

5 Recommendations

Recommendations are specific actions or projects that the village should be prepared to complete as funding, staffing, timing, and other critical resources are available. Recommendations may also be an expression of specific village preferences as directed toward the actions of other entities, such as WisDOT, Brown County, adjacent communities, or other key stakeholders. The completion of these actions and projects will help the community fulfill the goals, objectives, and vision of this plan. The recommendations are organized first in relation to pedestrian opportunities and then in relation to bicycle opportunities. While there is much overlap, if a recommendation is connected to pedestrian needs in any way, it has been addressed in that regard first. As walking is the most basic form of transportation, many of the improvements made for pedestrians will also result in improved conditions for bicyclists.

Within these three broad classifications, the recommendations are then grouped relative to their primary connection to engineering, education, enforcement, or encouragement. It is important to note that the “four E’s” must all be addressed in a safe and effective pedestrian and bicycle transportation system. While much emphasis will be apparent relative to the engineering (physical improvement) recommendations in this plan due to their volume, the recommendations for education, enforcement, and encouragement are equally important. Engineering, education, and enforcement can be thought of as a three-legged stool of bicycle and pedestrian planning. If any one of these three are missing, the system may topple, and the engineered improvement may not be effective. Once a foundation of engineering, education, and enforcement is in place, then encouragement measures become the next logical step.

The “Four E’s”

The recommendations for engineering, education, enforcement, and encouragement are equally important.

It is also important to note that there must be a balance between enforcement and education. Enforcement measures are necessary and important, but education is an investment in preventing the need for enforcement and in expanding the effectiveness of limited enforcement resources. Since there can never be enough law enforcement officers to catch every potential violation of traffic laws, education is a must.

5.1 Recommended Pedestrian Plan

5.1.1 Engineering Recommendations: Pedestrian Transportation System

Map 1 displays the recommended physical improvements for an improved pedestrian transportation system in the Village of Ashwaubenon. Potential engineered pedestrian improvements shown on this map include sidewalks, multi-use paths, intersection improvements, and underpass/overpass improvements. These recommendations include a timing component and may represent improvements that are:

- ◆ Initial (within two years)
- ◆ Short term (within five years)
- ◆ Medium term (six to 10 years)
- ◆ Long term (more than 10 years)

Recommendations for each of these timing classifications are needed in order to demonstrate an overall vision for the community. While only a portion of the recommendations may be attainable within the initial or short term, the medium and long term recommendations are necessary to achieve a complete and connected system. While implementation of these recommendations may take place slowly and incrementally over time, the long term vision of a complete and connected system should be kept in sight. The remainder are grouped by project:

- Rebuild of Highway 41
- Highway 172 Pedestrian Bridge
- Oneida Street Project
- Safe Routes to School

Table 6-1 summarizes the pedestrian transportation system engineering recommendations. The number of each recommendation corresponds with the numbered locations on Map 1.

Table 6-1: Pedestrian Transportation System Engineering Recommendations

Recommendation	Facility Type	Estimated Construction Cost (in 2008 dollars)	Notes
<i>Initial (within 2 years)</i>			
8. Morris Av and Oneida St	Intersection Improvements	Cost of paint	Very important pedestrian corridor. Provides access to planned Boulevard.
9. Potts Av and S Ashland Av	Intersection Improvements	Cost of paint	A safer crossing of Ashland Av is needed for the Morris Av corridor. Route uses Frontage Rd and Crary St to connect with Morris.
20. Between Willard and Anderson	Multi-Use Path	(Done)	Widen and improve surface of existing multi-use path. Direct school route.
35. Hansen Rd and S Ashland Av	Intersection Improvements	Cost of paint	Very important pedestrian corridor. Basic improvements needed (crosswalk markings, etc.) to support recent bike lane extension.
35. Hansen Rd and S Ashland Av	Intersection Improvements	Cost of paint	Very important pedestrian corridor. More extensive improvements needed (advanced crosswalk markings and signals, etc.).
42. Waube Ln	Multi-Use Path	(Done)	Part of 2008 planned road reconstruction project (Brown County).

41.(A) Waube Ln	Sidewalk	(Done)	From Ridge to Vercauteren – part of 2008 planned road reconstruction project (Brown County).
41.(C)Waube Ln	Sidewalk	(Done)	From Packerland Dr to Hidden Valley Park
52. Packerland	Path		Between Skylark and Waube on East side
<i>Short Term (within 5 years)</i>			
41.(D) Waube Ln	Sidewalk	\$39,000	From Hidden Valley Park to Ashbrooke Ct
44. S Ashland and 8th St (DePere)	Intersection Improvements	(Done)	Roundabout planned for construction in 2009. Will provide a safer crossing of S Ashland.
45. Ashwaubenon Creek Bed	Multi-Use Path	\$161,000	As path funding is available – currently searching. Vital link in south end multi-use path loop. Right-of-way already available.
47. W Main Av	Multi-Use Path	\$302,000	Speed and configuration of street make on-street facility unsafe.

Recommendation	Facility Type	Notes
<i>Medium Term (6 to 10 years)</i>		
14. Cormier Rd	Sidewalk	Existing sidewalks stop before they reach destinations on south side of street. Direct school route.
19. Willard Dr	Sidewalk	Small gap in existing sidewalk needs to be connected.
36. Between Marhill Rd and Packerland Dr	Multi-Use Path	Extends partially through Village of Hobart.
49. Between Aerts Ln and Sand Acres Dr	Multi-Use Path	To serve new development as the area grows. As supported by village Comprehensive Outdoor Recreation Plan.
50. Glory Rd	Multi-Use Path	From Industrial Park Trail to new bridge ultimately connecting with planned roundabout at 8 th Street.
<i>Long Term (more than 10 years)</i>		
6. Morris Av	Sidewalk	From 2002 School District Plan. Direct school route.
7. Orrie Ln	Sidewalk	From 2002 School District Plan. Direct school route.
10. Shady Ln	Sidewalk	Coordinate with street reconstruction.
11. Cormier Rd	Sidewalk	From 2002 School District Plan. Direct school route.
13. Between Marlee and Cormier	Multi-Use Path	Wait until existing sidewalk needs to be replaced, then upgrade to multi-use path. Direct school route.
15. Fox River Front	Multi-Use Path	As supported by village Comprehensive Outdoor Recreation Plan.
16. Santa Barbara Dr	Sidewalk	From 2002 School District Plan. Direct school route.
27. Pilgrim Wy	Multi-Use Path	Linkage only needed after pedestrian/bicycle path is added to USH 172 bridge. Very long term (20 to 30 years).
28. STH 172	Multi-Use Path Bridge	Very long term (20 to 30 years). Would provide village's only linkage to east side of the Fox.
30. STH 172 and Holmgren Wy	Underpass Improvements	Inadequate separation from traffic currently. Coordinate with reconstruction of Holmgren (20 years)
31. Pioneer Dr	Sidewalk	To provide connection to school. Direct school route.
32. Pioneer Dr	Sidewalk	From 2002 School District Plan. Direct school route.
33. Timber Ln	Sidewalk	From 2002 School District Plan. Direct school route.
38. Circle Dr	Sidewalk	From 2002 School District Plan. Direct school route.
39. Circle Dr	Sidewalk	Coordinate with street reconstruction.
43. Packerland Dr	Multi-Use Path and Intersection Improvements	Ongoing as opportunities arise, improve safety and value of the existing multi-use path. Seek to reduce and properly design access points that cross the multi-use path.

46. W Main Av	Sidewalk	To connect with sports complex.
48. Fernando Dr	Multi-Use Path	To connect with sports complex.
51. Marlee Ln	Sidewalk	From Lombardi to Orlando ultimately connecting with planned multi-use path connection to Cormier. Direct school route.

Recommendation	Facility Type	Estimated Construction Cost (in 2008 dollars)	Notes
<i>Rebuild of Highway 41</i>			
1. Between Park Pl and Lombardi Av	Multi-Use Path	\$6,800	To connect with sidewalks on roundabouts at USH 41 interchange (likely construction by 2017).
2. USH 41 – all underpasses	Underpass Improvements	State project	Part of planned USH 41 reconstruction project (2011-2017). Underpasses will be widened to accommodate bicycle and pedestrian features constructed by village. At Glory Rd, add space for sidewalk on south side rather than north side.
3. Between Lombardi Av and Argonne St	Multi-Use Path	\$63,600	To connect with sidewalks on roundabouts at USH 41 interchange (likely by 2017).
4. USH 41	Multi-Use Path		Very long term. May be in conflict with intended future designation of USH 41 as an interstate highway.
5. Argonne St	Sidewalk	\$95,000	Due to concerns over increased vehicle traffic. To connect with sidewalks on roundabouts at USH 41/Lombardi Av interchange (likely construction by 2017).
17. North Rd	Multi-Use Path	\$340,600	Coordinate with reconstruction of USH 41. Direct school route.
18. Pilgrim Wy	Multi-Use Path	\$533,500	Coordinate with reconstruction of USH 41 or Pilgrim Wy, whichever comes sooner. Direct school route.
21. S Ridge Rd	Sidewalk	\$15,800	Coordinate with improvements to Pilgrim Wy.
25. Between Bay Area Pl and Pilgrim Wy	Multi-Use Path	\$6,000	Coordinate with reconstruction of Pilgrim. Right-of-way already exists. Direct School Route.
41.(B) Waube Ln	Sidewalk	\$57,000	East of Ridge connecting to construction at USH 41 interchange, planned for 2011-2017
41.(E) Oneida St	Sidewalk		From roundabouts constructed at USH 41 interchange (planned for 2011-2017) connecting to Hansen Rd on east side of Oneida St

<i>Highway 172 Bridge</i>			
22. STH 172	Multi-Use Path		Use existing highway right-of-way.
23. STH 172 and Babcock Rd	Intersection Improvements		Depending on future plans for access control along STH 172, this intersection may have high importance for pedestrian movement.
24. STH 172	Overpass		Grades and available open space make this a feasible location for a pedestrian overpass. Reconstruction of 41 (2011-17).
<i>Oneida Street Project</i>			
26. Oneida St and Pilgrim Wy	Intersection Improvements	Cost of paint and other enhancement	An important gateway to showcase the pedestrian friendly features of the community. Coordinate with reconstruction of Pilgrim Wy. Enhancements: colored pavers, countdown signals, lighting, etc.
29. STH 172 and Oneida St	Underpass Improvements	State project	Inadequate separation from traffic currently. STH 172 bridge reconstruction plans (2012) show additional width for pedestrian facilities.
34. Hansen Rd	Sidewalk	\$380,200	Very important pedestrian corridor. Safety further enhanced by coordinating with intersection improvements at S Ashland Av.
37. S Ridge Rd	Sidewalk	\$107,700	On commercial side of street. To allow for bike lanes to replace VNLs.
53. Cormier	Sidewalk		Section Southside between Cormier and Holmgren Wy.
<i>Safe Routes to School</i>			
12. Marvelle Ln	Sidewalk	\$31,700	Drop-off and pick-up area for the school. Direct school route.

Additional Engineering Recommendations

In addition to the development of the improved network of pedestrian routes as shown in Table 6-1, the following supporting recommendations address such areas as crosswalks, transit, and the plans of other units of government.

- ◆ Use curb ramps that open at a 90 degree angle to an intersection which allow a pedestrian or wheelchair to enter a crosswalk directly. Curb ramps that open at a 45 degree angle can force a pedestrian or wheelchair to first step out into traffic, and motorists may have a hard time interpreting the pedestrian's intended direction of travel. 90 degree curb ramps also have the advantage of providing a shorter street crossing distance and serving as a traffic calming device through a tighter curve radius.
- ◆ Improve the marking and maintenance of crosswalks in accordance with AASHTO standards and guidelines. Classify the importance of crosswalks and increase the level of marking for places where both pedestrian and motor vehicle traffic are high. For example, use textured (high visibility/stenciled) crosswalks for the most important crosswalks, and rely on basic pavement markings in places of lower potential conflict.
- ◆ Improve crosswalk signals. Classify the importance of crosswalks and use other signals or other enhancements where both pedestrian and motor vehicle traffic are high. For all crosswalks, improve the accessibility of signal activation buttons keeping all potential users in mind.
- ◆ Support the development of a new west side transit hub as conceptualized in the recent transit plan by Brown County.
- ◆ Work toward the improvement of transit stops, potentially adding hard surfaces (for loading and unloading), shelters, lighting, and benches. Prioritize improvements using transit ridership data, and consider in further detail the specific responsibilities for making transit improvements.
- ◆ Pursue opportunities to complete the pedestrian transportation system with supporting improvements in key locations such as lighting and street furniture.
- ◆ Encourage the conversion of abandoned railroad bridges over the Fox River to multi-use path bridges. This will help provide additional linkages to and from surrounding communities.
- ◆ Implement Safe Routes to School.

Countdown Crosswalk Signal



Countdown signals provide pedestrians with more complete information including the time remaining before the signal begins to change. This is especially important to pedestrians who require mobility assistance.

Oneida Street/CTH AAA Reconstruction (Letters sent)

- ◆ As an important centerpiece to the Village of Ashwaubenon, the reconstruction of Oneida Street should be used as an example of pedestrian friendly design. Even though sidewalks are already found in this corridor, enhanced pedestrian features should be used

to elevate the safety and attractiveness of walking to the many destinations in this economically vital area. High visibility/stenciled, colored crosswalks, enhanced crossing signals, shelters, benches, and concrete pads for bus stops should all be considered where appropriate.

USH 41 Reconstruction Recommendation (Letter sent)

- ◆ At the Lombardi Avenue/CTH VK interchange consider increasing the width of the south sidewalk to accommodate higher than average pedestrian and bicycle traffic. Because pedestrians and bicyclists that wish to travel west on Lombardi/CTH VK cannot make a left turn from Argonne, and due to the difficulty of crossing the six lanes of vehicle traffic on Lombardi/CTH VK, most pedestrians and bicyclists will likely use the south side of the underpass to travel west.

5.1.2 Education Recommendations

The key to effective pedestrian safety education efforts is to target the means of delivery to the intended audience. Children and adults are the two primary audiences to consider. Educating children with regard to pedestrian safety can be achieved through very focused means such as school programs and by educating parents. Educating the adult community in general must be addressed through multiple media to be successful. Options might include distributing of state and federally produced brochures, running public service announcements, and placing information on the village web site. The message for all audiences is straightforward – be safe, courteous, and legal. The following education recommendations are essential for the implementation of Ashwaubenon’s pedestrian transportation system plan.

- ◆ Utilize the Safe Routes to School Program to help meet the village’s pedestrian safety educational needs.
- ◆ Create a village ad-hoc or advisory committee specifically for the development and implementation of a pedestrian and bicycle safety education strategy.
- ◆ Take advantage of existing programs, curriculum, and educational tools. Quality materials have been developed by the state and federal government and by private organizations.

5.1.3 Enforcement Recommendations

Law enforcement is critical to protecting and enhancing pedestrian safety. Only law enforcement officers can enforce the laws that make walking safer. The following enforcement recommendations are essential for the implementation of Ashwaubenon’s pedestrian transportation system plan.

- ◆ Provide more APS officers with pedestrian safety training to assist officers with recognizing the situations that can lead to pedestrian crashes and with knowing the applicable laws.
- ◆ Improve the enforcement of the village’s sidewalk snow removal ordinance requirements.

- ◆ Continue to adopt state pedestrian and bicycle statutes by reference in the village's Traffic Code.

5.1.4 Encouragement Recommendations

Encouragement measures are the final critical piece, but only after engineering, education, and enforcement measures have begun should encouragement be employed. The following encouragement recommendations are essential for the implementation of Ashwaubenon's pedestrian transportation system plan.

- ◆ Utilize the Safe Routes to School Program to help meet the village's pedestrian system encouragement needs.
- ◆ Consider modifying the zoning and subdivision ordinances to include review criteria relative to accommodating pedestrian paths and circulation for subdivision plats, site plans, conditional uses, and planned unit developments. This will help bring about a built environment that encourages walking as a means of transportation.

5.2 Recommended Bicycle Plan

5.2.1 Engineering Recommendations: Bicycle Transportation System

Map 2 displays the recommended physical improvements for an improved bicycle transportation system in the Village of Ashwaubenon. Potential engineered bicycle improvements shown on this map include bicycle lanes, wide outside lanes, paved shoulders, multi-use paths, intersection improvements, and underpass/overpass improvements. These recommendations include a timing component and may represent improvements that are:

- ◆ Initial (within two years)
- ◆ Short term (within five years)
- ◆ Medium term (six to 10 years)
- ◆ Long term (more than 10 years)

Recommendations for each of these timing classifications are needed in order to demonstrate an overall vision for the community. While only a portion of the recommendations may be attainable within the initial or short term, the medium and long term recommendations are necessary to achieve a complete and connected system. While implementation of these recommendations may take place slowly and incrementally over time, the long term vision of a complete and connected system should be kept in sight.

Table 6-2 summarizes the bicycle transportation system engineering recommendations. The number of each recommendation corresponds with the numbered locations on Map 2. Recommendations for multi-use paths are identical between the bicycle and pedestrian transportation system plans since they will be used by both pedestrians and bicycles. Refer to Table 6-1 and Map 1 for the related information. The remainder are grouped by project:

- Rebuild of Highway 41
- Oneida Street Project

Table 6-2: Bicycle Transportation System Engineering Recommendations

Recommendation	Facility Type	Estimated Construction Cost (in 2008 dollars)	Notes
<i>Initial (within 2 years)</i>			
1. Morris Av	Wide Outside Lanes	Cost of signage (retrofit)	Very important bicycle corridor. Provides access to planned Boulevard.
2. S Ridge Rd	Bicycle Lanes	Cost of paint and signage (retrofit)	Related recommendations: two vehicle lanes north of Cormier, three vehicle lanes south of Cormier, and right-turn lane near school.
3. Holmgren Wy	Wide Outside Lanes	Cost of signage (retrofit) (bike route)	North of Hansen, restripe the vehicle lanes when the existing paint wears off to achieve wide outside lanes.
5. S Ashland Frontage Rd	Wide Outside Lanes	Cost of signage (retrofit)	To direct bicycles on Morris to use safer crossing of Ashland Av at Potts Av.
6. Shady Ln	On-Street Accommodation	Cost of signage only	Existing street too narrow without removing parking. Secondary route.
7. Balsam Wy	On-Street Accommodation	Cost of signage only	Existing street too narrow without removing parking. Secondary route.
11. Buffalo St	On-Street Accommodation	Cost of signage only	Existing street too narrow without removing parking. Secondary route.
13. Babcock Rd	On-Street Accommodation	Cost of signage only	Existing street too narrow without removing parking. Importance of route depends on future access control/intersections along STH 172.
15. Hansen Rd	Bicycle Lanes	Cost of paint and signage (retrofit) (bike route)	Very important bicycle corridor and extension of existing bike lanes. Special considerations for intersection with S Ridge Rd.
16. Waube Ln	Wide Outside Lanes	Cost of paint and signage (retrofit) (bike route)	Part of 2008 planned road reconstruction project (Brown County).

17. S Ridge	Bicycle Lanes	Cost of paint and signage (retrofit) Bike Route sign	Adequate space for retrofit if on-street parking is removed on one side. Should be coordinated with addition of a sidewalk to the east side of the street.
18. Commodity Ln	Wide Outside Lanes	Cost of signage (retrofit)	A secondary route, but few conflicts. Parking is already prohibited.
19. Parkview Rd	Wide Outside Lanes	Cost of signage (retrofit)	A secondary route, but few conflicts. Improve the railroad crossings over the longer term.
21. Holmgren Wy	Bicycle Lanes	Cost of paint and signage (retrofit)	South of Hansen, adequate space for retrofit if on-street parking is removed. (one or both sides)
23. Spirit Wy	Wide Outside Lanes	Cost of signage (retrofit)	A secondary route, but few conflicts.
26. North Road	On-Street Accommodation	Cost of signage	
<i>Short Term (within 5 years)</i>			
22. Glory Rd	Bicycle Lanes	Cost of paint and signage (retrofit)	Some reconstruction needed east of Spirit Wy. See medium term recommendation 22 below.

Recommendation	Facility Type	Notes
<i>Medium Term (6 to 10 years)</i>		
4. Cormier Rd	Bicycle Lanes	Time with reconstruction of street. Use alternate side on-street parking. Retrofit possible west of Ridge Rd.
12. Carole Ln	Wide Outside Lane	Importance of this route depends on what happens with access to Babcock at STH 172.
14. Pioneer Dr/Skylark Ln	Wide Outside Lane	May require use of alternate side parking in narrower sections of this route.
20. S Ridge Rd	Wide Outside Lane	Will become an important route as development takes place in Sand Acres area. Work toward parking reconfiguration to make room for retrofit.
22. Glory Rd	Bicycle Lanes	From Sprit Wy to east to new bridge, reconstruction needed due to narrow street width.
<i>Long Term (more than 10 years)</i>		
8. North Rd	Bicycle Lanes	Inadequate space currently. Coordinate with reconstruction of street and STH 172 projects.
24. Fernando Dr	Paved Shoulders	Important connection to sports complex. Inadequate space currently, so coordinate with reconstruction of road. If reconstructed with an urban cross-section, then include wide outside lanes. In the shorter term, reduce the speed limit to 25 miles per hour.
25. Sand Acres Dr	Paved Shoulders	Inadequate space currently, so coordinate with reconstruction of road. If reconstructed with an urban cross-section, then include wide outside lanes. Becomes more important route as area develops.

Recommendation	Facility Type	Estimated Construction Cost (in 2008 dollars)	Notes
<i>Rebuild of Highway 41</i>			
9. Pilgrim Wy	Bicycle Lanes	\$227,000	Coordinate with reconstruction of street.
<i>Oneida Street Project</i>			
10. Oneida St	Wide Outside Lanes		Coordinate with street reconstruction, likely in 2012.
37. S Ridge Rd	Sidewalk	\$107,700	On commercial side of street. To allow for bike lines to replace VNLs.

Additional Engineering Recommendations

In addition to the development of the improved network of bicycle routes as shown in Table 6-2, the following supporting recommendations address such areas as bicycle parking, street maintenance, and the plans of other units of government.

- ◆ Follow state and federal bicycle facilities guidelines and standards relative to the maintenance of streets. This might include, as examples, street sweeping procedures, pavement surface tolerances, and railroad crossing treatments. Train village maintenance staff in the identification and repair of common pedestrian and bicycle hazards.
- ◆ At village facilities, work toward the installation of effective bicycle parking racks that meet the policies of this plan. All other government facilities (e.g., libraries, schools, post offices, etc.) in the village should also work toward providing adequate and effective bicycle parking. Encourage the installation of adequate and effective bicycle parking at private establishments that are open to the public (e.g., stores, restaurants, banks, etc.).
- ◆ Amend the Zoning Code to include bicycle parking requirements that apply to new development and to existing buildings when the parking needs change by more than 15%.
- ◆ Many of the pedestrian recommendations found in Section 6.1.1 would also benefit bicyclists.
- ◆ Implement Safe Routes to School.

USH 41 Reconstruction Recommendations

- ◆ Provide space at grade separated crossings for bicycle lane width of five feet consistent with WisDOT guidance. The additional one foot required for the bicycle lane could be

obtained by narrowing the two foot gutter pan to 18 inches and using inset drain grates and/or decreasing the width of the planting strip between the bicycle lane and the sidewalk. Curb and gutter integrated into the roadway surface would benefit bicyclists with additional usable space as well.

- ◆ For double lane roundabouts at interchanges with a freeway on ramp/slip lane, use a white skip line across the on ramp to indicate to motorists that they will be crossing straight through traffic and to direct bicyclists through the intersection. Also, make the radius of the on ramp/slip lane as tight as possible to discourage motorists entering the freeway from accelerating on the through road and increasing the difficulty of the waltz maneuver between straight through bicyclists and motorists entering the freeway.

5.2.2 Education Recommendations

The strategy discussed relative to pedestrian safety education in Section 6.1.2 is also applicable to bicycle safety education. The following education recommendations are essential for the implementation of Ashwaubenon's bicycle transportation system plan.

- ◆ Host bicycle rodeos.
- ◆ Incorporate bicycle safety education into park and recreation programming.
- ◆ Utilize the Safe Routes to School Program to help meet the village's bicycle safety educational needs.
- ◆ Create a village ad-hoc or advisory committee specifically for the development and implementation of a pedestrian and bicycle safety education strategy.
- ◆ Take advantage of existing programs, curriculum, and educational tools. Quality materials have been developed by the state and federal government and by private organizations such as the League of American Bicyclists and Smart Cycling.

5.2.3 Enforcement Recommendations

Law enforcement is critical to protecting and enhancing bicycle safety. Only law enforcement officers can enforce the laws that make bicycling safer. The following enforcement recommendations are essential for the implementation of Ashwaubenon's bicycle transportation system plan.

- ◆ Provide more APS officers with bicycle safety training to assist officers with recognizing the situations that can lead to bicycle crashes and with knowing the applicable laws.
- ◆ Continue to adopt state pedestrian and bicycle statutes by reference in the village's Traffic Code.

5.2.4 Encouragement Recommendations

Encouragement measures are the final critical piece, but only after engineering, education, and enforcement measures have begun should encouragement be employed. The following encouragement recommendations are essential for the implementation of Ashwaubenon's bicycle transportation system plan.

- ◆ Utilize the Safe Routes to School Program to help meet the village's bicycle system encouragement needs.
- ◆ Distribute the Brown County Bicycle Map (promote available online).
- ◆ Launch a road hazard identification program that allows bicyclists to submit road hazard information to the village for consideration.
- ◆ Hold bicycle events and incorporate them into park and recreation programming.
- ◆ Consider modifying the zoning and subdivision ordinances to include review criteria relative to accommodating bicycle routes and circulation for subdivision plats, site plans, conditional uses, and planned unit developments. This will help bring about a built environment that encourages bicycling as a means of transportation.

5.3 Implementation Plan

5.3.1 Funding Sources

Table 6-3 is a compilation of national, state, local, and private potential funding sources for pedestrian and bicycle projects and programs.

Table 6-3: Potential Funding Sources

This table is found on the following three pages.