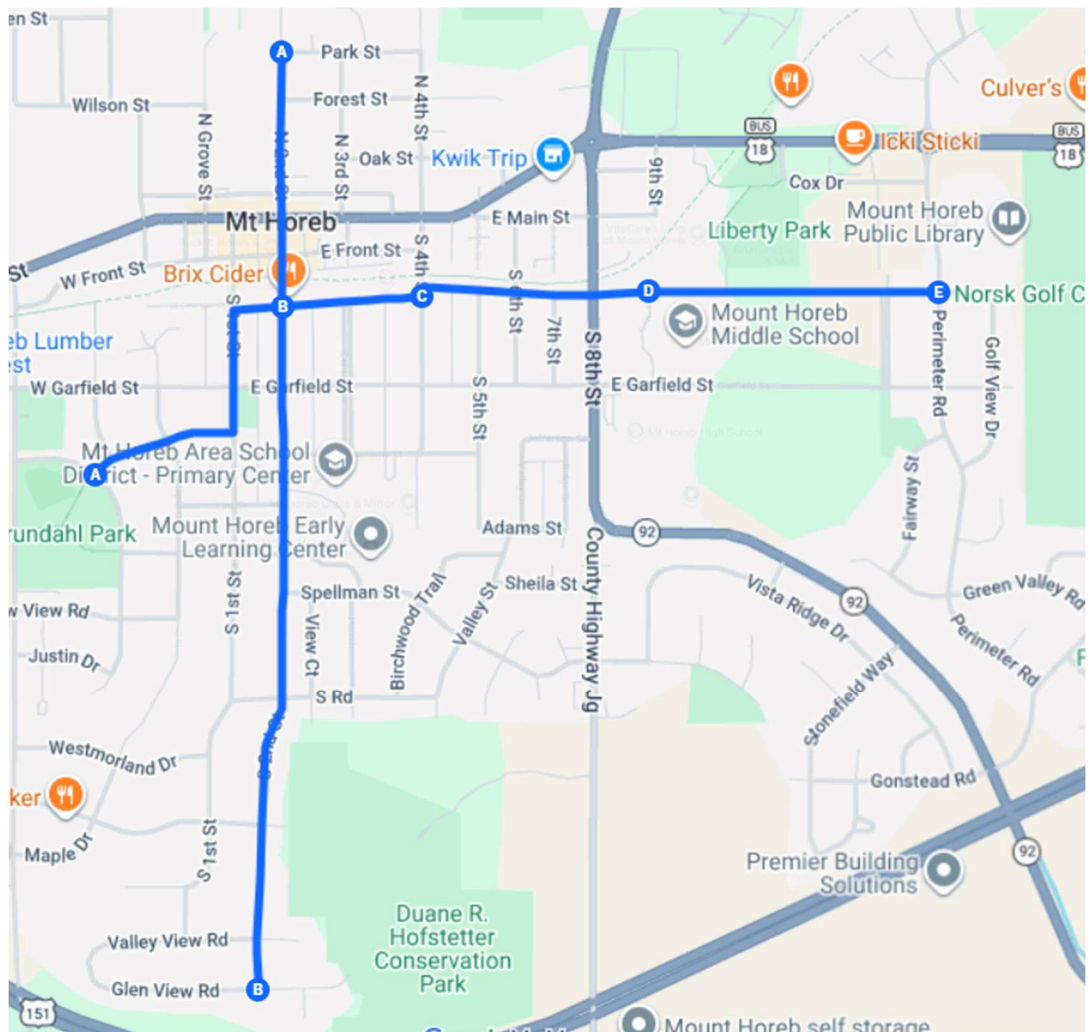
- Liberty Park
- Mount Horeb Intermediate School
- **Eastern Terminus:** Mount Horeb Public Library

**NORTH / SOUTH ROUTE:** Connecting Aquatic Center, Downtown, Elementary School and Hofstetter Conservation Park  
 1.3 Miles | +26 FT / -105 FT Elevation Change (North to South)

**POINTS OF INTEREST:**

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

[Click to View Interactive Map](#)



## **BICYCLE STORAGE**

Providing additional bicycle parking is a practical way for Mount Horeb to improve pedestrian and bicycle safety. As bicycling continues to grow, including the rapid adoption of electric bicycles, more residents are traveling farther and using bikes for everyday trips. E-bikes are heavier, more valuable, and often used by riders who may not feel comfortable carrying them inside buildings, which increases the need for stable, secure outdoor bike storage. Bike racks reduce sidewalk clutter, prevent unsafe locking to railings or signs, discourage theft, and create more orderly, predictable pedestrian spaces. By clearly defining where bicycles should be parked, the village can improve accessibility, sightlines, and overall safety for all users of the public right of way.

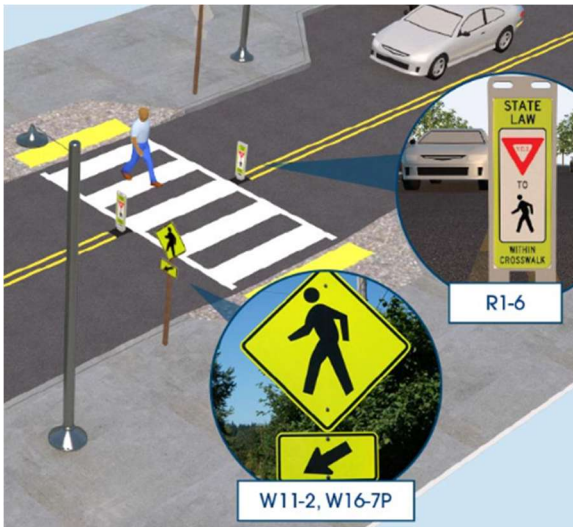
Establishing a dedicated **\$1,250 per year** budget for bicycle rack installation is a low-cost, high-impact implementation strategy within the pedestrian and bicycle safety plan. This funding level is sufficient to install multiple commercial-grade bike parking spaces at a single location each year, allowing the village to focus on priority areas such as downtown, schools, and parks.

## **PEDESTRIAN IMPROVEMENT: 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 counter measure that can significantly improve pedestrian visibility 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.



- High-visibility continental (ladder) or bar-pair crosswalk markings Constructed using thermoplastic or inlay tape.
- MUTCD-compliant R1-6 “State Law – Yield to Pedestrian” signs Installed on both sides of the crosswalk

Main street has [10 crosswalks](#) that are considered midblock or 2-way intersections that would benefit from high-visibility markings. The 3 crosswalks between 3<sup>rd</sup> and 5<sup>th</sup> Street would benefit the most due to high pedestrian traffic during the farmer’s market. In 2025 we had one incident where a child was struck by a vehicle during this peak period. The Village shall prioritize updating these 3 crosswalks with R1-6 Yield to Pedestrian Signs and painted high visibility crosswalk markings as soon as possible. The remaining 6 crosswalks shall be updated in subsequent fiscal years.

The Wisconsin DOT is planning to repave HWY 78 (Main St.) in 2033, installing colored concrete crosswalks. In the interim, the village staff shall weigh the reduced up-front cost of painting vs thermoplastic tape. Painted high-visibility crosswalk markings typically require repainting on an annual basis due to traffic wear and snowplowing. The village could proceed with annual maintenance of painted crosswalks until the corridor is resurfaced, at which time more durable marking materials may be considered.

## **PEDESTRIAN IMPROVEMENT: SIDEWALK NETWORK ENHANCEMENTS**

Mount Horeb should continue to implement its adopted Sidewalk Circulation Plan and related sidewalk construction, maintenance, and inspection policies, which together provide a clear, consistent, and effective framework for improving pedestrian safety and connectivity. The Circulation Plan identifies specific sidewalk gaps, prioritizes connections to schools, parks, and other high-use community destinations, and coordinates sidewalk installation with street reconstruction, redevelopment, and budget considerations, reflecting an incremental and fiscally responsible approach that is already being actively implemented. Complementary Village policies governing sidewalk construction, cost-sharing, and routine safety inspections ensure sidewalks are built to consistent standards, maintained in a reasonably safe condition, and repaired based on objective hazard criteria and pedestrian demand. Continuing these established programs affirms the Village's commitment to a safe, accessible, and connected pedestrian network while supporting broader goals for walkability, active transportation, and community livability without creating new or redundant policies.

### **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

### **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.

## IMPLEMENTATION TIMELINE

<b>Timeline</b>	<b>Action</b>	<b>Lead</b>	<b>Estimated Cost</b>
2026	Create Education Plan	Police Dept, Schools, SNR, Parks & Recreation	\$0
2026	Enhance Public Access to Walking and Biking Information (website update)	Village Staff	\$0
2027	Install Bicycle Network Wayfinding and Crossing Signage	Village Staff, Public Services Department	\$3,250
2027	2nd Street Reconstruction – Bike Lanes, Wayfinding and Crossing Signage	Public Services Department	TBD
2027–2031	High Visibility Crosswalks on Main Street	Village Staff, Public Services Department	\$5,000/year (2027-2031)
Annual	Add Bicycle Racks at Key Destinations	Village Staff, Public Services Department	\$1,250/year
Annual (May)	Pedestrian and Bicycle Safety Review (crash data, counts, community engagement)	Police Dept, Public Safety Committee, SNR	\$0
Future	Pave Military Ridge State Trail	Village Staff	TBD

## **IMPLEMENTATION SUMMARY**

### **2026: 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.

### **2026: Enhance Public Access to Walking and Biking Information**

The Village website shall 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](#)

[Dane County Bike Map](#)

[Pedestrian Facilities Map](#)

### **2027: 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.

[DOT Property Signs](#)

[NACTO - Bike Wayfinding Routes](#)

### **2027: 2nd Street Reconstruction – Bike Lanes, Wayfinding and Crossing Signage**

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

### **2027-2031: Main Street - High Visibility Crosswalks**

High-visibility crosswalk upgrades using thermoplastic markings and MUTCD-compliant pedestrian yield signage are estimated at approximately \$2,500 per crosswalk, consistent with recent municipal pavement-marking unit costs used by communities in south-central Wisconsin.

### **ANNUAL: Install Bicycle Racks at Key Destinations**

As demand and usage grows, the Village will install secure bicycle parking at major community destinations.

### **FUTURE CONSIDERATION: Pave 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>

**Page: Application Tips**

- **A Google Docs version of this application is available for download, at <https://bit.ly/BFCapp2026> (<https://bit.ly/BFCapp2026>) (last updated 7/28/25)** - this document is now organized into tabs. Each tab highlights all new and updated questions on the application since the previous round, and can also be useful to review all the dependent fields that are hidden on the online application until their corresponding parent answer option is selected. **\*Applicants are STRONGLY encouraged to access the latest version of this document when each new round opens, as the updated document highlights all updates to questions and answer options!\*** Please reference tab #15 of the Google Doc to find a complete list of all updates to the 2026 application ([https://docs.google.com/document/d/1Vy1\\_Bf7Gb6L4E9Q72swAUFpYjJvdV0rHxyDz\\_mYexi8/edit?tab=Liguqo3s4syy6](https://docs.google.com/document/d/1Vy1_Bf7Gb6L4E9Q72swAUFpYjJvdV0rHxyDz_mYexi8/edit?tab=Liguqo3s4syy6)) since the previous (2025) version.
- The League hosts quarterly Bicycle Friendly Community Networking calls for applicants and advocates from current and aspiring BFCs. If you would like to join the next quarterly call, please register via zoom here: <https://bit.ly/BFCNetworkingZoom> (<https://bit.ly/BFCNetworkingZoom>).
- Find a Glossary of Terms used in the BFC Application here (<https://docs.google.com/spreadsheets/d/1K31XfewKWUCVr6BuLJvooO8A7jKfUziGBj0hzxqXjE/edit#gid=0>). If you come across a term on the application that is not listed on the glossary that you have questions about, please email [bfa@bikeleaeue.org](mailto:bfa@bikeleaeue.org).
- **The Bicycle Friendly Community online application now allows multiple user accounts to collaborate** on a single application! To add a collaborator, click on "Manage Collaborators" in the upper right-hand corner of your online application. Learn more on our Application Portal FAQs (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>).
- The application will refer to your type of jurisdiction as 'community' throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, **please only list what is provided within your jurisdiction's boundaries**. However, if there is a significant bicycle amenity or activity close by that benefits your community, you can tell us about it in the bonus point question at the end of the appropriate 'E' section.
- The application is designed **for communities of all sizes**. The conditions that make your community unique -- size, type, location, climate, demographics -- are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application.
- **It is not necessary to be able to check every box on this application to earn a BFC designation**. We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, or more relevant to some communities than others, but we don't expect any community to do everything on the list.
- Unless a question specifically asks about plans for the future, **only check boxes for things that are already being done**. So if several improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments).
- If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Check "other" on the appropriate question, or **use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details**. This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices.
- If you would like to share any documents such as a community bike map or a file with photos with the reviewers, **please include a link or upload the file** either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. Applicants can compile several photos into a single zip file to save space on their application.
- Don't be shy to **tell us about your community's weaknesses**. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning.
- Many activities listed on the application, particularly in the Encouragement and Education sections, are often the responsibility of multiple members of the community, including non-governmental organizations, private companies, all-volunteer groups, bike clubs, advocacy organizations, schools, etc. **These activities and efforts can and should still be reported on your community's BFC application**, even if the local government is not directly involved, as they are part of what makes a community truly bicycle-friendly. This means that BFC applicants should always engage with local community partners and stakeholders to complete the BFC application, to ensure that their application accurately represents the full picture of efforts across the entire community.
- If you need help with the online application, visit our Application Portal FAQs page here (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>) or contact us at [bfa@bikeleaeue.org](mailto:bfa@bikeleaeue.org).

**Page: Application Intro****Community Name:**

Mount Horeb

**Has the community applied to the Bicycle Friendly Community program before?**

First-Time Application

*If awarded, the following links will appear on your BFA Award Profile on the League's Connect Locally Map (<http://bikeleaeue.org/bfa/search/map?bfaq=>) and may be used to promote your community's BFC status through League social media channels.*

**Community Website:**<https://www.mounthorebwi.info/> (<https://www.mounthorebwi.info/>)

**Community's Facebook URL:**

<https://www.facebook.com/mohoadmin/> (<https://www.facebook.com/mohoadmin/>)

**Community's Instagram URL:**

**Community's other social media URL:**

**Community's Flickr or other public photo sharing URL:**

**Page: Contact Information**

**Applicant First Name**

Scott

**Applicant Last Name**

Roethle

**Job Title**

Citizen Committee Member

**Department**

Sustainability and Natural Resources Committee

**Employer**

Mount Horeb

**Street Address (No PO Box, please)**

1812 Three Wood Dr

**City**

Mount Horeb

**State**

Wisconsin

**Zip**

53572

**Phone #**

2622242568

**Applicant Email Address**

scottroethle@gmail.com

**Did you work with any other local government agencies, departments, or city staff on this application?**

Yes

**Please list up to 10 additional government agency contacts.**

**Agency Contacts**

Steve Salerno  
Mount Horeb Area School District  
District Administrator  
salernosteve@mhasd.k12.wi.us

Doug Vierck  
Mount Horeb Police Department  
Chief of Police  
dvierck@mhpd.org

Nic Owen  
Mount Horeb  
Village Administrator  
nic.owen@mounthorebwi.info

**Did you work with any local advocacy organizations or citizen volunteers on this application?**

No

**Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?**

No

*(For internal use only.)*

**Name:**

Ryan Czyzewski

**Title:**

Village President

**Email:**

Ryan.Czyzewski@mounthorebwi.info

**Street Address**

138 East Main Street

**City**

Mount Horeb

**State**

Wisconsin

**Zip**

53572

**Page: Community Profile pt. 1**

**Please note:** The application will refer to your type of jurisdiction as **'community'** throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

**A1. Name of Community:**

Mount Horeb

**A2. Name of County/Borough/Parish:**

Dane

**A3. State:**

Wisconsin

If you haven't already, we strongly encourage you to reach out to your statewide bicycle advocacy organization, Bicycle Federation of Wisconsin, to work with you on this application. They have helped other communities like yours to successfully complete the BFC application. Learn more at: [www.wisconsinbikefed.org](http://www.wisconsinbikefed.org) (<http://www.wisconsinbikefed.org>).

**A4. Link to map of community boundaries:**

[https://dcimapapps.countyofdane.com/dcmaviewer/#widget\\_11=active\\_datasource\\_id:dataSource\\_3,center:-9986200.149292106%2C5312890.586911231%2C102100,scale:44928.99350147375,rotation:0,viewpoint:%7B%22rotation%22%3A0%2C%22scale%22%3A44928.99350147375%2C%22targetGeometry%22%3A%7B%22spatialReference%22%3A%7B%22latestWkid%22%3A3857%2C%22wkid%22%3A102100%7D%2C%22x%22%3A-9986200.149292106%2C%22y%22%3A5312890.586911231%7D%7D,layer\\_visibility:%7B%22widget\\_11-dataSource\\_3%22%3A%7B%22widget\\_11-dataSource\\_3-1926d52bcee-layer-102%22%3Atrue%7D%7D](https://dcimapapps.countyofdane.com/dcmaviewer/#widget_11=active_datasource_id:dataSource_3,center:-9986200.149292106%2C5312890.586911231%2C102100,scale:44928.99350147375,rotation:0,viewpoint:%7B%22rotation%22%3A0%2C%22scale%22%3A44928.99350147375%2C%22targetGeometry%22%3A%7B%22spatialReference%22%3A%7B%22latestWkid%22%3A3857%2C%22wkid%22%3A102100%7D%2C%22x%22%3A-9986200.149292106%2C%22y%22%3A5312890.586911231%7D%7D,layer_visibility:%7B%22widget_11-dataSource_3%22%3A%7B%22widget_11-dataSource_3-1926d52bcee-layer-102%22%3Atrue%7D%7D)  
([https://dcimapapps.countyofdane.com/dcmaviewer/#widget\\_11=active\\_datasource\\_id:dataSource\\_3,center:-9986200.149292106%2C5312890.586911231%2C102100,scale:44928.99350147375,rotation:0,viewpoint:%7B%22rotation%22%3A0%2C%22scale%22%3A44928.99350147375%2C%22targetGeometry%22%3A%7B%22spatialReference%22%3A%7B%22latestWkid%22%3A3857%2C%22wkid%22%3A102100%7D%2C%22x%22%3A-9986200.149292106%2C%22y%22%3A5312890.586911231%7D%7D,layer\\_visibility:%7B%22widget\\_11-dataSource\\_3%22%3A%7B%22widget\\_11-dataSource\\_3-1926d52bcee-layer-102%22%3Atrue%7D%7D](https://dcimapapps.countyofdane.com/dcmaviewer/#widget_11=active_datasource_id:dataSource_3,center:-9986200.149292106%2C5312890.586911231%2C102100,scale:44928.99350147375,rotation:0,viewpoint:%7B%22rotation%22%3A0%2C%22scale%22%3A44928.99350147375%2C%22targetGeometry%22%3A%7B%22spatialReference%22%3A%7B%22latestWkid%22%3A3857%2C%22wkid%22%3A102100%7D%2C%22x%22%3A-9986200.149292106%2C%22y%22%3A5312890.586911231%7D%7D,layer_visibility:%7B%22widget_11-dataSource_3%22%3A%7B%22widget_11-dataSource_3-1926d52bcee-layer-102%22%3Atrue%7D%7D))

**A5. Type of Jurisdiction**

Town/City/Municipality

**A6. Size of community**

3.23

**A7. Total Population:**

7967

**A8. Population Density:**

2466

For definitions, see FHWA Bikeway Selection Guide (page 20) (<https://bikeleague.org/wp-content/uploads/2023/03/fhwasa18077.pdf>).

**A9a. Rural**

0%

**A9b. Rural Town**

0%

**A9c. Suburban**

50-75%

**A9d. Urban**

1-24%

**A9e. Urban Core**

0%

**A10. What is the street network density of the community?**

10.1-15.0

**A11. What is the average intersection density?**

101-160

**A12. Do any of the following significant physical barriers to cycling exist in your community?**

Major highways or divided arterials with no or limited crossings, Topographical challenges (e.g. very hilly community), Extreme cold/heavy snow

**Page: Community Profile pt. 2**

Find the following information for your community at: <https://data.census.gov/> (<https://data.census.gov/>)

Click here for detailed instructions to find answers to each question below:

**A13. Census Profile link:**

[https://data.census.gov/profile/Mount\\_Horeb\\_village,\\_Dane\\_County,\\_Wisconsin?g=060XX00US5502554725](https://data.census.gov/profile/Mount_Horeb_village,_Dane_County,_Wisconsin?g=060XX00US5502554725)  
([https://data.census.gov/profile/Mount\\_Horeb\\_village,\\_Dane\\_County,\\_Wisconsin?g=060XX00US5502554725](https://data.census.gov/profile/Mount_Horeb_village,_Dane_County,_Wisconsin?g=060XX00US5502554725))

**A14a. Median Age in community:**

38.6

**A14b. Percent of Population that is Under 18 years of age:**

27.9

**A14c. Percent of Population that is 65 years and over:**

15.2

**A15. Percent of the Population that Speaks a Language Other Than English at Home:**

2.5

**A16. Median Household Income:**

107856

**A17. Poverty Rate:**

0.8

**Enter numbers only - answer must be in ##.## format.**

**A18a. Total Bicycle Commuters:**

0

**A18b. Male Bicycle Commuters:**

0

**A18c. Female Bicycle Commuters:**

0

**A19. Percent of Household with No Vehicles Available:**

3.3

**\*Note:** The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

For examples, see "Disabled People Ride Bikes (and Trikes, and Tandems and Recumbents)!" (<https://rootedinrights.org/video/disabled-bikers/>) a short film produced by Rooted in Rights (<https://rootedinrights.org/>).

We invite BFC applicants to consider what visible and invisible disabilities and other mobility needs may exist in your community, and if you aren't already, to use the BFC application as a starting place to engage directly with people with disabilities and other mobility needs in your community to ensure that your bicycle network, classes, events, and rides are inclusive and accessible to all.

**A20a. Total percent of "Disabled Population":**

9.9

**A20b. Percent of population with a hearing difficulty:**

4.8

**A20c. Percent of population with a vision difficulty:**

3.2

**A20d. Percent of population with a cognitive difficulty:**

3.8

**A20e. Percent of population with an ambulatory difficulty:**

2.3

*Enter numbers only - answers must be in ##.## format.*

**A21a. White:**

87.9

**A21b. Black or African American:**

0.9

**A21c. American Indian and Alaska Native:**

0

**A21d. Asian:**

2

**A21e. Native Hawaiian and Other Pacific Islander:**

0

**A21f. Some other race:**

0.6

**A21g. Two or more races:**

8.7

**A21h. Hispanic or Latino (of any race):**

4.3

**A22. If you have any other socioeconomic or demographic data from your community that you feel is significant for the BFC review team to better understand your community, please use this space to describe.**

**Page: Engineering**

**B1. Does your community currently have any of the following policies in place? Check all that apply.**

None of the above

The BFC program recommends that every community adopt a Complete Streets resolution or ordinance and develop a system to ensure compliance. The National Complete Streets Coalition offers great resources including sample policies, at **[completestreets.org](http://completestreets.org)** (**<http://completestreets.org/>**).

For an example of a local ordinance that requires the construction or upgrade of context-appropriate, low stress bicycle facilities when streets are reconstructed, see Cambridge, MA's 2019 Cycling Safety Ordinance. (<https://www.cambridgema.gov/streetsandtransportation/policiesordinancesandplans/cyclingsafetyordinance>)

**B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?**

No

**B3. Has your community adopted a design manual or guidelines that establish minimum standards for the design of safe, comfortable, and accessible bicycle facilities?**

No

Bicycle Facility Design Guidelines are an important resource to ensure that new bike lanes, trails, side paths, and other bike facilities adhere to national safety guidelines and are accessible to cyclists of all ages and abilities, including disabled cyclists.

If your community does not have the capacity to develop its own local guidelines, consider instead adopting an existing Design Guide as the formal standard for your community instead, such as the FHWA Bikeway Selection Guide (<https://bikeleague.org/wp-content/uploads/2023/03/fhwasa18077.pdf>) or NACTO Urban Bikeway Design Guide (<https://nacto.org/publication/urban-bikeway-design-guide/>), or if your community is small and/or rural, the FHWA Small Town and Rural Multimodal Network Guide (<https://ruralsdesignguide.com/>) (see PDF version. ([https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/fhwahep17024\\_lg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf)))

If your community is considering developing your own local design guide or standards, we strongly encourage you to adopt accessibility standards that specifically address accommodating adaptive cycles and cyclists with disabilities ([https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC\\_WfW-Inclusive-Guide\\_FINAL\\_V03.pdf](https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf)), and to incorporate Universal Design principles to the needs of all users and mobility types in public rights-of-way (<https://walksf.org/wp-content/uploads/2019/12/getting-to-the-curb-report-final-walk-sf-2019.pdf>).

Additional resources include:

- NACTO's Guide for Designing for All Ages & Abilities ([https://nacto.org/wp-content/uploads/2017/12/NACTO\\_Designing-for-All-Ages-Abilities.pdf](https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf))
- NACTO's Urban Street Design Guide (<https://nacto.org/publication/urban-street-design-guide/>)
- AASHTO Guide for the Development of Bicycle Facilities (5th Edition) (<https://aashtojournal.transportation.org/aashto-releases-5th-edition-of-comprehensive-bicycle-guide/>)

**B4. Does your community currently have any of the following land use or development policies in place that promote shorter distances between homes and destinations?**

Mixed-use zoning or incentives, Planned Unit Development zoning, Urban Growth Boundary or similar

**B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?**

None of the above

**B6. Does your community have any of the following additional policies or standards that support the development of bicycle infrastructure?**

None of the above

**B7. Does your community have any of the following other policies, standards, or other barriers that limit the development of bicycle infrastructure?**

None of the above

**B8. What policies or programs are in place to ensure that high quality bike parking is available throughout the community?**

Bike parking ordinance for all new developments specifying amount and location

**B9. Does your community have bicycle parking design standards that establish minimum requirements for the quality, security, and design of bike parking?**

No

Find the APBP Guidelines (<https://www.apbp.org/bicycle-parking-solutions>) here.

**B10. What percentage of public and private bike racks conform with APBP guidelines?**

Unknown

**B11. What, if any, end-of-trip facilities are available to the general public in your community?**

Public air pumps, Public uncovered bike racks

**B12. Has your community taken any of the following steps to increase the accessibility and equitable distribution of end-of-trip facilities, including bike parking?**

None of the above

*The Bicycle Friendly Community program has updated our questions around on- and off-street bicycle facilities with the goal of encouraging communities to focus on building cohesive, connected bicycle networks, as opposed to piecemeal bike facilities. This update reflects the Safe System Approach ([https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA\\_SafeSystem\\_Brochure\\_V9\\_508\\_200717.pdf](https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf)) and emphasizes slow design speed and the importance of building safe, low-stress bicycle networks that are comfortable, equitable, and accessible to all cyclists.*

*The following section has been developed using national guidance and standards such as FHWA's Bikeway Design Guide (<https://bikeleague.org/wp-content/uploads/2023/03/fhwasa18077.pdf>) and Small Town and Rural Design Guide ([https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/fhwahep17024\\_lg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf)), as well as NACTO's Designing for All Ages and Abilities contextual guide ([https://nacto.org/wp-content/uploads/2017/12/NACTO\\_Designing-for-All-Ages-Abilities.pdf](https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf)) and updated (2025) Urban Bikeway Design Guide (<https://nacto.org/publication/urban-bikeway-design-guide/>).*

*As guidance and best practices continue to advance around building safe, accessible, and equitable facilities for cycling, we will continue to follow data-driven standards and encourage every Bicycle Friendly Community to do the same.*

*We also strive to encourage and support every BFC applicant community to better inventory and document their current and planned bikeway facilities to help facilitate future growth in and investments of the network. For more information, see the League's 2022 report, Benchmarking Bike Networks (<https://bikeleague.org/sites/default/files/Benchmarking-Bike-Networks-Report-final.pdf>).*

**B13. Please provide a map to show your community's current bicycle network, including all current on- and off- street bike facilities.**

No map available

**B13c. If no map is available for your current bicycle network, please explain why. What resources or guidance would be helpful in supporting your community in the development of a current bike map?**

**B14. Bicycle Network Worksheet**

No File Uploaded

The following answers for B15a-e should be copied from the "Summary" tab of your completed 2026 BFC Bicycle Network Worksheet ([https://bit.ly/BFC\\_2026\\_B14](https://bit.ly/BFC_2026_B14)).

**B15a. Total current Roadway Network:**

**B15b. Percentage of Roadway Network that is high-speed:**

**B15c. Percentage of Roadway Network that is low-speed:**

**B15d. Percentage of Roadway Network where speed limit is unknown:**

The following answers for B16a-h should be copied from the "Summary" tab of your completed 2026 BFC Bicycle Network Worksheet ([https://bit.ly/BFC\\_2026\\_B14](https://bit.ly/BFC_2026_B14)). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

**B16a. Total current mileage of on-street bike facilities:**

**B16b. Total current mileage of off-street bike facilities:**

**B16c. Total current mileage of Bicycle Network (ALL on-street and off-street facilities):**

**B16d. Total current mileage of other markings and features:**

**B16e. Ratio of Total Current Bicycle Network to Roadway Network:**

**B16f. Percentage of Roads with ANY on-street bike facilities:**

**B16g. Percentage of Roads with LOW-STRESS on-street bike facilities**

**B16h. Percentage of ALL bike facilities and other markings or features that are LOW-STRESS:**

**B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?**

No

The following answers for B18a-f should be copied from the "Summary" tab of your completed 2026 BFC Bicycle Network Worksheet ([https://bit.ly/BFC\\_2026\\_B14](https://bit.ly/BFC_2026_B14)). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

**B18a. Planned On-Road Bike Facilities:**

**B18b. Planned Off-Road Bike Facilities:**

**B18c. Planned LOW-STRESS Bike Facilities:**

**B18d. Planned other markings & features:**

**B18e. Plans to upgrade any existing bike facilities:**

**B18f. Plans to lower speed limits or design speeds of any existing roads:**

**B19. Which of the following features are provided to improve safety for bicyclists and pedestrians at off-street and side path crossings of roads with motor vehicle traffic?**

Bike/pedestrian overpasses/underpasses, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions, Signalized crossings

**B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?**

Speed feedback signs/cameras, Automated (e.g. camera or video) speed enforcement for motor vehicles

**B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?**

"Cut-throughs" that improve connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs), On-street wayfinding signage with easily visible distance and/or riding time information for bicyclists

**B22. How has your community incorporated principles of safety, comfort & attractiveness in the development of your bicycle network?**

Street lighting on most arterials, Street lighting on most non-arterials

**B23. Are there any signalized intersections in your community?**

Yes

**B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?**

Push-buttons that are accessible from the road or trail/side path, Right corner islands ("pork chops")

**B24. Has your community taken any of the following actions to make bicycle infrastructure more inclusive and accessible to cyclists of all ages and abilities, including people with physical or cognitive disabilities?**

None of the above

**B25. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to the appropriate department (public works, transportation, etc.)?**

Contact staff directly via call/voicemail/email/text

**B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?**

Policy or set schedule for repaving roads

**B26d. What is your community's road repaving schedule or how often are roads routinely repaved in your community?**

Every 10-12 years

**B27. Does your community have a rail transit, bus, or other public transportation system?**

No

*Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.*

**B28. Does your community currently have a community-wide bike sharing program that is open to the general public?**

No

Bike share programs are becoming popular and can contribute to making it possible for more people to choose to bike more often. In many communities bike share programs are large investments and it is important that they are sustainable in order to provide a dependable system for people in the community. While bike share programs are important and encouraged, having one is not essential to receiving a Bicycle Friendly Community award, particularly for smaller communities or non-urban communities.

**B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?**

Bicycle-accessible skate park, Snow/Fat tire bike trails, Other

**B29a. If other, please describe.**

Military Ridge State Bike Trail runs through Village

**B30. Please list all communities or jurisdictions that directly border your community, and their current BFC status.**

Verona - Bronze

**B31. How, if at all, is your community coordinating with neighboring communities and other local jurisdictions (neighboring cities or towns, and/or the surrounding county or MPO/RPO) to ensure that people traveling by bike between jurisdictions will find a connected, cohesive network?**

**B32. Has your community partnered with any neighboring jurisdictions or other local communities in support of legislative policies at the state, county, or regional level?**

No

**B33. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists.**

**Page: Education**

Are schools in your community getting students Ready to Ride? If any school in your community offers in-school on-bike cycling education - whether through physical education class or another part of the school day - please encourage them to complete the League's Ready to Ride survey ([https://docs.google.com/forms/d/e/1FAIpQLSeACMxXRhR3V8eeZI2eRDzJfjQWNXhovtNzEhnJbICEU\\_RigQ/viewform](https://docs.google.com/forms/d/e/1FAIpQLSeACMxXRhR3V8eeZI2eRDzJfjQWNXhovtNzEhnJbICEU_RigQ/viewform)). The survey helps us understand where school-based on-bike education programs exist, how to support their growth, and how to help others establish these critical programs. If your schools don't yet offer in-school on-bike education, the League provides free resources to help get started at [bikeleague.org/ready-to-ride](https://bikeleague.org/ready-to-ride). (<https://bikeleague.org/ready-to-ride>)

**C1. Do any public, private, or charter elementary schools in your community offer any of the following bicycle education options to students?**

None of the above

**C2. Do any public, private, or charter middle schools in your community offer any of the following bicycle education options to students?**

None of the above

**C3. Do any public, private, or charter high schools in your community offer any of the following bicycle education options to students?**

None of the above

**C4. Outside of schools, how are children and youth taught safe cycling skills?**

Youth development bike clubs or teams (including road, cross racing, BMX, mountain biking, or other recreational youth cycling clubs or teams that include educational component)

**C4b. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts?**

20

**C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?**

No

Offering bicycle education to adults is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some adults other portions of your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to adults in a variety of formats.

**C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?**

Videos on community website/TV channel/social media

**C7. Which of the following information is shared using the methods checked above?**

Route planning

**C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually?**

None of the above

**C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar?**

None of the above

**C10. Are any of the following educational materials provided to community residents and/or businesses?**

None of the above

**C11. How many League Cycling Instructors (LCIs) are active (have taught a class in the last year) in your community?**

0

**C12. When was the last time your community hosted a LCI seminar to bring on new instructors?**

Never

**C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education?**

None of the above

**C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups?**

None of the above

**C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?**

No

**C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years?**

**C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?**

None of the above

**C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?**

None of the above

**C19. Describe any other education efforts in your community that promote safe cycling.**

**Page: Encouragement**

**D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community?**

None of the above

**D2. What other (non-bike specific) groups, agencies, or institutions actively promote and encourage bicycling in the community? Check all that apply**

Chamber of Commerce, Public School District(s)

**D2a. For EACH category checked in D2, please provide an example of how this group, agency, or institution promotes or encourages bicycling in the community.**

Public School District: The school district promotes bicycling by organizing Bike to School events, which encourage students and families to choose bicycling as a safe and healthy transportation option.

Chamber of Commerce: The Chamber of Commerce supports bicycling by providing bicycle maps at the community welcome center, helping residents and visitors identify bike-friendly routes and destinations

**D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?**

No

The Bicycle Friendly Business (<https://bikeleague.org/business>) and Bicycle Friendly University (<https://bikeleague.org/university>) programs can be great tools to increase ridership in your community. Learn more and find resources to help you promote these programs at [bikeleague.org/bfa/toolkit](https://bikeleague.org/bfa/toolkit) (<https://bikeleague.org/bfa/toolkit>).

**D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.**

Web-based route finding service, Printed/digital bicycle network map

**D4a. Provide URL for web-based route finding service:**

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

**D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year?**

Bike To School Day(s)

**D6. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.**

None of the above

**D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically-underrepresented groups?**

None of the above

**D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?**

None of the above

**D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?**

No

**D10. Does your community have any of the following youth programs centered on encouraging cycling for children and youth?**

Safe Routes to School program, Youth mountain biking club/team

**D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?**

None of the above

**D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking?**

None of the above

**D13. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?**

1 shop for every 1 -15,000 residents

**D14. Are there any bike co-ops or non-profit community bike shops within the community's boundaries?**

No

**D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?**

None of the above

**D16. Describe any other events, programs or policies your community has to encourage and promote bicycling.**

Mount Horeb encourages and promotes bicycling through a combination of high-quality regional trail infrastructure, local recreational opportunities, community events, and tourism and economic development efforts that support bicycle use for recreation, transportation, and health. A cornerstone of bicycling in Mount Horeb is the Military Ridge State Trail, a 40-mile multi-use state trail that passes directly through downtown Mount Horeb and connects the community to surrounding towns, parks, and employment centers. Built on a former railroad corridor, the trail provides a safe, accessible, and well-maintained route suitable for cyclists of all ages and abilities, supporting both everyday recreational riding and longer-distance cycling trips.

The Military Ridge State Trail includes a dedicated trailhead in Mount Horeb with parking, restrooms, signage, and access to nearby businesses, making it easy for residents and visitors to bicycle into the village. The trail's presence supports bicycle commuting, family riding, and tourism by offering a continuous off-street facility that reduces conflicts with motor vehicles and increases rider comfort and safety.

Mount Horeb also benefits from its proximity to Blue Mounds State Park, located just west of the village, which offers designated mountain biking trails and challenging terrain for more experienced riders. This expands the range of bicycling opportunities available in the area and attracts cyclists interested in both road and off-road riding, further reinforcing biking as a valued recreational activity within the community.

Community and recreational bicycling is further supported through organized rides and group cycling activities in the region. Group rides that utilize the Military Ridge State Trail and local road networks encourage social cycling, help riders build confidence, and foster a culture of bicycling that emphasizes safety, enjoyment, and community connection. These rides often bring cyclists into Mount Horeb's downtown, supporting local businesses and strengthening ties between bicycling and the local economy.

In addition, Mount Horeb's tourism and economic development efforts actively promote bicycling as part of the community's identity. Visitor guides and local promotional materials highlight scenic cycling routes, trail access, bicycle-friendly businesses, and amenities such as restaurants, cafes, and shops located near bike facilities. Bike-friendly infrastructure, including racks and trail-adjacent services, makes it easier for cyclists to visit and spend time in the community, supporting bicycle tourism as a component of local economic vitality.

Together, these trails, events, programs, and promotional efforts demonstrate Mount Horeb's ongoing commitment to encouraging bicycling as a healthy, sustainable, and accessible mode of transportation and recreation for residents and visitors alike.

**Page: Evaluation & Planning**

**E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?**

No

**E1b. What are the greatest challenges or barriers keeping your community from creating this kind of role?**

Funding

**E2. Is there a Safe Routes to School Coordinator position?**

No

**E2a. If no, what are the greatest challenges or barriers keeping your community from creating this kind of role?**

Funding

**E3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?**

*Please download the 2026 FTE worksheet by clicking here ([https://bit.ly/BFC\\_2026\\_E3](https://bit.ly/BFC_2026_E3)) to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "BFC\_2026\_E3 FTE Worksheet\_ YOUR COMMUNITY NAME.xlsx" and upload the worksheet below. If you have any questions, please contact [bfa@bikeleague.org](mailto:bfa@bikeleague.org).*

**E3a. Please upload your completed FTE worksheet here:**

No File Uploaded

**E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities?**

None of the above

**E5. Does your community have an officially-recognized Bicycle Advisory Committee?**

No

Bicycle Advisory Committees can be incredibly helpful when a community wants to improve conditions for bicyclists. A Bicycle Advisory Committee, or functionally equivalent committee dedicated to convening stakeholders in non-motorized transportation, can be an essential source of knowledge about community issues and concerns. If your community does not currently have a Bicycle Advisory Committee or functionally equivalent group we strongly recommend considering the creation of such a group to provide user and stakeholder input into community plans.

**E6. What systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process?**

None of the above

**E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements?**

Public Meetings , Online surveys, Other

**E7a. If other input and engagement methods are used, please describe.**

Newspaper articles in Mount Horeb Mail

**E7b. OPTIONAL – If any Bike Audits have been conducted by city officials, local advocates, or any other member of the community in the past 4 years, please upload their resulting Bike Audit Report here and describe how the Audit has impacted planning or implementation for bicycle improvements in the community.**

No File Uploaded

**E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard?**

None of the above

**E9. Does your community have a comprehensive bicycle master plan or similar section in another document?**

Plan is currently under development

**E9a. When is the plan expected to be finalized and adopted?**

May 2026

**E9b. Is there a planned budget or funding allocated for implementation of the new plan?**

No

**E9c. What steps is your community taking to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the new bike plan?**

None

**E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)**

Yes

**E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.**

<https://www.mounthorebwi.info/DocumentCenter/View/641/2025-FINAL-BUDGET-Approved-11-20-2024->

**E10b. Please upload the most recent transportation budget for your community.**

Download File (<https://bicyclefriendly.secure-platform.com/file/53965/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjo1Mzk2NSwiYWxsY3dOb3RTaWduZWRVcmwiOiJGYWxzZSImlInbm9LUSvQDNZSPk1JH2ejDZHMuaz7NzJ5wLRm4EnU?2026%20Budget%20Packet%20Final.pdf>)

**E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?**

0%

**E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation?**

**E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community?**

No

**E12. Has your community conducted any kind of connectivity analysis for the bicycle network?**

Yes

**E12a. If yes, which of the following connectivity analysis methods or measures has the community used to evaluate your bicycle network?**

Route Directness – e.g. How far out of their way do users have to travel to find a facility they can or want to use?, Access to Destinations – e.g. What destinations can be reached using the transportation network?

**E12b. If yes, which of the following connectivity measures has your community used?**

Bicycle Low Stress Connectivity

**E12c. Please summarize the findings of your network analysis and how those findings have been used to improve your community's bicycle network.**

We used low stress bike route analysis to create our new North / South and East / West Bike routes. Specifically, we chose to use Lincoln Street instead of Garfield Street for this reason. Our streets generally are not wide enough to accommodate dedicated bike lanes throughout the village - which makes low-stress routes even more important.

**E13. Does your community have a performance measurement program for biking or active transportation infrastructure?**

No

**E14. How does your community collect information on bicycle usage? Check all that apply.**

None of the above

*Additional files may be uploaded at the end of the application.*

**E14a. Utilitarian ridership data collected locally (e.g. bicycle trips for commuting, running errands, transportation, etc.)**

No File Uploaded

**E14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)**

No File Uploaded

**E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)**

No File Uploaded

**E14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)**

No File Uploaded

**E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)**

No File Uploaded

**E15. What is your best estimate for your community's current bicycle mode share?**

unkown

**E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)**

No

**E17. Does your community collect and track bicyclist crash data?**

Yes

**E17a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?**

1.2

**E18. Does your community collect and track bicyclist "near misses"?**

No

**E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?**

0

**E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data?**

No

**E21. Has the community set a goal or established a policy or plan to eliminate traffic fatalities within the next 20 years or less?**

No

**E22. Are there any local or statewide traffic ordinances or laws in place designed to improve bicyclists' safety in your community?**

Specific penalties for failing to yield to a cyclist when turning , It is illegal to park or drive in a bike lane (intersections excepted), Penalties for motor vehicle users that 'door' bicyclists, Ban on texting while driving, Safe passing distance law, Law that allows cyclists to treat an unresponsive red light as a stop sign (i.e. "Dead Red" law), Other, None of the above

**E22a. If other, please describe.**

Motorists may legally cross a double yellow line to safely pass a bicyclist when clear and safe, supporting safer overtaking behavior.

**E23. Do any of the following local ordinances or enforcement practices exist in your community that place restrictions on cyclists or criminalize cycling?**

Mandatory bike registration, Restrictions on sidewalk riding inside the Central Business District

**E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community.**

**E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?**

No

**E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community?**

None of the above

**E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests?**

Data summaries, analysis, or reports are published and made available to the public on a regular basis, Data and/or analysis is routinely shared with a citizen oversight board or committee

**E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?**

**E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?**

None of the above

**E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered.**

**Page: Equity & Accessibility**

The League defines (<https://bikeleague.org/content/equity-initiative>) **"Equity"** as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.

The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

**"Accessibility"** refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility (<https://rootedinrights.org/video/disabled-bikers/>).

We firmly believe that *Equity & Accessibility* are the essential lenses through which all other BFC work must be viewed in order to achieve a Bicycle Friendly America for everyone.

As such, you will find questions and answer options related to improving equity & accessibility throughout the BFC application in each previous "E" section, in addition to this new dedicated "Equity & Accessibility" section.

These Equity & Accessibility updates have been developed thanks to the input and participation of hundreds of communities and local advocates with a wide range of lived experiences and areas of expertise, to whom we are very grateful.

The League presents this new section with the recognition that our work to listen, learn, and engage on the topics of Equity & Accessibility in the BFC program is not yet finished, and never will be. Equity is an ongoing practice and the League will continue to engage with partners, local advocates, and communities in the BFC program to incorporate new ideas, reflect new challenges, and continue to grow and learn. If you have questions, comments, or feedback about the updated BFC application, please email us at [bfa@bikeleague.org](mailto:bfa@bikeleague.org).

Thank you for continuing to learn and engage in this work along with us.

**F1. Does your local government have an internal Diversity, Equity, and Inclusion (DEI) or similar initiative, department, or position?**

No

**F2. Does your community have an officially-recognized DEI or Transportation Equity Committee or similar equity-related advisory committee or working group focused on equity or mobility justice issues?**

No

**F3. Does your local government have a dedicated Disability Services Department, Office of Disability Rights, or similar department(s) or role(s) dedicated to supporting and advocating for residents with disabilities?**

No

If your local governmental agency has 50 or more employees (full-time, part-time, or seasonal), it is required by federal law to have a designated ADA coordinator.

While your community may not have a Disability Services or Disability Rights office or department, the ADA coordinator may be someone to connect with during the bike planning process.

**F3c. If your agency has 50 or more employees, who is the ADA coordinator?**

**F4. What types of partnerships has the community established to reach new audiences and increase representation and inclusion in your education, encouragement, outreach and/or engagement processes?**

None of the above

**F4a. For EACH category checked in F4, please list the partner group(s) and briefly describe or summarize the activity or partnership involving that group.**

**F5. Does your community collect or track any other bicycle-related data with socioeconomic and/or demographic details that hasn't already been mentioned elsewhere on this application?**

No

**F6. Has your community established any specific and measurable equity-related goals or performance measures that relate to bicycling, or to transportation more broadly?**

No

**F7. Has your community conducted any equity-centered analysis (e.g., social vulnerability assessment, equity matrix, index, or similar effort) as part of a community Bicycle Master Plan, Vision Zero Action Plan, Safe Routes to School Plan, ADA Transition Plan, or other similar planning effort or document?**

No

**F8. Does your community regularly incorporate any of the following socioeconomic or demographic variables into any planning or decision-making processes for the development or prioritization of bike infrastructure projects?**

None of the above

**F8b. For any variable selected above in F8, please describe how the variable(s) have informed decision-making or prioritization around bicycle investments and project implementation. Please include any relevant links, if applicable, that could help us to better understand your methodology, and inspire other BFC applicants to learn from your community's process.**

**F9. Has your community adopted any of the following types of equity-related action plans?**

None of the above

**F10. Has the community developed any anti-displacement programs or strategies that relate to transportation investments?**

None of the above

The following fields (F11 & F12) are optional but can earn additional points toward a community's Equity & Accessibility score. Communities are encouraged to use these spaces to describe any efforts that have not already been covered on the application, and/or to provide additional details, links, or information about a corresponding checkbox elsewhere on the application.

**F11. Are there any other innovative strategies, programs, facilities, or initiatives in place to specifically support cyclists with any vision, hearing, mobility, and/or cognitive needs in your community, that have not already been covered on your BFC application?**

**F12. Are there any other innovative strategies programs, facilities or initiatives in place to make cycling more equitable and inclusive for any historically underrepresented or marginalized groups or individuals in your community, including women, people of color, non-English speakers, people with disabilities, non-drivers, young children, and/or seniors?**

**Page: Final Overview**

**G1. What are the top three reasons your community has made bicycling a priority?**

Improved quality of life, Climate change/environmental stewardship concerns, Traffic and bicycle/pedestrian safety

**G2. Briefly describe the most positive outcome of your community's support for bicycling.**

One of the most positive outcomes of Mount Horeb's support for bicycling is the growing use of bikes as a practical, everyday way to get around. Residents regularly travel between neighborhoods, schools, downtown, and the Military Ridge State Trail by bike, reflecting increased comfort and visibility on local streets. The rise of electric-assist bicycles has further expanded access, helping riders of varying ages and abilities navigate Mount Horeb's hilly terrain with greater ease. Together, these factors have strengthened community connectivity, improved safety awareness, and made bicycling a more inclusive and valued part of daily life.

**G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community?**

Mount Horeb's local government integrates bicycling education into its broader community goals through coordinated efforts led by the Sustainability and Natural Resources Committee, in partnership with local schools, public safety officials, and community organizations. Public surveys, outreach materials, and community updates consistently link bicycling to priorities such as public health, environmental sustainability, and downtown vitality. Programs like Safe Routes to School, bike-to-school events, and driver awareness campaigns reinforce these connections by highlighting how increased bicycling supports safer streets, reduced emissions, and stronger local connectivity. Through these ongoing efforts, bicycling is clearly communicated as a key strategy for advancing the community's long-term sustainability and quality of life goals.

**G4. What are your community's greatest achievements in the last 12 months in the work to become more bicycle-friendly?**

The Sustainability and Natural Resources committee has been working on this application for the past year. We created a bike survey and used that data to create a bicycle and pedestrian safety plan. This plan has been a collaboration between Public Safety, Parks & Rec, and the School District.

**G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?**

To make bicycling safer, more enjoyable, and more convenient in Mount Horeb, the community could place greater emphasis on closing key gaps in the bike network—particularly improving connections across major roadways and between neighborhoods, schools, and downtown. The Village could also build on current education efforts by increasing targeted driver awareness campaigns and continuing Safe Routes to School programming. Finally, expanding access to amenities such as bike parking and e-bike charging stations would support the growing use of electric-assist bicycles and make biking a more practical transportation option year-round.

**G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5?**

Funding is the biggest barrier.

**G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?**

Installation of way-finding signs for primary bike routes in the village.

**G8. Optional: What other communities do you look to as peers or comparable role models for your community?**

Verona, WI

**G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?**

Yes

**G10. How did you hear about the Bicycle Friendly Community program?**

It was in our Villages Comprehensive plan

**G11. Are you interested in learning more about potentially having the League come to your community to host a Bicycle Friendly Community Workshop in the coming year?**

Yes

**Page: Supplementary Materials**

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

The League wants to showcase the places, organizations, and individuals working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community outreach efforts, or people biking in your community, you'll help us highlight your community's commitment to making bicycling better.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

**File 1**

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**Optional:**

**Page: Funding Resources**

*This page is designed to help your community identify potential funding sources to help pay for bicycle infrastructure and programming needs in your community. The League is also interested in better understanding how familiar communities currently are with their funding opportunities, so that we can develop the resources and guidance needed to fill those knowledge gaps.*

*This page will be updated more frequently than the rest of the BFC application, as funding opportunities or grant periods open/close. We encourage you to use the hyperlinks on this preview document to learn more ([https://docs.google.com/document/d/1Vy1\\_Bf7Gb6L4E9Q72swAUfPYjJvdV0rHxyDz\\_mYexi8/edit?tab=t.sadiqut6jvqg](https://docs.google.com/document/d/1Vy1_Bf7Gb6L4E9Q72swAUfPYjJvdV0rHxyDz_mYexi8/edit?tab=t.sadiqut6jvqg)), and to use the final question below to describe any challenges, questions, or barriers that your community faces when it comes to funding for bicycling. Please contact [bfa@bikeleague.org](mailto:bfa@bikeleague.org) with any questions.*

*Last updated 7/28/25.*

**H1. Is your community part of a Metropolitan Planning Organization (MPO) that serves an area with a population over 200,000?**

**H2. Under the Transportation Alternatives Program, States must prioritize projects that benefit high need communities. Is your community defined as a high need community by your state?**

**H3. States now have funding to provide technical assistance to Transportation Alternatives Program (TAP) applicants. The technical assistance can cover everything from scoping a project, to the application process, to the permitting process.**

**H3a. Has your state Department of Transportation offered technical assistance through the Transportation Alternatives Program?**

**H3b. Has your community requested technical assistance from your state DOT to help with TAP projects?**

**H3c. Has your community received technical assistance from your state DOT to help with TAP projects?**

**H4. What sources of funding do you use to pay for bicycle infrastructure and programming in your community?**

**H5. If there is anything else you would like to share with the BFC review team about your community's budget or other funding made available for bike infrastructure development, please describe here.**



Bird City Wisconsin is a statewide initiative, through the Lake Michigan Bird Observatory, that recognizes and supports communities committed to bird conservation and environmental stewardship. Through local actions to protect habitat, reduce threats to birds, engage residents, and support environmental sustainability, the Bird City program helps communities become healthier, more resilient places for both birds and people.

This publication is brought to you via a collaboration of the Village of Mount Horeb Sustainability and Natural Resources Committee, and the Mount Horeb Rotary Community Corps Green Team organization. Special thanks to Kerry Beheler.

For more information on the Mount Horeb Bird City listing scan QR code. >



## Mount Horeb is Now For the Love of Birds

Mount Horeb is now a Bird City! Mount Horeb joined the Wisconsin Bird City Network in January, 2026. Mount Horeb cares about our environment, wildlife, and quality of life. By becoming a Bird City, we support healthy ecosystems. Birds play a vital role in pollination, seed dispersal, and insect control. Protecting birds helps us!

When we plant native trees, restore habitats, and manage our public green spaces, our parks and neighborhoods become healthier, benefitting us and the birds.



Excellent birding locations around **Mount Horeb** include: Stewart Lake, Brigham, and Donald Dane County Parks; Blue Mound State Park, Military Ridge Prairie Heritage Area.

### GPS coordinates:

Stewart Lake County Park, 43.0117, -89.7365  
 Donald County Park, 42.9803, -89.7437  
 Brigham County Park, 43.0465, -89.7373  
 Military Ridge State Trail, 43.0096, -89.7390  
 Blue Mound State Park, 43.0169, -89.8297



## Mount Horeb is Now on the Bird City Registry.

In January, 2026 Mount Horeb became part of the Wisconsin Bird City Network. Regular contact with nature is proven to boost mental health and overall well-being.

Creating and maintaining Mount Horeb bird friendly spaces will help us unplug, slow down, and enjoy our community's beauty.

### If you're staying in Mount Horeb, key areas are:

- Prairie Specialists: Military Ridge / Mounds View Grassland
- Lakes & Wetlands: Stewart Lake
- Mixed Habitats: Donald & Brigham Parks
- Scenic + Variety: Blue Mound State Park

### What to do if you find an injured bird?

If you find an injured bird contact a trained professional wildlife rehabilitator  
 Go to: [www.wiwildlife.org](http://www.wiwildlife.org)

More can be found at our Bird City Mount Horeb page:  
[www.birdcity.org/wisconsin/mount-horeb](http://www.birdcity.org/wisconsin/mount-horeb)



Photo credit Peter Gormer





# Dane County Waste & Renewables

## Dane County Clean Sweep

### Location

7020 Maahic Way  
Madison, WI 53718

### Hours

Monday - Friday: 7:15 am to 3:15pm  
Saturday: 8am to 10:45am

[Holiday Hours](#)

### Refrigerator + Freezer Notice:

For the health and safety of our staff, when bringing refrigerators or freezers to Dane County Clean Sweep, please ensure:

- Food items are removed from the unit.
- Reasonable effort is made to rinse out debris.
- All doors are removed.

Thank you!

### Clean Sweep Fees

	Dane County Households & Farms**	Businesses**	Out of County Households and Farms
Hazardous Waste (per trip)	\$15.00*	Varies - By Appointment Only	\$75.00
Television or Computer Monitor (each)	\$15.00	Not accepted	Not accepted
Microwave Oven (each)	\$10.00	Not accepted	Not accepted
Refrigerant Containing Items - Fridges/Freezers - doors must be removed, A/C Units, Dehumidifiers (each)	\$35.00	Not accepted	Not accepted

\*We reserve the right to impose additional fees for large quantities of materials or loads from multiple households. Ag-related waste from farms subsidized 100%.

\*\*Businesses and farms must [schedule an appointment](#) prior to drop-off. Customers with large loads also encouraged to set up an appointment. Final costs for businesses/Very Small Quantity Generators (VSQGs) will depend on materials and weights. Estimate your disposal costs with our [VSQG Application](#).

### Payment Method

We accept cash and all major credit cards at our Scale House and Clean Sweep.

The Dane County Clean Sweep Facility is located at the landfill site (7020 Maahic Way, Madison, WI, 53718) and operates year round. The facility accepts hazardous chemicals and electronics from Dane County residents. Clean Sweep also accepts hazardous chemicals from businesses and farms.

**Clean Sweep now has a separate dedicated entrance, located approximately a half mile past the main landfill gate on Maahic Way.** You will be asked to provide proof of Dane County residency.

**UPDATED GUIDELINES:** To ensure the health and safety of all, we ask visitors to please:

- Be prepared to unload your items. You will be asked to unload your items onto a cart or pallet and then get back into your vehicle.
- Pay attention to signage and follow traffic patterns.

Get more information on:

- [Agriculture Waste](#)
- [Business Waste](#)
- [Product Exchange Program](#)
- [Accepted Materials / Not Accepted Materials](#)

Check out these downloadable posters to learn about [What Happens When You Recycle Your Electronics](#) (E-Cycle) and [Why E-Cycling Is So Important](#).



### General Guidelines

- Package material in boxes or rigid totes to keep products upright and prevent spillage during transportation and unloading. Keep all materials in their original containers. If the container is damaged, place it in individual plastic bag.
- **Do not mix materials or co-mingle your waste in plastic bags.**
- Facility operators reserve the right to refuse any waste or material deemed unacceptable.
- Remove all batteries from electronics and turn in separately. We accept lithium and rechargeable batteries

only, no alkaline batteries please.

- Transport gasoline or other fuels in an approved container (no larger than 6 gallons). Clean Sweep staff will empty the fuel and return your container, time permitting. Unsafe or damaged fuel containers will not be returned.
- Dane County Clean Sweep does not accept electronics from commercial sources. As an E-Cycle Wisconsin Collector, Dane County Clean Sweep only accepts electronics from Dane County residents and K-12 schools. Click [here](#) to find a collector who accepts electronics from commercial sources.

## Materials Accepted

### Household Chemicals

- Acids/bases/corrosives
- Adhesives/Caulk/Epoxy/Resins/Glues
- Aerosol Products
- Ammonia
- Antifreeze
- Batteries (no alkaline, 300Wh limit for Li-Ion)
- Light Ballasts (PCB)
- Cleaners/Degreasers/Disinfectants
- Flammables
- Gasoline/Gas-Oil Mixtures
- Gel Ice Packs
- Fire Extinguishers
- [Mercury and Mercury Containing Items](#)
- Motor Oil
- Paints/Stains/Inks/Dyes/Varnish (no printer toners)
- Pesticides/Herbicides/Fungicides
- Poisons
- Pool/Spa Chemicals
- Solvents/Paint Thinners/Degreasers
- [View full list](#)

### Electronics

- Laptops & computers
- Computer peripherals
- Computer Parts & Monitors
- Mice & keyboards
- Servers & networking equipment
- TVs & remote controllers
- Printers, fax, copiers & scanners
- DVD & VCR players
- Stereo equipment
- Video game consoles
- Cell phones/telephones
- MP3 players & iPods
- UPS batteries
- E-cigarettes, vapes (also vaping fluids)
- Refrigerant containing appliances - Fridges, freezers, A/C units, dehumidifiers
- Cable boxes
- Radios
- Digital clocks
- Digital cameras

### Materials Not Accepted

- Alkaline Batteries and Li-Ion over 300Wh
- Appliances other than microwaves, and fridges/freezers
- Compressed Gas Cylinders > 1lb
- Cooking Oil
- Dried Latex Paint (place in your regular garbage)
- Fluorescent or CFL Bulbs
- Medical Sharps
- Medication (prescription or over the counter)
- Smoke Detectors
- Special Waste:
  - Asbestos-Containing Materials
  - Contaminated Soils
  - Medical Waste
  - Non-Free Liquid Sludge
  - Animal Carcass

Special waste should be taken directly to our landfill, and you can find the special waste form and information on our [landfill page](#).

### Note to Communities

Communities are welcome to independently organize and hold their own household hazardous waste collection event through the state [hazardous waste contractor](#). Additionally, municipalities may request a collection event in their area by contacting Dane County Clean Sweep Program, (608) 838-3212.

### TRANSLATE

English Español Hindi

Select Language

