Village of Ashwaubenon Comprehensive Pedestrian and Bicycle Plan

Bike and Pedestrian Committee

Village of Ashwaubenon Brown County, Wisconsin

Original: June 2009

Revised: December 2011 and April 2018

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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
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

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- Mike Malcheski, Chair
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The Ashwaubenon Village Board
- Mary Kardoskee, President
- Ken Bukowski, Trustee
- Mike Malcheski, Trustee
- Gary Paul, Trustee
- Allison Williams, Trustee
- Mark Williams, Trustee
- Chris Zirbel, Trustee

Technical Advisors to the Bicycle and Pedestrian Advisory Committee
- Rex Mehlberg, Ashwaubenon Parks, Recreation and Forestry Department
- Doug Martin, Ashwaubenon Department of Public Works
- Kevin Buckley, Ashwaubenon Public Safety
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All photographs courtesy of WE BIKE, and Village of Ashwaubenon.

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, bikes 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.

What this plan <u>will</u> 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 <u>not</u> 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

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 2010 Census population for the village along with the 2017 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 2040.

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

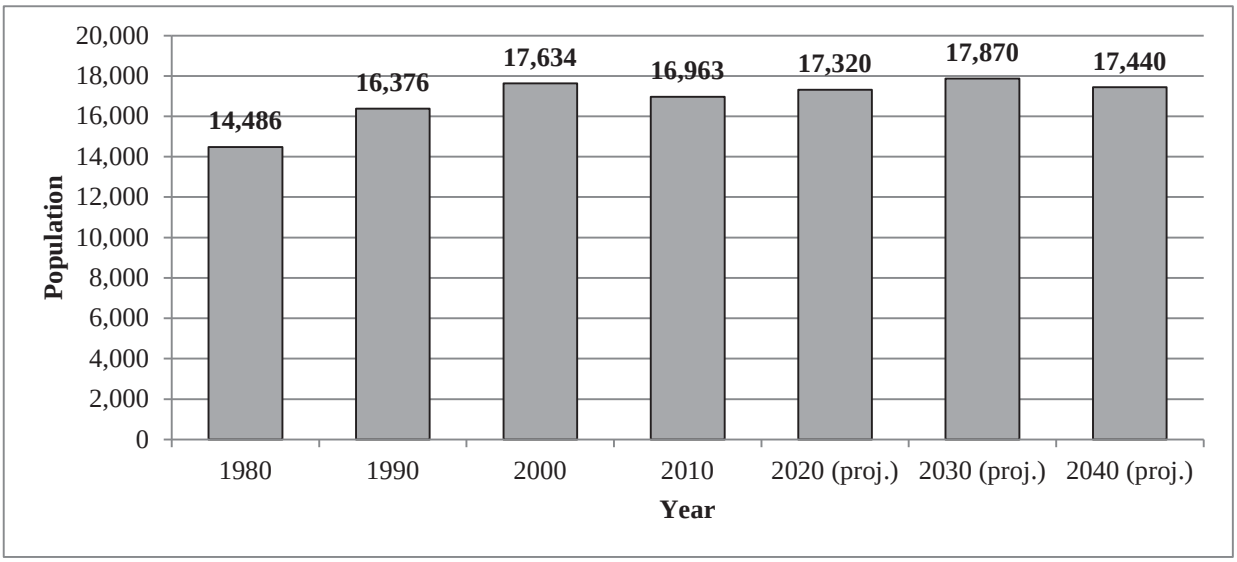
See Section 2.3 for more information on levels of ability and training.

Table 2-1: 2010 Census and 2017 Estimated Population

	2010 Census	2017 Estimate
Village Population	16,963	16,867
Number Change		-96
Percent Change		-0.60%

Source: US Bureau of the Census, 2010 and Wisconsin Department of Administration, 2017.

Illustration 2-1: Historic and Projected Population (1980 to 2040)



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

The Village's population experienced strong growth from 1980 through 2000. However, between 2000 and 2010, Ashwaubenon actually experienced a slight decline in population of 671 residents. The Village's population is projected to increase and then remain stable around 17,500 residents. Therefore, Village resident population alone is not a major factor behind the need for improved bicycle and pedestrian options. A more detailed look at the village's population is necessary to understand some of the more relevant factors.

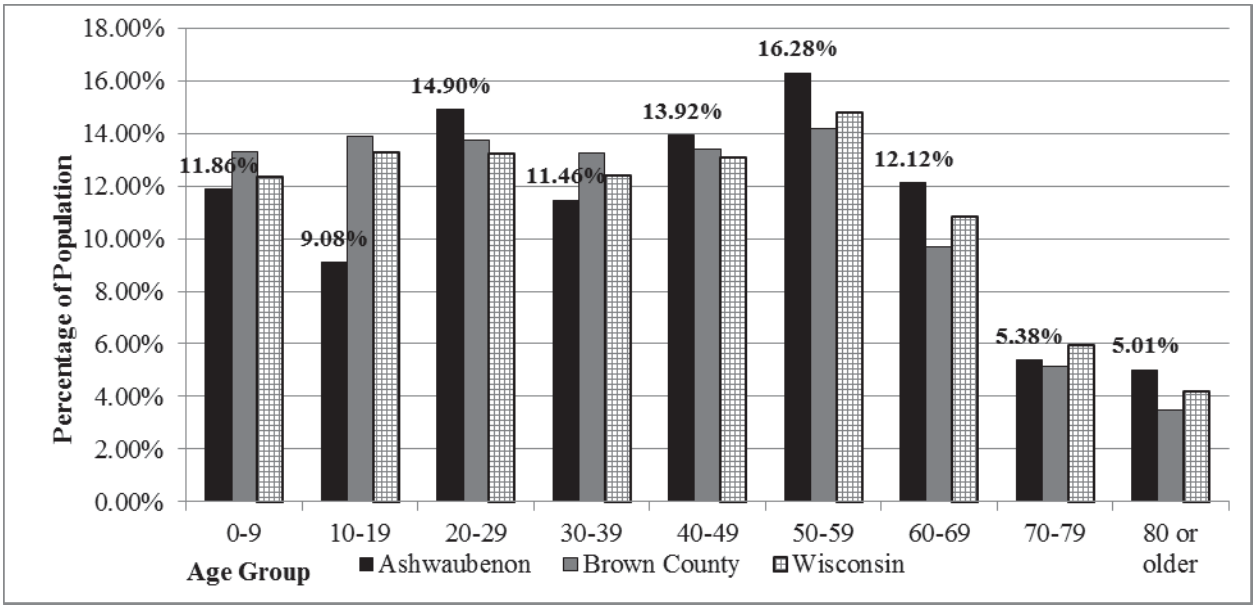
2.2.2 Daytime Population

While the village's 2017 resident population was estimated to be 16,867 persons, the *Village of Ashwaubenon Comprehensive Plan Update* (2016) estimates Ashwaubenon's daytime population exceeds 35,000 with the substantial increase due to the significant numbers of employees for Ashwaubenon businesses, shoppers at Bay Park Square Mall, and visitors to Lambeau Field and the stadium district, many of which would benefit from increased access to pedestrian and bicycle facilities within the Village.

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 2015 American Community Survey 5-Year Estimates.

Illustration 2-2: Population by Age Group



Source: US Bureau of the Census American Community Survey, 5-Year Estimates.

Table 2-2: Median Age

	Median Age
Wisconsin	39.0
Brown County	36.8
Ashwaubenon	41.0

Source: US Bureau of the Census American Community Survey, 2011-2015 Estimates

These data show that both the age structure and median age of the Village of Ashwaubenon trend slightly older than at the county and state levels. Of primary importance are the groups aged 50-59 and 60-69, which are older than both the state and county. Transportation needs 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 the 2015-2016 school year and American Community Survey estimates.

Table 2-3: School Enrollment

School Range	Number	Percent
Pre-K - Kindergarten	434	10.1%
Elementary School (1-5)	1,153	26.9%
Middle School (6-8)	710	16.6%
High School (9-12)	1,042	24.3%
College or Graduate School	941	22.1%
Total	4,280	100.0%

Source: Wisconsin Department of Public Instruction, 2016-2017 School Year.

These data show that there were 4,280 students in the village, 53.6% 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 estimate by age group based on the 2011-2015 American Community Survey.

Table 2-4: Population with Disability

Age Group	Number	Percent
5-17 Years	141	7.4%
18-34 Years	229	12.0%
35-64 Years	766	40.0%
65-74 Years	287	15.0%
75 Years and Older	493	25.6%
Total	1,916	100.0%

Source: US Bureau of the Census American Community Survey 2011-2015 Estimates

These data show that there were an estimated 1,916 disabled persons in the Village of Ashwaubenon, or 11.4% of the 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 disabled persons. 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

Household Income	Percent
< $10,000	6.3%
$10,000 - $14,999	4.5%
$15,000 - $24,999	12.0%
$25,000 - $34,999	13.3%
$35,000 - $49,999	14.0%
$50,000 - $74,999	17.0%
$75,000 - $99,999	14.2%
$100,000 - $149,999	10.3%
$150,000 - $199,999	5.5%
$200,000 or more	2.9%
Total	100.0%

Source: US Bureau of the Census American Community Survey 2011-2015 Estimates

Table 2-6: Median Household Income

	Median Income
Wisconsin	$53,357
Brown County	$53,527
Ashwaubenon	$49,924

Source: US Bureau of the Census American Community Survey 2011-2015 Estimates

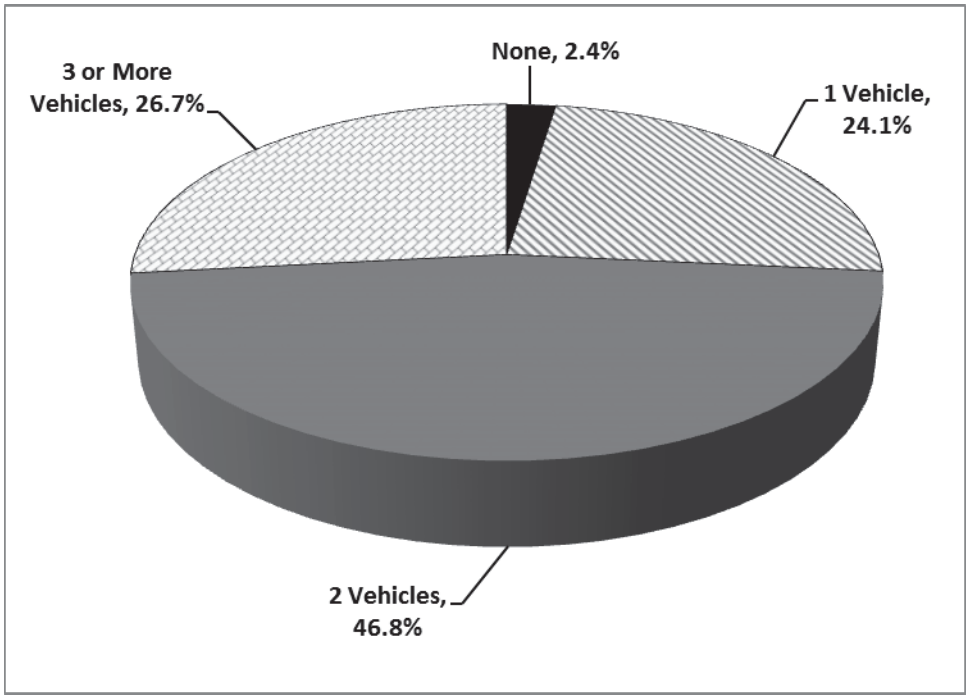
The household income data show that an estimated 22.8% of all village households, made less than $25,000 2015. Correspondingly, Ashwaubenon's median household income is somewhat lower than both the state and county, potentially reflective of the Village's generally older population. This is important 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

Vehicles Available per Household	Number	Percent
None	212	2.4%
1	2,097	24.1%
2	4,081	46.8%
3 or more	2,325	26.7%
Total	8,715	100.0%

Source: US Bureau of the Census American Community Survey 2011-2015 Estimates

Illustration 2-3: Vehicles Available per Household



Source: US Bureau of the Census American Community Survey 2011-2015 Estimates

These data further demonstrate the importance of pedestrian and bicycle transportation options for significant segments of the community. There are an estimated 2,097 households in the village with one vehicle available and 212 households with no vehicles available. Together, these account for an estimated 26.5% 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 should utilize aspects 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, ample terraces for snow storage, 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 Village of Ashwaubenon Comprehensive Plan Update

The *Village of Ashwaubenon Comprehensive Plan Update* was adopted in 2016 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:

- 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

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 following are specific examples from the comprehensive plan that should be taken into consideration in the implementation of this plan.

Key Visions, Goals, and Opportunities

Plan Component or Recommendation	*Relationship to This Plan*
♦ Key issue: "Continue to balance existing, confirmed needs for transportation improvements with the flexibility needed to respond to new, emerging issues."	This plan promotes multimodal transportation options to ensure flexibility for new or emerging issues.
♦ Key issue: "Continue programs to ensure safe routes to schools for children and families"	The ability to safely and conveniently walk and bicycle to school provides the basis for many of the physical improvement recommendations.
♦ Key issue: "Create more trails and trailheads village-wide to expand interconnect the existing framework"	Additional trails and trailheads will facilitate more walking and bicycling opportunities for those not comfortable with walking or bicycling on the road.
♦ Key opportunity: "Coordinate with Green Bay Metro Transit to evaluate routes and travel times in Ashwaubenon…"	Reviewing the transit routes in comparison to existing sidewalk and bicycling facilities will provide options for transit riders to reach their destinations.

Physical Improvement Recommendations

Plan Component or Recommendation	*Relationship to This Plan*
♦ Create a safe pedestrian crossing on Ashland Avenue at Pilgrim Way.	Pedestrian crossing of Ashland Avenue is a recognized issue and this plan will identify potential options to connect the Village's riverfront to the Stadium District / Village Center.
♦ Extend the Main Avenue Trail to the De Pere roundabouts.	This recommendation is carried through in this plan.

♦ Improve pedestrian facilities on Waube Lane between Ridge Road and Allied Street.	This recommendation is carried through in this plan.
♦ Install wayfinding signage (both pedestrian and vehicular scales) at strategic locations throughout the Village to improve connections to parks and destinations.	Wayfinding signage is important to the many visitors to Ashwaubenon, whether for game days or shopping. Many of these visitors like to walk and bicycle to these sites and this plan supports those efforts.

Growth and Development Strategies

Plan Component or Recommendation	*Relationship to This Plan*
♦ Neighborhoods. Neighborhoods should be pedestrian-friendly and while primarily residential, should offer a mix of uses and amenities.	Evaluate existing neighborhood school to home walk/bike routes for pedestrian and/or bicycle facilities.
♦ Village Center. The Village Center district includes the area east of Lambeau Field and extends south between Oneida Street and Ashland Avenue to Cormier Road. This district is to be a vibrant, walkable area with a mix of residential, entertainment, commercial, and public uses.	Mixed-use development, high density housing, in-fill residential development, and other creative housing options encourage walking and bicycling.
♦ Riverfront / Broadway. The Riverfront/ Broadway District extends along the Village's eastern boundary between Ashland Avenue and the Fox River. Redevelopment in this area should include trails and housing that facilitates public access and gathering spaces.	Review these areas in terms of the potential for off-street trail linkages to the existing Ashwaubomay Trail or off-street trail linkages to the other identified districts.
♦ Titletown Corridor. The Titletown Corridor extends west from Lambeau Field along Lombardi Avenue to I-41.	The mixture of uses and numbers of visitors to this area will drive a need for pedestrian and bicycle facilities.

♦ Ridge Road Corridor. The Ridge Road Corridor extends south from the Titletown District to Cormier Road and is envisioned to continue as a neighborhood and pedestrian-friendly business environment.	Bicycle and pedestrian facilities in this area should support neighborhood connections to the parks and small commercial uses within the district.
♦ Oneida / Holmgren/ Ashland Corridor. This area will continue to retain its automobile oriented land uses, but at the same time, build pedestrian-oriented pockets to appeal to residents of the Village Center or Riverfront/Broadway Districts.	Although primarily a vehicular district, the many commercial businesses within the area will draw pedestrians and bicyclists from the Village Center, Titletown, and nearby residential neighborhoods.

2.4.2 Village Comprehensive Outdoor Recreation Plan

The village's most recent Comprehensive Outdoor Recreation Plan (CORP) was adopted in 2014. 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.

Plan Component or Recommendation	*Relationship to This Plan*
♦ 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.	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.
♦ Identification and mapping of ½ mile and ¼ mile service areas for existing neighborhood parks.	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.
♦ Add a multi-use path loop to Argonne Park	This plan expands upon this recommendation

connecting Morris Avenue and Lombardi Avenue.	by connecting proposed multi-use paths through Argonne park with potential future pedestrian and bicycle routes to the east, west, and south.
♦ Extend multi-use paths from Ashwaubomay Park along the Fox River.	This plan is consistent with and carries forward these recommendations of the CORP.
♦ 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.	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.
♦	

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.

Speed limits have a substantial impact on the safety of pedestrians and bicyclists on a given street. See Figure 4-7 for an example.

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 statues 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.

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.

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.

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.

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. Within the Sports and Entertainment and Village Center Zoning Districts, the Village has adopted urban design standards that promote the development of walkable areas by having buildings close to the street, multi-story buildings, required sidewalks, and internal pedestrian ways.

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, pedestrian access, and bicycle facilities. All commercial, industrial, and multi-family residential are required to undergo site plan review. In addition to several other review criteria, the Site Plan Review Committee must determine that:

- 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.

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

- 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.

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."

When a subdivision is proposed, it is evaluated against the review criteria within the subdivision ordinance. 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 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 can be more time-consuming for the developer.

2.4.4 Existing Education Programs

The Village of Ashwaubenon and Ashwaubenon School District have been active in providing bicycle and pedestrian educational opportunities, particularly for school-aged children. 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. Past and present educational efforts include:
  - Physical Education Program (PEP) Grant application
    - Partner: WE BIKE, etc
  - Ashwaubenon School District Health Targets
    - Grade 2 – "Recognize Bike Safety Procedures"
  - Health K-8
    - Grade 2 – "Bike Safety" Topics (Healthy Behavior, Goal Setting, Information and Services)
  - Jag TV Bicycle Safety Videos
    - Ashwaubenon Bicycle and Pedestrian Committee, WE BIKE
  - WisDOT safety/education materials distribution
    - Partners: ABPAC, WE BIKE
  - Bicycle and Pedestrian Safety Curriculum
  - Summer school bicycle safety courses offered
    - Partner: WE BIKE
  - Driver's Ed, Think Ahead
    - WE BIKE
  - Nutrition and Physical Activity Taskforce
  - Fall Walk to School Day
  - Spring Bike to School Day
  - Safe Routes to School Grant
    - Bike/pedestrian light and vest giveaways

- **Wisconsin Department of Transportation**. Over the years, WisDOT has sponsored several bicycle education courses in the village:
  - Teaching Safe Bicycling Workshops
  - Kids Bike Club

- **Ashwaubenon Public Safety Department**. Over the years, APS has sponsored several bicycle education opportunities including:
  - School crossing guard training
  - Annual bicycle rodeos
  - One hour officer bicycle safety presentation to all third and fourth graders
  - AAA Safety Award Program
  - Police Bicycle Patrol
  - Bicycle law education and enforcement

- **Ashwaubenon Parks, Recreation, and Forestry Department**
  - Playground Programs
  - BikeEd Courses

- **Bicycle Federation of Wisconsin/League of American Bicyclists**
  - Effective Cycling/BikeEd
    - Kids II
    - Road I
    - Instructor seminar

- **Ashwaubenon Bicycle and Pedestrian Committee**
  - Blinky Light Give Away
  - Bicycle and Pedestrian Plan

- **Bay Shore Bicycle Club**
  - Group rides

- **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
    - Dicks Sporting Goods
    - Dunham's
    - 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 over past years.

- **Pedestrian Safety Training**
  - Wisconsin Pedestrian and Bicycle Law Enforcement Training Course
    - Two officers have received this training

- **Bicycle Safety Training**
  - Wisconsin Pedestrian and Bicycle Law Enforcement Training Course
    - Two officers have received this training
  - Enforcement for Bicycle Safety
    - Four officers have received this training
  - Teaching Safe Bicycling

- **Department Hosted Training**
  - Bicycle rodeo
  - Teaching Safe Bicycling Workshop
  - 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. 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
    - 40 to 60 miles at 20+ miles per hour

- **Annual Events**
  - March of Dimes Walk America
  - Schneider Family Fitness Event
  - Railroad Heritage Bicycle Tour
  - Green Bay Cellcom Marathon
  - Green Bay Area Triathlon
  - Green Bay Duathlon

2.4.7 Existing State and Federal Plans and Policies

Wisconsin State Pedestrian Policy Plan 2020

The Wisconsin State Pedestrian Policy Plan has not been updated since its March, 2002 publication. Therefore, it remains the long range pedestrian plan for the State of Wisconsin Department of Transportation (WisDOT). The 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 formulated by WisDOT, which has not been updated since December 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. The plan identifies key bicycle transportation corridors and linkages at the state level, but is generally outdated.

Fixing America's Surface Transportation (FAST) Act

The FAST Act was signed into law on December 4, 2015 and is effective through September 30, 2020. The FAST Act is the most recent federal legislation that sets policy and funding levels for surface transportation improvements at the national level. Its predecessors were similar bills known as ISTEA, TEA-21, and SAFETEA-LU. While the FAST Act 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

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:

- *Manual on Uniform Traffic Control Devices (FHWA, 2012)*

- *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010 Institute of Transportation Engineers and Congress for the New Urbanism)*
- *Integration of Safety in the Project Development Process and Beyond: A Context Sensitive Approach (2015 Institute of Transportation Engineers)*
- *Guide for the Development of Bicycle Facilities (2012 AASHTO)*
- *Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004 AASHTO)*
- *Wisconsin Bicycle Facility Design Handbook (2009 WisDOT)*

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. The following figures are from the Wisconsin Department of Transportation Bicycle Facility Design Manual and Foth Consulting.

Illustration 2-4: On-Street Accommodations

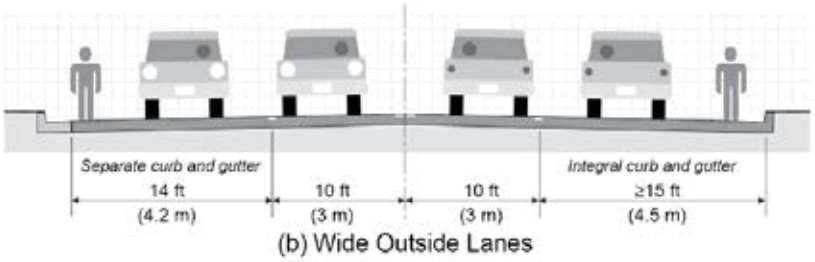
Village of Ashwaubenon Bicycle and Pedestrian Plan
Pedestrian Facility Type: *On-Street Accommodations*

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



(b) Wide Outside Lanes

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.

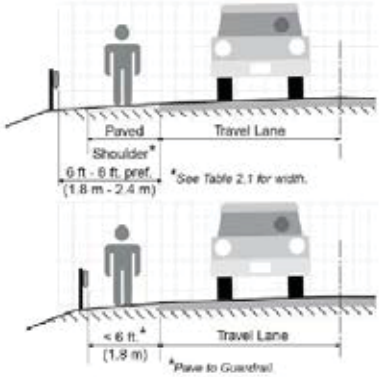


Illustration 2-5: Sidewalks

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:

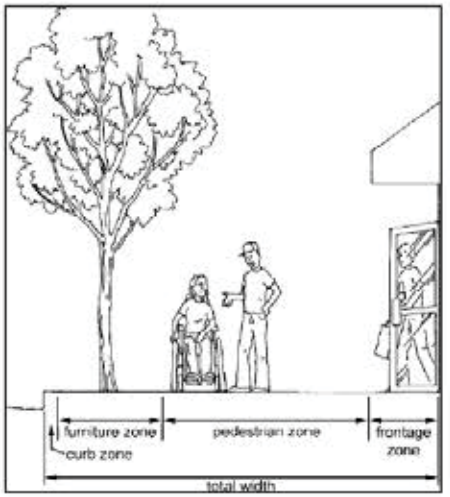
- Within two blocks of schools, require on at least one side of all local streets that would be considered walking routes to the school
- Sidewalks may be omitted on one side of new streets where that side clearly cannot be developed and where adjacent uses are not expected to generate pedestrian trips
- 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



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.

Accessible Pedestrian Signals

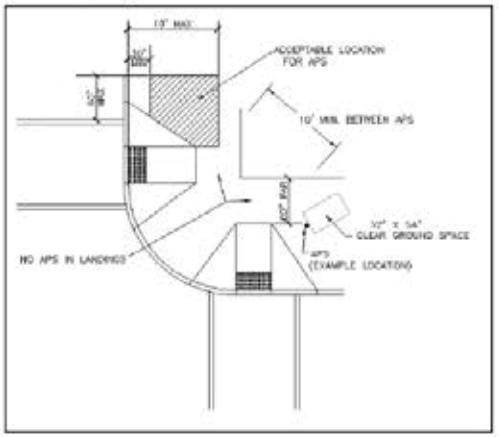


Illustration 2-6: Multi-Use Paths or Trails

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

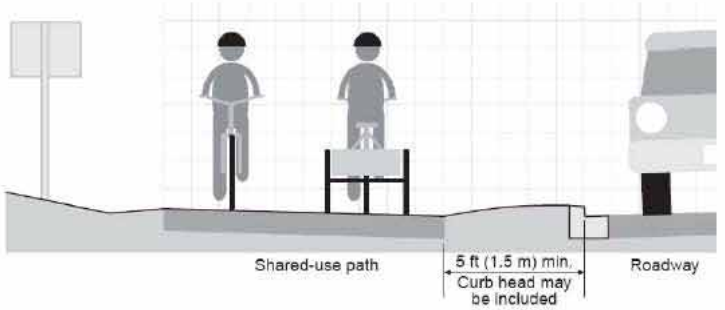
Defined
Shared-use paths are non-motorized facilities most often built on exclusive rights-of-way with relatively few motor vehicle crossings. Properly used, shared-use paths are a complementary system of off-road transportation routes for bicyclists, pedestrians, and other non-motorized uses. They can 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.

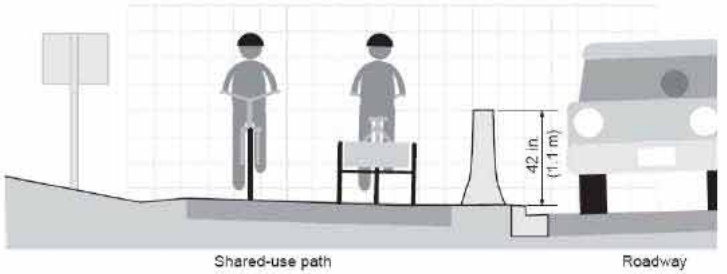
Guidelines for Use
Shared-use paths serve as a necessary extension of the roadway network. Shared-use paths should not substitute for on-road bicycle facilities, but, rather, supplement a complete bicycle and pedestrian system. Since paths are also used by pedestrians, their design also needs to comply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





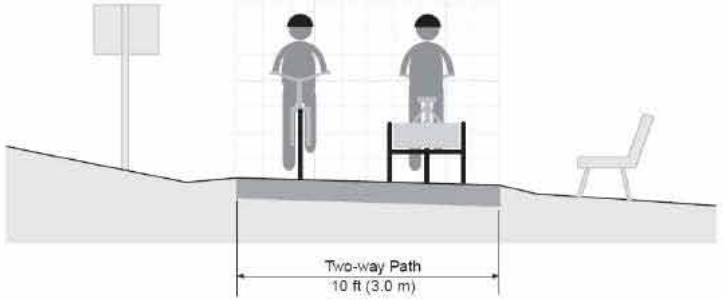


Illustration 2-7: Paved Shoulders

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

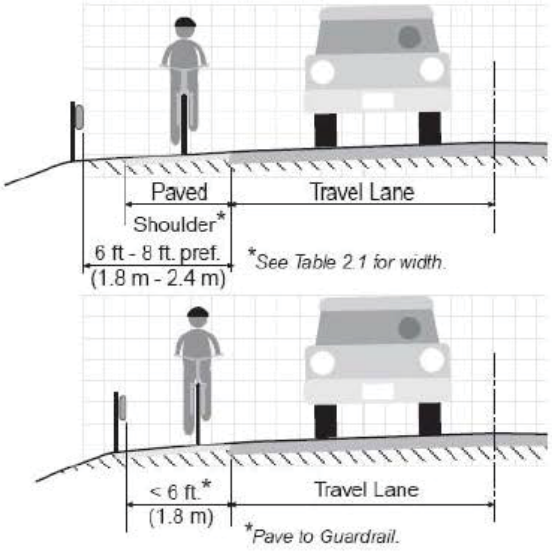
Paved shoulders are essential on moderate to high traffic rural roads including state and county highways (except those with controlled access), and may be used on low-volume rural roads where demand is high or where sight distance is limited. They are generally not necessary on very low volume rural 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.

Illustration 2-8: Wide Outside Lanes

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

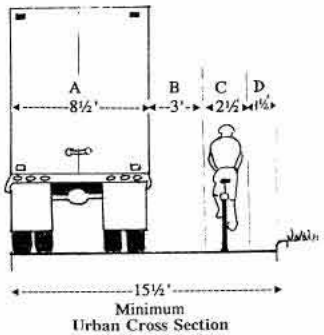
Wide outside lanes should be used on collector and arterial streets to give consideration to bicycle use. They should not be used where less experienced bicyclists are expected to ride. They should not be used on quiet residential streets where they are unnecessary and may increase "cut-through" traffic 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.

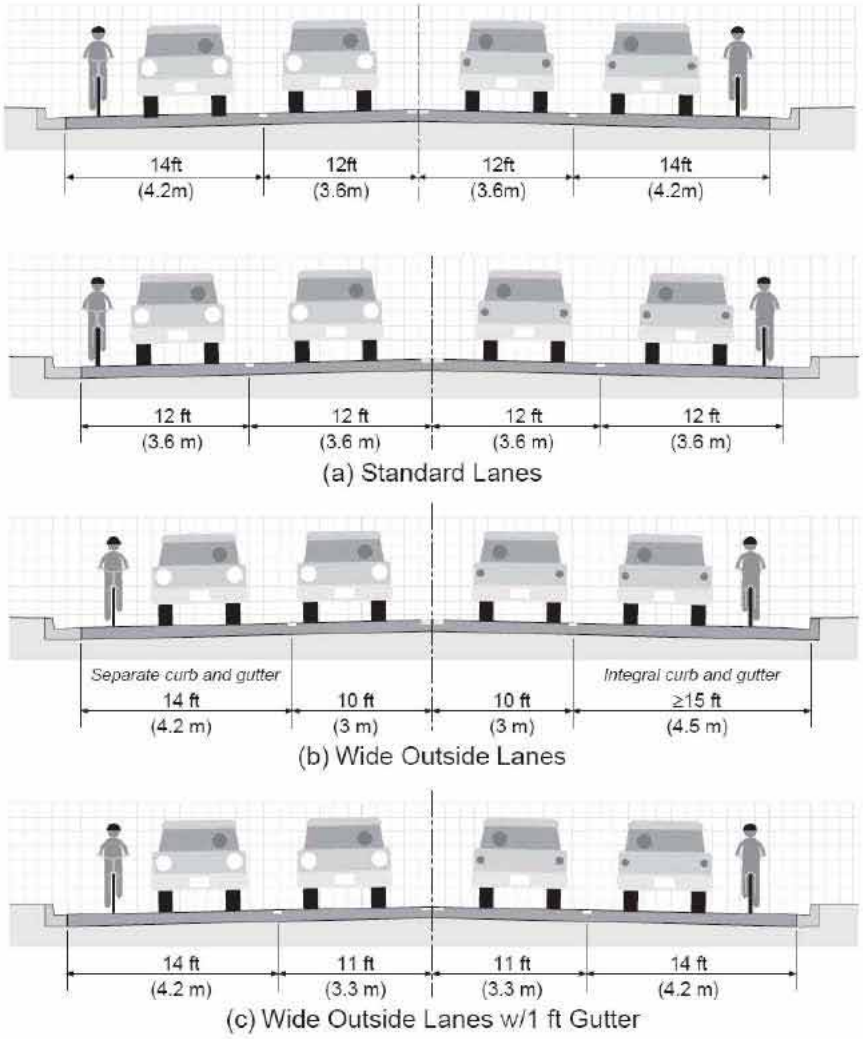


Illustration 2-9: Bicycle Lanes

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

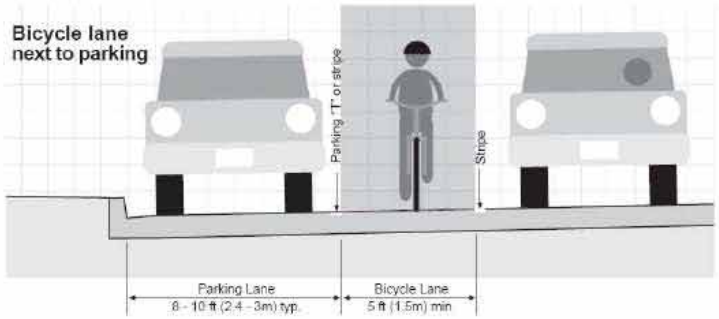
Defined
A bicycle lane is a portion of the roadway designated for exclusive or preferential use by bicyclists. Bicycle lanes are always one-way facilities and are identified with pavement markings and signing.

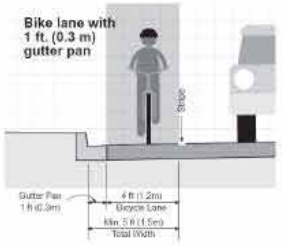
Guidelines for Use
Bicycle lanes are the preferred bicycle facility on higher volume urban and suburban roadways (i.e., collector and arterial streets) but are seldom justified on residential streets.

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.





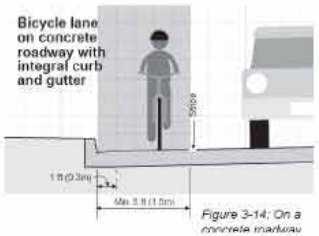
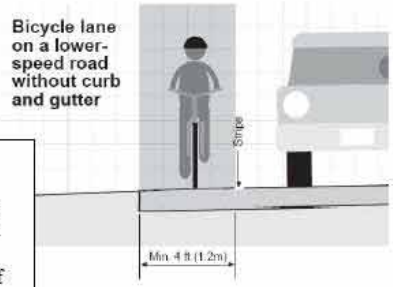
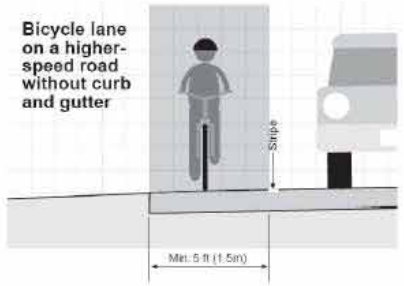
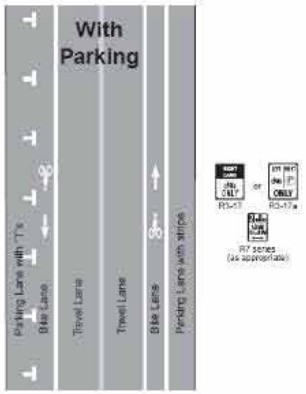


Figure 3-14: On a concrete roadway





Standard bicycle lane markings



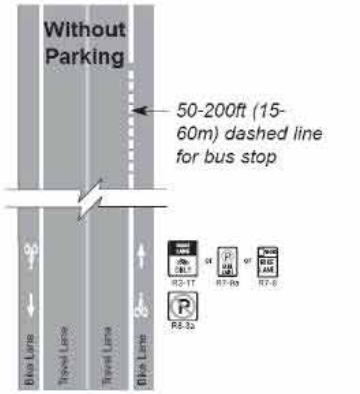
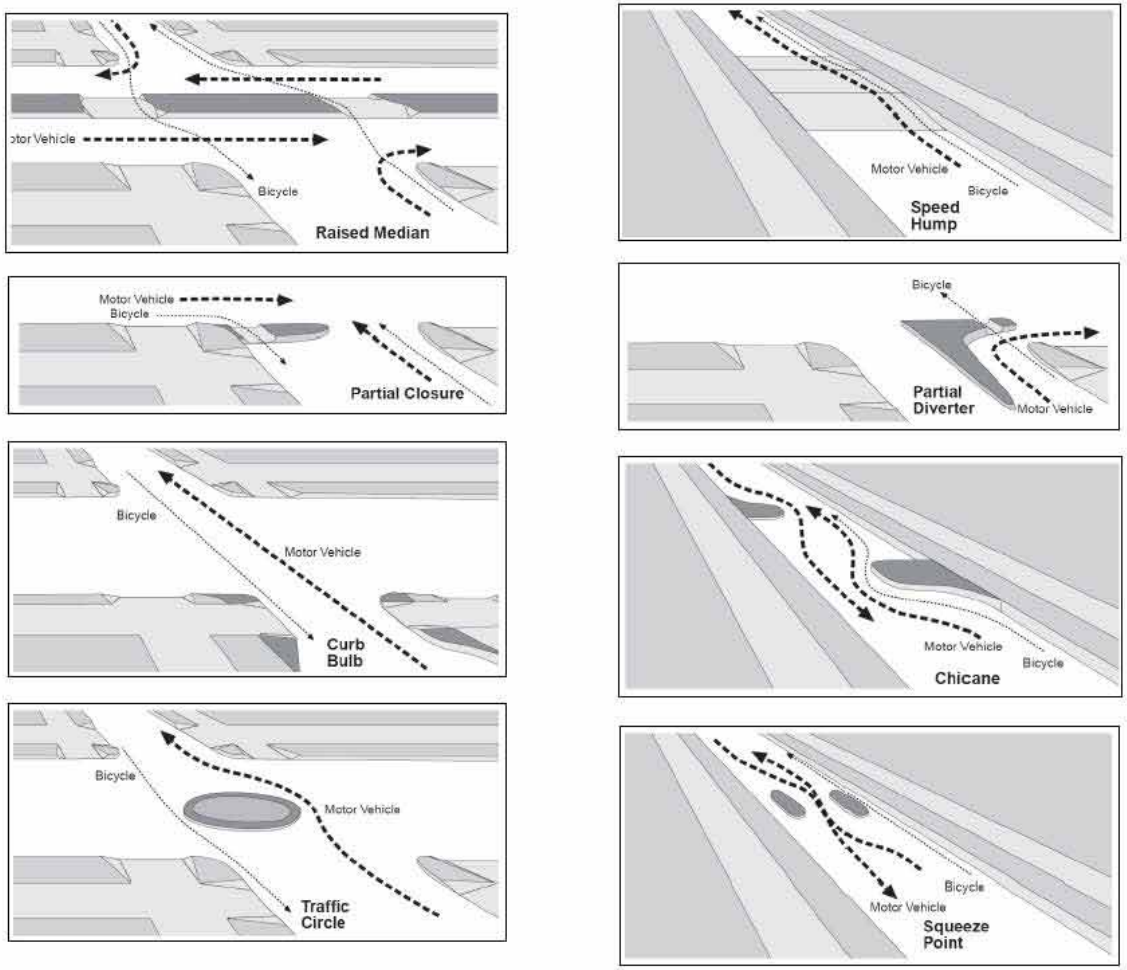


Illustration 2-10: Traffic Calming, Underpasses, and Overpasses

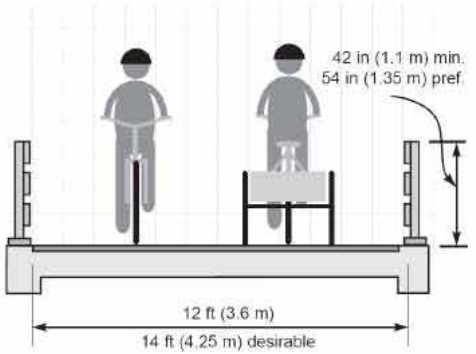
Village of Ashwaubenon Bicycle and Pedestrian Plan

Other Related Engineering Improvements: *Traffic Calming, Underpasses, Overpasses*

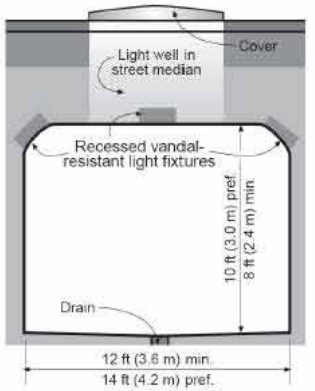
Traffic Calming Measures



Underpass and Overpass Design



Multi-Use Trail Bridge/Overpass Design



Multi-Use Trail Underpass Design

Illustration 2-11: Alternate Side On-Street Parking

Village of Ashwaubenon Bicycle and Pedestrian Plan

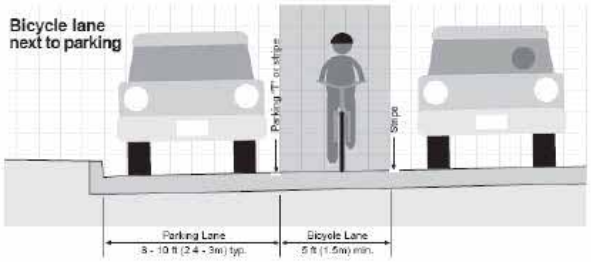
Other Related Engineering Improvements: *Alternate Side On-Street Parking*

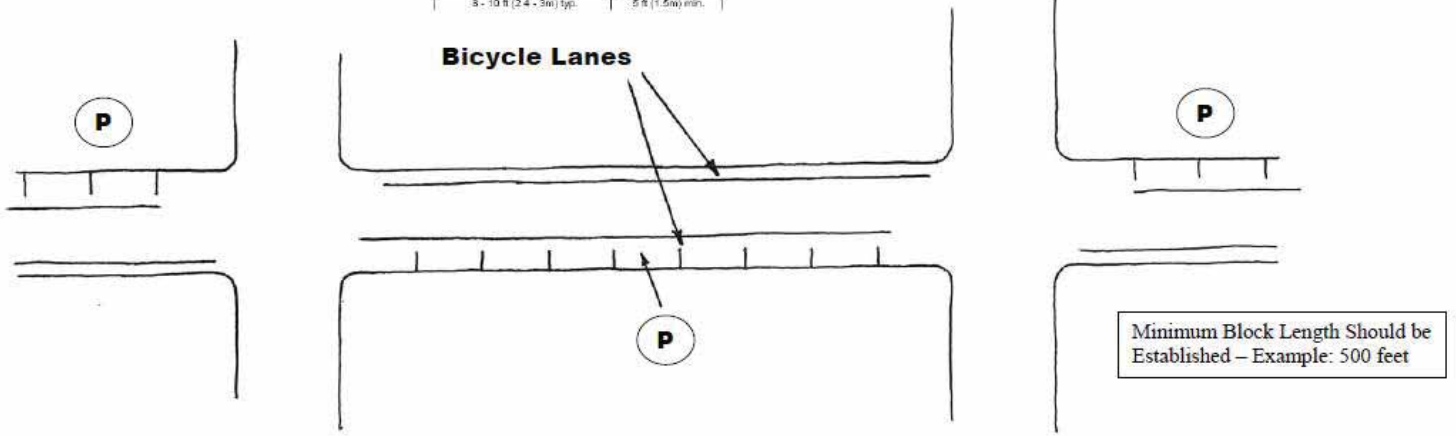
Defined

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.





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. This update to the plan was prepared in 2017 in coordination with the Village of Ashwaubenon Bike and Pedestrian Committee. Public participation took place throughout the original 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:

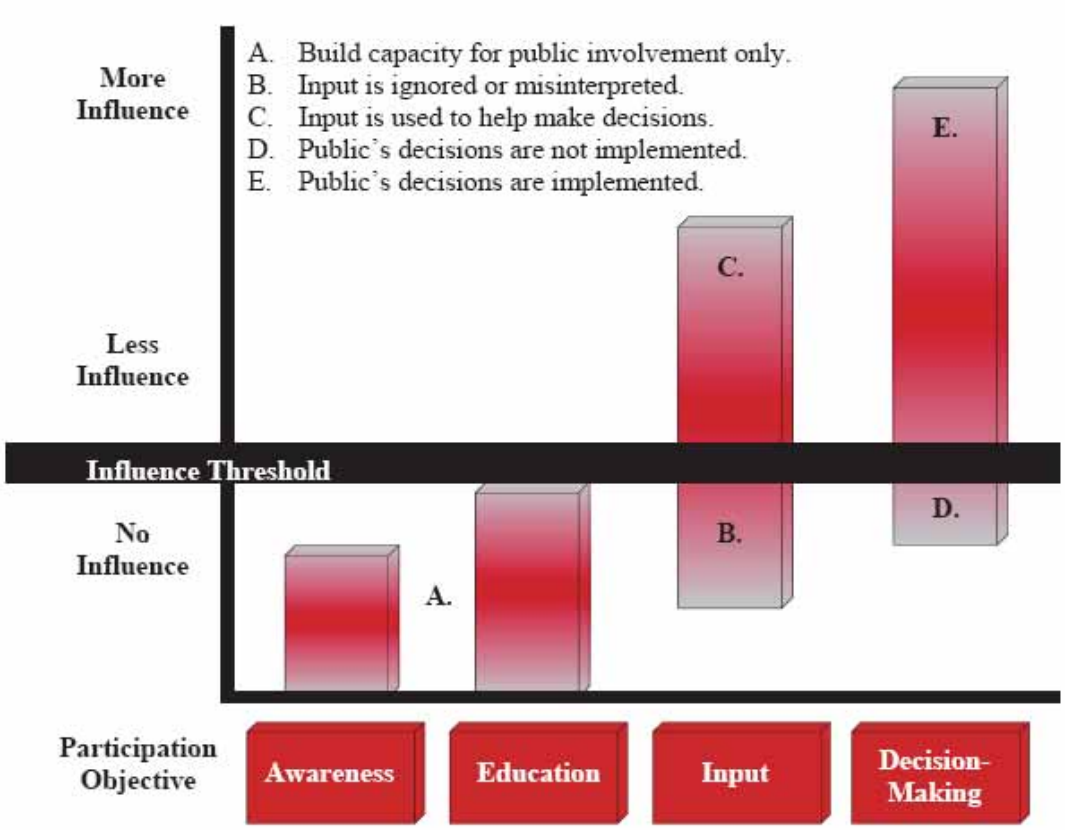
- Planning process kick-off, stakeholder identification (one meeting)
- Issues, opportunities, and desires (one meeting)
- Destinations and barriers (one meeting)
- Vision, goals, and objectives (two meetings)
- Alternatives analysis and selections (four meetings)

- 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
- Performing a survey of approximately 700 residents in the vicinity of Cormier Road to determine the general opinion toward the inclusion of sidewalks on the south side of Cormier Road from Hock Street to Shady Lane. Results of the survey are included in Appendix A.

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

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.

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.

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, Titletown District, Community Center, and the Resch Center, for example. Retail commercial corridors along Oneida Street/CTH AAA and Lombardi Avenue/CTH VK were also identified.

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, Vanderperren 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.

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.

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.

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) talk in generalities

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. 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.

4.3 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. The *Wisconsin Guide to Pedestrian Best Practices* is 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.

Although the Village of Ashwaubenon does not have a comprehensive sidewalk network at this time, the Village, through its Bicycle and Pedestrian Committee, has been actively working to connect primary home to school walk routes, shopping areas, and high traffic areas with sidewalks to create safer pedestrian environments. 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. 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.

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.

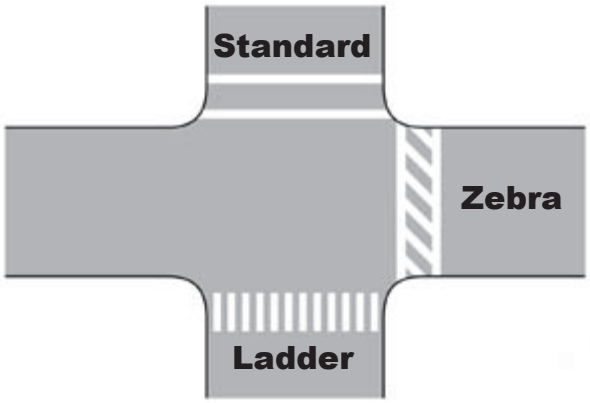
4.3.2 Crosswalks

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 2008 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 generally not varied for crosswalks with the exception of recently reconstructed thoroughfares such as S. Oneida Street and portions of Pilgrim Way and Mike McCarth Way. The accessibility of signal activation buttons is 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 two 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 such as adding countdown walk signals 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 for use by both pedestrians and bicyclists outside of parks include the Packerland Trail, the Industrial Park Trail, the Ashwaubomay River Trail, and Sand Acres Drive Trail.

4.3.4 Visually Narrowed Lanes (VNLs)

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.). The following streets have VNLs.

- Avondale Dr
- Balsam Wy
- S Broadway
- Morris Av
- North Rd
- Orrie Ln

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

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 creates the potential for vehicle conflicts with certain 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 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.

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

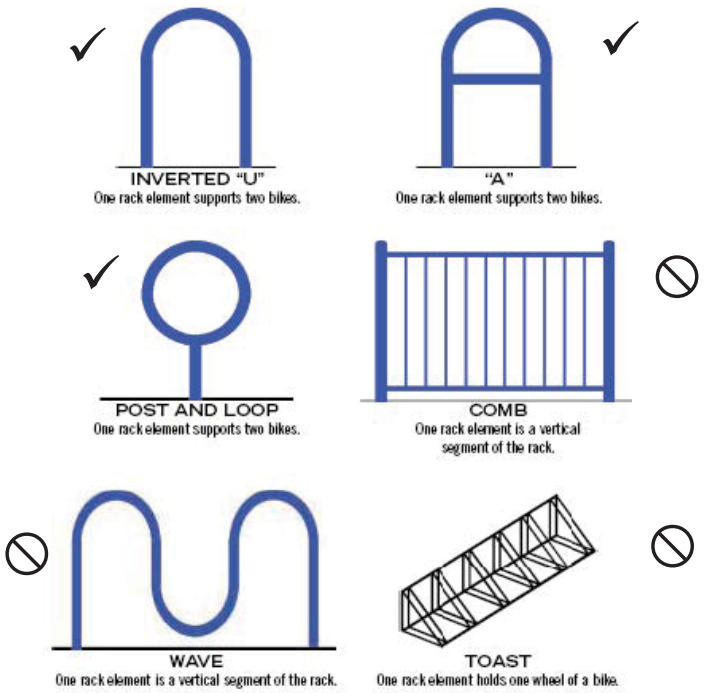
The analysis provided in section 4.3.4 relative to VNLs as pedestrian facilities also applies with regard to bicycle facilities. While VNLs can provide space for bicycling, they have many

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)

Types of bicycle parking racks typically 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. With the Bicycle and Pedestrian Committee now providing review of new development projects through the Village's Site Plan Review process, the availability of bicycle parking facilities are anticipated to increase.

4.5 Local Transit System Analysis

The Green Bay metropolitan area is served by the Green Bay Metro transit system which presently includes four routes in various portions of 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.

Of the four routes that serve different parts of the Village, the Yellow Line (Route #10) currently serves as a circulator entirely within Ashwaubenon. Route #10 provides service to Bay Park Square Mall and Oneida Street shopping district, Broadway, Hansen Road, South Packerland Drive, and Parkview Road. Additional parts of the Village are served by portions of the Green Line (Route #8), Tan Line (Route #9), and Brick Line (Route #17). Overall, the Village of Ashwaubenon is well served by Green Bay Metro Transit.

4.6 Safety and Crash Analysis

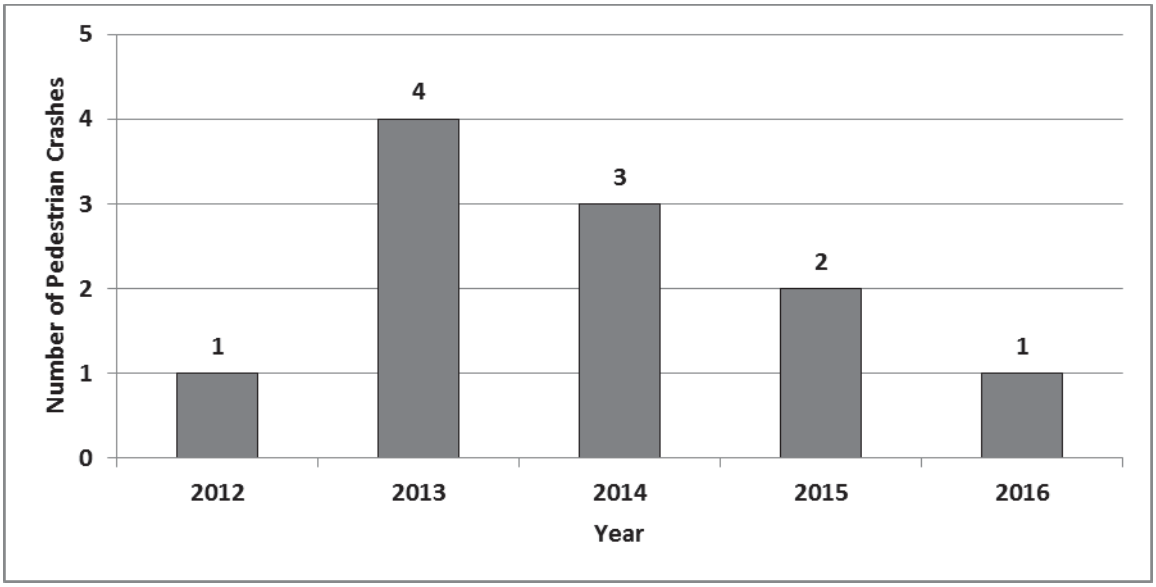
Safety is a primary driver of the need for pedestrian and bicycle transportation planning as reflected in the vision statement and many other components of this plan. While it can be argued that the safety of walking and bicycling in the village is generally good today, the potential price of unsafe 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 bussed 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 2012 through 2016 have been analyzed to provide context for the update of this plan. Maps 8, 9, and 10 provide the locations of motor vehicle with pedestrian and bicycle crashes for the years 2012 through 2016. These data 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 relatively small, indicating that from one standpoint, walking and biking in Ashwaubenon are generally safe activities. 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.

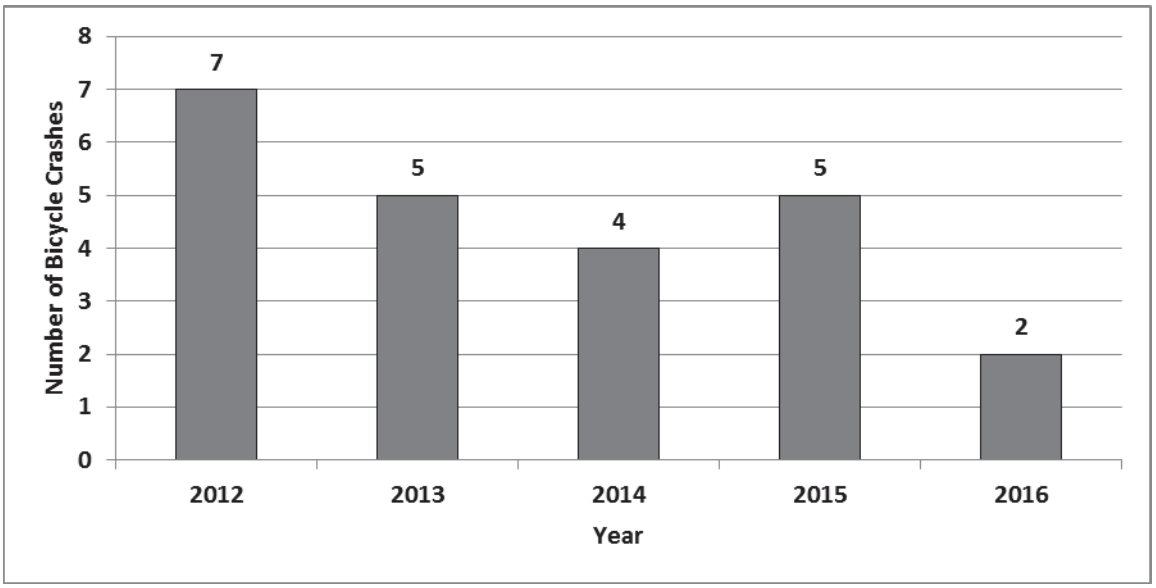
Illustration 4-3: Number of Pedestrian Crashes per Year, Ashwaubenon



Source: WisDOT and Brown County Planning Commission, 2017.

The number of reported pedestrian with motor vehicle crashes for the years 2012 though 2016 are depicted in Illustration 4-3. There were 11 total crashes involving pedestrians over this five year period, representing an average of just over two crashes per year. Of these 11 crashes, one crash involved a juvenile, eight involved adults, and two ages were not identified. Just over half of pedestrian crashes (6 out of 11) occurred at an intersection.

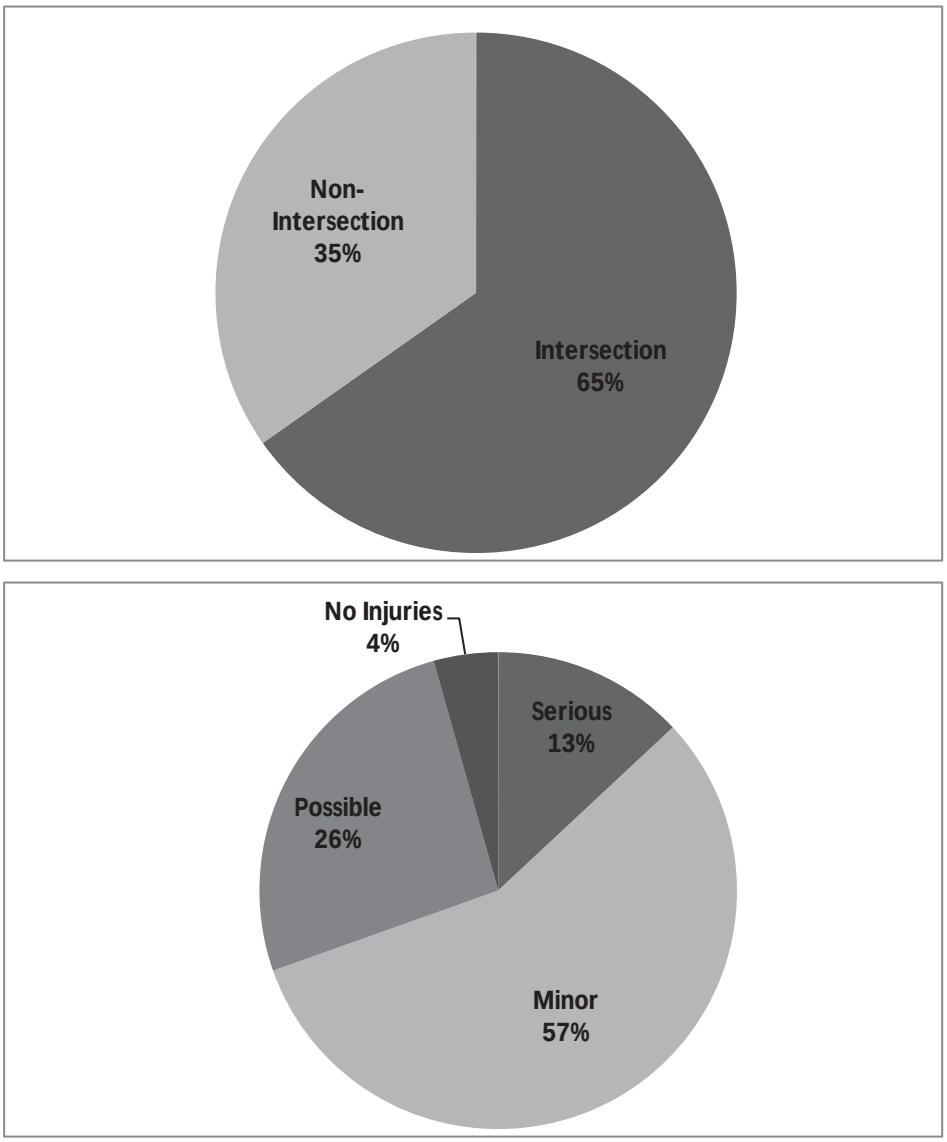
Illustration 4-5: Number of Bicycle Crashes per Year, Ashwaubenon



Source: WisDOT and Brown County Planning Commission, 2017.

The number of reported bicyclists with motor vehicle crashes for the years 2012 through 2016 are depicted in Illustration 4-5. There were 23 total crashes involving bicyclists over this five year period, representing an average of between four and five crashes per year. Of these 23 crashes, seven involved juveniles riding bikes and 16 involved adults riding bikes.

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



Source: WisDOT and Brown County Planning Commission, 2017.

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, almost two-thirds of bicycle crashes occurred in intersections.

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

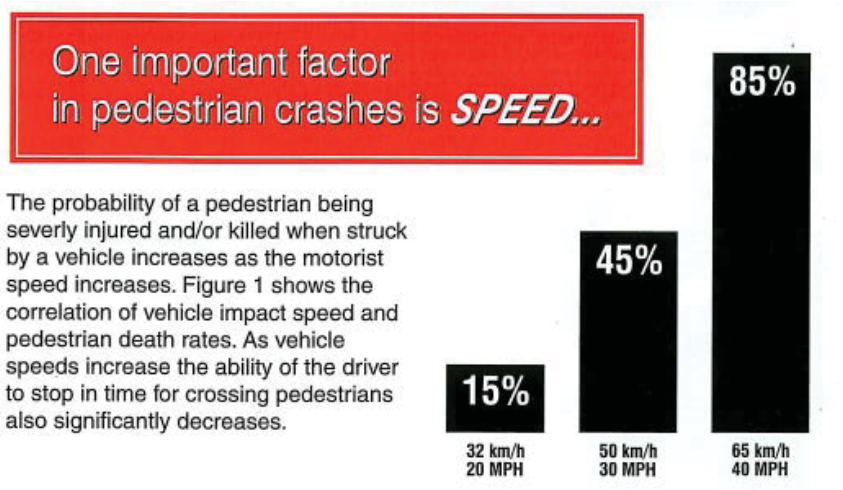


Figure 1: Pedestrian's chances of death if hit by a motor vehicle (Ref. UKDOT)

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.

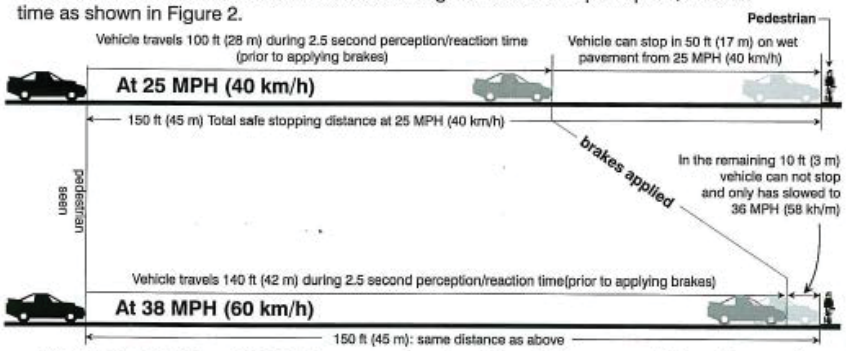


Figure 2: Relationship between safe stopping distance and travel speed

For more information (or copies) contact: Leverson 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: Leverson Boodlal, P.E.

Source: U.S. Department of Transportation
Federal Highway Administration

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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 retail/mall area, and the stadium entertainment district.

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. Continue Bike and Pedestrian Committee input into the site plan review process.

3. 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 2020.

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 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, public safety officers, and community development professionals.

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 should 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).

7. Visual clearance areas should 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)

8. 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.

9. When stormwater drainage grates are installed or replaced, bicycle safe design and placement should be used in accordance with WisDOT standards and guidelines.

10. When new or reconstructed railroad crossings are installed, bicycle safe design should 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.

11. The design of bicycle lanes should include bicycle actuated traffic signals.

12. 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)

13. Sidewalks must be cleared of snow within 24 hours of a snowfall. Where sidewalks are not cleared in compliance with village ordinances, village crews clear the sidewalk with the cost assessed to the abutting property owner.

14. Pedestrian signal buttons should 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).

15. 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. 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

18. 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.

19. The design of new streets should 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)

20. The village should require pedestrian and bicycle enforcement training for all law enforcement officers.

21. The village Parks, Recreation, and Forestry Department should offer programming for pedestrians and bicyclists.

22. 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.).

23. The village should work with the school district to incorporate pedestrian and bicycle safety education into the curriculum.

24. 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

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.

The "Four E's"

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

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

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

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

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

Table 6-1: Pedestrian Transportation System Engineering Recommendations

Recommendation	Facility Type	Estimated Construction Cost (in 2018 dollars)	Notes
General			
1. S. Ridge Road	Sidewalk		Both sides from Cormier to Valley View
2. Orrie	Sidewalk		Both sides from Cormier to Titletown District
3. Marlee	Sidewalk		Both sides from Orlando to Titletown District
4. Brookwood	Sidewalk		Both sides
5. I-41	Multi-Use Path		From Cormier to Morris. Connects Pilgrim Way to Morris Avenue
6. Argonne Street	Sidewalk		Both sides to Morris due to concerns over increased vehicle traffic
7. Waube Lane	Sidewalk		Both sides from S. Ridge Road to I-41.
8. S. Oneida Street	Sidewalk		East side from I-41 to Van's Honda
9. S. Oneida Street	Sidewalk		East side from Van's Honda to Hansen Road
10. Allied Street	Sidewalk		Both sides from Griffiths to Waube
11. Ashwaubomay Trail Extension	Multi-Use Path		Extend north to the National Railroad Museum and south to the Brown County Fairgrounds.

12. Mike McCarthy Way	Sidewalk		Both sides from Holmgren to Ashland
13. Cormier Road	Sidewalk		South side from Hock Street to Shady Lane
14. Cormier Road	Sidewalk		Both sides from Shady Lane to Packerland Drive
15. W Main Avenue	Multi-Use Path		South side from I-41 to Sand Acres
16. Ashland Avenue	Intersection Improvements		Improve pedestrian crossing safety at intersections with Potts, Hansen, Pilgrim, and Cormier.
17. Shady Lane	Crosswalk		Add a crosswalk to connect the Sherwood Forest Park Trail. Add curb extensions when Shady is reconstructed.
18. Shady Lane	Sidewalk		West side from Cormier north to Hazelwood.
19. Shady Lane	Sidewalk		East Side from Cormier south to Smith Park Shelter Trail.
Highway 172			
20. STH 172 and Babcock Road	Intersection Improvements		Depending on future plans for access control along STH 172, this intersection may have high importance for pedestrian movement.
21. STH 172 west of I-41	Pedestrian Overpass		Grades and open space make this a feasible location for a pedestrian overpass.
22. Claude Allouez (STH 172) Bridge	Multi-Use Path		Include pedestrian/bicycle accommodation with a separated multi-use path.
Oneida Street Area			
23. Hansen Road	Sidewalk		North side from Oneida to Holmgren and south side from Viking to Holmgren.
24. S. Ridge Road	Sidewalk		East side from Hansen to Waube
25. Cormier Road	Sidewalk		South side from San Luis Place to Holmgren Way
Safe Routes to School			
26. North Road	Multi-Use Path		Direct school route connects northern neighborhoods to proposed STH 172 pedestrian overpass.

Additional Engineering Recommendations

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

- Use curb ramps that open at a 90 degree angle to an intersection which allow a pedestrian or wheelchair to enter a crosswalk directly. Curb ramps that open at a 45 degree angle can force a pedestrian or wheelchair to first step out into traffic, and motorists may have a hard time interpreting the pedestrian's intended direction of travel. 90 degree curb ramps also have the advantage of providing a shorter street crossing distance and serving as a traffic calming device through a tighter curve radius.

- Improve the marking and maintenance of crosswalks in accordance with AASHTO standards and guidelines. Classify the importance of crosswalks and increase the level of marking for places where both pedestrian and motor vehicle traffic are high. For example, use textured (high visibility/stenciled) crosswalks for the most important crosswalks, and rely on basic pavement markings in places of lower potential conflict.

- Improve crosswalks signals. Classify the importance of crosswalks and use other signals or other enhancements where both pedestrian and motor vehicle traffic are high. For all crosswalks, improve the accessibility of signal activation buttons keeping all potential users in mind.

- Work toward the improvement of transit stops, potentially adding hard surfaces (for loading and unloading), shelters, lighting, and benches. Prioritize improvements using transit ridership data, and consider in further detail the specific responsibilities for making transit improvements.

- Pursue opportunities to complete the pedestrian transportation system with supporting improvements in key locations such as lighting and street furniture.

- Encourage the conversion of abandoned railroad bridges over the Fox River to multi-use path bridges. This will help provide additional linkages to and from surrounding communities.

- Implement Safe Routes to School.

Countdown Crosswalk Signal

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

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.

- 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.

- Support efforts to install 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 two years)
- Short term (within five years)
- Medium term (six to 10 years)
- Long term (more than 10 years)

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

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

Table 6-2: Bicycle Transportation System Engineering Recommendations

Recommendation	Facility Type	Estimated Construction Cost (in 2018 dollars)	Notes
Short Term (within 5 years)			
1. Morris Avenue	Wide Outside Lanes	Cost of signage	Very important bicycle corridor
2. Holmgren Way	Wide Outside Lanes	Cost of signage	North of Hansen, restripe the vehicle lanes when the existing paint wears off to achieve wide outside lanes.
3. Shady Lane	On-Street Accommodation	Cost of signage	Existing street too narrow without removing parking. Secondary route.
4. Balsam Way	On-Street	Cost of signage	Existing street too narrow

	Accommodation		without removing parking. Secondary route.
5. Buffalo Street	On-Street Accommodation	Cost of signage	Existing street too narrow without removing parking. Secondary route.
6. Babcock Road	On-Street Accommodation	Cost of signage	Existing street too narrow without removing parking. Importance of route depends on future access control / intersections along STH 172.
7. Hansen Road / Carole Lane	Bicycle Lanes	Cost of paint and signage	Very important bicycle corridor and extension of existing bike lanes. Special considerations for intersection with S. Ridge Road.
8. S. Ridge – Hansen to Waube	Bicycle Lanes	Cost of paint and Bike Route signage	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.
9. Commodity Lane	Wide Outside Lanes	Cost of signage	A secondary route, but few conflicts. Parking is already prohibited.
10. Parkview Road	Wide Outside Lanes	Cost of signage	A secondary route, but few conflicts. Improve the railroad crossings over the longer term.
11. Holmgren Way from Hansen to Glory	Bicycle Lanes	Cost of paint and signage	South of Hansen, adequate space for retrofit if on-street parking is removed. (one or both sides).
12. Spirit Way	Wide Outside Lanes	Cost of signage	A secondary route, but few conflicts.
13. North Road	On-Street Accommodation	Cost of signage	
14. S. Packerland	Multi-Use Path		Extension of existing path
15. Grant	Multi-Use Path		Complete loop around SW Ashwaubenon
16. W Main Avenue	Multi-Use Path		Connect existing paths
Medium Term (6-10 years)			
17. Pioneer Drive / Skylark Drive	Wide Outside Lanes		May require use of alternate side parking in narrower sections of this route.
18. S. Ridge Road	Wide Outside Lanes		Will become an important

			route as development takes place in Sand Acres area. Work toward parking reconfiguration to make room for retrofit.
19. Ashwaubomay Trail Extension (north and south)	Multi-Use Path		Connect existing trail to National Railroad Museum and Brown County Fairgrounds.
20. STH 172 and Babcock Road	Intersection Improvements		Depending on future plans for access control along STH 172, this intersection may have high importance for pedestrian movement.
21. STH 172 west of I-41	Pedestrian overpass		Grades and open space make this a feasible location for a pedestrian overpass.
22. Claude Allouez (STH 172 Bridge)	Multi-Use Path		Include pedestrian/bicycle accommodation with a separated multi-use path.
Long Term (More than 10 years)			
23. Fernando Drive	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.

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.).

- Many of the pedestrian recommendations found in Section 6.1.1 would also benefit bicyclists.

- Implement Safe Routes to School.

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.

- Take advantage of existing programs, curriculum, and educational tools. Quality materials have been developed by the state and federal government and by private organizations such as the League of American Bicyclists and Smart Cycling.

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.

- Hold bicycle events and incorporate them into park and recreation programming.

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	Administer-ing 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)	Jessica Terrien (920) 662-5121 Jessica.terrien@ 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	Up to 50% cost sharing assistance; dependent on federal funding	May 1	A comprehensive outdoor recreation plan is required to participate	DNR	Jessica Terrien (920) 662-5121 Jessica.terrien@ 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, including trails and bicycle paths.	Up to 50% match per project	May 1	A comprehensive outdoor recreation plan is required to participate	DNR	Jessica Terrien (920) 662-5121 Jessica.terrien@ wisconsin.gov
Urban Green Space Program (UGS)	To acquire or develop outdoor recreation areas, including trails and bicycle paths.	Up to 50% match per project	May 1	A comprehensive outdoor recreation plan is required to participate	DNR	Jessica Terrien (920) 662-5121 Jessica.terrien@ 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.	Up to 50% match per project	May 1	A comprehensive outdoor recreation plan is required to participate	DNR	Jessica Terrien (920) 662-5121 Jessica.terrien@ 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	Up to 50% match per project	May 1	A comprehensive outdoor recreation plan is required to participate	DNR	Jessica Terrien (920) 662-5121 Jessica.terrien@ wisconsin.gov
Transportation Alternatives Program (TAP) – Incorporates TE, SRTS, and BPFP (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 (BPFP)	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
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 Financing (TIF)	Promote growth and economic development within a community		N/A		Village of Ashwaubenon	Allison Swanson (920) 492-2327 aswanson@ ashwaubenon.com

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 Committee
   Department of Public Works
   Department of Parks, Recreation, and Forestry
   Brown County Highway Department
   WisDOT
   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 Committee
   Department of Public Works
   Department of Parks, Recreation, and Forestry
   Brown County Highway Department
   WisDOT
   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

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 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
   Potential Funding Source: Appropriate public facilities budgets

9. Task: Evaluate demand for installation of sidewalks within neighborhoods through resident surveys.
   Responsible Parties: Bicycle and Pedestrian Committee
   Potential Funding Source: Committee operating budget

Education Actions

10. Task: Create a village ad-hoc or advisory committee to develop a pedestrian and bicycle safety education strategy
    Responsible Parties: Bicycle and Pedestrian 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 Code to include bicycle parking requirements
    Responsible Parties: Bicycle and Pedestrian Committee
    Plan Commission, Planning Department
    Village Board
    Timing: Within two years
    Potential Funding Source: Regular operating budget

16. Task: Launch a road hazard identification program
    Responsible Parties: Street Department
    Timing: Within two years
    Potential Funding Source: Routine maintenance

Ongoing Planning Actions

17. Task: Review the Comprehensive Pedestrian and Bicycle Plan
    Responsible Parties: Bicycle and Pedestrian Committee
    Timing: Annually
    Potential Funding Source: Committee operating budget

18. Task: Update the Comprehensive Pedestrian and Bicycle Plan
    Responsible Parties: Bicycle and Pedestrian Committee
    Community Development Department
    Timing: Every five years
    Potential Funding Source: Committee operating budget

19. Task: Participate in the village budgeting process
    Responsible Parties: Bicycle and Pedestrian Committee
    Timing: Annually
    Potential Funding Source: Committee operating budget

Maps

Map 1

Village of Ashwaubenon Bike and Pedestrian Plan

Pedestrian Facility Priorities

Shady (West side)

Cormier (Both sides)

Shady (East side)

Babcock/STH 172 Intersection

Pedestrian Overpass to Pioneer School

Hansen (South side)

S. Ridge (East side)

Waube (North side)

S. Packerland (West side)

Grant (North side)

Marlee (Both sides)

Shady (Improved Crosswalk)

North (South side)

W Main (South side)

Allied (Both sides)

Brookwood (Both sides)

Orrie (Both sides)

S. Ridge (East side)

Cormier (South side)

Mike McCarthy (Both sides)

Ashland/Potts Intersection

Morris (North side)

Cormier (South side)

Ashland/Pilgrim Intersection

Ashland/Cormier Intersection

Hansen (North side)

Ashwaubomay Trail Extension (North)

STH 172 Bridge Path

Ashland/Hansen Intersection

Ashwaubomay Trail Extension (South)

Fox River

Planned

- Sidewalks
- Multi-Use Trails

Existing

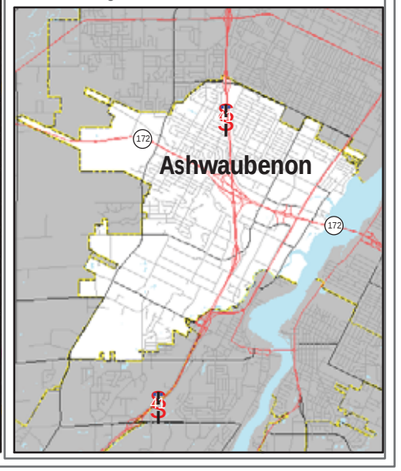
- Sidewalks
- Multi-Use Trails

Municipal Boundary

N

0 550 1,100 2,200 3,300 4,400 Feet

Map Prepared: 4/2018 AMS
Aerial Photography: 4/2017
Source: Village of Ashwaubenon

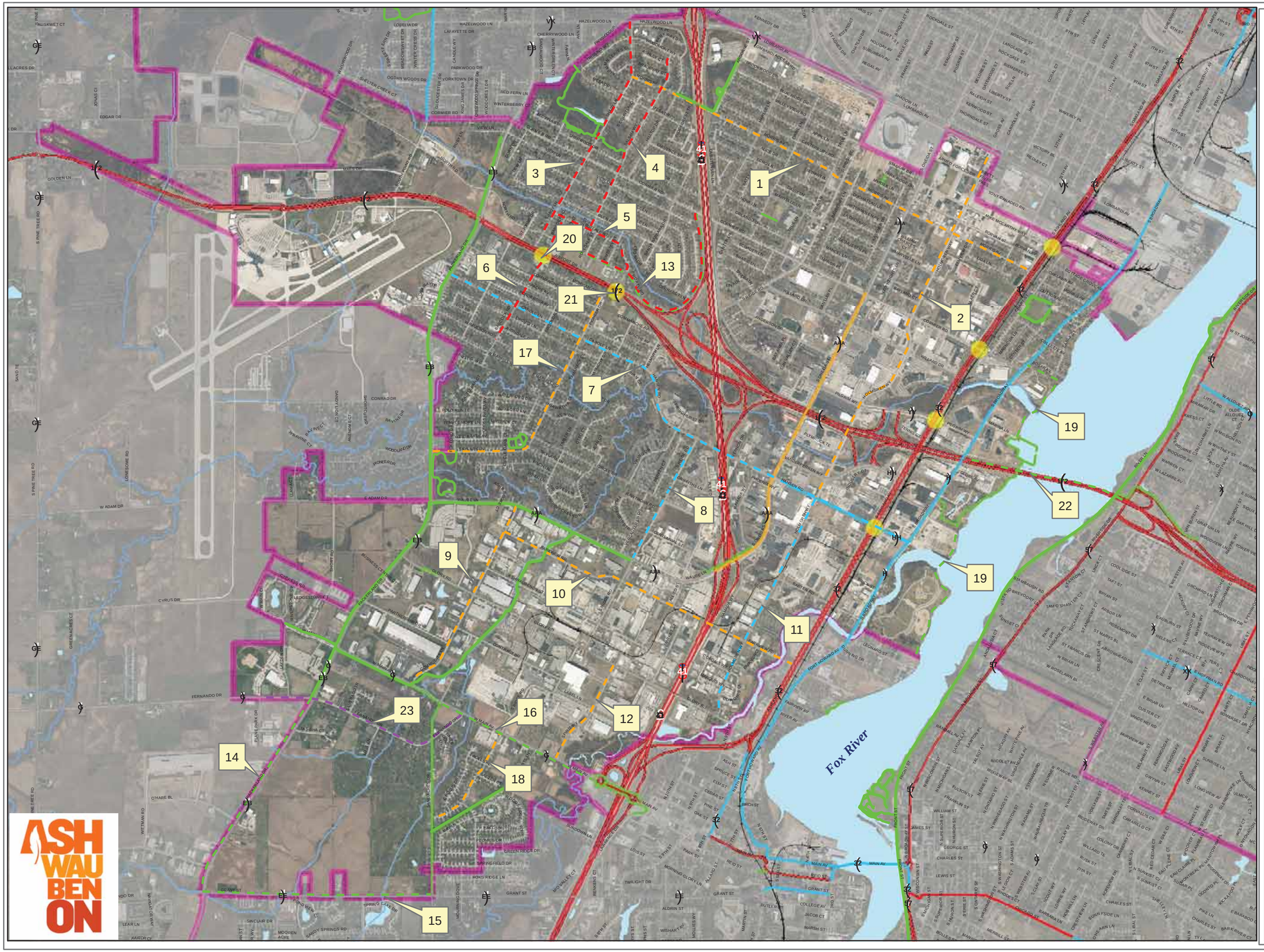


Map 2

Village of Ashwaubenon Bike and Pedestrian Plan

Bicycle Facility Priorities

Numbers are keyed to Table 6-2



Planned

- Bicycle Lane
- Multi-Use Trail
- On-Street Bicycle Route
- Paved Shoulder
- Wide Curb Lane

Existing

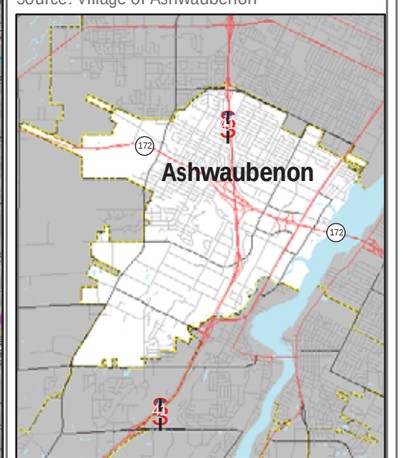
- Bike Lane
- Wide Curb Lane
- Multi-Use Trails

Municipal Boundary

F

0 600 1,200 2,400 3,600 4,800 Feet

Map Prepared: 4/2018 AMS
Aerial Photography: 4/2017
Source: Village of Ashwaubenon



Map 3

Village of Ashwaubenon Bike and Pedestrian Plan

Functional Classification

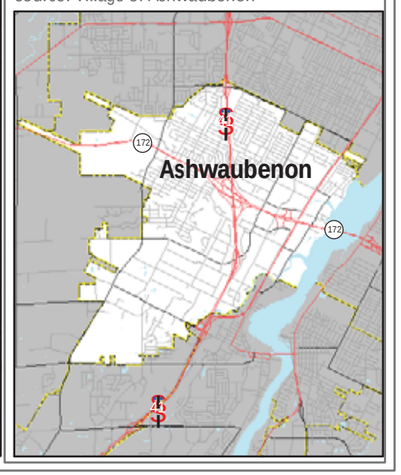
- Principal Arterial
- Minor Arterial
- Collector
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector

Municipal Boundary

N

0 600 1,200 2,400 3,600 4,800 Feet

Map Prepared: 12/2017 AMS
Aerial Photography: 4/2017
Source: Village of Ashwaubenon



ASHWAUBENON

Map 4

Village of Ashwaubenon Bike and Pedestrian Plan

Average Daily Traffic Counts (ADT)

Hazelwood Ln.
2015: 9,500
2009: 9,600
2006: 9,000

Shady Ln.
2009: 2,800

Cormier Rd.
2015: 5,900
2012: 7,600
2009: 7,900

Morris Ave.
2009: 1,700

Lombardi Ave.
2015: 19,000
2012: 18,400
2009: 21,800

Packerland Dr.
2015: 12,400
2013: 14,000
2009: 13,300

S. Ridge Rd.
2015: 7,800
2012: 7,600
2009: 8,600

Oneida St.
2015: 13,100
2012: 16,700
2009: 15,200

Holmgren Way
2015: 7,200
2009: 7,400

Morris Ave.
2009: 2,900

Ashland Ave.
2015: 25,000
2012: 21,500
2009: 19,500

STH 172
2015: 16,200
2012: 17,200
2009: 18,300

Carole Ln.
2015: 2,400
2012: 2,400
2009: 3,000

Babcock Rd.
2015: 5,600
2009: 5,500

Cormier Rd.
2015: 7,200
2012: 7,600
2009: 8,100

Pioneer Dr.
2009: 1,200

Anderson Dr.
2009: 2,200

Cormier Rd.
2015: 6,800
2012: 6,500
2009: 7,800

Oneida St.
2015: 23,400
2009: 21,200
2006: 20,900

Packerland Dr.
2015: 12,200
2009: 11,400
2006: 9,300

Waube Ln.
2015: 5,300
2009: 5,500
2006: 6,000

Circle Dr.
2009: 2,300

Holmgren Way
2012: 14,300
2009: 13,200

Hansen Rd.
2015: 9,100
2012: 8,000
2010: 8,800

S. Ridge Rd.
2015: 3,900
2009: 3,000
2006: 3,300

Oneida St.
2015: 13,900
2009: 18,800
2010: 18,500

S. Broadway
2015: 4,600
2012: 4,600
2009: 5,800

Packerland Dr.
2015: 8,800
2009: 9,400

Ashland Ave.
2015: 21,200
2012: 19,500
2009: 15,700

Parkview Rd.
2015: 3,800
2012: 4,700
2009: 5,100

S. Ridge Rd.
2009: 1,400

I-41
2012: 59,300
2009: 65,000
2008: 64,800

Fernando Dr.
2012: 1,600
2009: 1,600
2006: 1,800

W. Main Ave.
2015: 12,300
2012: 10,300
2009: 12,000

Grant St.
2015: 8,300
2012: 6,600
2009: 4,900

Packerland Dr.
2009: 4,000

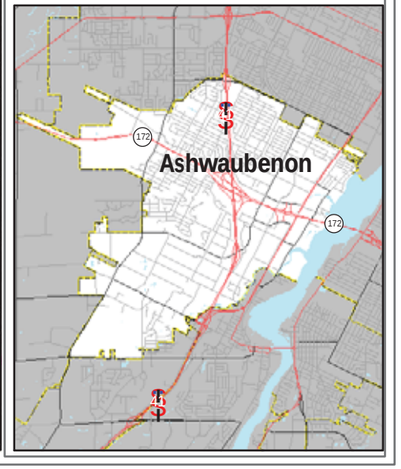
Fox River

Street
Year: ADT

Municipal Boundary

0 600 1,200 2,400 3,600 4,800 Feet

Map Prepared: 12/2017 AMS
Aerial Photography: 4/2017
Source: WisDOT, Village of Ashwaubenon



Map 5

Village of Ashwaubenon Bike and Pedestrian Plan

Existing Pedestrian Facilities

Sidewalks

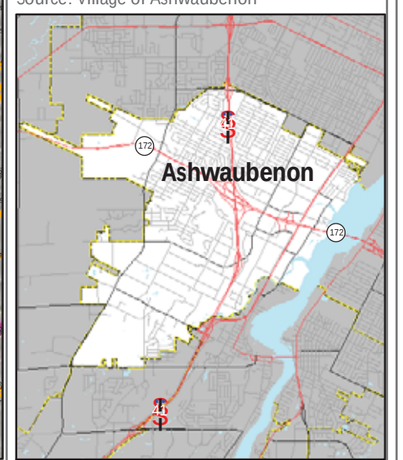
Multi-Use Trails

Municipal Boundary

F

0 600 1,200 2,400 3,600 4,800 Feet

Map Prepared: 12/2017 AMS
Aerial Photography: 4/2017
Source: Village of Ashwaubenon



ASHWAUBENON

Map 6

Village of Ashwaubenon Bike and Pedestrian Plan

Green Bay Transit Bus Routes

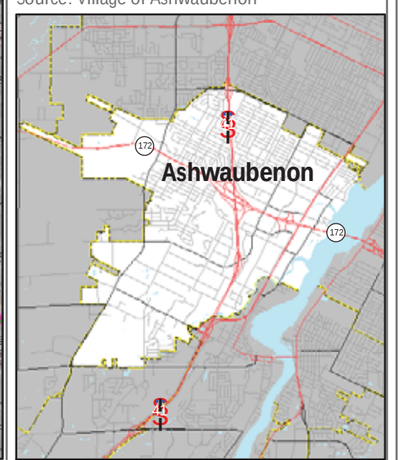
- Route #5 Plum Line
- Route #8 Green Line
- Route #9 Tan Line
- Route #11 Sky Line
- Route #10 Yellow Line
- Route #17 Brick Line

Municipal Boundary

F

0 600 1,200 2,400 3,600 4,800 Feet

Map Prepared: 12/2017 AMS
Aerial Photography: 4/2017
Source: Village of Ashwaubenon



ASHWAUBENON

Map 7

Village of Ashwaubenon Bike and Pedestrian Plan

Reported Pedestrian Crashes 2012-2016

- Serious Injury
- Minor Injury
- Possible Injury
- No Injuries

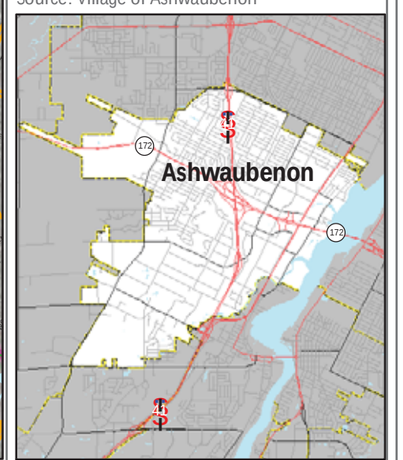
- Sidewalks
- Multi-Use Trails

- Municipal Boundary

F

0 600 1,200 2,400 3,600 4,800 Feet

Map Prepared: 12/2017 AMS
Aerial Photography: 4/2017
Source: Village of Ashwaubenon



ASHWAUBENON

Map 8

Village of Ashwaubenon Bike and Pedestrian Plan

Reported Bicycle Crashes 2012-2016

- Serious Injury
- Minor Injury
- Possible Injury
- No Injuries

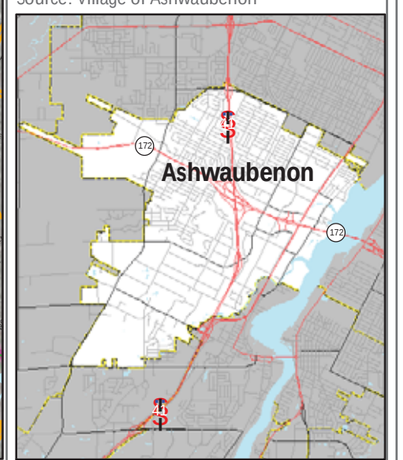
- Sidewalks
- Multi-Use Trails

- Municipal Boundary

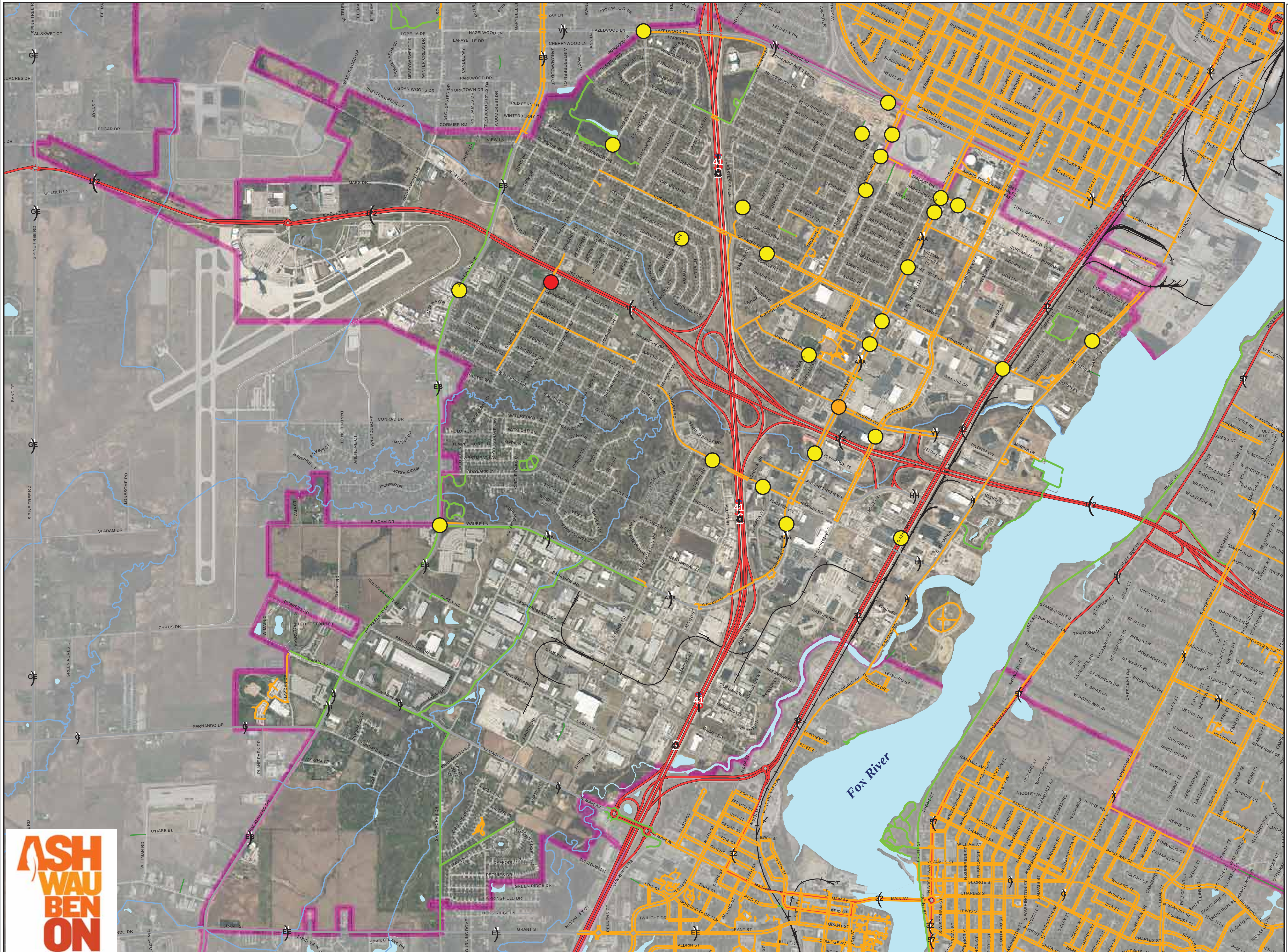
F

0 600 1,200 2,400 3,600 4,800 Feet

Map Prepared: 12/2017 AMS
Aerial Photography: 4/2017
Source: Village of Ashwaubenon



ASHWAUBENON



Map 9

Village of Ashwaubenon Bike and Pedestrian Plan

Pedestrian and Bicycle Crash Hot Spots - 200 Foot Radius 2012-2016

- 3 Crashes
- 2 Crashes
- 1 Crash

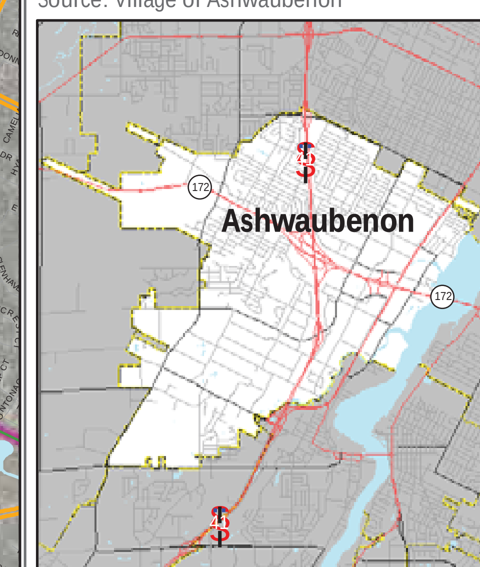
- Sidewalk
- Bike Lane
- Wide Curb Lane
- Multi-Use Trails

- Municipal Boundary

F

0 600 1,200 2,400 3,600 4,800 Feet

Map Prepared: 12/2017 AMS
Aerial Photography: 4/2017
Source: Village of Ashwaubenon



Appendix A – Cormier Road Sidewalk Survey Results

2018

Cormier Road Sidewalk Survey

Village of Ashwaubenon

2/6/2018

Do you feel Cormier Road traffic is too intense to walk safely on the south side of the Road, or too intense to cross over to the north-side sidewalk?

	Answer	Value	Percent
1	It's too intense/unsafe	162	67%
2	It's currently safe to walk on the south side or cross	79	33%

241 Responses

Would you be in favor or against a sidewalk being installed on the south side of Cormier Road, EAST of I-41, between Hock Street and Pilgrim Way?

	Answer	Value	Percent
1	Yes, I'm in favor of sidewalk installation at this location	170	71%
2	No, I am against sidewalk installation at this location	71	29%

241 Responses

Response	Please explain why you would be in favor of, or against the proposal:
1	If it makes things safer for pedestrian traffic then I would be in favor of the sidewalk.
2	I am in favor of a sidewalk only because of the presence of school children crossing during the school year
4	I dont use the sidewalk often but I do see a need for the students.
5	The partial sidewalk that was installed during the highway construction is not as usable as it could be if it were not somewhat of an island right now
6	I think it would be much safer for children and adults walking or jogging on the sidewalk instead of the road.
7	Much more safe for those walking
8	A sidewalk would be great if the kids would use it! Need to enforce no walking in the street.
9	With more parents working I see more children walk and biking to school and other village activities. I've lived off Cormier for 42 years and very few people do the speed limit on Cormier. It's like a race track at times. The adults are not watchijng for bikers or walkers because they are in a hurry to get to work. I think the new pedestrian lights on Santa Barbara have helped alot. Kids can at least now cross the street.
10	Too many elementary, middle school and high school students are walking along Cormier. In the Spring, the sun is rising right at the end of Cormier and it is almost impossible to see students who choose to walk on the south side of the road.
11	There is one on the Northside and there are crossing areas
12	People don't use the north side walk now, when I drive up and down Cormier Rd. in the summer they still

	walk and run in the road not using the sidewalk,so I don't think a south sidewalk is going to change the walking and running in the road.
13	I love walking. It would be safer for us walkers to walk on the sidewalk verses on the road. I was wishing a sidewalk would be put in.
14	It is a safety issue. Even with the crossing signals put at both Santa Barbara Drive and Shady Lane, cars do not stop for pedestrians or bikers. A side walk on the south side would prevent having to cross to walk safely on the north side walk.
15	We live on a cul de sac and there are no issues
16	THERE IS A LOT OF STUDENT TRAFFIC.
18	I don't think it's necessary. Using the other side with the existing sidewalk should be fine.
19	THE PEOPLE WALKING ON THE ROAD DON'T USE THE SIDEWALKS ON THE NORTH SIDE SO WHY PUT MORE SIDEWALKS ON THE SOUTHSIDE.
20	Just installed several crossing areas last year to push a button to stop traffic and haven't given it enough time to see if adequate
22	Safety for school children who donot watch for traffic
23	I really have no preference
25	It would be safer
26	Most children/adults walk on the road since the sidewalks on the North side are in bad condition (broken concrete/unevenness causing tripping hazard/too narrow as some bikes share the sidewalk because the roads are too busy.
27	Sidewalk on other side of road. Not needed. Additional cost to maintain.
28	Long overdue. Only safe to cross at True Lane when crossing guards are staffed.
29	don't see to many people using the sidewalk on North side-----one side is enough
30	There is s side walk on the other side of the street already, and I don't think there is a problem of pedestrians crossing the street. Tax dollars could be spent elsewere.
31	It will cut through my yard and they already have one on the other side of the road
34	Traffic is getting worse and our kids need a safe place to walk
35	I do not walk that way by myself or with my dog because at certain times of the day it is to busy. And vary dangerous for the school kids. Thank you
37	WOULD BE MUCH SAFER IF COMING FROM SOUTH
39	I think in order for a South Side of Cormier sidewalk to be truly effective it needs to go from Packerland to at least Ridge Road and preferrably to Oneida. The North side of Cormier sidewalk should also be extended up to Packerland.
40	Packer traffic and School age children walking that side is just unsafe!
41	There does not seem to be that much foot traffic along Cormier on the existing sidewalks, so don't see a need for more sidewalks on the south side of Cormier.
42	It is not needed at the present time. There are already enough sidewalks. And now there is a traffic light on Cormier and Santa Barbara. I have not seen very many walkers in that area.
43	Will create better walkways for kids walking from schools
44	Unnecessary expense
46	I walk here frequently & it is very difficult to cross the street to walk where the sidewalks are
47	The people who are walking down the south side of Cormier can use the sidewalk on the north side of Cormier. The village JUST put in flashing lights at intersections to cross the street.
49	Cormier is a very busy street and a main thoroughfare through the village. Often there are kids walking to school in the bike lanes on the south side of Cormier which is not safe.
51	A sidewalk on the south side of the road would make it safer for kids walking to and from school.
53	I just feel the traffic is so busy all the time, so it's not safe to walk even on the bike lane
54	no need, very little foot traffic
55	Although at times the traffic on Cormier is lighter and not such a safety issue, there are several times

	during the day when traffic makes it unsafe to cross (although the traffic lights have helped) or to be riding or walking along the street.
56	I purchased this property because it has no sidewalks, I don't have to worry aout small kids or people moving around be hind my driveway.
57	not needed
58	To walk from my house to the mall on sidewalks, I would need to cross Cormier twice without a crosswalk. At some times of the day that seems unsafe.
59	The traffic is too heavy for me to walk with my children without a sidewalk
60	Safety of walking public and students. Also accessible walking promotes exercising and healthy activity.
61	30 years ago it made sense to add sidewalk to the south side of Cormier with the large number of young families. Now the majority of the homeowners have aged and no longer have children at home. The village just put the lighted cross-walks to get to the north side of the street, just patrol the cross-walks and ticket the traffic for not stopping for the pedestrians.
62	I believe that the south side sidewalk would be beneficial for safety reasons.
64	Safety, I don't feel it needs any other explanation. It is just to busy now on Cormier Rd. it needs a sidewalk.
65	My family and I (kids and dogs) go for walks frequently in the area, we're generally for as many sidewalks as possible for safety and convenience reasons.
66	there IS NOT A LOT OF TRAFFIC AND BECAUSE OF THE SCHOOLS IN THE AREA PEOPLE DRIVE SLOW
67	I am in favor
68	At this it's not safe because of the traffic. To cross is also not safe.
70	THERE WOULD NO NEED FOR PED. TO CROSS THE STREET TWICE IF WALKING WEST FROM RIDGE RD AREA
71	Not necessary in my opinion. I do walk on Cormier and do so feeling safe.
75	NO PEOPLE
77	SAFTEY
80	Busy road
84	Cormier traffic needs something to slow down and/or stop traffic from time to time. It is very hard pulling out on to Cormier from any of the various side streets that run north and south starting west of Ridge Rd all the way to Packerland. Cars are constantly speeding down Cormier. Something is needed to break the constant lines of cars (stop light/roundabout) that make it hard to pull out onto Cormier. Especially at school hours.
86	I GO FOR WALKS EVERY DAY AND WALK ON THE GRASS FROM CANTER LN TO HOCK ST.. NOT WORTH CROSSING OVER AND THEN BACK AGAIN... WOULD BE SAFER FOR ME IF THERE WAS A SIDEWALK THERE ON THE SOUTH SIDE.. I AM IN FAVOR FOR THE WHOLE VILLAGE TO HAVE SIDEWALKS ON EVERY STREET ON BOTH SIDES
87	Kids safety for those that walk to school and even for adults to walk to work or just walking their pets.
88	It would be great to have a sidewalk on both sides of the street because the street lights are currently only on the side of the road opposite from the sidewalk and it's hard to see early in the morning if you walk on the sidewalk.
89	We feel if you installed a Four Way Stop at Shady and Cormier and a Three Way Stop at Pilgrim Way and Cormier, it would slow the traffic down, therefore, making it safer for Pedestrians to cross Cormier.
90	A sidewalk is already located on the other side of the road. Additionally, sidewalk installation would not be necessary, if students would be bussed safely to school (and not being charged to), instead of being required to walk before the sun is up.
91	Safer for pedestrians. It depends on the time of day, but during peak hours Cormier is extremely busy and unsafe to cross.
92	I do not wish to give up my driveway
94	I HAVE BEEN IN FAVOR OF SIDEWALKS ON THE SOUTH SIDE OF CORMIER DUE TO THE INCREASED AMOUNT OF FOOT TRAFIC IN THE AREA.

95	Their is a side walk on the other side and no one walks on this side of street
96	COMPLETELY UNNECESSARY
97	Options for walking for students
98	It is not safe for the kids who are walking or riding their bikes to school.
99	I believe it would not be worth the disruption and upkeep.
100	It's a busy street. It's near several schools. It's not safe
102	I feel it is not needed-their is not that great of a risk at present-side walk on north side is not that heavely used.
103	it is difficulty for children to cross Cormier during busy times of going to school in AM
104	Because kids need a sidewalk.
105	The safety of our children and fitness minded adults should require we provide a safe environment. Sidewalks would be a great way to do this.
106	Very unsafe for walking---and children trying to cross Cormier with their bikes to get to the sidewalk--they also have to cross Cormier again if going to Parkview or high school
107	We live off Santa Barbara south of Cormier Road. Parkview and the high school are south of Cormier Road. When my kids walk to school, they do not cross the road to walk on the sidewalk. They stay walking on the south side of Cormier Road. There should be sidewalk for them to walk on.
108	Increased safety of all pedestrian and bike traffic as well on a heavily travelled thoroughfare. Especially heavy on school days as traffic to and from the schools is present. Also busy at business closing time and shopping times as well.
109	I have to cross Cormier all the time to walk my dog. The traffic is always traveling faster than the speed limit and it is hard to cross.
111	For safety of the school children
112	more traffic
113	Living her for over 40 years, the people walking will not even use the north sidewalk already in place, so why would we waste the money to put another one in? And then, you get the joggers who feel they are immune to use any sidewalk and are on the road anyway who are the real hazards for traffic. I also also seen people walk on the north lane of Cormier parallel to the sidewalk a few feet away. What,s the point?
114	It is extremely dangerous for any pedestrian to cross from south to north side of Cormier. The traffic at times now on this road is a lot. Just getting into traffic with a car can take some time. To have children do this at one of the busiest times Before and After School it is just a matter of time before there is a Fatal hit. I am very scared for our children!
116	THE PEOPLE WILL WALK WERE THEY WANT IF THERE IS SIDEWALKS OR NOT
117	you would not need to cross cormier street
118	SAFETY SAFETY SAFETY! These sidewalks are at least 50 years overdue.
120	Many times we walk to Target from our home. To do so, we need to cross Cormier twice each way which is nerve racking (especially at night)!
121	I DONT THINK ITS NECESSARY there is not any traffic on the north side they can walk there plus the cost of installation and maintenance is a burden on the taxpayer and where do you want to go next?
123	I walk my dogs often, and crossing the road to get to sidewalk isn't favorable. People speed a lot on this street. They never stop for people who are attempting to cross in the crosswalks. I always walk in the bike/parking lane. Many times cars are parked on this side of the street as well, so I either have to walk in the persons yard, or walk in the street to get around the vehicle.
124	Maybe ease up on some of the bike traffic in the roadway when there are parked cars. Stop lights to break up the traffic on Cormier and help peds, cars and bikes
125	Most vehicles do not obey the traffic laws even since the installation of the blinking lights reminding them it is a state law to yield to pedestrians. For a decade my children have had to play frogger crossing Cormier while I send up a daily prayer for their safety. My husband and I can barely cross when we go for walks. It's only a matter of time before there is a serious accident.
126	They should walk on the north side of the highway on the sidewalk already there!

127	We have lived off Cormier and Santa Barbara since 1989 and the traffic has increased dramatically. I use this intersection almost every morning and it is very hard to pull out with the traffic flow, there are students daily waiting during the warmer months to cross to the walks on the north side of the street. I am happy to see the flashing lights indicating someone is waiting to cross over from either side so I do feel that should help the situation but still feel safety is key by using the walks.
128	We would be in favor of a sidewalk installed on the south side of Cormier west of hwy 41
129	I believe the students as well as village residents need to have a path on the south side of Cormier without having to cross the street twice as they would travel west toward Pilgrim Way. I have seen cars pass on the right on Cormier when cars would be turning North on Orrie Lane or at the True Lane intersection. I think the cars on Cormier have a tendency to go TOO FAST and people seem to be in a rush to get somewhere. The continuation of the sidewalk on the south side of Cormier would probably make Life easier for the crossing guard at True Lane and Cormier as well.
130	I see lots of kids and other people walking on that side of the street now, so I think a sidewalk would be a safer option.
134	The current the is fine. If we have a sidewalk the people from the apartments will throw trash on the lawns. Right now they toss it on the road or walk on other side. The sidewalk would have the people to close to homes. I bought the house because there was not a sidewalk.
135	I have two children that currently are students as Parkview Middle School.
136	For pedestrians safety.
137	Safe for walking
138	I think it would be safer for pedestrians and runners-- there are many and the auto traffic is is often heavy.
139	heavy traffic on Cormier,(extra heavy on a day of Packer Game). This would make it much safer.
141	I don't feel a sidewalk is necessary and a waste of tax payer money. The crossing lights are a good way to prevent the need for a sidewalk.
142	Feel that it is a collector area and a sidewalk on both sides would be a good idea.
143	I Figure there should be no problem walking the north sidewalk until you reach your point of needing to cross. I don't see traffic patterns on the road all the time because I live off of Cormier road. I know traffic is busy at certain times and not so busy at other times. So it comes down for me to see more evidence that a south sidewalk is needed.
144	Ashwaubenon just installed the flashing yellow lights, there are crossing guards. All at the residents cost, I don't feel we need two sets of sidewalks on the same street.
146	As a resident, I like to talk walks, or ride my bike to work. I make sure I cross Cormier, which is very difficult, so I am on the north side that has sidewalks. As a district employee, I see how fast cars are going and how unsafe it is for students to be walking in the bike lane, instead of the sidewalk. If the student attends Parkview or the high school, it makes sense for them to walk on the south side.
150	IT WOULD SAFER FOR PEPOLE TO WALK FOR THEIR MORNING EXERSIZE. THEY DO NOT HAVE TO CROSS THE STREET.
152	Traffic does not stop for pedestrians at crosswalks.
154	Always s wondered why there never was one.
155	sidewalks just make a safer place to walk in this time and age all around
156	Kids walk that way to school and even with the crosswalk signals, cars don't always slow down.
158	It would be so much safer for children walking to and from school and not having to cross Cormier. It is such a busy street.I live off North Road and it is hard for me to turn left onto Cormier with my car. During busy times for students, there are a lot of teenage drivers who aren't quite as watchful for pedestrians as some of us older drivers.
159	Sidewalks are necessary because there is way too high of traffic volume. Especially for families with young children. We personally do not use cormier to walk
160	making it safer for us residence to walk on the south side of Cormier when it isn't necessary to cross over the road to the north side just to be safe

161	Not needed
162	Cormier is very busy. For people who walk in that area it would be helpful. This area has a lot of children as well who would benefit from the sidewalk.
163	I just feel sidewalks have alot of positive effects...encourage more walking...
164	Crossing the street to the North Side of Cormier is one of the reasons I avoid walking this route. My family needs to go this way to get to School, to go to the Public Library, and to get to the Mall/Businesses in this area.
166	maybe it's just me, when i'm riding or walking, cars seem to speed up when you are trying to cross to the sidewalk.
167	SAFETY FOR KIDS
169	Not needed
170	There were two new crosswalks with the button and flashing lights that were installed this past summer at Santa Barbara and another street further down Cormier that we believe have greatly improved the safety for crossing Cormier. We do not have a problem with sidewalks being installed on the south side but do feel that another crosswalk with flashing lights should be installed on Cormier to help kids cross North and possibly Pilgrim Rd. when traveling on the new sidewalks towards Ridge Rd.
171	Safety of all pedestrians,
173	IT WOULD KEEP PEDESTRIANS SAFE, CHILDREN WALK TO SCHOOL IN THIS AREA AND THE MORNING TRAFFIC, ESPECIALLY IN WINTER MAKES THE ROADWAY UNSAFE FOR THEM WITHOUT A SIDEWALK
174	There is enough room. Obey the laws and everything is fine.
175	Not safe to walk on the south side of the street especially in winter when snow makes the street more narrow. But safe to cross to the north side of the street with crossing guards and pedestrian notices.
176	I drive the stretch of road every day - children are walking to middle and high school on the south side of the road on the curb because they do not want to cross morning traffic on Cormier. Parents are crossing Cormier to get to the side walk with grade school children instead of using the crossing guard further up the street because there is no place for the children to walk. Dangerous for drivers and people walking.
177	When biking, especially if with my child in a trailer, if there is a car parked in the bike lane that i need to pass, I can use a driveway to get on a sidewalk & pass, instead of having to dangerously merge into traffic.
179	Even with sidewalks on the North side of Cormier I see many people prefer to walk in the reduce street painted line instead of walking on the sidewalk. What will make people walk on the sidewalk versus the reduced street painted line on the South side of Cormier?
180	Living on Sharie ln it would allow us to walk down Cormier from our neighborhood without having to cross the street on the current sidewalk
181	I have wanted a sidewalk on the south side of Cormier since my oldest was in elementary. We live far enough for bussing to Valley View but too close for bussing to Parkview. When our children went to Parkview we paid for bussing since we did not feel it was safe to cross Cormier to walk to school. Our 4th child is at Parkview and we still pay for bussing. Despite living within walking/biking distance from many child friendly establishments, our children are only allowed to walk/bike during certain windows of time when it is the easiest to cross Cormier.
182	The sidewalks on the north side are sufficient.
183	Most of the time it would be alright, but morning and evening traffic could be a problem. For school kids I think it would be ideal especially when there are crossing guards
184	People don't use the sidewalks already installed now. The path on the road with the while line is used more than the sidewalks. Bikes use the same path on the road so it is dual purpose whereas sidewalks are not. Sidewalks have to be maintained and the cracks in them cause more health concerns too. The path on the road with the white line next to the road is less wet, less icy and more multi-purpose than sidewalks.
185	Better and safer for school kids.
186	Keeps young children off the busy street

189	I think it's generally unsafe with the amount of traffic that exists to not have sidewalks on either side-they should be on both sides and when the areas were originally developed and mapped out, they should have been a part of the plan. Poor strategic planning on the developers part.
191	For the folks who reside on the South side of Cormier, or to the South of Cormier, there are several times during the day where heavy traffic makes it a bit risky for them to cross to the North side of Cormier. Traffic drives faster than the posted 30 MPH and the drivers seem to be ignorant of the law to stop for pedestrians in the crosswalk. Also, if a pedestrian is walking on the South side of Cormier in the Bicycle lane, they are in danger of being injured by drivers who pass left turning vehicles on the right without slowing down.
192	THERE ARE SIDEWALKS ON THE NORTH SIDE. NO NEED FOR TWO
193	Not necessary. I use the sidewalk frequently on the north side but will run along the south side as well and with the bike lane, I have no concern for safety on either side. Crossing from the south side to the north side, even during heavy traffic before and after packer games is not difficult. I actually prefer to be in the road as the north sidewalk is quite uneven and typically not clear of snow and ice in the winter.
194	Too difficult to cross Cormier Road to get to the sidewalk.
195	For the kids walking to school
197	Hard to cross the road at times, if you walk on the south side a lot of cars are parked and traffic doesn't allow you to walk on the side of the road, especially in the evening when most people walk.
198	Encourages walking
199	BETTER SERVES THE SCHOOL KIDS THAT LIVE SOUTH OF CORMIER RD FROM RIDGE ROAD TO SHADY LANE
200	This part of Cormier is very busy in the morning and evening at peak work/school times so crossing is difficult but during the rest of the day it is not that busy
201	I DON'T THINK TOO MANY PEOPLE WALK THERE
202	EXISTING SIDEWALK SAFE
204	There are many children that walk in this neighborhood to school... it's really in best interest of the ashwaubenon school district and all those whom use the laundry facilities as well.
205	Safer for my Middle School and High School children to walk to there schools. Instead of double crossing Cormier.
206	WOULD BE SAFER FOR ALL THE KIDS WALKING HOLME FROM SCHOOL.
207	THEY DON'T USE THE ONES THEY HAVE
208	The traffic is enough for it to be unsafe to cross Cormier
210	I'm on Cormier everyday and worry about the kids that walk on the south side of the street. Yes they are walking properly which is against traffic, but too many reckless drivers travel Cormier. I'm also a runner and would love the fact that I don't have to cross Cormier at all. Even with the blinking cross lights some drivers don't stop when there is a pedestrian there.
211	Safety should be first!
212	School kids now are walking on the side of the road in the bike lane to get home.
215	Because Cormier is extremely unsafe due to heavy traffic, cars going way too fast, and trying to cross Cormier is like playing Russian Roulette(even with the new install of flashing lights)!!!Drivers do not adhere to the cross walks or flashing lights.
216	I do not want pedestrians littering in my yard, kids and adults both are disrespectful to others property, the city tearing down my trees and ripping up my yard.
217	There are many young children who walk to school I believe this would benefit
220	We see school children walking in the road. The traffic is heavy at that time of day.
221	The bike lanes are sufficient as well as the caution signs that were just installed
224	To many kids walking home from school walk on the south side of the street.
225	It would make it safer for pedestrian traffic in that area. Also many students travel to and from school along that route.
226	We no problem crossing Cormier
228	It is too dangerous to cross Cormier Road. I have almost hit people at night, dressed in black, walking on

	the south side of Cormier along this stretch
229	I am in favor because I would like to feel safer walking away from the road with my dog and my kids
230	Sidewalks would make it easier for people who are walking. That way they do not have to walk in the bike lane. Making sure people are safe on their commuting to where they are going is most important. Whether they are walking or riding a bike. Safety is a big concern. So I am all for sidewalks.
233	In the winter the sidewalk on the north side has ice.would be the same with the south?
235	Sidewalk is safer
237	There is a sidewalk already present.
238	I THINK THERE SHOULD BE A SIDEWALK. I WATCH HOW FAST THE CARS GO BY; UNSAFE FOR ANYONE TO WALK ON ROAD.
239	It will decrease pedestrians walking on the street, pose less of a risk to both the driver and the pedestrian
240	I don't feel comfortable walking on road.
241	Keeps the kids & walkers safe, I personally came to close to hitting people on this route

Would you be in favor or against a sidewalk being installed on the south side of Cormier Road, WEST of I-41, between North Road and Shady Lane, or any part thereof?

	Answer	Value	Percent
1	Yes, I'm in favor of sidewalk installation at this location	161	67%
2	No, I am against sidewalk installation at this location	79	33%

240 Responses from 241 Respondents

Response	Please explain why you would be in favor of or against the proposal:
1	For the safety of pedestrian traffic it's a good idea.
2	There is not enough foot traffic to warrant sidewalks
4	i see a need for the students that attend schools.
5	This would enable kids living south of Cormier to avoid crossing the street to go to Valley View until the got up to the crossing guard. Much safer situation.
7	Safety first. I have seen kids in the walkway trying to cross the street where the new cross walk is at cormier and Santa Barbara and cars don't stop!
8	Same comment
9	Same as my previous comment.
10	There is too much traffic on Cormier, and generally it is moving either at or above the posted speed limit. It's almost impossible to cross Cormier at certain hours of the day unless you are at the newly installed walk lights on Santa Barbara.
11	Already sidewalks on Northside and places to cross.
12	Like I said in the last explanation the will still use the road.
13	It will be much safer for us daily walkers. I would love to have a sidewalk on the south side of the street.
14	Again it would be safer for children and adults walking to school, church, shopping, etc.
16	SAME REASON - STUDENT TRAFFIC.
18	I don't think it is necessary. Using the other side with the existing sidewalk should be fine.
19	SAME AS BEFORE.
20	same reason as above.
22	They can use the north walk
23	I really have no preference
25	Safer
26	There are no sidewalks on either side of Cormier Road from Shady Lane up to Packerland Drive
27	Not needed on both sides. Right now runners are in the street and not using the existing sidewalk. When Cormier Road was reconstructed driveway aprons were removed. The replacement were not done correctly. They did not cover in the rain....most of the sand washed out during rain. When village was informed no action taken..we were told that work was done by a sub contractor. The cement was pitted and cracked. Additional cost to village to maintain.
28	Far too much street parking to safely allow pedestrian traffic in this zone.

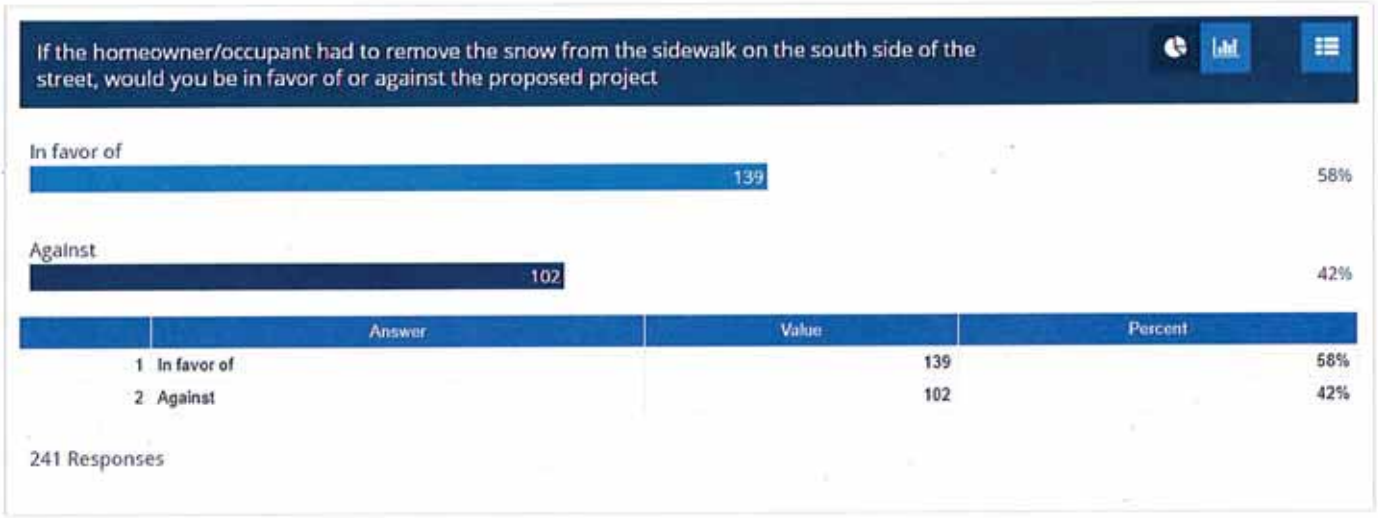
29	one side is enough
31	Not needed
34	Traffic is always an issue in this location. I often encounter people walk-in on the road in locations I do not expect. For the safety of everyone this just makes sense
37	It would be much for people coming from south
39	See previous comment
40	Again school aged children as young as 7 are walking those streets after school , then have to cross and I believe it to be to congested with teenage inexperienced drivers during those time and during Packer games it would really be helpful!
41	Same answer. There does not seem to be that much foot traffic on the existing sidewalk, so don't see a big need for more sidewalks on the south side of Cormier.
42	I have not seen very many walkers in that area.
43	Better walkways for school kids walking/biking
44	Unnecessary expense
46	People frequently walk on the side of the road in the evening when it is dark making it very unsafe
47	Anyone walking, can use the sidewalk on the northside of Cormier and cross at intersections.
49	Since there is a large residential area west of I-41 with runners, walkers and school children, people would need to walk on sidewalks to get to the south side sidewalks on the east side of I-41.
50	People drive in the bike path like its another lane. They have no consern for pedrestians.
51	The kids going to and from school need a safe place to walk.
54	no need, very little foot traffic
56	I do not beleave it is necessary. waste of village Money can be used for something else.
57	not needed, do not want kids throwing garbage in my yard, dogs taking a dump on lawn. would hurt the beauty of my yard. I would have to keep the sidewalk cleared off in the winter. Opens me up to law suits if someone falls and gets hurt.
60	Promotes Safety and walking/exercise activities
61	Similar to my previous response, most of the homeowners no longer have children at home based on an aging population.
62	It would be beneficial for safety reasons.
64	Safety,, again for the same reason as before.
65	My family and I (kids and dogs) go for walks frequently in the area, we're generally for as many sidewalks as possible for safety and convenience reasons.
67	Some of the sidewalk on the other side is in rough shape
68	Safer to walk
70	AGAIN, WOULD BE NO NEED TO CROSS THE STREET STREET TWICE IF WALKING WEST ON CORMIER
71	I do not feel it is necessary.
77	SAFTEY
80	Busy road
83	Insurance Liability
86	THIS IS A MAGOR ROUTE UNDER THE HI-WAY AND NEED TO HAVE SIDEWALKS ON BOTH SIDES
87	Safety reasons again for all individuals.
88	Same as last note.
89	Again, if you would consider the stop sign method, I believe it would also save on costs.
90	There is a sidewalk provided on the other side of the road; additional flashing lights to cross Cormier would be an option, Crossing Guards that run down Cormier, since students are required to walk to school

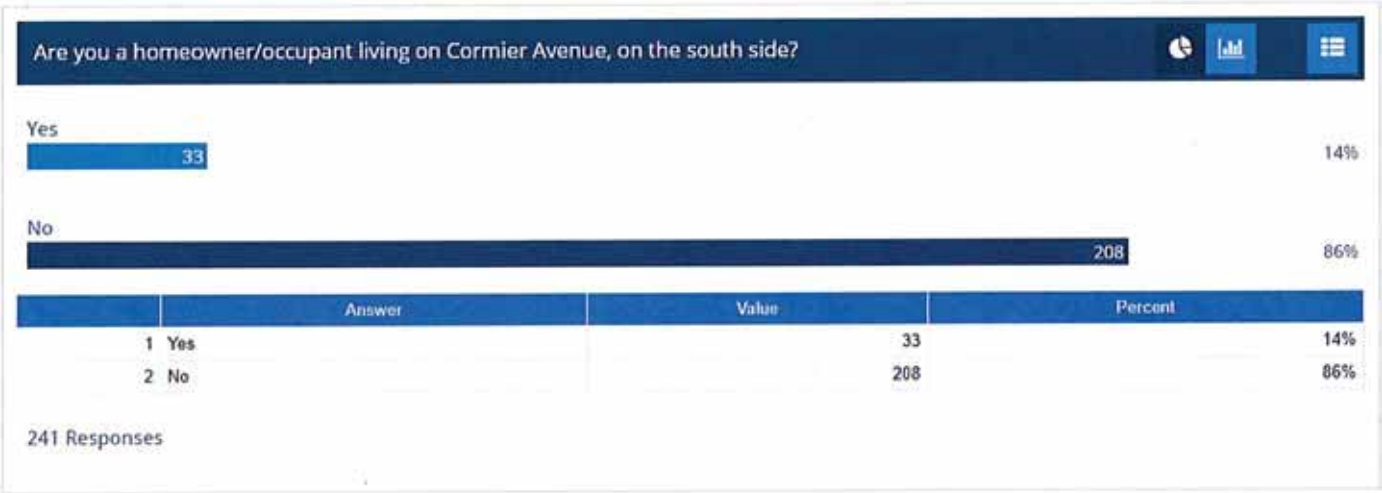
	instead of being bussed
91	Safer for pedestrians. Depending on the time of day, during peak hours Cormier is just too busy to cross and unsafe to walk in the bike lanes
92	I do not wish to give up my driveway
94	AS I WALK IN THE AREA THERE I FEEL IT IS UNSAFE TO WALK IN THE ROAD
97	Safer for kids and runners
98	Students would be able to safely get to school. People would not have to cross Cormier to walk on a sidewalk. Even with the flashing lights, drivers do not stop.
99	That area would not affect me, so I really have no opinion on that area. I would support whatever opinions those particular residents care to have.
100	There needs to be a safe way to cross Cormier similar to the flashing lights for cars to yield for pedestrians
102	just not needed
103	Very difficulty for children to cross Cormier during busy time of morning commute
104	Same as last one, it's needed
105	The safety of our children and fitness minded adults should require we provide a safe environment. Sidewalks would be a great way to do this.
106	A lot of walkers and bikers cross Cormier at Shady ----four way stop on that corner may help slow slow traffic
108	Increased safety
111	Most children get bussed from this area.
112	less traffic
113	Waste of money , would not be used, its just duplication.
114	All of Cormier needs a sidewalk this is must! Even parts of the North sidewalk need repairs!
117	you would not need to cross cormier
118	SAFETY SAFETY SAFETY! These sidewalks are at least 50 years overdue.
120	Crossing Cormier at the corner of Cormier and Santa Barbara (even with the new crosswalk lights) is not always safe. It seems drivers still aren't quite sure of what to do and I know some residents feel guilty about stopping traffic so they can cross.
123	I would use the sidewalk while walking my dogs.
124	safety
125	Any south side sidewalk will increase the safety of all pedestrians so they aren't forced to cross Cormier if they plan to stay on this side, especially the Middle school kids who no longer qualify for bussing as soon as they begin attending Parkview.
126	They can walk on the north side of cormier
128	This location would be more of an advantage because of our home location
129	My wife and I think that the sidewalk should go all of the way out to Packerland to guarantee pedestrians safe walking conditions. Once you got beyond Shady Lane the sidewalk should also be installed on the North side of Cormier as well. Has the village entertained installing sidewalks on the East side of Ridge Road from Cormier to the Green Bay Packer Stadium area? We see lots of students having to walk in the Street from Ridge Road to at least Morris Avenue and getting pedestrians out of harms way on such a busy street is always helpful. Especially in inclement weather. The Ridge Road area also has cars that travel too fast as well with some people even running the stop sign at Marvelle Lane.
130	A safer option for walkers, strollers, etc. if a sidewalk was on that side of the street.
132	It would take away a lot of our yard if it's placed on the residential side. If placed across the street it would be better
134	No need it has been working without it.

136	I feel the section to the east of 41 should be completed first to see how it works out.
137	Safe for walking
139	Too much traffic on Cormier, greater chance of getting hit by traffic walking in the road.
141	A sidewalk is not necessary and a waste of tax payer dollars.
142	I don't feel there is as much pedestrian traffic in this area and warrant sidewalks on both sides.
143	Same explanation as the last question.
144	Ashwaubenon just installed the flashing yellow lights, there are crossing guards. All at the residents cost, I don't feel we need two sets of sidewalks on the same street.
146	See explanation from previous answer.
149	It would be safer for residents living on the south side to not have to cross Cormier Rd to use a sidewalk.
152	Traffic does not stop for pedestrians at crosswalks (even with warning lights).
154	Same as
155	side walks are a safe place to walk rather than the road
156	this is beneficial for HS students walking.
158	Again, another busy area especially on the corner of Cormier and Shady Lane. I used to live on Cormier and would have loved to have my children cross Cormier at a safer area and finish the walk to Pilgrim Way. By the way, thanks for finishing the whole sidewalk under the bridge. My grandson always wished it had been there when he was walking to and from school.
159	Sidewalks are necessary because there is way too high of traffic volume. Especially for families with young children. We personally do not use cormier to walk
160	to make is safer for all to get to the other side of hwy 41 without having to cross over Cormier
161	not needed
162	same answer as previous question.
164	Cormier is too busy of a road to have to cross it. When all foot traffic has to be on the north side, it creates an unsafe situation for pedestrians.
166	same as last answer.
167	SAFTEY FOR ALL WALKERS
168	Not needed, a stop and go light at Santa Barbara would be better and more cost effective.
169	I do not want my lawn torn up, they just installed crossing lights on my corner of my yard. ENFORCE THE LIGHTS!!
170	There were two new crosswalks with the button and flashing lights that were installed this past summer at Santa Barbara and another street further down Cormier that we believe have greatly improved the safety for crossing Cormier. We do not have a problem with sidewalks being installed on the south side but do feel that another crosswalk with flashing lights should be installed on Cormier to help kids cross North and possibly Pilgrim Rd. when traveling on the new sidewalks towards Ridge Rd. Same concern for both sections of sidewalks.
171	Safety for all involved pedestrians.
173	PEDESTRIAN SAFETY
174	Same as above
175	I am usually not driving during heavy traffic times, but when I am traveling on Cormier Road crossing seems to be possible to the north side where there is a sidewalk.
176	safety for all children walking and drivers - see prior response
177	Same response as to previous location
179	Sidewalks will cut through the center of peoples front yards.
181	For the same reasons cited in the previous question.

182	The north side sidewalk is sufficient.
183	Kids could walk on both sides of the street depending upon where they live
184	Same explanation as previous - sidewalks are more unsafe than the path next to the road. Drivers don't look for people on sidewalks. They can see walkers next to the road with more clarity.
185	I don't think that there are that many people who walk this area.
186	Keeps children safe
191	It's an extension of the area East of I-41. Same comments apply.
192	NOT NEEDED
193	It is not needed for safety. If improvements are needed anywhere, the north sidewalk should be addressed rather than adding a south sidewalk. Make that ore even.
194	It would open up a larger area for us to walk in, rather than just the neighborhood streets. We avoid Cormier road when we walk at this time.
195	Safer for people walking in the area
197	It's nice to walk to the park, and to have to cross the road to get to the sidewalk, then back across is dangerous. Would be easier to walk to the south side walk and say on the south to the park
198	I see a lot of walkers in this area. I would like to be able to walk my dog in this area as well.. but this road is pretty busy and kind of scary without sidewalks. We have to cross to the north side of cormier for our walking, but it can be hard to cross at certain times of day due to heavy traffic.
199	BETTER SERVES THE SCHOOL KIDS THAT LIVE SOUTH OF CORMIER RD FROM RIDGE RD TO SHADY LANE
200	This part of Cormier is very busy in the morning and evening at peak work/school times so crossing is difficult but during the rest of the day it is not that busy
201	MORE SIDEWALKS MEAN MORE DOG DIRT, MORE REPLACEMENT OF MAIL POST.
202	EXISTING SIDEWALK SAFE
206	I WALK ON THAT SIDE SOMETIMES AND IT WOULD BE ALOT SAFER THAN HAVING SOMEONE PASSING ON THE RIGHT SIDE IN THE BIKE LANE.
207	THEY WALK IN TH EROAD ALONG SIDE THE SIDEWALK
208	It would help the school children to use the south side of Cormier to get home from school.
209	There is already too much unwanted traffic through my yard and this would only increase it and force me to installfenceing to restrict access
210	Same reason as the previous question.
211	Safety first. We would like not having to cross Cormier.
212	school kids walking and crossing the street in the heavy flow of traffic
214	It isn't easy to cross Cormier in crosswalks so putting sidewalk on southside, wouldn't need to cross Cormier at all.
215	For some of the same reasons mentioned before; including that students use these roads more frequently to go to and from school. Some kids are using these roads a lot because they are considered too close to school for busing purposes.
216	There is already a sidewalk to be used. The Ashwaubenon PD needs to do a better job of regulating and ticketing distracted and speeding drivers. Installing another sidewalk still won't keep my children safe from the speeding drivers. They currently cannot cross after school hours and non school days to go to the library or park. Crosswalks are not observed by drivers.
217	Children walking to school. Also I do no like having to cross Cormier
218	Currently use side streets for walking due to traffic
220	The sidewalk on the north side of Cormier is narrow and needs improvement. That may be why it is not used as much as it should.
224	Again school kids walking home from school. Traffic can be heavy at times. During the winter it isn't safe to walk on the streets.

225	Same reasons as earlier question. Also many joggers include North Rd and Cormier Rd in their workout route.
228	safer - people have to cross Cormier to walk safely on the sidewalk. I have walked to Target and have to cross Cormier twice to get there.....and crossing is dangerous!
229	I am in favor as I would like to feel safe walking with my dog and my kids away from the road.
230	Keeping our community safe. Sidewalks for the walking people, bike lanes for those who are biking.
233	The sidewalk on the north side is ice covered. Would the south side be the same. We wouldn't,t be able to use either side. Spend the money on better snow removal so the sidewalk is usable in the winter.
235	Safety
240	Cormier is to busy.





Response	Other comments:
1	The decision to put sidewalks in is a good idea however, the village should be responsible for maintenance and snow removal.
2	I do not feel that there is enough foot traffic to warrant sidewalks other than for school traffic
5	The snow removal question is actually raises other questions. What is the requirement for residents on the North side of Cormier? If the village clears that sidewalk then it should clear the other and vise versa. If the homeowner has to clear it, how long does he have to remove the snow?
8	Kids also need to be educated on bike rules better. They should not be riding toward traffic. This is especially bad in summer. Sidewalks are only as good as this if they are used!
9	I'm glad they are finally looking at this. 30+ years ago we asked for a four way stop on Santa Barbara & Cormier and were told there weren't any open stop sign options available. They were all used up in the village, meaning they felt the village contain enough of them already.
10	Cormier is a very busy street. Children don't seem to see the need to follow proper rules for walking or riding their bicycles in the road. There have been many times when I've nearly hit bicyclists riding down the wrong side of the road or pedestrians walking on the wrong side early in the morning when the sun is in your eyes or it is dark. I've lived in communities that have home owners shovel the snow in the winter and it's not that big of a deal.
11	There is a sidewalk on the Northside and a solar crossing sign was put up at Santa Barbara. Not that much pedestrian traffic on the Northside.
13	I do a lot of walking on Cormier and for safety reasons I feel there should be a sidewalk. Walking on the road we are more likely to be hit by a vehicle.
14	Thank you for doing this survey. I hope it results in a positive response and that sidewalks are built. Cormier is getting so very busy, a side walk on each side of Cormier is needed.
16	N/A
19	IT MIGHT HELP USE IF THE EXISTING SIDEWALKS WERE UPGRADED INSTEAD OF NEW ON THE SOUTH SIDE.
21	It seems to me we were asked this question a few years ago and it was voted down.
26	Unless the individual had a physical or emotional handicap that caused them to be unable to remove snow - I don't see why they wouldn't need to remove the snow from the sidewalk. It would be nice if the sidewalk was a bike/pedestrian path that is wider to accomodate both. On Packerland Drive the bike/walk path is used by many individuals - either walking/biking/roller blading etc. It is a multifunctional path. Using blacktop may be a beneficial option as it is less expensive and it won't heave like concrete.
27	There are enough issues with Smith Park users. We are backed up to the park. Don't need issues with people in the front of house also.
28	Feel it would be unfair to the homeowners of the properties to be responsible for snow removal if the village is going to continue to provide this to the residents on the other side of the street.
29	one side of the street is more than enough
31	This is absolutely not needed. A waste of money and time
34	If there is no cost to the home owner this is a very great idea. Having to remove a little snow from a sidewalk is just a part of being a member of a community. This is long overdue. Great idea
39	Living just off of Cormier Road I have seen so so many close calls with children I think it is in "everyones" best interest to have full sidewalks on both sides of Cormier. The traffic is so busy at times I think this is the best opportunity we have as a village to protect both children and adults that choose to be walking along Cormier. Please consider this.
41	I think this is an unnecessary spending of tax money, if that is how it's being funded, on something that there seems to not be a need for.
45	As long as the home owners don't have a direct cost for this project.

47	I don't understand WHY anyone would walk a great distance on the southside of Cormier when there is a sidewalk on the northside. Common sense!! I do believe that line on the side of the road is for bicycles, not walking. again, common sense
49	If residents are responsible for clearing the snow from sidewalks, the ability to do that is a timely manner gets to be difficult. The residents should also have a strong voice in the approval of the sidewalks.
54	Why are sidewalks being discussed? The only areas that need sidewalks are close to schools.
56	i do not belive this is ncessary, village resouces can be used for much better reasons then this.northside already has one don't need both sides of the street. if you need to help out pedestrians.Then you should slow it down with maybe a couple more 4 way stops.
57	if you want to make Cormier safer, make a couple of 4 way stops from Ridge to Packerland. Would slow down traffic.
58	Sidewalks are good for the community in general. We need more everywhere!
61	I think the overall costs and maintenance of an additional sidewalk is just another added expense to the Village, particularly since the cross-walk lights have just been added. Again based on the age of the homeowners there is no reason to add more sidewalk.
64	People now walk for health reasons, more than ever. If it were an area that was not that busy with traffic it would be different but Cormier Rd. is to busy and needs sidewalks and has for quite sometime, it even has traffic lights and now the flashing lights to watch for pedestrians. If it were a side street I would say no but it is a main road. As far as shoveling, the village plows now that much more really wouldn't make a difference in my opinion.
65	My family and I (kids and dogs) go for walks frequently in the area, we're generally for as many sidewalks as possible for safety and convenience reasons.
68	Thank you for the survey.
70	THANKS FOR THE QUESTIONS
71	The wording on some of these questions was very odd.
77	CERTAIN TIMES OF THE DAY CORMIER IS HARD TO CROSS
81	No further comment other than the traffic can be very heavy on Cormier. I believe Cormier and Shady should a traffic light.
84	I am neutral on the opinion of sidewalks. I do believe something needs to be done to better control traffic and/or speed on Cormier.
86	I LIVED IN GREEN BAY AND OTHER CITIES.. SHOVELING YOUR SIDEWALK IS A WAY OF LIFE I GREW UP WITH.. PEOPLE NEED SIDEWALKS ESPECIALLY ON CORMIER RD
89	Since I live on Cormier and have been living here since 1998, the traffic has gotten very heavy and a lot of people exceed the speed limit, tremendously. On many occasions, it seems they are traveling at a VERY high rate of speed. Putting in "STOP" signs at 2 intersections, we feel will slow the traffic considerably. Because the traffic is at a constant flow, it is very difficult for us to get our driveway, as well. It would make it easier for Pedestrians to cross Cormier with that break in traffic flow, since you are concerned about that.
90	Homeowners on the South side of Cormier would be losing yard and driveway space, if sidewalks were to be installed. Use the money that you want to put towards sidewalks to bus the students to school.
91	Thank you for letting us express our opinions
92	I hardly notice people using the north sidewalk why would we need another
94	Currently the Village has equipment and cleans the snow from existing sidewalks. I feel the village should clean the snow.
95	I don't think it's needed no one walks on this side
96	completely unnecessary
98	Even after the flashing lights were installed, drivers still do not stop for people to cross Cormier. If a sidewalk were installed so there was a sidewalk on both sides of Cormier, people would not have to

	worry about trying to cross the street. (especially during Packer traffic.) The students would be safer traveling to and from school.
100	There needs to be flashing lights that makes car yield to pedestrians similar to the ones on Cormier and Shady between ridge and 41 overpass.
103	With bussing not available for middle school from my neighborhood, riding bikes makes it difficulty to cross. Cormier is too busy for children to ride on the road and sidewalk would increase their safety
104	The sooner you get a sidewalk on Cormier the better
105	I live in the neighbor hood south of Cormier. This project needs to be completed.
108	Village should be responsible for installation and care/maintenance of the sidewalk. Should be the same arrangement as the North side of Cormier
110	I am a homeowner at 1293 Cormier Rd., I think you must put crossing guards at north Rd. and Cormier Rd. when school is in session, there is to much traffic at this corner, same at pilgrim an Cormier, every person turns onto pilgrim, and then goes to school. If someone wants to walk to school strait up Cormier Rd. they have to cross Pilgrim, with everybody turning, someone might get hit
111	I think that pedetrian crossing 172 is one of the worst areas of the village. Although I don't have a solution, reducing the speed limit would be helpful.
113	There is really no reason to put a south second sidewalk in on Cormier when the existing one is right there and is more than sufficient for the limited foot traffic which is never heavy. This would be a total waste of money for the village.
114	Please PLEASE put this sidewalk in! I have been talking to other parents who live on the south side and we all agree it's just a matter of time that someone is going to get killed! It is EXTREMELY important that this is done and done quickly! Keep our kids SAFE and off that road!!!!
115	Many high school and middle school students walk to the area west of 41 and are crossing Cormier Rd mid afternoon when traffic begins to get heavy. The crossing guards are not available when students need to cross after attending after school activities.
118	SAFETY SAFETY SAFETY! I have wondered for almost 50 years why there were no sidewalks on the south side of Cormier. IN FACT, I BELIEVE THAT THESE SIDEWALKS SHOULD EXTEND ALL THE WAY TO PACKERLAND DRIVE. Which brings up another safety concern on Cotmier Road. There are no stop signs or traffic lights on Cormier for a mile between Ridge Road and Packerland Drive. During rush hours, it can take a very long time to cross or even get into traffic. I'm asking for at least a 4-way stop at Santa Barbara to break up the constant flow of traffic - for the safety of pedestrians and drivers alike. Thank you.
120	Another plus to the proposed sidewalk is that especially on the west side of the highway, having a new sidewalk there will allow us to walk to Barnes & Noble without having to cross Cormier twice to get to Pilgrim Way.
125	Most people do not realize that the middle school children do not receive bussing once they leave Valleyview. People have angrily disagreed with me despite the fact that I've had three children experience this along with their friends who live even further away than we do. Children's brains aren't developed fully at this age. They lack the perceptual judgment necessary to cross safely.
128	The extra pedestrian crossing signs installed in 2017 definitely help when crossing Cormier but many, many drivers ignore these signs making it more difficult to cross Cormier from both north & south. Sidewalk on south side of Cormier would help alleviate the necessity of having to cross to get on sidewalk on north side of Cormier
129	My wife and I were wondering how the funding for these sidewalk updates would be paid for? It would seem as though if a sidewalk was installed on a homeowners property that it would automatically be the responsibility of the homeowner to keep the sidewalks clean. After all, in the older residential neighborhoods of Green Bay the homeowners have that responsibility. Ashwaubenon seems to be a community that hasn't had a need to install sidewalks like Green Bay. We happen to live on Sharie Lane which is two blocks removed from Cormier. We have lived in this

	Subdivision for (40) years but not in the same house since we built the first house on Schauer Lane in 1978 but moved due to a bad neighbor situation. We travel on Cormier enough during school hours to observe what the Parkview and Ashwaubenon school students have to deal with to walk to get to their homes. There are people that live in the apartments on Canter Lane, which is on the south side of Cormier, that have cause to walk to Target and other stores and are forced to cross to the North side of Cormier to travel East. These street crossings can be hazardous especially at the Canter Lane and Cormier Road intersection.. Cars turning south onto Canter Lane create confusion for cars traveling East on Cormier and the cars traveling East will, a lot of times, pass on the right at this Canter Lane intersection and this has even caused concerns for cars and the people on the North side of Cormier might be going out to get their mail out of their mailboxes. Cars travel too fast on Cormier!!!!! Has Ashwaubenon entertained installing a turn arrow at the Street Light at Ridge and Cormier? A lot of traffic comes from Oneida Street at the time the light turns at Ridge making it very difficult to turn North on Ridge Road. Sometimes very dangerous for cars that also want to turn South on Ridge Road from Cormier. We hope these insights are helpful.
131	don't want a sidewalk in front of house
138	I personally don't mind shoveling snow, but if the intent for the village to remove snow one side of Cormier but not the other, I'm not sure that wouldn't come back to the board as a complaint some time in the future. Not from me mind you, but it seems possible from someone. Just me two cents. I am really pleased that this is being considered, I hope it happens on both sections, east and west of hwy 41.
142	Not sure what is driving this at this time. I guess I am interested in finding that out. I have been a village resident since 1976 and seems the Village has not increased in size and the population has remained pretty stable.
143	The problem is I don't live on the road so I would need to see more evidence that it is needed. in regards to the last question if a sidewalk was built on the south side of street of course each owner would have to shovel sidewalk who else is going to do it. That should have no bearing on weather a sidewalk is needed or not.
147	It would be nice to have the north side walks be maintained better. The new crossing lights help greatly in crossing Cormier
152	Appreciate the village bicycle lanes.
155	side walks are a must. wish there was more and yes on my street also.
156	My kids saw this letter and were so excited at the possibility of this - they are the ones that would use it so their opinions matter most in my opinion.
157	I just think Cormier Rd. is a busy street for sidewalks,I do not think it is necessary I do a lot of walking and I live on North Rd. there are plenty of side streets to walk on without cormier having sidewalks
158	I lived on the North side of Cormier for 21 years and didn't mind shoveling the sidewalks.
159	There are several streets in ashwaubenon in need of sidewalks. Especially Shady. The traffic is heavy on several roads and is unsafe for walking.
160	children traveling to & from school it is unsafe without sidewalks on both sides of Cormier Rd.
170	We have lived on Cormier Rd. for three years now and even though traffic is quite busy, it has still been a safe road for our two children to walk up to Parkview and Ashwaubenon high school. We do feel it would be very beneficial to have sidewalks on the south side of the street. My only concerns are that there are quite a few retired folks around us that may not be able to clear their sidewalks and of course, how much will our property taxes go up with the installation of sidewalks.
171	I have always felt there should be sidewalks on both sides of Cormier st. Minimizing crossings of pedestrians.

177	This improvement would be greatly appreciated.,
179	I see people walking in the reduce street paint line on both sides of Cormier. There are safe ways to cross the street and walk on the North sidewalk.
181	While I can appreciate a home owner is inconvenienced by having to shovel a sidewalk, I think the safety of the citizens especially children takes precedence over this inconvenience.
184	Totally against the sidewalks. The sidewalk isn't used enough on the north side of the street to warrant one on the south side. The path next to the road is still a much better method.
185	I don't live on Cormier so if the residents that live in this area are for it then I have no objections.
188	One side is plenty.
189	Currently, Ashwaubenon is a land-locked, aging community. Everyone knows this and it's a fact. The school district has more incoming students from out-of-the-district than from within, but that will not always be the case. As the elders leave the area, families will eventually move in and it is practical and makes sense that at some point, sidewalks are needed/necessary and it's better to do it now than to continue to wait and watch the expense of it overall continue to rise. If there is an elderly individual at an address that will receive sidewalks and cannot shovel snow in the winter, this village should be able to identify them and offer assistance. There is plenty of money coming into Ashwaubenon compared to other localities and it could wisely be added to the budget. There really is no excuse for not doing this.
192	MORE SIDEWALKS ARE NOT NEEDED. FIX SOME SPOTS ON THE NORTH SIDE INSTEAD
194	I grew up shoveling sidewalks in front of our home- I have a hard time with the village and tax payers paying for this service. However, since Cormier road is the only area with sidewalks it is ok at this time , but may need to be looked into if sidewalks are expanded further.
197	I feel it's a good idea. A lot of young people in the area and more are active. A side walk work be a great addition to a beautiful community, who focused on safety. Especially with the new led pedestrian intersection crossings on cormier
198	I think the addition of sidewalks would add value to our community. I know that it's a potential hassle for homeowners to clear the sidewalk, but as a homeowner, you have to look out for what's best for the community, and it shouldn't be surprising if the village would add sidewalks to heavily trafficked areas. This adds safety.
199	ALSO ELIMINATES SAFETY HAZARD OF CARS WHO PASS ON THE RIGHT TO GET AROUND LEFT TURNERS.
201	MORE PEOPLE WALK ON SANTA BARBARA THEN ON CORMIER.
207	WHY ARE YOU WASTING THE TAXPAYERS MONEY VERY FEW PEOPLE USE SIDEWALKS ANYWAY.
208	Sidewalks would be beneficial on heavy traffic street, but unnecessary to residential areas.
209	I can not think of any reason that would make me support installing sidewalks on the south side of Cormier.
210	I also think there should be a sidewalk (just on one side) on North Road from Cormier to Babcock. That's another dangerous road for anyone who walks and runs on North.
212	Traffic on Cormier is very heavy at times and as an adult, it is very hard to cross safely at times
216	I am not in favor of my yard being destroyed, walked through and littered by kids and adults, and potentially being responsible for ice/snow removal. I don't not like that I could possibly be sued by someone slipping and falling on sidewalk on my property. I bought this property mainly because there wasn't a sidewalk to maintain as I have a bad back and shoulder. I am 110% against a sidewalk on my property.
220	Snow removal should not be the responsibility of the homeowners of new sidewalks installed if existing walks are cleared by the village. One rule should cover all homeowners.
224	I drive this route every day and always thought there should be sidewalks on the south side of Cormier. Sidewalks would make the area safer.
225	Due to the heavy traffic on Cormier Rd, we feel that this proposal would increase the public safety of pedestrians in the area (especially students and joggers). It would also eliminate conflict between bikers

	and pedestrians.
226	We already have a sidewalk and 2 bike lanes and also the flashing crossing lights that work fine. Thanks for asking.
228	Having to clear a sidewalk within a certain time frame puts a hardship on the homeowners who bought that property knowing there was no sidewalk. If the village now decides to add a sidewalk, the village should clear it
237	There are plenty of sidewalks and a biking lane. I am firmly against installing more sidewalks. The village's money would be best spent elsewhere in our community.
238	MY DAUGHTERS CAR WAS TOTALED PARK OUT IN FRONT OF OUR HOME BECAUSE SOMEONE WAS GOING TOO FAST AND NOT PAYING ATTENTION.
240	I would use Cormier much more, if it had a side walk.
241	Traffic on Courmeir is getting to buzy for people to walk on that street

Appendix B – March 21, 2018 Bike and Pedestrian Plan Open House Comments

A Public Input Meeting on the proposed updates to the Ashwaubenon Bicycle & Pedestrian Plan was held at the Ashwaubenon Community Center on Wednesday evening, March 21, 2018. Attached are the public comments from that meeting:

- Argonne Park Trail should be plowed in winter. People walking in streets. (2X)
- Educate pedestrians about walking on the correct side of the street
- Improve pedestrian crossings on Ashland Avenue. Use Potts…better option than others
- If crosswalks improved on Ashland, make sure they are safe. Middle shelter?
- Put a pedestrian walkway on the Claude Allouez bridge. It's in the Allouez Bike & Ped plan.
- Better connections between Green Bay and Ashwaubenon. Specifically talked about Broadway.
- Pilgrim Way….make signals visible.
- If you do a "Fox River West", will there be trail fees like the Fox River Trail "East"?
- There's too much material and debris in/on the Broadway bike lane areas.
- Can we get rid of the standing water on the Holmgren Way/172 sidewalk underpass?
- I don't want sidewalks on Shady. The striped lanes do the job.
- There doesn't seem to be any traffic problems around Sherwood Forest on game days. (no sidewalks needed).
- Who will pay for the Cormier sidewalks?
- I "want" a sidewalk on Shady to Morris and down Morris.
- There should be a crosswalk by Sherwood Forest Park on Shady
- Install a sidewalk from Cormier to park on Shady. South side trail.
- It's hard to ride on Packerland south of Fernando.
- Too much glass in the bike lane by recycling center (Broadway).
- Would like to see sidewalks on Pioneer Drive and on streets around Pioneer School (emailed).