



Facts regarding safety concerns about

RIVER TRAIL

THE GOALS OF THE PROJECT are to -

- Provide a safe, convenient place for people to travel on foot or on bicycle between St. Germain and Eagle River
- Connect Eagle River into the nationally recognized Heart of Vilas System with a family friendly, paved, off road trail that meets the standards and quality of the existing Heart of Vilas trails

RIVER TRAIL

A professional feasibility study done by MSA Professional Services in late 2019 included a detailed plan for an away-from-the-highway asphalt trail that starts where the Heart of Vilas System ends near Elmers Fun Park in St Germain and comes right into the Riverview Park area in Eagle River.

To be built to the same standards as the very safe existing Heart of Vilas trails, River Trail will make two crossings of STH 70, include a proposed non motorized bridge, and will provide a safe place for non-motorized travel all along its route.

That includes providing the same safety for pedestrians and bike riders that is now provided by the sidewalks and multi-use paths along STH 45 coming in from Three Lakes and on STH 45 going north all the way past CTH G.

From the Feasibility Study Report for River Trail

CHAPTER 5 –SIGNAGE AND PAVEMENT MARKINGS

ON STREET AREAS

Street locations within the project with shared travel lanes will require pavement marking symbols and signage to promote awareness, greater safety, and clarity of the established route. The pavement marking symbols shall be placed immediately before and after any intersection and spaced at intervals no greater than 250 feet thereafter (AASHTO). Below are examples of the pavement markings and shared travel lane signs from the Wisconsin Manual on Uniform Traffic Control Devices:



OFF STREET PATH CROSSINGS AT ROADWAYS

Where the off street multi use path will cross highways and roadways, appropriate signage and markings will be necessary. Below are examples of crossing warning signs:



Trail stop signs should be considered where the trail crosses private driveways on a case by case basis.

CHAPTER 3 –DESIGN STANDARDS

AGENCIES REFERENCED / STANDARDS AND PUBLICATIONS USED

Multiple agencies produce standards related to multi-use trail and bike-ped accommodations:

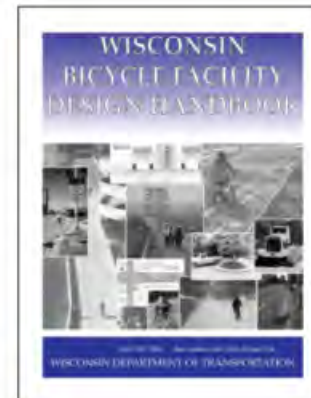
- Federal Highway Administration (FHWA)
- American Association of State Highway and Transportation Officials (AASHTO)
- Wisconsin Department of Transportation (WisDOT)

One of the most commonly referenced design manuals when considering multi-use trails is the Wisconsin Bicycle Facility Design Handbook published by WisDOT. The Bicycle Facility Design Manual also references many other publications, standards, and guidelines. Some of the more pertinent ones are listed below:

- **Americans with Disabilities Act** - U.S. Congress, 1990
- **Americans with Disabilities Act Accessibility Guidelines** - U.S. Access Board, 2002
- **Facilities Development Manual** - Wisconsin DOT, 2001
- **Guide for Development of Bicycle Facilities** - American Association of State Highway and Transportation Officials, 1999
- **Manual on Uniform Traffic Control Devices** - FHWA, 2000
- **Policy on Geometric Design of Highways and Streets** - AASHTO, 2001
- **WisDOT Bridge Manual** - Wisconsin DOT, 2019
- **Bridge Guidelines**, PUB-CF-005 - Wisconsin DNR, 2017

Traffic Data and Functional Classification:

- **WisDOT TCM (Traffic Count Map)** - <https://wisconsindot.gov/Pages/projects/data-plan/traf-counts/default.aspx>
- **WisDOT Functional Classification** - <https://wisconsindot.gov/Pages/projects/data-plan/plan-res/function.aspx>



A few examples of what communities
do to improve pedestrian & bike safety

STH 55 Mole Lake Multiuse Path



Rhinelanders - a multiuse path along STH 17



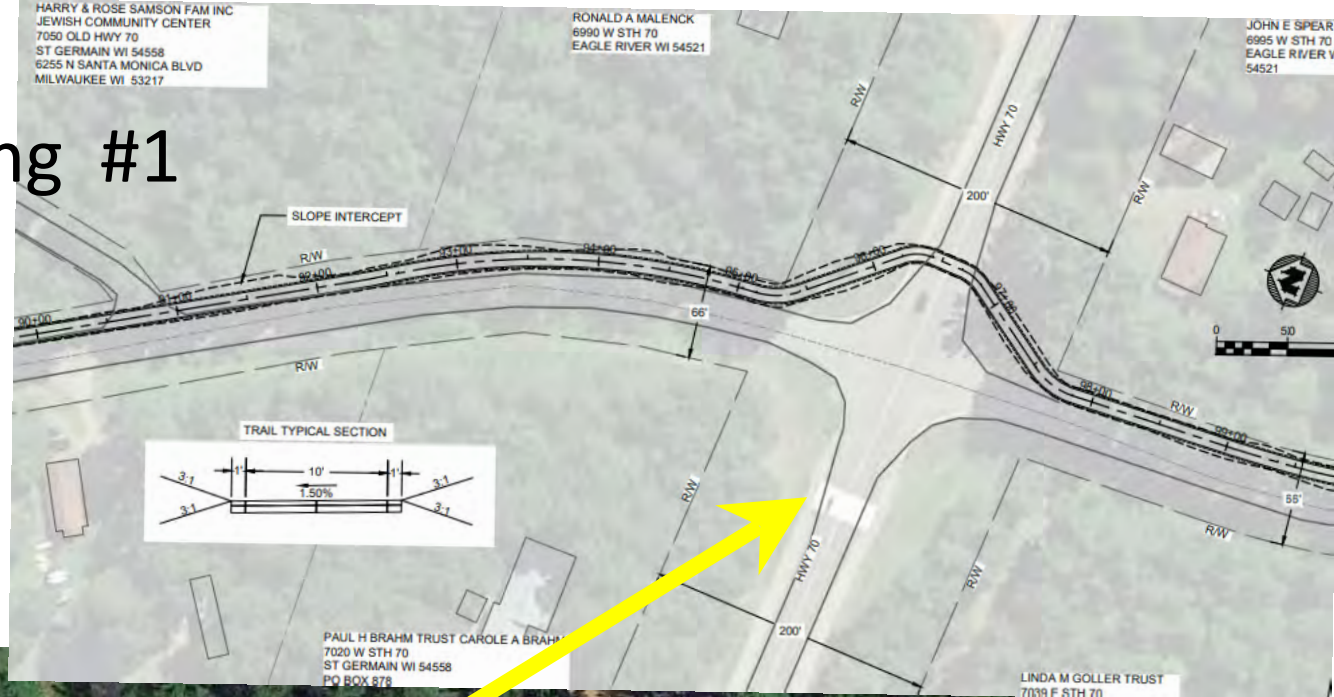
At the Farmers Market in Eagle River



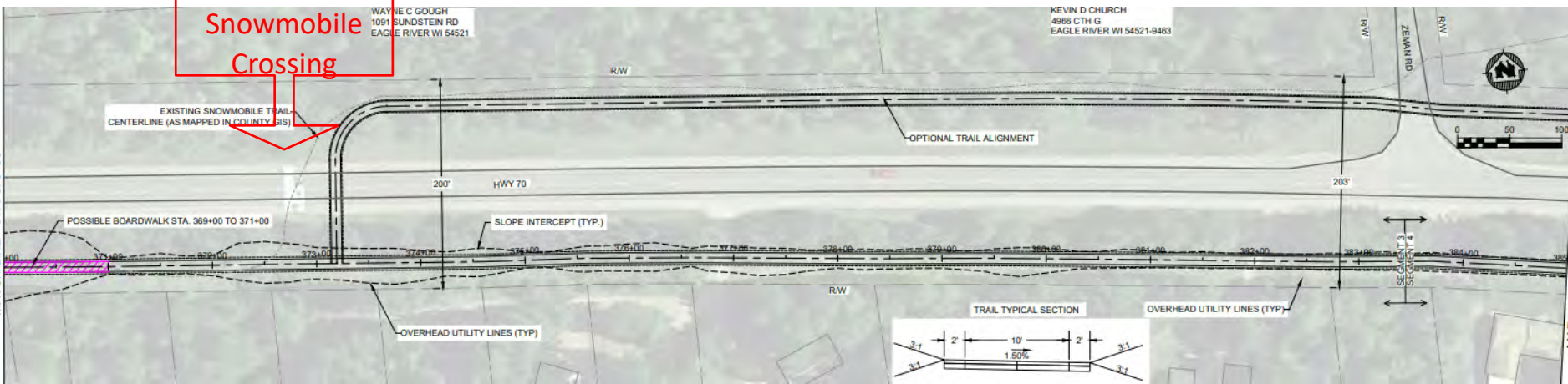
River Trail Crossing #1

Old 70 & Hwy 70

- Open, level, sight lines
- Current Snowmobile Crossing



River Trail Crossing # 2



Cross before Zeman Rd. **OR** Before Vlach Rd. (near bridge)

