

Report

Village of Ashwaubenon Comprehensive Pedestrian and Bicycle Plan

Project I.D.: 07A008

Village of Ashwaubenon
Brown County, Wisconsin

June 2009
(Updated October 2009)



Village of Ashwaubenon Comprehensive Pedestrian and Bicycle Plan

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Village of Ashwaubenon Comprehensive Pedestrian and Bicycle Plan

Executive Summary

It has been a community goal to make Ashwaubenon a pedestrian and bicycle friendly community, so the village made it a priority to develop a long range plan to achieve this goal. The benefits of improved walking and bicycling are numerous and span from improved health and safety for school children, to economic development and a cleaner environment. This is why the Community Development Authority found that a long range plan for walking and biking in Ashwaubenon was worthy of funding.

The village presently has a variety of pedestrian and bicycle features, but they lack connectivity and are challenged by a variety of barriers. The most obvious barriers are Highways 41 and 172 which effectively divide the community into four quadrants. Examples of other barriers include busy streets and intersections, the lack of bicycle parking, the lack of sidewalks and crosswalks, and the operation of crosswalk signals.

This plan provides background information that helps to objectively assess the current state of pedestrian and bicycle transportation in the village. Based on the background information and the results of the planning process (including extensive public participation), this plan provides a course of action to achieve the village's long range vision for walking and bicycling. This course of action is expressed in terms of a vision statement which is then refined into specific goals, objectives, policies, and recommendations. Within this decision making structure for pedestrian and bicycle planning, four critical areas form the framework for moving forward effectively: engineering, education, enforcement, and encouragement.

It is the Village of Ashwaubenon's long range vision that a full range of safe, efficient, and attractive transportation options become available. The village envisions a pedestrian and bicycle system that connects destinations, provides safe options for all segments of the population, and enhances the village's economy, health and quality of life. Toward that end, this plan recommends the improvement and construction of pedestrian and bicycle facilities such as enhanced crosswalk markings, new multi-use paths, extended sidewalks, new bicycle lanes and wide outside lanes, and intersection improvements in strategic locations. These recommendations were based on an analysis of alternative facilities and a comparison of the costs and benefits of such projects. This plan also recommend the adoption of available engineering standards and guidelines for such issues as bicycle parking design, street and sidewalk maintenance, and the construction of various pedestrian and bicycle facilities. Supporting recommendations for education, enforcement, and encouragement include such actions as law enforcement training programs, pedestrian and bicycle safety training, grant and other funding programs, and local ordinance amendments.

List of Abbreviations, Acronyms, and Symbols

AASHTO	American Association of State Highway and Transportation Officials
ABPAC	Ashwaubenon Bicycle and Pedestrian Advisory Committee
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APS	Ashwaubenon Public Safety Department
CDA	Community Development Authority
CORP	Comprehensive Outdoor Recreation Plan
CTH	County Trunk Highway
FHWA	Federal Highway Administration
Foth	Foth Infrastructure & Environment, LLC
LAB	League of American Bicyclists
LCI	League Cycling Instructor
SRTS	Safe Routes to School Program
STH	State Trunk Highway
USDOT	United States Department of Transportation
USH	US Highway
VNL	Visually Narrowed Lane
WDOA	Wisconsin Department of Administration
WisDOT	Wisconsin Department of Transportation

Village of Ashwaubenon Comprehensive Pedestrian and Bicycle Plan

Acknowledgements

Special Acknowledgments to...

The Ashwaubenon Bicycle and Pedestrian Advisory Committee

- ◆ Randy Johnson, Chair
- ◆ Mark Castonia, Vice Chair
- ◆ Julie Johnson
- ◆ Tom Selk
- ◆ Matt Bergeon
- ◆ Peter Flucke
- ◆ Randy Bailey

The Village of Ashwaubenon Community Development Authority

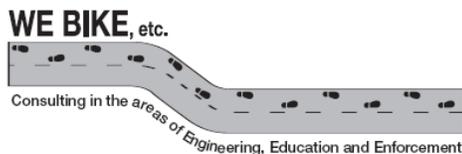
The Ashwaubenon Village Board

- ◆ Mike Aubinger, Village President
- ◆ Mary Kardoskee
- ◆ Mark Williams
- ◆ Charlotte Nelson
- ◆ Ken Seidel
- ◆ Ken Bukowski
- ◆ Greg Collins

Technical Advisors to the Bicycle and Pedestrian Advisory Committee

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- ◆ Doug Martin, Ashwaubenon Department of Public Works
- ◆ Rebecca Meert, Brown County Health Department
- ◆ Cole Runge, Brown County Planning Commission
- ◆ Chris Culotta, Wisconsin Department of Transportation
- ◆ Keith Lucious, Ashwaubenon Public School District
- ◆ Peter Flucke, WE BIKE, etc.
- ◆ Nicolas Sparacio, Foth Infrastructure and Environment

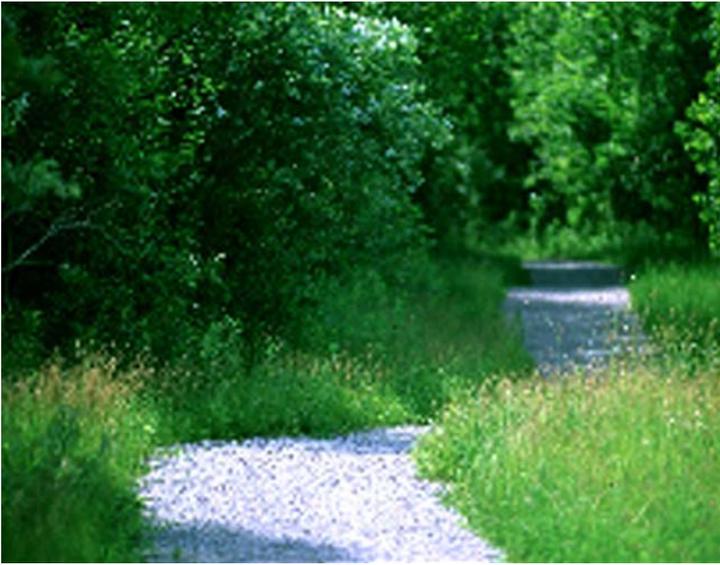
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All mapping courtesy of the Brown County Planning Commission.

1 Introduction



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1 Introduction

1.1 Purpose and Vision

This plan has been created by the Village of Ashwaubenon to provide a locally tailored and community supported approach to meeting the unique pedestrian and bicycle transportation needs and desires of the village over the long term. This plan provides background information that helps to assess the current state of pedestrian and bicycle transportation in the village. Based on the background information and the results of the planning process (including extensive public participation), this plan provides a course of action to achieve the village's long range vision for walking and bicycling. This course of action is expressed in terms of a vision statement which is then refined into specific goals, objectives, policies, and recommendations. Within this decision making structure for pedestrian and bicycle planning, four critical areas form the framework for moving forward effectively:

- ◆ Engineering – Measures taken to improve the physical facilities provided for walking and bicycling (e.g., sidewalks, bike lanes, benches, bicycle parking, etc.)
- ◆ Education – Measures taken to increase the awareness and understanding of how to safely use the pedestrian and bicycle transportation system
- ◆ Enforcement – Measures taken to ensure that the rules of the road are followed in order to protect the safety of the community
- ◆ Encouragement – Measures taken to make the pedestrian and bicycle transportation system attractive and comfortable to its potential users

1.1.1 Benefits of Walking and Bicycling

The Village of Ashwaubenon hopes to experience the many benefits of an improved environment for walking and bicycling by adopting and implementing this plan. Those benefits include:

- ◆ Transportation – Walking and bicycling are the most basic, efficient, and inexpensive forms of transportation. Many trips in the village currently taken by motor vehicle are within walking or biking distance, and for a portion of the village population, these are the only forms of transportation available (along with transit).
- ◆ Health and Fitness – Walking and bicycling provide health benefits, and concern over the health of students in particular can be addressed by increasing walking and bicycling to school.
- ◆ Recreation – Many people in the village walk and bicycle for fun or for sport.

-
- ◆ Environment – Bicycling and walking are non-polluting forms of transportation, and where they reduce the need for motor vehicle trips, the environmental benefits are even greater.
 - ◆ Traffic Congestion Mitigation – Increasing the width, speed, and capacity of streets and highways can only go so far in reducing traffic congestion. As communities grow, traffic congestion can be more effectively reduced by decreasing the demand for motor vehicle trips. This is achieved by increasing the viability of walking, bicycling, and transit use.
 - ◆ Quality of Life – Walking and bicycling have been found to be good indicators of overall community health. If the village is a safe place to walk and bicycle, then underlying law enforcement and safety problems have been addressed. Residents and businesses will continue to be drawn to such a community.
 - ◆ Economic Development – The village’s ability to attract and retain businesses, support employment opportunities, and maintain a stable tax base depends on its ability to adapt to the changing economic environment. Many trends that the community is likely to face in the near future (e.g., increasing cost of fuel, increased emphasis on health and the environment, aging population, etc.) have connections to providing a complete transportation system that includes walking and bicycling.

1.1.2 Complete Streets

The Village of Ashwaubenon hopes to provide a more balanced transportation system, or “complete streets,” by adopting and implementing this plan. This means that the community’s streets should be designed to safely accommodate all users. Even today, there are many members of the community that must rely on bicycling, walking, and transit as their primary mode of transportation. And many members of the community that have the option of using a motor vehicle would like to experience the benefits of increased walking and bicycling. “Complete streets” will provide pedestrians, bicyclists, motorists, and bus riders of all ages and abilities with the option to safely move along and across the village’s streets.

1.1.3 Vision Statement

The Village of Ashwaubenon vision for bicycling and walking is an expression of the desired future state of the community over the long term. Portions of the vision may be immediately achievable, while other portions may take 20 years to be realized. And because it is intended to stretch and challenge the thinking of the community, there may be portions of the vision statement that are not achievable within this time horizon, but are worthy pursuits nonetheless. Only time will tell how successful the village will be in working toward its desired future state.

Village of Ashwaubenon Comprehensive Pedestrian and Bicycle Vision

It is the year 2028, and the Village of Ashwaubenon Pedestrian and Bicycle Plan has been implemented...

A full range of safe, efficient, and attractive transportation options are available throughout the Village of Ashwaubenon. The village's pedestrian and bicycle system connects destinations, provides safe options for all segments of the population, and enhances the village's economy, health, and quality of life.

Connectivity

The village's pedestrian and bicycle system is functional and valuable because it connects destinations. Barriers to walking and biking have been overcome in order to connect all parts of the village with a focus on residential neighborhoods, parks and multi-use paths, schools, the mall area, community businesses, and other community attractions. Both large barriers (like Highways 41 and 172, Oneida Street, Ashland Avenue, and the Fox River) and smaller barriers (like inadequate sidewalks, crosswalks, traffic signals, bike lanes, and bike parking) have been overcome. This has been accomplished through private development and redevelopment as well as public infrastructure improvement projects.

Safety

The village's transportation system has been completed, providing safe places for all modes: walking, bicycling, transit, and automobiles. Safety has been enhanced for all segments of the community that utilize walking and bicycling. This includes students, those who walk and bicycle for recreation or fitness, and those who walk and bicycle for transportation. This has been accomplished by providing an appropriate mix of sidewalks, multi-use paths, bike lanes, wide lanes or paved shoulders, visually narrowed lanes, transit routes and stops, and intersection improvements. The use of visually narrowed lanes has been clearly defined by village ordinance, and citizens have been educated in their proper use. Appropriate measures have been employed in different locations based on the needs of community members, the relative costs and benefits of alternatives, and the priorities set by village decision makers. This has also been accomplished through improved education, enforcement, and encouragement programs.

Economy

The local economy has changed over time. The village's pedestrian and bicycle system successfully anticipated those changes and helped the village adapt to the new economy. Because of the connections between economic success, culture and attitudes, and quality of life, the local business community has realized benefits of improved access and connectivity by multiple modes of transportation.

Health

Improved pedestrian and bicycle facilities, education, enforcement, and encouragement have increased walking and bicycling, which in turn have resulted in improved health of the community. As the safety and comfort of walking and bicycling improved, the health of students and the older segment of the population benefited in particular. Reduced auto emissions and better air quality have resulted in improved health for the entire community.

1.2 Scope of Plan

The *Village of Ashwaubenon Comprehensive Pedestrian and Bicycle Plan* is intended to be an advisory document that informs and guides decision making relative to all aspects of village governance that affect walking and bicycling. This plan should be referenced by the Village Board, its committees and boards of jurisdiction, village staff, and by citizens of the community when issues and opportunities relative to walking and bicycling are at hand. Examples of related activities and decisions include:

- ◆ Proposed new development and redevelopment projects
- ◆ Street and highway reconstruction projects
- ◆ Capital improvement and other planning for community investments
- ◆ Park, recreation, and multi-use path planning
- ◆ Transit planning
- ◆ School curriculum development
- ◆ Training, equipping, policies, and procedures of law enforcement

This is a long range plan meaning that the time horizon for its recommendations span the length of approximately 20 years. Within this time horizon, intermediate milestones have been set for initial, short term, medium term, and long term recommendations. As community conditions change, as additional information becomes available, and as related state and federal programs change, this plan should be reviewed and updated. As a guideline, it is advisable that the plan is reviewed annually with a more extensive review and update at least every five years. On this timeline, thorough reviews would be necessary in 2014, 2019, 2024, and 2029.

What this plan will do:

- ◆ Objectively inventory current conditions
- ◆ Create a shared vision, goals, and objectives for the long term
- ◆ Attempt to integrate plans and policies of village departments
- ◆ Adopt new policies to improve the decision making process
- ◆ Adopt standardized approaches to bicycle and pedestrian infrastructure
- ◆ Explore many alternatives
- ◆ Recommend appropriate facilities for specific locations
- ◆ Recommend programs for improved education and enforcement
- ◆ Recommend an action plan for implementation

What this plan will not do:

- ◆ (Will not) solve problems immediately
- ◆ (Will not) recommend sidewalks everywhere
- ◆ (Will not) take a blanket approach to any recommended facility
- ◆ (Will not) be successful without community participation and support

2

Background Information



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2 Background Information

A critical first step in planning is to understand the need for the plan and to clearly define the problem to be addressed. In the Village of Ashwaubenon's planning process for pedestrian and bicycle transportation, this was initially accomplished by identifying issues, opportunities, and desires, by examining community data, and by reviewing existing village plans, ordinances, and policies. A more detailed needs assessment is also provided in Chapter 4 of this plan.

2.1 Issues, Opportunities, and Desires

Identifying issues, opportunities, and desires helps to define the need for the plan from the viewpoint of community members and other key stakeholders. Issues and opportunities are identified using a nominal group process and then prioritized by voting. The results of this process reveal the village's motivation and justification for investing in the development of this plan.

In July of 2007, citizens of the Village of Ashwaubenon and key stakeholders met to identify issues, opportunities, and desires relative to walking and bicycling. Participating village citizens included both members and advisors of the village's Bicycle and Pedestrian Advisory Committee. Other key stakeholders participating included representatives of WisDOT, the Green Bay Transit Authority, the Brown County Health Department, the Brown County Planning Department, the Ashwaubenon School District, and village departments including Public Works, and Parks, Recreation, and Forestry. In October of 2007, a public informational meeting was held which was open to the entire community. The results of the initial identification of issues, opportunities, and desires were presented, and attendees were invited to comment on and add to the list, and also to vote on the prioritization.

Based on the prioritization, the top issues and opportunities were as follows. For a complete report of the results of this process along with the desires statements, please refer to Appendix A.

2.1.1 Top Issues

1. Connecting neighborhoods that are separated by highways is difficult and dangerous.
2. Limited availability and accessibility of existing multi-use paths and a lack of connectivity to the community.
3. Many attractions in the community that people could walk or bike to are blocked by obstacles.
4. Mobility around mall (i.e., lack of bike and pedestrian access to surrounding area and businesses). Existing connections are not attractive to people.
5. Education level is too low regarding bike and pedestrian responsibilities and rights.
6. Walk/Don't Walk signal should be automatic with traffic signal, not button activated.
7. Fast pace of development does not always allow for ideal design – need design standards.
8. Past attitudes regarding sidewalks in residential neighborhoods.
9. Cost of facilities and factors that discourage equal treatment (funding sidewalks, for example).

2.1.2 Top Opportunities

1. Have many good attractions in the community that people could walk or bike to.
2. Safe Routes to School Program to help increase walking to school.
3. Make Walk/Don't Walk signal automatic with traffic signal and add a countdown feature.
4. Connecting to surrounding communities via biking and walking.
5. Improve bicycle parking.
6. Improve intersection signal timing to account for events and seasonal or time-of-day peaks

2.2 Community Profile

A community profile of key demographic data and other critical features of the village's existing landscape has been analyzed. Understanding this data helps to answer two key questions.

1. Which segments of the community can the plan for pedestrian and bicycle transportation be designed to serve?
2. What factors of the existing landscape will influence or limit the extent to which the bicycle or transportation system can be improved?

2.2.1 Resident Population

Table 2-1 shows the 2000 Census population for the village along with the 2007 estimated population as determined by the Wisconsin Department of Administration (WDOA). Illustration 2-1 shows historic Census data along with the WDOA projected population for the village out to the year 2025.

Who can benefit from an improved pedestrian and bicycle transportation system in Ashwaubenon?

Community segments with unique transportation needs:

- ◆ The very young
- ◆ The very old
- ◆ The disabled

All community members based on level of ability and training:

- ◆ Advanced or experienced adults
- ◆ Casual or novice adults and teenagers
- ◆ Properly trained preteens
- ◆ Adult supervised children

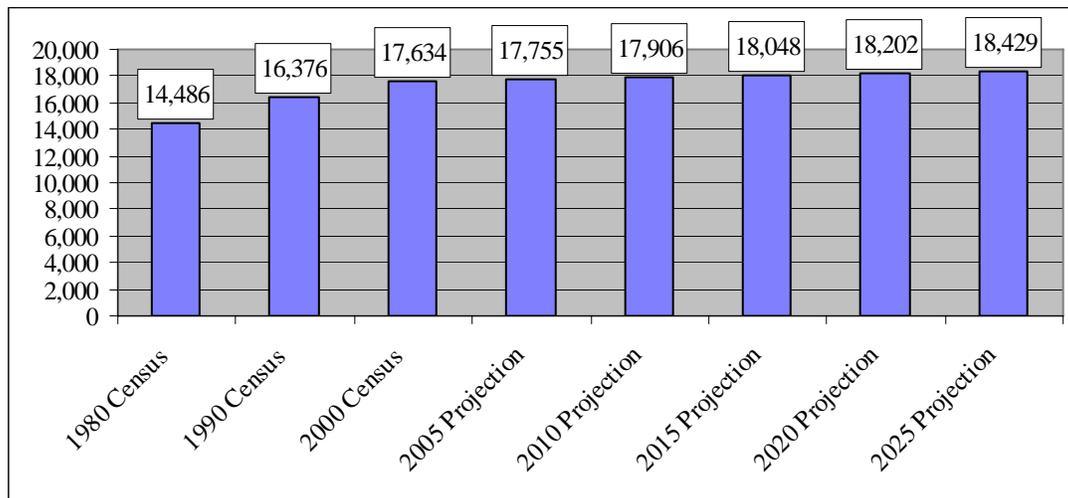
See Section 2.3 for more information on levels of ability and training.

Table 2-1: 2000 Census and 2007 Estimated Population

	2000 Census	2007 Estimate
Population	17,634	17,785
Number Change		151
Percent Change		0.9%

Source: US Bureau of the Census and Wisconsin Department of Administration

Illustration 2-1: Historic and Projected Population (1980 to 2025)



Source: US Bureau of the Census and Wisconsin Department of Administration

These data show that the village's population has experienced modest growth in recent years. A modest rate of growth is projected to continue into the future. By 2025, 795 additional people are expected over the 2000 population, which equates to an average increase of about 32 people per year. While the population is growing, it is not growing at a pace that makes this factor alone a major driver behind the need for improved pedestrian and bicycle transportation. A more detailed look at the village's population is necessary to understand some of the more relevant factors.

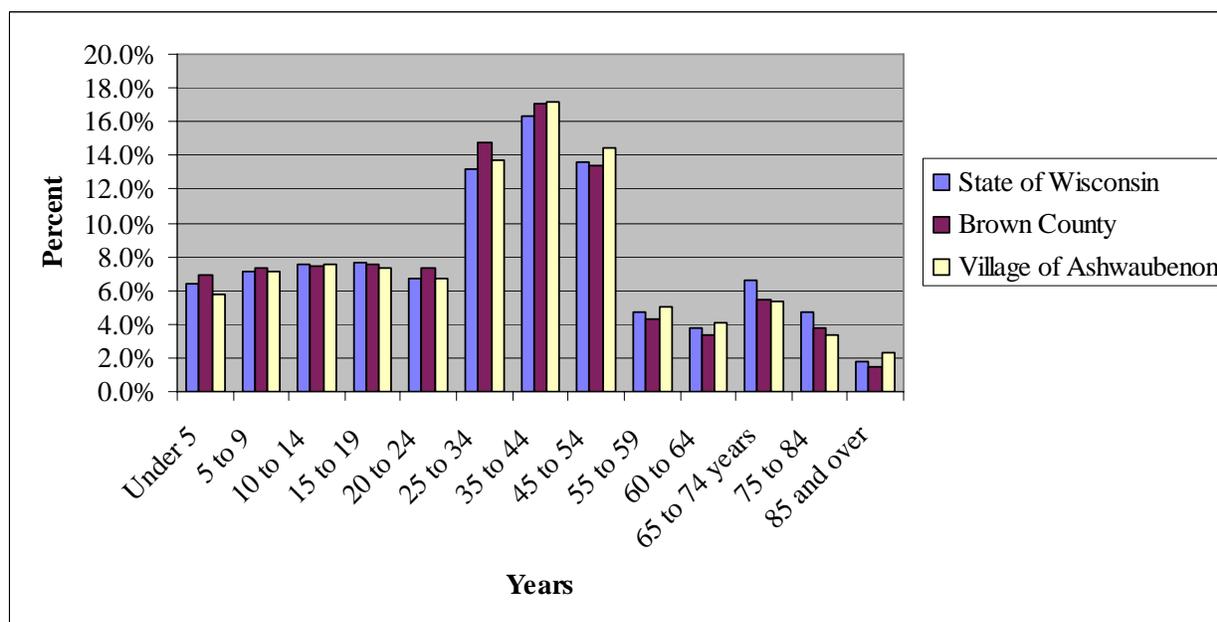
2.2.2 Daytime Population

While the village's 2007 resident population was estimated to be 17,785 persons, the *Village of Ashwaubenon Comprehensive Smart Growth Plan* (1997) estimates Ashwaubenon's daytime population to exceed 40,000. It also projected the daytime population to reach 45,000 by 2000. The daytime population of the community is more relevant to understanding transportation needs as this figure takes into account the workers, shoppers, and other individuals that travel into the community. It is expected that the daytime population of the Village of Ashwaubenon is higher than that of the resident population due to the high concentration of retail businesses, major employment centers, and other land uses of regional importance.

2.2.3 Population by Age Group

Illustration 2-2 and Table 2-2 display the age characteristics of the village population based on the 2000 Census.

Illustration 2-2: Population by Age Group



Source: US Bureau of the Census, 2000

Table 2-2: Median Age

	Years
State of Wisconsin	36
Brown County	34.2
Village of Ashwaubenon	36.3

Source: US Bureau of the Census, 2000

These data show that both the age structure and median age of the Village of Ashwaubenon track closely with the trends at the county and state levels. This means that significant trends expected to impact the state as a whole are also relevant locally. Of primary importance is the increasing size of the 65 and older age groups and the large portion of the population from 45 to 54 years that will move into the later age groups in the coming years. Transportation needs will change as the population ages. Not only will modes other than the motor vehicle increase in importance, but the design of sidewalks, crosswalks, pedestrian signals, and the like must take a full range of ages into account.

2.2.4 Student Population

Table 2-3 displays the school enrollment characteristics of the village based on 2008 Ashwaubenon School District enrollment records.

Table 2-3: School Enrollment

	Number	Percent
Nursery School, Preschool	144	4.6%
Kindergarten	196	6.2%
Elementary School (Grades 1-8)	1,777	56.5%
High School (Grades 9-12)	1,030	32.7%
Total	3,147	100.0%

Source: Ashwaubenon School District, 2008

These data show that there were 3,147 students in the village, 67% of whom were eighth grade and younger. These very young members of the community are of particular importance when planning for pedestrian and bicycle transportation. Appropriate engineering, education, enforcement, and encouragement are necessary to ensure that this segment of the population can safely access schools, parks, neighborhoods, and other destinations within the community.

2.2.5 Disabled Population

Table 2-4 displays the disabled population by age group based on the 2000 Census.

Table 2-4: Population with Disability

Age Group	Number	Percent of Village Population
5 to 20 Years	349	2.0%
21 to 64 Years	1,212	6.9%
65 Years and Over	519	2.9%
Total	2,080	11.8%

Source: US Bureau of the Census, 2000

These data show that there were 2,080 disabled persons in the Village of Ashwaubenon, or 11.8% of the 2000 population. This is based on the resident population, so the daytime population of disabled individuals is likely higher. A critical factor relative to pedestrian transportation will continue to be the appropriate engineering, education, enforcement, and encouragement necessary to provide a safe environment for the disabled. Communities must also comply with the legal framework of the Americans with Disabilities Act.

2.2.6 Household Characteristics

Tables 2-5, 2-6, and 2-7 along with Illustration 2-3 provide information relative to the income levels and vehicle availability of households in the village based on the 2000 Census.

Table 2-5: Household Income

	Number	Percent
Less than \$10,000	303	4.2%
\$10,000 to \$14,999	293	4.1%
\$15,000 to \$24,999	911	12.7%
\$25,000 to \$34,999	942	13.1%
\$35,000 to \$49,999	1,260	17.6%
\$50,000 to \$74,999	1,718	24.0%
\$75,000 to \$99,999	1,013	14.1%
\$100,000 to \$149,000	528	7.4%
\$150,000 to \$199,999	93	1.3%
More than \$200,000	108	1.5%
Total	7,169	100.0%

Source: US Bureau of the Census, 2000

Table 2-6: Median Household Income

	Income
State of Wisconsin	\$43,791
Brown County	\$46,447
Village of Ashwaubenon	\$48,353

Source: US Bureau of the Census, 2000

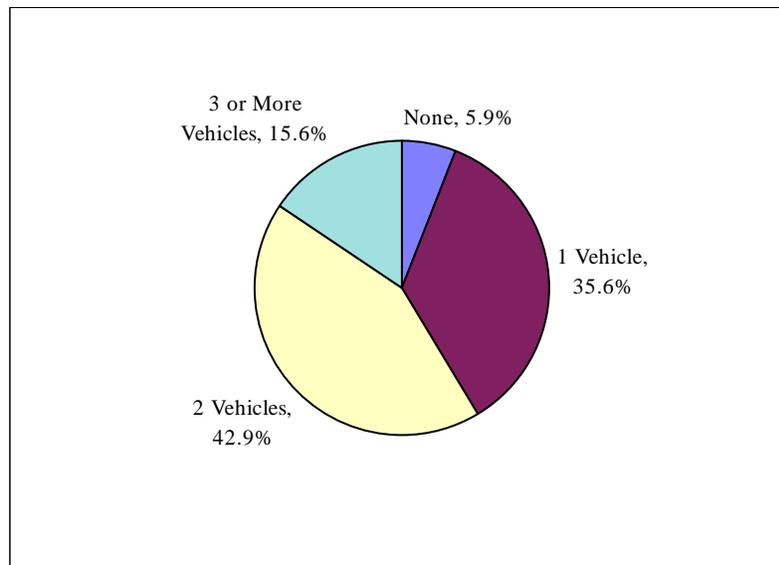
The household income data show that 1,507 households, or 21% of all village households, made less than \$25,000 in 1999. While the village's median income was higher than that of the county and state, there are low income households present in the community. This is important in estimating the village's need for bicycle and pedestrian transportation options, as these may be the only options available for lower income households.

Table 2-7: Vehicles Available per Household

	Number	Percent
None	425	5.9%
1	2,545	35.6%
2	3,069	42.9%
3 or More	1,114	15.6%
Total	7,153	100.0%

Source: US Bureau of the Census, 2000

Illustration 2-3: Vehicles Available per Household



Source: US Bureau of the Census, 2000

These data further demonstrate the importance of pedestrian and bicycle transportation options for significant segments of the community. There are 2,545 households in the village with one vehicle available, and 425 households with no vehicles available. Together, these account for 41.5% of all households. Since many households include more than one person who works outside the home, it is reasonable to conclude that portions of both the one-vehicle and no-vehicle households must rely on walking, bicycling, or transit to get to work or other destinations.

2.2.7 Community Landscape

The village's limited land base is a significant community feature relative to transportation planning. There are very limited options to expand the village through annexation, as the village is now bounded by cities and villages on all sides but a portion of the southern boundary. Within the existing village boundary, undeveloped lands are being developed at a pace that makes the build-out of the community a foreseeable event.

What this means to Ashwaubenon is that there will be diminishing opportunities to develop land uses and their related transportation systems from a "blank slate." Where development of open lands does take place, careful planning and site design will be necessary in order to realize the vision and carry out the recommendations of this plan. This also means that redevelopment and infill development projects will be vitally important. In both cases, consideration of pedestrian and bicycle feature connectivity and safety will be a must.

What this also means to Ashwaubenon is that the community is relatively compact. At approximately 10 square miles in total area, locations throughout the village should be very reachable by most bicyclists and many pedestrians once the improvements recommended by this

plan have been implemented. When combined with transit options, the village's destinations are even more accessible and well connected with other destinations throughout the Green Bay metropolitan area. As future development takes place in the village limits, it will be important to maintain a density of development that continues to enhance this positive feature of the community.

The village's climate is another significant community feature relative to transportation planning. For several months of the year, the cold and snow of northeast Wisconsin winters limit all but the most experienced bicyclists and also create challenges for pedestrians at times. This climate has implications for the usability of pedestrian and bicycle facilities and for the standards of winter maintenance that are applied by the village. The clearing of snow and ice from sidewalks, multi-use paths, and the edges of streets (where bicycle lanes and wide outside lanes might typically become treacherous) are of particular concern. The availability of budget, personnel, equipment, and other resources all weigh into the feasibility of related maintenance decisions.

The village's Comprehensive Smart Growth Plan recommends the use of "winter city design" to help overcome some of the climate challenges. Where pedestrian-friendly urban environments can be maintained or created in the future, winter city design helps to minimize the effect of wind, maximize the availability of sunlight, and provide ample space for snow storage. This is achieved through such measures as solar orientation of buildings, evergreen windbreaks, wide sidewalks covered by canopies or awnings extending from storefronts, and raised sidewalks and crosswalks.

2.3 Pedestrian and Bicyclist Training and Ability Levels

In addition to the basic demographic data provided in Section 2.2, it is essential that pedestrian and bicycle planning take into consideration the training and ability levels of community members. The classification of training and ability levels is oriented toward bicyclists, but some of the same principles can be transferred to pedestrians. According to the WisDOT Bureau of Transportation Safety, there are three primary groups that utilize bicycle routes and facilities.

1. **Advanced or experienced adults.** These individuals are capable of bicycling under most traffic conditions.
2. **Casual or novice adults and teenagers.** These individuals are less confident in their ability to bicycle in traffic on collector and arterial streets without provisions for bicyclists.
3. **Adult supervised children.** This group is not mature enough mentally or physically to bicycle safely without adult supervision.

There is a fourth group that is a subset of children in general. Around ages eight to nine, children can begin to develop the mental and physical ability to make decisions relative to bicycle safety.

4. **Properly trained preteens.** These individuals are initially monitored by adults but are eventually allowed to ride unsupervised on roads, mainly on residential streets, gaining access to parks, schools, and the like.

Pedestrian and bicycle facilities must then be carefully designed not only to provide the appropriate level of accommodation for the expected user groups, but also to avoid encouraging users without enough ability or training from venturing into areas where they should not.

2.4 Existing and Historic Plans, Policies, and Programs

Existing and historic plans, policies, and programs will help provide important points of context for future recommendations as well as an understanding of the current state of pedestrian and bicycle transportation in the village.

2.4.1 Comprehensive Smart Growth Plan

The *Village of Ashwaubenon Comprehensive Smart Growth Plan* was adopted in 2003 and provides the village's long range plan for the future physical, social, and economic development of the community as a whole. Section 66.1001 of the Wisconsin Statutes governs the content, legal status, and procedural aspects of comprehensive plans. Under this statute, the village is required to:

- ◆ Adopt and maintain a comprehensive plan by 2010.
- ◆ After 2010, make decisions in a fashion that is consistent with the comprehensive plan relative to general zoning, subdivision regulation, official mapping, and shoreland/wetland zoning.
- ◆ Follow certain procedural requirements when adopting or amending the comprehensive plan including the use of public participation.

Comprehensive plans address nine elements, all of which have important connections to pedestrian and bicycle transportation.

1. Issues and Opportunities
2. Housing
3. Transportation
4. Utilities and Community Facilities
5. Agricultural, Natural, and Cultural Resources
6. Economic Development
7. Intergovernmental Cooperation
8. Land Use
9. Implementation

“A goal of the Comprehensive Plan is for the village to design and develop an integrated network of bicycle and pedestrian trails and facilities throughout the community.”

Based on the village's comprehensive plan, pedestrian and bicycle transportation have important roles in the future physical, social, and economic development of the community, as they are integrated into many components of the plan. The plan states that “A goal of the Comprehensive Plan is for the village to design and develop an integrated network of bicycle and pedestrian [multi-use paths] and facilities throughout the community.” The following are specific examples

from the comprehensive plan that should be taken into consideration in the implementation of this plan.

Key Visions, Issues, and Opportunities

<i>Plan Component or Recommendation</i>	<i>Relationship to This Plan</i>
♦ Vision component: “The construction of a river walk and additional bicycle trails.”	This plan will be consistent with and complementary to the village’s comprehensive plan vision.
♦ Key issue: “Keeping Ashwaubenon a safe and friendly place to live.”	The ability to safely and conveniently walk and bicycle in the community is a key indicator of overall safety and quality of life.
♦ Key issue: “Embracing multi-modal transportation as an alternative to the automobile.”	As expected future trends are realized (e.g., rising price of fuel, increasing traffic congestion, desire for improved health) walking and bicycling will become increasingly important in a complete transportation system.
♦ Key opportunity: “Utilizing open spaces and stream corridors to develop an integrated park and trail system.”	Open spaces exist along stream corridors including Dutchman and Ashwaubenon Creeks. These corridors provide opportunities to link existing natural areas into an integrated transportation and park/open space system.

Physical Improvement Recommendations

<i>Plan Component or Recommendation</i>	<i>Relationship to This Plan</i>
♦ Develop a pedestrian and bicycle multi-use path linking the National Railroad Museum with Ashwaubomay Park. Use this linkage as a foundation for a more extensive west-side multi-use path mirroring the Fox River Trail on the east bank of the Fox River.	This plan is consistent with and carries forward the recommendation of the comprehensive plan.
♦ Develop the Ashwaubenon Boulevard between Oneida Street and Holmgren Way and along Morris Avenue.	Regardless of whether the Ashwaubenon Boulevard develops as envisioned at that time, this plan is supportive of additional pedestrian and bicycle access to the areas of focus.

<ul style="list-style-type: none"> ◆ Construct pedestrian/bicycle bridges over Ashland Avenue at Morris and Dutchman Creek and over Ashwaubenon Creek to connect Ashwaubomay Park with the multi-use path to the north. 	<p>This plan questions the utility and practicality of the recommendation. Bridges over Ashland Avenue have several drawbacks that make them an unrealistic option. Grades at these locations are an issue that would make the bridges extremely costly and increase the distance and travel time for pedestrians to the point that they may not use them. Experienced bicyclists are also unlikely to use such bridges. They would likely provide the most benefit to novice bicyclists.</p>
<ul style="list-style-type: none"> ◆ Develop an integrated network of bicycle and pedestrian multi-use paths and other facilities throughout the community. Several routes and a total of 14 new facilities were proposed and displayed on the “Multi-Modal Transportation” map. 	<p>While some of the particulars are different, this plan is consistent with and carries forward the intent of the comprehensive plan. This plan has taken a more exhaustive and detailed approach to the general planning of the network that was launched in the comprehensive plan.</p>

Growth and Development Strategies

<i>Plan Component or Recommendation</i>	<i>Relationship to This Plan</i>
<ul style="list-style-type: none"> ◆ Smart Growth Areas. As the title of the plan suggests, the principles of “Smart Growth” are a central component of the village’s vision for the future. The plan identifies several Smart Growth areas in the village that are intended to reflect the related principles as future development and redevelopment take place. 	<p>Key components of Smart Growth include the expansion of multi-modal transportation opportunities (including walking and bicycling), and the creation of pedestrian-friendly urban environments.</p>
<ul style="list-style-type: none"> ◆ Housing Options. Provide affordable housing options for young families and persons of retirement age. The plan notes that these needs are less likely to be met by traditional subdivision development in the future. 	<p>Mixed-use development, high density housing, in-fill residential development, and other creative housing options encourage walking and bicycling and are far more viable when linked with a variety of transportation options.</p>

<ul style="list-style-type: none"> ◆ Ashwaubenon Boulevard. The development of the Ashwaubenon Boulevard is a key land use and economic development strategy. This plan for economic growth and development involves designing an area with the feel of a conventional downtown and abundant, year-round amenities for pedestrians and bicyclists. 	<p>Wide sidewalks or pedestrian ways will form the foundation of the corridor. If motor vehicle traffic is allowed in the corridors, then narrow streets, slow speed limits, raised crosswalks and other traffic calming devices are recommended. This planned community feature is expected to enhance the community in many ways and to provide an attractive linkage between two important destinations that are also economic centers – the sports and entertainment district and the Bay Park Square retail shopping area.</p>
<ul style="list-style-type: none"> ◆ Enhance the Fox Riverfront. The riverfront along the Fox River has been identified as a key economic opportunity and an underutilized community resource. Future development should include attractive and well-planned building and site design. 	<p>Recommendations for this redevelopment and growth area include a riverfront multi-use path that mirrors the Fox River Trail on the east bank of the river.</p>
<ul style="list-style-type: none"> ◆ Winter-City Design. The plan recommends use of a development strategy known as winter-city design. Sidewalks and other key features are designed to minimize the affects of wind and to maximize sunlight during winter months. 	<p>A key component of this strategy is to develop pedestrian friendly urban environments that are utilized throughout the year. Related recommendations include the use of raised sidewalks and crosswalks to provide safe access, the use of wide sidewalks to provide for abundant snow storage, and the abundant placement of amenities like benches, planters, water fountains, and bicycle racks.</p>

2.4.2 Village Comprehensive Outdoor Recreation Plan

The village's most recent Comprehensive Outdoor Recreation Plan (CORP) was adopted in 2004. A CORP provides an inventory of existing community park and recreation facilities, assesses recreational and open space needs, and provides goals, objectives, and recommendations for the future. In order to maintain eligibility for certain state and federal grant programs, a CORP must be completed or updated within the last five years.

There is much integration between the recommendations of the CORP and the recommendations of this plan with regard to community pedestrian and bicycle needs. The primary difference, however, is that this plan has focused on walking and bicycling primarily as means of transportation. The CORP is focused on walking and bicycling as components of the village's overall system of outdoor recreational facilities and opportunities. Both approaches are essential to meeting the needs of the community. The following are specific examples from the CORP that should be taken into consideration in the implementation of this plan.

<i>Plan Component or Recommendation</i>	<i>Relationship to This Plan</i>
<ul style="list-style-type: none"> ◆ Provide more multi-use paths and trailheads village-wide to build on existing framework. Includes connecting existing multi-use paths, developing design standards for complete facilities (signage, seating, bicycle racks, etc.), and linking destinations with multi-use paths. 	<p>This plan is consistent with and carries forward these recommendations of the CORP. Linkage and connectivity are foundational to the vision of this plan. This plan provides policy guidance on preferred design standards.</p>
<ul style="list-style-type: none"> ◆ Identification and mapping of ½ mile and ¼ mile service areas for existing neighborhood parks. 	<p>This plan identifies existing barriers to walking and bicycling and recommends methods of overcoming those barriers. This should assist with the full implementation of the identified park service areas.</p>
<ul style="list-style-type: none"> ◆ Add a multi-use path loop to Argonne Park. 	<p>This plan expands upon this recommendation by connecting proposed multi-use paths through Argonne park with potential future pedestrian and bicycle routes to the east, west, and south.</p>
<ul style="list-style-type: none"> ◆ Extend multi-use paths from Ashwaubomay Park along the Fox River. 	<p>This plan is consistent with and carries forward these recommendations of the CORP.</p>
<ul style="list-style-type: none"> ◆ Extend multi-use paths to provide access and connect existing park facilities with surrounding streets and sidewalks at Fort Howard, Gillis, Sherwood Forest, Valley View, and Sand Acres Parks. 	<p>While not specific recommendations of this plan, such connections to existing and planned pedestrian and bicycle facilities are consistent. This plan identifies parks as key destinations, especially for the very young.</p>
<ul style="list-style-type: none"> ◆ Develop riparian trails along the Dutchman and Ashwaubenon Creek corridors. 	<p>This alternative was explored, but this plan does not include parallel recommendations. There are barriers at USH 41 and STH 172 that would limit the value of such trails for transportation purposes. Overcoming these barriers would require tunnels under or bridges over these highways, which are not foreseen as feasible within the next 20 years. However, such paths are still be valuable as recreational resources worth pursuing.</p>

2.4.3 Village Ordinances

The village's municipal code is the most comprehensive and authoritative source of community policy and legally enforceable requirements. The recommendations of this plan will be more

easily implemented if they are either compatible with the village's adopted ordinances or include guidance on how to update the village's ordinances in order to achieve consistency. Several existing village ordinances have important connections with the village's plan for walking and bicycling.

Traffic Code

The village's Traffic Code contains provisions related to walking and bicycling. The Traffic Code establishes speed limits, parking restrictions, and heavy truck routes on village streets. It prohibits parking at any time on some major streets. It should be noted that many of the streets with parking restrictions, especially those classified as collectors and arterials, are likely to coincide with desirable bicycle routes. These parking restrictions are valuable to bicyclists from that perspective. The Traffic Code adopts state traffic laws by reference including bicycle and pedestrian statutes. These statutes provide additional benefits for pedestrians for bicyclists. For example, parking in bicycle lanes is prohibited by these statutes. In contrast, the Traffic Code does not define the relationship of VNLs to bicycle or pedestrian use, nor do the state statutes.

Speed limits have a substantial impact on the safety of pedestrians and bicyclists on a given street. See Illustration 4-5 for more information.

The traffic code contains a bicycle ordinance with the following primary provisions.

- ◆ Requires registration of bicycles
- ◆ Requires bicyclists to follow applicable traffic regulations
- ◆ Adopts related bicycle statutes by reference
- ◆ Requires lights to be used when riding on public streets at night
- ◆ Requires a bell or other audible device when riding on public streets
- ◆ Allows bicycles to be ridden on sidewalks – bicyclists must yield to pedestrians and give an audible signal when passing a pedestrian going the same direction
- ◆ Authorizes safety officers to issue warnings and citations to bicyclists with procedural guidelines set by age group

Public Works

The village's Public Works Code contains provisions related to walking and bicycling. It requires the owner or occupant of a building abutting a sidewalk to be responsible for snow and ice removal. The exception is property on school designated pedestrian routes, which are identified and established by the ordinance. The village clears snow from sidewalks that are school designated pedestrian routes. The ordinance requires sidewalks to be cleared of snow and ice within 12 hours of a snowfall. If not, village crews can clear the sidewalk and assess the cost to the abutting property.

Building Code

The village's Building Code contains provisions related to walking and bicycling. It establishes a clearance area for visibility at intersections ("vision triangle"), and it sets requirements for the construction of private driveways. The minimum vision triangle is formed by connecting points 35 feet deep along the intersecting streets. Shrubs and hedges taller than 36 inches above sidewalk grade are prohibited in a vision triangle. Trees in a vision triangle must be pruned to the trunk to a height of at least eight feet above street grade. Fences are generally prohibited in a vision triangle, except see-through fences no taller than 30 inches.

Village ordinances address driveway and intersection separation, or spacing. The site planning provisions of the Zoning Code require that curb cuts for driveways must be at least 40 feet apart, and the Building Code limits curb cuts to 50% of the street frontage. It also requires off-street parking areas to gain access to a street through a driveway rather than accessing a street directly. The maximum curb cut width is 40 feet. This focuses the access point to a defined area reducing potential conflict points for pedestrians, bicyclists, and motor vehicles in the traffic flow. Both the Building Code and the site planning provisions of the Zoning Code require a minimum separation distance between a driveway and an intersection. Generally, driveways must be at least 35 feet from the right-of-way line of an intersecting street. The minimum intersection separation distance does not vary based on the functional classification or speed limits of the intersecting streets.

Visual clearance is as important for pedestrians and bicyclists as it is for motorists. Driveway and intersection spacing requirements affect the potential number of conflict points along a street or sidewalk.

Housing Code

The village's Housing Code contains a provision related to walking and bicycling. It requires residential sidewalks to be maintained in good repair and a safe condition.

Zoning Code

The village's Zoning Code contains many provisions related to walking and bicycling. Zoning ordinances can affect the walking and bicycling environment by creating patterns of land use and development, by establishing community design standards, and by including pedestrian and bicycle facility needs in development proposal review criteria.

Patterns of land use are directly affected by zoning requirements and have an impact on the bikability and walkability of a community. By comparison with the definitions provided in the village's *Comprehensive Smart Growth Plan*, the one and two family residential districts generate very low density development patterns. The multi-family district is currently the only option for the higher

Higher densities of development are typically more conducive to walking and bicycling, because they result in shorter distances between destinations. Higher densities and mixed land uses can also provide increased safety (e.g., lower vehicle traffic speeds, more "watchful eyes") and add interest to a walking or bicycling trip.

densities of housing recommended in plan. In terms of higher densities of business development, all commercial (General, Community, and Special Business) districts allow for zero side yard setbacks, but require 150 feet of lot width and a 35 foot street setback. The street setback and minimum lot width requirements will not allow implementation of the design standards recommended in the *Comprehensive Smart Growth Plan*. Traditional downtowns allow for buildings to abut the sidewalk and to occupy relatively narrow lots. The zoning ordinance does not include a mixed-use district.

Design standards can address specific pedestrian and bicyclist facilities and needs such as sidewalks and multi-use paths, crosswalks, lighting, street furniture, decorative fences or walls, plazas, landscaping, and bicycle parking. The village's current Zoning Code has very limited treatment of these design features from the perspective of bicycling and walking. The Business Park district has extensive design standards including landscaping and lighting, but these are not pedestrian or bicycle-oriented areas. In contrast, the ordinance establishes lighting requirements for new commercial, industrial, and recreational development. A minimum level of lighting is required to maintain safety for open parking facilities, and the level of pedestrian traffic is taken into consideration. And while the current ordinance does not address bicycle parking, it does have extensive vehicle parking requirements. Of note is that the ordinance provides for opportunities to require existing developments to upgrade their parking facilities. This can be required when the parking needs change by more than 15% based on any measure in this ordinance, or at any time when a building is constructed or reconstructed. The ordinance includes design standards for parking areas, but the standards do not specifically consider pedestrian or bicycle access needs. The parking standards appear to allow for, but do not require, parking areas to be located to the side or rear of a building, allowing for more direct access from the sidewalk.

When a new development is proposed, a zoning ordinance can establish the review criteria by which the proposal is judged. Such criteria are generally found in relationship to conditional use review and site plan review. Guidelines for the review of conditional uses are established in the Zoning Code and include consideration of traffic generation and circulation, landscaping, lighting, highway access limitation, and the like. However, no consideration is specifically given to pedestrian or bicycle access. All commercial, industrial, and multi-family residential are required to undergo site plan review. Guidelines for the review of site plans are established and include consideration of traffic generation and circulation, landscaping, lighting, highway access limitation, and the like. In addition to several other review criteria, the Site Plan Review Committee must determine that:

The village can use review criteria specified in the zoning ordinance to justify:

- ◆ Design modifications to a development proposal
- ◆ Conditions of approval
- ◆ Development agreement provisions
- ◆ Denial of a poorly designed development

- ◆ The project will have a proper relationship with existing and proposed streets in the surrounding vicinity in order to ensure safe and convenient pedestrian and vehicle traffic. However, it does not specify that consideration should be given to the relationship with proposed sidewalks or multi-use paths in the surrounding vicinity.

- ◆ The buildings and land are accessible to persons with disabilities.
- ◆ The proposed use does not negatively impact the level of transportation service – suggesting that multiple modes of transportation can be considered here.
- ◆ The proposed use will not cause congestion of public streets.
- ◆ The site plan is consistent with the policies and design criteria of the village’s comprehensive plan, or components thereof, which addresses bicycling and walking extensively.

A viable bicycle and pedestrian transportation system helps reduce the congestion of streets, a stated criteria of the site plan review process.

Subdivision and Platting Code

The village’s Subdivision and Platting ordinance contains many provisions related to walking and bicycling. Similar to zoning ordinances, subdivision ordinances can affect the walking and bicycling environment by creating patterns of land use and development, by establishing community design standards, and by including pedestrian and bicycle facility needs in subdivision review criteria. In fact, the stated purposes of the ordinance include reducing congestion on streets and highways and ensuring adequate provision of transportation. Bicycle and pedestrian transportation enhancements are a tool for accomplishing these purposes.

The Subdivision and Platting ordinance affects patterns of land use in a very fundamental way, as the act of dividing land makes an almost “permanent” impression on the landscape. The layout of streets, utilities, and other infrastructure are an important component of the ordinance that can be used to ensure space for pedestrian and bicycle features. The village’s ordinance requires that the design and location of new streets must conform with the village’s adopted plans for future streets. It does not have a parallel requirement for the village’s adopted pedestrian ways or other paths. A planned unit development (PUD) option is found in this ordinance (in addition to the PUD option found in the zoning ordinance), and this PUD option allows for mixed-use development. These ordinance provisions provide the strongest statements found in the village code relative to pedestrian and bicycle accommodation, which are further discussed below.

The approval of a subdivision can also include provision for the development of public utilities and facilities that are related to the development and the demand for improvements created by the development. Subdivision ordinances that require such improvements can include or reference design standards for specific facilities. The village’s ordinance includes some limited improvement design standards. Mid-block crosswalks may be required for long blocks that exceed 900 feet. The preliminary and final plat submittal requirements do not explicitly include the designation of proposed sidewalks, paths, or other pedestrian circulation features, though they may be covered under other “public utilities.” Public dedication requirements, which have historically been used to ensure adequate provision of parklands in the community with new development, also mention the need for multi-use paths. However, this section may no longer be

valid with the passage of 2005 Wisconsin Act 477 which requires all such parkland dedication requirements to be supported by a public facilities needs assessment and which limits the use of such fees to parks, playgrounds, and land for athletic fields.

When a subdivision is proposed, a zoning ordinance can establish the review criteria by which the proposal is judged. Such criteria are generally found in the purpose and intent statements of the subdivision ordinance, but in Ashwaubenon, an extensive list of criteria are also included in a mixed-use

Multi-use path development can longer be funded through impact fees or subdivision ordinance fees.

Planned Unit Development (PUD) option. These ordinance provisions provide the strongest statements found in the village code relative to pedestrian and bicycle accommodation. Accommodation of pedestrian traffic is a primary consideration in the design of a PUD. The submittal requirements include the layout of the proposed pedestrian circulation system. Street and right-of-way widths may be modified from typical village requirements in order to accommodate bicycle and pedestrian circulation. Sidewalks and other walkways and bicycle paths must be provided within the PUD where necessary for safety and convenience. These paths must be designed to connect important destinations. Very general guidelines for walkway width and lighting are provided, and the use of pedestrian ramps are suggested to resolve conflicts between pedestrian and vehicle traffic or to facilitate movement by the elderly and children. The drawback to the PUD option provided in the village's Subdivision and Platting ordinance is that the process is very difficult and involved. This is likely the reason behind the "Commercial PUD" option in the Zoning Code which is less burdensome on a developer.

2.4.4 Existing Education Programs

Over time, there have been various attempts at providing pedestrian and bicycle safety education within the village. However, these efforts have focused almost exclusively on children and have lacked consistency and coordination, both keys to successful education efforts. The following outlines the sources and types of past educational efforts.

- ◆ **Parents, Grandparents, and Guardians**
 - ▶ Parents, grandparents, and guardians have provided the majority of pedestrian and bicycle safety education to children within the village.
- ◆ **Ashwaubenon School District.** Schools are logical places for our children to receive pedestrian and bicycle training, both for safety's sake and for the lifelong health benefits that walking and bicycling can provide. However, very little pedestrian and bicycle education has taken place. Past and present educational efforts include:
 - ▶ Physical Education Program (PEP) Grant application (2008)
 - ◆ Partner: WE BIKE, etc
 - ▶ Ashwaubenon School District Health Targets (2008)
 - ◆ Grade 2 – "Recognize Bike Safety Procedures"
 - ▶ Health K-8 (2008)
 - ◆ Grade 2 – "Bike Safety" Topics (Healthy Behavior, Goal Setting, Information and Services)

-
- ▶ Bicycle and Pedestrian Safety Curriculum (Source: The Children’s Health Market, INC, 1998) (2008)
 - ◆ Safe Habits – worksheet
 - ◆ Stay Safe on the Street – worksheet
 - ◆ Be Careful When You Play – worksheet
 - ▶ Jag TV Bicycle Safety Videos (2005 – present)
 - ◆ Ashwaubenon Bicycle and Pedestrian Advisory Committee (ABPAC), WE BIKE
 - ▶ WisDOT safety/education materials distribution (2005)
 - ◆ Partners: ABPAC, WE BIKE
 - ▶ Bicycle Safety Curriculum (The Teaching and Learning Company, Carthage, IL 62321) (2004)
 - ◆ The New Bike – worksheet
 - ◆ Bike Safety Check – worksheet
 - ◆ Ten Smart Routes to Bicycle Safety – worksheet
 - ◆ Hints on Using Key Vocabulary/Key Vocabulary
 - ◆ Safe or Not Safe – worksheet
 - ◆ Bike Safety Quiz – worksheet
 - ◆ Bicycle Safety Fun Book – A Guide for Grades K-4
 - ▶ Summer school bicycle safety courses offered (2003, 2004)
 - ◆ Partner: WE BIKE
 - ▶ Driver's Ed, Think Ahead
 - ◆ WE BIKE
 - ▶ Nutrition and Physical Activity Taskforce (2004)

 - ◆ **Wisconsin Department of Transportation.** Over the years, WisDOT has sponsored several bicycle education courses in the village:
 - ▶ Teaching Safe Bicycling Workshops (2006, 2007, 2008)
 - ▶ Kids Bike Club (2001)

 - ◆ **Ashwaubenon Public Safety Department.** Over the years, APS has sponsored several bicycle education opportunities including:
 - ▶ School crossing guard training
 - ▶ Annual bicycle rodeos (1983 – 2002)
 - ▶ One hour officer bicycle safety presentation to all third and fourth graders (1983 – 2002)
 - ▶ AAA Safety Award Program (1983 – 2002)
 - ▶ Police Bicycle Patrol
 - ◆ 1995 – two officers, routine patrol and special events
 - ◆ 1998 – 12 officers, four bikes, routine patrol and special events
 - ◆ 2007 to present – six officers, four bikes, special events only
 - ◆ Note: ATVs are less physically demanding and require no officer training

 - ◆ **Ashwaubenon Parks, Recreation, and Forestry Department**
 - ▶ Playground Programs (1998, 1999)
 - ▶ BikeEd Courses (1998, 1999)

- ◆ **Bicycle Federation of Wisconsin/League of American Bicyclists**
 - ▶ Effective Cycling/BikeEd
 - ◆ Kids II
 - ◆ Road I
 - ◆ Instructor seminar
- ◆ **Ashwaubenon Bicycle and Pedestrian Advisory Committee**
 - ▶ Blinky Light Give Away (2004)
 - ▶ Bicycle and Pedestrian Plan (2007-2009)
- ◆ **Bay Shore Bicycle Club**
 - ▶ Group rides (2000 – present)
- ◆ **Bicycle Education Instructor/Trainers**
 - ▶ There is one League of American Bicyclist's certified League Cycling Instructor/Trainer in the village
 - ◆ Peter Flucke, LCI #327 C/K
- ◆ **Pedestrian and Bicycle-Specific Businesses**
 - ▶ There is one business in the village that specializes in multi-modal transportation
 - ◆ WE BIKE, etc., 1144 Hawthorn Rd., (920) 497-3196, www.webike.org
- ◆ **Bicycle Retailers**
 - ▶ There are several retailers in the village that sell bicycles
 - ◆ Dennis Sport Shop
 - ◆ Dicks Sporting Goods
 - ◆ Dunham's
 - ◆ KMart
 - ◆ ShopKo
 - ◆ Target

2.4.5 Existing Enforcement Measures

The Ashwaubenon Public Safety Department (APS) is unique within the state of Wisconsin in that its officers are cross trained as law enforcement officers, firefighters, and emergency medical services personnel (EMTs, and/or paramedics). This cross training gives APS officers (and their department) a unique ability to appreciate aspects of public safety beyond that of an officer trained only in law enforcement. Police officers are seen as enforcers while firefighters and EMTs and Paramedics are seen as rescuers.

Since the formation of the department in 1980 the department and its officers have engaged in many pedestrian and bicycle related safety and education efforts. Pedestrian and bicycle safety training is not typically a part of a law enforcement officer's training, either in recruit school or on the job. For this reason it is critical to provide officers with additional pedestrian and bicycle-specific training. The following training has been provided in APS.

- ◆ **Pedestrian Safety Training**
 - ▶ Wisconsin Pedestrian and Bicycle Law Enforcement Training Course (WisDOT, 2007)
 - ◆ Two officers have received this training

- ◆ **Bicycle Safety Training**
 - ▶ Wisconsin Pedestrian and Bicycle Law Enforcement Training Course (WisDOT, 2007)
 - ◆ Two officers have received this training
 - ▶ Enforcement for Bicycle Safety (WisDOT , 1998)
 - ◆ Four officers have received this training
 - ▶ Teaching Safe Bicycling (WisDOT)

- ◆ **Department Hosted Training**
 - ▶ Bicycle rodeo (1983 – 2002)
 - ▶ Teaching Safe Bicycling Workshop (WisDOT, 2006, 2007, 2008)
 - ▶ Enforcement for Bicycle Safety
 - ▶ The department has one officer dedicated specifically to traffic enforcement whose duties include pedestrian and bicycle safety enforcement \
 - ▶ The department has a representative on the Bicycle and Pedestrian Advisory Committee
 - ▶ The department has two school liaison officers
 - ◆ One for Pioneer Elementary School, Valley View Elementary School, Parkview Elementary School
 - ◆ One for Ashwaubenon High School

The numbers and types of pedestrian and bicycle safety related warnings and citations can be examined as a measure of enforcement history. Although this is valuable information, such data were not readily retrievable from Ashwaubenon Public Safety Department records. This is not unlike other law enforcement agencies around the State of Wisconsin, and if APS is typical of other communities, then there have likely been very few warnings and citations issued for incidents related to walking and bicycling. Efforts should be made to track this information in the future and to examine it over time as a measure of change in pedestrian and bicycle safety enforcement.

2.4.6 Existing Encouragement Measures

Encouragement measures in the village have been very limited. However, assessing the extent of encouragement measures can be difficult from the standpoint that many of these measures may be conducted by private businesses and employers. The following outlines the sources and types of known past encouragement efforts.

- ◆ **Weekly Events**
 - ▶ Player's bicycle ride
 - ◆ (Bay Shore Bicycle Club, 2000 – 2008)

- ♦ 40 to 60 miles at 20+ miles per hour

- ♦ **Annual Events**
 - ▶ March of Dimes Walk America (1970s-present)
 - ▶ Schneider Family Fitness Event (1982-2007)
 - ▶ Railroad Heritage Bicycle Tour (1994, 1995)
 - ▶ Green Bay Cellcom Marathon (portion runs through Ashwaubenon)
 - ▶ Green Bay Area Triathlon (used part of Ashwaubomay River Trail)
 - ▶ Green Bay Duathlon (starts in Ashwaubenon)

2.4.7 Existing State and Federal Plans and Policies

Wisconsin State Pedestrian Policy Plan 2020

The Wisconsin State Pedestrian Policy Plan 2020 is the long range pedestrian plan completed by WisDOT in 2002. This plan lays out goals, objectives, and general recommendations toward improving awareness of pedestrian transportation needs. Its recommendations are most specifically directed toward state trunk highways, but it also provides data and policy guidance that can be applied at the local level.

Wisconsin State Bicycle Transportation Plan 2020

The Wisconsin State Bicycle Transportation Plan 2020 is the long range bicycle plan completed by WisDOT in 1998. This plan lays out goals, objectives, and recommendations toward the integration of bicyclists into transportation planning and projects and toward the development of a seamless bicycle transportation system across the state. It recommends and relies on more detailed bicycle planning at the local level and provides a framework for such efforts. It addresses engineering, education, enforcement, and encouragement measures for improving bicycle transportation systems. This plan identifies key bicycle transportation corridors and linkages at the state level.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

SAFETEA-LU, adopted by the federal government in 2005, is the most recent federal legislation setting policy and funding levels for surface transportation improvements at the national level. Its predecessors were similar bills known as ISTEA and TEA-21. While SAFETEA-LU does include limited funding for multi-modal transportation projects including pedestrian and bicycle considerations, it is primarily focused on interstate highways.

Americans with Disabilities Act Requirements

The Americans with Disabilities Act (ADA) was passed by congress in 1990 and remains as the most comprehensive federal law protecting the rights of individuals with disabilities. The overall goal of ADA is preventing discrimination against such individuals. Among several additional areas of applicability, it sets requirements for the accessibility of public services, public

accommodations, and commercial facilities (e.g., libraries, post offices, government facilities, retail stores, banks, etc.). These requirements have been addressed through such building modifications as wider doorways, the addition of ramps in place of stairs, and marking of elevators with brail. Because they link locations that must be accessible, sidewalks and multi-use paths are of concern. If a person is unable to negotiate the curbs, intersections, or other public rights-of-way to reach an accessible building, then there is limited value in having an accessible building.

ADA requires that accessibility accommodations be made to sidewalks and multi-use paths, however, there are no official engineering standards that must be followed. Guidelines are available, but they do not carry the force of law at this time. Relative to sidewalks, ADA requires curb ramps to be provided for new construction and alterations. When the law was originally passed, a transition period was allowed for installing curb ramps at existing facilities. The installation of curb ramps was prioritized for state and local government offices and facilities, transportation facilities, private facilities of public accommodation (e.g., stores, banks, etc.), and places of employment. Accessibility accommodations must be provided whenever an existing sidewalk is significantly altered or a new sidewalk is constructed. There has been extensive debate as to whether the modification of a street then requires accessibility improvements to be made to the related sidewalks, but as a general rule, maintenance or resurfacing beyond spot repair requires the installation of curb ramps.

The situation for multi-use paths is similar. Although there are no official engineering standards, the design and construction of multi-use paths must make them accessible to persons with disabilities. Where outdoor recreation is concerned, the intent of the law is to allow people with disabilities to have access to the same recreational experiences available to those without disabilities.

United States Department of Transportation Policy Statement

As a step toward implementing the Transportation Equity Act for the 21st Century (TEA-21), the USDOT has adopted a policy statement regarding the accommodation of bicycle and pedestrian travel. This policy has been adopted as guidance at the federal level not only as a tool for shaping the development of improved engineering design guidelines, but also in hopes that state and local governments will begin to integrate walking and bicycling into the transportation mainstream. The USDOT *Policy Statement Integrating Bicycling and Walking into Transportation Infrastructure* states:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction project in all urbanized areas unless one or more of the three conditions are met:
 - ♦ Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.

-
- ◆ The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
 - ◆ Where sparsity of population or other factors indicate an absence of need. For example, the Portland Pedestrian Guide requires “all construction of new public streets” to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints.
2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day, as in states such as Wisconsin. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate. Rumble strips are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of four feet in which a bicycle may safely operate.
 3. Sidewalks, shared use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated, and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
 4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
 - ◆ Planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case.
 - ◆ Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
 - ◆ Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.

- ◆ Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO *Guide for the Development of Bicycle Facilities*, AASHTO's *A Policy on Geometric Design of Highways and Streets*, and the ITE Recommended Practice *Design and Safety of Pedestrian Facilities*.

2.5 Pedestrian and Bicycle Facility Types

This plan recommends the adoption of existing design guidelines and standards for the future construction and maintenance of pedestrian and bicycle facilities. Guidelines and standards adopted by reference include:

- ◆ *Wisconsin Pedestrian Planning Guidance* (WisDOT, 1993)
- ◆ *Wisconsin Bicycle Facility Design Handbook* (WisDOT, 2004)
- ◆ *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (AASHTO, 2004)
- ◆ *Guide for the Development of Bicycle Facilities* (AASHTO, 1999)

In addition to the standards and guidelines adopted by reference, the Village of Ashwaubenon has analyzed several key pedestrian and bicycle facilities for their local applicability. This analysis includes a working definition of each facility type, guidelines for planning their locations, an assessment of advantages and disadvantages, and an estimated construction cost. This analysis is provided in Figures 2-1 through 2-8 and is intended to serve as a tool for evaluating the relative merits of potential pedestrian and bicycle engineering improvements in specific locations.

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Village of Ashwaubenon Bicycle and Pedestrian Plan
Pedestrian Facility Type: On-Street Accommodations

Defined

On-street pedestrian accommodations are typically shared-use in nature and may take the form of shared roadways (i.e., no accommodation), paved shoulders, or wide outside lanes. On-street accommodations do not provide physical separation (vertical or horizontal) between pedestrian travel areas and vehicle traffic, but do provide space for walking that is outside of normal vehicle travel areas.

Guidelines for Use

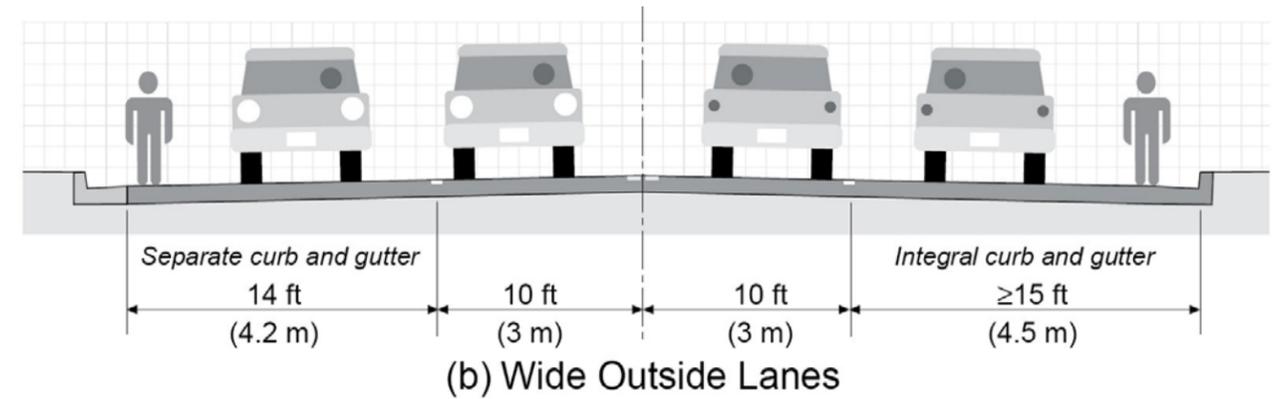
- ◆ On-street pedestrian facilities provide a minimal level of accommodation and should generally be used along rural or residential streets where traffic volumes and speeds are low. On-street pedestrian facilities should not be marked, as this may encourage pedestrians without the adequate level of ability or training to walk in streets. Such markings also cause confusion between on-street pedestrian accommodations and official bicycle lanes relative to their status and use.

Advantages

- ◆ Bottom line – they provide space for walking and are sufficient facilities in many areas
- ◆ Provide a cost-effective and basic level of accommodation in areas where other facilities are not justified
- ◆ Are typically less costly than sidewalks in terms of construction and maintenance
- ◆ Snow removal can occur at the same time as street plowing
- ◆ Are relatively easy to retrofit to existing streets
- ◆ Provide some acknowledgement that the road must be shared by multiple modes of transportation

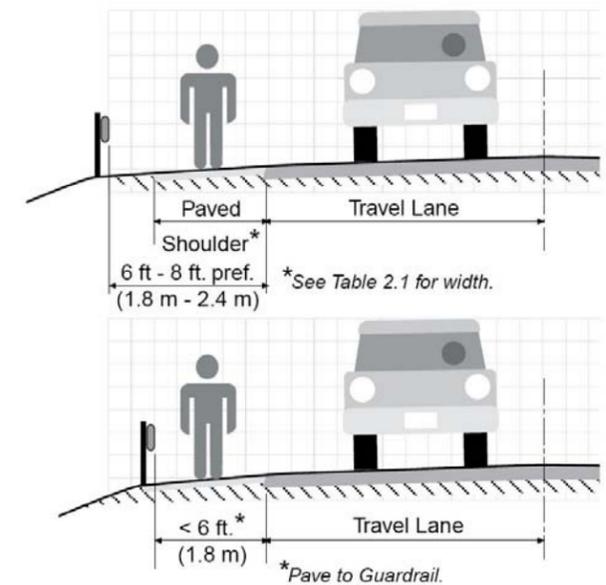
Disadvantages

- ◆ Provide the least safety for pedestrians and are not appropriate in higher traffic or higher speed areas
- ◆ Multiple uses may invite conflict (e.g., pedestrians versus motorized vehicles and bicycles)
- ◆ State law requires pedestrians to walk facing traffic and bicyclists to ride with traffic – on-street facilities force this to occur in the same space
- ◆ Village’s current practice (VNLs) combines with on-street parking, making these areas unsafe for many pedestrians (the very young, the very old, the inexperienced, the disabled, etc.)
- ◆ Village’s current practice (VNLs) marks on-street facilities, providing a false sense of security for pedestrians
- ◆ Snow may accumulate at the edge of the road making walking difficult, if not impossible



Approximate Cost

- ◆ Anywhere from \$0 to \$16 per linear foot (depending on the situation) with the emphasis on the lower end
- ◆ Plus right-of-way acquisition, but not likely to be needed
- ◆ Assumes that a retrofit option is available as a cost-effective solution.



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Village of Ashwaubenon Bicycle and Pedestrian Plan
Pedestrian Facility Type: Sidewalks

Defined

Sidewalks are non-motorized facilities most often built within or along side street rights-of-way for exclusive or preferential use by pedestrians. Sidewalks separate pedestrian travel areas from motorized vehicle traffic through horizontal and/or vertical separation.

Guidelines for Use

Sidewalks are considered the primary facility for pedestrian travel and should generally be used along collector and arterial streets where both vehicular traffic and pedestrian volumes are high. Since sidewalks are used by pedestrians, their design needs to comply with ADA requirements. The following are guidelines for the placement of sidewalks according to the DOT Wisconsin Pedestrian Planning Guidance manual:

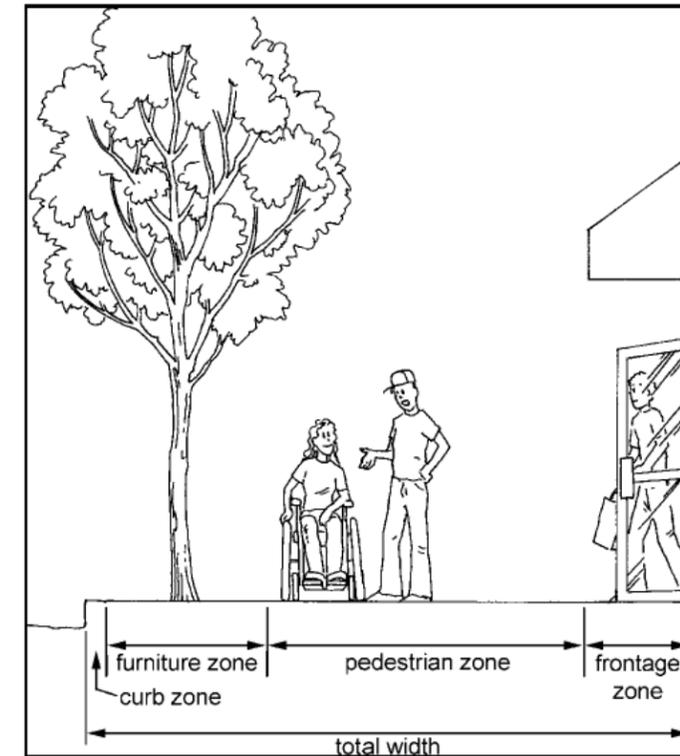
- ◆ Within two blocks of schools, require on at least one side of all local streets that would be considered walking routes to the school
- ◆ Sidewalks may be omitted on one side of new streets where that side clearly cannot be developed and where adjacent uses are not expected to generate pedestrian trips
- ◆ Sidewalks along service roads may be used to replace sidewalks along the main road
- ◆ For rural roads not likely to serve development, a hard-surfaced wide shoulder (of four to eight feet) may be used
- ◆ Sidewalks on at least one side of a street, but usually both sides, are recommended in all other locations

Advantages

- ◆ They provide a high level of safety for pedestrians (including the disabled) by separating them from the flow of vehicle traffic
- ◆ Sidewalks are defined in traffic law, which enables enforcement action
- ◆ They are generally recognized by drivers as pedestrian facilities, which enhances safety
- ◆ Children/students generally have the knowledge and training to safely use them
- ◆ In most settings, they are the most attractive/comfortable type of pedestrian facility
- ◆ They are already present in many locations
- ◆ They are recognized in engineering standards and guidelines

Disadvantages

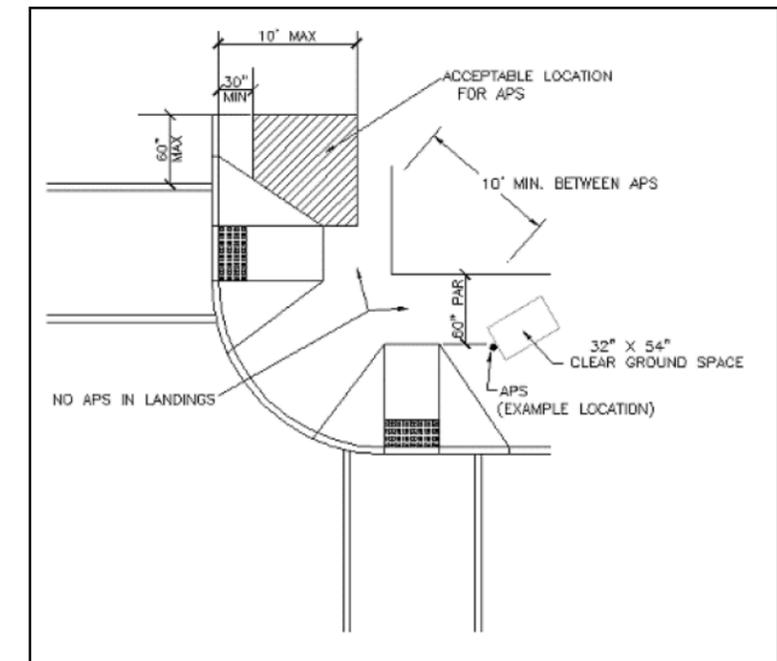
- ◆ Costly to install and maintain
- ◆ Retrofitting existing neighborhoods with sidewalks can be difficult – some of the related issues: conflicts with existing mature trees, conflicts with buildings, purchase/widening of rights-of-way, special assessments, etc
- ◆ Require ongoing maintenance, particularly snow removal
- ◆ Are not necessarily a solution for bicyclists and can lead to conflict between pedestrians and bicyclists
- ◆ Can be present in locations where they are not attractive to pedestrians because of the setting/surroundings or because they are too close to the flow of vehicle traffic
- ◆ Have a history of controversy in Ashwaubenon



Accessible Pedestrian Signals

Approximate Cost

- ◆ \$30 per linear foot
- ◆ Plus right-of-way acquisition cost if necessary
- ◆ Assumes new construction of two sidewalks. Reduce approximate cost by half for one side only.



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Village of Ashwaubenon Bicycle and Pedestrian Plan
Bicycle and Pedestrian Facility Type: Multi-Use Paths or Trails

Defined

Shared-use paths are non-motorized facilities most often built on exclusive rights-of-way with relatively few motor vehicle crossings. Properly used, shared-use paths are a complementary system of off-road transportation routes for bicyclists, pedestrians, and other non-motorized uses. They can be thought of like a freeway for non-motorized uses – freeways prohibit the use of all but motorized vehicles. Shared-use trails conversely prohibit all but non-motorized uses.

Guidelines for Use

Shared-use paths serve as a necessary extension of the roadway network. Shared-use paths should not substitute for on-road bicycle facilities, but, rather, supplement a complete bicycle and pedestrian system. Since paths are also used by pedestrians, their design also needs to comply with ADA requirements.

Advantages

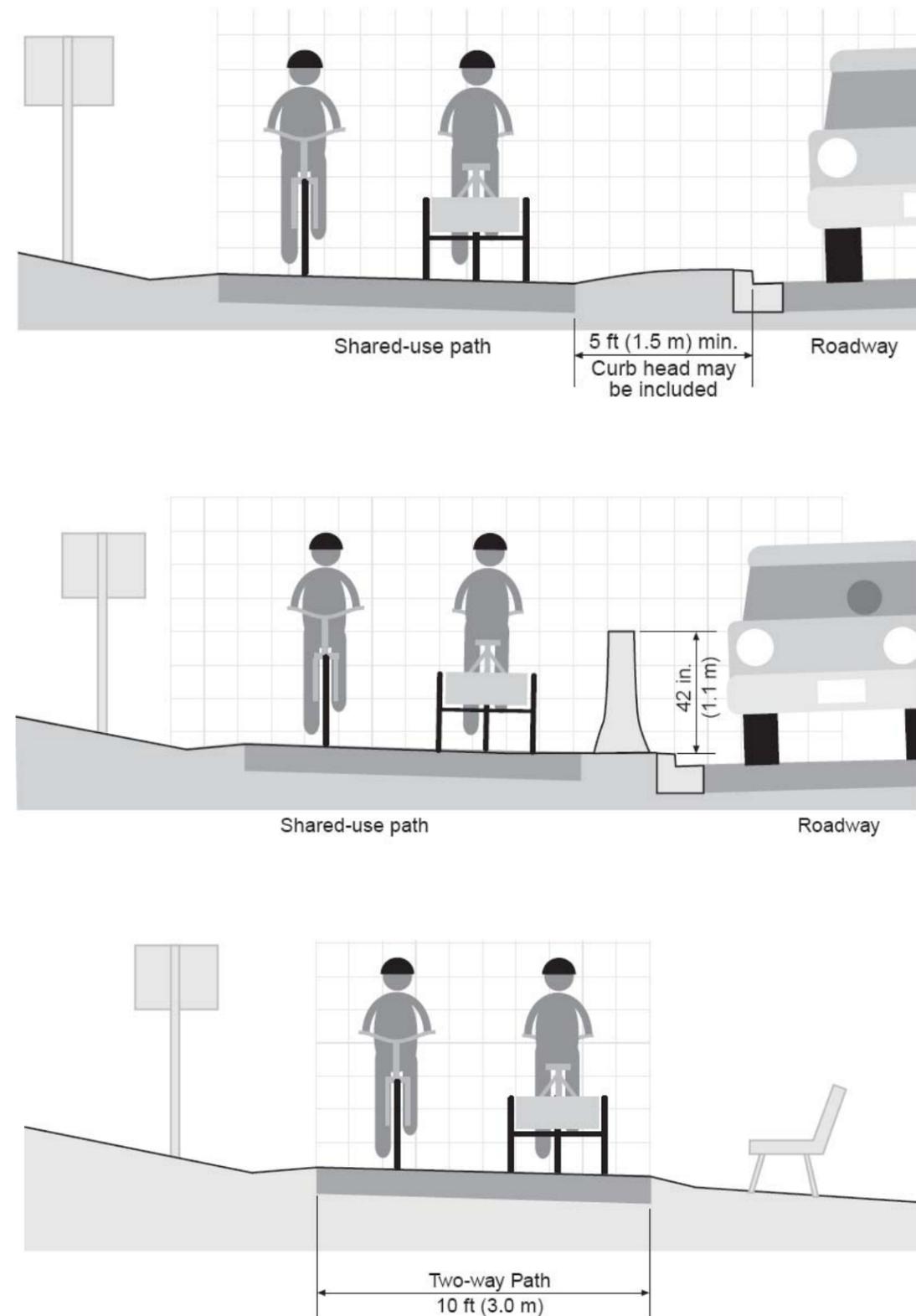
- ◆ Define a space for and address the needs of both bicyclists and pedestrians
- ◆ Offer a high level of user comfort through separation from motor vehicle traffic
- ◆ Provide shortcuts to nearby destinations or through neighborhoods
- ◆ Offer alternatives to and ways to get across busy thoroughfares or “motor vehicle-only” corridors (i.e. controlled access freeways or highways)
- ◆ Provide an enjoyable travel opportunity for individuals and families, and a place to exercise, recreate, or rehabilitate from injury

Disadvantages

- ◆ Usually require the acquisition of new right-of-way which increases the cost factor
- ◆ The desired right-of-way is not always available for purchase
- ◆ Require ongoing maintenance beyond the established street right-of-way
- ◆ Level of maintenance may not be as high as a sidewalk or other primary transportation route
- ◆ Have the potential to encourage conflicts with motorized traffic if not carefully designed according to facility design standards and guidelines
- ◆ Decrease in safety and comfort level as vehicle intersections/crossings/access points increase
- ◆ Have the potential to encourage conflicts among trail users if not carefully designed according to facility design standards and guidelines – adequate width and two-way capability are essential
- ◆ Have the potential to lack connectivity until such time that a system is fully developed and integrated with other facilities – however, a long range plan helps address this

Approximate Cost

- ◆ \$43 per linear foot
- ◆ Plus right-of-way acquisition, which is likely for new trails
- ◆ Plus utility relocation, if needed
- ◆ Assumes new construction of a paved 10 foot wide, two-direction path.



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Village of Ashwaubenon Bicycle and Pedestrian Plan
Bicycle Facility Type: Paved Shoulders

Defined

Where there is insufficient room or justification to install bicycle lanes on a road with a rural cross-section (no curb and gutter), paved shoulders can be used to accommodate both bicycles and motor vehicles.

Guidelines for Use

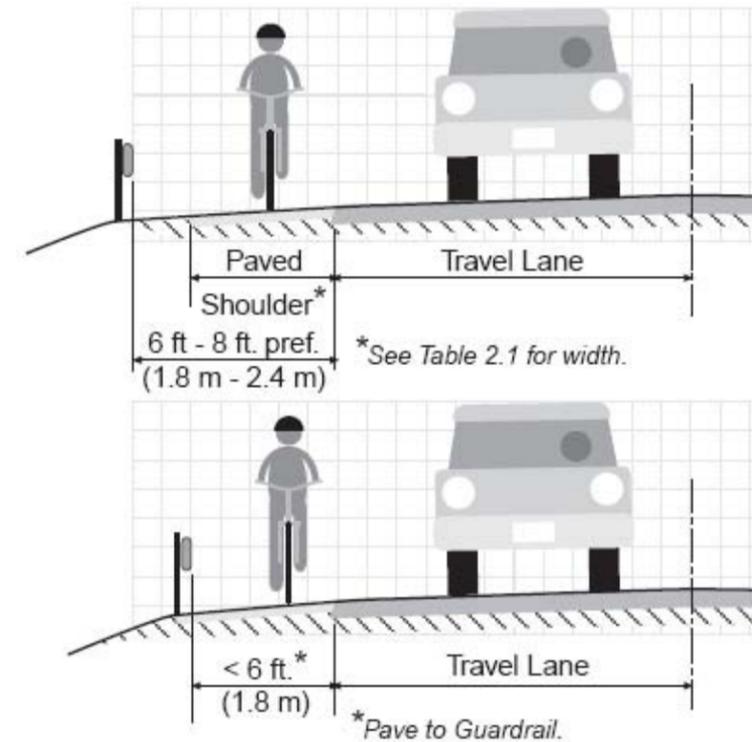
Paved shoulders are essential on moderate to high traffic rural roads including state and county highways (except those with controlled access), and may be used on low-volume rural roads where demand is high or where sight distance is limited. They are generally not necessary on very low volume rural roads. A smooth paved shoulder width of six to eight feet is ideal, but any additional width is helpful to bicyclists.

Advantages

- ◆ Provide a space for more experienced bicyclists to ride
- ◆ Can be constructed with no additional road width
- ◆ Relatively easy to retrofit to existing rural roads
- ◆ Already present on many state and county highways
- ◆ Can be cleared of snow or debris at the same time as streets
- ◆ Provide usable area for vehicles to pull onto during emergencies
- ◆ Decrease head-on collisions on two-lane highways
- ◆ Eliminate rutting adjacent to the edge of travel lane
- ◆ Provide adequate cross slope for drainage of roadway and lateral support for roadway base and surface course

Disadvantages

- ◆ Not appropriate for use by less experienced bicyclists
- ◆ Do not guide bicyclists through intersections
- ◆ Do not necessarily increase bikeway visibility in the transportation system
- ◆ There are few streets with a rural cross section in the Village
- ◆ May accumulate snow and debris requiring increased maintenance



Approximate Cost

- ◆ Asphalt: \$16 per linear foot
- ◆ Plus right-of-way acquisition cost if necessary
- ◆ Assumes new construction of two, six foot wide shoulders. Reduce approximate cost for retrofit.

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Village of Ashwaubenon Bicycle and Pedestrian Plan
 Bicycle Facility Type: *Wide Outside Lanes*

Defined

Where there is insufficient room to install bicycle lanes, a wide outside lane with a useable lane width of at least 14 feet can be used to accommodate both bicycles and motor vehicles. Where truck traffic is a concern, a usable lane width of 15½ feet may be desirable.

Guidelines for Use

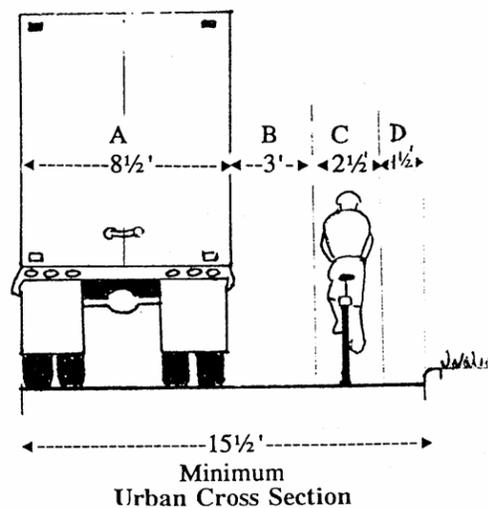
Wide outside lanes should be used on collector and arterial streets to give consideration to bicycle use. They should not be used where less experienced bicyclists are expected to ride. They should not be used on quiet residential streets where they are unnecessary and may increase “cut-through” traffic speeds. If used on streets that also provide parking, the parking area should not be narrowed to provide the space for bicycling.

Advantages

- ◆ Provide a space for more experienced bicyclists to ride
- ◆ Can be constructed with as little as four additional feet of street width
- ◆ Relatively easy to retrofit to existing streets – can shift lane markings in cases where there is enough street width
- ◆ Can be cleared of snow or debris at the same time as streets
- ◆ Provide clearance for motorists entering driveways or cross streets or waiting to leave them
- ◆ Provide usable area for vehicles to pull onto during emergencies

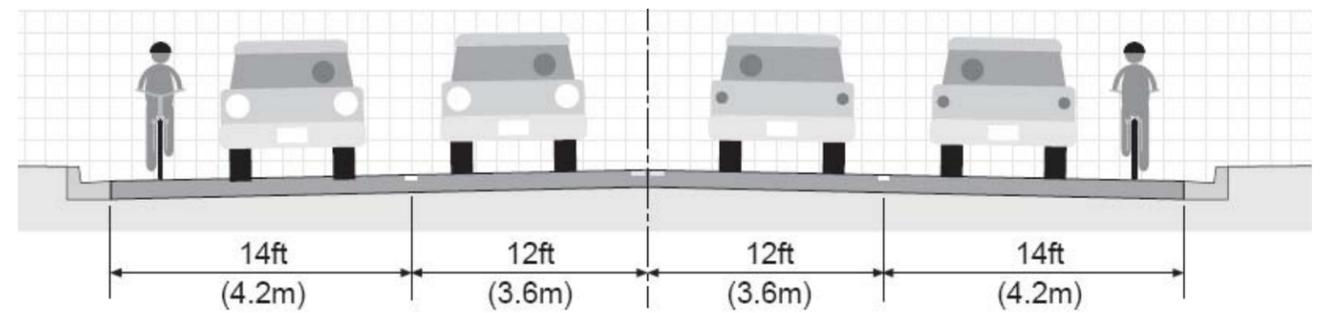
Disadvantages

- ◆ Not appropriate for use by less experienced bicyclists
- ◆ Do not guide bicyclists through intersections
- ◆ Do not necessarily increase bikeway visibility in the transportation system
- ◆ Can be difficult to combine with on-street parking

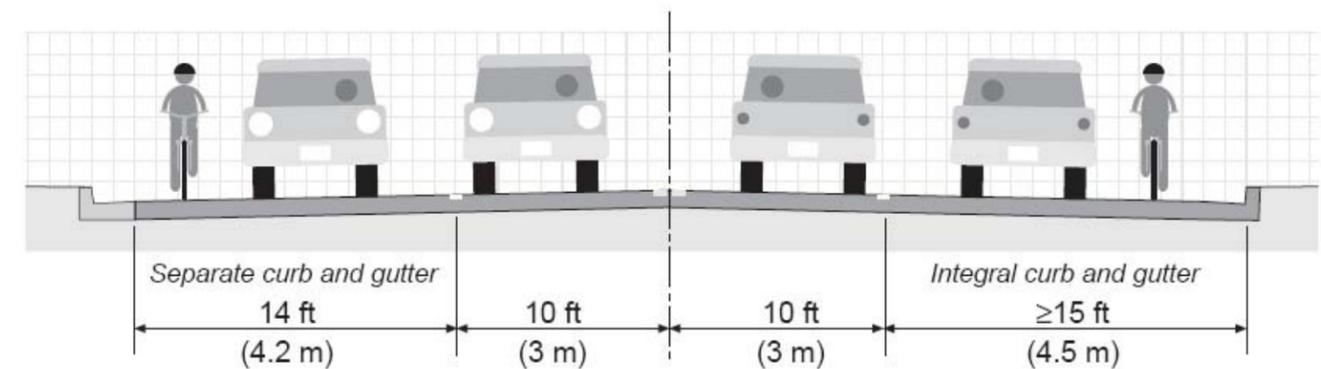
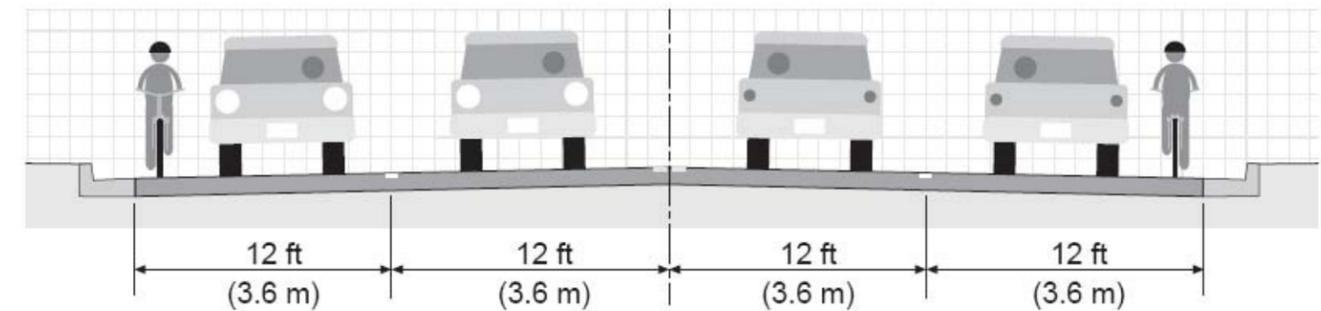


Approximate Cost

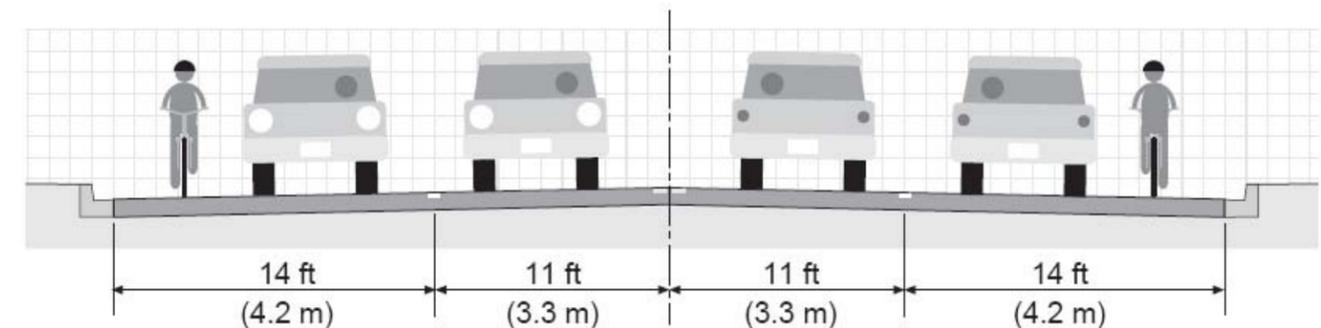
- ◆ Asphalt: \$6 per linear foot
- ◆ Concrete: \$12 per linear foot
- ◆ Plus right-of-way acquisition cost if necessary
- ◆ Assumes new construction of two, two foot wide lanes. Reduce approximate cost for retrofit.



(a) Standard Lanes



(b) Wide Outside Lanes



(c) Wide Outside Lanes w/1 ft Gutter

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Village of Ashwaubenon Bicycle and Pedestrian Plan
 Bicycle Facility Type: *Bicycle Lanes*

Defined

A bicycle lane is a portion of the roadway designated for exclusive or preferential use by bicyclists. Bicycle lanes are always one-way facilities and are identified with pavement markings and signing.

Guidelines for Use

Bicycle lanes are the preferred bicycle facility on higher volume urban and suburban roadways (i.e., collector and arterial streets) but are seldom justified on residential streets.

Advantages

- ◆ Define a space for bicyclists to ride
- ◆ Help less experienced bicyclists feel more confident and willing to ride on busier streets
- ◆ Reduce motorist lane changing when passing bicyclists
- ◆ Guide bicyclists through intersections
- ◆ Increase bikeway visibility in the transportation system
- ◆ Reduce the number of bicyclists using the sidewalk or gutter pan
- ◆ Increase the space between pedestrians and motorists (on streets without parking)
- ◆ Improve sight distances
- ◆ Increase effective turn radii at driveways and intersections
- ◆ Can be cleared of snow or debris at the same time as streets
- ◆ Possibly provide traffic calming

Disadvantages

- ◆ Require eight to 10 feet of additional street width
- ◆ Can be difficult to retrofit to existing streets without total reconstruction
- ◆ Can be difficult to combine with on-street parking
- ◆ Require signage and/or pavement markings
- ◆ Can accumulate snow and debris requiring additional maintenance
- ◆ Cannot be used to accommodate pedestrians

Approximate Cost

- ◆ Asphalt: \$14 per linear foot
- ◆ Concrete: \$28 per linear foot
- ◆ Plus right-of-way acquisition cost if necessary
- ◆ Assumes new construction of two, five foot wide lanes. Reduce approximate cost for retrofit.

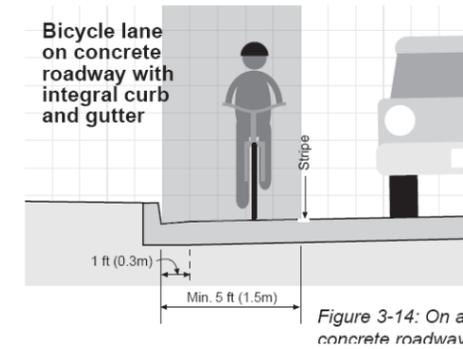
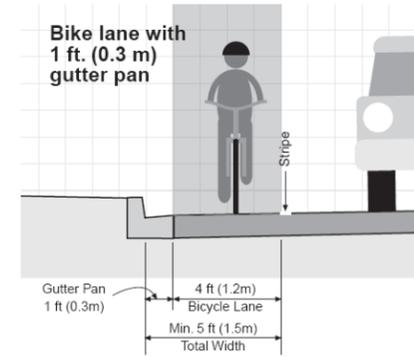
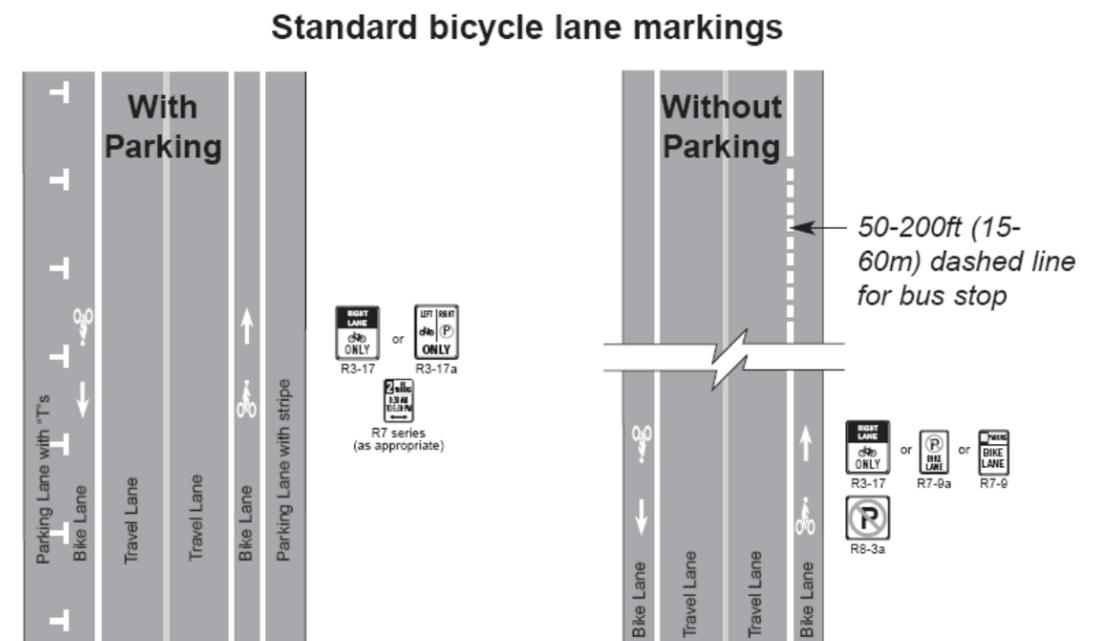
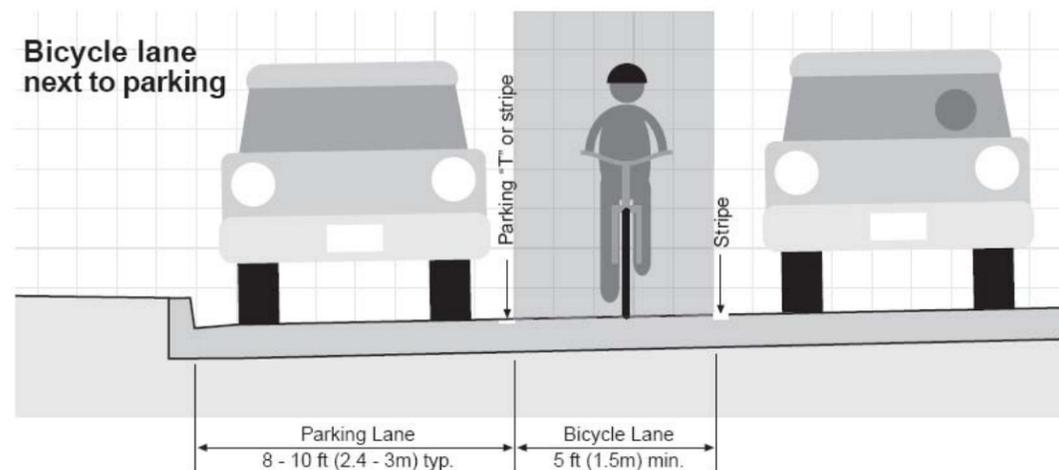
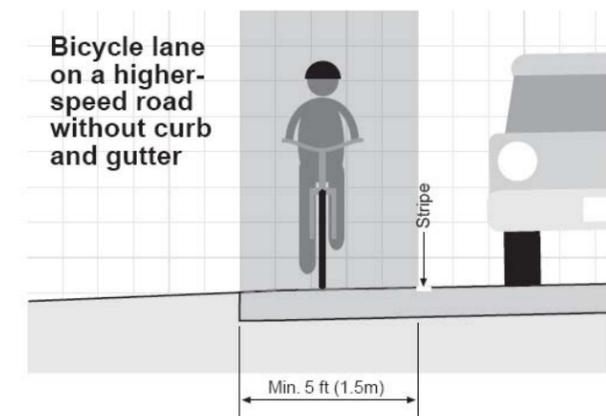
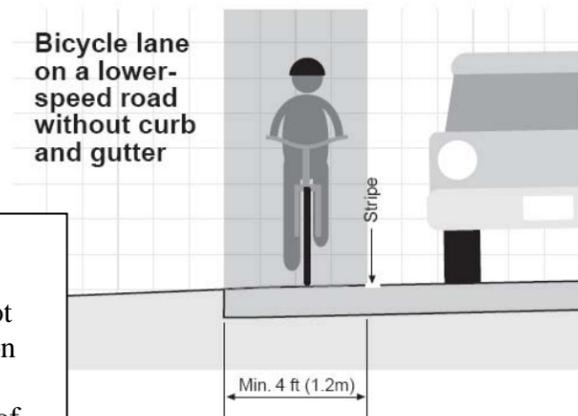


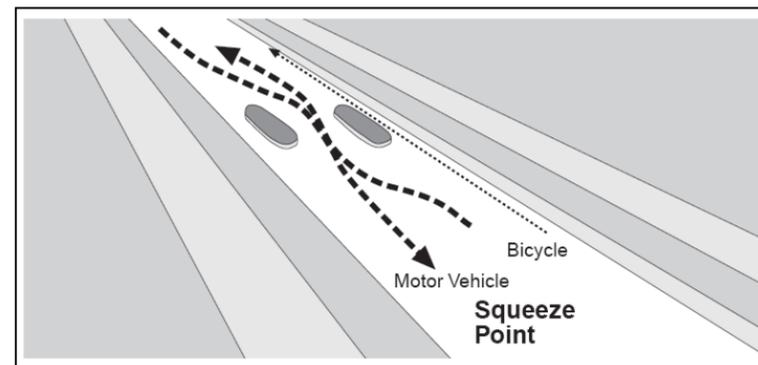
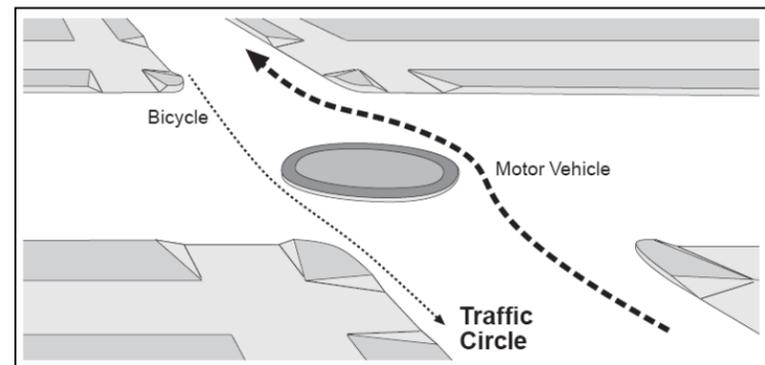
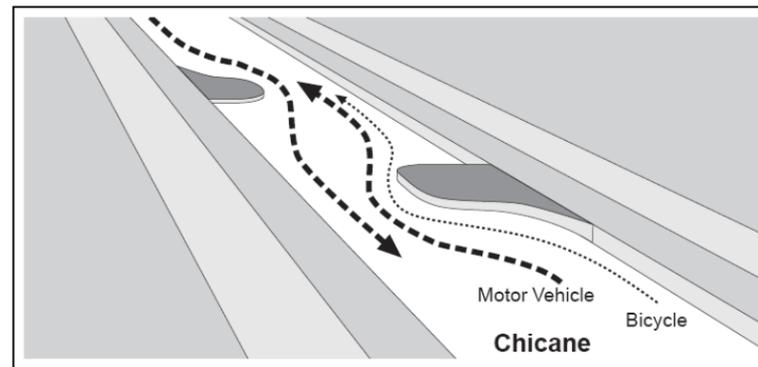
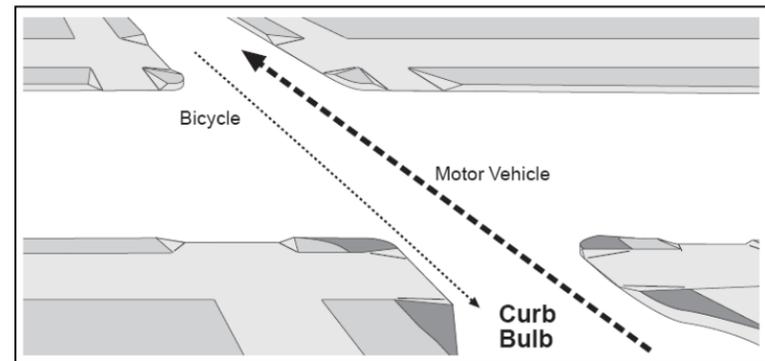
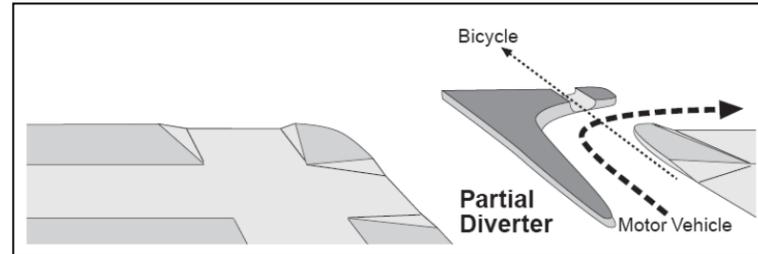
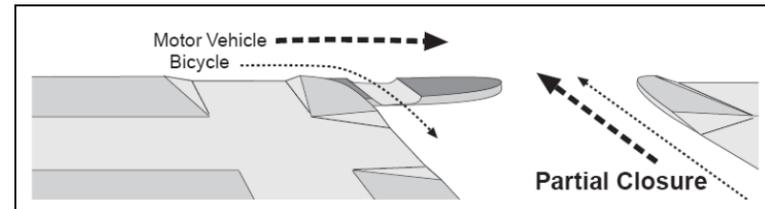
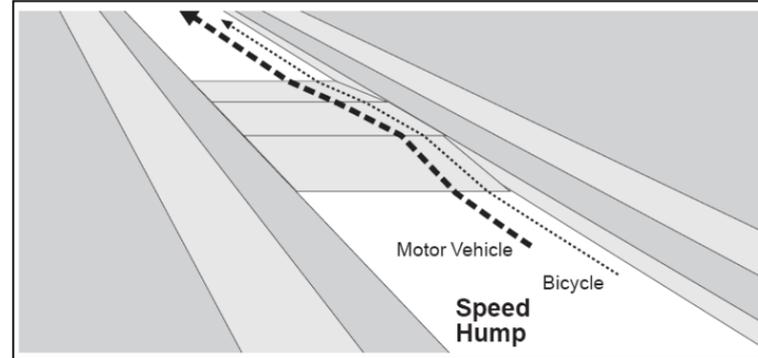
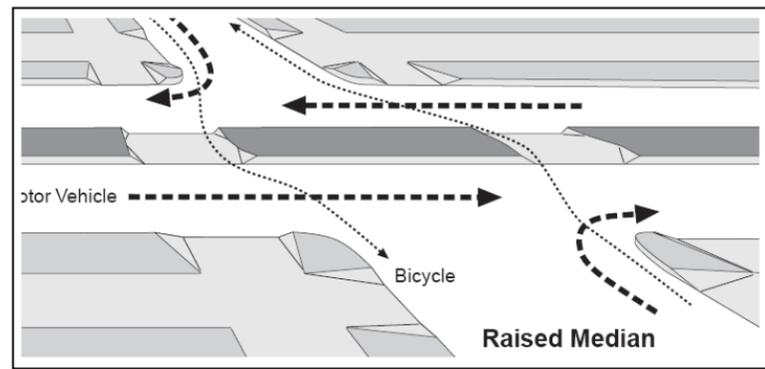
Figure 3-14: On a concrete roadway



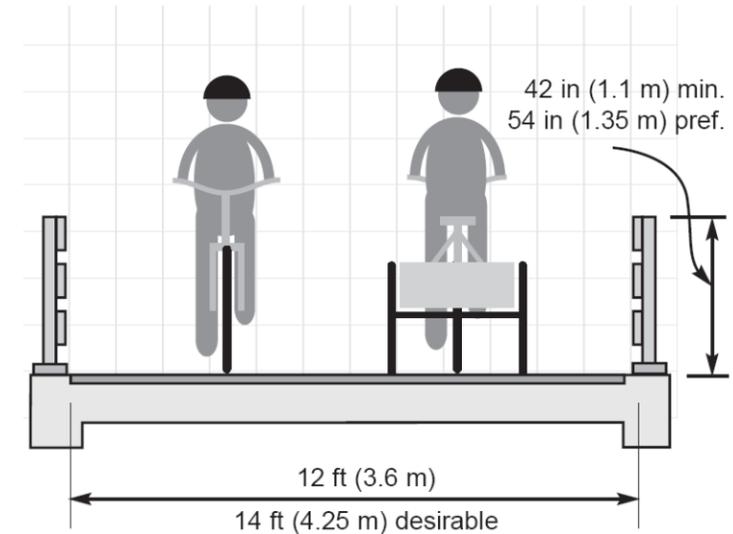
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Village of Ashwaubenon Bicycle and Pedestrian Plan
 Other Related Engineering Improvements: *Traffic Calming, Underpasses, Overpasses*

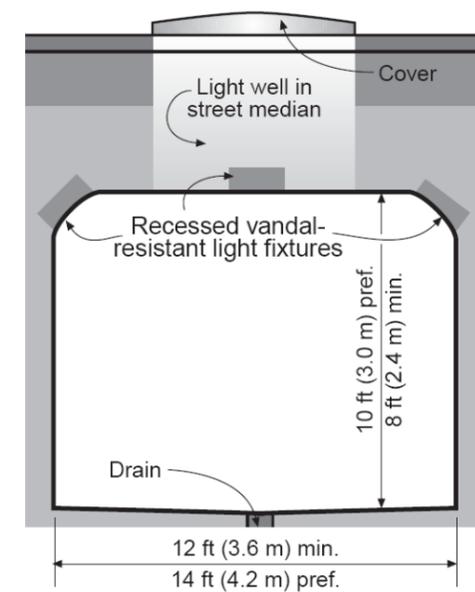
Traffic Calming Measures



Underpass and Overpass Design



Multi-Use Trail Bridge/Overpass Design



Multi-Use Trail Underpass Design

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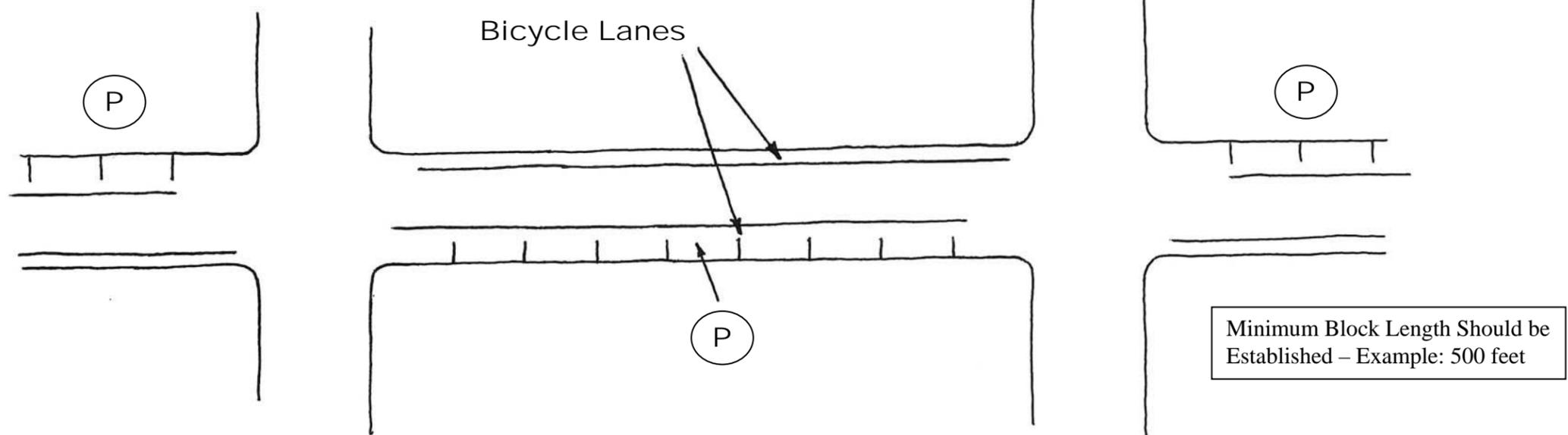
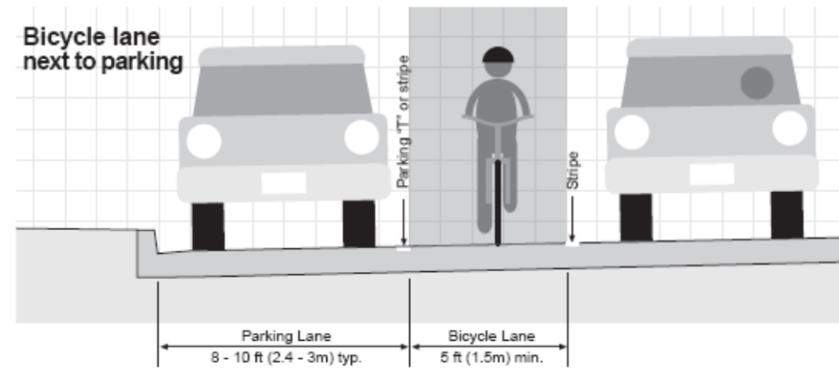
Village of Ashwaubenon Bicycle and Pedestrian Plan
Other Related Engineering Improvements: *Alternate Side On-Street Parking*

Defined

Alternate side on-street parking may be provided where a bicycle lane is present in concert with limited on-street parking. For the sake of fairness to adjacent property owners, the parking can be alternated by block if both sides of the street include land uses with on-street parking needs.

Guidelines for Use

Alternate side on-street parking may be used where bicycle lanes are appropriate, but adequate space does not exist within the existing street footprint without removing parking. By reducing the parking to one side of the street, parking is not completely eliminated, but space for bicycles is established. If the side of street for parking is alternated by block, then the flow of the bicycle and motor vehicle lanes will experience a jog near intersections. Design of the bicycle and motor vehicle lanes should account for this jog, and a minimum block length should be established to minimize the jog.



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3

Planning and Public Participation Process



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3 Planning and Public Participation Process

The planning process behind the *Comprehensive Pedestrian and Bicycle Plan* has been created by the Village of Ashwaubenon to provide a locally tailored and community supported approach to meeting the unique pedestrian and bicycle transportation needs and desires of the village.

3.1 Planning Process

While preparation for the project preceded this date, the planning process began in earnest in May of 2007. Development of the draft plan continued through June of 2008 when the revision and finalization process began. The plan was adopted by the Village Board in May of 2009 by a unanimous vote. Public participation took place throughout the planning process, which is further discussed in Section 3.2. In addition to public participation, the primary components of the planning process included:

- ◆ Background data gathering and analysis
- ◆ Clarification of vision, goals, and objectives
- ◆ Exploration of alternative solutions and selection of preferred alternatives
- ◆ Formulation of policies and recommendations for implementation
- ◆ Draft plan review and revision
- ◆ Final plan adoption

A variety of meeting types were used to conduct the planning process in an open forum. Meeting types included:

- ◆ Working meetings of the Bicycle and Pedestrian Advisory Committee
- ◆ Meetings of subcommittees of the Bicycle and Pedestrian Advisory Committee to complete certain project tasks
 - ▶ Field data gathering
 - ▶ Planning and publicizing the public informational meetings
 - ▶ Public informational meetings (October 4, 2007 and September 29, 2008)
 - ▶ Village Board updates
 - ▶ Joint, in-depth working session with Village Board (December 3, 2008)
 - ▶ Attendance at meetings of related village boards and committees

The working meetings of the Bicycle and Pedestrian Advisory Committee meeting were the heart of the planning process in terms of working through the difficult decisions, weighing alternatives, and balancing competing interests. The general content of the working meetings was as follows:

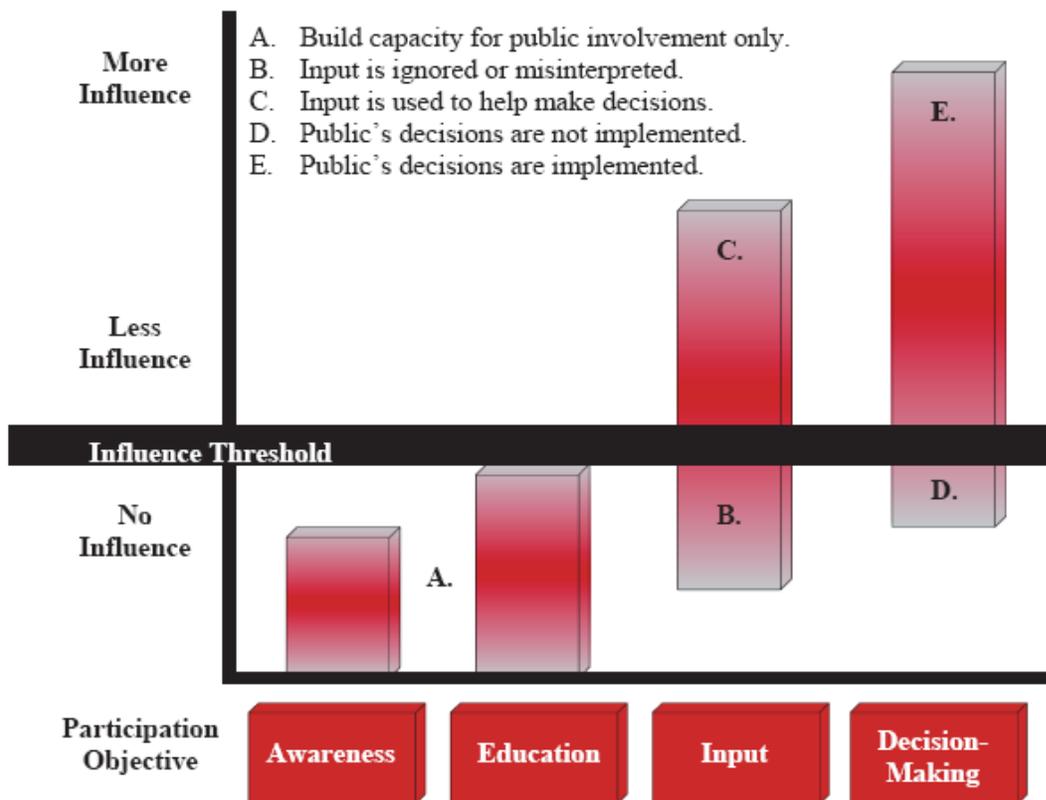
- ◆ Planning process kick-off, stakeholder identification (one meeting)
- ◆ Issues, opportunities, and desires (one meeting)
- ◆ Destinations and barriers (one meeting)
- ◆ Vision, goals, and objectives (two meetings)
- ◆ Alternatives analysis and selections (four meetings)
- ◆ Policies and recommendations (three meetings)

- ◆ Draft plan review (six meetings)

3.2 Public Participation

Public participation is a critical component of any successful planning process. It was the desire of the Village of Ashwaubenon to have extensive and meaningful public participation as the foundation for this plan. In order to achieve this, the planning process employed each of the four basic forms of public participation as shown in Illustration 3-1 – awareness, education, input, and decision making. Refer to Appendix A for documentation of the results of public participation efforts.

Illustration 3-1: Levels of Public Participation



Source: University of Wisconsin-Extension

3.2.1 Public Education and Awareness

While public education and awareness do not provide opportunities for the community to influence the decision making process, they are necessary activities in order to build capacity for more intensive levels of public involvement. Public education and awareness pieces of the planning process included:

- ◆ Posting of project information on the village website

-
- ◆ Informational presentations by WisDOT staff at Bicycle and Pedestrian Advisory Committee meetings
 - ◆ Printing of news stories in *The Ashwaubenon Press* and *Green Bay Press Gazette*
 - ◆ Distribution of news releases to local media and other key stakeholders
 - ◆ Posting of flyers announcing public informational meetings
 - ◆ Educational presentations provided as part of the public informational meetings
 - ◆ Airing of the public informational meeting on the cable access channel
 - ◆ Interviews of village staff by local news media
 - ◆ Field data gathering by citizen members of the Bicycle and Pedestrian Advisory Committee
 - ◆ Project updates provided to the Village Board

3.2.2 Public Input

Public input provides an opportunity to cross the threshold of public influence. The object of effective public input is to ensure that it is not ignored or misinterpreted. Public input pieces of the planning process included:

- ◆ Holding open meetings of the Bicycle and Pedestrian Advisory Committee
- ◆ In the first public informational meeting: asking for and recording feedback on the draft plan components, asking for citizens to provide additional issues and opportunities and to vote on their prioritization, asking for citizens to identify and map additional destinations and barriers
- ◆ In the second public informational meeting: asking for and recording feedback on the draft plan document
- ◆ Posting the bikability and walkability surveys on the web site
- ◆ Holding a joint Village Board/Bicycle and Pedestrian Advisory Committee in-depth plan review and working session
- ◆ Allowing public comments at Village Board meetings prior to the adoption of the plan

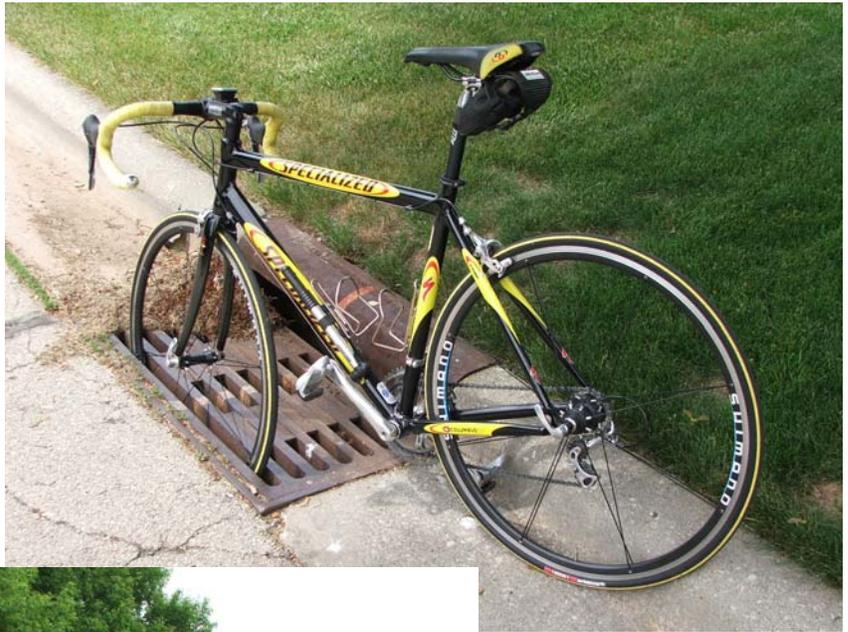
3.2.3 Public Decision Making

Public decision making represents the highest level of public participation, particularly if the decisions made are implemented. There is a certain amount of risk involved with putting decisions in the hands of citizens, but if the awareness, education, and input steps have been effective, then this risk is minimized. Public policy that is developed and supported by the very citizens that it will impact is the best kind of public policy. While the public decision making items are fewest in number, these actually represented the largest effort and commitment of time. Public decision making pieces of the planning process included:

- ◆ The direction and execution of every stage of the planning process by the citizen-led Bicycle and Pedestrian Advisory Committee
- ◆ Widespread distribution of the Bicycle and Pedestrian Advisory Committee meeting notices and minutes to a broad stakeholder group

4

Existing Conditions and Needs Assessment



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4 Existing Conditions and Needs Assessment

This detailed analysis of existing pedestrian and bicycle conditions is being provided to clarify and further define the need for this plan and the challenges to be addressed. This was initially accomplished in Chapter 2 by identifying issues, opportunities, and desires, by examining community data, and by reviewing existing village plans, ordinances, and policies. Detailed information relative to destinations and barriers, the existing street network, existing bicycle and pedestrian facilities, and crash data will provide additional context toward the formulation of the village's goals, objectives, policies, and recommendations.

4.1 Destinations and Barriers

The basic challenge of planning for pedestrian and bicycle transportation can be simply described: a pedestrian or bicyclist is trying to get somewhere, but existing conditions prevent or hinder a trip. Addressing many typical communities in Wisconsin, the *Wisconsin Pedestrian and Bicycle Law Enforcement Training* manual states, "Pedestrians and bicyclists want to go to the same places as motorists. However, our road systems have been designed primarily for motor vehicle traffic" (WisDOT, 2006, p 7). Overcoming these barriers to allow and encourage the desired walking and bicycling trips then becomes the underlying objective of this plan.

As part of the planning process, the Bicycle and Pedestrian Advisory Committee and citizens in attendance at the October 2007 public informational meeting identified key destinations for walking and bicycling. They also identified barriers to walking and bicycling. The results of this analysis are found on Map 3, *Pedestrian and Bicycle Barriers and Destinations*. This analysis shows that the Village of Ashwaubenon has a variety of existing destinations that are of interest to pedestrians and bicyclists, but existing pedestrian and bicycle features lack connectivity and are challenged by a variety of barriers.

Overcoming these barriers to allow and encourage the desired walking and bicycling trips then becomes the underlying objective of this plan.

4.1.1 Destinations

Potential walking and bicycling destinations of both local and regional importance are found in Ashwaubenon. Key destinations include the community's elementary and secondary schools and its high quality park and outdoor recreation system. Key destinations also include retail and entertainment areas of regional importance, like the Bay Park Square Mall, the National Railroad Museum, and the Resch Center, for example. Retail commercial corridors along Oneida Street/CTH AAA and Lombardi Avenue/CTH VK were also identified, along with the conceptually planned "Ashwaubenon Boulevard," which is envisioned as a future linkage of these destinations and a focal point for the community.

4.1.2 Barriers

Barriers that impact potential walking and bicycling trips are found throughout the community. Walking or bicycling to parks, stores, the workplace, or schools, is currently challenged in these locations by busy streets, the lack of sidewalks, crosswalk conditions, signal phasing, or physical barriers like the major highways. The most obvious barriers are USH 41 and STH 172, which

effectively divide the community into four quadrants. Many other arterial and collector streets are barriers as a result of high levels of vehicle traffic, high speeds of vehicle travel, or limited access for pedestrians and bicyclists. These include Ashland Avenue/STH 32, Oneida Street/CTH AAA, portions of Cormier Road, and West Main Avenue/CTH G, as examples. Many specific intersections have also been identified as having certain barrier characteristics. These include the intersection of Hansen Road/CTH HH and Oneida Street/CTH AAA and the intersection of Babcock Road and STH 172, as examples.

Not all barriers are location specific, but rather are a condition of the system as a whole. For example, the climate of northeast Wisconsin presents a particular challenge in the winter months. As a result, the community's response to the clearing of snow and the village's approach to enforcing related standards and ordinance requirements can become a barrier to walking and bicycling.

4.2 Local Street and Highway System Analysis

The local street and highway system is an important component of the pedestrian and bicycle transportation system. Although they are predominantly designed to accommodate motor vehicles today, they already connect the desired destinations, and most pedestrian and bicycle features will follow these same corridors as a matter of practicality.

4.2.1 Functional Classifications

Examining street and highway functional classifications helps to understand the design and intended purpose of the community's thoroughfares. Map 4, *Functional Classification System*, displays this information for the Village of Ashwaubenon.

Principal Arterials serve longer intra-urban trips and traffic traveling through urban areas. They carry high traffic volumes and provide links to major activity centers. The urban principal arterials are connected to the system of rural principle arterials and minor arterials. Average Daily Traffic counts (ADTs) can range from 3,750 to 15,000 and up. Urban principal arterials are subdivided into:

1. Interstate highways (*these are free-flow, grade-separated, fully access-controlled freeways with access to the balance of the highway system at interchanges only*).
2. Other freeways (*these are freeways not designated part of the federal Interstate System or free-flow expressways that may not be grade-separated or fully access-controlled*).
3. Other principal arterials

Principle arterials in Ashwaubenon include USH 41, STH 172, Ashland Avenue/STH 32, Oneida Street/CTH AAA, and Lombardi Avenue/CTH VK.

Minor Arterials provide intra-community continuity and service to trips of moderate length, with more emphasis on land access than principal arterials. The minor arterial system interconnects with the urban arterial system and provides system connections to the rural collectors. ADTs can range from 1,500 to 6,000 and up.

Minor arterials in Ashwaubenon include South Ridge Road, Cormier Road, Pilgrim Way/CTH YY, Vander Perren Way, Hansen Road/CTH HH, South Broadway Street/CTH H, Waube Lane/CTH AAA, Parkview Road, West Main Avenue/CTH G, Fernando Drive, and Packerland Drive/CTH EB.

Collectors provide both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. These facilities collect traffic from the local streets in residential neighborhoods and channel it onto the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid, which forms the basic unit for traffic circulation. ADTs can range from 750 to 3,000 and up.

Collector streets in the Village of Ashwaubenon include Morris Avenue, Holmgren Way, Circle Drive, and a portion of South Ridge Road, as examples. And although they are not officially designated at this time, the planning process has also identified some additional streets that function as collectors. These include North Road, Shady Lane, a portion of West Main Avenue/CTH G, and others.

Collectors are of particular importance to bicyclists, as they provide a balance between direct access and lower levels of motor vehicle traffic. Arterials often carry more traffic than is comfortable for bicyclists, and local streets typically do not provide direct routes to the desired destinations.

Local Streets comprise all other facilities not identified as one of the higher systems. They primarily provide direct access to adjacent land and access to higher order systems. Local streets offer the lowest level of mobility, and through traffic movement on this system is usually discouraged. Without the addition of pedestrian and bicycle facilities to higher order streets, local streets typically provide the highest level of comfort and safety for walking and bicycling. Although these local streets are of lower value in trying to reach key destinations, they typically represent the 80 percent of a community's street system which require no special facilities to be functional for walking and bicycling.

4.2.2 Traffic Counts (ADTs)

Examining Average Daily Traffic (ADT) counts helps provide additional insight into the existing and historic use of streets and highways. Map 5, *Selected Street and Highway Traffic Counts*, provides this information for the Village of Ashwaubenon. Data were provided for the years 2001, 2003, and 2006 so that recent trends are apparent. ADTs provide insight for many transportation decisions including determining functional classification, establishing speed limits, determining appropriate number and width of lanes, controlling access point or driveway design, and limiting on-street parking.

ADTs are helpful for evaluating the existing street system. The number and width of lanes should be related to historic and expected future ADTs. If streets have been built with capacity beyond the expected traffic, then lane configurations may be easily altered to accommodate pedestrian and bicycle features. Conversely, if the lane configuration is at or near capacity for expected traffic, then this is an indicator that additional space may be needed for pedestrian and bicycle features.

There is a tremendous cost advantage where lane configurations can be adjusted to provide a pedestrian or bicycle feature within the existing street “footprint.” A “retrofit” may be possible where the existing curb-face to curb-face width of a street is adequate to accommodate the required number of vehicle lanes, the necessary on-street parking, and an appropriately designed pedestrian or bicycle feature. Where adequate width is not available, the cost of the improvement will be substantial as it will likely require the reconstruction of the street. However, the cost can be managed in these cases by timing the addition of the bicycle or pedestrian feature with the planned reconstruction of the street for regular maintenance purposes.

The cost of pedestrian and bicycle improvements can be managed by “retrofitting” them to the existing street “footprint,” or by coordinating the timing of the improvement with the regular maintenance of the street.

4.2.3 US Highway 41 Reconstruction Project

No planned street or highway reconstruction project is likely to have as great an impact in the Village of Ashwaubenon in the coming years as the planned reconstruction of USH 41. Portions of the project affecting the village directly are planned to take place primarily from 2009 to 2013. In addition to the reconstruction of the highway travel lanes themselves, the following improvements are also planned and are of particular importance to pedestrian and bicycle travel in the village:

- ◆ The interchanges at Lombardi Avenue/CTH VK and Oneida Street/Waube Lane/CTH AAA will be equipped with double lane roundabouts on both sides of the highway. These roundabouts will include sidewalks and marked crosswalks.
- ◆ All bridges associated with grade-separated crossings (overpasses and underpasses) will be designed wide enough to accommodate motor vehicle travel lanes, bicycle lanes, and pedestrian features on the crossing street.
- ◆ Eventual designation of USH 41 as an interstate highway is expected. This may impact the ability to use any portions the rights-of-way as space to accommodate multi-use paths. This is of concern to the village.

4.2.4 State Trunk Highway 172

While reconstruction of STH 172 is not currently part of the WisDOT Six Year Highway Improvement Plan, cursory planning has already begun due to the connections with USH 41. With the expected interstate designation of USH 41, the interchange with STH 172 will need substantial improvement. It is likely that construction will be necessary of “fly-over lanes” to allow for higher speed travel through the interchange. Such construction will further solidify this

interchange as a significant barrier to walking and bicycling and elevate the importance of routes that are planned for getting around this location. Reconstruction of STH 172 is not likely before 2020, and the Fox River bridge is not expected to require complete reconstruction for 20 to 30 years.

4.3 Local Pedestrian Facilities Analysis

While challenges and barriers for walking trips have already been identified, this analysis will focus on the pedestrian features that are presently available. This will help to establish baseline conditions for future comparison. A variety of situations currently exist in the village relative to pedestrian facilities, and the key components of the existing pedestrian transportation system consist of sidewalks, crosswalks, visually narrowed lanes, and street furniture.

4.3.1 Sidewalks

Sidewalks have historically been the primary facilities provided by communities for walking. Although the requirement to construct sidewalks in new neighborhoods has fluctuated over the years, they are still vitally important today. *Wisconsin Pedestrian Planning Guidance* (WisDOT, 1993) remains as the authoritative source for state level recommendations on planning for pedestrian transportation. This document recommends the installation of sidewalks on both sides of the street for most new urban and suburban neighborhoods as well as for most existing urban and suburban streets. Only in very low density residential neighborhoods with less than one housing unit per acre are sidewalks recommended on only one side of the street as the preferred option for new development, and is on-street accommodation (no sidewalk, but four foot shoulders) recommended as the preferred option for existing neighborhoods.

Currently in Ashwaubenon, sidewalks are limited to a few key retail commercial corridors (e.g., Oneida Street/CTH AAA, Ridge Road, etc.) near some of the local schools (e.g., Willard Drive, Anderson Drive, etc.), and along key collectors streets that serve as primary routes to schools and other destinations (e.g., Cormier Road, Ponderosa Avenue, etc.). Refer to Map 6 for an inventory of the existing sidewalks. This arrangement of sidewalks is not unusual for suburban communities that developed in a similar fashion to the Village of Ashwaubenon. In one sense, the lack of sidewalks provides a unique feel to its neighborhoods that differentiates it from more urbanized communities. However, as the community's population density and traffic volumes increased, the lack of sidewalks has presented new challenges.

In examining the potential future use of sidewalks in Ashwaubenon, the following analysis may be considered.

What are the disadvantages of sidewalks?

- ◆ They are costly to install and maintain.
- ◆ Retrofitting existing neighborhoods with sidewalks can be difficult – some of the related issues: conflicts with existing mature trees, conflicts with buildings, purchase/widening of rights-of-way, special assessments, etc.
- ◆ They require ongoing maintenance, particularly snow removal.

- ◆ They are not necessarily a solution for bicyclists and can lead to conflict between pedestrians and bicyclists.
- ◆ They can be present in locations where they are not attractive to pedestrians because of the setting/surroundings or because they are too close to the flow of vehicle traffic.
- ◆ They have a history of controversy in Ashwaubenon.

What are the advantages of sidewalks?

- ◆ They are defined in traffic law, which enables enforcement action.
- ◆ They provide a high level of safety for pedestrians by separating them from the flow of vehicle traffic.
- ◆ They are generally recognized by drivers as pedestrian facilities, which enhances safety.
- ◆ Children/students generally have the knowledge and training to safely use them.
- ◆ In most settings, they are the most attractive/comfortable type of pedestrian facility.
- ◆ They are already present in many locations.
- ◆ They are recognized in engineering standards and guidelines.

During the planning process, the Pedestrian and Bicycle Advisory Committee reached the following points of consensus regarding sidewalks.

1. This plan will not recommend that sidewalks are built everywhere in the village. Such recommendations will be location-specific based on the particular safety issues, connectivity needs, motorized traffic characteristics, and an assessment of multiple alternatives.
2. Sidewalks are especially important around schools, parks, libraries and other destinations for young children.

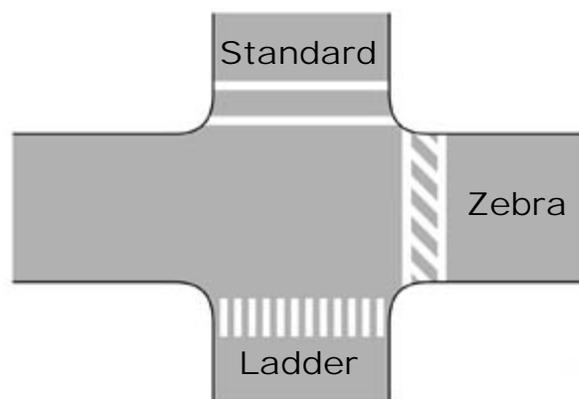
4.3.2 Crosswalks

Pedestrians not only need to travel along most of the same thoroughfares as motor vehicles, but also need to be able to safely cross those thoroughfares to reach destinations. Crosswalks, consisting of pavement markings and textures, signalization and other lighting, signage, and signal activation buttons, provide the means of safe crossing. Degrees of crosswalk visibility or “importance” can be achieved based on the specific treatments used to pave, mark, sign, signalize, and light the crossing.

Crosswalks are abundant in the Village of Ashwaubenon, serving a variety of intersection types and providing varying levels of crossing visibility. The Bicycle and Pedestrian Advisory Committee conducted an extensive inventory of crosswalks in the village and the complete results are found in Appendix B. There were over 130 crosswalks identified in the inventory, 26 of which were signalized. Illustration 4-1 provides examples of 3 common types of crosswalk markings as noted in the inventory. The vast majority of crosswalks in the village provide a basic level of crossing visibility. Nearly all pavement markings are of the standard type, with the ladder being the second most common. These pavement markings were generally in good to fair condition with some in poor condition due to fading and wear. Pavement texture is not varied

for crosswalks with the exception of the brick crosswalk found at mid-block on Pilgrim Way/CTH YY between Oneida Street/CTH AAA and Holmgren Way. The accessibility of signal activation buttons are an issue in some locations with the primary problem being that buttons are not reachable from the sidewalk surface. A curb cut to access the connecting sidewalk is missing in only 2 locations. It has also been noted in various locations that the activation, timing, and display content of crosswalk signals create difficulties for pedestrians. Higher levels of crossing visibility and pedestrian friendliness can be achieved in the village by making improvements in these areas.

Illustration 4-1: Typical Crosswalk Markings



Source: USDOT, Federal Highway Administration

4.3.3 Multi-Use Paths

Multi-use paths are becoming increasingly important as part of the village's existing system of pedestrian facilities. While multi-use paths have primarily been developed as recreational facilities in the past, careful location and design are building toward an interconnected network that will also be useful as means of transportation. Today, recreational walking and biking paths are found in several village parks including neighborhood parks like Fort Howard, Hidden Valley, and Waterford, as well as larger community parks like Sherwood Forest and Ashwaubomay. Existing multi-use paths outside of parks include the Packerland Trail, the Industrial Park Trail, the recently constructed multi-use path along the west shore of the Fox River, and a multi-use path that connects Sand Acres Drive with Sand Acres Park along a utility easement.

4.3.4 Visually Narrowed Lanes

One of the village's approaches to providing pedestrian facilities in lieu of traditional sidewalks was to utilize VNLs. A visually narrowed lane is a paved portion of a street along the curb or shoulder that is marked with a stripe and simultaneously used for traffic calming (speed reduction), on-street parking, and space for non-motorized transportation (walking, bicycling, wheelchairs, etc.). According to the Ashwaubenon Public Works Department, VNLs were being maintained on portions of the following streets as of 2007.

-
- | | |
|----------------|--------------------|
| ♦ Avondale Dr | ♦ Morris Av |
| ♦ Balsam Wy | ♦ North Rd |
| ♦ S Broadway | ♦ Orrie Ln |
| ♦ Carole Ln | ♦ W Paulson Rd |
| ♦ Circle Dr | ♦ Pilgrim Wy |
| ♦ Commanche Av | ♦ Pioneer Dr |
| ♦ Cormier Rd | ♦ S Ridge Rd |
| ♦ Crary St | ♦ San Luis Pl |
| ♦ Daisy Ln | ♦ Santa Barbara Dr |
| ♦ Echo Ln | ♦ Shady Ln |
| ♦ Hansen Rd | ♦ Skylark Ln |
| ♦ Hilltop Dr | ♦ Timber Ln |
| ♦ Kassner Dr | ♦ Vercauteren Dr |
| ♦ Mancel Ln | ♦ Woodmont Wy |
| ♦ Marvelle Ln | |

While a VNL is undefined in Wisconsin law and engineering guidance, Ashwaubenon is not alone in this approach. Other Wisconsin communities have attempted to use forms of marked, on-street accommodation for pedestrian transportation. In examining the potential future use of VNLs in Ashwaubenon, the following analysis may be considered.

What are the disadvantages of Visually Narrowed Lanes?

- ♦ They are ambiguous in traffic law, which confuses motorists and negates the ability to take enforcement action.
- ♦ The many simultaneous uses invite conflict between modes of transportation.
- ♦ The parking of vehicles in this space makes VNLs unsafe for many pedestrians and bicyclists (the very young, the very old, the inexperienced, the disabled, etc.).
- ♦ They provide a false sense of security, so the street environment could be more safe without them.
- ♦ They are not recognized in engineering standards or guidelines, which exposes the village to liability.

What are the advantages of Visually Narrowed Lanes?

- ♦ They are less costly than sidewalks.
- ♦ They do not require the removal of parking from the curb-lane.
- ♦ Snow removal is done by the village rather than by property owners.
- ♦ They are already present in many locations.
- ♦ They provide some acknowledgement that the road must be shared by multiple modes of transportation.

During the planning process, the Pedestrian and Bicycle Advisory Committee reached the following points of consensus regarding VNLs.

1. VNLs may still be present in the village 20 years from now, but only if they have been clearly defined by village ordinances and citizens have been educated in their use.

2. The solutions to the disadvantages of VNLs will be location specific based on the vehicle traffic conditions, the expected users, and the importance of the route to the overall system.
3. In some places, VNLs will need to be replaced with, or converted to, dedicated facilities for vehicle parking, walking, and bicycling within the next 20 years.

4.3.5 Street Furniture

The availability and condition of street furniture can impact the walkability and bikability of a community. Street furniture might include public benches, garbage cans, and drinking fountains, for example. Currently in Ashwaubenon, street furniture is primarily found in the newest retail commercial development, along a new multi-use path, and in the village's parks. These amenities are generally maintained in very good condition. Table 4-1 shows the current extent of park furniture, and Table 4-2 shows the current extent of street furniture in locations outside of parks.

Table 4-1: Park Furniture Inventory

Park	Benches	Garbage Cans	Drinking Fountains
Argonne Park	X	X	X
Ashwaubamay Park	X	X	X
Bill Diamond Soccer Fields			X
Canteberry Park	X	X	X
Cormier Park			
Fort Howard Park	X	X	X
Gillis Park	X	X	X
Hidden Valley Park	X	X	
Klipstine Park	X	X	
Mike Vann Park	X	X	X
Morris Park	X	X	
Pioneer Park	X	X	X
Sherwood Forest Park	X	X	
Skyline Park	X	X	X
Smith Park	X	X	X
Sports Complex	X	X	X
Tower-Aubinger Park	X	X	
Valley View Park	X	X	X
Veterans' Park	X		X
Waterford Park	X	X	X

Source: Field inventory by Village of Ashwaubenon Bicycle and Pedestrian Advisory Committee, 2007

Table 4-2: Street Furniture Inventory

Location	Benches	Garbage Cans	Drinking Fountains	Condition (good, fair, poor)
JC Penny/DSW mall area	20	0	0	Good
Ashwaubomay River Trail	28	3	0	Good
Packerland Trail at Cormier	2	1	0	Good

Source: Field inventory by Village of Ashwaubenon Bicycle and Pedestrian Advisory Committee, 2007

While the presence of the existing street furniture is a positive, it is a reasonable conclusion that most of the village's pedestrian routes and destinations lack street furniture. The existing resources are concentrated in a few areas.

4.4 Local Bicycle Facilities Analysis

While challenges and barriers for bicycling trips have already been identified, this analysis will focus on the bicycle features that are presently available. This will help to establish baseline conditions for future comparison. A variety of situations currently exist in the village relative to bicycle facilities, and the key components of the existing pedestrian transportation system consist of bicycle lanes, visually narrowed lanes, and bicycle parking.

4.4.1 Bicycle Lanes

Bicycle lanes provide dedicated space for bicycle transportation on collector streets other similar routes where both bicycle traffic and motor vehicle traffic are high. Even prior to the development of this plan, Ashwaubenon had begun to take steps to improve the bicycle friendliness of the community by establishing bicycle lanes. The two bicycle lanes currently found in the village are located on Hansen Road/CTH HH and South Broadway Street/CTH H. The lane on Hansen/CTH HH is marked with pavement striping and bicycle lane signage. The lane on Broadway/CTH H is marked with pavement striping and markings and bicycle lane signage. Broadway Street/CTH H also includes other bicycle and pedestrian amenities such as traffic calming measures, improved railroad crossings, and clearly marked crosswalks.

4.4.2 Multi-Use Paths

Multi-use paths are becoming increasingly important as part of the village's existing system of bicycle facilities. The assessment of existing multi-use paths found in section 4.3.3 also applies with regard to bicycle facilities.

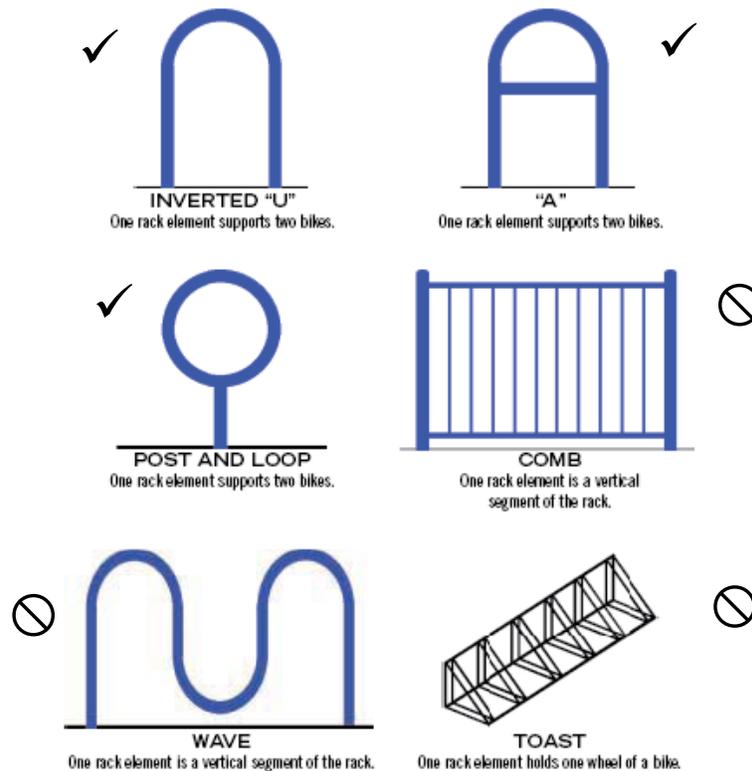
4.4.3 Visually Narrowed Lanes

The analysis provided in section 4.3.4 relative to VNLs as pedestrian facilities also applies with regard to bicycle facilities. While VNLs can provide space for bicycling, they have many drawbacks and are undefined in Wisconsin law and engineering guidance. Unlike pedestrian facilities, however, potential future bicycle facilities may be created by reconfiguring the space currently reserved as VNLs.

4.4.4 Bicycle Parking

Properly designed and located bicycle parking is essential to making many bicycle trips possible. At a minimum, bicycle parking “racks” should support a bike frame in two places, prevent a bike from tipping over, and enable the frame and one or both wheels to be secured using a high-security U-type lock. Illustration 4-2 provides examples of common types of bicycle racks. Of these examples, the inverted “U”, the “A,” and the post and loop racks meet these criteria. The others, though commonly provided as bicycle parking, do not meet one or more of these criteria. The placement of bicycle parking at a reasonable distance from building entrances and other destinations also helps encourage bicycling. Bicycle parking for extended periods of time (for bicycling to work, for example) can also be provided with a roof or shelter to protect bicycles from the elements.

Illustration 4-2: Bicycle Parking Racks



Source: Association of Pedestrian and Bicycle Professionals, *Bicycle Parking Guidelines* (2002)

Table 4-3 displays data collected to assess the existing condition of bicycle parking in the village. Types of bicycle parking racks found include the “comb” style rack (or “picket fence,” traditional rack), the wave style rack, the wheel loop style rack (similar to a “comb” rack, but with suspended locking elements), and the inverted “U.” Of these four types, only the inverted U meets the minimum recommended design. The other types of racks can lead to bicycles tipping over and experiencing damage or to bicycles being stolen because they have not been locked securely. Most existing bicycle parking in the village is not of the recommended design, but some inverted U racks are in place. Overall, bicycle parking is very limited in the village.

Many locations that are otherwise accessible and desirable to reach by bicycle provide no place for secure parking. Other types of secure bicycle parking racks not represented currently in Ashwaubenon include the “A” style rack and the “post and loop” rack.

Table 4-3: Bicycle Parking Inventory

Location	Type	Number of Racks	Total Spaces	Condition	Notes
Bellin Health West (Commanche Av)	Wave			Good	
Parkview Elementary School	Comb			Fair	
Valleyview Elementary School	Comb				
Ashwaubenon High School	Comb	4		Poor to Good	
WisDOT District Office (VanderPerren Wy)	U, Wave	3	4	Good	2 U racks (covered), 1 wave rack
Waterford Park	Wave				
Village Hall	U	1	6	Fair	Signage provided
Ashwaubenon Library	Comb	1		Fair	
Ashwaubenon Sports Complex	Comb	1	2	Good	
Gnome Games (Ridge Road)	Comb	1			
Packerland Trail Trailhead (Packerland and Cormier)	U	1	2	Good	
Georgia Pacific (Lombardi and Broadway)	Comb	1			
Barnes & Nobel (Oneida and Pilgrim)	Comb	1	4	Fair	
Foth and Van Dyke (Ridge Rd)	Comb	1		Good	
St. John's Lutheran Church (Babcock)	Wave	1		Good	
Dairy Queen (Ridge Rd)	Comb	1			
Team 2 (Holmgren Wy)	Wheel Loop	1			
Paper Converting (Cormier and Ashland)	Comb	1			
Schneider Logistics (Hansen Rd)	Wheel Loop	1			

Source: Field inventory by Village of Ashwaubenon Bicycle and Pedestrian Advisory Committee, 2007

4.5 Local Transit System Analysis

The Green Bay metropolitan area is served by the Green Bay Metro transit system which presently includes two routes in the Village of Ashwaubenon. This system provides pedestrians with the ability to reach many more destinations than they can by walking alone. And because Green Bay Metro buses are fitted with bicycle racks, this same benefit is afforded to bicyclists. As fuel prices continue to rise, the importance and use of transit is also expected to increase.

A local drawback to the current transit system is that routes in Ashwaubenon are limited, and in many cases will require a transfer in order to reach certain parts of the metropolitan area. However, a solution to this issue has already been proposed as plans for a west side hub are currently being explored. Map 7 is a conceptual plan (the exact location for a new hub and future bus routes are not yet known) of the modified transit system with enhanced service to the west side of the metropolitan area including Ashwaubenon.

In addition to longer range plans for a west side hub, more immediate plans are being developed for improved service to Ashwaubenon through route changes to be implemented in fall of 2008. This was mainly the result of rider requests for additional stops at destinations in Ashwaubenon such as the Bay Park Square Mall. New routes planned for Ashwaubenon will follow the arterial streets, making pedestrian and bicycle improvements connecting to those routes all the more important.

4.6 Safety and Crash Analysis

Safety is a primary driver of the need for pedestrian and bicycle transportation planning as reflected in the vision statement and many other components of this plan. While it can be argued that the safety of walking and bicycling in the village is generally good today, the potential price of unsafe conditions is simply too high – especially when it comes to children. As a general indicator of perceived safety, consider the current configuration of school bus routes in the village. The Brown County Sheriff's Department is responsible for analyzing the safety of school routes. The Sheriff's Department has determined that there are certain neighborhoods in Ashwaubenon where children are bused walkable distances due to barriers that would make walking unsafe. As a specific example, students in the neighborhood north of STH 172 and west of USH 41 are bused to Pioneer Elementary School because there is no safe way for them to cross STH 172.

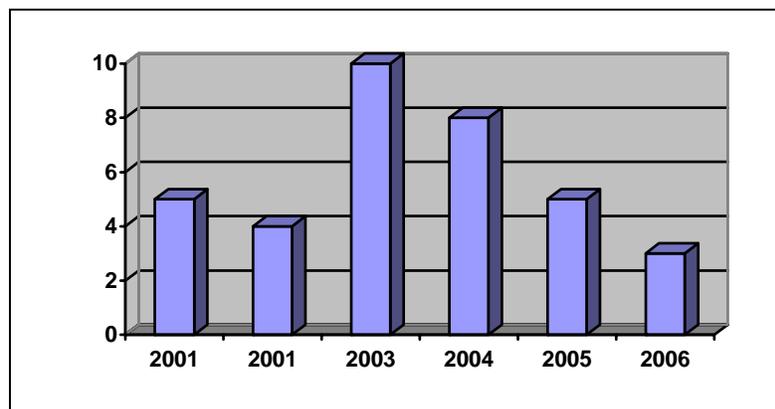
4.6.1 Crash Analysis

Crashes represent situations where safety was compromised in a particular set of circumstances, so they are not necessarily an indicator of overall safety. Stated another way, successfully providing for the safety of walking and bicycling will not show up in the crash data, because there is no tracking of crashes that were prevented or avoided. However, crash data can provide some insights into issues that may need to be addressed. Crashes in the Village of Ashwaubenon involving pedestrians and bicyclists for the years 2001 through 2006 have been analyzed to provide context for the development of this plan. A few of the data points are shown here, but the full analysis of pedestrian and bicycle crashes is found in Appendix B. Maps 8, 9, and 10 provide the locations of motor vehicle with pedestrian and bicycle crashes for the years 2001

through 2006. These data help to measure the safety component of walking and bicycling conditions in the village and help to provide a baseline for future comparison.

Overall, the number of crashes was minimal, indicating that from one standpoint, walking and biking in Ashwaubenon are relatively safe. However, these data should be used with caution due to the small number of crashes. Trend based conclusions cannot be drawn from such a small data set. From a very general standpoint, Ashwaubenon appears in most ways to be similar to state and national trends. For example, males between 13 and 14 years of age appear to be involved in a disproportionate number of crashes. This segment of the community represents a an educational target audience.

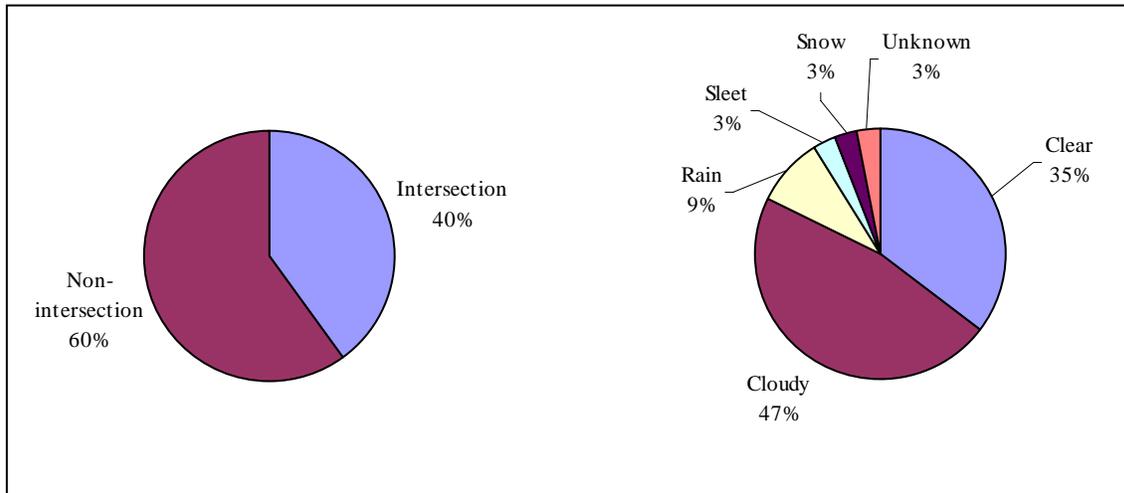
Illustration 4-3: Number of Pedestrian Crashes per Year, Ashwaubenon



Source: WisDOT, 2007

The number of reported pedestrian with motor vehicle crashes for the years 2001 though 2006 are shown in Illustration 4-3. There were 35 total crashes involving pedestrians over this six year period, representing an average of just under six crashes per year. Of these 35 crashes, 25 (or 71%) involved males, nine (or 26%) involved females, and one crash (or 3%) did not report on gender.

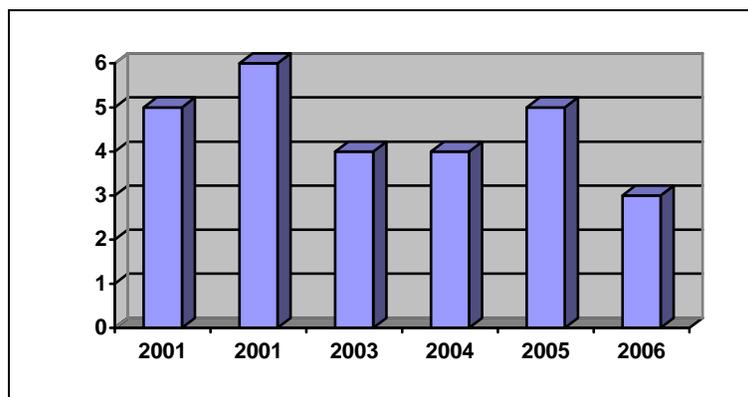
Illustration 4-4: Pedestrian Crash Location and Weather Conditions, Ashwaubenon



Source: WisDOT, 2007

Illustration 4-4 shows the percentage of reported pedestrian with motor vehicle crashes that occurred in intersections versus other locations and the weather conditions at the time of the crash. Examining crash data is helpful for testing perceptions of transportation safety. It might make intuitive sense that intersections are dangerous places for walking or that most crashes would occur in poor weather conditions (i.e., rain, sleet, snow). But these data show that the majority of pedestrian crashes took place outside intersections and at times when precipitation was not a factor.

Illustration 4-5: Number of Bicycle Crashes per Year, Ashwaubenon

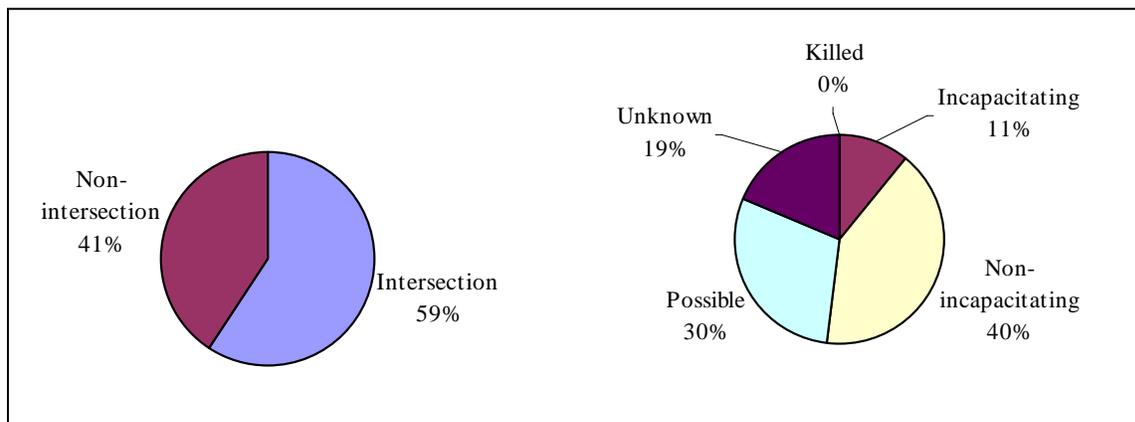


Source: WisDOT, 2007

The number of reported pedestrian with motor vehicle crashes for the years 2001 though 2006 are shown in Illustration 4-5. There were 27 total crashes involving bicyclists over this six year period, representing an average of between four and five crashes per year. Of these 27 crashes,

23 (or 85%) involved males, three (or 11%) involved females, and one crash (or 4%) did not report on gender.

Illustration 4-6: Bicycle Crashes Locations and Injury Severity, Ashwaubenon



Source: WisDOT, 2007

Illustration 4-6 shows the percentage of reported bicycle with motor vehicle crashes that occurred in intersections versus other locations and the severity of injuries. In contrast with pedestrian crashes, a majority of bicycle crashes occurred in intersections. And while the extent of injuries was reported as unknown in five cases, no bicycle crashes resulted in a death. Three of the pedestrian crashes over this same time period resulted in deaths. Refer to Appendix B for additional crash analysis data.

4.6.2 Speed and Crash Severity

Speed of the motor vehicle is a critical factor affecting the severity of crashes. As demonstrated in Illustration 4-7, the chance of a pedestrian being severely injured or killed increases dramatically with speed of the motor vehicle. At 40 miles per hour, the chance of death is 85%. An underlying cause is that stopping distance also increases dramatically with speed.

Illustration 4-7: Relationship Between Speed and Crashes, USDOT Federal Highway Administration

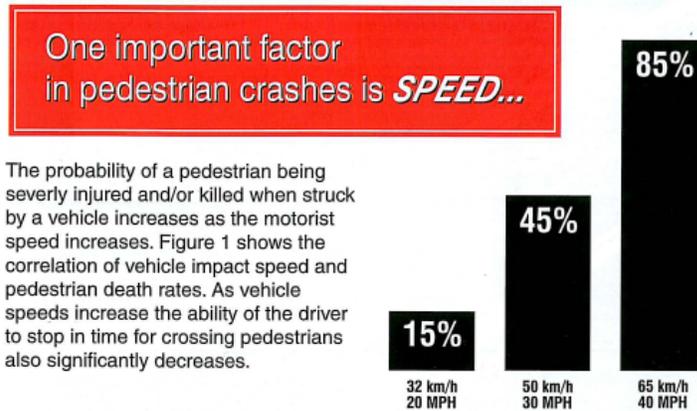


Figure 1: Pedestrian's chances of death if hit by a motor vehicle (Ref. UKDOT)

Reducing traffic speeds not only reduces the severity of pedestrian crashes, but may reduce their occurrence. Faster vehicle speeds result in increase breaking distance, and also an increase in the distance a vehicle will travel during the 2.5 second perception/reaction time as shown in Figure 2.

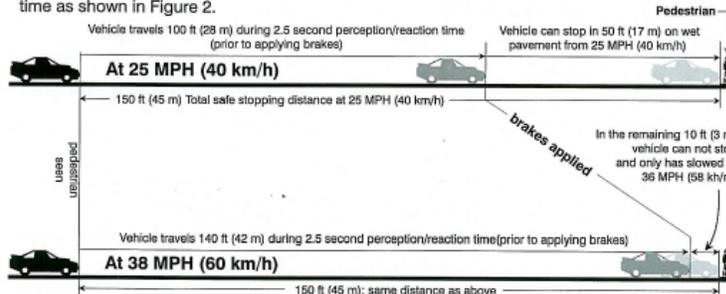


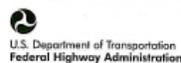
Figure 2: Relationship between safe stopping distance and travel speed

For more information (or copies) contact: Levenson Boodlal, P.E. at (202) 366-8044, e-mail: leverson.boodlal@fhwa.dot.gov or visit the website at: http://safety.fhwa.dot.gov/programs/ped_bike.htm

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Author: *Levenson Boodlal, P.E.*

Source:

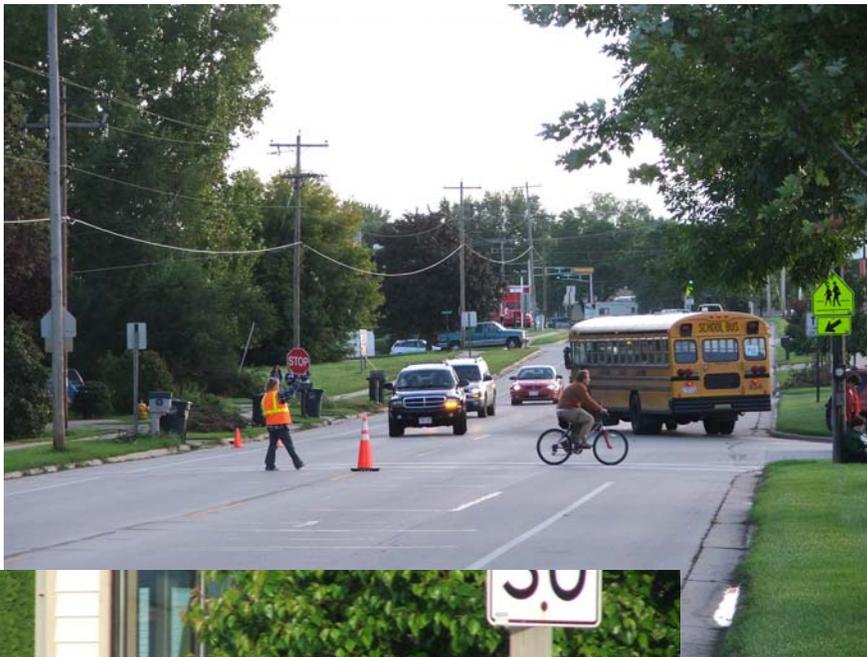


Publication No. FHWA-SA-00-010

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5

Goals, Objectives, and Policies



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5 Goals, Objectives, and Policies

Goals, objectives, and policies set a framework for decision making in the Village of Ashwaubenon. For issues related to pedestrian and bicycle transportation, the goals, objectives and policies of this plan should be used to guide and focus the discussion. The goals, objectives, and policies are also related to the issues, opportunities, and recommendations of this plan. Illustration 5-1 demonstrates this relationship. The discussion of issues and opportunities sets the initial direction for the planning process. Each step up represents a further refinement in working from the more general to the more specific.

Illustration 5-1: Steps in the Planning Process



5.1 Goals and Objectives

Community goals are broad, value-based statements expressing public preferences for the long term (20 years or more). They specifically address key issues, opportunities, and problems that affect the community. Objectives are more specific than goals and are more measurable statements usually attainable through direct action and implementation of plan recommendations. The accomplishment of objectives contributes to fulfillment of the goal.

Goal 1. Develop a pedestrian and bicycle transportation system that effectively connects destinations throughout the village. Eliminate or mitigate hazards and barriers to biking and walking.

Supporting Objectives

1. Establish pedestrian and bicycle routes that safely connect the four major regions of the village (the four regions separated by Highways 41 and 172).

2. Establish bicycle routes that provide functional north-south and east-west corridors as well as connections to surrounding communities. This includes improving connections across the Fox River.
3. Establish pedestrian and bicycle routes that safely cross arterial streets like Packerland Drive/CTH EB, Waube Lane/CTH AAA, Oneida Street/CTH AAA, and Ashland Avenue/STH 32.
4. Provide pedestrian facilities that connect all parts of the village and that are safe, functional, and appropriate, given the street classification and cross-section, traffic volumes and speeds, cost, and other factors.
5. Provide on-street bicycle facilities on arterial and collector roadways that are safe, functional, and appropriate, given the street classification and cross-section, traffic volumes and speeds, cost, and other factors.
6. Provide multi-use paths, where feasible and appropriate, when planning for and developing parks, other recreational and open space areas, shorelands, drainage ways, greenways, railroad rights-of-way, utility corridors (e.g., sewer and gas lines), and other linear corridors, especially those that serve both transportation and recreational uses.
7. Integrate transit into the design of pedestrian and bicycle facilities and work cooperatively to improve the accessibility and attractiveness of transit as a transportation choice.
8. Develop safe travel routes in places where children need to walk, especially near schools, parks, and activity centers.

Goal 2. Develop a bicycle transportation system that is safe and functional with facilities that are appropriately designed for the abilities and training of the expected users.

Supporting Objectives

1. Convert appropriate visually narrowed lanes into functional bicycle lanes while balancing opportunities for on-street parking.
2. Consider the experience level of bicyclists when designing facilities.
3. Design the majority of the village's bicycle transportation system so that it can be safely used by all groups including the very young and the very old.
4. Seek to provide a higher level of service for bicyclists on roadways that are designated as bicycle routes.

5. Provide an adequate number of safe, secure, appropriately designed, and conveniently located bicycle parking facilities in business districts and other public areas where needed (e.g., at public institutions, parks, park-and-ride lots, and bus transfer points).
6. Accommodate the needs of bicyclists in the design of bridges and under/overpasses, street intersections, railroad crossings, and traffic control devices.
7. Support the expanded role of transit to connect the bicycle transportation system.

Goal 3. Develop a pedestrian transportation system that is safe and functional with facilities that are appropriately designed for the abilities and training of the expected users.

Supporting Objectives

1. Improve pedestrian features including sidewalks, multi-use paths, and on-street facilities in places where safety is a concern, where routes need to be connected, and where both motorized traffic and pedestrian volumes are high.
2. Incorporate improved pedestrian features in the development and redevelopment of commercial and entertainment areas, especially the Oneida Street/CTH AAA retail area, the mall area, and the planned Ashwaubenon Boulevard.
3. Accommodate the needs of pedestrians in the design of bridges and under/overpasses, street intersections, and traffic control devices.

Goal 4. Fully integrate the needs of bicyclists and pedestrians into the village's land use planning, development site plan review, capital improvements, and facilities maintenance processes.

Supporting Objectives

1. Maintain consistency between the *Pedestrian and Bicycle Plan* and other community plans and operational policies.
2. Establish steps in the development review process where pedestrian and bicycle issues are addressed. Early in the development review process, consider the design of Planned Unit Developments (PUDs), the effects of building setbacks and parking lot locations, the accessibility of transit stops, and the input of the Bicycle and Pedestrian Committee.
3. Develop and use a consistent set of pedestrian and bicycle facility design standards (e.g., the *Wisconsin Bicycle Facility Design Handbook*, *Wisconsin Pedestrian Planning Guidance*, and the *American Association of State Highway and Transportation Officials*

(AASHTO) Guide for the Development of Bicycle Facilities and Guide for the Planning, Design, and Operation of Pedestrian Facilities).

4. Manage traffic on local streets through the use of “traffic calming” devices, where feasible and appropriate.
5. Fund pedestrian and bicycle facility improvements in conjunction with roadway projects as a routine part of the cost of the project.
6. Maintain pedestrian and bicycle facilities to a reasonable level of safety, walkability, and bikeability, giving consideration to pavement surface, clearance conditions in all seasons, traffic control devices, and parking facilities.

Goal 5. Support the effectiveness of the village’s pedestrian and bicycle transportation system through education, enforcement, and encouragement measures.

Supporting Objectives

1. Promote walking and bicycling for transportation as well as recreation, particularly for trips to school, work, shopping, and special events.
2. Increase the participation of schools, students, and adults in pedestrian and bicycle safety education programs and training courses.
3. Provide and promote safety education and encouragement programs taught by qualified instructors and targeted to youth and adult pedestrians, bicyclists, and motorists.
4. Beginning at third grade, educate bicyclists so that they gain the ability to use the majority of the village’s bicycle transportation system. Reinforce this education when children reach middle school.
5. Achieve recognition by the League of American Bicyclists as a “Bicycle Friendly Community” by 2015.
6. Educate law enforcement personnel on pedestrian and bicycle safety, especially relative to those traffic law violations by pedestrians, bicyclists, and motorists that are most likely to lead to crashes.
7. Consistently enforce traffic laws that enhance pedestrian and bicyclist safety by citing violations (particularly those most likely to lead to crashes) by pedestrians, bicyclists, and motor vehicle operators.

5.2 Policies

Policies are rules or courses of action that identify the way in which activities will be conducted in order to achieve fulfillment of the goals and objectives. Policies include either the word “should” or “shall” to define the strength of the policy. Policies that direct action using the word “shall” are viewed as mandatory aspects of a plan. In contrast, those policies that direct action using the word “should” are advisory and intended to serve as a guide. Policies in the Pedestrian and Bicycle Plan can be used in two ways – to support existing policy or practice in the village or to affect change in current practice. Where appropriate, the implementation of these policies should be considered with the input and guidance of professional engineers.

Policies Related to Goal 1 (Overall Connectivity and Safety)

1. Existing visually narrowed lanes should be maintained over the long term as shared spaces for walking, bicycling, and vehicle parking where no other bicycle or pedestrian facilities are planned, where conflicts between vehicle parking and bicycling or walking are not a concern, or where law enforcement or safety problems have not been identified.
2. When visually narrowed lanes are in need of re-striping, they should not be maintained in locations where a wide outside lane or paved shoulder is the planned facility, where conflicts between vehicle parking and bicycling or walking are a concern, or where law enforcement or safety problems have been identified.
3. When infrastructure improvements are made or when new development is undertaken, transit stops in the village shall be improved to include:
 - ◆ Connectivity to pedestrian routes and paths
 - ◆ Hard surfaces where transit riders can stand
 - ◆ Hard surfaces where disabled transit riders can be safely unloaded
 - ◆ Where appropriate, shelters with lighting, heat, and places to sit
4. The village should adhere to WisDOT standards for pedestrian or bicycle facilities design, maintenance, or operations, where such standards exist. Where such standards do not exist at the state level, the village should adhere to AASHTO (American Association of State Highway and Transportation Officials) standards.
5. Maintenance of pedestrian and bicycle paths in the village should be in accordance with WisDOT standards and guidelines and address:
 - ◆ Pothole and crack repair to a high standard/surface smoothness
 - ◆ Snow removal as possible (based on weather extremes), and as determined necessary on a case-by-case basis for multi-use paths
 - ◆ Debris removal for on-road facilities
 - ◆ Utility/manhole cover installation and maintenance level with pavement
6. Maintenance of street surfaces in the village should be conducted to a level of bicycle surface tolerances including the following:

Recommended Bikeway Surface Tolerances

	Grooves	Steps
Parallel to Travel	No more than 1/2 inch wide	No more than 3/8 inch high
Perpendicular to Travel	N/A	No more than 3/4 inch high

Source: *Highway Design Manual*, Chapter 1000, Bikeway Planning and Design, Bikeway Surface Tolerances (February 2001, Sacramento, California).

- Visual clearance areas shall be maintained at intersections in compliance with village ordinances in order to protect intersection sight lines for pedestrians and bicyclists.

Policies Related to Goal 2 (Bicycle Facilities)

- Acceptable, newly installed or replacement bicycle parking facilities should support a bike frame in two places, prevent the bike from tipping over, and enable the frame and one or both wheels to be secured using a high-security U-type lock.
- When stormwater drainage grates are installed or replaced, bicycle safe design and placement shall be used in accordance with WisDOT standards and guidelines.
- When new or reconstructed railroad crossings are installed, bicycle safe design shall be used in accordance with WisDOT standards and guidelines. Remedial action should be pursued for crossings with an angle of less than about 45 degrees.
- The design of bicycle lanes should include bicycle actuated traffic signals.
- Similar to vehicle parking requirements in the village Zoning Code, bicycle parking requirements should be brought into conformance at existing buildings when the parking needs change by more than 15% based on measures established in the zoning code.

Policies Related to Goal 3 (Pedestrian Facilities)

- Sidewalks shall be cleared of snow within 12 hours of a snowfall. Where sidewalks are not cleared in compliance with village ordinances, village crews shall clear the sidewalk with the cost assessed to the abutting property owner.
- Pedestrian signal buttons shall be located where they are accessible from the sidewalk in all weather conditions by all expected sidewalk users in accordance with USDOT Access Board standards (*Public Right-of-Way Guidelines* publication).
- Crosswalk enhancements (e.g., “countdown” signals, traffic calming, raised crosswalks, oversized crosswalks, advanced stop bars, enhanced crosswalks markings, etc.) should be considered for installation where both pedestrian and vehicle traffic volumes are high.

-
16. Traffic signal phasing should be maintained to provide adequate time for pedestrians of all expected ages and levels of ability to safely cross streets.

Policies Related to Goal 4 (Land Use, Development, and Planning Integration)

17. Initial referrals from other village boards or committees to the Bicycle and Pedestrian Advisory Committee relative to site design shall be made early in the process of reviewing site plans, plats, conditional uses, or planned unit developments.
18. New development and redevelopment projects should incorporate pedestrian and bicycle-friendly design features including:
- ◆ Small (or zero) street yard setbacks
 - ◆ Vehicle parking to the side or rear of the site
 - ◆ Connections to abutting sidewalks or multi-use paths
 - ◆ Internal pedestrian circulation features (e.g., raised crosswalks, traffic calming, clearly marked paths, parking lot islands with space for walking, adequate lighting, etc.)
 - ◆ Bicycle parking
 - ◆ Street furniture
19. Relative to external circulation and connectivity, the design of new development and redevelopment projects should have a logical relationship to existing and planned sidewalks and multi-use paths in the surrounding vicinity.
20. The design of new streets shall conform to the village's adopted plans for future pedestrian and bicycle routes and features.

Policies Related to Goal 5 (Enforcement, Education, and Encouragement Measures)

21. The village shall require pedestrian and bicycle enforcement training for all law enforcement officers.
22. The village Parks, Recreation, and Forestry Department should offer programming for pedestrians and bicyclists.
23. The village should promote employee biking and walking activity (e.g., installing safe and secure bicycle parking, incentives for biking to work, safety training, etc.).
24. The village should work with the school district to incorporate pedestrian and bicycle safety education into the curriculum.
25. The use of a visually narrowed lane (VNL) as a paved portion of a street along the curb or shoulder that is marked with a stripe and simultaneously used for traffic calming (speed reduction), on-street parking, and space for non-motorized transportation (walking, bicycling, wheelchairs, etc.) should be defined.

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6

Recommendations



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6 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 the 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.

6.1 Recommended Pedestrian Plan

6.1.1 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 one year)
- ◆ 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 6-1 summarizes the pedestrian transportation system engineering recommendations. Refer to Appendix C for further analysis of many of these 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	Notes
<i>Initial (within 1 year)</i>			
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.
37. S Ridge Rd	Sidewalk	\$107,700	On commercial side of street. To allow for bike lines to replace VNLs.
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
Total estimated construction cost for initial term projects:		\$107,700 plus paint and signage	
<i>Short Term (within 5 years)</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 in 2013).

2. USH 41 – all underpasses	Underpass Improvements	State project	Part of planned USH 41 reconstruction project (2009-2013). 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 construction in 2013).
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 in 2013).
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.
12. Marvelle Ln	Sidewalk	\$31,700	Drop-off and pick-up area for the school. Direct school route.
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.
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 (2011) 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.
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.).
41.(B) Waube Ln	Sidewalk	\$57,000	East of Ridge connecting to roundabouts constructed at USH 41 interchange, planned for 2009-2013
41.(D) Waube Ln	Sidewalk	\$39,000	From Hidden Valley Park to Ashbrooke Ct
44. S Ashland and 8 th St (DePere)	Intersection Improvements	State project	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.
Total estimated construction cost for short term projects:		\$2,032,200 plus paint, signage, pedestrian signals, etc.	
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.	
41.(E) Oneida St	Sidewalk	From roundabouts constructed at USH 41 interchange (planned for 2009-2013) connecting to Hansen Rd on east side of Oneida St	
49. Between Aerts Ln and Sand Arcres 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>			
4. USH 41	Multi-Use Path	Very long term. May be in conflict with intended future designation of USH 41 as an interstate highway.	
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.
22. STH 172	Multi-Use Path	Use existing highway right-of-way. Reconstruction of STH 172 likely around 2020. Direct school route.
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. Direct school route.
24. STH 172	Overpass	Grades and available open space make this a feasible location for a pedestrian overpass. Reconstruction of STH 172 likely around 2020. 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.

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 slightly raised or textured 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 countdown 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.

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

- ◆ 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. Raised, colored crosswalks, enhanced crossing signals, shelters, benches, and concrete pads for bus stops should all be considered where appropriate.

USH 41 Reconstruction Recommendation

- ◆ 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.

6.1.2 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.

6.1.3 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.

6.1.4 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.

6.2 Recommended Bicycle Plan

6.2.1 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 one year)
- ◆ 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. Refer to Appendix C for further analysis of many of these 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.

Table 6-2: Bicycle Transportation System Engineering
Recommendations

Recommendation	Facility Type	Estimated Construction Cost	Notes
<i>Initial (within 1 year)</i>			
3. Holmgren Wy	Wide Outside Lanes	Cost of signage (retrofit)	North of Hansen, restripe the vehicle lanes when the existing paint wears off to achieve wide outside lanes.
15. Hansen Rd	Bicycle Lanes	Cost of paint and signage (retrofit)	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)	Part of 2008 planned road reconstruction project (Brown County).
17. S Ridge	Bicycle Lanes	Cost of paint and signage (retrofit)	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.
23. Spirit Wy	Wide Outside Lanes	Cost of signage (retrofit)	A secondary route, but few conflicts.
Total estimated construction cost for initial term projects:		Cost of paint and signage – all retrofits	
<i>Short Term (within 5 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.
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.
9. Pilgrim Wy	Bicycle Lanes	\$227,000	Coordinate with reconstruction of street.
10. Oneida St	Bicycle Lanes	\$179,000	Very important and “destination rich” corridor. Coordinate with street reconstruction, likely in 2011.
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.
22. Glory Rd	Bicycle Lanes	Cost of paint and signage (retrofit)	Some reconstruction needed east of Spirit Wy. See medium term recommendation 22 below.
Total estimated construction cost for short term projects:		\$406,000 plus cost of paint and signage for retrofits	
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.

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.

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.

6.2.2 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 Bike Ed.

6.2.3 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.

6.2.4 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
- ◆ 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.

6.3 Implementation Plan

6.3.1 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.

Programs	Purpose	Funding Details	App. Deadline	Notes	Administering Agency	Contact
Federal Recreation Grant Programs - Incorporates LWCF and RTA (see below)						
Land and Water Conservation Funds (LWCF)	To encourage nationwide creation & interpretation of high quality outdoor recreation opportunities	Up to 50% match per project; Dependent on availability of Federal funds	May 1	A comprehensive outdoor recreation plan is required to participate	Wisconsin Department of Natural Resources (DNR)	Christine Halbur (920) 662-5121 Christine.halbur@wisconsin.gov
Recreational Trails Act (RTA)	To provide funds for the maintenance and development of recreational trails and related facilities for both motorized and non-motorized uses	Part of SAFETEA-LU; Up to 50% cost sharing assistance; dependent on federal funding	May 1	A comprehensive outdoor recreation plan is required to participate	DNR	Christine Halbur (920) 662-5121 Christine.halbur@wisconsin.gov
Wisconsin Stewardship Program - Incorporates ADLP, UGS, UR and ADR (see below)						
Aids for the Acquisition & Development of Local Parks (ADLP)	To acquire or develop outdoor recreation areas	\$4,000,000 per year statewide; Up to 50% match per project	May 1	A comprehensive outdoor recreation plan is required to participate	DNR	Christine Halbur (920) 662-5121 Christine.halbur@wisconsin.gov
Urban Green Space Program (UGS)	To <u>acquire</u> land to provide natural space within or near urban areas, or to protect scenic or ecological features	\$1,600,000 per year statewide; Up to 50% match per project	May 1	A comprehensive outdoor recreation plan is required to participate	DNR	Christine Halbur (920) 662-5121 Christine.halbur@wisconsin.gov
Urban Rivers Grant Program (UR)	To acquire lands, or right in lands, adjacent to urban rivers for the purpose of preserving or restoring them to economic revitalization or outdoor recreation activities. Also pays for development of trails and parks near urban rivers.	\$1,600,000 per year statewide; Up to 50% match per project	May 1	A comprehensive outdoor recreation plan is required to participate	DNR	Christine Halbur (920) 662-5121 Christine.halbur@wisconsin.gov

Programs	Purpose	Funding Details	App. Deadline	Notes	Administering Agency	Contact
Acquisition of Development Rights (ADR)	To acquire development rights to protect natural, agricultural, or forest lands that enhance and or provide nature-based recreation	\$800,000 per year statewide; Up to 50% match per project	May 1	A comprehensive outdoor recreation plan is required to participate	DNR	Christine Halbur (920) 662-5121 Christine.halbur@wisconsin.gov
Statewide Multi-Modal Improvement Program (SMIP) – Incorporates TE and BPPF (see below)						
Transportation Enhancements Program (TE)	Promotes activities that “enhance” the surface transportation system	\$6,250,000 statewide per year. Part of SAFETEA-LU; Reimbursable for 80% of approved project costs	Early April	Minimum project costs apply, 2 year funding cycle	WisDOT Enhancements: John Duffe (608) 264-8723 john.duffe@dot.state.wi.us	WisDOT through the NE Region office: Pam Deneys (920) 492-5679 pamela.deneys@dot.state.wi.us
Bicycle & Pedestrian Facilities Program (BPPF)	Funds projects that construct or plan for bicycle or pedestrian facilities.	\$2,720,000 statewide per year. Part of SAFETEA-LU; Reimbursable for 80% of approved project costs	Early April	Minimum project costs apply, 2 year funding cycle	WisDOT Enhancements: John Duffe (608) 264-8723 john.duffe@dot.state.wi.us	WisDOT through the NE Region office: Pam Deneys (920) 492-5679 pamela.deneys@dot.state.wi.us
Highway Safety Improvement Program	Focuses on projects intended for locations that have a documented history of previous crashes.				WisDOT Chuck Thiede (608) 266-3341 Charles.thiede@dot.state.wi.us	WisDOT through the NE Region office: Pam Deneys (920) 492-5679 pamela.deneys@dot.state.wi.us
NHTSA: Section 402 Highway Safety Funds	Bicycle and pedestrian education and enforcement projects; Non-construction projects	Up to \$1,000 for bicycle safety programs or \$3,000 for bicycle safety law enforcement	Fall		WisDOT	Larry Corsi (608) 267-3154 larry.corsi@dot.state.wi.us

Programs	Purpose	Funding Details	App. Deadline	Notes	Administering Agency	Contact
Safe Routes To School (SRTS)	Funds bicycle and pedestrian infrastructure, planning and promotional projects that enable and encourage children to bike and walk to school	Part of SAFETEA-LU; 100% federally funded	April 4	Projects must be within two miles of a kindergarten to 8th Grade school.	WisDOT	Renee Callaway (608) 266-3973 renee.callaway@dot.state.wi.us
Local Programs						
Tax Increment Finance District (TIF)	Promote growth and economic development within a community		N/A		Village of Ashwaubenon	Steve Kubacki (920) 492-2327 skubacki@ashwaubenon.com

(Updated and adapted by WE BIKE, etc. from Bicycle & Pedestrian Plan for the Non-Urbanized Area of Marathon County, WI, 1996)

6.3.2 Action Plan

In order for plans to be meaningful, they must be implemented, so the Village of Ashwaubenon *Comprehensive Pedestrian and Bicycle Plan* was developed with implementation in mind. An action plan is intended to jump start the implementation process and to provide continued focus over the long term. During the planning process, a detailed framework for implementation was created which will serve to guide the many steps that must be taken to put the plan in motion. This action plan outlines those steps and recommends a timeline for their completion. The recommended actions are listed in priority order within each of the four implementation areas as noted in the *Timing* component.

Engineering Actions

1. Task: Implement the *Initial* priority recommended pedestrian facility improvements found in Table 6-1.
Responsible Parties: Bicycle and Pedestrian Advisory Committee
Department of Public Works
Department of Parks, Recreation, and Forestry
Brown County Highway Department
WisDOT
Timing: Within one year
Potential Funding Source: Refer to Appendix C
2. Task: Implement the *Initial* priority recommended bicycle facility improvements found in Table 6-2.
Responsible Parties: Bicycle and Pedestrian Advisory Committee
Department of Public Works
Department of Parks, Recreation, and Forestry
Brown County Highway Department
WisDOT
Timing: Within one year
Potential Funding Source: Refer to Appendix C
3. Task: Improve the marking and maintenance of crosswalks
Responsible Parties: Department of Public Works
Brown County Highway Department
WisDOT
Timing: Per regular maintenance schedule
Potential Funding Source: Operating budget for regular maintenance
Project budgets for more substantial improvements

-
4. Task: Improve the accessibility of crosswalk signal activation buttons
 Responsible Parties: Department of Public Works
 Brown County Highway Department
 WisDOT
 Timing: With reconstruction, priorities recommended in Table 6-1
 Potential Funding Source: Part of project budget for overall reconstruction

 5. Task: Continue to provide input into street and highway reconstruction projects
 Responsible Parties: Bicycle and Pedestrian Advisory Committee
 Timing: Ongoing
 Potential Funding Source: Committee operating budget

 6. Task: Enhance street sweeping procedures to address bicycle needs
 Responsible Parties: Department of Public Works and Public Works Crew
 Brown County Highway Department
 WisDOT
 Timing: Per regular maintenance schedule
 Potential Funding Source: Regular maintenance budget

 7. Task: Enhance street maintenance to address pavement surface tolerances to address bicycle needs
 Responsible Parties: Department of Public Works and Public Works Crew
 Brown County Highway Department
 WisDOT
 Timing: Per regular maintenance schedule
 Potential Funding Source: Regular maintenance budget

 8. Task: Work toward the installation of effective bicycle parking racks at village facilities
 Responsible Parties: Appropriate departments based on locations
 Timing: Within two years
 Potential Funding Source: Appropriate public facilities budgets

Education Actions

9. Task: Utilize the Safe Routes to School Program – assemble a grant application, integration into appropriate budgets for participating entities
 Responsible Parties: Key players in getting kids safely to and from school
 Bicycle and Pedestrian Advisory Committee
 Planning Department
 Village Engineer
 Ashwaubenon School District
 Ashwaubenon Public Safety
 Interested Citizens/Parents
 Brown County Health Department
 Timing: Within two years
 Potential Funding Source: Safe Routes to School Grant
-

10. Task: Create a village ad-hoc or advisory committee to develop a pedestrian and bicycle safety education strategy
Responsible Parties: Bicycle and Pedestrian Advisory Committee
Ashwaubenon School District
Village Board
Timing: Upon plan adoption
Potential Funding Source: Committee operating budget
11. Task: Continue to incorporate bicycle safety education into park and recreation programming
Responsible Parties: Parks, Recreation, and Forestry Department
Timing: Ongoing
Potential Funding Source: Various grant programs, regular operating budget
12. Task: Host bicycle rodeos
Responsible Parties: Ashwaubenon Public Safety (with strong support from...)
Parks, Recreation, and Forestry Department
Ashwaubenon School District
Service Clubs
Timing: Annually
Potential Funding Source: Regular APS and School District cooperation and operating budgets, support from community service groups

Enforcement Actions

13. Task: Provide more APS officers with pedestrian and bicycle safety training
Responsible Parties: Ashwaubenon Public Safety Administration
Timing: Annually
Potential Funding Source: State allocated law enforcement training dollars, WisDOT funding, regular operating budget
14. Task: Improve the enforcement of the village's sidewalk snow removal ordinance
Responsible Parties: Code Enforcement Officers
Timing: Ongoing
Potential Funding Source: Regular operating budget

Encouragement Actions

15. Task: Consider modifying the zoning and subdivision ordinances to include review criteria relative to accommodating pedestrian and bicycle paths and circulation
Responsible Parties: Bicycle and Pedestrian Advisory Committee
Plan Commission, Planning Department
Village Board
Timing: Within two years
Potential Funding Source: Regular operating budget
16. Task: Consider modifying the Zoning Code to include bicycle parking requirements
Responsible Parties: Bicycle and Pedestrian Advisory Committee
Plan Commission, Planning Department
Village Board
Timing: Within two years
Potential Funding Source: Regular operating budget
17. Task: Distribute the Brown County Bicycle Map
Responsible Parties: Parks, Recreation, and Forestry Department
Timing: Ongoing
Potential Funding Source: Revenue source
18. Task: Launch a road hazard identification program
Responsible Parties: Street Department
Timing: Within two years
Potential Funding Source: Routine maintenance

Ongoing Planning Actions

19. Task: Review the Comprehensive Pedestrian and Bicycle Plan
Responsible Parties: Bicycle and Pedestrian Advisory Committee
Timing: Annually
Potential Funding Source: Committee operating budget
20. Task: Update the Comprehensive Pedestrian and Bicycle Plan
Responsible Parties: Bicycle and Pedestrian Advisory Committee
Timing: Every five years
Potential Funding Source: Committee operating budget
21. Task: Participate in the village budgeting process
Responsible Parties: Bicycle and Pedestrian Advisory Committee
Timing: Annually – invite the Director of Public Works to the August meeting of the Bicycle and Pedestrian Advisory Committee each year
Potential Funding Source: Committee operating budget

Maps

Engineering

Education

Enforcement

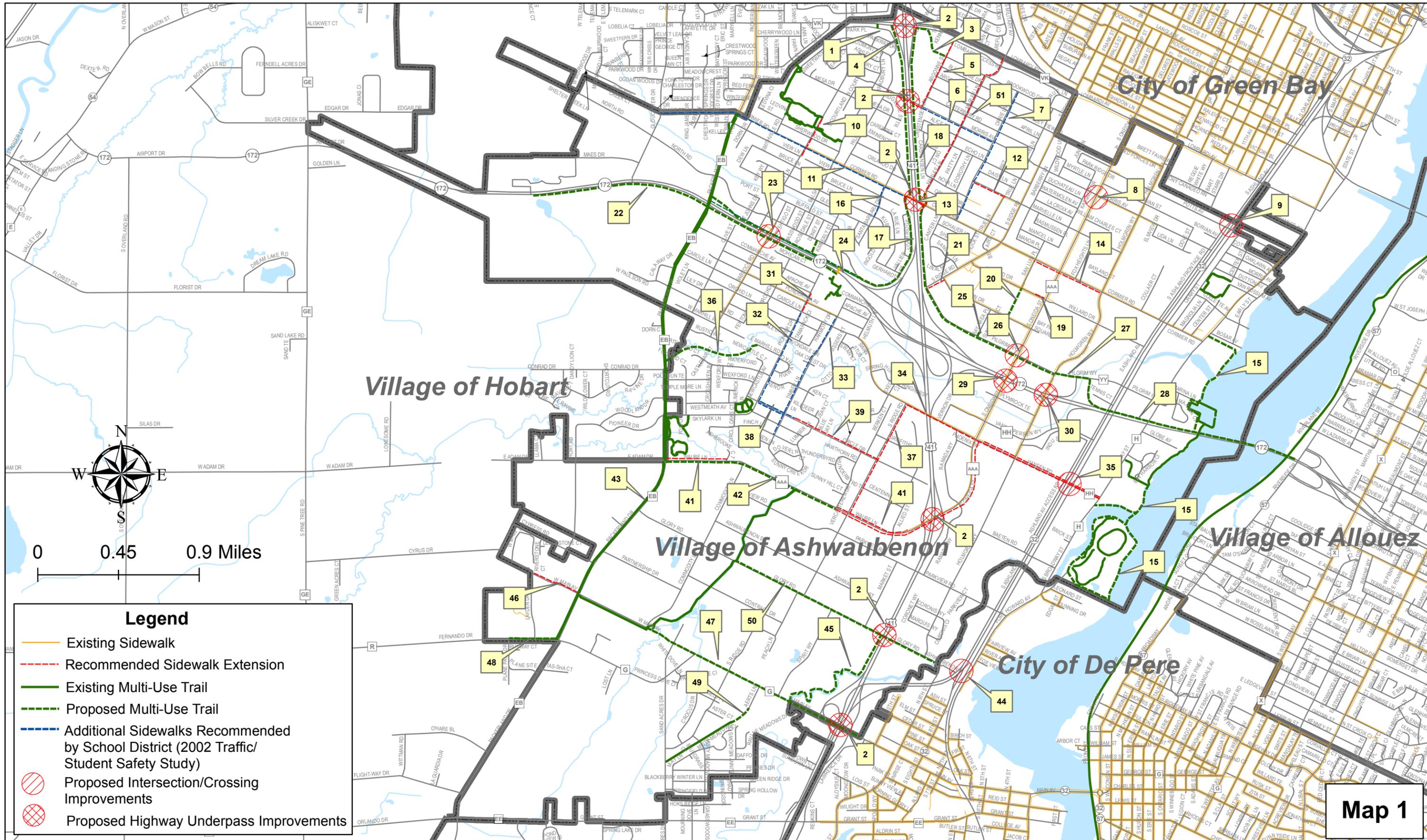
Encouragement

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Pedestrian Transportation System Plan

Village of Ashwaubenon, Brown County, Wisconsin



Map 1

Engineering

Education

Enforcement

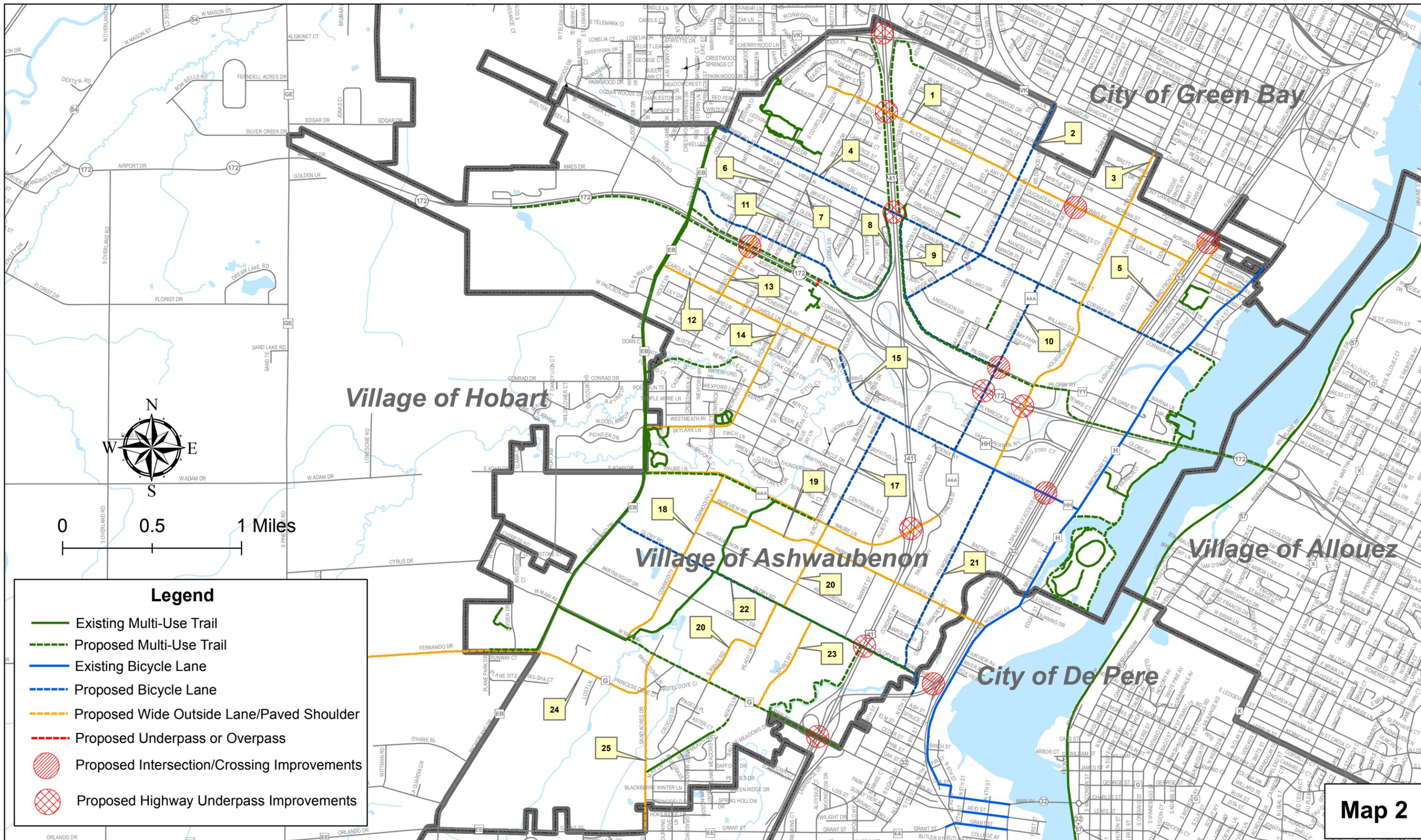
Encouragement

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Bicycle Transportation System Plan

Village of Ashwaubenon, Brown County, Wisconsin



Legend

- Existing Multi-Use Trail
- - - Proposed Multi-Use Trail
- Existing Bicycle Lane
- - - Proposed Bicycle Lane
- - - Proposed Wide Outside Lane/Paved Shoulder
- - - Proposed Underpass or Overpass
- ⊗ Proposed Intersection/Crossing Improvements
- ⊗ Proposed Highway Underpass Improvements

Engineering

Education

Enforcement

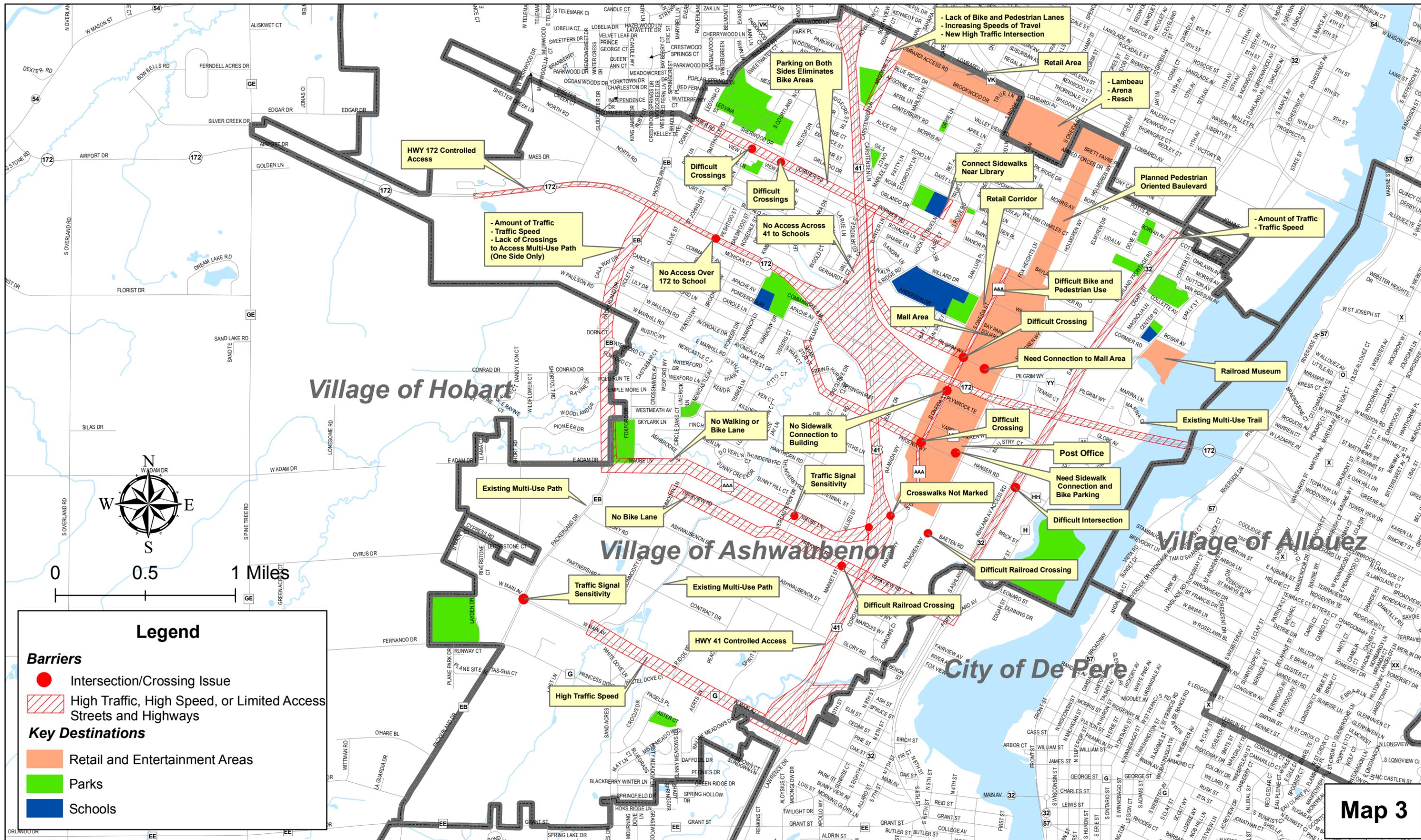
Encouragement

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Pedestrian and Bicycle Barriers and Destinations

Village of Ashwaubenon, Brown County, Wisconsin



Map 3

Engineering

Education

Enforcement

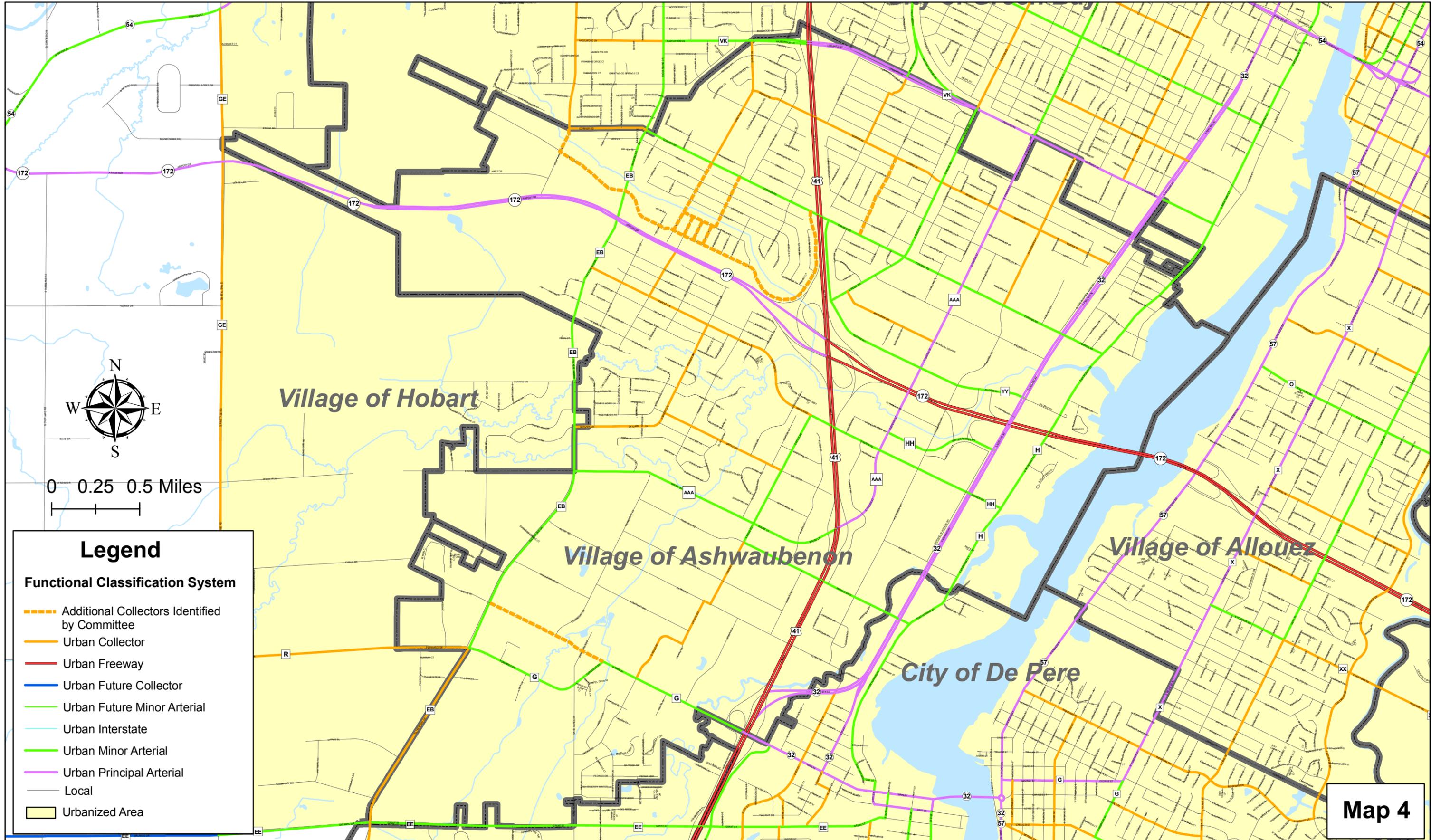
Encouragement

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Functional Classification System

Village of Ashwaubenon, Brown County, Wisconsin



Legend

Functional Classification System

- Additional Collectors Identified by Committee
- Urban Collector
- Urban Freeway
- Urban Future Collector
- Urban Future Minor Arterial
- Urban Interstate
- Urban Minor Arterial
- Urban Principal Arterial
- Local
- Urbanized Area

Map 4

Engineering

Education

Enforcement

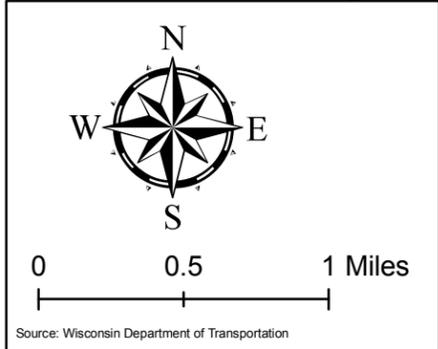
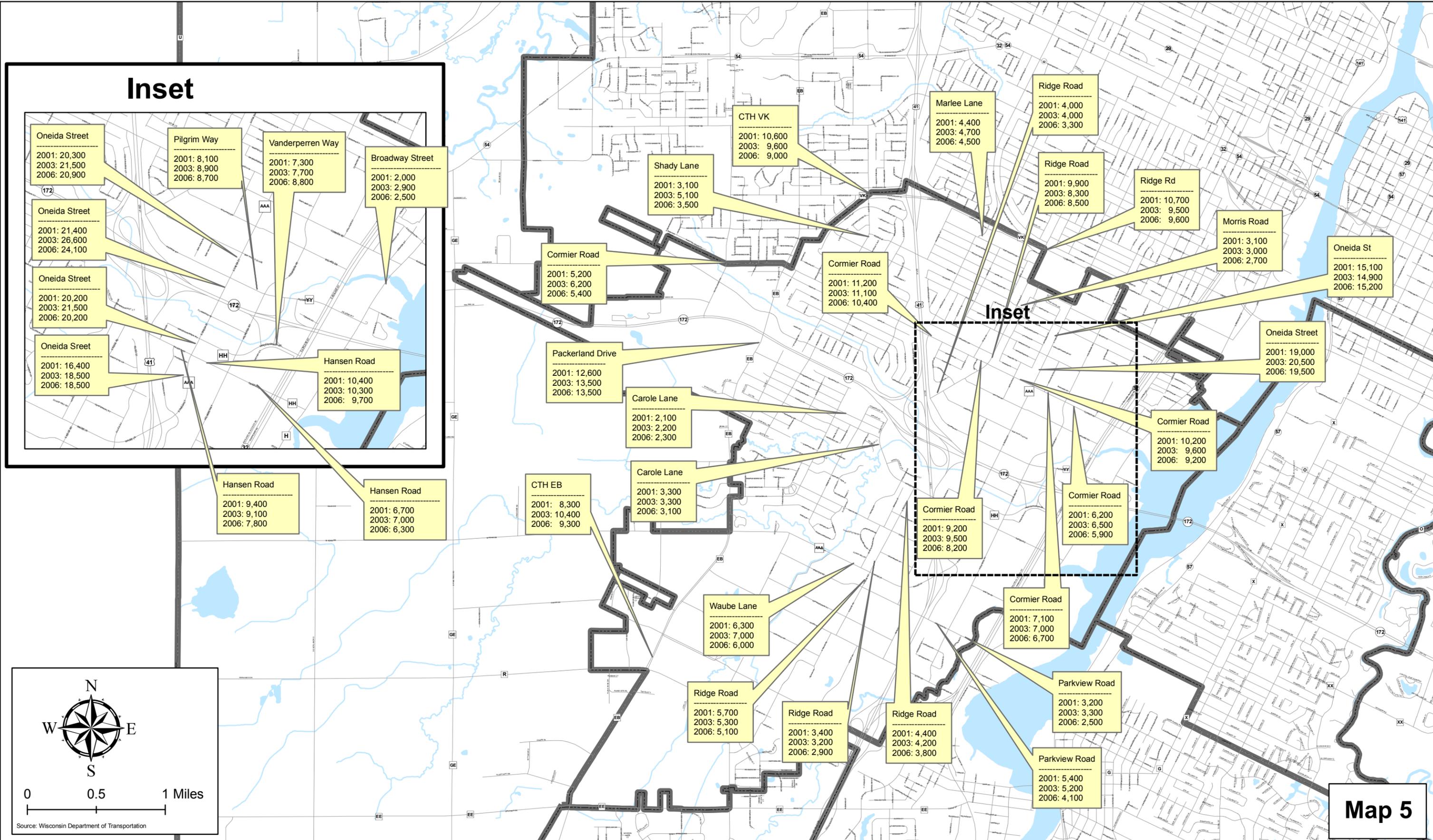
Encouragement

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Selected Street and Highway Traffic Counts for 2001, 2003, and 2006

Village of Ashwaubenon, Brown County, Wisconsin



Map 5

Engineering

Education

Enforcement

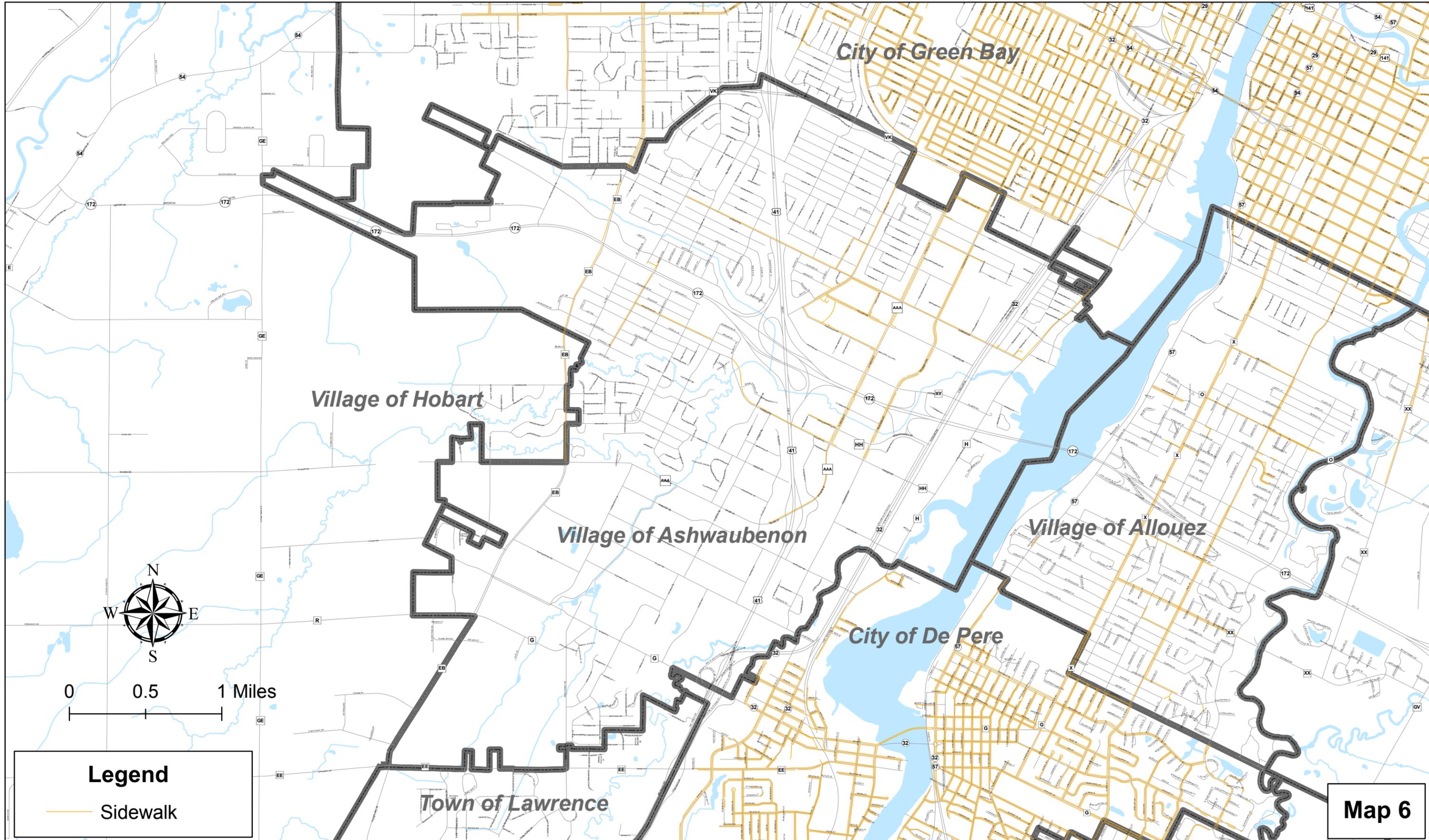
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Existing Sidewalk Facilities

Village of Ashwaubenon, Brown County, Wisconsin



Map 6

Engineering

Education

Enforcement

Encouragement

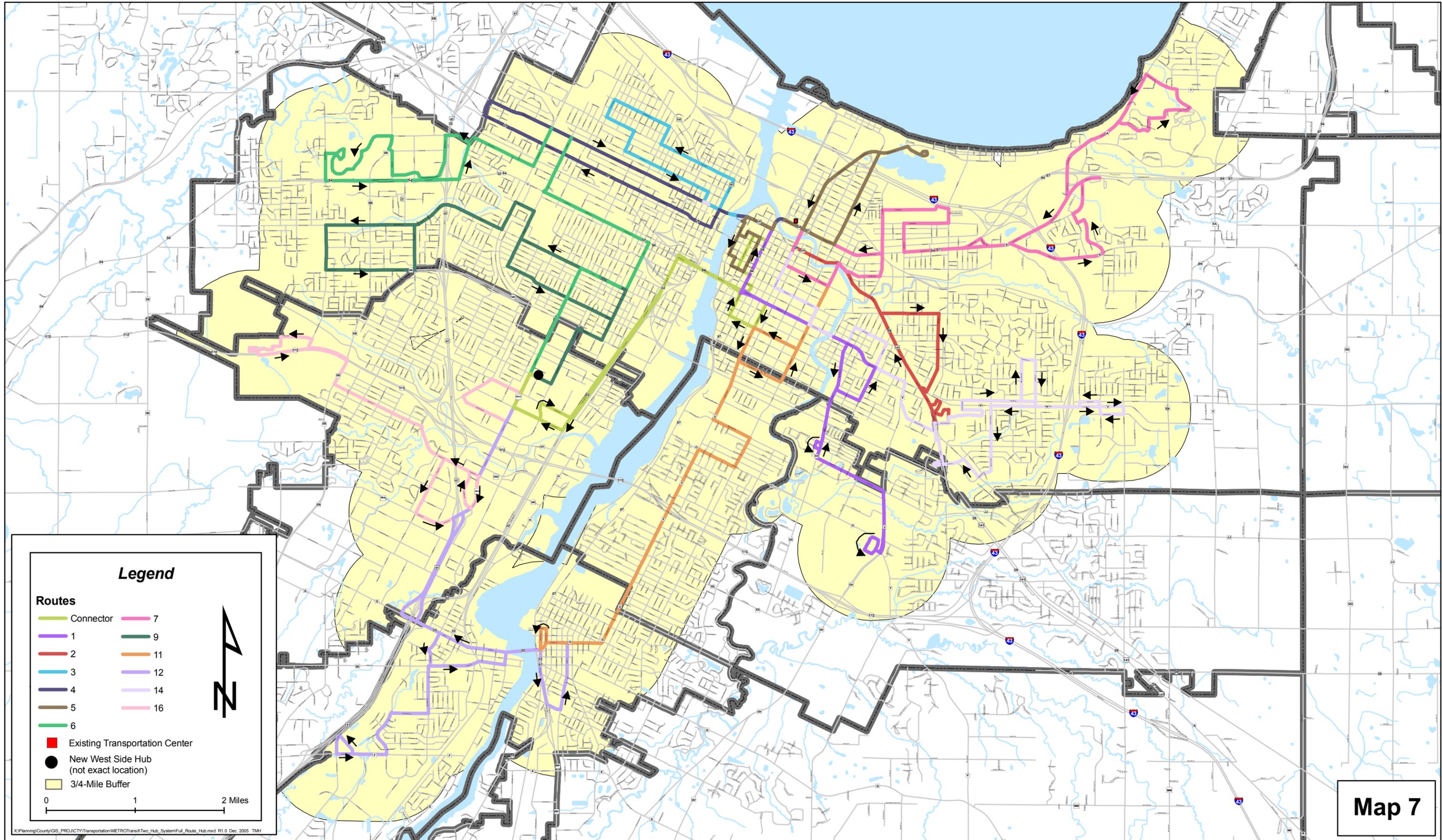
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Proposed Two Hub System for Green Bay Metro (DRAFT)

Brown County Planning Commission

December 2005



Map 7

X:\Planning\County\GIS_PROJECTS\Transportation\METROTransit\Two_Hub_System\Full_Route_Hub.mxd R1.0 Dec. 2005 TMH

Engineering

Education

Enforcement

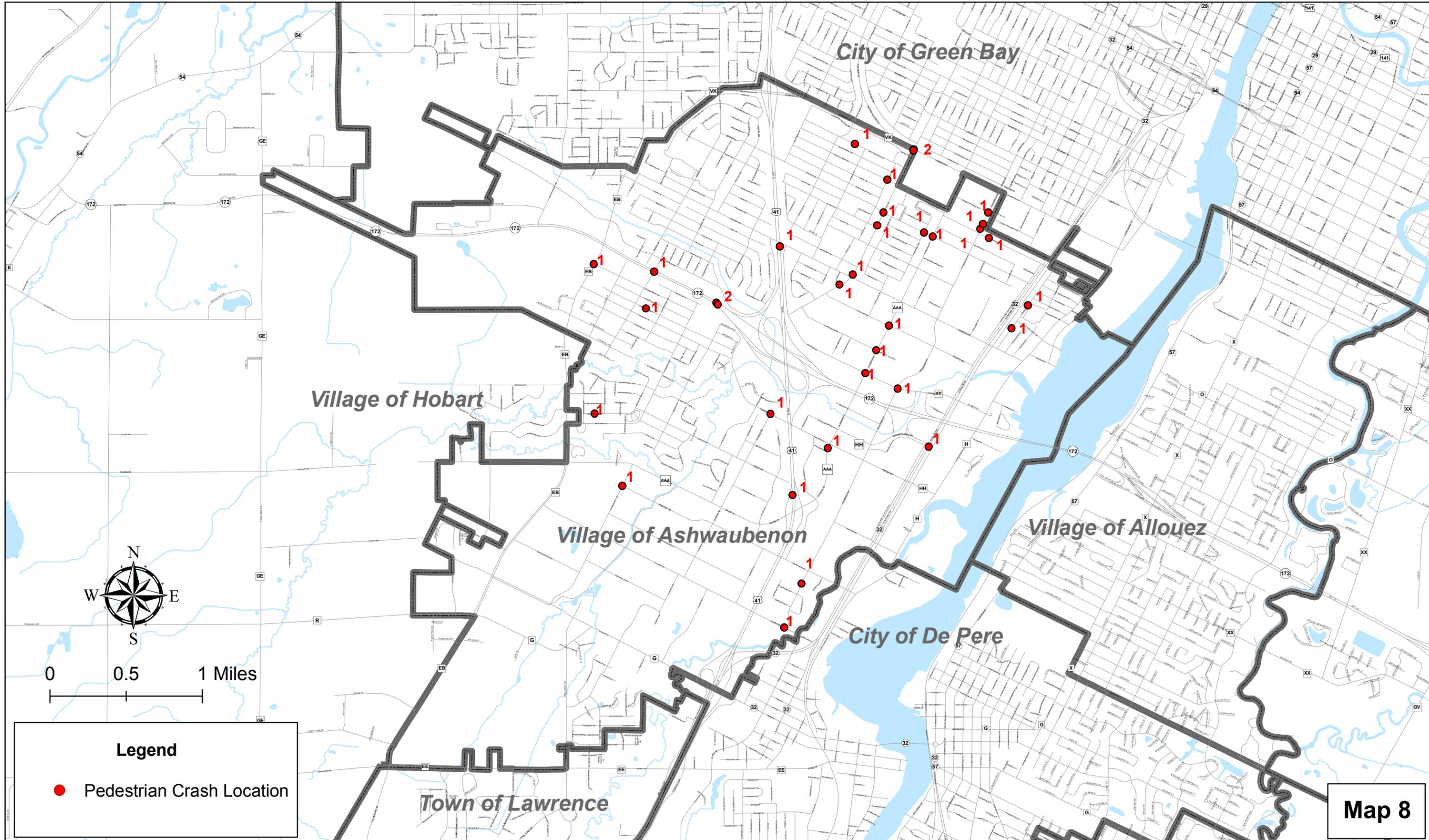
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2001-2006 Pedestrian Crash Locations

Village of Ashwaubenon, Brown County, Wisconsin



Engineering

Education

Enforcement

Encouragement

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Engineering

Education

Enforcement

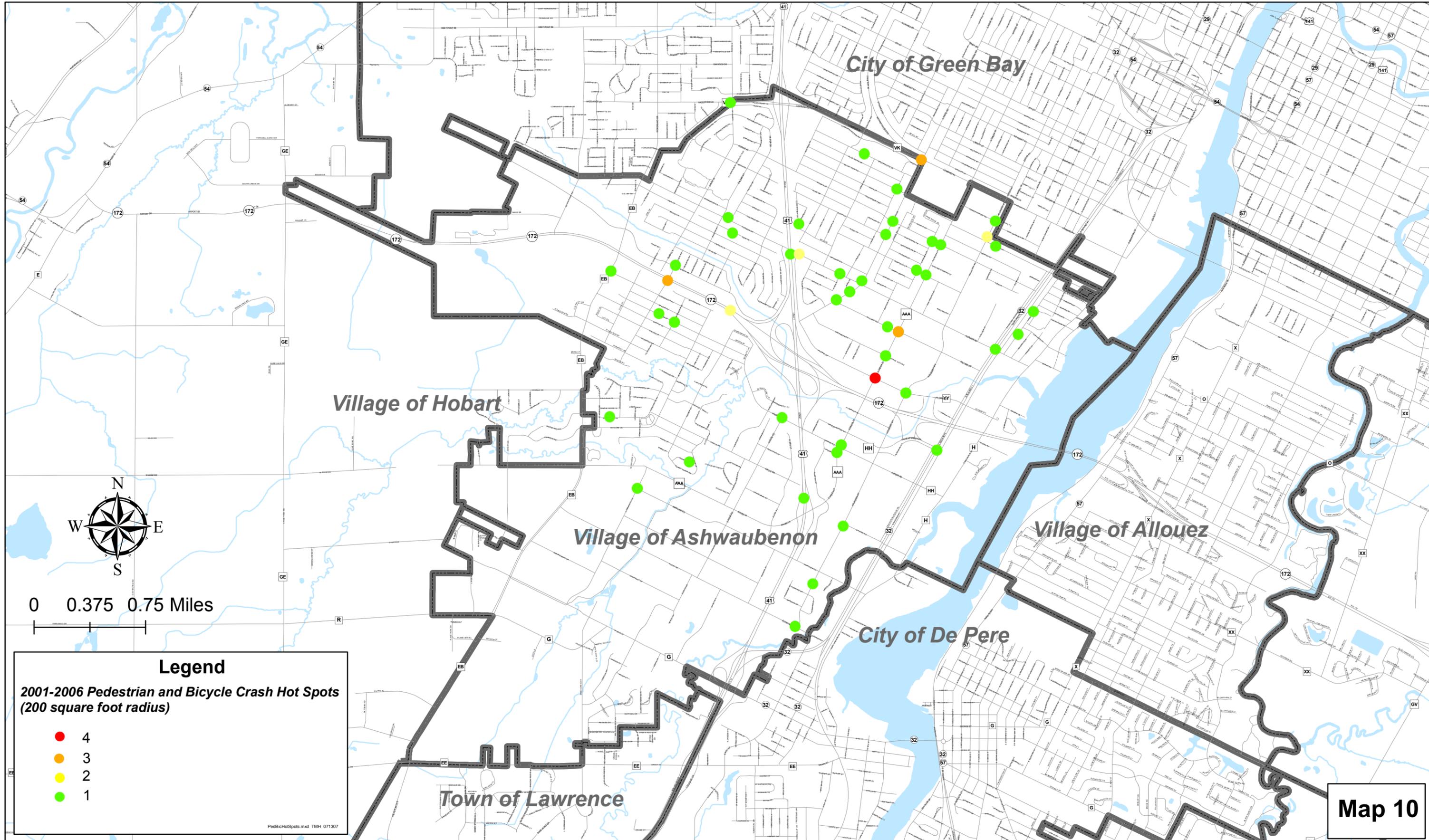
Encouragement

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2001-2006 Pedestrian and Bicycle Crash Hot Spots

Village of Ashwaubenon, Brown County, Wisconsin



Legend
 2001-2006 Pedestrian and Bicycle Crash Hot Spots
 (200 square foot radius)

- 4
- 3
- 2
- 1

PedBicHotSpots.mxd TMH 071307

Engineering

Education

Enforcement

Encouragement

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Appendix A
Public Participation Results

Engineering

Education

Enforcement

Encouragement

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Village of Ashwaubenon Bicycle and Pedestrian Planning Process Public Informational Meeting Summary

On October 4, 2007, the Village of Ashwaubenon Bicycle and Pedestrian Advisory Committee hosted a public informational meeting to garner public input for the early stages of the bicycle and pedestrian long range planning process. Including the committee members, 34 village citizens attended the meeting. Following an informational presentation, there were several opportunities for public input. The following is a summary of the discussion and feedback.

Issues and Opportunities Feedback

No new issue or opportunity statements were added, but several attendees voted on the existing list. Several issue and opportunity statements increased in priority due to additional votes. In some cases, there was a noteworthy differential between the number of votes received in the committee exercise and the votes received in the public meeting. The committee should review the results and consider these differences in perceived issues and opportunities.

Vision Statement Feedback

The following comment cards were received relative to the vision statement:

- ◆ Do you even want to mention VNLs in the vision statement? They are not even legal now – will they be then?
- ◆ I support the focus on safety.

Goals and Objectives Feedback

No feedback specific to the goals and objectives was received.

Destinations and Barriers Map Input

The following additional barriers were noted on the map:

- ◆ A bike doesn't trigger the traffic lights at Main and Packerland.
- ◆ Bike and pedestrian access is difficult on Oneida Street.
- ◆ The lack of bike and pedestrian features and increasing speeds of travel are concerns on Argonne Street.

The following additional destinations were noted on the map:

- ◆ The new trail (north of Ashwaubomay Park) along the Fox River
- ◆ The Fox River Trail
- ◆ The De Pere bridge

General Comments and Questions

The following general questions and comments were also noted. Where a specific question was asked, a response is also provided here:

- ◆ This is a great way to set this up. More village business should be conducted this way.
- ◆ I appreciate you putting the information out to the public.
- ◆ Can any recommendations be done in the short term? *Answer:* Yes. Although it is a long range plan, it will identify recommended actions for short term, medium term, long term, and ongoing/periodic implementation. Contact village departments with any immediate concerns as they may be addressed even before the planning process is complete.
- ◆ Can anything be done about “close calls” for pedestrians crossing driveways on sidewalks (drivers don’t always look as they are backing out) or even in crosswalks? *Answer:* Yes. Engineering, education, and enforcement recommendations will be included in the plan. Strategies in each of these areas will be necessary to improve safety for pedestrians.
- ◆ Will a centralized walking area be a recommendation of the plan? Something that is not “destination oriented,” for exercise – somewhere around Klipstine Park. *Answer:* Such specific recommendations have not been discussed at this point in the planning process. The committee will need to take this into consideration. While it is not a centralized location, the village’s plan for the “Pedestrian Oriented Boulevard” will also be integrated into this plan.
- ◆ Have you considered other forms of transportation in your plan, such as scooters, Segways, or smaller motorized vehicles? *Answer:* That has not been a part of the discussion or scope of the project to date. The committee will need to take this into consideration.
- ◆ Does the planning process account for decreasing bike registrations? For the increasing elderly population? *Answer:* Yes. Education, encouragement, and enforcement strategies will address the decrease in bike registrations. The plan includes a demographics component, and the increasing elderly population is a significant trend.
- ◆ Will consideration be given to moving through multiple barriers? *Answer:* Yes. An objective of the planning process is to connect all parts of the village through planned routes. In order to achieve this, combinations of bicycle, pedestrian, and transit routes may be necessary to connect some locations.
- ◆ Is there an ordinance against bicycles on the sidewalks? It’s dangerous for the walkers. *Answer:* Ashwaubenon ordinances allow for bicyclists to ride slowly (at pedestrian speeds) on sidewalks.

- ◆ I went down to the “Legends” parade with my kids on our bikes. There was no good way to get there and we felt it was dangerous to go into that area. I would like to see better and safer routes into this area.
- ◆ How do we get from one place to another safely? I’m not looking to have every street redone, just a good route to get from point “A” to point “B” in the village. *Answer:* Agreed. This is a top concern of the planning process.
- ◆ Walkers have a problem in the Village, especially on Holmgren and Oneida. Cars ignore us. We watch for them, they don’t watch for us. It is very dangerous. There are too many close calls in crosswalks and business driveways. Is there a better way to mark things? *Answer:* Yes. Improved street and crosswalk marking will be explored in the upcoming stages of the planning process.
- ◆ There should be more directional signs for attractions in the Village such as the high school, police station, attractions, etc... telling people which way to turn or go.

Village of Ashwaubenon
Bicycle and Pedestrian Planning Process
Prioritized Issues and Opportunities with Public Input

Issues and Opportunities	Initial Votes	Public Votes
Connecting neighborhoods that are separated by highways is difficult and dangerous. (issue) ↑	8	6
Limited availability and accessibility of existing trails and a lack of connectivity to the community. (issue)	10	2
Have many good attractions that people could walk or bike to (opportunity), but many are blocked by obstacles. (issue) ↑	6	6
Safe Routes to School Program to help increasing walking to school. (opportunity) ↑	3	6
Mobility around mall (i.e., lack of bike and pedestrian access to surrounding area and businesses). Existing connections are not attractive to people. (issue)	7	1
Education level is too low regarding bike and pedestrian responsibilities and rights. (issue) ↑	1	7
Walk/don't walk signal should be automatic with traffic signal, not button activated. (issue) Add a countdown feature. (opportunity) ↑	2	4
Connecting to surrounding communities via biking and walking. (issues) ↑	1	5
Fast pace of development does not always allow for ideal design – need design standards. (issue)	3	2
Past attitudes regarding sidewalks in residential neighborhoods. (issue) ↑	1	4
Lack of bicycle parking. (issue) ↑	1	4
Event, seasonal, or time-of-day intersection signal timing (opportunity) and the current lack thereof. (issue) ↑	1	4
Cost of facilities and factors that discourage equal treatment (funding sidewalks, for example). (issue) ↑	1	4
Current economic success is auto-oriented, which could be a long term economic downfall. (issue)	4	

Increasing interest and awareness throughout the Village’s organizational/decision making structure. (opportunity)	4	
Specifically look at Visually Narrowed Lanes (VNLs) – safety and accessibility. (opportunity)	4	
Lack of input into projects at early planning stages (input of Bike and Pedestrian Committee, for example). (issue)	3	1
Better educate Village representatives on “small issues” (or details) of development. (opportunity) ↑	2	2
Grant funding opportunities improve with good plan and by showing consistency with other plans. (opportunity)	3	
Law enforcement to look at bike and pedestrian behavior. (opportunity)	2	1
Sidewalk setback is too far from street to allow bus loading/unloading, especially for disabled, and access to crossing signals is difficult for disabled. (issue)	2	
Quality of life spawns economic investment. (opportunity)	2	
Need more shelters and benches at transit stops. (issue)	2	
Interest and the number of people biking and walking has increased, making this the right time to address the topic. (opportunity) ↑	1	1
Environment and attitudes are changing: car-centric attitudes, price of gas, global warming, obesity. (opportunity)	1	
Using bus system to better connect with other communities. (opportunity)	1	
Biking and walking improvements lead to quality of life improvements and build community. (opportunity)	1	
Peoples’ fear of leaving local neighborhood. Connection to perception of safety and numbers of people biking and walking. (issue)	1	
Businesses don't plan adequately for access. (issue)	1	
Planned Unit Development (PUD) site design (setback from street, for example) typically hinders bike and pedestrian access. (issue)	1	
Snow removal responsibilities (around schools, for example). (issue)	1	

Neighborhoods have some good access to bike and pedestrian ways now via VNL's. (opportunity)	None	
Newer residents may not have same attitude regarding sidewalks. (opportunity)	None	
Planned reconstruction projects can accomplish connectivity. (opportunity)	None	
Redevelopment presents opportunities for input. (opportunity)	None	
Incredibly safe community. (opportunity)	None	
Trails (Fox River Trail, for example) as places to educate cyclists. (opportunity)	None	
Cyclists who don't obey traffic laws. (issue)	None	
Inattentive drivers on cell phones. (issue)	None	
Glass and other debris in Broadway bike lanes. (issue)	None	
Lack of paving on driveways (kicks gravel into bike lanes). (issue)	None	
Traffic calming where appropriate. (opportunity)	None	

Village of Ashwaubenon Bicycle and Pedestrian Planning Process Public Informational Meeting Summary

On September 29, 2008, the Village of Ashwaubenon Bicycle and Pedestrian Advisory Committee hosted its second major public informational meeting to present to the community the draft results the bicycle and pedestrian long range planning process. A complete draft of the plan was completed prior to this meeting. Including the committee members, about 45 village citizens attended the meeting.

The primary objective of this public participation opportunity was to provide the community with enough information to determine whether they generally supported or opposed the draft plan and whether there were specific changes that they would like to recommend. This was accomplished by making the draft plan available on the village web site in advance of the meeting and by providing hard copies upon request. As part of the public informational meeting, a presentation was given highlighting the plan's key recommendations, and several copies of the plan were available around the room for public review.

Following the presentation of the draft plan, the Committee facilitated a group question and answer period. Attendees were then able to review the draft plan, discuss the plan with individual Bicycle and Pedestrian Advisory Committee members, and complete public comment forms. The majority of attendees generally supported the plan but with many concerns raised regarding sidewalks. The following written comments were received.

1. Remove references to sidewalks except in cases where it is necessary to connect small gaps in existing walks. Other walks should be handled at the Board level with lots of notice.
2. I agree with the proposal to have a sidewalk ONLY on the east side of So. Ridge Road. It makes sense to place it there rather than on homeowner's side.
3. I brought up the hot issue of who maintains snow removal and can the Village afford it in the long run.
4. To permit residential parking after business hours in no parking area (east side of Ridge).
5. I like the visual stripe to narrow roads. Change the ordinances to cover the legal discrepancy.
6. Nix the sidewalks.
7. Biking and walking improvements are awesome.
8. Please consider some crossing at Skylark and Carole – too far to go down to Waube all the time.
9. Education, training or signing for pedestrian flow on correct side of streets.
10. Exit from Ashwaubenon to Green Bay near Stadium or Ridge Road. Difficult to get to Frank St. for example or cross Lombardi. Plan with Green Bay.
11. Responsibility to clear sidewalk on under/overpass of 172 on Oneida St.
12. You bring up sidewalks and again residents are upset. In a time economic stress it is ridiculous. Even years later your plan only supports by the mall areas, your recommendations! An older age base in the Village does not mean more students.

13. Keep the white lines. They define spaces for walkers, runners, bicyclists and cars.
14. Did you study how many school children live or use Timber Lane? Not more than 2-4? Most are retired families. Don't waste our Ashwaubenon money! We are walkers and bikers and feel safe at all times. Never had a problem in 40 years. Our police department is great!
15. Who is going to shovel the snow and pay the bill?
16. I did not hear any mention of other traffic control "tools" that could be used to improve bike and ped safety. Around Waterford Park with the curve in the road of Pioneer and Skylark, traffic speed is continuing to increase. With the intersection of Pioneer/Circle there are school bus stops and a major park in that area and a 4-way stop at that intersection would greatly reduce speed at the same time as improving traffic flow. Instead of sidewalks in the Timber, Circle, Pioneer area 4-way stops would be a great alternative to increase safety.
17. Make crossing Packerland Drive to the bicycle path on the west side from Polo Run and Skylark safer for pedestrians (crosswalk white lines, yield to pedestrian signage, etc.).
18. Forget the sidewalks – use the white lines as guides. I walk and bike in the Village and have no problems as it is.
19. I appreciate the trails on Packerland, Waube and Main, also through the industrial park. Project #36 (multi-use path between Marhill Rd. & Packerland Drive) would be excellent too.
20. Remove all sidewalk recommendations on residential property. Continue use of visually narrowed roadways.
21. Increasing numbers of residents are becoming retired and with that some will become snowbirds and not able to remove snow from sidewalks that are installed in front of their homes. How will that be addressed? They're already paying excessive taxes and shouldn't have to assume the expense and legal liability.
22. Concerns – snow removal on the sidewalks along Oneida, especially the bridge across the creek. Terrible, the snow off road gets piled up on that sidewalk and makes it impassable. Snow removal on the trail along Packerland would really be appreciated.
23. If residents have to shovel proposed sidewalks and the snow banks are plowed back due to excessive snow and snow is pushed back on to the sidewalks, will the resident be required to also remove that snow?
24. Request there be zoning rules preventing day care in residential areas that would have sidewalks. Residents should not have to be subjected to additional noise and liability from day care as a play area. Sidewalks will be used as a play area. I know this from firsthand experience.
25. Generally I think this is a good plan which balances cost and safety. The committee should not be discouraged by the "not in my front yard" talk when safety is a real issue.
26. If you put sidewalks in, put it everywhere so everyone can enjoy it!!
27. No additional sidewalks in Village.
28. I will never support this. This is nothing but a special interest group looking for taxpayer dollars.
29. I will never support this.
30. I support the plan but want it to do even more for bicyclists and pedestrians.

31. I support the plan with some specific recommendations for revised improvements (sidewalks and multi-use paths).
32. Please eliminate the recommended trail between Waube and Dover.
33. I support the plan as presented.

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Appendix B
Pedestrian and Bicycle Crash Analysis
Crosswalk Inventory

Engineering

Education

Enforcement

Encouragement

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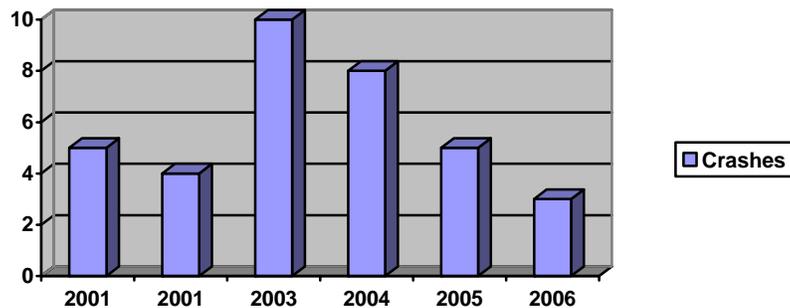
Basic Pedestrian and Bicycle Crash Analysis for Ashwaubenon, Wisconsin 2001-2006

(Derived from Wisconsin Traffic Operations & Safety Laboratory –
University of Wisconsin-Madison Spread Sheet
(Based on WisDOT MV4000 form)

WE BIKE, etc.
(01-17-08)

Pedestrian Crash Analysis

Total Crashes: 35

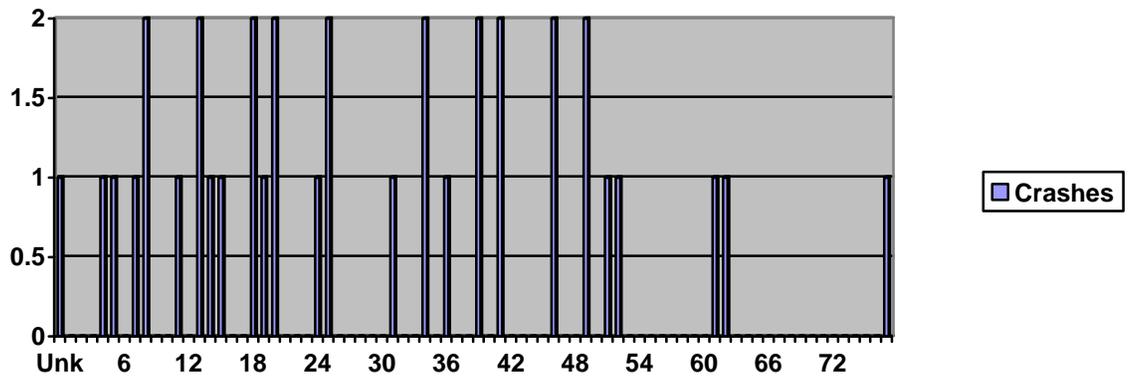


- The Village of Ashwaubenon averaged 5.8 reported pedestrian crashes per year 2001-2006.

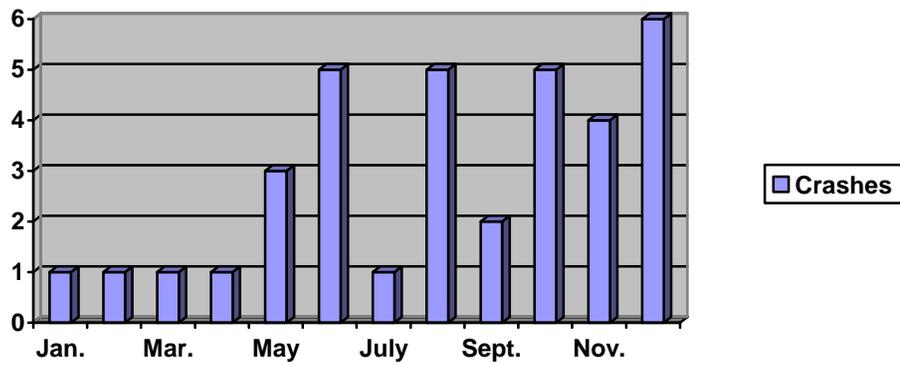
Pedestrian Sex

Male: 25 (71%) Female: 9 (26%) Unknown: 1 (3%)

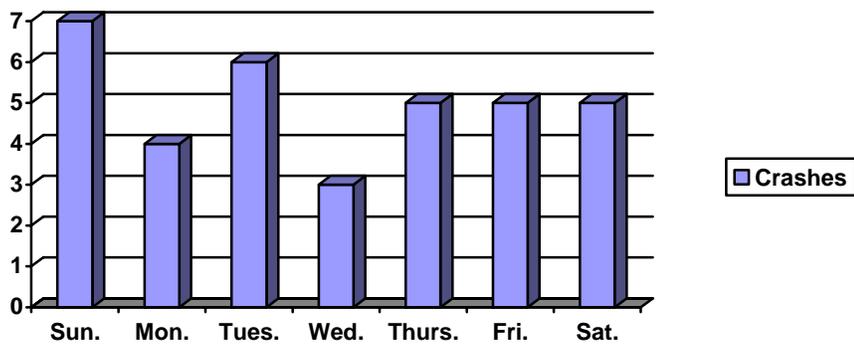
Pedestrian Age:



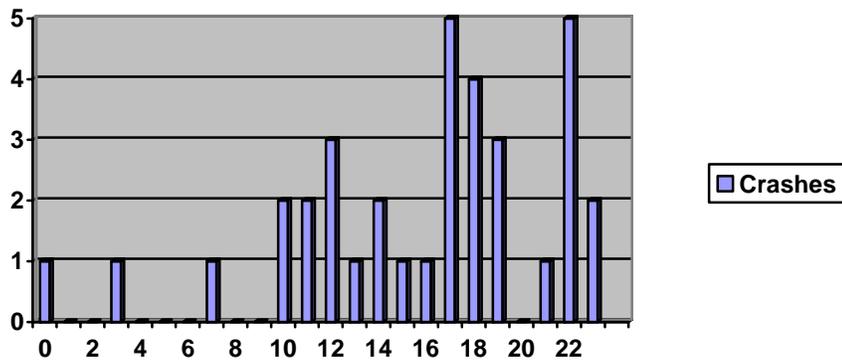
Month of Crash



Day of Crash



Time of Crash



Crash Location

Intersection: 14 (40%)

Non-intersection: 21 (60%)

Weather Condition

Clear: 12 (34%)

Cloudy: 16 (46%)

Rain: 3 (9%)

Sleet: 1 (3%)

Snow: 1 (3%)

Unknown: 1 (3%)

Crash Severity

Fatality: 3 (9%)

Injury: 32 (91%)

Property damage: 0 (0%)

Injury Severity

K: 3 (9%)

A: 10 (29%)

B: 11 (31%)

C: 10 (29%)

Unknown: 1 (3%)

K = Killed, A = Incapacitating, B = Non-incapacitating, C = Possible

Alcohol Involved

Yes: 7 (20%)

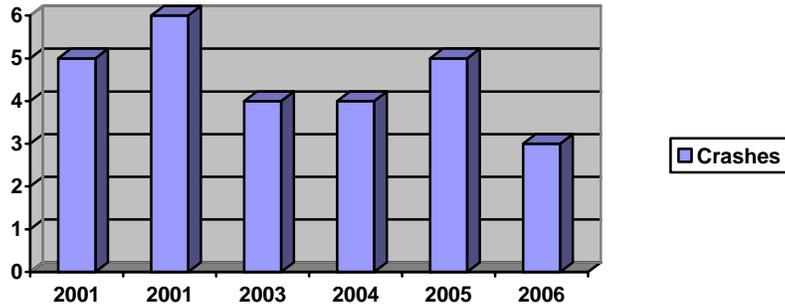
No: 27 (77%)

Unknown: 1 (3%)

(Indicates that someone involved in the crash was reported to have consumed alcohol before the crash.)

Bicycle Crash Analysis

Total Crashes: 27

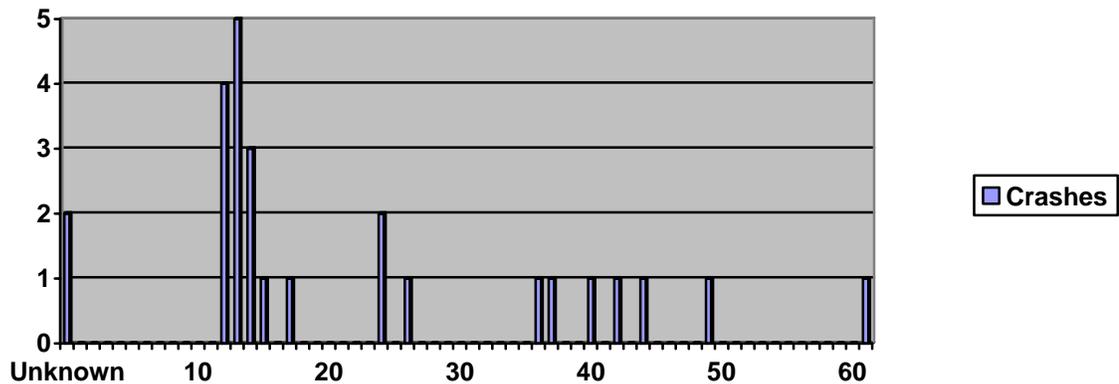


- The Village of Ashwaubenon averaged 4.5 reported bicycle crashes per year 2001-2006.

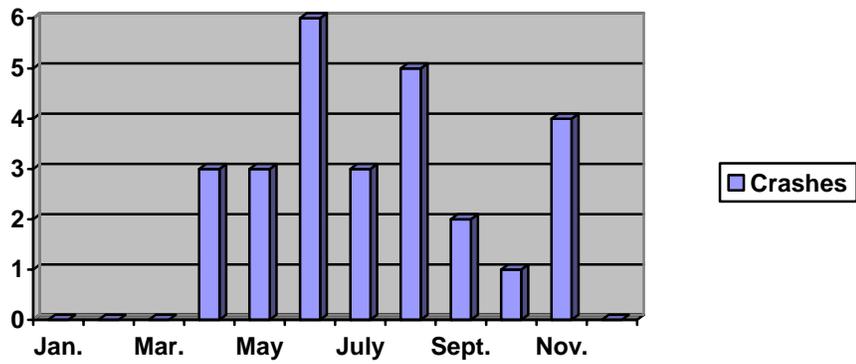
Bicyclist Sex

Male: 23 (85%) Female: 3 (11%) Unknown: 1 (4%)

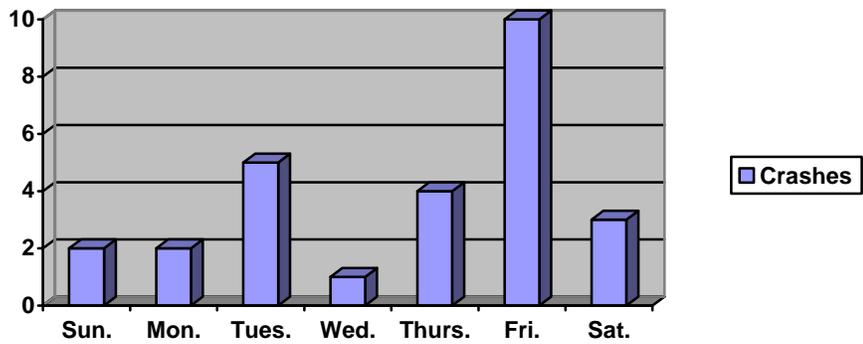
Bicyclist Age:



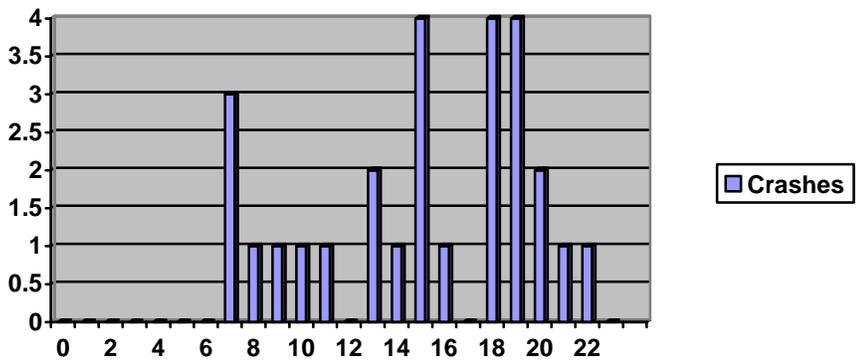
Month of Crash



Day of Crash



Time of Crash



Crash Location

Intersection: 16 (59%)

Non-intersection: 11 (41%)

Weather Condition

Clear: 14 (52%)

Cloudy: 11 (41%)

Rain: 2 (7%)

Sleet: 0 (0%)
Snow: 0 (0%)

Crash Severity

Fatality: 0 (0%)
Injury: 27 (100%)
Property damage: 0 (0%)

Injury severity

K: 0 (0%)
A: 3 (11%)
B: 11 (41%)
C: 8 (30%)
Unknown: 5 (19%)

K = Killed, A = Incapacitating, B = Non-incapacitating, C = Possible

Alcohol Involved

Yes: 0 (0%)
No: 26 (96%)
Unknown: 1 (4%)

(Indicates that someone involved in the crash was reported to have consumed alcohol before the crash.)

Crosswalk Inventory

*Double line or ladder. Please sketch any others.

Location	Traffic Control on Street #1 (signal, stop, yield, none)	Traffic Control on Street #2 (signal, stop, yield, none)	Crossing Signal on Street #1?	Crossing Signal on Street #2?	Crosswalk Button on Street #1?	Crosswalk Button on Street #2?	Note Any Crosswalk Button Accessibility Issues	Crosswalk Type*	Condition/Visibility of Markings (good, fair, poor)	Curb Cut Present on Street #1?	Curb Cut Present on Street #2?	Pedestrian Facility on Street #1 (sidewalk, trail, VNL, none)	Pedestrian Facility on Street #2 (sidewalk, trail, VNL, none)	Warning Sign for Motorists Present?	Notes
Timber and Carole (Timber crossing Carole)	4 way stop	4 way stop						Standard	Good	No		VNL		Yes-Children Books -	Carole (E), 1 1/2 blocks - W on Carole
Hansen and Helmuth (Hansen crossing Helmuth)	---	Stop Sign						Standard	Good	E-yes, W-no		E to W-Sidewalk/VNL			
Timber and Ponderosa (w-TxP, N - PxT)	---	Stop Sign						Standard	Good	N/W	N/W	VNL	N/W to school-sidewalk	Timber c-ahead/	
Pioneer and Orchid (Pioneer crossing, Orchid - W side)	---	Stop Sign						Standard	Good	---	---	VNL			
Pioneer and Carole (Pioneer crossing Carole)	4 way stop	4 way stop						Standard	Good	---	---	VNL	VNL	Carole - children E and W	
Ponderosa and Brookdale (Ponderosa crossing Brookdale)	---	Stop Sign						Standard	Good	Yes		sidewalk			
Apache - X sign Apache/pioneer - no walk								---							
Pioneer and Ponderosa (Pioneer x P, Ponderosa x P-N)	4 way stop	4 way stop						Standard	Good	Yes - E	Yes	VNL's	Sidewalk		
Vernon and Hansen	stop on Vernon	---						Standard	Good	Yes		Sidewalk			
Vanderperren (Mid-block) state DOT	---							Zebra	Lines middle poor, fair	Yes		Walk		Ponderosa -w/Pioneer-s	
Oneida/Vanderperren (3 walks - not on south)	Signal		Yes	Yes	Yes	Yes (north)	most on the grass	Standard	Good	Yes	Yes	Sidewalk	Sidewalk	Prior to and at cross	
Bel-Aire Ct and Cormier (Cormier x Bel Aire)	Stop on Bel Aire	---						"	Poor	Yes		Sidewalk			
True - Cormier (Cormier x True)	Stop on True	---						"	"	Yes		Sidewalk			
True and Orlando (Orlando x True)	4 way stop	4 way stop						Standard	Poor	Yes		Sidewalk		at intersection on Cormier	
True - midblock (south) (cross True)	---	---						Wide Standard	Fair	Yes		Sidewalk/Parking lot			
True - midblock (mid) (cross True)	---	---						"	"	One Side		Slab Cement (1 side) - other grass			
True - midblock (north) (cross True)	---	---						"	"	No		Slab Cement (1 side) - other grass			
True- Marville (Marville cross True)	Stop on True	---						"	Good	Yes		Sidewalk		Yes from the west/at corner	
Marville- True	---	---						Standard	Fair	Yes on South - grass N		South side sidewalk/Northside VNL		yes-from west/at corner	
Nova La - Orrie La (Nova cross Orrie)	Stop on Nova	---						Standard	Good	Yes (East)		VNL West/path in park east		yes-at walk-both way	
True and Orlando (Orlando x True)	4 way stop	---						"	"	Yes		East (into parking) West (sidewalk South nothing West)			
True and Cormier (True crossing Cormier)	Stop on True	---						"	"	Yes		Sidewalk both ends		yes-at crossing	
Hock and Cormier (Hock crossing Cormier)	Stop on Hock	---						"	Fair	Yes (both)		Sidewalk North - grass south		yes-up the street	
Orrie and Cormier (Cormier crossing Orrie)	Stop on Orrie	---						Standard	"	Yes (both)		Sidewalk both ends			
Hilltop and Cormier (Cormier crossing Hilltop)	Stop on Santa Barb.	---						"	Poor	Yes all 4	Yes	Sidewalk Cormier North - VNL's both ways		yes on Cormier	
Cormier and Balsam (Cormier crossing Balsam)	Stop on Hilltop	---						Standard	Good	Yes		Sidewalk			
Cormier and Shady (Cormier crosses Shady)	Stop on Balsam	---						"	"	Yes		"			
Packerland and North Road (Packerland crossing North)	Stop on Shady	---						"	Fair	Yes		Sidewalk east/VNL west			
Packerland and 172 (Packerland crossing 172)	Stop on North	---						"	Good	Yes		trail			
Packerland trail has walks on Callaway.	Stoplight on 172/stoplight on Packerland	---						"	Poor (some missing)	Yes		trail			
	Paulson/Stop							Standard	Fair	Yes		trail			
	Dorn/Stop							Standard	Poor	Yes		trail			
	Conrad/Stop							Standard	Poor	Yes		trail			
	Woodland/Stop							Standard	Poor	Yes		trail			
	Skyark/Stop							Standard	Poor	Yes		trail			
Packerland and Waube (Packerland crosses Waube)	4 way stoplights	---	Yes	Yes	Yes	Yes	All 4 hard to get to	Standard	Fair	Yes		trail		4 buttons-cross is only over Waube on West Side	
	Cyprus							Standard	Poor	Yes					
Packerland and Main (cross Main West and Packerland South)	Traffic lights all 4		Yes	Yes	Yes	Yes	All 4 hard to get to	Standard	Fair	Yes		trail each way		---	4 buttons-only 2 walks
Ponderosa and Babcock (Pond crosses Babcock)	Stop on Ponderosa	---						Standard	Poor	Yes		Sidewalk		Yes 1/2 block	
Babcock and 172 (crossing 172)	Stop lights	---					good accessibility	Standard	Fair	Yes		Sidewalk - both way on Babcock			
April and Argonne (April crossing Argonne)	Stop on April	---						Standard	Fair	No (both)		Park on West		Yes 1 block away (Little raise in the middle of the street)	
Ridge at Lombardi	Signal	signal			Yes	good		Standard	Good	Yes	Yes	Sidewalks - Ridge both side			
Lombardi at Ridge	Signal	signal			Yes	good		"	"	Yes	Yes	North, East, South - none Lombardi			
Lombardi Access and Ridge (Ridge has walk)	Stop Sign	---						Standard	Fair	Yes		North grass/South Parking lot			
Cross Ridge at Lombardi	---	---						Standard	Good	On West - not on East		Parking lot west - sidewalk East			
Brookwood at Ridge (crossing Ridge)	Stop on Brookwood	---						Zebra	Fair	On West - not on East		---			
Ridge at Brookwood (cross Brookwood)	Stop on Brookwood	---						Standard	Fair	Yes		Grass North/Grass South			
Ridge at Valley View (North cross Ridge)	Stop on Valley View	---						Standard	Good	Yes - both		East to Parking lot/west to grass			
Ridge at Valley View (West cross V.V.)	Stop on Valley View	---						Ladder	Good	Yes on both		North to grass and South to sidewalk			
Ridge at Valley View (South cross Ridge)	Stop on Valley View	---						Standard	Good/fair	Yes on both		West to sidewalk on Ridge/E to grass			
Ridge at Morris (Cross Ridge South)	4 way stop	---						Standard	Poor	Yes		West to sidewalk on Ridge South/east to grass-north/			
Ridge at Morris (Cross Ridge North)	---	---						"	Poor	Yes		---			
Ridge at Morris (Cross Morris West)	---	---						"	Good	Yes		VNL on Morris - cross Ridge sidewalk			
Echo at Ridge (Cross Echo)	Stop on Echo	---						Standard	Fair	Yes (both)		Sidewalk North/South Ridge			
Ridge at Marville (Ridge South)	4 way stop	---						Standard	Fair	Yes		Sidewalk West Ridge and Marville E Grass			
Ridge at Marville (Ridge North)	4 way stop	---						Standard	Fair	Yes		Sidewalk West Ridge and Marville E Grass			
Ridge at Marville (Marville)	4 way stop	---						Standard	Good	Yes		Sidewalk Ridge N/S			
Ridge Orlando (cross Orlando)	Stop on Orlando	---						Standard	Good	Yes - both		Sidewalk continue N/S on Ridge			
True at Marville (crosses Marville)	Stop on True	---						Standard	Good	Yes South/no North		Sidewalk South - road North			
Echo at True (cross Echo west side)	Stop on True	---						Standard	Good	No		street		Signs at Walk	Echo/True
Potts Broadway (Cross Potts)	Stop on Potts	---						Standard	Fair	Yes (both)		South sidewalk on Broadway/North grass			
Cottage Grove and Broadway (Cross C.G.)	Stop sign on Cottage Grove	---						Standard	Good	Yes		Sidewalks both sides			
Cottage Grove and Broadway (Cross Broadway S)	Stop sign on Cottage Grove	---						Standard	Good	Yes		of Broadway			
Cottage Grove and Broadway (Cross Broadway N)	Stop sign on Cottage Grove	---						Standard	Good	Yes					
Oaklawn and Broadway (NOTE)	Same as Cottage Grove (3 Walks)							---	---	---					
Morris and Broadway (all 4 walks)	Stop on Morris	---						Standard	Good	Yes (all)		Sidewalks on Broadway both sides			
Dunton Ave and Broadway (NOTE)	Same as Cottage Grove (3 Walks)							---	---	---					
Van Rossum and Broadway (NOTE)	Same as Morris (4 Walks)							---	---	---					
Collette and Broadway (NOTE)	Same as Morris (4 Walks)						does have signs	---	---	---					
Bosar and Broadway (NOTE)	Same as Cottage Grove (3 Walks)							---	---	---					
Midblock between Potts and Cottage Grove	\														
Van Rossum and Collette	curb cut both side/sidwalk connection/island middle/standard														
Collette and Bosar	/														
Broadway and Cormier (North crossing Broadway)	4 way stop	---						Standard	Good	Yes (both)		Sidewalks both ends			
Broadway (East side intersects with Ashwaubomay)	Stop on park entrance	---						Standard	Good	Yes (both)		Sidewalk N/S			
Hansen (Schneider ent)	4 way stop	---						Standard	Good	Yes (both)		Sidewalk N/S			
Globe	Stop on Globe	---						"	"	"		Sidewalk N/S			
Pilgrim	4 way stop lights	---					Buttons away on grass	"	"	"		Sidewalk N/S		No	
Marina	Stop on Marina	---						"	"	"		Sidewalk N/S			
Cormier (North side intersects with center)	---	---						Standard	Fair	Yes (both)		Sidewalk Contius N Side Cormier			
Center	Stop on Center	---						"	"	Yes		Sidewalk Contius N Side Cormier			
Magnolia	Stop on Magnolia	---						"	"	Yes		Sidewalk Contius N Side Cormier			
Crary	Stop on Crary	---						"	"	Yes		Sidewalk Contius N Side Cormier			
Oneida and	---	---						Standard	Fair	Yes (both)		Sidewalk Noth side Oneida			
Ramada Way	Stop sign on Ramada	---													
Hansen	Traffic lights on 4 corners	---			Buttons on 3 Corner/not S/E		2 area out of the way	Standard	Good	Yes (all 4)		Sidewalk on Oneida (both sides) up to			
												noth side - one west side all the way			
												no sidewalk (grass on S/E corner			
Vanderperin - on Page 1								Standard	Good	Yes (all 4)		Sidewalk both sides Oneida non on Plymouth			
Plymouth	Traffic lights on 4 corners	---			Buttons on all 4 corners		Plymouth	Standard	Good/poor	Yes (all 4)		Sidewalk both sides of Oneida - North of			
Oneida	Traffic lights on 4 corners	---			Buttons on all 4 corners							Pilgrim, south of Pilgrim, east of Oneida			
Mall	Stop sign leaving mall	---					Mall - South	Standard	Fair	Yes (both)		Sidewalk Oneida			
Anderson Dr.	Traffic lights on 4 corners	---			Buttons on all 4 corners		Anderson	Standard	Poor	Yes (all 4)		Sidewalk both sides Oneida and both sides			
Mall	Stop signs on mall	---										Anderson - nothing East to mall			

Willard	Traffic lights on 4 corners	---		Buttons on all 4 corners	Mall	---	Standard	Poor	Yes (both)		Oneida walk both ways	
Cormier	Traffic lights on 4 corners	---		Buttons on all 4 corners	Willard	1 poor/2 reach	Standard	Poor	Yes (all 4)		Oneida walk both sides, Willard walk South on ___ North or East	
Marvelle	Stop signs	---			Cormier	2 poor/2 okay	Standard	Fair/Poor	Yes (all 4)		Oneida walk both sides Cormier West both, East to North on South grass	
William Charter Ct	Stop signs	---			W Charter Ct		Standard	Good	Yes		Oneida walk on East	
					Marvelle		Standard	Good	Yes (all 4)		Oneida walk on both sides	
Midcrossing Pilgrim between Oneida/Holmgren	Lights (do not work)	---	---		x Mid Pilgrim		Brick	Good	Yes		Sidewalk on both sides	Pilgrim (midstreet) both sides - state law type
Midcrossing Willard between Oneida/Holmgren		---			Mid Willard		Ladder	Fair	Yes		Sidewalk on both sides	2 on one side 1 on other side
Lombardi and Holmgren	Traffic lights on 4 corners	---		4 buttons	Lombardi/Holmgren	couple poor	Standard	Good	Yes		Sidewalk both sides Holmgren, South side Lombardi	
Lombardi and Reggie White	Stop sign on Reggie	---	---		Lombardi/Reggie		Standard	Good	Yes		Sidewalk Lombardi and South side	
Oneida and Morris	Traffic lights on 4 corners	---		Buttons on all 4	Oneida and Morris	3 off walk	Standard	Good	Yes (all 4)		Oneida walk both sides, VNL Morris	
Oneida and Borvan (East side)	Stop sign on side street	---			Borvan		"	"	"		West and walk South side Morris East (Oneida walk both sides)	
Oneida and Potts (East side)	Stop sign on side street	---			Potts		"	"	"		Oneida walk both sides	
Oneida and Stadium (West side)	Stop sign on side street	---			Stadium		"	"	"		Oneida walk both sides	
Oneida and Armed Forces	Traffic lights on all 4	---		Buttons on all 4	Armed Forces	Okay	Larger Ladder	Good	Yes (all 4)		Oneida walk both sides, Armed Forces both sides	
Oneida and Lombardi	Traffic lights on all 4	---		Buttons on all 4	Lombardi	Okay	Standard	Good	Yes (all 4)		Oneida walk both sides - Lombardi, south side	
Brett Favre Pass and Holmgren	Stop sign	---					Standard	Good	Yes (both)		Sidewalk Holmgren - east side	
Armed Forces Dr. and Holmgren	3 traffic lights	---		Buttons on all 4			Wide Ladder	Good	Yes (4)		Sidewalk both sides Holmgren, both sides Armed Forces	Signs on Holmgren at Crossing
Mid Street Armed Forces		---					Big Zebra	Good	Yes		Sidewalk both sides	
Holmgren and Potts	4 traffic lights	---		Buttons on all 4			Standard	Fair	Yes (4)		Sidewalk both sides Holmgren - non on Potts	
Holmgren and Borvan	Stop sign on Borvan	---					Standard	Good	Yes (4)		Sidewalk both sides of Holmgren - non on Borvan	
Holmgren and Morris	4 traffic lights	---		Buttons on all 4		2 bad - 2 just okay	Standard	Good	Yes (4)		Sidewalk both sides of Holmgren - south side Morris	
Holmgren and Marvelle	stop sign	---					Standard	"	Yes (2)		Sidewalk west side of Holmgren	
Holmgren and Bayland	stop sign	---					"	"	Yes (2)		" "	
Holmgren and Cormier	4 traffic lights	---		Buttons on all 4		okay	"	"	Yes (4)		Sidewalk both sides Holmgren, sidewalk both sides of Cormier except southside east of Holmgren	
Holmgren and Willard	4 traffic lights	---		Buttons on all 4			Standard	Good	Yes (4)		Sidewalk both side Holmgren, north side of Willard west of Holmgren	
Holmgren and Mall (by theater)	4 traffic lights	---		Buttons on all 4			Ladder Holmgren/Standard mall	Good	Yes (4)		Sidewalk both sides Holmgren - nothing into mall or Shopko	
Holmgren and Mall South	Stop sign	---					Standard	Good	Yes (2)		Sidewalk west side of Holmgren	
Holmgren and Hooters Corner	4 traffic lights	---		Buttons on all 4			Standard	Good	Yes (4)		Sidewalk both sides Holmgren - none mall	
Holmgren and Vanderperren	4 traffic lights	---		Buttons on all 4			Standard	Good	Yes (4)		Sidewalk both sides of Holmgren - none on Vanderperren	
Holmgren and Hansen (Cross Holmgren on North side of Hansen)	4 traffic lights	---		2 buttons			Standard	Good	Yes (2)		Sidewalk both side of Holmgren - stops there	
Pilgrim - mid street between Oneida and Ridge		---					Standard	Fair	---		Crosses road - (signs at crossing) both sides	
San Luis Cormier	4 traffic lights	---		Buttons on all 4		all bad	Ladder Cormier S.L. Standard	Fair	Yes (4)		Sidewalk on Cormier West of San Luis	
											Sidewalk on N. Cormier east of San Luis	
											San Luis only has a walk on east side south of Cormier	
											VNL on San Luis North of Cormier	
4 or 5 Crosswalk on Anderson on H.S. and Park Property	Stop signs	---					Standard	Most good	Yes		Sidewalk north side Anderson	
San Luis and Willard (on San Luis and west side of intersection on Willard)	Stop signs	---					Ladder	Fair	Yes		Sidewalk both sides Willard and San Luis - (Signs on Willard)	
Willard - H.S. and Parkview entrances		---					Standard	Fair	Yes		Sidewalk on Willard	
Ridge - H.S. entrance		---					"	"	"		Sidewalk on Ridge	
Willard and Ridge (cross on Willard and one on Ridge - South side)	Stop on Willard	---					Standard	Fair/poor	Yes		Sidewalk on both sides of Ridge and Willard	
Ridge and Bel Air	Stop on Bel Air	---					Standard	Good	Yes		Sidewalk west side of Ridge	
Ridge and Cormier	4 traffic lights	---		Buttons on all 4		Bad on 3	Standard	Fair to poor	Yes (4)		Sidewalks all but Ridge on the East/ North of Cormier	

Appendix C
Alternatives Analysis – Discussion Notes

Engineering

Education

Enforcement

Encouragement

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Alternatives Analysis – Discussion Notes

Proposed Pedestrian and Multi-Use Facilities

Recommendation: **1 and 3, Pedestrian**

Street or Street Segment: **Lombardi from Argonne to Park Place**

Proposed Facility Type: **Multi-use Trail**

Existing Conditions

- ◆ Length of street or street segment? 158 feet + 1,478 feet
- ◆ Approximate construction cost? \$70,348
- ◆ Functional classification? Principle Arterial
- ◆ AADT (traffic count)? Not available
- ◆ VNL present? No

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity – would provide connection to DOT planned improvements to Lombardi and Hwy 41 – roundabouts. Would connect to planned trail in Argonne Park or with sidewalk on Argonne Street. Could also connect to Park Place via a trail connection through the r-o-w. This provides an alternative route to having trails on both sides of 41 r-o-w from Cormier to Lombardi.
- ◆ Outside funding source or assistance – ties into investment made in intersection improvements made by DOT.
- ◆ Space will be provided in DOT plans for interchange

Cons

- ◆ Cost or funding
- ◆ Slopes an issue in reaching Park Place – will have to go west until slopes more gentle

Potential Funding Sources

- ◆ State highway project
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years) Coordinated with reconstruction of interchange – likely around 2013
-

Recommendation: **2, Pedestrian**

Street or Street Segment: **US Highway 41 at all existing underpasses**

Proposed Facility Type: **Underpass Improvements**

Existing Conditions

- ◆ DOT plans show increased street width for Lombardi, Morris, Cormier, Oneida/Waube, Parkview, Glory, and W Main underpasses.

Likely Project Type

- ◆ Reconstruction

Pros

- ◆ Provides connectivity – these are some of the most serious barriers to bicycle and pedestrian transportation in their current state.
- ◆ Space will be provided for bike lanes and sidewalks with reconstruction

- ◆ Improves safety – limited or no facilities in place currently. Village will be responsible for design of actual facilities on the street level. Separation from vehicle traffic will be needed.
- ◆ Outside funding source or assistance – State/federal highway project

Cons

- ◆ DOT will not be reconstructing the crossing streets themselves, just providing adequate bridge width for future reconstruction by the village.

Potential Funding Sources

- ◆ State or county highway project

Initial Priority

- ◆ Short Term (within 5 years) Phased reconstruction plans begin in 2009 continuing through 2013
-

Recommendation: **4, Pedestrian**

Street or Street Segment: **US Highway 41 from Lombardi to Cormier**

Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 10,292 feet
- ◆ Approximate construction cost? \$442,556

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity
- ◆ Outside funding source or assistance
- ◆ Adequate space for retrofit

Cons

- ◆ Inadequate space or other physical barriers – Slopes relative to Hwy 41 reconstruct would be an issue.
- ◆ DOT notes issue with interstate designation – no trails allowed next to I. However, interpretations within DOT are currently conflicting.

Potential Funding Sources

- ◆ State or federal highway

Initial Priority

- ◆ Long Term (more than 10 years) – May not be feasible due to interstate designation, but keep as a very long term possibility.
 - ◆ Not Feasible – modify or eliminate
-

Recommendation: **5, Pedestrian**

Street or Street Segment: **Argonne St**

Proposed Facility Type: **Sidewalk Extension**

Existing Conditions

- ◆ Length of street or street segment? 3,168 feet
- ◆ Approximate construction cost? \$95,040

Pros

- ◆ Provides connectivity – connect to Lombardi and DOT roundabout plans.
- ◆ Direct route for park and schools

Cons

- ◆ None

Initial Priority

- ◆ Short Term (within 5 years) – around 2013, with construction of roundabout.
-

Recommendation: **9, Pedestrian**

Street or Street Segment: **Potts Av at Ashland Av**

Proposed Facility Type: **Intersection Improvements**

Existing Conditions

- ◆ Approximate pavement width? 44 feet
- ◆ Functional classification? Local
- ◆ AADT (traffic count)? None
- ◆ VNL present? No

Likely Project Type

- ◆ Retrofit – signage needed to identify as bicycle/ped route

Pros

- ◆ Provides connectivity - connect to Broadway Bike Lane and Morris via Frontage Road. Morris connection will allow residents living on the east side of Ashland to access the Pedestrian Boulevard
- ◆ Improves safety, if Ashland crossing is improved
- ◆ Adequate space for retrofit

Cons

- ◆ Ashland Ave is a barrier – improve crosswalks, stop bars?

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years) – Relatively easy, but not an immediate need
-

Recommendation: **12, Pedestrian**

Street or Street Segment: **Marville Ln**

Proposed Facility Type: **Sidewalk Extension**

Existing Conditions

- ◆ Length of street or street segment? 1,056 feet
- ◆ Approximate construction cost? \$31,680

Pros

- ◆ Provides connectivity – just the south side to avoid the homes
- ◆ Improves safety – this is a major drop-off pick-up area for kids at the school
- ◆ A direct school route

Potential Funding Sources

- ◆ SRTS

Initial Priority

- ◆ Short Term (within 5 years) – To facilitate SRTS grant application
-

Recommendation: **13, Pedestrian**
Street or Street Segment: **Between Marlee and Cormier**
Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 436 feet
- ◆ Approximate construction cost? \$18,748

Likely Project Type

- ◆ New construction – upgrade of sidewalk

Pros

- ◆ Provides connectivity
- ◆ Improves safety
- ◆ Adequate space for upgrade of sidewalk to a trail

Cons

- ◆ Wait for reconstruction of sidewalk to reduce cost

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Long Term (more than 10 years) – Wait until sidewalk needs reconstruction, then widen to a multi-use trail
-

Recommendation: **14, Pedestrian**
Street or Street Segment: **Cormier Rd**
Proposed Facility Type: **Sidewalk Extension – from San Luis to Holmgren**

Existing Conditions

- ◆ Length of street or street segment? 2,112 feet
- ◆ Approximate construction cost? \$63,360

Pros

- ◆ Provides connectivity – important destination rich area. Current sidewalks stop before they get to destinations on the south side of street.
- ◆ Direct route to school.
- ◆ Improves safety

Cons

- ◆ None

Initial Priority

- ◆ Medium Term (6 to 10 years) – time with reconstruction of street
 - ◆ Or as funding becomes available
-

Recommendation: **15, Pedestrian**
Street or Street Segment: **Trail Connections around Ashwaubomay Park**
Proposed Facility Type: **Multi-Use Trail/Bridge** (Related to Fox Riverfront from 172 to Cormier)

Existing Conditions

- ◆ Length of street or street segment? 7,974 feet
- ◆ Approximate construction cost? \$342,882

Likely Project Type

- ◆ New construction – also add trail around west side of park for loop. Also would like to see a loop formed along the south end of the village. Need to connect Sand Acres trail to Ashwaubomay trail through Main, creekbed, etc. Specific route depends on 41 and Ashland available crossings. Where will roundabout be?

Pros

- ◆ Provides recreational benefits

Cons

- ◆ Cost or funding
- ◆ Inadequate space or other physical barriers – bridge from park to Schneider property is needed. Redevelopment of Schneider property is possible – potential demand for senior housing in this location.
- ◆ Right-of-way purchase required
- ◆ Not primarily for connectivity. More of a recreational route – mirrors the Fox River Trail.
- ◆ Wetlands or other regulatory issues possible

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Long Term (more than 10 years) – Due to cost and other hurdles – do as soon as funding available.
-

Recommendation: 15, Pedestrian

Street or Street Segment: **Fox Riverfront from 172 to Cormier**

Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 4,296 feet
- ◆ Approximate construction cost? \$184,728

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides recreational benefits
- ◆ Outside funding source or assistance

Cons

- ◆ Not for connectivity, more of a recreational route – mirrors the Fox River Trail
- ◆ Cost or funding
- ◆ Bridge from park to Schneider property is needed
- ◆ Right-of-way purchase required
- ◆ Wetlands or other regulatory issues possible

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Long Term (more than 10 years) – Due to cost and other hurdles
-

Recommendation: **17, Pedestrian**
Street or Street Segment: **North Rd**
Proposed Facility Type: **Multi-use path on highway side only**

Existing Conditions

- ◆ Length of street or street segment? 7,920 feet
- ◆ Approximate construction cost? \$340,560

Initial Priority

- ◆ Short Term (within 5 years) – coordinate with highway reconstruction
-

Recommendation: **18, Pedestrian**
Street or Street Segment: **Pilgrim Wy**
Proposed Facility Type: **Multi-use path on highway side only**

Existing Conditions

- ◆ Length of street or street segment? 12,408 feet
- ◆ Approximate construction cost? \$533,544

Pros

- ◆ Provides connectivity – would need to be cleared year-round (unlike a recreational trails)

Cons

- ◆ None

Initial Priority

- ◆ Short Term (within 5 years) – coordinate with highway reconstruction, or sooner if Pilgrim gets reconstructed before highway
-

Recommendation: **20, Pedestrian**
Street or Street Segment: **Between Willard and Anderson**
Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 958 feet
- ◆ Approximate construction cost? \$41,194 (but likely less – just improving existing trail)

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity
- ◆ Improves safety
- ◆ Trail already exists, but needs to be widened and surface improved
- ◆ Consistent with Village's park and rec plans

Cons

- ◆ Depends on availability of funding

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years)
-

Recommendation: **22, Pedestrian**

Street or Street Segment: **State Highway 172 from airport to Pioneer School and North side of State Highway 172 from North Rd to Packerland**

Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 12,137 feet
- ◆ Approximate construction cost? \$521,891
- ◆ Functional classification? Principle arterial
- ◆ AADT (traffic count)? Not available
- ◆ VNL present? No

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity – Hwy 172 is a significant barrier, especially for getting kids to schools
- ◆ Improves safety – if coupled with a bike-ped bridge over 172, reduces need for crossing 172 at intersections.
- ◆ Outside funding source or assistance – could tie in with state highway project
- ◆ Adequate space in right-of-way

Cons

- ◆ Cost or funding

Potential Funding Sources

- ◆ State or county highway project

Initial Priority

- ◆ Long Term (more than 10 years) Reconstruct of 172 probably around 2020
-

Recommendation: **23, Pedestrian**

Street or Street Segment: **Hwy 172 at Babcock**

Proposed Facility Type: **Intersection Improvements**

Existing Conditions

- ◆ Very difficult crossing due to features of Hwy 172 (pavement width, traffic levels and speeds, functional class)
 - ◆ VNL present? No
 - ◆ Also refer to analysis of bicycle facilities for North Road
-

Recommendation: **24, Pedestrian**

Street or Street Segment: **State Highway 172 north of Pioneer School**

Proposed Facility Type: **Overpass**

Existing Conditions

- ◆ No overpass currently exists

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity – these are some of the most serious barriers to bicycle and pedestrian transportation in their current state. Especially a problem for getting kids to schools.

- ◆ Improves safety – would reduce need for crossing 172 at intersections.
- ◆ Outside funding source or assistance – could tie in with state highway project.
- ◆ Adequate space within right-of-way
- ◆ A good possibility due to elevations (would not have to be a terribly high bridge), grade of 172 is likely to be lowered when reconstructed to help with noise abatement
- ◆ Adequate space for landing areas of reasonable slope on both sides of 172.

Cons

- ◆ Cost or funding

Potential Funding Sources

- ◆ State or county highway project
- ◆ Grant programs – SRTS due to need for getting students to schools

Initial Priority

- ◆ Long Term (more than 10 years) Reconstruct of 172 probably around 2020

Recommendation: **25, Pedestrian**

Street or Street Segment: **Between Bay Area Pl and Pilgrim**

Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 137 feet
- ◆ Approximate construction cost? \$5,981

Likely Project Type

- ◆ New construction

Pros

- ◆ Part of overall improvements to Pilgrim Way – see related pros
- ◆ No physical barriers – already village right-of-way

Cons

- ◆ Part of overall improvements to Pilgrim Way – see related cons

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years) Coordinate with reconstruction of Pilgrim Way

Recommendation: **26, Pedestrian**

Street or Street Segment: **Pilgrim Wy from Cormier to Holmgren**

Proposed Facility Type: **Bike Lane west of Oneida, Wide Outside Lane east of Oneida (at least in the short term)**

Existing Conditions

- ◆ Length of street or street segment? 8,123 feet
- ◆ Approximate construction cost? \$113,722 (asphalt), 227,444 (concrete), or the cost of paint/signage if it's a retrofit
- ◆ Approximate pavement width? 48 feet

Likely Project Type

- ◆ Retrofit – Wide outside lane from Oneida to Holmgren temporarily
- ◆ Reconstruction – West of Oneida

Pros

- ◆ Could serve as a centralized “gateway” or “showcase” for Ashwaubenon’s bike and pedestrian-friendly features
- ◆ Provides connectivity – Connects schools, retail areas, residential, and parks
- ◆ Improves safety, if coupled with intersection improvements – creates awareness of and dedicated space for bikes

Cons

- ◆ Need to remove all parking, but this should be minimal (by Barnes and Noble)
- ◆ Cost or funding – Too narrow for retrofit

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years) Coordinate with street reconstruction west of Holmgren
- ◆ Medium to Long Term (6 to 10 years +) The need to go east of Holmgren depends on what happens with 172 bridge

Recommendation: **27, Pedestrian**

Street or Street Segment: **Pilgrim Wy from Oneida to 172**

Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 1,056 feet
- ◆ Approximate construction cost? \$45,408
- ◆ Functional classification? Minor arterial
- ◆ AADT (traffic count)? 8,799
- ◆ VNL present? No

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity depending on what happens with 172 bridge
- ◆ Improves safety
- ◆ Outside funding source or assistance – Could be part of state highway/bridge project

Cons

- ◆ Cost or funding
- ◆ Inadequate space or other physical barriers possible
- ◆ Right-of-way purchase possible
- ◆ Wetlands or other regulatory issues possible

Potential Funding Sources

- ◆ State or county highway project
- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Long Term (more than 10 years) 20 to 30 years out based on planned bridge reconstruct
-

Recommendation: **28, Pedestrian**

Street or Street Segment: **State Hwy 172 from Pilgrim to Village of Allouez**

Proposed Facility Type: **Multi-Use Trail/Bridge**

Existing Conditions

- ◆ Length of street or street segment? 8,027 feet
- ◆ Approximate construction cost? Unknown due to related bridge infrastructure - \$345,161 based on the estimated linear cost used on the other trails
- ◆ Functional classification? Freeway
- ◆ AADT (traffic count)? Not available
- ◆ VNL present? No

Likely Project Type

- ◆ Bridge reconstruction

Pros

- ◆ Provides connectivity – the Fox River is one of the primary barriers to bicycle travel to the east
- ◆ Improves safety
- ◆ Outside funding source or assistance

Cons

- ◆ Cost or funding

Potential Funding Sources

- ◆ State or county highway project
- ◆ Grant programs

Initial Priority

- ◆ Long Term (more than 10 years) 20 to 30 years out based on planned bridge reconstruct

Recommendation: **29 and 30, Pedestrian**

Street or Street Segment: **State Hwy 172 overpasses at Oneida and Holmgren**

Proposed Facility Type: **Underpass Improvements**

Existing Conditions

- ◆ The existing underpasses provide very little separation between pedestrians and vehicle traffic

Likely Project Type

- ◆ Reconstruction – Village and county are key parties in reconstruction project. Cost and physical limitations depend on how wide they are going to make Oneida.

Pros

- ◆ Provides connectivity – these are the only ways to get across 172 east of 41 – funnel points.
- ◆ Improves safety – need separation from traffic – either a terrace or a barrier per Facility Design Manual. Sidewalk is too narrow – should be more like a multi-use trail.
- ◆ Outside funding source or assistance – State Highway Project will open up the needed space when bridges reconstructed
- ◆ Adequate space will be provided when bridges are reconstructed in 2011 – DOT design for bridge over Oneida Street shows adequate width for 6 lanes and a multi-use trail with separation from traffic.

Cons

- ◆ Cost or funding – actual improvements to Oneida and Holmgren will be Village/County projects
- ◆ Inadequate space or other physical barriers – need reconfiguration/reconstruction to get adequate space.

Potential Funding Sources

- ◆ State or county highway project
- ◆ Village capital improvements

Initial Priority

- ◆ Short Term (within 5 years) Bridge reconstruction planned for 2011. Oneida Street reconstruct also short term
 - ◆ Long Term (more than 10 years) – Holmgren reconstruct probably 20 years out
-

Recommendation: **34, Pedestrian**

Street or Street Segment: **Hansen Rd**

Proposed Facility Type: **Sidewalk Extension**

Existing Conditions

- ◆ Length of street or street segment? 6,336 feet x2 sides = 12,672 feet
- ◆ Approximate construction cost? \$380,160

Pros

- ◆ Provides connectivity to Ashwaubomay Park and many other destinations. Area will likely develop further in the future. Post office needs pedestrian access.
- ◆ Improves safety with intersection improvements at Ashland.

Cons

- ◆ None

Initial Priority

- ◆ Short Term (within 5 years)
-

Recommendation: **35, Pedestrian**

Street or Street Segment: **Hansen and S Ashland**

Proposed Facility Type: **Intersection Improvements**

Existing Conditions

- ◆ Very difficult crossing due to features of Ashland Avenue (pavement width, traffic levels and speeds, functional class)
- ◆ Bike lane present

Likely Project Type

- ◆ Types of intersection improvements needed – roundabout, improved crosswalks, islands, etc.

Pros

- ◆ Provides connectivity – very important corridor. See Hansen Road analysis.
- ◆ Improves safety – there are so many destinations east of Ashland, and this is the last barrier from the west.

Cons

- ◆ Cost or funding
- ◆ Inadequate space or other physical barriers possible
- ◆ Meeting all the competing needs for this roadway

Potential Funding Sources

- ◆ State or county highway project possible
- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Immediate (within 1 year) – Some basic improvements as soon as possible to support bike lane extension on Hansen.
 - ◆ Short Term (within 5 years) – More extensive improvements.
-

Recommendation: **36, Pedestrian**
Street or Street Segment: **West of Marhill Rd to Packerland**
Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 2,960 feet
- ◆ Approximate construction cost? \$127,280

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity
- ◆ Improves safety – takes bikes and peds off the road

Cons

- ◆ Cost or funding
- ◆ Inadequate space or other physical barriers possible
- ◆ Right-of-way purchase possibly required
- ◆ Wetlands or other regulatory issues possible

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Medium Term (6 to 10 years)
-

Recommendation: **37, Pedestrian**
Street or Street Segment: **S Ridge Rd**
Proposed Facility Type: **Sidewalk Extension – on SE side only**

Existing Conditions

- ◆ Length of street or street segment? 3,590 feet
- ◆ Approximate construction cost? \$107,700

Pros

- ◆ Provides connectivity – Direct route to schools.
- ◆ Improves safety

Cons

- ◆ None

Potential Funding Sources

- ◆ Grant programs – SMIP grant, (80/20 matching grant)

Initial Priority

- ◆ Short Term (within 5 years) – Coordinate with trails on Pilgrim
-

Recommendation: **41, Pedestrian**
Street or Street Segment: **Waube Ln**
Proposed Facility Type: **Sidewalk Extension and Multi-use trail combination (see map)**

Existing Conditions

- ◆ Length of street or street segment? 3,544
- ◆ Approximate construction cost? \$106,320

Initial Priority

- ◆ Immediate (within 1 year) – With reconstruction of Waube.
-

Recommendation: **42, Pedestrian**

Street or Street Segment: **Waube Ln from Vercauteren to Packerland**

Proposed Facility Type: **Multi-Use Trail and Sidewalk**

Existing Conditions

- ◆ Length of street or street segment? 5,280 feet
- ◆ Approximate construction cost? \$227,040
- ◆ Functional classification? Minor Arterial
- ◆ AADT (traffic count)? 6000
- ◆ VNL present? No

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity
- ◆ Improves safety

Cons

- ◆ Number of access points on south side is a negative for a sidewalk here – *but actually more of a concern for a multi-use trail than a sidewalk*

Potential Funding Sources

- ◆ County highway project
- ◆ Village capital improvements

Initial Priority

- ◆ Immediate (within 1 year)
 - ◆ Sidewalk on both sides from 41 to Vercauteren.
 - ◆ South side, multi-use trail from Packerland to S Ridge.
-

Recommendation: **43, Pedestrian**

Street or Street Segment: **Packerland Dr**

Proposed Facility Type: **Trail and Intersection Improvements**

Existing Conditions

- ◆ Length of street or street segment? 7,875 feet
- ◆ Approximate construction cost? Cost of trail and crosswalk improvements
- ◆ Approximate pavement width? 48 feet
- ◆ Functional classification? Minor arterial
- ◆ AADT (traffic count)? 9,300 to 13,500
- ◆ VNL present? No

Likely Project Type

- ◆ Retrofit – Improve trail and crosswalk markings, add stop signs
- ◆ Control access on Packerland – shared drives when possible

Pros

- ◆ Provides connectivity – if crossings can be properly managed

- ◆ Improves safety – value of community investment in existing trail can be bolstered by improving the safety
- ◆ Relatively low cost

Cons

- ◆ Many access points/driveways already cross this trail

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Ongoing – as opportunities arise
-

Recommendation: **44, Pedestrian**

Street or Street Segment: **N 9th St (De Pere) and Ashland**

Proposed Facility Type: **Intersection Improvements**

Existing Conditions

- ◆ This is in De Pere, but plans are in place for a round-about here

Likely Project Type

- ◆ Reconstruction

Pros

- ◆ Provides connectivity
- ◆ Improves safety
- ◆ Outside funding source or assistance – planned DOT project

Cons

- ◆ None

Potential Funding Sources

- ◆ State highway project

Initial Priority

- ◆ Short Term (within 5 years) Planned for 2009
-

Recommendation: **45, Pedestrian**

Street or Street Segment: **Ashwaubenon Creek Bed**

Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 3,733 feet
- ◆ Approximate construction cost? \$160,519

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity – a vital link in the southern end of the village for a trail loop over the long term.
- ◆ Right-of-way already made available due to utility extension.

Cons

- ◆ Cost or funding
- ◆ Inadequate space or other physical barriers – need a way to get across Hwy 41

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Immediate (within 1 year) – Time with trail funding availability
-

Recommendation: **47, Pedestrian**

Street or Street Segment: **W Main Ave**

Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 7,015 feet
- ◆ Approximate construction cost? \$301,645
- ◆ Approximate pavement width? 48 feet
- ◆ Functional classification? Minor arterial and collector (locally identified)
- ◆ AADT (traffic count)? Not available
- ◆ VNL present? No

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity – if extended east from existing trail to Ridge, but ultimately to Spirit Way or to the creekbed/gas line right-of-way trail.
- ◆ Improves safety – speed and configuration of Main do not make on-street facility conducive. Need something that is separated from vehicle traffic.

Cons

- ◆ Cost or funding – will be costly
- ◆ Right-of-way purchase possibly required

Potential Funding Sources

- ◆ County highway project
- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years)
-

Recommendation: **49, Pedestrian**

Street or Street Segment: **Aerts Ln to Sand Acres**

Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 2,650 feet
- ◆ Approximate construction cost? \$113,950

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity – for new development on south end of village. But still needs to be extended from Sand Acres park to Aerts Lane. Whole thing needs to be paved.
- ◆ Improves safety

Cons

- ◆ Cost or funding

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Medium Term (6 to 10 years) Area needs to develop more.
-

Proposed Bicycle Facilities

Recommendation: **1, Bicycle**

Street or Street Segment: **Morris Ave**

Proposed Facility Type: **Wide Outside Lane (with Bike Lane from Oneida to Holmgren)**

Existing Conditions

- ◆ Length of street or street segment? 11,901 feet
- ◆ Approximate construction cost? \$71,406 (asphalt), \$142,812 (concrete), or \$0/cost of signage for retrofit
- ◆ Approximate pavement width? 44 feet
- ◆ Functional classification? Collector
- ◆ AADT (traffic count)? 2,700 (2006 count, near Ridge Rd)
- ◆ VNL present? Yes

Likely Project Type

- ◆ Retrofit – enough space for 7' parking lanes and 14' travel lanes, painting will be needed to define parking areas, signage needed to identify as bicycle/ped route

Pros

- ◆ Provides connectivity – to new Boulevard from neighborhoods, major E/W route on N end of village
- ◆ Improves perceived safety
- ◆ Adequate space for retrofit (if 44 feet is actual curb-face to curb-face width), so relatively low cost

Cons

- ◆ Cost – Village budget or TIF, but cost minimal
- ◆ Crossing of Oneida and Ashland – intersection improvements needed. At Ashland Frontage Road, route should detour north to Potts, then go back to Morris east of Ashland. If sidewalk is put in at the corners according to County specs (must be 5 feet long and 5 feet wide), Brown County will put in crossing signals and crosswalks.

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years) – Relatively easy, but not an immediate need
-

Recommendation: 2, Bicycle

Street or Street Segment: **S Ridge Rd from Lombardi to Pilgrim**

Proposed Facility Type: **Bike Lane**

Existing Conditions

- ◆ Length of street or street segment? 7,436 feet
- ◆ Approximate construction cost? \$104,104 (asphalt), \$208,208 (concrete), or the cost of paint/signage if it's a retrofit
- ◆ Approximate pavement width? 46 to 59 feet
- ◆ Functional classification? Minor Arterial
- ◆ AADT (traffic count)? 3,300 to 8,500
- ◆ VNL present? Yes

Likely Project Type

- ◆ Retrofit – convert VNL to bike lane, depends on overall recommendations for street as follows...
- ◆ Cormier to Lombardi – two vehicle lanes
- ◆ Cormier to Pilgrim – three vehicle lanes (middle left-turn lane) and right-turn lanes near school

Pros

- ◆ Provides connectivity – important N/S route, access to schools and businesses
- ◆ Improves safety – especially near Willard
- ◆ Adequate space for retrofit

Cons

- ◆ Cost – Village budget or TIF, but cost minimal
- ◆ Removing parking will be necessary, but this is already an issue in the area
- ◆ Right-of-way purchase possibly required where new right-turn lanes are needed near school, but this is driven by the overall needs for traffic circulation – not just bike and pedestrian needs

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years) – Coordinate with timing of parking removal

Recommendation: 3, Bicycle

Street or Street Segment: **Holmgren Wy**

Proposed Facility Type: **Bike Lane/Wide Outside Lane**

Existing Conditions

- ◆ Length of street or street segment? 17,109 feet
- ◆ Approximate construction cost? \$239,526 (asphalt), \$479,052 (concrete), or the cost of paint/signage if it's a retrofit
- ◆ Approximate pavement width? 40 feet (south of Hansen), 52 feet (north of Hansen)
- ◆ Functional classification? Collector (locally identified)
- ◆ AADT (traffic count)? Not available --- Recommendation: get a traffic count and evaluate functional class
- ◆ VNL present? No

Likely Project Type

- ◆ Retrofit – North of Hansen – 4 lanes, no parking. South of Hansen – 2 lanes, parking allowed, but rarely used. Wide out north of Hansen, Bike lane south of Hansen.
- ◆ Reconstruction long term – north of Hansen would need reconstruction due to width.

Pros

- ◆ Provides connectivity – destination rich area, better N/S route than Oneida for bikes

- ◆ Improves safety – if bike route signage is added. Railroad track crossing improved. Tracks still being used. Can add rubberized mat to improve surface without changing tracks.
- ◆ Adequate space for bike lane retrofit south of Hansen – plenty of room for 5 foot bike lanes and 15 foot lanes.

Cons

- ◆ Inadequate space or other physical barriers north of Hansen – only enough room for wide outside lane without reconstruction

Potential Funding Sources

- ◆ County highway project
- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Immediate (within 1 year) - Bike lane and wide outside lane when existing striping wears off
- ◆ Long Term (more than 10 years) – Long term bike lane north of Hansen

Recommendation: **4, Bicycle**

Street or Street Segment: **Cormier Rd**

Proposed Facility Type: **Bike Lane**

Existing Conditions

- ◆ Length of street or street segment? 15,242 feet
- ◆ Approximate construction cost? \$213,388 (asphalt), \$426,776 (concrete), or the cost of paint/signage if it's a retrofit
- ◆ Approximate pavement width? 44 to 48 feet
- ◆ Functional classification? Minor Arterial
- ◆ AADT (traffic count)? 5,900 to 10,400
- ◆ VNL present? Yes (for portions of Cormier)

Likely Project Type

- ◆ Retrofit possible West of Ridge, but depends on alternate side parking accommodation
- ◆ Reconstruction – East of Ridge, need to wait for reconstruction due to joint lines

Pros

- ◆ Provides connectivity – major E/W route on North side of village
- ◆ Improves safety by slowing traffic with alternate side parking, bump-outs, street trees, etc. (fast-moving traffic is a problem here)
- ◆ Adequate space for retrofit possibly (East of Ridge) – depends on community acceptance of alternate side parking, community needs education on the alternatives

Cons

- ◆ Cost – Village budget or TIF, but cost could be minimal if retrofit works
- ◆ On-street parking may prevent retrofit, existing joint lines east of Ridge prevent retrofit

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Medium Term (6 to 10 years) – time with reconstruction of street

Recommendation: **5, Bicycle**
Street or Street Segment: **S Ashland Frontage Rd**
Proposed Facility Type: **Wide Outside Lane**

Existing Conditions

- ◆ Length of street or street segment? 3,462 feet
- ◆ Approximate construction cost? \$20,772 (asphalt), \$41,544 (concrete), or \$0/cost of signage for retrofit
- ◆ Approximate pavement width? 30 feet
- ◆ Functional classification? Local
- ◆ AADT (traffic count)? none
- ◆ VNL present? No

Likely Project Type

- ◆ Retrofit – no need to increase street width, as parking is only used during soccer games, signage needed to clearly identify the bicycle/ped route

Pros

- ◆ Provides connectivity – for crossing Ashland from Morris and Potts and related destinations
- ◆ Improves safety, if Ashland crossing is improved
- ◆ Adequate space for retrofit, so relatively low cost, conflict with parking should be infrequent

Cons

- ◆ Cost – Village budget or TIF, but cost minimal
- ◆ Physical barriers – Parking needed for soccer fields, but keep this parking

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years) – Relatively easy, but not an immediate need
-

Recommendation: **6, Bicycle**
Street or Street Segment: **Shady Ln**
Proposed Facility Type: **On-Street Accommodation**

Existing Conditions

- ◆ Length of street or street segment? 6,642 feet
- ◆ Approximate construction cost? signage only
- ◆ Approximate pavement width? 36 feet
- ◆ Functional classification? Collector
- ◆ AADT (traffic count)? 3,500
- ◆ VNL present? Yes

Likely Project Type

- ◆ Retrofit – bike route signage only

Pros

- ◆ Provides connectivity – primary N/S route in NW quadrant
- ◆ Improves safety minimally – signage should increase awareness of bike use

Cons

- ◆ Too narrow for other facility types without removing parking, too controversial in a residential neighborhood, lower levels of bike use anticipated

Potential Funding Sources

- ◆ Village capital improvements

- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years)
-

Recommendation: **7, Bicycle**

Street or Street Segment: **Balsam Wy from Cormier to Buffalo**

Proposed Facility Type: **On-Street Accommodation**

Existing Conditions

- ◆ Length of street or street segment? 1,678 feet
- ◆ Approximate construction cost? signage only
- ◆ Approximate pavement width? 36 feet
- ◆ Functional classification? Collector (locally identified)
- ◆ AADT (traffic count)? None
- ◆ VNL present? Yes

Likely Project Type

- ◆ Retrofit – bike route signage only

Pros

- ◆ Provides connectivity – secondary N/S route in NW quadrant
- ◆ Improves safety minimally – signage should increase awareness of bike use

Cons

- ◆ Too narrow for other facility types without removing parking, too controversial in a residential neighborhood, lower levels of bike use anticipated

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years)
-

Recommendation: **8, Bicycle**

Street or Street Segment: **North Rd**

Proposed Facility Type: **Bike Lane/Paved Shoulder**

Existing Conditions

- ◆ Length of street or street segment? 9,153 feet
- ◆ Approximate construction cost? \$128,142 (asphalt), \$256,284 (concrete), or the cost of paint/signage if it's a retrofit
- ◆ Approximate pavement width? 36 feet (west of Buffalo), 26 feet (east of Buffalo)
- ◆ Functional classification? Collector (locally identified)
- ◆ AADT (traffic count)? Not available
- ◆ VNL present? Yes (from Babcock to Shady)

Likely Project Type

- ◆ Reconstruction – Too narrow as is

Pros

- ◆ Provides connectivity, but overall value depends on what happens at 172 and Babcock. If that intersection becomes grade separated (bridge), then it becomes a safer crossing of 172, and North Rd becomes less important as a route. If that intersection remains as it is today, then a route on North Rd is needed to funnel bikes and peds to a safer crossing of 172.

- ◆ Improves safety – a bike lane would need to be coupled with a sidewalk to enhance safety here. A wide outside lane or paved shoulder could serve as a shared facility.

Cons

- ◆ Cost or funding – since reconstruction would be necessary
- ◆ Inadequate space for retrofit

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Long Term (more than 10 years) – coordinate with reconstruction of street and 172 projects
-

Recommendation: **9, Bicycle**

Street or Street Segment: **Pilgrim Wy from Cormier to Holmgren**

Proposed Facility Type: **Bike Lane west of Oneida, Wide Outside Lane east of Oneida (at least in the short term)**

Existing Conditions

- ◆ Length of street or street segment? 8,123 feet
- ◆ Approximate construction cost? \$113,722 (asphalt), 227,444 (concrete), or the cost of paint/signage if it's a retrofit
- ◆ Approximate pavement width? 48 feet

Likely Project Type

- ◆ Retrofit – Wide outside lane from Oneida to Holmgren temporarily
- ◆ Reconstruction – West of Oneida

Pros

- ◆ Could serve as a centralized “gateway” or “showcase” for Ashwaubenon’s bike and pedestrian-friendly features
- ◆ Provides connectivity – Connects schools, retail areas, residential, and parks
- ◆ Improves safety, if coupled with intersection improvements – creates awareness of and dedicated space for bikes

Cons

- ◆ Need to remove all parking, but this should be minimal (by Barnes and Noble)
- ◆ Cost or funding – Too narrow for retrofit

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years) Coordinate with street reconstruction west of Holmgren
 - ◆ Medium to Long Term (6 to 10 years +) The need to go east of Holmgren depends on what happens with 172 bridge
-

Recommendation: **10, Bicycle**

Street or Street Segment: **Oneida St**

Proposed Facility Type: **Bike Lane**

Existing Conditions

- ◆ Length of street or street segment? 8,410 feet

- ◆ Approximate construction cost? \$117,740 (asphalt), \$235,480 (concrete), or the cost of paint/signage if it's a retrofit
- ◆ Approximate pavement width? 87 feet
- ◆ Functional classification? Principle Arterial
- ◆ AADT (traffic count)? 18,500 to 24,100
- ◆ VNL present? No

Likely Project Type

- ◆ Unknown at this point – depends partially on number of motor vehicle lanes needed
- ◆ Reconstruction is likely

Pros

- ◆ Provides connectivity – Oneida Street corridor is extremely “destination-rich”
- ◆ Improves safety
- ◆ Planned for 2011 reconstruction
- ◆ Space under 172 bridge will not be an issue – will have adequate width.

Cons

- ◆ Reconstruction likely required

Initial Priority

- ◆ Short Term (within 5 years)
- ◆ Likely part of 2011 capital improvements

Recommendation: 11, Bicycle

Street or Street Segment: **Buffalo St from Balsam to Babcock**

Proposed Facility Type: **On-Street Accommodation**

Existing Conditions

- ◆ Length of street or street segment? 740 feet
- ◆ Approximate construction cost? signage only
- ◆ Approximate pavement width? 33 feet
- ◆ Functional classification? Collector (locally identified)
- ◆ AADT (traffic count)? None
- ◆ VNL present? No

Likely Project Type

- ◆ Retrofit – bike route signage only

Pros

- ◆ Provides connectivity – secondary N/S route in NW quadrant
- ◆ Improves safety minimally – signage should increase awareness of bike use

Cons

- ◆ Too narrow for other facility types without removing parking, too controversial in a residential neighborhood, lower levels of bike use anticipated

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years)

Recommendation: **12, Bicycle**
Street or Street Segment: **Carole Ln**
Proposed Facility Type: **Wide Outside Lane**

Existing Conditions

- ◆ Length of street or street segment? 5,728 feet
- ◆ Approximate construction cost? \$34,368 (asphalt), \$68,736 (concrete), \$0/cost of signage for retrofit
- ◆ Approximate pavement width? 36 feet
- ◆ Functional classification? Collector
- ◆ AADT (traffic count)? 2,300 to 3,100
- ◆ VNL present? Yes

Likely Project Type

- ◆ Retrofit only if parking is removed – otherwise too narrow
- ◆ Reconstruction if parking is not removed

Pros

- ◆ Provides connectivity – the importance of this route depends on what happens with 172 and Babcock. If access to 172 is closed, vehicle traffic on Carole is likely to increase as cars are funneled to Packerland.
- ◆ Improves safety – this is an important route for schools

Cons

- ◆ Cost or funding – since retrofit not possible
- ◆ Not wide enough for retrofit

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Medium to Long Term (6 to 10 years +) – Tie to 172 reconstruction, traffic impacts, parking assessment, potential need for sidewalks, etc.

Recommendation: **13, Bicycle**
Street or Street Segment: **Babcock Rd**
Proposed Facility Type: **On-Street Accommodation**

Existing Conditions

- ◆ Length of street or street segment? 2,726 feet
- ◆ Approximate construction cost? signage only
- ◆ Approximate pavement width? 36 feet
- ◆ Functional classification? Collector (standard and locally identified)
- ◆ AADT (traffic count)? None
- ◆ VNL present? No

Likely Project Type

- ◆ Retrofit – bike route signage only

Pros

- ◆ Provides connectivity – 1 of 3 potential crossings of 172 on west side of village
- ◆ Improves safety minimally – signage should increase awareness of bike use

Cons

- ◆ Too narrow for other facility types without removing parking, too controversial in a residential neighborhood, lower levels of bike use anticipated

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years)
-

Recommendation: **14, Bicycle**

Street or Street Segment: **Pioneer Dr and Skylark Ln**

Proposed Facility Type: **Wide Outside Lane**

Existing Conditions

- ◆ Length of street or street segment? 5,259 feet
- ◆ Approximate construction cost? \$31,554 (asphalt), \$63,108 (concrete), or \$0/cost of signage for retrofit
- ◆ Approximate pavement width? 36 to 42 feet
- ◆ Functional classification? Collector
- ◆ AADT (traffic count)? Not available
- ◆ VNL present? Yes

Likely Project Type

- ◆ Retrofit possible, depends on actual width – 36 too narrow, 42 sufficient
- ◆ Would need to couple with alternate side parking if it's 36 feet
- ◆ Need to measure

Pros

- ◆ Provides connectivity
- ◆ Improves safety, if signage provided to increase awareness of route
- ◆ Adequate space for retrofit possible

Cons

- ◆ Possible need to remove parking on alternating sides

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Medium Term (6 to 10 years)
-

Recommendation: **15, Bicycle**

Street or Street Segment: **Hansen Rd**

Proposed Facility Type: **Bike Lane**

Existing Conditions

- ◆ Length of street or street segment? 8,811 feet
- ◆ Approximate construction cost? \$123,354 (asphalt), \$246,708 (concrete), or the cost of paint/signage if it's a retrofit
- ◆ Approximate pavement width? 45 to 56 feet
- ◆ Functional classification? Minor arterial
- ◆ AADT (traffic count)? 7,800
- ◆ VNL present? No

Likely Project Type

- ◆ Retrofit

Pros

- ◆ Provides connectivity – very important major east/west linkage in the south part of village. How to get kids to Ashwaubomay?
- ◆ Improves safety. Need to watch pinch point west of Oneida – where it goes from 4 lanes down to 2 – and at Ridge Rd – people use this to pass on the right. What’s the distance required for lane transition? But even if cars occasionally have to pull into the bike lane at Ridge, this is better than having nothing. Use a dashed bike lane 50’ from intersection and through the intersection to facilitate this. Stop the bike lane near intersection with Oneida – at Ramada Way – allows lane repositioning. Need crosswalks at Ridge and general intersection enhancements. On south side from Ridge to Ramada, need 6 foot bike lane – additional space for maneuvering due to increased speed on downhill.
- ◆ Adequate space for retrofit

Cons

- ◆ Intersection challenges will need careful design

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Immediate (within 1 year) – Coordinate with repainting of striping

Recommendation: **16, Bicycle**

Street or Street Segment: **Waube Ln**

Proposed Facility Type: **Wide Outside Lane**

Existing Conditions

- ◆ Length of street or street segment? 8,460 feet
- ◆ Approximate construction cost? Cost of signage (retrofit)
- ◆ Approximate pavement width? 48 feet
- ◆ Functional classification? Minor arterial
- ◆ AADT (traffic count)? 6,000
- ◆ VNL present? No

Likely Project Type

- ◆ Same footprint, surface reconstruction (already determined by Brown County)
- ◆ Looking at four lanes with a sidewalk or trail on north side
- ◆ Trail or sidewalk from Packerland to Ridge on south side

Pros

- ◆ Provides connectivity
- ◆ May improve safety
- ◆ Outside funding source or assistance – Brown County
- ◆ Planned for 2008 reconstruction

Cons

- ◆ County will have final say in the design
- ◆ Streams are close to the street
- ◆ Schneider truck traffic is a con for a three-lane street

Potential Funding Sources

- ◆ County also sharing in project, but this is one of the drivers behind staying in existing road footprint.
- ◆ Village capital improvements

Initial Priority

- ◆ Immediate (within 1 year)

- ◆ If 3 lane configuration is possible and will handle expected traffic, then bike lanes are recommended. If 4 lanes are required, wide outside lane is recommended. 11 foot lanes on the inside, 13 foot lanes on the outside.

Recommendation: 17, Bicycle

Street or Street Segment: **S Ridge Rd from Hansen to Waube**

Proposed Facility Type: **Bike Lanes**

Existing Conditions

- ◆ Length of street or street segment? 3,665 feet
- ◆ Approximate construction cost? \$21,990 (asphalt), \$43,980 (concrete), or \$0/cost of signage for retrofit
- ◆ Approximate pavement width? 44 feet
- ◆ Functional classification? Minor arterial
- ◆ AADT (traffic count)? 2,900 to 3,800
- ◆ VNL present? Yes – north of Circle Drive

Likely Project Type

- ◆ Retrofit – If parking is removed on one side (keep parking on residential side)

Pros

- ◆ Provides connectivity
- ◆ Improves safety – if coupled with a sidewalk on at least one side of street (industrial side)
- ◆ Adequate space for retrofit

Cons

- ◆ Need to remove parking on one side
- ◆ Need to pair with a sidewalk to keep safe pedestrian access
- ◆ Mail boxes may need to be moved or removed

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Immediate (within 1 year)

Recommendation: 18, Bicycle

Street or Street Segment: **Commodity Ln**

Proposed Facility Type: **Wide Outside Lane**

Existing Conditions

- ◆ Length of street or street segment? 5,633 feet
- ◆ Approximate construction cost? \$33,798 (asphalt), \$67,596 (concrete), or \$0/cost of signage for retrofit
- ◆ Approximate pavement width? 40 feet
- ◆ Functional classification? Local street
- ◆ AADT (traffic count)? Not available
- ◆ VNL present? No

Likely Project Type

- ◆ Retrofit – adequate width and no parking

Pros

- ◆ Provides connectivity – a secondary route, but “low hanging fruit.”
- ◆ Adequate space for retrofit – just needs signage

Cons

- ◆ None

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Immediate (within 1 year) – Coordinate with restriping
-

Recommendation: **19, Bicycle**

Street or Street Segment: **Parkview Rd**

Proposed Facility Type: **Wide Outside Lane**

Existing Conditions

- ◆ Length of street or street segment? 8,947 feet
- ◆ Approximate construction cost? \$53,682 (asphalt), \$107,364 (concrete), or \$0/cost of signage for retrofit
- ◆ Approximate pavement width? 40 feet
- ◆ Functional classification? Minor arterial and local
- ◆ AADT (traffic count)? 2,500 to 4,100
- ◆ VNL present? No

Likely Project Type

- ◆ Retrofit – adequate width

Pros

- ◆ Provides connectivity – a secondary east/west route, but little to no conflicts.
- ◆ Improves safety – if signage added and railroad track crossing improved. Tracks still being used. Can add rubberized mat to improve surface without changing tracks.
- ◆ Adequate space for retrofit

Cons

- ◆ Potential physical barriers: hill west of Ashland, but this is OK. RR crossings.

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Immediate (within 1 year) – signage
 - ◆ Medium Term (6 to 10 years) – improve the railroad crossing as soon as possible
-

Recommendation: **20, Bicycle**

Street or Street Segment: **S Ridge Rd from Waube to Sand Acres**

Proposed Facility Type: **Wide Outside Lane/On-Street Accommodation**

Existing Conditions

- ◆ Length of street or street segment? 9,307 feet
- ◆ Approximate construction cost? \$130,298 (asphalt), \$290,596 (concrete), or the cost of paint/signage if it's a retrofit
- ◆ Approximate pavement width? 44 feet (north of W Main), 37 feet (south of W Main)
- ◆ Functional classification? Minor arterial and collector
- ◆ AADT (traffic count)? 2,900 to 5,100
- ◆ VNL present? Yes (from Hansen to Circle Dr)

Likely Project Type

- ◆ Retrofit to provide wide outside lane from Waube to Main. On street accommodation south of Main.
- ◆ Reconstruction over long term – due to narrow width and parking on street.

Pros

- ◆ Provides connectivity – over the longer term, it is an important route for moving from Sand Acres area to the north.
- ◆ Improves safety over long term

Cons

- ◆ Cost or funding
- ◆ Inadequate space or other physical barriers – speed limits on Main and narrow width of Ridge south of Main. There is some parking allowed on these streets. Would need to eliminate parking on one side of street to fit a bike lane.
- ◆ Right-of-way purchase possibly required long term

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Immediate (within 1 year) – Mark it as a bike route
- ◆ Medium Term (6 to 10 years) – Work toward bike lane, address parking reconfiguration

Recommendation: **22, Bicycle**

Street or Street Segment: **Glory Rd**

Proposed Facility Type: **Bike Lane**

Existing Conditions

- ◆ Length of street or street segment? 10,528 feet
- ◆ Approximate construction cost? \$147,392 (asphalt), \$294,784 (concrete), or the cost of paint/signage if it's a retrofit
- ◆ Approximate pavement width? 22 to 45 feet – narrows east of 41
- ◆ Functional classification? Local street
- ◆ AADT (traffic count)? Not available
- ◆ VNL present? No

Likely Project Type

- ◆ Retrofit west of Hwy 41 (45 foot wide part)
- ◆ Reconstruction needed east of Hwy 41 (narrow part)

Pros

- ◆ Provides connectivity to DePere – tie in to roundabout at 9th Street in DePere
- ◆ Improves safety – would help slow traffic down.
- ◆ Adequate space can be provided when bridge will eventually be reconstructed – next bridge project for village.

Cons

- ◆ Cost or funding
- ◆ Inadequate space or other physical barriers – narrowed section, bridge.
- ◆ Right-of-way purchase possibly required

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Short Term (within 5 years) – In conjunction with construction of roundabout – scheduled for 2009?
-

Recommendation: **23, Bicycle**

Street or Street Segment: **Spirit Wy**

Proposed Facility Type: **Wide Outside Lane**

Existing Conditions

- ◆ Length of street or street segment? 3,015 feet
- ◆ Approximate construction cost? \$18,087 (asphalt), \$36,156 (concrete), or \$0/cost of signage for retrofit
- ◆ Approximate pavement width? 40 feet
- ◆ Functional classification? Local street
- ◆ AADT (traffic count)? Not available
- ◆ VNL present? No

Likely Project Type

- ◆ Retrofit

Pros

- ◆ Provides connectivity – a secondary route, but “low hanging fruit.”
- ◆ Adequate space for retrofit – just needs signage

Cons

- ◆ None

Potential Funding Sources

- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Immediate (within 1 year) – As soon as possible
 - ◆ Short Term (within 5 years)
-

Recommendation: **24, Bicycle**

Street or Street Segment: **Fernando Dr**

Proposed Facility Type: **Paved Shoulder**

Existing Conditions

- ◆ Length of street or street segment? 10,952 feet
- ◆ Approximate construction cost? \$65,712 (asphalt), \$131,424 (concrete), or \$0/cost of signage for retrofit
- ◆ Approximate pavement width? 22 feet
- ◆ Functional classification? Minor arterial and collector
- ◆ AADT (traffic count)? Not available
- ◆ VNL present? No

Likely Project Type

- ◆ Reconstruct with urban cross section and wide outside lanes.

Pros

- ◆ Provides connectivity – provides route to sports complex and connects to County G, a primary escape route out of the metro area for bicyclists.

Cons

- ◆ May need to reduce speed to 25 to improve safety
- ◆ Will require full cost of reconstruction

- ◆ Inadequate space or other physical barriers – rural cross-section currently.
- ◆ Right-of-way purchase possibly required
- ◆ History – This is an area that was annexed from Lawrence, and people in the area want to keep it rural. They have already expressed opposition to curb and gutter on this street.

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Immediate (within 1 year) – Reduction in speed limit to 25 and mark as route.
- ◆ Long Term (more than 10 years) – Reconstruct with urban cross section and add a better facility

Recommendation: 25, Bicycle

Street or Street Segment: **Sand Acres Dr from W Main to Town of Lawrence**

Proposed Facility Type: **Paved shoulder**

Existing Conditions

- ◆ Length of street or street segment? 5,257 feet
- ◆ Approximate construction cost? \$84,112 (assuming rural cross-section)
- ◆ Approximate pavement width? 20 to 24 feet
- ◆ Functional classification? Local street
- ◆ AADT (traffic count)? Not available
- ◆ VNL present? No

Likely Project Type

- ◆ Reconstruction – to widen the shoulder

Pros

- ◆ Provides connectivity – for new development on south end of village.
- ◆ Improves safety

Cons

- ◆ Will require full cost of reconstruction
- ◆ Inadequate space or other physical barriers – rural cross-section currently.
- ◆ Right-of-way purchase possibly required

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Long Term (more than 10 years) As area develops

Alternatives Eliminated

Not Feasible - Eliminated

Street or Street Segment: **US Highway 41 south of Cormier**

Proposed Facility Type: **Underpass/Box Culvert**

Existing Conditions

- ◆ Could be incorporated into DOT reconstruction project
- ◆ No underpass exists currently

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity – these are some of the most serious barriers to bicycle and pedestrian transportation in their current state.
- ◆ Outside funding source or assistance – State highway project.

Cons

- ◆ Drainage is a problem – area is too low.
- ◆ Safety is a concern – how to respond to an emergency on such a long trail away from streets.
- ◆ Comfort of use and perception of safety are a concern for such a long underpass.

Potential Funding Sources

- ◆ State highway project
-

Not Feasible - Eliminated

Street or Street Segment: **US Highway 41 south of 172**

Proposed Facility Type: **Underpass/Box Culvert/Overpass**

Existing Conditions

- ◆ Could be incorporated into DOT reconstruction project
- ◆ No underpass exists currently

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity – these are some of the most serious barriers to bicycle and pedestrian transportation in their current state.
- ◆ Outside funding source or assistance – State highway project.

Cons

- ◆ Drainage is a problem – area is too low.
- ◆ Safety is a concern – how to respond to an emergency on such a long trail away from streets.
- ◆ Comfort of use and perception of safety are a concern for such a long underpass.

Potential Funding Sources

- ◆ State highway project
-

Not Feasible – Eliminated

Street or Street Segment: **Dutchman Creek bed east of 41**

Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 9,734 feet
- ◆ Approximate construction cost? \$418,562

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity – these are some of the most serious barriers to bicycle and pedestrian transportation in their current state.
- ◆ Outside funding source or assistance possible

Cons

- ◆ Cost – especially land acquisition if necessary
- ◆ Safety is a concern – how to respond to an emergency on such a long trail away from streets.

Potential Funding Sources

- ◆ State highway project
 - ◆ Grants
-

Not Feasible – Eliminated

Street or Street Segment: **Dutchman Creek bed west of 41 to Waube**

Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 7,974 feet
- ◆ Approximate construction cost? \$342,882

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity – these are some of the most serious barriers to bicycle and pedestrian transportation in their current state.
- ◆ Outside funding source or assistance possible.

Cons

- ◆ Cost – especially land acquisition if necessary
- ◆ Safety is a concern – how to respond to an emergency on such a long trail away from streets.

Potential Funding Sources

- ◆ State highway project
 - ◆ Grants
-

Not Feasible – Eliminated

Street or Street Segment: **“Behind” (west of) Packerland Dr**

Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ No trail exists here now – would provide an alternative to Packerland Drive

Likely Project Type

- ◆ New construction

Pros

- ◆ Improves safety – would alleviate issue of access points across Packerland.

Cons

- ◆ Cost would be huge
- ◆ Inadequate space or other physical barriers possible.
- ◆ Right-of-way purchase required
- ◆ Duplicates the route on Packerland, public perception issue
- ◆ Would require cooperation by Hobart

- ◆ Would be an indirect route following property lines

Potential Funding Sources

- ◆ Grant programs
 - ◆ Village capital improvements
 - ◆ TIF
-

Not Feasible – Eliminated

Street or Street Segment: **Between Sunny Creek Dr and Waube**

Proposed Facility Type: **Multi-Use Trail**

Existing Conditions

- ◆ Length of street or street segment? 588 feet
- ◆ Approximate construction cost? \$25,284

Likely Project Type

- ◆ New construction

Pros

- ◆ Provides connectivity – shortens routes significantly for neighborhood to the north
- ◆ Improves safety – takes bikes and peds off the street

Cons

- ◆ Cost or funding
- ◆ Inadequate space or other physical barriers – may be houses in the way (confirmed)
- ◆ Right-of-way purchase required
- ◆ Wetlands or other regulatory issues possible

Potential Funding Sources

- ◆ Grant programs
- ◆ Village capital improvements
- ◆ TIF

Initial Priority

- ◆ Medium Term (6 to 10 years)
-