



Plan Commission

Regular Meeting

335 South Broadway
De Pere, WI 54115
<https://www.deperewi.gov/>

Agenda

Monday, March 28, 2022	7:00 PM	Council Chambers and Virtual
-------------------------------	----------------	-------------------------------------

Pursuant to Wisconsin Statutes 19.84, Notice is hereby given to the public that a meeting of the **Plan Commission** of the City of De Pere will be held on **March 28, 2022** at **7:00 PM** in the **COUNCIL CHAMBERS, 2ND FLOOR CITY HALL, 335 S. BROADWAY STREET, DE PERE.**

The public may attend the meeting either in person in the Council Chambers or electronically/telephonically. Electronic or telephonic access to the meeting is provided below:

Computer/smart phone accessing <https://www.gotomeet.me/DePere>

OR

You can also dial in using your phone.

United States (Toll Free): [1 866 899 4679](tel:18668994679)

United States: [+1 \(312\) 757-3117](tel:+13127573117)

Access Code: 154-883-285

This meeting may also be rebroadcast on Spectrum Cable Channel 4 and AT&T U-verse Channel 99 throughout the week and available on demand at <http://deperecitywi.igmp2.com/>.

Call to Order

1. Roll Call
2. Approval of the minutes of the January 24, 2022 Plan Commission meeting.
3. Public comments upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Plan Commission. §6-3(f) DPMC
4. Consideration and possible action on an extraterritorial 2 lot certified survey map at 2206-2207 Blue Stem LN in the Town of Ledgeview (Parcel D-1991).*
5. Consideration and possible action on an extraterritorial 3 lot certified survey map at 2300 BLK French RD in the Town of Lawrence (Parcel L-452).*
6. Consideration and possible action on an extraterritorial 3 lot certified survey map at 3550 & 3551 Wayne LN in the Town of Ledgeview (Parcels D-449-1, D-450).*
7. Consideration and possible action on a 75 lot and 4 outlot revised preliminary and final extraterritorial plat of Grande Ridge Estates First Addition at 3300 BLK Heritage RD in the Town of Ledgeview (Parcels D-449-2, D-449-2-1, D-450-1, D-450-2).*
8. Discussion between the Plan Commission and developer about the proposed development and rezoning with Planned Development District (PDD) overlay of The Preserve at the 2000 Block of Lawrence DR (Parcels WD-D0034, WD-D0035, part of WD-D0031).
9. Consideration and possible action on a rezoning from HWY 41-A (Highway 41 Business Corridor: District A) to HWY 41 A PDD (Highway 41 Business Corridor: District A with a Planned Development District overlay), with an amended General Development Plan, for a proposed drive-in or convenience food restaurant at 1360 Scheuring RD (Part of Parcel WD-D0021-4).*

10. Consideration and possible action for a right-of-way discontinuance at 1891 and 1895 Commerce DR (Adjacent to Parcels ED-344-102-4, ED-344-102).*
11. Consideration and possible action to amend Municipal Code Section 46-4 (Platting and Division of Land – General requirements and design standards) to eliminate the requirement to show building setbacks on city plats and city certified survey maps.*
12. Discussion to review the 2021 City of De Pere Housing Affordability Report Update.
13. Discussion to review the DRAFT 2021 Brown County Bicycle and Pedestrian Plan Update.

Adjournment

Any person wishing to attend this meeting, who, because of disability, requires special accommodations should contact the City Planner's office at 339-4043 by noon on the day of the meeting so that arrangements can be made.

*Items with an asterisk require City Council approval.

Agenda Sent To:

Alderspersons

City Administrator

Mayor

Department Heads

TV, Newspapers & Radio Stations

Kress Family Library

De Pere Chamber of Commerce

Michael R. Andraschko, PLS, Mau & Associates LLP

Tom A. & Judy A. Ebert Trust of 2014

Doug Woelz, PLS, McMahon Associates

Vic Lutz, Integrated Public Resources LLC

Steven M. Bieda, PLS, Mau & Associates LLP

Ronald Van Stratten

Gail Cuene & Robert Cuene

Ryan Radue, Seville Properties LLC

Jared G. Schmidt, Robert E Lee & Associates INC

Preserve Development LLC

Joel Ehrfurth, Mach IV Engineering & Surveying LLC

Andy Dumke, Nicolet Commercial De Pere LLC



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: March 28, 2022

DEPARTMENT: Planning

FROM: Kelly Barker

SUBJECT: Approval of the minutes of the January 24, 2022 Plan Commission meeting.

ATTACHMENTS:

- PC_Jan2022_Minutes_Draft (PDF)



Plan Commission

Regular Meeting

335 South Broadway
De Pere, WI 54115
<https://www.deperewi.gov/>

Draft Minutes

Monday, January 24, 2022

7:00 PM

GoToMeeting

Call to Order

The meeting was called to order at 7:00 PM by Mayor James Boyd

Attendee Name	Title	Status	Arrived
James Boyd	Mayor	Present	
Derek Beiderwieden	Commissioner	Excused	
Brenda Busch	Commissioner	Present	
Dan Carpenter	Aldersperson	Present	
Mark Higgins	Commissioner	Present	
Dean Raasch	Aldersperson	Present	
Grant Schilling	Commissioner	Present	

Also present: Development Services Director Daniel Lindstrom, City Planner Peter Schleinzi, City Attorney Judy Schmidt-Lehman, and members of the public.

(Remove Derek from the list of members.)

2. Approval of the minutes of the December 20, 2021 Plan Commission meeting.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Dean Raasch, Aldersperson
AYES:	Boyd, Busch, Carpenter, Higgins, Raasch, Schilling
EXCUSED:	Derek Beiderwieden

3. Public comments upon matters not on the agenda.

There were no public comments.

RESULT:	DISCUSSED
----------------	------------------

4. Discussion and possible action on Title Clean-Up Requirements for City Owned Front Street Parking Lot Parcels. *

City Attorney Judy Schmidt-Lehman reviewed the agenda item for the City owned Front Street parking lot parcels which requires some title clean up in order for future redevelopment of the Front Street parcels. She reported that the Legal Department has been researching the property makeup of the Front Street parking lot parcels over the past 18 months in preparation of the redevelopment. She identified four separate parcels and explained the actions that will need to be taken for each parcel. Staff recommended that the Plan Commission schedule a public hearing before the Common Council regarding the removal of the public parking restrictive covenant and the Plan Commission recommend that the Council authorize the City Attorney's Office to initiate an action in Circuit Court to remove any existing impediments to marketable title. Judy requested that the motions be made separately for clarification. Mayor Boyd moved, seconded by Ald. Raasch, to schedule a public hearing before the Common Council regarding the removal of the parking restriction. Mayor Boyd then moved, seconded by Ald. Raasch, to recommend that the Council authorize the City Attorney's Office to initiate an action in

Circuit Court to remove any existing impediments to marketable title. Upon vote, both motions carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Dean Raasch, Alderperson
AYES:	Boyd, Busch, Carpenter, Higgins, Raasch, Schilling
EXCUSED:	Derek Beiderwieden

5. Consideration and possible action on an extraterritorial 2 lot certified survey map at 1927 Williams Grant DR in the Town of Lawrence (Parcel L-433-1).*

City Planner Peter Schleinz reviewed the 2 lot extraterritorial CSM in the Town of Lawrence at 1927 Williams Grant Dr. Staff recommended approval of the CSM, subject to the conditions in the report. Ald. Carpenter moved, seconded by Mark Higgins, to approve the CSM. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dan Carpenter, Alderperson
SECONDER:	Mark Higgins, Commissioner
AYES:	Boyd, Busch, Carpenter, Higgins, Raasch, Schilling
EXCUSED:	Derek Beiderwieden

6. Consideration and possible action on a 2 lot certified survey map at 3234 Old Janssen TR (Parcel ED-R53).*

City Planner Peter Schleinz reviewed the 2 lot CSM at 3234 Old Janssen Trail. Staff recommended approval of the CSM, subject to the conditions in the report. Ald. Carpenter moved, seconded by Mark Higgins, to approve the CSM. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Brenda Busch, Commissioner
AYES:	Boyd, Busch, Carpenter, Higgins, Raasch, Schilling
EXCUSED:	Derek Beiderwieden

7. Consideration and possible action on a 74 lot and 3 outlot preliminary extraterritorial plat of Grande Ridge Estates First Addition at 3300 BLK Heritage RD in the Town of Ledgeview (Parcels D-449-2, D-449-2-1, D-450-1, D-450-2).*

City Planner Peter Schleinz reviewed the preliminary extraterritorial plat of Grande Ridge Estates First Addition in the Town of Ledgeview. Staff recommended approval of the preliminary plat, subject to the conditions in the report. Mayor Boyd motioned, seconded by Ald. Raasch to open the meeting. Upon vote, motion carried unanimously. Steve Bieda with Mau & Associates, asked staff if the final plat also needs to be approved. Peter replied that the final plat must be approved by both the Plan Commission and Common Council, but first the preliminary plat must be reviewed by Council, which would be at the February 1, 2022 meeting. Mayor Boyd moved, seconded by Ald. Raasch, to return to regular session. Upon vote, motion carried unanimously. Ald. Raasch moved, seconded by Brenda Busch, to approve the preliminary extraterritorial plat and forward it to the Common Council for approval, subject to the conditions in the report. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dean Raasch, Alderperson
SECONDER:	Brenda Busch, Commissioner
AYES:	Boyd, Busch, Carpenter, Higgins, Raasch, Schilling
EXCUSED:	Derek Beiderwieden

8. Consideration and possible action on a 104 lot and 4 outlot preliminary plat of Waterview Heights Fifth Addition at 2400 BLK Lost Dauphin RD (Parcels WD-D0104, WD-L496).*

City Planner Peter Schleinz reviewed the preliminary plat of Waterview Heights Fifth Addition at the 2400 block of Lost Dauphin Road. Staff recommended approval of the preliminary plat, subject to the conditions in the report. He noted that there are a large number of conditions, due to a lot of technical and engineering conditions that will be reviewed by staff. Mark Higgins pointed out an address mistake on page 38 of the packet, which referenced the 2200 BLK French Road, but should be the 2400 BLK Lost Dauphin Road. Peter stated that the correction would be made by staff before the item goes to the Common Council. Mayor Boyd moved, seconded by Mark Higgins to approve the preliminary plat and forward the plat to the Common Council for approval. Upon vote, motion carried unanimously. The expected review date is February 1, 2022.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Mark Higgins, Commissioner
AYES:	Boyd, Busch, Carpenter, Higgins, Raasch, Schilling
EXCUSED:	Derek Beiderwieden

9. Consideration and possible action on a request for a 97 lot and 2 outlot final plat of Mystic Creek at 2200 BLK French RD (Parcel WD-L499).*

City Planner Peter Schleinz reviewed the final plat of Mystic Creek at the 2200 block of French Road. Staff recommended approval of the final plat, subject to the conditions in the report. Mayor Boyd moved, seconded by Ald. Carpenter, to approve the final plat and forward the plat to the Common Council for approval. Upon vote, motion carried unanimously. The Common Council is expected to review the final plat on February 1, 2022.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	James Boyd, Mayor
SECONDER:	Dan Carpenter, Alderperson
AYES:	Boyd, Busch, Carpenter, Higgins, Raasch, Schilling
EXCUSED:	Derek Beiderwieden

10. Consideration and possible action for an Amended Precise Implementation Plan to allow a second drive-through lane for a restaurant (fast food/drive-in) at 1499 Lawrence DR (Parcel WD-D0011-4).

City Planner Peter Schleinz reviewed the Precise Implementation Plan Amendment to allow a second drive thru lane at the Culver's restaurant located at 1499 Lawrence Drive. Since this is a PIP, the site plan review requires an amendment rather than a straight-forward site plan review. Peter noted that landscaping will be re-arranged and added to the area. This is a Plan Commission-only review and is not reviewed by the Common Council. Staff recommended approval of the amendment, with no conditions. Brenda

Busch moved, seconded by Mark Higgins, to approve the Amended Precise Implementation Plan. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Brenda Busch, Commissioner
SECONDER:	Mark Higgins, Commissioner
AYES:	Boyd, Busch, Carpenter, Higgins, Raasch, Schilling
EXCUSED:	Derek Beiderwieden

11. Consideration and possible action for a site plan for bus parking, a 12,000 SF building addition, a modified front entry and driveway, a new 26 stall parking lot, a relocated play structure, and a new 5,000 SF garage at 755 Scheuring RD (Parcel WD-208-2).

City Planner Peter Schlein reviewed the site plan for Syble Hopp School. He explained that there are 6 proposed changes which include: bus parking lot modification, building addition to the rear of the building, addition at front entry and a widened U-shaped driveway, addition of 26 stall new parking lot, the relocation of an existing play structure, and the addition of a free-standing garage. Peter noted that the Board of Appeals approved a rear setback variance earlier this evening for this site plan, from 75 feet to 60 feet. Peter added that some landscaping screening will be added to screen the parking lot. Staff recommended approval of the site plan, with no conditions of approval remaining. Neighbors were notified of the project, and no responses were made. Ald. Raasch moved, seconded by Brenda Busch, to approve the site plan. Upon vote, motion carried unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Dean Raasch, Alderperson
SECONDER:	Brenda Busch, Commissioner
AYES:	Boyd, Busch, Carpenter, Higgins, Raasch, Schilling
EXCUSED:	Derek Beiderwieden

Adjournment

Mayor Boyd moved, seconded by Ald. Raasch, to adjourn the meeting at 7:43 PM. Upon vote, motion carried unanimously.

Respectfully submitted,
Kelly Barker



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: March 28, 2022

DEPARTMENT: Planning

FROM: Kelly Barker

SUBJECT: Public comments upon matters not on the agenda. Comments made during the public comment period shall pertain only to matters under the jurisdiction of the Plan Commission. §6-3(f) DPMC



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: March 28, 2022

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Consideration and possible action on an extraterritorial 2 lot certified survey map at 2206-2207 Blue Stem LN in the Town of Ledgeview (Parcel D-1991).*

ATTACHMENTS:

- PC Report - CSM on Blue Stem LN (DOCX)
- Application Form (PDF)
- Preliminary CSM (PDF)

Item 4: Consideration and possible action on an extraterritorial 2 lot certified survey map at 2206-2207 Blue Stem LN in the Town of Ledgeview (Parcel D-1991).*

SITE MAP



REQUESTED ACTION: Extraterritorial Certified Survey Map Approval. *

COMMON DESCRIPTION: 2206-2208 Blue Stem LN, located southeast from the Blue Stem LN and Trellis DR intersection.

PARCEL NUMBER(S): D-1991.

ZONING: Residential District (R-2) in Ledgeview.

SURROUNDING LAND USES: Multi-family to the north and south.
Developing residential to the east and west.

COMPREHENSIVE PLAN: Planned Mixed Use in Ledgeview.

**City of De Pere
Staff Comments**

**Plan Commission
March 28, 2022**

APPLICANT/OWNER:	<u>Authorized Representative</u> Michael R. Andraschko, PLS Mau & Associates LLP 400 Security BL Green Bay, WI 54313	<u>Property Owner</u> Tom A. & Judy A. Ebert Trust of 2014 2208 Blue Stem LN De Pere, WI 54115
-------------------------	--	---

SITE HISTORY: A two-unit residential building was built on the parcel in 2017.

STAFF REVIEW: When reviewing a Certified Survey Map, staff considers State Statutes 236, Section 46-8 of the De Pere Platting and Division of Land Code, the future land use recommendation of the Comprehensive Plan, surrounding land uses, and desired development patterns.

- The proposed CSM is in Ledgeview, about 0.3 miles east from the De Pere City limits.
- The proposed land division will create two residential use lots with a zero-lot-line structure that is not permitted in De Pere but is allowed in Ledgeview.
- The City's minimum acreage and frontage are 0.2 acres and 75'; the Town's minimum is 0.3 acres and 90'. The lots do not meet the city minimums but will be reviewed by Ledgeview for required zero-lot-line criteria.
- The site is not within the Urban Reserve Area of Extraterritorial Review Jurisdiction due to boundary agreements. A minimum lot size of 10 acres does not apply.
- The site is located inside the sewer service district for Ledgeview.
- The staff recommended conditions of approval are listed at the end of the report.

The Certified Survey Map meets the criteria of State Statutes 236 and Section 46-8 of the De Pere Platting and Division of Land Code. The proposed land division provides development opportunities and does not impact the Comprehensive Plan negatively. The proposed lot sizes, street frontages, and setbacks meet City requirements.

REVIEW PROCESS: For extraterritorial certified survey map petitions the Plan Commission provides either an approval, rejection with reason, or approval with conditions decision. The Common Council also reviews and provides a final decision of approval or rejection. Common Council is expected to review the certified survey map on April 6, 2022.

STAFF RECOMMENDATION: Staff recommends APPROVAL of the certified survey map, subject to:

1. Meeting all other state and local regulations, including Brown County Planning Commission and Town of Ledgeview.

	CITY OF DE PERE APPLICATION FOR CSM REVIEW		Fee:	\$ 368.00
			Receipt #:	170286
			Date:	3-21-22
			CITY OF DE PERE RECEIVED MAR 21 2022 PLANNING DEPT	

Read all instructions provided before completing. If additional space is needed, attach additional pages. Type or use black ink.

SECTION 1: Applicant / Permittee Information

Applicant Name (Ind., Org. or Entity) Mau & Associates, LLP	Authorized Representative Michael Andraschko	Title Professional Land Surveyor	
Mailing Address 400 Security Blvd.	City Green Bay	State WI	ZIP Code 54313
Email Address mandraschko@mau-associates.com	Phone Number (incl. area code) 920-434-9670	Fax Number (incl. area code)	

SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind. Org. or Entity) Tom A. and Judy A. Ebert Trust of 2014	Contact Person Tom Ebert	Title	
Mailing Address 2208 Blue Stem Lane	City De Pere	State WI	ZIP Code 54115
Email Address tjm.ebert@sbcglobal.net	Phone Number (incl. area code) 920-680-7790	Fax Number (incl. area code)	

SECTION 3: Project or Site Location

Project Address/Description 2206-2208 Blue Stem Lane	Parcel No. D-1991
---	----------------------

SECTION 4: CSM Information

Existing Zoning:	R-2
Present Use of Parcel:	residential with duplex
Proposed Use of Lots:	residential with duplex

Please submit 1 hard copy and 1 PDF copy of the CSM if the property is located within the City or if the property is located within the extraterritorial jurisdiction.

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print) Michael Andraschko	Title Professional Land Surveyor	Phone Number 920-434-9670
Signature of Applicant 		Date Signed 3/2/2022

TO BE COMPLETED BY CITY STAFF

CSM Review authorized by the De Pere Municipal Code, Chapter 46.	
--	--

CERTIFIED SURVEY MAP

All of Lot 40 of the recorded plat "Heritage Heights" (Volume 24, Plats, Page 22, Document Number 2756906, Brown County Records), being in part of Private Claim 39, East Side Fox River, Town of Ledgeview, Brown County, Wisconsin.

TRELLIS DRIVE

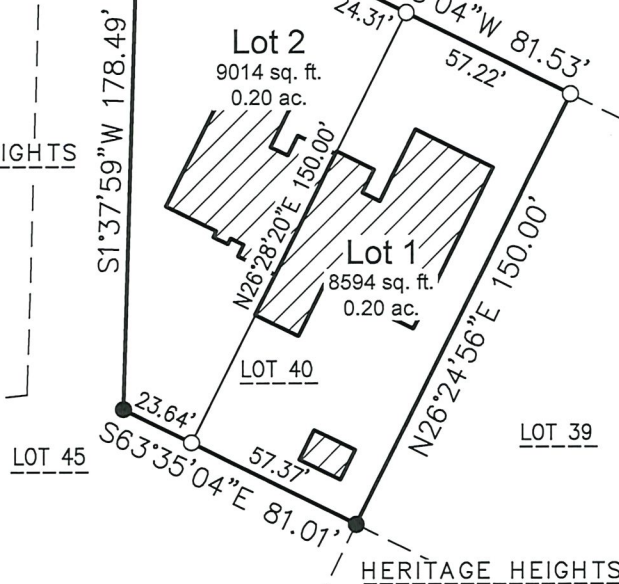
LOT 1
63-CSM-727

CURVE DATA
ARC LENGTH: 75.61'
RADIUS: 235.00'
CHORD: 75.27'
BEARING: N54°22'06"W
CENTRAL ANGLE: 18°25'56"
TANGENT: S45°09'08"E

BLUE STEM LANE

LOT 41

HERITAGE HEIGHTS



North



Legend

- 1.32" (o.d.) x 18" iron pipe with cap weighing 1.68 lbs/lin ft set
- 1" iron pipe found
- ⊗ cut X set
- ⊕ Brown County monument - type noted
- ▨ existing building

NOTES

Bearings referenced to the Southerly Line of Private Claim 39, East Side of Fox River, assumed to be N64°01'25"W.

The County Monuments used in this survey are shown and their ties have been found and verified and/or Brown County Planning and Land Services has been notified of any discrepancies.

See sheet 2 for interior lot details.

Michael R. Andraschko
PLS-2895
March 2, 2022



Scale: 1" = 60'



Client: Tom Ebert

Tax Parcel: D-1991

Drafted By: BAB

File: L-12215CSM 030122.dwg

Data File: L-12215.txt

Mau & Associates, LLP

LAND SURVEYING & PLANNING
CIVIL & WATER RESOURCE ENGINEERING
Phone: 920-434-9670 Website: www.mau-associates.com
400 Security Blvd Ste 1, Green Bay, WI 54313-9712

Sheet One of Four

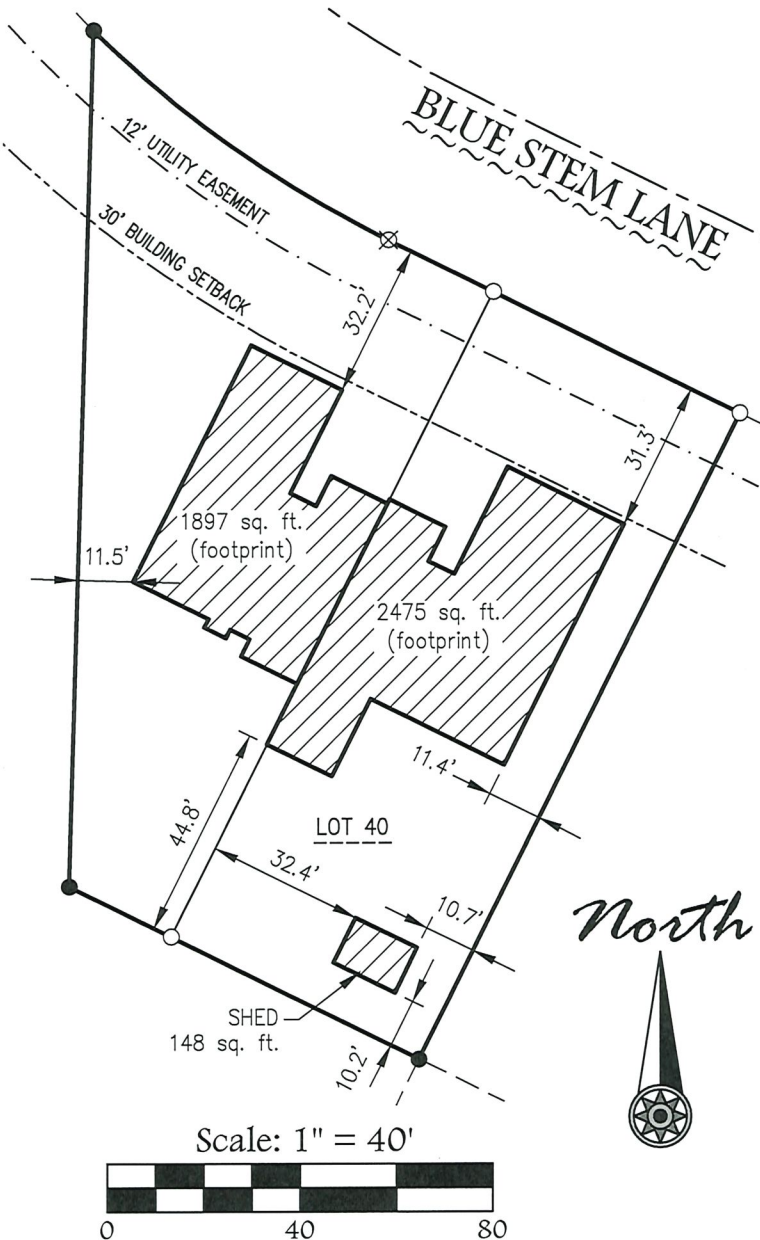
Project No.: L-12215

Drawing No.: L-11709

Fieldwork Completed: 2/22/2022

CERTIFIED SURVEY MAP

All of Lot 40 of the recorded plat "Heritage Heights" (Volume 24, Plats, Page 22, Document Number 2756906, Brown County Records), being in part of Private Claim 39, East Side Fox River, Town of Ledgeview, Brown County, Wisconsin.



NOTES

The property owners, at the time of construction, shall implement the appropriate soil erosion control methods outlined in the Wisconsin Construction Site Erosion and Sediment Control Technical Standards (available from the Wisconsin Department of Natural Resources) to prevent soil erosion. However, if at the time of construction the Town of Ledgeview has adopted a soil erosion control ordinance, it shall govern over this requirement. This provision applies to any grading, construction, or installation-related activities.

The lots of this land division may experience noise at levels exceeding the levels in S. Trans 405.04 Table I. These levels are based on federal standards. The department of transportation is not responsible for abating noise from existing state trunk highways or connecting highways, in the absence of any increase by the department to the highway's through-lane capacity.

When attached dwelling units are created, matters of mutual concern to the adjacent property owners, due to construction, catastrophe, and maintenance, shall be guarded against by private covenants and deed restrictions and the approving authorities shall not be held responsible for same.

RESTRICTIVE COVENANTS

The land on all side and rear lot lines of all lots shall be graded by the property owner and maintained by the abutting property owners to provide for adequate drainage of surface water.

Building permits are limited to the development of zero-lot-line units on Lots 1 and 2 inclusive, unless two adjoining lots are combined and used as a single lot for the construction of a single-family dwelling unit. In this case, an odd number of lots may not be left as a series of consecutive lots.

SURVEYOR'S CERTIFICATE

I, Michael R. Andraschko, Professional Land Surveyor, PLS-2895, do hereby certify that I have surveyed, divided and mapped Lot 40 of the recorded plat "Heritage Heights" (Vol. 24, Plats, Page 22, Doc. No. 2756906, Brown County Records), being in part of Private Claim 39, East Side of Fox River, Town of Ledgeview, Brown County, Wisconsin.

Parcel contains 17,608 square feet / 0.40 acres, more or less.
Parcel subject to easements and restrictions of record.

That such plat is a correct representation of all the exterior boundaries of the land survey and the division thereof. That I have made such a survey, land division and plat by the direction of the owners listed hereon. That I have fully complied with the provisions of Chapter 236, section 236.34 of the Wisconsin Statutes, the Town of Ledgeview, and the Brown County Planning Commission code in surveying, dividing and mapping the same.

Michael R. Andraschko
PLS-2895
March 2, 2022



All of Lot 40 of the recorded plat "Heritage Heights" (Volume 24, Plats, Page 22, Document Number 2756906, Brown County Records), being in part of Private Claim 39, East Side Fox River, Town of Ledgeview, Brown County, Wisconsin.

TOWN OF LEDGEVIEW
CITY OF DE PERE
BROWN COUNTY PLANNING COMMISSION

STATE OF WISCONSIN]
] SS
COUNTY OF BROWN]

Karl Mueller
Senior Planner

Paul D. Zeller
Brown County Treasurer

Date

A circular professional seal for a Wisconsin Land Surveyor. The outer ring contains the text "WISCONSIN" at the top and "LAND SURVEYOR" at the bottom, separated by two five-pointed stars. The inner circle contains the name "MICHAEL R. ANDRASCHKO", the license number "PLS-2895", and the location "GREEN BAY, WI". The seal is stamped in black ink on a white background. There are several red diagonal lines drawn across the seal, likely for archival or identification purposes.



CERTIFIED SURVEY MAP

All of Lot 40 of the recorded plat "Heritage Heights" (Volume 24, Plats, Page 22, Document Number 2756906, Brown County Records), being in part of Private Claim 39, East Side Fox River, Town of Ledgeview, Brown County, Wisconsin.

CERTIFICATE OF THE TOWN OF LEDGEVIEW

Approved for the Town of Ledgeview this _____ day of _____, 20____.

Dan Teaters
Zoning Administrator

CERTIFICATE OF THE CITY OF DE PERE

Approved by the Common Council for the City of De Pere on the _____ day of _____, 20____.

Carey E. Danen
City Clerk

_____ date

CERTIFICATE OF CORPORATE MORTGAGEE

_____, a corporation duly organized and existing under and by virtue of the laws of Wisconsin, mortgagee of the above described land, does hereby consent to the surveying, dividing, and mapping of the land described on this Certified Survey Map and does hereby consent to the above certificate of the Tom A. and Judy A. Ebert Trust of 2014, Owner of said lands.

IN WITNESS WHEREOF, _____, has caused these presents to be signed by _____
(corporate name)

_____, its _____ and countersigned by _____
(print name) (print title)

_____, its _____, at _____, Wisconsin,
(print name) (print title) (city)

and its corporate seal to be hereunto affixed this _____ day of _____, 20____.

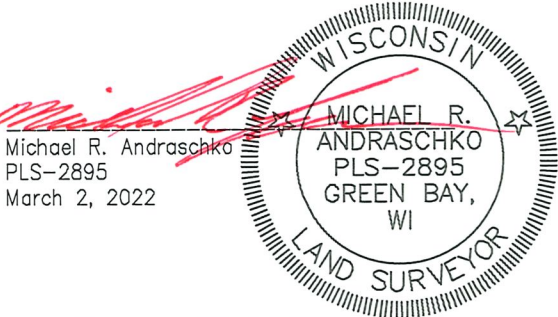
signature print title Date

signature print title Date

Personally came before me this _____ day of _____, _____, the above named officers of said corporation to me known to be the persons who executed the foregoing instrument and to me known to be such officers of said corporation, and acknowledged that they executed the foregoing instrument as such officers as the deed of said corporation, by its authority.

Notary Public My Commission Expires _____
_____ County, Wisconsin

STATE OF WISCONSIN]
] ss
COUNTY OF _____]



Michael R. Andraschko
PLS-2895
March 2, 2022



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: March 28, 2022

DEPARTMENT: Planning

FROM: Peter Schleinz

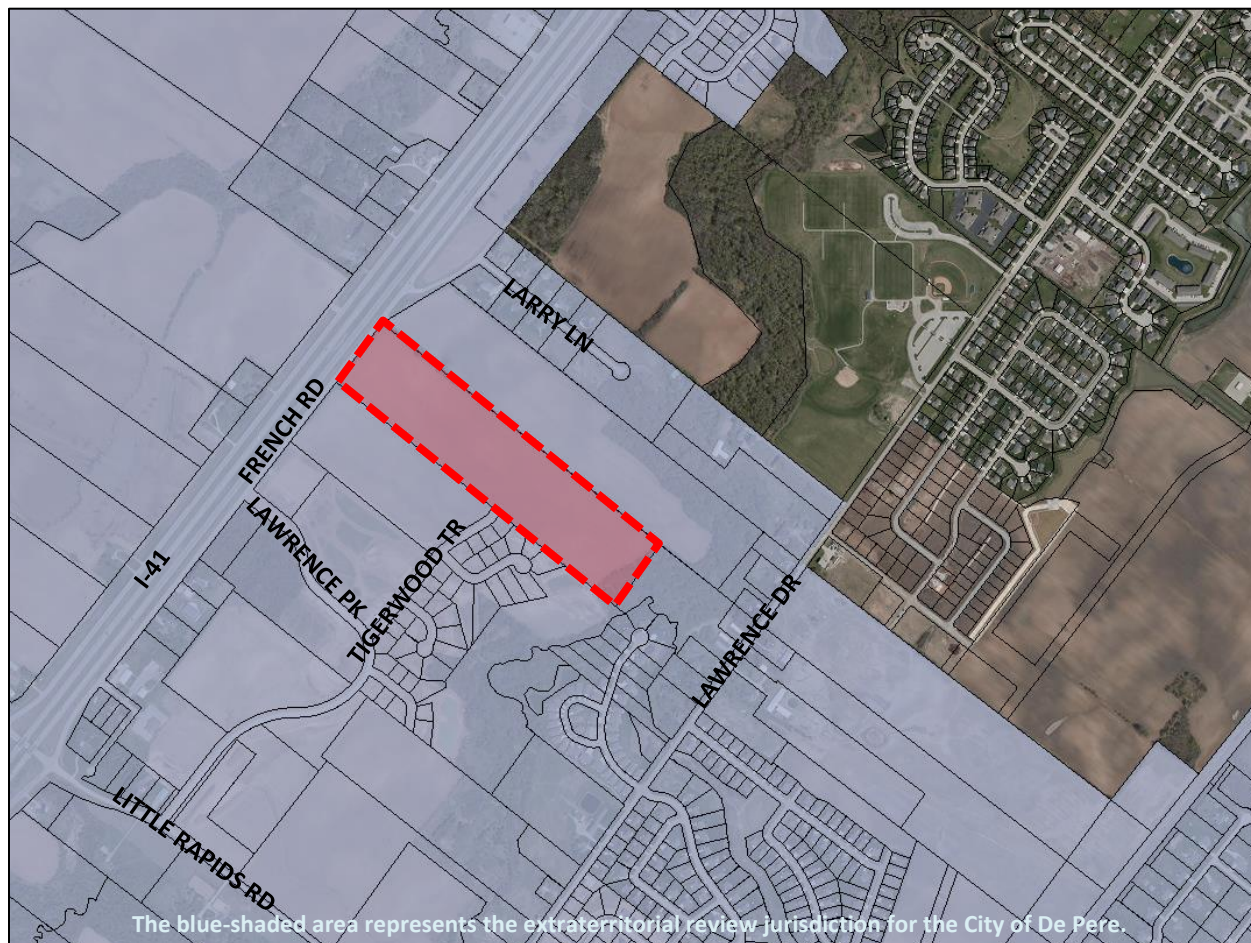
SUBJECT: Consideration and possible action on an extraterritorial 3 lot certified survey map at 2300 BLK French RD in the Town of Lawrence (Parcel L-452).*

ATTACHMENTS:

- PC Report - CSM on French RD (DOCX)
- Application Form (PDF)
- Preliminary CSM (PDF)

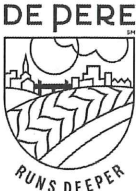
- Item 5: Consideration and possible action on an extraterritorial 3 lot certified survey map at 2300 BLK French RD in the Town of Lawrence (Parcel L-452).*

SITE MAP



REQUESTED ACTION:	Extraterritorial Certified Survey Map Approval. *	
COMMON DESCRIPTION:	2300 BLK French RD, located northeast from the French RD and Lawrence PK intersection.	
PARCEL NUMBER(S):	L-452.	
ZONING:	Agricultural District (A-1) in Lawrence.	
SURROUNDING LAND USES:	Developing commercial to the north and west,. Developing residential to the south and east.	
COMPREHENSIVE PLAN:	Commercial and Residential in Lawrence.	
APPLICANT/OWNER:	<u>Authorized Representative</u> Doug Woelz, PLS McMahon Associates 1445 McMahon DR Neenah, WI 54956	<u>Property Owner</u> Integrated Public RTesources LLC 1445 McMahon RD Neenah WI 54956

SITE HISTORY:	The site had agricultural use with natural areas since 1938 air photos.
STAFF REVIEW:	When reviewing a Certified Survey Map, staff considers State Statutes 236, Section 46-8 of the De Pere Platting and Division of Land Code, the future land use recommendation of the Comprehensive Plan, surrounding land uses, and desired development patterns. • The proposed CSM is in Lawrence, about 0.2 miles east from the De Pere City limits. • The proposed land division will create two commercial lots and one residential lot, with plans for further division of the residential lot. • The City's minimum acreage and frontage are 0.2 acres and 75'; the Town's minimum is not identified when public sewer is available. The lots do meet the city minimums and will need to be reviewed by Lawrence for minimums. • The site is not within the Urban Reserve Area of Extraterritorial Review Jurisdiction due to boundary agreements. A minimum lot size of 10 acres does not apply. • The site is located inside the sewer service district for Ledgeview. • The staff recommended conditions of approval are listed at the end of the report. The Certified Survey Map meets the criteria of State Statutes 236 and Section 46-8 of the De Pere Platting and Division of Land Code. The proposed land division provides development opportunities and does not impact the Comprehensive Plan negatively. The proposed lot sizes, street frontages, and setbacks meet City requirements.
REVIEW PROCESS:	For extraterritorial certified survey map petitions the Plan Commission provides either an approval, rejection with reason, or approval with conditions decision. The Common Council also reviews and provides a final decision of approval or rejection. Common Council is expected to review the certified survey map on April 6, 2022.
STAFF RECOMMENDATION:	Staff recommends APPROVAL of the certified survey map, subject to: 1. Meeting all other state and local regulations, including Brown County Planning Commission and Town of Lawrence. 2. Provide a street name. 3. Modify the City of De Pere certificate to reference the date of Common Council approval, in addition to the signature line and date-of-signature for Carey E. Danen, City Clerk.

	CITY OF DE PERE APPLICATION FOR CSM REVIEW	Fee: \$ 368.00
		Receipt #: 109919
		Date: 3-14-22

Read all instructions provided before completing. If additional space is needed, attach additional pages. Type or use black ink.

SECTION 1: Applicant / Permittee Information

Applicant Name (Ind., Org. or Entity) McMahon Associates	Authorized Representative Doug Woelz	Title Land Surveyor	
Mailing Address 1445 McMahon Drive	City Neenah	State Wi	ZIP Code 54956
Email Address Dwoelz@mcmgrp.com	Phone Number (incl. area code) 920-751-4200	Fax Number (incl. area code) 920-751-4284	

SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind. Org. or Entity) Integrated Public Resources LLC	Contact Person Vic Lutz	Title member	
Mailing Address 1445 McMahon Drive	City Neenah	State Wi	ZIP Code 54956
Email Address VLutz@mcmgrp.com	Phone Number (incl. area code) 920-751-4200	Fax Number (incl. area code) 920-751-4284	

SECTION 3: Project or Site Location

Project Address/Description French Road - Town of Lawrence (Vacant Property)	Parcel No. L-452
---	---------------------

SECTION 4: CSM Information

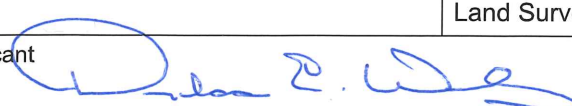
Existing Zoning:	Agricultural
Present Use of Parcel:	Farmland
Proposed Use of Lots:	Commercial & Residential

Please submit 1 hard copy and 1 PDF copy of the CSM if the property is located within the City or if the property is located within the extraterritorial jurisdiction.

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

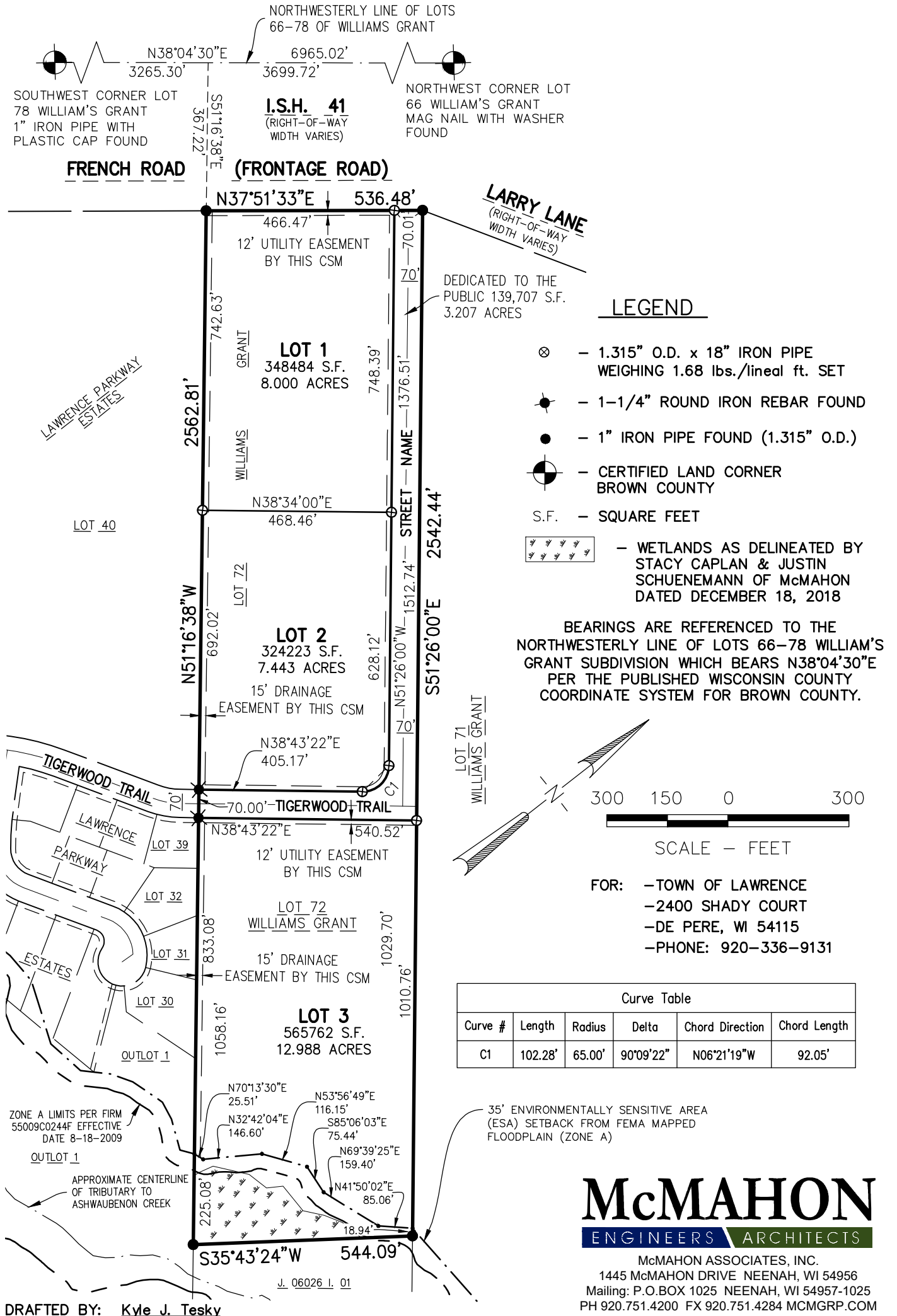
Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print) Doug Woelz	Title Land Surveyor	Phone Number 920-751-4200
Signature of Applicant 		Date Signed 3-10-2022

TO BE COMPLETED BY CITY STAFF

CSM Review authorized by the De Pere Municipal Code, Chapter 46.

CERTIFIED SURVEY MAP NO. _____ SHEET 1 OF 5
 A PART OF LOT 72 ACCORDING TO THE RECORDED PLAT OF THE
 SUBDIVISION OF WILLIAM'S GRANT, TOWN OF LAWRENCE, BROWN
 COUNTY, WISCONSIN



McMAHON
 ENGINEERS ARCHITECTS

McMAHON ASSOCIATES, INC.
 1445 McMAHON DRIVE NEENAH, WI 54956
 Mailing: P.O. BOX 1025 NEENAH, WI 54957-1025
 PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

CERTIFIED SURVEY MAP NO. _____

SHEET 2 OF 5

A PART OF LOT 72 ACCORDING TO THE RECORDED PLAT OF THE SUBDIVISION OF
WILLIAM’S GRANT, TOWN OF LAWRENCE, BROWN COUNTY, WISCONSIN

SURVEYOR’S CERTIFICATE

I, Douglas E. Woelz, Wisconsin Professional Land Surveyor S-1284, certify that I have surveyed, divided and mapped a part of Lot 72 according to the recorded plat of the subdivision of William’s Grant, Town of Lawrence, Brown County, Wisconsin containing 1,378,176 square feet (31.638 acres) more or less of land and more particularly described as follows:

Commencing at the Southwest corner of said Lot 78; thence N38°04’30”E, 3265.30 feet along the Northwestern line of Lots 66 thru 78 of said recorded plat of the subdivision of William’s Grant to the Northwestern extension of the Southerly line of said Lot 72 of said subdivision of William’s Grant; thence S51°16’38”E, 367.22 feet along said Northwestern extension to the Northwest corner of said Lot 72, also being the Point of Beginning; thence N37°51’33”E, 536.48 feet along the Southeasterly right-of-way line of French Road (frontage road to I.S.H. ”41”), thence S51°26’00”E, 2542.44 feet along the Northerly line of said Lot 72; thence S35°43’24”W, 544.09 feet along the Northwestern Line of lands described in Jacket 6026, Image 1; thence N51°16’38”W, 2562.81 feet along the Southerly line of said Lot 72 also being the Northerly line of Lawrence Parkway Estates recorded as Document No. 2890155 in Volume 24 of Plats, on Pages 130–132 to the Point of Beginning.

That I have made this survey by the direction of the Town of Lawrence (Client) and Integrated Public Resources, LLC, a Wisconsin Limited Liability Company, being the Owner(s) of said land.

I further certify that this map is a correct representation of the exterior boundary lines of the land surveyed and the division of that land, and that I have complied with section 236.34 of the Wisconsin Statutes, Town of Lawrence and Brown County Subdivision Ordinance in surveying, dividing and mapping the same.

Given under my hand and seal this _____ day of _____, 20____.

Douglas E. Woelz, WI Professional Land Surveyor S-2327

NOTES:

THIS CSM IS ALL OF PARCEL NO. L-452.

THE PROPERTY OWNER OF RECORD IS INTEGRATED
PUBLIC RESOURCES, LLC, A
WISCONSIN LIMITED LIABILITY COMPANY.

THIS PROPERTY IS CONTAINED WHOLLY WITHIN LANDS
DESCRIBED IN DOCUMENT NO. 2936649.



McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

CERTIFIED SURVEY MAP NO. _____

SHEET 3 OF 5

A PART OF LOT 72 ACCORDING TO THE RECORDED PLAT OF THE SUBDIVISION OF
WILLIAM'S GRANT, TOWN OF LAWRENCE, BROWN COUNTY, WISCONSIN

NOTES:

A SHORELAND PERMIT FROM THE BROWN COUNTY ZONING ADMINISTRATOR'S OFFICE IS REQUIRED FOR LOT 3 PRIOR TO CONSTRUCTION, FILL OR GRADING ACTIVITY WITHIN 300 FEET OF A STREAM.

LOT 3 INCLUDES WETLAND AREAS THAT MAY REQUIRE PERMITS FROM THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES, ARMY CORP OF ENGINEERS, BROWN COUNTY PLANNING COMMISSION, OR THE BROWN COUNTY ZONING ADMINISTRATOR'S OFFICE PRIOR TO ANY DEVELOPMENT ACTIVITY.

THE WDNR SURFACE WATER VIEWER MAP IDENTIFIES WETLAND INDICATOR SOIL TYPES WITHIN THE SUBJECT PROPERTY. DUE TO WETLANDS INDICATOR SOILS, AND/OR WATERWAYS WITHIN THE SUBJECT PROPERTY, COORDINATE WITH WISCONSIN DEPARTMENT OF NATURAL RESOURCES REGARDING POTENTIAL PROTECTIVE AREAS.

THE PROPERTY OWNERS, AT THE TIME OF CONSTRUCTION, SHALL IMPLEMENT THE APPROPRIATE SOIL EROSION CONTROL METHODS OUTLINED IN THE WISCONSIN CONSTRUCTION SITE EROSION AND SEDIMENT CONTROL TECHNICAL STANDARDS (AVAILABLE FROM THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES) TO PREVENT SOIL EROSION. HOWEVER, IF AT THE TIME OF CONSTRUCTION THE TOWN HAS AN ADOPTED SOIL EROSION CONTROL ORDINANCE, IT SHALL GOVERN OVER THIS REQUIREMENT. THIS PROVISION APPLIES TO ANY GRADING, CONSTRUCTION, OR INSTALLATION-RELATED ACTIVITIES.

ESA RESTRICTIVE COVENANT:

LOT 3 CONTAINS AN ENVIRONMENTALLY SENSITIVE AREA (ESA) AS DEFINED IN THE BROWN COUNTY SEWAGE PLAN. THE ESA INCLUDES WETLANDS, ALL LAND WITHIN 35 FEET OF WETLANDS 2 ACRES OR GREATER, FLOODWAY, ALL LAND WITHIN 35 FEET OF THE FLOODWAY OR 75 FEET BEYOND THE ORDINARY HIGH WATER MARK – WHICHEVER IS GREATER, NAVIGABLE WATERWAYS, ALL LAND WITHIN 75 FEET OF THE ORDINARY HIGH WATER MARK OF NAVIGABLE WATERWAYS AND STEEP SLOPES OF 20% OR GREATER ASSOCIATED WITH ANY AFOREMENTIONED WATER OR NATURAL RESOURCE FEATURES AND A 20-FOOT SETBACK FROM TOP AND BOTTOM OF STEEP SLOPES. DEVELOPMENT AND LAND DISTURBING ACTIVITIES ARE RESTRICTED IN THE ESA UNLESS AMENDMENTS ARE APPROVED BY THE BROWN COUNTY PLANNING COMMISSION AND THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES.

LOT DRAINAGE RESTRICTIVE COVENANT:

THE LAND ON ALL SIDE AND REAR LOT LINES OF ALL LOTS SHALL BE GRADED BY THE LOT OWNER AND MAINTAINED BY THE ABUTTING PROPERTY OWNERS TO PROVIDE FOR ADEQUATE DRAINAGE OF SURFACE WATER.

WDNR NOTES:

THE PARCEL HAS MAPPED WETLANDS AND/OR WETLAND INDICATOR SOILS PRESENT. IF THE CURRENT OR FUTURE LANDOWNER HAS PLANS FOR LAND DISTURBANCE, CONSTRUCTION WORK, GRADING/FILLING, ETC., THE FIRST STEP IS FOR THE LANDOWNER TO HIRE A WETLAND PROFESSIONAL TO REVIEW THE AREA FOR THE PRESENCE OF WETLANDS. A PROJECT THAT RESULTS IN FILLING OF WETLANDS (THROUGH LAND DISTURBING ACTIVITIES) WILL NEED TO COMPLY WITH WETLAND REGULATIONS. FOR MORE INFORMATION ON WETLANDS, PLEASE VISIT

[HTTP://DNR.WI.GOV/TOPIC/WATERWAYS/CONSTRUCTION/WETLANDS.HTML](http://DNR.WI.GOV/TOPIC/WATERWAYS/CONSTRUCTION/WETLANDS.HTML).

A PUBLIC (NAVIGABLE) WATERWAY MAY EXIST ON/WITHIN 500 FT OF THE PROPERTY. PERMITS MAY BE REQUIRED FOR PROPOSED PROJECTS IN/AROUND A PUBLIC WATERWAY. FOR MORE INFORMATION ON WATERWAY ACTIVITIES, PLEASE VISIT THE DEPARTMENT'S HOMEPAGE ON WETLAND/WATERWAY ACTIVITIES AT [HTTP://DNR.WI.GOV/TOPIC/WATERWAYS/](http://DNR.WI.GOV/TOPIC/WATERWAYS/).

FOR PLANNED LAND DISTURBANCES OVER 1 ACRE, PLEASE VISIT

[HTTP://DNR.WI.GOV/TOPIC/STORMWATER/](http://DNR.WI.GOV/TOPIC/STORMWATER/) TO LEARN IF YOU NEED A STORM WATER CONSTRUCTION SITE PERMIT.

FOR FEDERAL WETLAND REGULATIONS, PLEASE CONTACT THE ARMY CORPS OF ENGINEERS AT 920-448-2824 TO LEARN IF A FEDERAL WETLAND APPROVAL IS REQUIRED FOR SITE DEVELOPMENT.

CERTIFIED SURVEY MAP NO. _____

SHEET 4 OF 5

A PART OF LOT 72 ACCORDING TO THE RECORDED PLAT OF THE SUBDIVISION OF
WILLIAM’S GRANT, TOWN OF LAWRENCE, BROWN COUNTY, WISCONSIN

OWNER CERTIFICATE(S)

INTEGRATED PUBLIC RESOURCES, LLC, a Wisconsin Limited Liability Company, as Owner(s),
I/We hereby certify that I/we caused the land described on this Certified Survey Map to be
surveyed, divided, mapped and dedicated together with the granting of a Drainage
Easement to the Town of Lawrence as represented on this Certified Survey Map. I/We also
certify that this Certified Survey Map is required to be submitted to the following for
approval.

Town of Lawrence
City of De Pere—extraterritorial
Brown County

Dated this _____ day of _____, 20____.

Authorized Signature
Integrated Public Resources, LLC

Authorized Signature
Integrated Public Resources, LLC

Printed Name & Title

Printed Name & Title

State of Wisconsin)
_____)ss
_____ County)

Personally appeared before me on the _____ day of _____, 20____, the
above named persons to me known to be the persons who executed the foregoing
instrument, and acknowledged the same.

Notary Public
_____ County, _____

My commission expires _____

SHEET 5 OF 5

A PART OF LOT 72 ACCORDING TO THE RECORDED PLAT OF THE SUBDIVISION OF
WILLIAM'S GRANT, TOWN OF LAWRENCE, BROWN COUNTY, WISCONSIN

CERTIFICATE OF TREASURER

As duly elected Brown County Treasurer, I hereby certify that the records in our office show no unredeemed taxes and no unpaid or special assessments affecting any of the lands included in this Certified Survey Map as of the date listed below.

County Treasurer	Date
Paul D. Zeller	

EXTRATERRITORIAL REVIEW
CITY OF DE PERE

Pursuant to the City of De Pere, all requirements for approval have been fulfilled. This Certified Survey Map was approved this _____ day of _____, 20____.

Authorized Signature _____

Date _____

Printed Name, Title

UTILITY EASEMENT PROVISIONS

An easement for electric, natural gas, and communications service is hereby granted by Integrated Public Resources, LLC, a Wisconsin Limited Liability Company, Grantor(s) to,

WISCONSIN PUBLIC SERVICE CORPORATION, a Wisconsin Corporation, WISCONSIN BELL, INC. doing business as AT&T Wisconsin, a Wisconsin corporation, and TIME WARNER ENTERTAINMENT COMPANY, LP. Grantees.

their respective successors and assigns, to construct, install, operate, repair, maintain and replace from time to time, facilities used in connection with overhead and underground transmission and distribution of electricity and electric energy, natural gas, telephone and cable TV facilities for such purposes as the same is now or may hereafter be used, all in, over, under, across, along and upon the property shown within those areas on the plat designated as "Utility Easement" and the property designated on the plat for streets and alleys, whether public or private, together with the right to install service connections upon, across, within and beneath the surface of each lot to serve improvements, thereon, or on adjacent lots; also the right to trim or cut down trees, brush and roots as may be reasonably required incidental to the rights herein given, and the right to enter upon the subdivided property for all such purposes. The Grantees agree to restore or cause to have restored, the property, as nearly as is reasonably possible, to the condition existing prior to such entry by the Grantees or their agents. This restoration, however, does not apply to the initial installation of said underground and/or above ground electric facilities, natural gas facilities, or telephone and cable TV facilities or to any trees, brush or roots which may be removed at any time pursuant to the rights herein granted. Structures shall not be placed over Grantees' facilities or in, upon or over the property within the lines marked "Utility Easement" without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered by more than six inches without written consent of grantees. This Utility Easement Provision does not prevent or prohibit others from utilizing or crossing the Utility Easement as the Utility easement(s) are non-exclusive.

The grant of easement shall be binding upon and inure to the benefit of the heirs, successors and assigns of all parties hereto.



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: March 28, 2022

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Consideration and possible action on an extraterritorial 3 lot certified survey map at 3550 & 3551 Wayne LN in the Town of Ledgeview (Parcels D-449-1, D-450).*

ATTACHMENTS:

- PC Report - CSM on Wayne LN (DOCX)
- Application Form (PDF)
- Preliminary CSM (PDF)

- Item 6: Consideration and possible action on an extraterritorial 3 lot certified survey map at 3550 & 3551 Wayne LN in the Town of Ledgeview (Parcels D-449-1, D-450).*

SITE MAP



REQUESTED ACTION:	Extraterritorial Certified Survey Map Approval. *
COMMON DESCRIPTION:	3550 & 3551 Wayne LN, located north from the Wayne LN and Heritage RD intersection.
PARCEL NUMBER(S):	D-449-1, D-450.
ZONING:	Residential District (R-1) in Ledgeview.
SURROUNDING LAND USES:	Agricultural and developing residential to the north, south, east, and west.
COMPREHENSIVE PLAN:	Planned Neighborhood in Ledgeview.

**City of De Pere
Staff Comments**

**Plan Commission
March 28, 2022**

APPLICANT/OWNER:	<u>Authorized Representative</u> Steven M. Bieda, PLS Mau & Associates LLP 400 Security BL Green Bay, WI 54313	<u>Property Owners</u> Ronald Van Stratten 3551 Wayne LN De Pere, WI 54115-9252 Gail & Robert Cuene 3550 Wayne LN De Pere, WI 54115-9252
SITE HISTORY:	The parcels were used for residential and agricultural uses prior to 1938 air photographs.	
STAFF REVIEW:	When reviewing a Certified Survey Map, staff considers State Statutes 236, Section 46-8 of the De Pere Platting and Division of Land Code, the future land use recommendation of the Comprehensive Plan, surrounding land uses, and desired development patterns. • The proposed CSM is in Ledgeview, about 1.2 miles east from the De Pere City limits. • The proposed land division will create three residential use lots. • The City's minimum acreage and frontage are 0.2 acres and 75'; the Town's minimum is 0.3 acres and 90'. All lots meet the minimum criteria for both De Pere and Ledgeview. • The site is not within the Urban Reserve Area of Extraterritorial Review Jurisdiction due to boundary agreements. A minimum lot size of 10 acres does not apply. • The site is located inside the sewer service district for Ledgeview. • The staff recommended conditions of approval are listed at the end of the report. The Certified Survey Map meets the criteria of State Statutes 236 and Section 46-8 of the De Pere Platting and Division of Land Code. The proposed land division provides development opportunities and does not impact the Comprehensive Plan negatively. The proposed lot sizes, street frontages, and setbacks meet City requirements.	
REVIEW PROCESS:	For extraterritorial certified survey map petitions the Plan Commission provides either an approval, rejection with reason, or approval with conditions decision. The Common Council also reviews and provides a final decision of approval or rejection. Common Council is expected to review the certified survey map on April 6, 2022.	
STAFF RECOMMENDATION:	Staff recommends APPROVAL of the certified survey map, subject to: 1. Meeting all other state and local regulations, including Brown County Planning Commission and Town of Ledgeview. 2. Modify the City of De Pere certificate to reference the date of Common Council approval, in addition to the signature line and date-of-signature for Carey E. Danen, City Clerk.	

	CITY OF DE PERE APPLICATION FOR CSM REVIEW	Fee: \$ 368.00
		Receipt #:
		Date:

Read all instructions provided before completing. If additional space is needed, attach additional pages. Type or use black ink.

SECTION 1: Applicant / Permittee Information

Applicant Name (Ind., Org. or Entity) Mau & Associates, LLP	Authorized Representative Steve Bieda	Title Professional Land Surveyor	
Mailing Address 400 Security Blvd.,	City Green Bay	State WI	ZIP Code 54313
Email Address sbieda@mau-associates.com	Phone Number (incl. area code) 920-434-9670	Fax Number (incl. area code)	

SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind. Org. or Entity) Ron Van Straten	Contact Person Ron Van Straten	Title Owner	
Mailing Address 3551 Wayne Lane	City De Pere	State WI	ZIP Code 54115
Email Address ronald.vanstraten@graef-usa.com	Phone Number (incl. area code) 920-405-3828	Fax Number (incl. area code)	

SECTION 3: Project or Site Location

Project Address/Description Wayne Lane CSM	Parcel No. D-450, D-449-1
---	------------------------------

SECTION 4: CSM Information

Existing Zoning:	R-1
Present Use of Parcel:	residential
Proposed Use of Lots:	residential

Please submit 1 hard copy and 1 PDF copy of the CSM if the property is located within the City or if the property is located within the extraterritorial jurisdiction.

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print) Steve Bieda	Title Representative	Phone Number 920-434-9670
Signature of Applicant 		Date Signed 03/03/2022

TO BE COMPLETED BY CITY STAFF

CSM Review authorized by the De Pere Municipal Code, Chapter 46.	
--	--



Certified Survey Map

All of Lots 1 and 2, Certified Survey Map No. 9026, Document No. 2852282, Brown County Records, and that part of vacated Wayne Lane adjacent thereto, all being in part of Lots 8 and 9, Howe's Subdivision of Private Claim 38, ESFR, Town of Ledgeview, Brown County, Wisconsin.

SURVEYOR'S CERTIFICATE

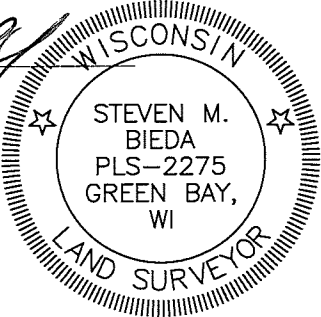
I, Steven M. Bieda, Professional Land Surveyor, PLS-2275, do hereby certify that I have surveyed, divided and mapped all of Lots 1 and 2, Certified Survey Map No. 9026, Document No. 2852282, Brown County Records, and that part of vacated Wayne Lane adjacent thereto, all being in part of Lots 8 and 9, Howe's Subdivision of Private Claim 38, ESFR, Town of Ledgeview, Brown County, Wisconsin, more fully described as follows:

Commencing at the Southeast corner of Section 36, T23N-R20E; thence N64°11'48"W, 1350.21 feet along the South line of said Section 36 to the Southeast corner of Private Claim 37, East Side Fox River; thence S23°34'50"W, 611.07 feet to a point on the West line of Lot 1, Certified Survey Map No. 9026, Document No. 2852282, Brown County Records and the Point of Beginning; thence S81°51'55"W, 143.89 feet along said Lot 1; thence S08°08'05"E, 140.00 feet along said Lot 1; thence S07°33'58"W, 72.71 feet along said Lot 1; thence S07°23'01"E, 71.84 feet; thence N72°49'13"E, 0.48 feet; thence S8°08'05"E, 102.25 feet along the West line of Lot 2, said Map no. 9026, to a point being N8°08'05"W, 20 feet more or less from the centerline of a creek and the start of a meander line; thence N79°04'35"E, 143.25 feet along said meander line; thence S80°41'57"E, 128.61 feet along said meander line; thence S18°44'40"W, 20.00 feet to a point being N18°44'40"E, 9 feet more or less from the centerline of a creek and the end of said meander line, said point also being on the South line of Lot 2, Map No. 9026; thence S71°15'20"E, 169.48 feet along the South line of said Lot 2; thence S71°36'21"E, 104.72 feet along said Lot 2; thence N26°31'53"E, 406.74 feet along said Lots 1 and 2; thence N63°28'07"W, 18.67 feet along said Lot 1; thence N25°48'12"E, 96.57 feet along said Lot 1; thence N64°11'48"W, 55.00 feet along said Lot 1; thence N25°48'12"E, 40.00 feet along said Lot 1; thence N64°11'48"W, 150.00 feet along said Lot 1; thence N80°08'32"W, 72.80 feet along said Lot 1; thence N64°11'48"W, 140.00 feet along said Lot 1; thence S30°09'05"W, 91.58 feet along said Lot 1; thence S52°15'27"W, 71.97 feet along said Lot 1; thence S74°37'47"W, 79.55 feet along said Lot 1; thence S81°51'55"W, 76.11 feet along said Lot 1 to the Point of Beginning. Including all lands lying between the meander line and the Centerline of the Creek.

Parcel contains 330,720 square feet / 7.59 acres more or less, to the centerline of the creek.
Right of way dedication contains 45,880 square feet / 1.05 acres more or less.
Parcel subject to easements and restrictions of record.

That such plat is a correct representation of all the exterior boundaries of the land survey and the division thereof. That I have made such a survey, land division and plat by the direction of the owners listed hereon. That I have fully complied with the provisions of Chapter 236, section 236.34 of the Wisconsin Statutes, the Town of Ledgeview, and the Brown County Planning Commission code in surveying, dividing and mapping the same.


Steven M. Bieda
PLS-2275
March 1, 2022



CERTIFICATE OF THE BROWN COUNTY PLANNING COMMISSION

Approved for the Brown County Planning Commission this _____ day of _____, 20____.

Karl Mueller
Senior Planner

CERTIFICATE OF THE BROWN COUNTY TREASURER

As duly elected Brown County Treasurer, I hereby certify that the records in our office show no unredeemed taxes and no unpaid or special assessments affecting any of the lands included in this Certified Survey Map as of the dates listed below.

Paul D. Zeller Date
Brown County Treasurer

Sheet Two of Four
Project No.: V-16410
Drawing No.: L-11707



Certified Survey Map

All of Lots 1 and 2, Certified Survey Map No. 9026, Document No. 2852282, Brown County Records, and that part of vacated Wayne Lane adjacent thereto, all being in part of Lots 8 and 9, Howe's Subdivision of Private Claim 38, ESFR, Town of Ledgeview, Brown County, Wisconsin.

CERTIFICATE OF THE TOWN OF LEDGEVIEW

Approved for the Town of Ledgeview this _____ day of _____, 20____.

Dan Teaters
Town of Ledgeview Zoning Administrator

NOTES

The property owners, at the time of construction, shall implement the appropriate soil erosion control methods outlined in the Wisconsin Construction Site Erosion and Sediment Control Technical Standards (available from the Wisconsin Department of Natural Resources) to prevent soil erosion. However, if at the time of construction the Town has adopted a soil erosion control ordinance, it shall govern over this requirement. This provision applies to any grading, construction, or installation-related activities.

RESTRICTIVE COVENANTS

The land on all side and rear lot lines of all lots shall be graded by the lot owner and maintained by the abutting property owners to provide for adequate drainage of surface water.

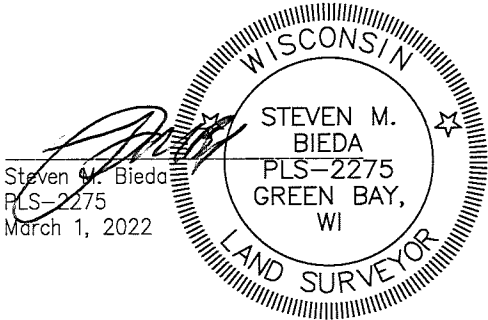
CERTIFICATE OF THE CITY OF DE PERE

Approved for the City of DePere this _____ day of _____, 20____.

Carey Danen
City Clerk

Curve Data

CURVE	ARC LENGTH	RADIUS	CHORD LENGTH	CHORD BEARING	CENTRAL ANGLE	TANGENT BEARING
1-3	391.39	400.00	375.96	N53°50'03"E	56°03'44"	—
1-2	120.23	400.00	119.78	N73°15'15"E	17°13'20"	—
2-3	271.16	400.00	265.99	N45°13'24"E	38°50'24"	—
4-5	322.89	330.00	310.17	S53°50'03"W	56°03'44"	—



Sheet Three of Four
Project No.: V-16410
Drawing No.: L-11707

All of Lots 1 and 2, Certified Survey Map No. 9026, Document No. 2852282, Brown County Records, and that part of vacated Wayne Lane adjacent thereto, all being in part of Lots 8 and 9, Howe's Subdivision of Private Claim 38, ESFR, Town of Ledgerview, Brown County, Wisconsin.



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: March 28, 2022

DEPARTMENT: Planning

FROM: Peter Schleinz

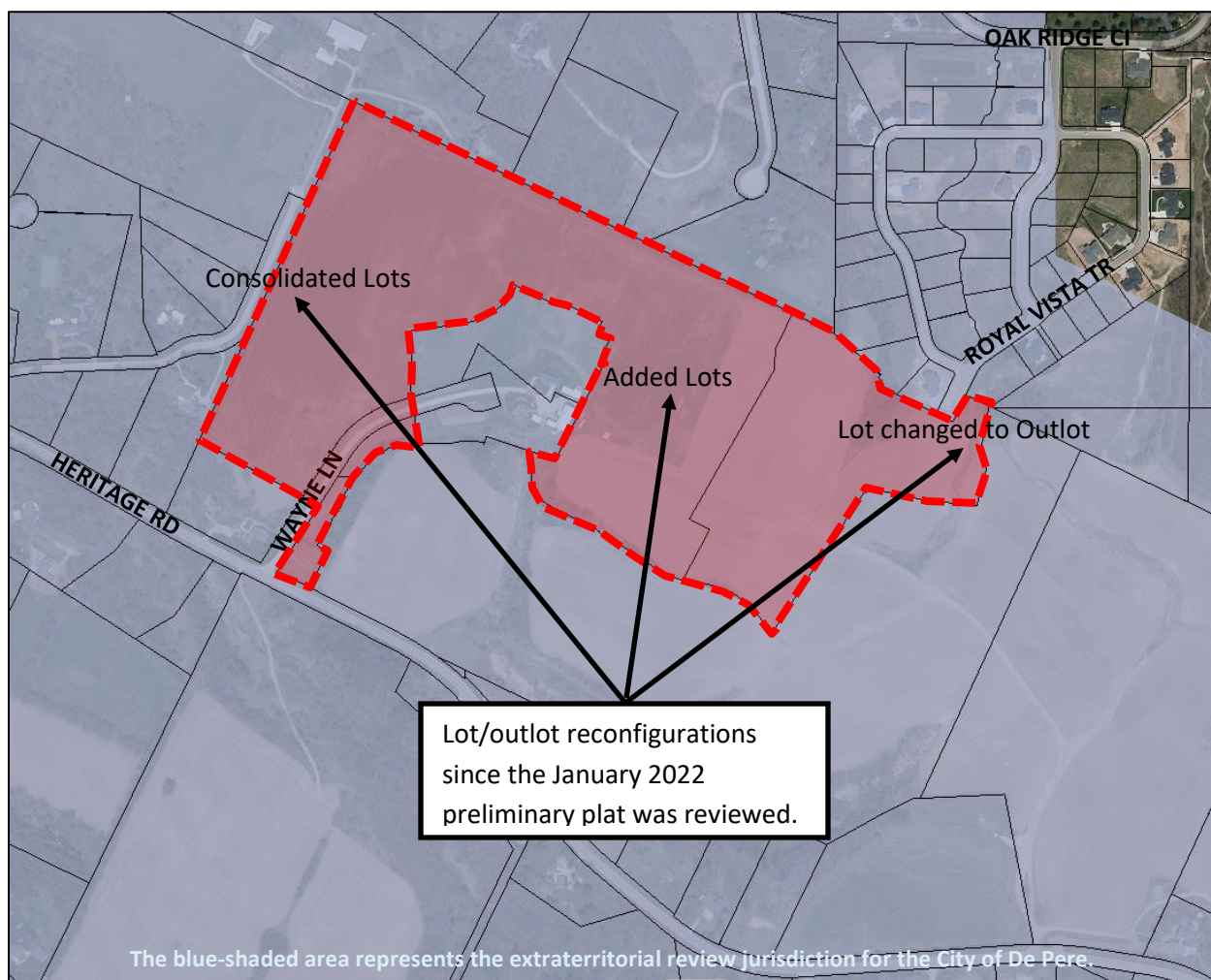
SUBJECT: Consideration and possible action on a 75 lot and 4 outlot revised preliminary and final extraterritorial plat of Grande Ridge Estates First Addition at 3300 BLK Heritage RD in the Town of Ledgeview (Parcels D-449-2, D-449-2-1, D-450-1, D-450-2).*

ATTACHMENTS:

- PC Report - RevPre and Fin Plat (DOCX)
- Application Form (PDF)
- Final Plat (PDF)

- ITEM 7:** Consideration and possible action on a 75 lot and 4 outlot revised preliminary and final extraterritorial plat of Grande Ridge Estates First Addition at 3300 BLK Heritage RD in the Town of Ledgeview (Parcels D-449-2, D-449-2-1, D-450-1, D-450-2).*

SITE MAP



- REQUESTED ACTION:** Revised Preliminary and Final Extraterritorial Plat Approval. *
- COMMON DESCRIPTION:** 3300 BLK Heritage RD, located north from the Heritage RD and Wayne LN intersection.
- PARCEL NUMBER(S):** D-449-2, D-449-2-1, D-450-1, D-450-2
- ZONING:** Residential (R-1) by the Town of Ledgeview.
- SURROUNDING LAND USES:** Developing residential and natural areas to the north, south and west. Agricultural to the east.

COMPREHENSIVE PLAN: Planned Neighborhood by the Town of Ledgeview.

APPLICANT/OWNER NAME:	<u>Authorized Representative</u> Steven M. Bieda, PLS Mau & Associates LLP 400 Security BL, Suite 1 Green Bay, WI 54313	<u>Property Owners</u> Gigot Properties LLC ATTN: Ryan Radue, Seville Properties LLC 529 S Jefferson, Suite 109 Green Bay, WI 54301 J&A Lakeside Properties LLC ATTN: Ryan Radue, Seville Properties LLC 500 American DR Francis Creek, WI 54214
------------------------------	---	--

SITE HISTORY: The undeveloped properties have been in agricultural use, with natural areas since air photos of 1938.

STAFF REVIEW: When reviewing a final plat, staff considers State Statutes 236 Sections 46-3 through 46-7 of the De Pere Platting and Division of Land Code, the future land use recommendation of the Comprehensive Plan, surrounding land uses, and desired development patterns.

- On January 24, 2022, Plan Commission reviewed a variation of the preliminary plat, with 74 single-family lots and 3 outlots.
- The proposed plat has 75 single-family lots and 4 outlots.
- There are '*steep slopes unsuitable for building*' and '*meander lines*' for environmentally sensitive areas on the plat that will be reviewed by Brown County Plan Commission.
- The City's minimum acreage and frontage are 0.2 acres and 75'; the Town's minimum is 0.3 acres and 90'. All lots meet the criteria in Ledgeview's R-1 District except frontage on Lot 88. Frontage will be reviewed by Ledgeview.
- The site is not within the Urban Reserve Area of Extraterritorial Review Jurisdiction due to boundary agreements, thus, a minimum lot size of 10 acres does not apply.

All conditions of approval are listed at the end of the report. The conditions are technical and can be overseen by staff.

The final plat meets the criteria of State Statutes 236 and Sections 46-3 through 46-7 of the De Pere Platting and Division of Land Code. The proposed land division does not impact the Comprehensive Plan negatively. The proposed lot size, frontage, and setbacks meet acceptable City requirements.

REVIEW PROCESS:

For final plat petitions, the Plan Commission provides either an approval, rejection with reason, or approval with conditions decision. The Common Council also reviews final plats. The Common Council is expected to review the plat on April 6, 2022.

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the final extraterritorial plat and forwarding the plat to the Common Council for approval, subject to:

1. Meeting all other state and local regulations, including the City of De Pere, Town of Ledgeview, and Brown County Planning Commission.
2. Modify the City of De Pere certificate to reference the date of Common Council approval, in addition to the signature line and date-of-signature for Carey E. Danen, City Clerk.



CITY OF DE PERE

APPLICATION FOR
PLAT REVIEW

Fee:

\$ 195.00

Receipt #:

169918

Date:

3-14-22

Read all instructions provided before completing. If additional space is needed, attach additional pages. Type or use black ink.

SECTION 1: Applicant / Permittee Information

Applicant Name (Ind., Org. or Entity) Mau & Associates, LLP	Authorized Representative Steve Bieda	Title Professional Land Surveyor	
Mailing Address 400 Security Blvd.	City Green Bay	State WI	ZIP Code 54313
Email Address sbieda@mau-associates.com	Phone Number (incl. area code) 920-434-9670	Fax Number (incl. area code)	

SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind. Org. or Entity) Seville Properties	Contact Person Ryan Radue	Title Owner	
Mailing Address 2585 S Broadway	City Green Bay	State WI	ZIP Code 54304
Email Address ryanradue@gmail.com	Phone Number (incl. area code) 920-434-9670	Fax Number (incl. area code)	

SECTION 3: Project or Site Location

Project Address/Description Royal Vista / Wayne Ln	Parcel No. D-450-1, D-450-2, D-449-2, D-449-2-1
---	--

SECTION 4: Plat Review

Review Type:	☐ Preliminary Plat ☒ Final Plat ☐ Condominium Plat		
Fee:	Preliminary Plat Fee: \$278 + (____# of lots and outlots x \$68) Final Plat Fee: \$195 Condominium Plat Fee: \$278 + (____# of units x \$68) + (____# of common elements x \$68)		\$ 195
Present Use of Parcel:	Agricultural		
Proposed Use of Lots:	Residential		

Please submit 1 hard copy, 1 PDF copy, and 1 CAD copy of the Plat if the property is located within the City or if the property is located within the extraterritorial jurisdiction.

SECTION 5: Certification and Permission

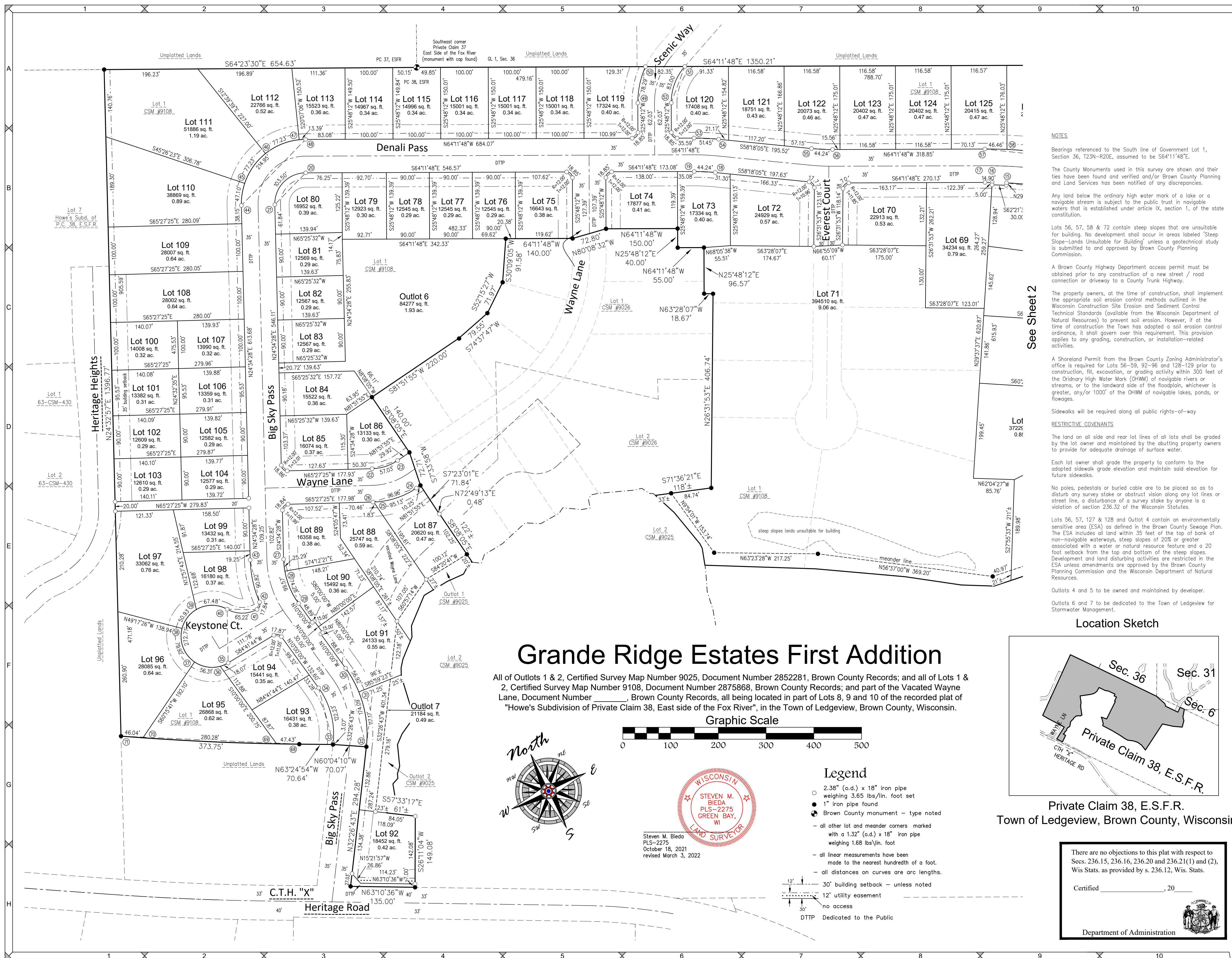
Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print) Steve Bieda	Title agent	Phone Number 920-434-9670
Signature of Applicant 		Date Signed 03/08/2022

TO BE COMPLETED BY CITY STAFF

Plat Review authorized by the De Pere Municipal Code, Chapter 46.



SCALE
1"=100'

DRAWN BY
BAR

Grande Ridge Estates First Addition

TAX/PARCEL NO. D-4492, D-4492-1, D-450-1 & D-450-2

Fieldwork Completed: xx/xx/xx

Data File: V-16410.dwg

Mau & Associates, LLP

LAND SURVEYING & PLANNING

CIVIL & WATER RESOURCE ENGINEERING

Phone: 920-434-9670 Website: www.mau-associates.com

400 Security Blvd Ste 1, Green Bay, WI 54313-9712

J&A Lakeside Properties LLC

PROJECT NO.
V-16410
SHEET NO.
1 of 2
DRAWING NO.
P-2505

NOTES

Bearings referenced to the South line of Government Lot 1, Section 36, T23N-R20E, assumed to be S64°11'48"E.

The County Monuments used in this survey are shown and their ties have been found and verified and/or Brown County Planning and Land Services has been notified of any discrepancies.

Any land below the ordinary high water mark of a lake or a navigable stream is subject to the public trust in navigable waters that is established under article IX, section 1, of the state constitution.

Lots 56, 57, 58 & 72 contain steep slopes that are unsuitable for building. No development shall occur in areas labeled "Steep Slope-Lands Unsuitable for Building" unless a geotechnical study is submitted to and approved by Brown County Planning Commission.

A Brown County Highway Department access permit must be obtained prior to any construction of a new street / road connection or driveway to a County Trunk Highway.

The property owners, at the time of construction, shall implement the appropriate soil erosion control methods outlined in the Wisconsin Construction Site Erosion and Sediment Control Technical Standards (available from the Wisconsin Department of Natural Resources) to prevent soil erosion. However, if at the time of construction the Town has adopted a soil erosion control ordinance, it shall govern over this requirement. This provision applies to any grading, construction, or installation-related activities.

A Shoreland Permit from the Brown County Zoning Administrator's office is required for Lots 56-59, 92-96 and 128-129 prior to construction, fill, excavation, or grading activity within 300 feet of the Ordinary High Water Mark (OHWM) of navigable rivers or streams, or to the landward side of the floodplain, whichever is greater, any/or 1000' of the OHWM of navigable lakes, ponds, or flowages.

Sidewalks will be required along all public rights-of-way

RESTRICTIVE COVENANTS

The land on all side and rear lot lines of all lots shall be graded by the lot owner and maintained by the abutting property owners to provide for adequate drainage of surface water.

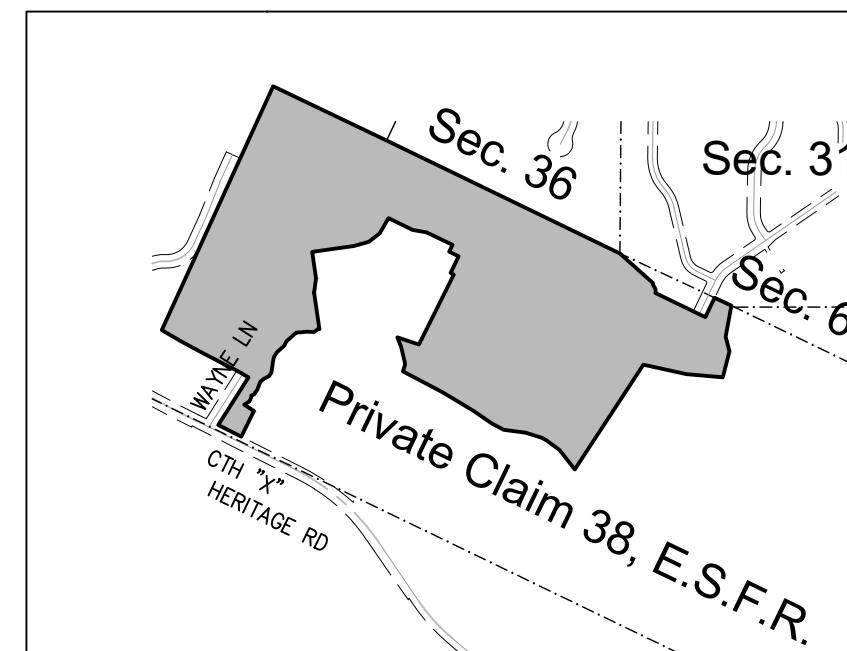
Each lot owner shall grade the property to conform to the adopted sidewalk grade elevation and maintain said elevation for future sidewalks.

No poles, pedestals or buried cable are to be placed so as to disturb any survey stake or obstruct vision along any lot lines or street line, a disturbance of a survey stake by anyone is a violation of section 236.32 of the Wisconsin Statutes.

Outlots 4 and 5 to be owned and maintained by developer.

Outlots 6 and 7 to be dedicated to the Town of Ledgeview for Stormwater Management.

Location Sketch



Private Claim 38, E.S.F.R.

Town of Ledgeview, Brown County, Wisconsin

File: V-16410FinalPlat101421.dwg



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: March 28, 2022

DEPARTMENT: Planning

FROM: Peter Schlein

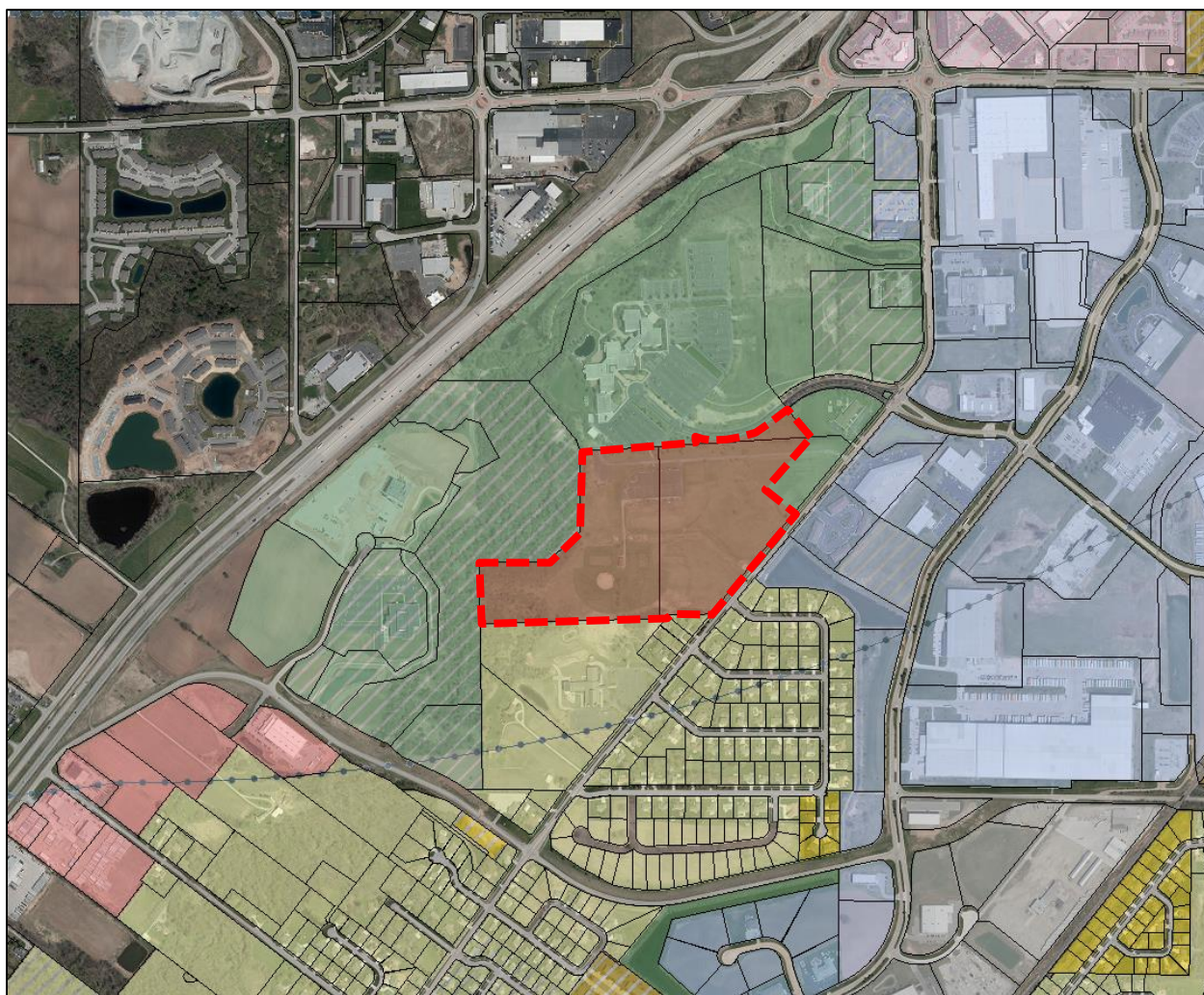
SUBJECT: Discussion between the Plan Commission and developer about the proposed development and rezoning with Planned Development District (PDD) overlay of The Preserve at the 2000 Block of Lawrence DR (Parcels WD-D0034, WD-D0035, part of WD-D0031).

ATTACHMENTS:

- 03-28-22 Preconsult Staff Report for The Preserve (DOCX)
- ADP #2-SITE (PDF)
- Epcon Communities_Brochure_Combined (PDF)
- Preserve CLUBHOUSE (PDF)
- Preserve Buildout Projections (PDF)

- ITEM 8:** Discussion between the Plan Commission and developer about the proposed development and rezoning with Planned Development District (PDD) overlay of The Preserve at the 2000 Block of Lawrence DR (Parcels WD-D0034, WD-D0035, part of WD-D0031).

SITE MAP



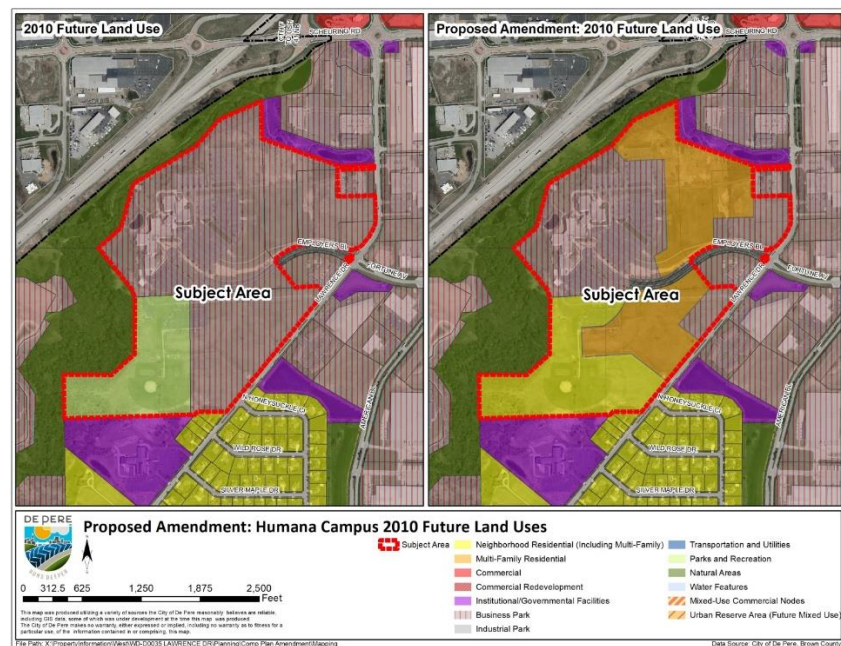
REQUESTED ACTION:	Planned Development District Pre-Application Concept Meeting for a 55+ Small Lot Community ¹ .
COMMON DESCRIPTION:	2000 BLK Lawrence DR, located southwest from the Employers BL and Lawrence DR intersection.
PARCEL NUMBER(S):	WD-D0034, WD-D0035, part of WD-D0031.
ZONING:	Corporate Executive Office District (CE-O).

**SURROUNDING
LAND USES:**

Corporate office (CE-O) to the north.
Church and residential (R-1) to the south and southeast.
Business Park (I-B-1) to the east.
City owned conservancy (CE-O PDD) to the west.

**COMPREHENSIVE
PLAN:**

A Comprehensive Plan Amendment to reflect Neighborhood Residential (including Multi-Family) and Multi-Family Residential uses was recommended by Plan Commission on May 24, 2021 and approved by Common Council on July 6, 2021.



**APPLICANT/OWNER
:**

Authorized Representative
Jared G. Schmidt, PE | VP
Civil/Municipal Engineering Manager
Robert E Lee & Associates INC
1250 Centennial Centre BL
Hobart, WI 54155

Property Owner
Preserve Development LLC
3346 Pine Tree RD
Hobart, WI 54155

SITE HISTORY:

The parcel was used for agricultural purposes until the office complex was developed in the early 1980s. The office complex nearly doubled in size to the current configuration in the late 1980s. In 2000, the City approved a Planned Development District for a small office center at the NW corner of Employers BLVD and Lawrence DR. Shortly after, the City approved a Precise Implementation Plan for the 12,000 square foot Bellin Health De Pere West Clinic. In 2011 and 2012, the Plan Commission and Common Council approved an amendment to the Precise Implementation Plan to add a 6,200 square foot addition to the Clinic. The two other parcels in the PDD remain undeveloped and owned by Humana Insurance Company. In total, there are approximately 80

acres of undeveloped land. The undeveloped calculation includes the Humana Sports Complex. In December 2000, the City entered into a lease agreement with Humana to lease 22 acres of open space for seven years. Since 2008, the City entered into annual or biannual leases with Humana for the use of the park. The Common Council approved the tenth amendment to the lease in July of 2020. The lease expired in October. In July 2021, the Plan Commission and Common Council heard from the potential developer and the public regarding the potential to develop the site into a variety of single-family, multi-family, and commercial uses. Specifically, the proposed buyers proposed to reallocate lands planned for Parks and Recreation and Business Park to a mixture of Business Park, Neighborhood Residential (Including Multi-Family), and Multi-Family Residential. Neighborhood Residential, primarily comprised of single-family homes would buffer the church and existing single-family users from the business park and potential multi-family users to the north (apartments, townhomes, condominiums). The applicant also proposes to maintain the Employers BL and Lawrence Drive intersection as a planned business park for future commercial uses. During the public hearing residents in the Honey Suckle Acres subdivision expressed their disappointment and opposition to the amendment request and want the city to keep the open space. The Plan Commission and Common Council reaffirmed the area was privately owned land and could be developed as business park property under the current regulations and felt the office market was not as strong as it was when the park was originally envisioned. The Plan Commission and Common Council approved the Comprehensive Plan Amendment and suggested to the applicant they listen to some of the concerns of the neighbors and attempt to provide additional green space to the adjoining property owners.

**PROJECT
SUMMARY:**

A presentation of the project will be made by the authorized representative for discussion with the Plan Commission. The proposal includes the following:

- 92 single-family lots.
- A 3,039 SF clubhouse (community room, kitchen, exercise room, game room, restrooms, and porches) at the southeast corner of the development, near Lawrence DR.

From the Developer:

The development as presented currently consists of 92 single family lots, along with accommodations for a club house and other amenities. This community will be set up with a Homeowners Association ("HOA"), which will help manage the club house, amenities, grounds, and provide for lawn care and snow removal. The development is higher density, with narrower lots of approximately 55-feet wide. The intent is to create a cohesive community that promotes an active lifestyle. This is a living style that has been successfully developed in other communities in Brown County, but something De Pere does not currently have available to its residents at this scale. A combination of a high- quality product and relative location of the project will help create a desired development for the

City of De Pere. The project will utilize the natural back drops and provide a residential buffering between the existing residential development located south and east of the proposed development. The higher density will help drive development value and will be a good springboard for additional development on the Humana Campus lands. In addition to this senior living development, additional projects such as assisted living, commercial development, and multi-family living is being contemplated on other vacant lands, but those projects are driven by successfully getting this first phase off the ground.

During preliminary discussions with Preserve Development, the development would be a builder exclusive development and the builder would be required to deliver the minimum number of lots per year. The project would be branding/marketed under Epcon Communities (examples attached). If the contracted builder is not able to meet the requirements Preserve Development would open the subdivision to other developers with specific design requirements and covenants. Turn-key prices for most of the homes are expected to be approximately \$400,000 for a 2-stall garage and \$500,000 for a slightly larger 3-stall garage.

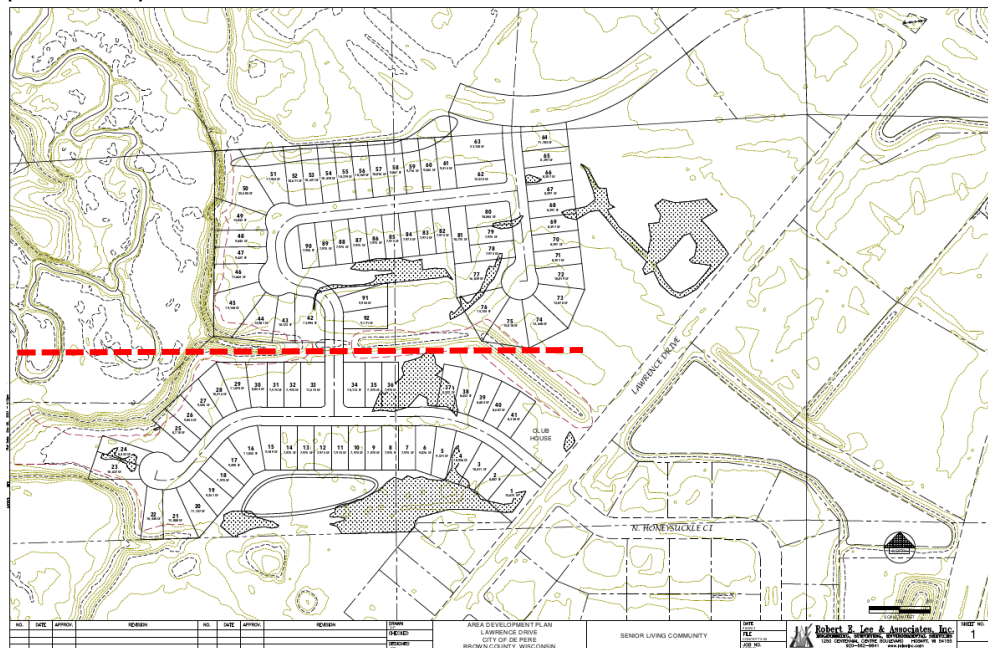
The concept is similar to other small-lot subdivisions already located in the region. As an example, Green Bay and Ashwaubenon approved similar style developments in 2014 and Bellevue approved a similar style project in 2020. Those projects were not age restricted.

Example Development



Phased Development and Absorption

Preserve Development proposes to develop the subdivision and related infrastructure in two separate phases. See the phased dividing line on the concept above. Phase 1 includes platting lots 1 to 41 and the related outlots. The first phase also includes installing the necessary stormwater and road infrastructure in 2022/2023 and starting the initial home builds between 2022 and 2024. Preserve also intends to construct the private clubhouse amenity as part of phase 1. Phase 2 includes platting remaining lots and installing remaining road infrastructure. Preserve also requests the dedication of approximately 600' of Employers BLVD - a private road right-of-way. As proposed, the project would have a six-year absorption rate. Below is the anticipated sale/development plan provided by Preserve.

**REVIEW PROCESS**

Planned Development District Rezoning projects undergo a multiphase review process as follows.

- Plan Commission Pre-Application Review.
- Plan Commission Rezoning & General Plan Review. *
- Class II Public Hearing Notice
- Common Council Public Hearing and Ordinance Review.
- Plan Commission Precise Implementation Plan (PIP) Review.
- Common Council Precise Implementation Plan (PIP) Review.

**Neighbor notification within 300' of project.*

Approval of this phase allows the petitioner to submit a formal application for the Rezoning and General Plan.

STAFF NOTES:

Staff does not make a recommendation for PDD pre-consultation discussion

items. However, staff has the following concerns that should be discussed between the Plan Commission and the developer:

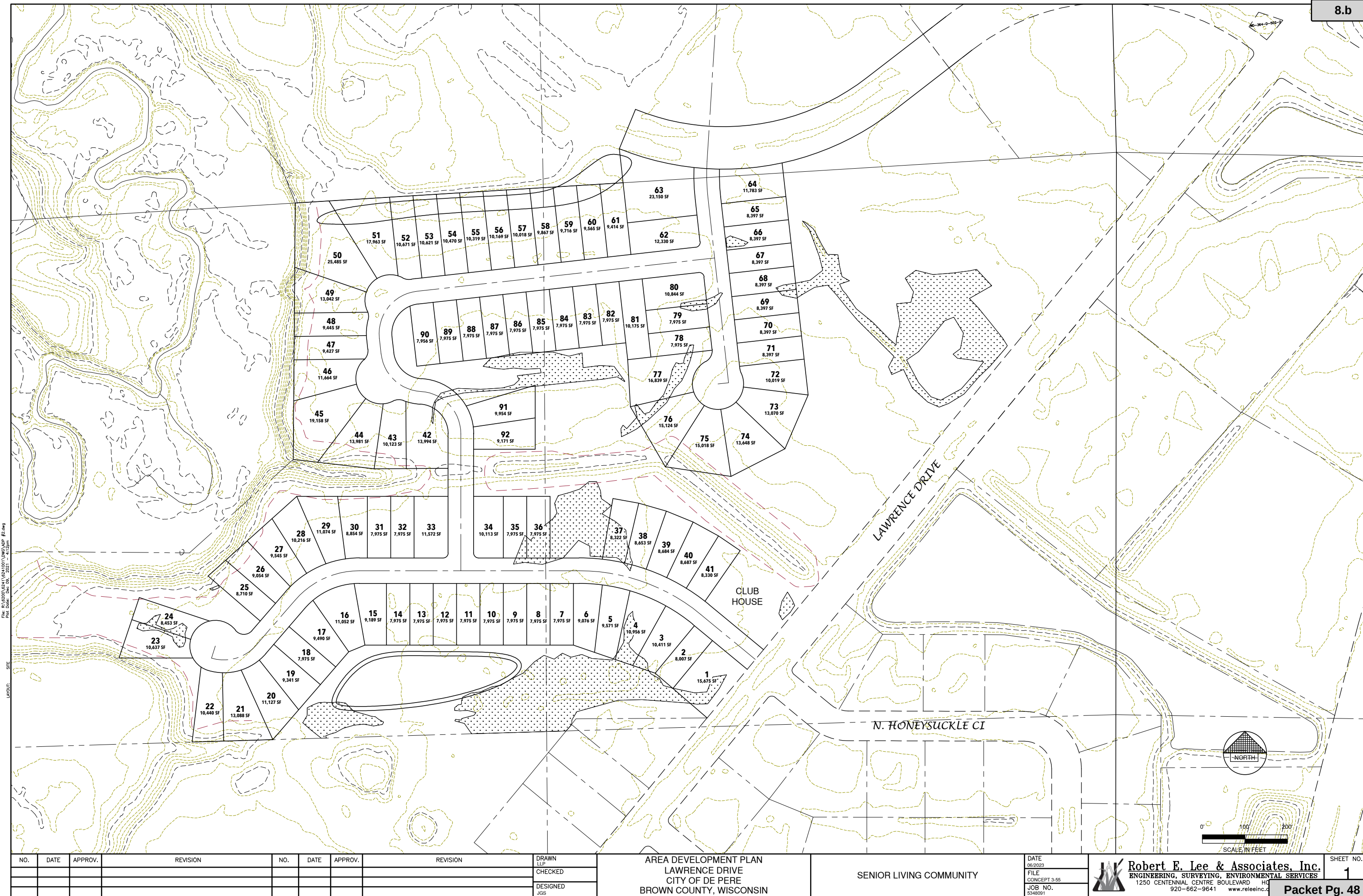
- The preliminary draft indicates that Lots 36, 37, and 77 have potential environmentally sensitive areas in the front yard area that may inhibit development and access on the lot.
- Two “eyebrows” (extended curves) in the right-of-way, adjacent to Lots 43-52 should be discussed with the developer to determine how necessary the “eyebrows” are, or if a slight reconfiguration could eliminate the need for extra right-of-way pavement.

^{i i} Under Wisconsin law, the only time a limitation as to age may be asserted is if the condominium is housing for persons 55 and older. The Wisconsin “55 or over” exemption is found in Wis. Stat. § 106.50(5m)(a)(1)(a) at docs.legis.wisconsin.gov/statutes/statutes/106.pdf. The exemption section states that nothing “prohibits discrimination based on age or family status with respect to housing for older persons.” This language permits the condominium to discriminate based on age if all the exemption requirements are met.

Under the federal and state statutes, it is unlawful to refuse housing to any family with children under the age of 18, including women who are pregnant, unless the housing project meets the definition of housing for older persons. There are three categories under this definition:

- Housing that is provided under state and federal programs specifically for the purpose of accommodating elderly persons.
- 62-and-over housing: Housing that is “intended for, and solely occupied by persons 62 years of age or older.” No conditions are attached if all residents are of this age.
- 55-and-over housing: At least 80 percent of units must be occupied by one person in each unit who has attained the age of 55, and policies are published, and procedures are adhered to that demonstrate an intent by the owner or manager to provide housing for persons 55 years of age or older. For additional guidance under federal law, see the questions and answers at www.hud.gov/offices/fheo/library/hopa95.pdf.

For the over-55 exemption, the owner or manager may document compliance by maintaining records containing written verification of the ages of the occupants of the housing. An owner or agent may require information concerning the age of any person who seeks to buy or rent housing for persons 55 years or older, for purposes of verifying compliance with the exemption.

[illegible]

AREA DEVELOPMENT PLAN
LAWRENCE DRIVE
CITY OF DE PERE
BROWN COUNTY, WISCONSIN

SENIOR LIVING COMMUNITY

DATE	06/2023
FILE	CONCEPT 3-55
JOB NO.	5348091



Robert E. Lee & Associates, Inc.
ENGINEERING, SURVEYING, ENVIRONMENTAL SERVICES
1250 CENTENNIAL CENTRE BOULEVARD HOUSTON, TX 77057
920-662-9641 www.releeinc.com **Packer**

SHEET NO.	
-----------	--

LIVE WELL IN AN EPCON COMMUNITY

Luxury Ranch Homes

Our open, modern floor plans include abundant natural light, and are designed for single-level living, everything you need is on one floor – kitchen, living space, bedrooms, laundry and storage.

Low-Maintenance Living

We know what you want and need for a happier, healthier life. Sit back and relax while we handle the mowing, mulching, edging and raking.

Private Courtyards

Whether you're enjoying a cocktail under the stars or a quiet moment with your morning coffee, connect with the outside world while maintaining your privacy.

Lock & Leave Lifestyle

Our HOA-maintained communities provide you with peace of mind. You have the freedom to do what your heart desires knowing that your home is well taken care of.

Features of Universal Design

Our homes are designed to support your lifestyle now, and in the future, with wide hallways and open floorplans.



Live well
every day.

Luxury Ranch Homes



WOODLAND LAKES

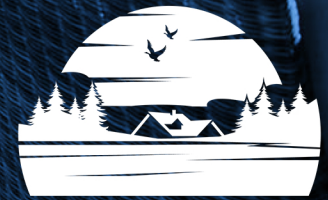
COTTAGES

An Epcon Community

WoodlandLakesCottages.com

920-967-5500

© IP86, LLC 2019 under the Digital Millennium Copyright Act, and is included to police and deter copyright infringement, and accordingly must not be removed or modified from any copy or derivative of this work.



WOODLAND LAKES

COTTAGES

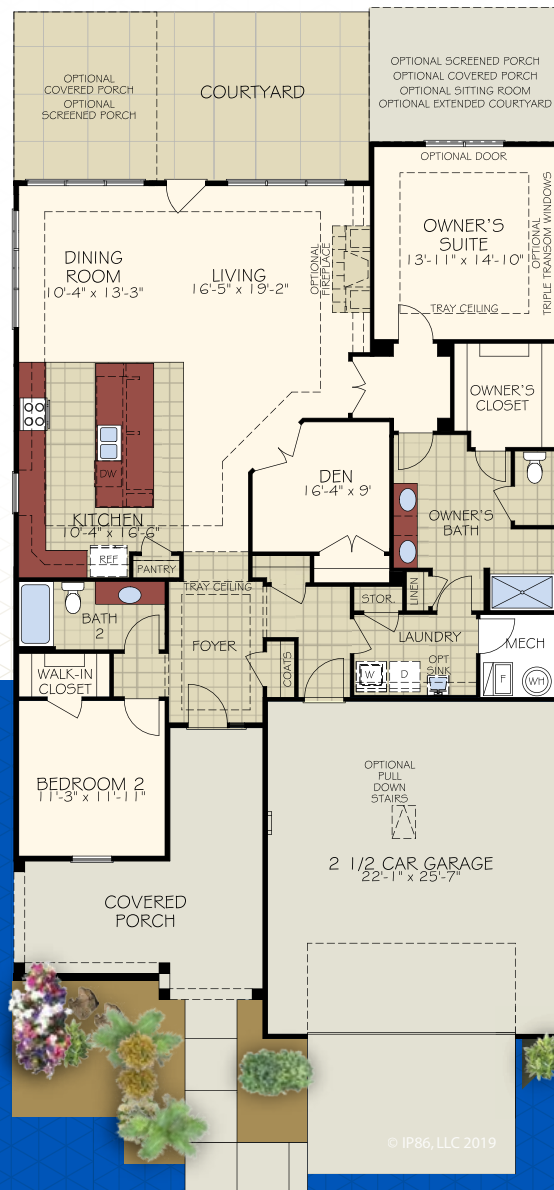
An Epcon Community



Salerno

1,643-2,247 Sq. Ft.

- 2-3 Bedrooms | 2-3 Bathrooms
- Open, light-filled design
- 1st floor owner's suite
- Gourmet kitchen with island
- Covered porch off of living room
- Private, rear-facing courtyard
- Optional screened porch or veranda available in lieu of covered porch off living room
- Optional sitting room, screened porch or covered porch off owner's suite
- Optional 2nd floor bonus suite



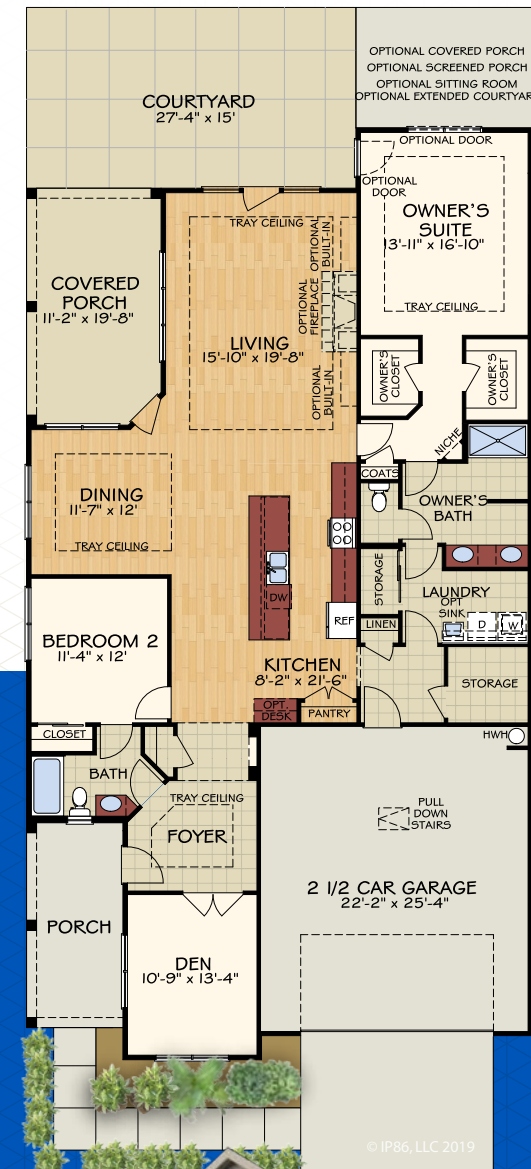
The Torino II is an elegant, open home, built for entertaining. With plenty of room for oversized sofas and a large dining room table, you can comfortably host friends and family. The gourmet kitchen is the ideal place to grab a quick meal or prepare a grand feast.

Other features include the owner's suite with walk-in shower, the private courtyard, and a welcoming front porch. An optional bonus suite adds flexibility and comfort for guests. If home is where the heart is, you'll enjoy the Torino.

Torino II

1,888-2,588 Sq. Ft.

- 2-3 Bedrooms | 2-3 Bathrooms
- Open, light-filled design
- 1st floor owner's suite
- Gourmet kitchen with island
- Den
- Private, rear-facing courtyard
- Optional sitting room, covered porch or screened porch off owner's suite
- Optional covered porch or screened porch off courtyard
- Optional 2nd floor bonus suite



The Verona has everything exactly how you want it. The integrated living space is flexible and roomy. Details like the front porch and large entry foyer make guests feel instantly at home. And smart storage features within reach make everything easier.

From preparing meals in the modern kitchen to entertaining friends in the open living room, life's everyday moments are more enjoyable and more relaxing. For a home that features the finest in intuitive design, look no further than the Verona.

Verona

2,114-2,930 Sq. Ft.

- 2-3 Bedrooms | 2-3 Bathrooms
- Open, light-filled design
- 1st floor owner's suite
- Gourmet kitchen with island
- Den
- Private, rear-facing courtyard with covered porch
- Optional screened porch or veranda available in lieu of covered porch off courtyard
- Optional sitting room, screened porch or covered porch off owner's suite
- Optional 2nd floor bonus suite



The Palazzo is revered for its design flexibility, luxurious options and standard comforts. Possibilities abound from an upstairs bonus suite, walk-in spa shower, private den, restful sitting room, and much more. Regardless of the options you choose, the Palazzo is a warm and lively home energized by abundant living space, contemporary amenities, and natural light. Thanks to its flexibility and elegance, the Palazzo is the perfect fit for all personalities and lifestyles.

- 2-3 Bedrooms
- 2-3 Bathrooms
- Open, light-filled design
- 1st floor owner's suite
- Gourmet kitchen with island
- Optional 4 seasons sunroom
- Private, outdoor courtyard
- Optional sitting room, screened porch or covered porch off owner's suite
- Optional 2nd floor bonus suite



The Portico is a beautiful and striking home designed with functional excellence to promote easy manageability. It offers intelligent features including a conveniently located laundry room, generous storage space, and the added versatility of a bonus suite perfect for a guest room. All things considered, the Portico provides a luxurious yet casual living experience that caters to your lifestyle desires.

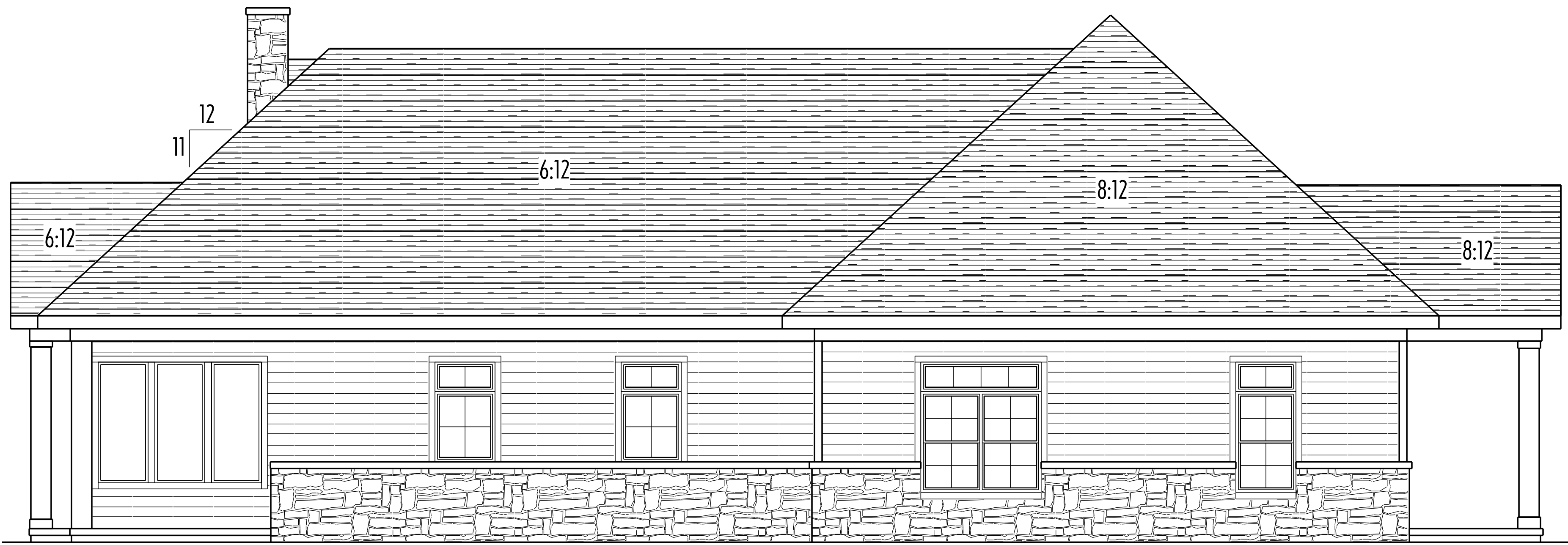
- 2-3 Bedrooms
- 2-3 Bathrooms
- Open, light-filled design
- 1st floor owner's suite
- Gourmet kitchen with island
- Optional sitting room, covered porch or screened porch off owner's suite
- Private, outdoor courtyard
- Den
- Optional 2nd floor bonus suite



The Promenade III is an elegant, open home with plenty of room for your oversized sofas and your dining room furniture. The gourmet kitchen with center island and pantry make it the ideal place to have a quick meal or prepare a grand feast for family and friends. An optional bonus suite adds flexibility and comfort for guests that visit. For those who believe that home is where the heart is, rejoice with the Promenade III.

- 2-4 Bedrooms
- 2-3 Bathrooms
- Open, light-filled design
- 1st floor owner's suite
- Den
- Generous storage space
- Private, outdoor courtyard
- Optional sitting room, screened porch or covered porch off owner's suite
- Optional 2nd floor bonus suite





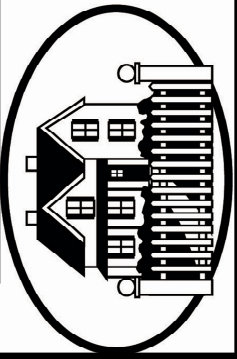
LEFT ELEVATION
SCALE: 1/4" = 1'-0"



FRONT ELEVATION

WARNING!
THESE PLANS ARE THE SOLE PROPERTY OF ATKINS FAMILY BUILDERS. ANY
REPRODUCTION OR USE OF THESE PLANS WITHOUT THE WRITTEN CONSENT OF
ATKINS FAMILY BUILDERS IS STRICTLY PROHIBITED. VIOLATORS WILL BE
PROSECUTED TO THE FULL EXTENT PERMITTED BY LAW.

ATKINS FAMILY
BUILDERS
2050 SWEETERN DR.
GREEN BAY, WI 54313
(920) 217-0210



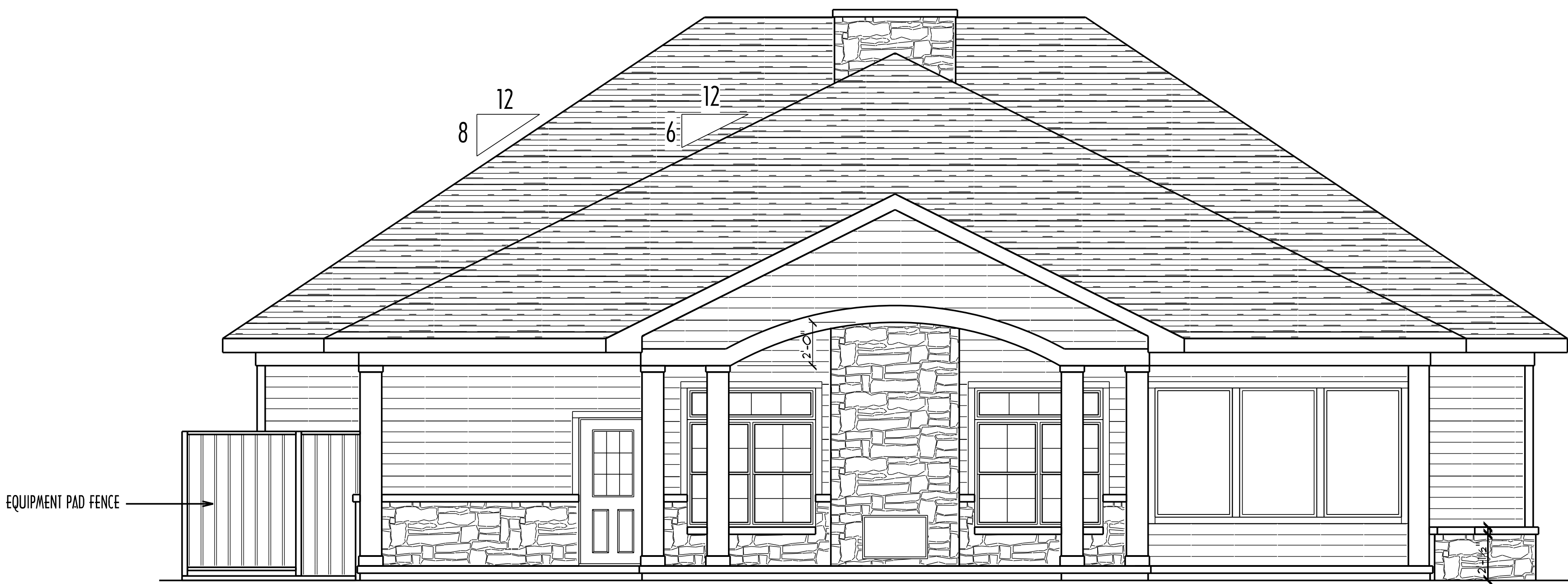
WOODLAND LAKES COTTAGES
CLUBHOUSE

WARNING! COPYRIGHTED PLANS
THESE PLANS ARE THE SOLE PROPERTY OF ATKINS FAMILY BUILDERS.
ANY REPRODUCTION OR USE WITHOUT THE WRITTEN CONSENT OF
ATKINS FAMILY BUILDERS IS STRICTLY PROHIBITED. VIOLATORS WILL
BE PROSECUTED TO THE FULL EXTENT PERMITTED BY LAW.

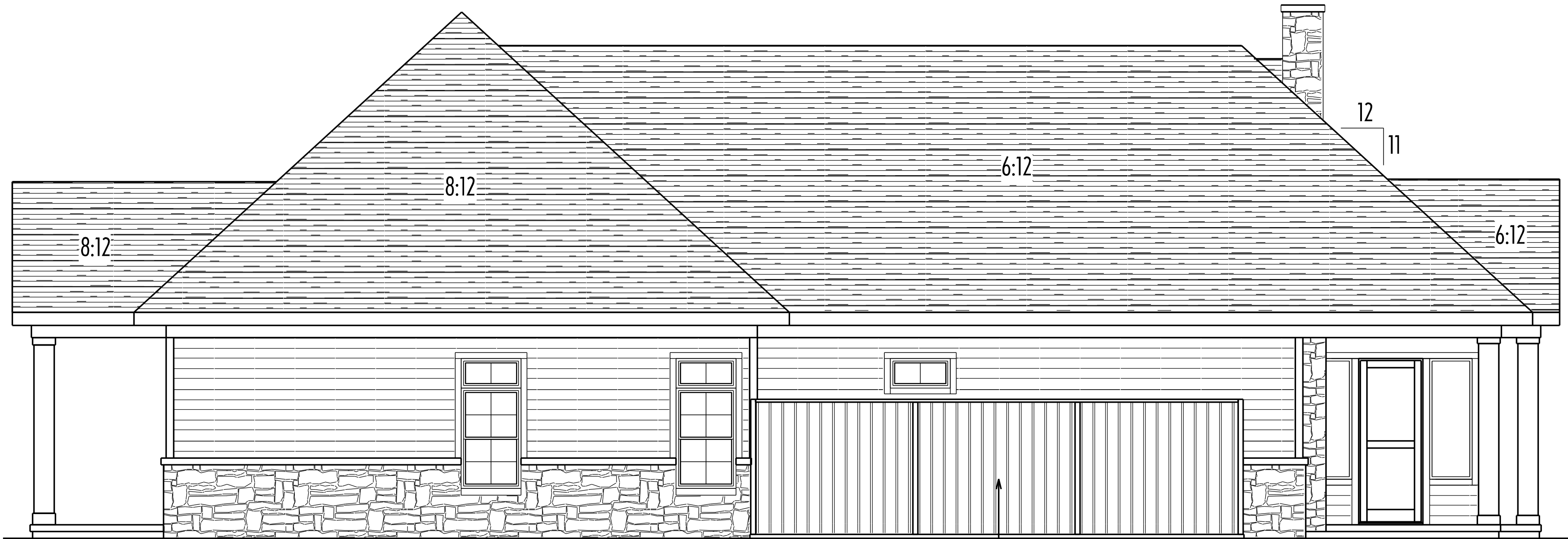
Although every effort
has been made in
preparing these plans,
the contractor must
verify the accuracy of
all dimensions and be
responsible for the same.

DATE: 11 NOV 2021
REVISED: 15 DEC 2021
DRAWING NO: KRD-21-028

DRAWN: Karl Kaufman
SCALE: 1/4" = 1'-0"
SHEET NO: 1 OF 5

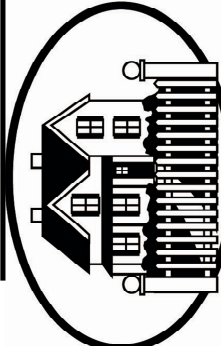


REAR ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

ATKINS FAMILY BUILDERS
2050 SWITTEN DR.
GREEN BAY, WI 54313
(920) 217-0210



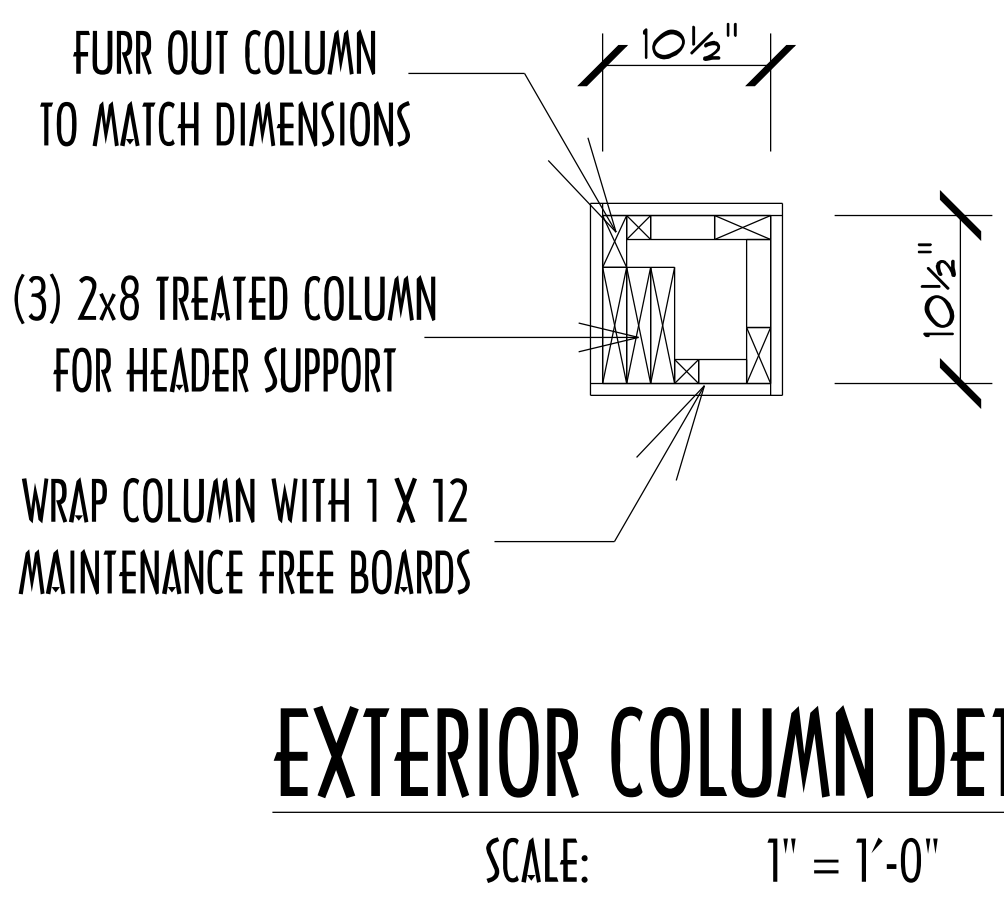
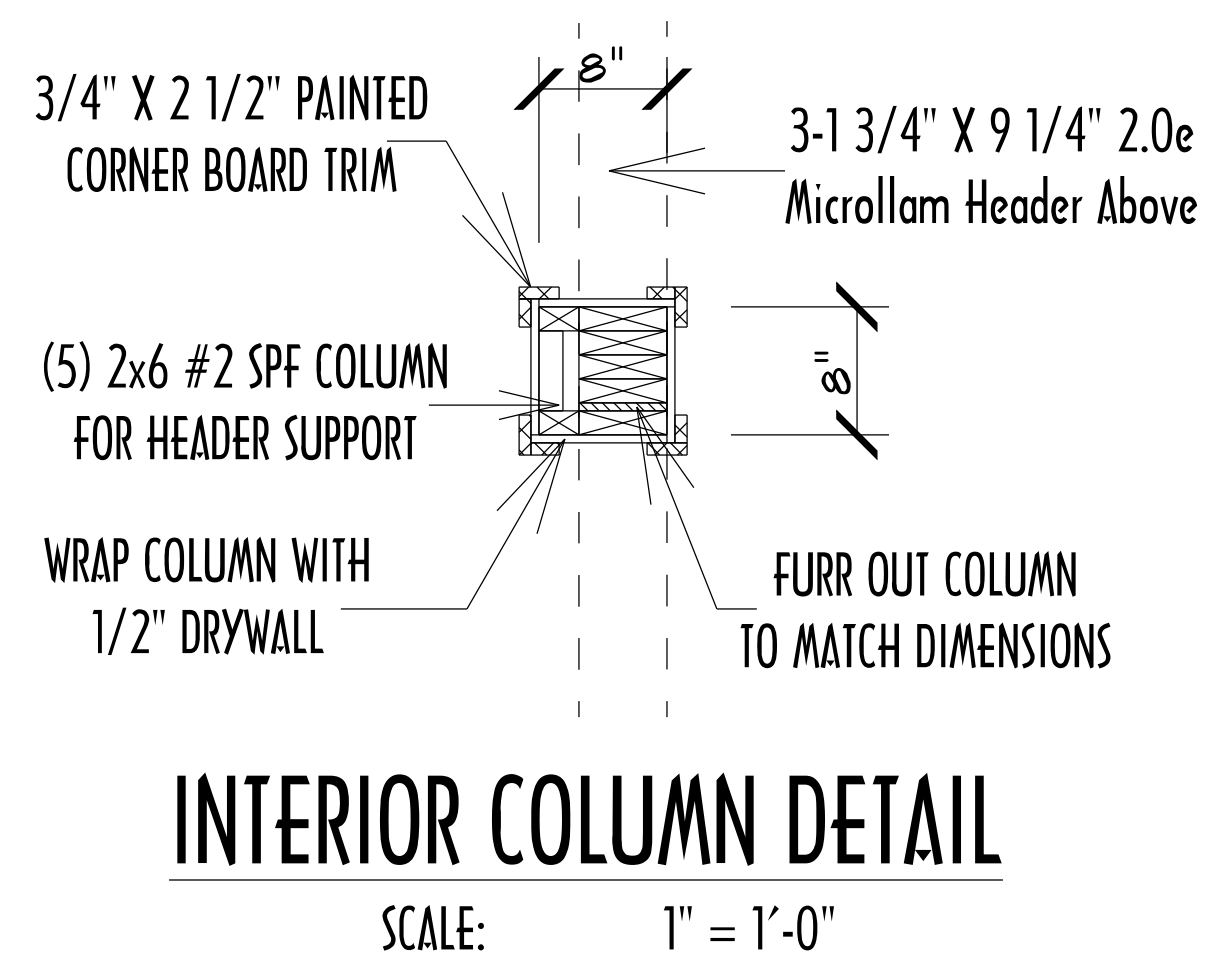
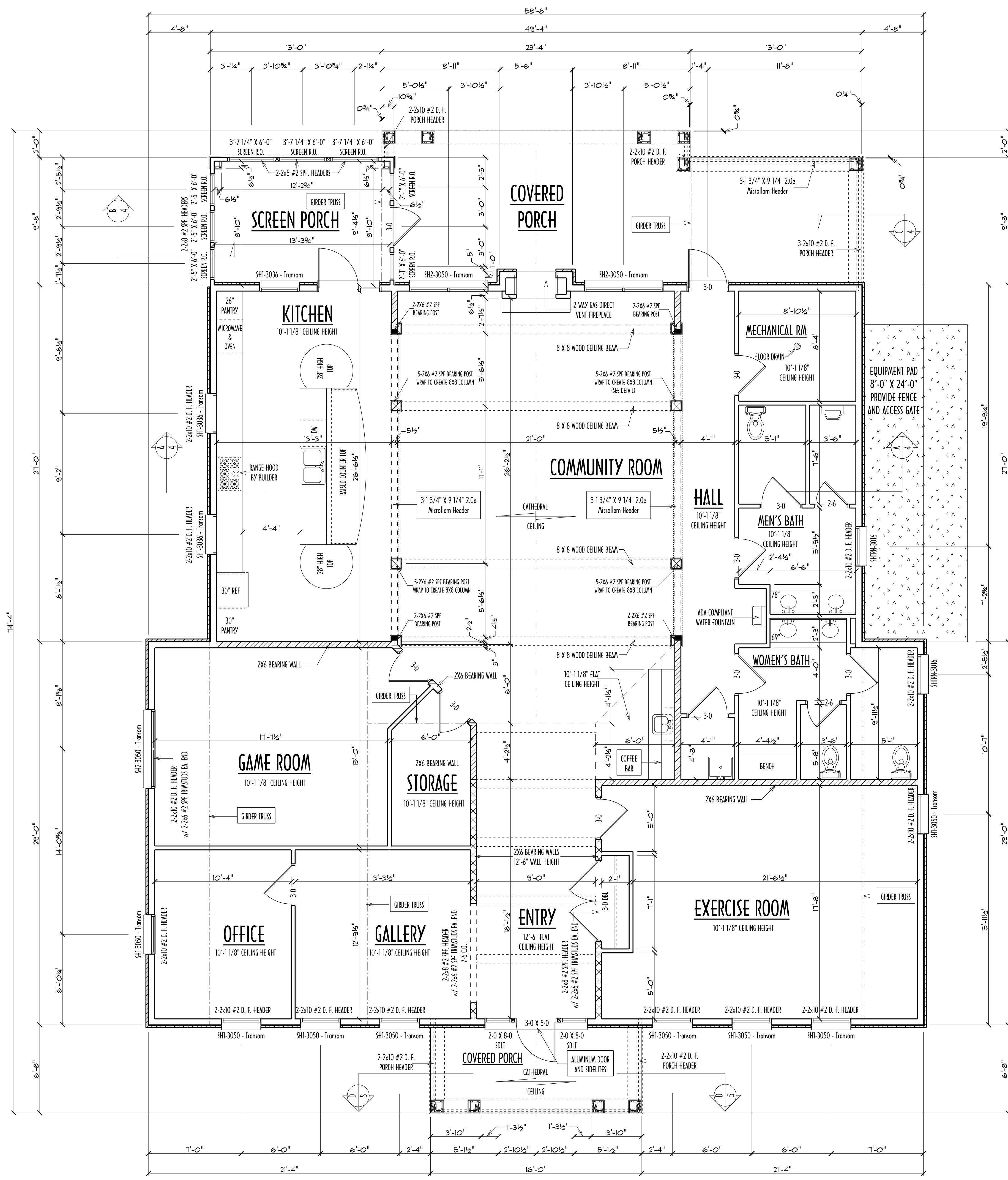
WARNING!
THESE PLANS ARE THE SOLE PROPERTY OF ATKINS FAMILY BUILDERS. ANY REPRODUCTION OR USE OF THESE PLANS WITHOUT THE WRITTEN CONSENT OF ATKINS FAMILY BUILDERS IS STRICTLY PROHIBITED. VIOLATORS WILL BE PROSECUTED TO THE FULL EXTENT PERMITTED BY LAW.

WOODLAND LAKES COTTAGES
CLUBHOUSE

WARNING: COPYRIGHTED PLANS
THESE PLANS ARE THE SOLE PROPERTY OF ATKINS FAMILY BUILDERS. ANY REPRODUCTION OR USE OF THESE PLANS WITHOUT THE WRITTEN CONSENT OF ATKINS FAMILY BUILDERS IS STRICTLY PROHIBITED. VIOLATORS WILL BE PROSECUTED TO THE FULL EXTENT PERMITTED BY LAW.

Although every effort has been made in preparing these plans and drawings, the architect and designer make no warranty, expressed or implied, that the plans and drawings are complete and correct, and that they will conform to all applicable laws and regulations. The architect and designer shall not be responsible for the construction of the building or for any damage to the building or its contents.

DATE: 11 NOV 2021	BY: Karl Kaufman	2
REVISION: 15 DEC 2021	SCALE: 1/4" = 1'-0"	OF
	DRAWING NO: KRD-21-028	5



- NOTES:**
1. FLOOR - 4" CONCRETE SLAB
LOADING: TOTAL LOAD = 55#
TOTAL LOAD AT TILE = 65#
TCCL = 40#
TCOL = 10#
TCOL AT TILE = 20#
BCOL = 5#
FLOOR DEFLECTION: LL = L/480
TL = L/240
DURATION OF LOAD: 1.00%
 2. ROOF SYSTEM:
WOOD TRUSSES 24" O.C.
LOADING: TOTAL LOAD = 50#
TCCL = 30#
TCOL = 10#
BCOL = 10#
ROOF DEFLECTION: LL = L/240
TL = L/180
DURATION OF LOAD: 1.15%
 3. STD. HEADERS: (2)-2x12 #2 DF
 4. EXT. WALL STUDS: 1ST FLR: 2x6-116 5/8"
 5. INT. WALL STUDS: 1ST FLR: 2x4-116 5/8"
 6. WINDOW SIZES SHOWN ARE FOR VISIONS
WINDOWS. SEE CATALOG FOR DETAILS
 7. ALL DIMENSIONS SHOWN ARE TO FACE OF STUD.
 8. STAIRS: BSMT. TO 1ST FLR: N/A
 9. BUILDER TO PROVIDE AN ATTIC SCUTTLE
 10. FIRE SEPERATION MUST BE PROVIDED BETWEEN HOUSE AND GARAGE. SEE CODE FOR DETAILS.
 11. A MINIMUM OF DOUBLE TRIMSTUDS MUST BE USED FOR ALL OPENINGS 6'-0" AND LARGER.
 12. THE CONDITIONS LISTED HERE ARE STANDARD FOR THIS PLAN. EXCEPTIONS ARE NOTED ON THE PLAN.

FLOOR PLAN
10'-1 1/8" CEILING HEIGHT
3039 SQ. FT. @ HOUSE
132 SQ. FT. @ SCREEN PORCH

NOTE:
PLEASE SEE CABENT BUILDERS LAYOUTS FOR CABINET DIMENSIONS

NOTE:
BUILDER RESPONSIBLE TO TRANSFER ALL LOADS FROM ABOVE THROUGH FLOOR SYSTEM AND WALLS. USE SOLID BLOCKING AND BEARING POSTS TO TRANSFER LOADS TO BEAMS AND FOUNDATION.

NOTE:
PLEASE SEE HEADER INFORMATION SHEETS FOR MULTI MEMBER FASTENING INFORMATION

NOTE:
ALL BEARING OPENINGS REQUIRE 2-2X12 #2 D.F. HEADERS UNLESS A SPECIFIC HEADER IS NOTED BY AN OPENING. A MINIMUM OF DOUBLE TRIMSTUDS MUST BE USED FOR ALL OPENINGS 6'-0" AND LARGER

WARNING!
THESE PLANS ARE THE SOLE PROPERTY OF ATKINS FAMILY BUILDERS. ANY REPRODUCTION OR USE OF THESE PLANS WITHOUT THE WRITTEN CONSENT OF ATKINS FAMILY BUILDERS IS STRICTLY PROHIBITED. VIOLATORS WILL BE PROSECUTED TO THE FULL EXTENT PERMITTED BY LAW.

WOODLAND LAKES COTTAGES CLUBHOUSE

ATKINS FAMILY BUILDERS
2050 SWEETEN DR.
GREEN BAY, WI 54313
(920) 217-0210

3 OF 6

DATE: 11 NOV 2021
DRAWN BY: Karl Garman
SCALE: 1/4" = 1'-0"
REVISED: 15 DEC 2021
DRAWING NO.: KRD-21-028

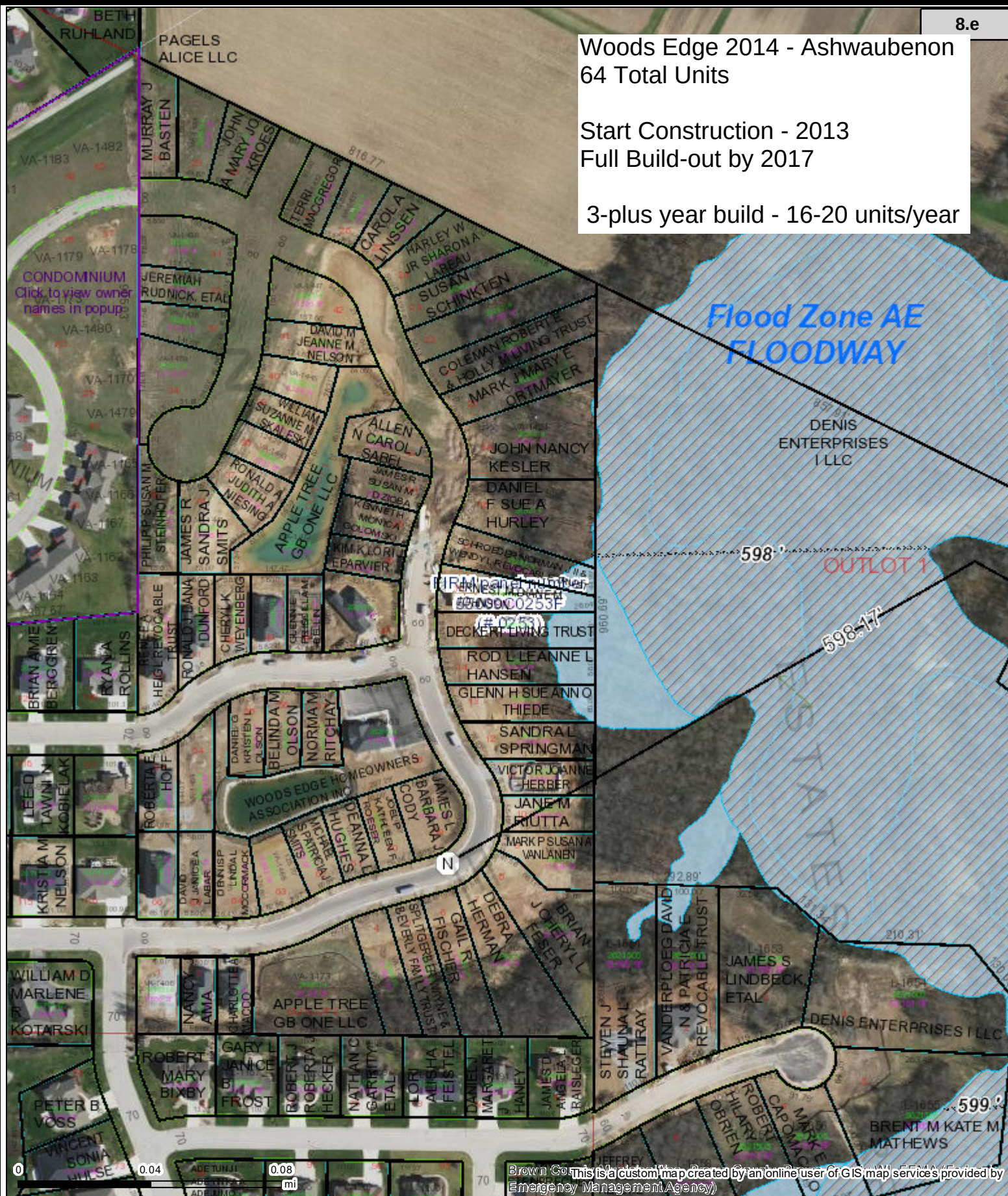
WARNING: COPYRIGHTED PLANS
THESE PLANS ARE THE SOLE PROPERTY OF ATKINS FAMILY BUILDERS. ANY REPRODUCTION OR USE WITHOUT THE WRITTEN CONSENT OF ATKINS FAMILY BUILDERS IS STRICTLY PROHIBITED. VIOLATORS WILL BE PROSECUTED TO THE FULL EXTENT PERMITTED BY LAW.

Although every effort has been made in preparing these plans and checking them for accuracy, the contractor and owner are responsible for the accuracy of the plans and the contractor is responsible for the same.

Woods Edge 2014 - Ashwaubenon
64 Total Units

Start Construction - 2013
Full Build-out by 2017

3-plus year build - 16-20 units/year



Part of Brown County WI

Map printed on 2/15/2022

1:2,400

1 inch = 200 feet*

1 inch = 0.0379 miles*

*original page size: 8.5"x11"

Appropriate format depends on zoom level

Parcel ownership key

Parcel Boundary

Condominium

Gap or Overlap

"hooks" indicate
parcel ownership
crosses a line

Parcel line

Right of Way line

Meander line

Lines between deeds or lots

Historic Parcel Line

Vacated Right of Way

A complete key (legend) is available at:
tinyurl.com/BrownDogLegend



Packet Pg. 55



Preserve 2014 - E Green Bay
99 Total Units

Start Construction - 2014
Full Build-out by 2019

5 year build - 20 units/year



This is a custom map created by an online user of GIS map services provided by Emergency Management Agency)

Part of Brown County WI

Map printed on 2/15/2022

1:3,600

1 inch = 300 feet*

1 inch = 0.0568 miles*

*original page size: 8.5"x11"

Appropriate format depends on zoom level

Parcel ownership key

Parcel Boundary

Condominium

Gap or Overlap

"hooks" indicate
parcel ownership
crosses a line

Parcel line

Right of Way line

Meander line

Lines between deeds or lots

Historic Parcel Line

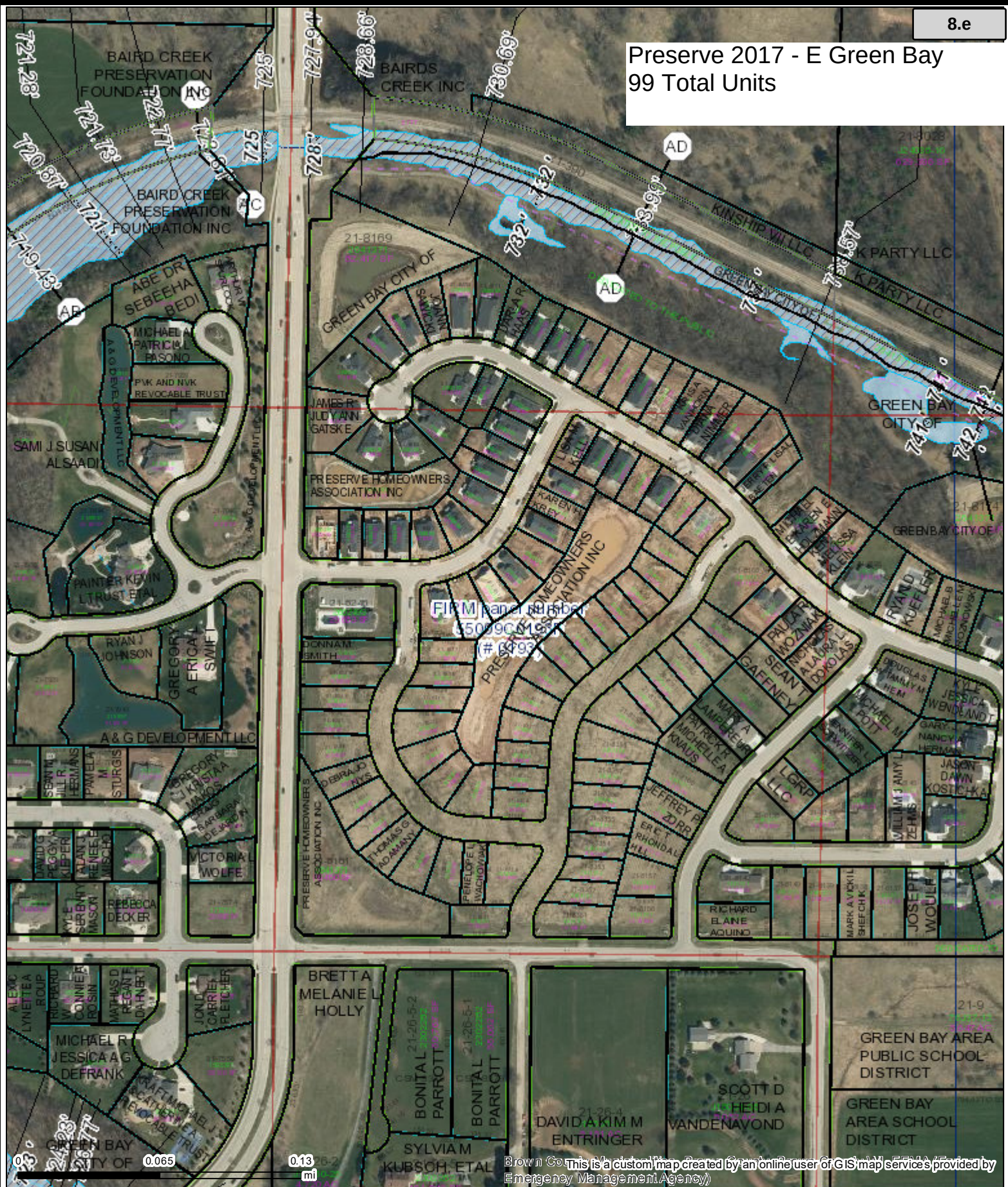
Vacated Right of Way

A complete key (legend) is available at:
tinyurl.com/BrownDogLegend



Packet Pg. 57

Preserve 2017 - E Green Bay 99 Total Units



Part of Brown County WI

Map printed on 2/15/2022

1:3,600

1 inch = 300 feet*

1 inch = 0.0568 miles*

*original page size: 8.5"x11"

Appropriate format depends on zoom level

Parcel ownership key

Parcel Boundary

Condominium

Gap or Overlap

*hooks indicate parcel ownership crosses a line

Parcel line

Right of Way line

Meander line

Lines between deeds or lots

Historic Parcel Line

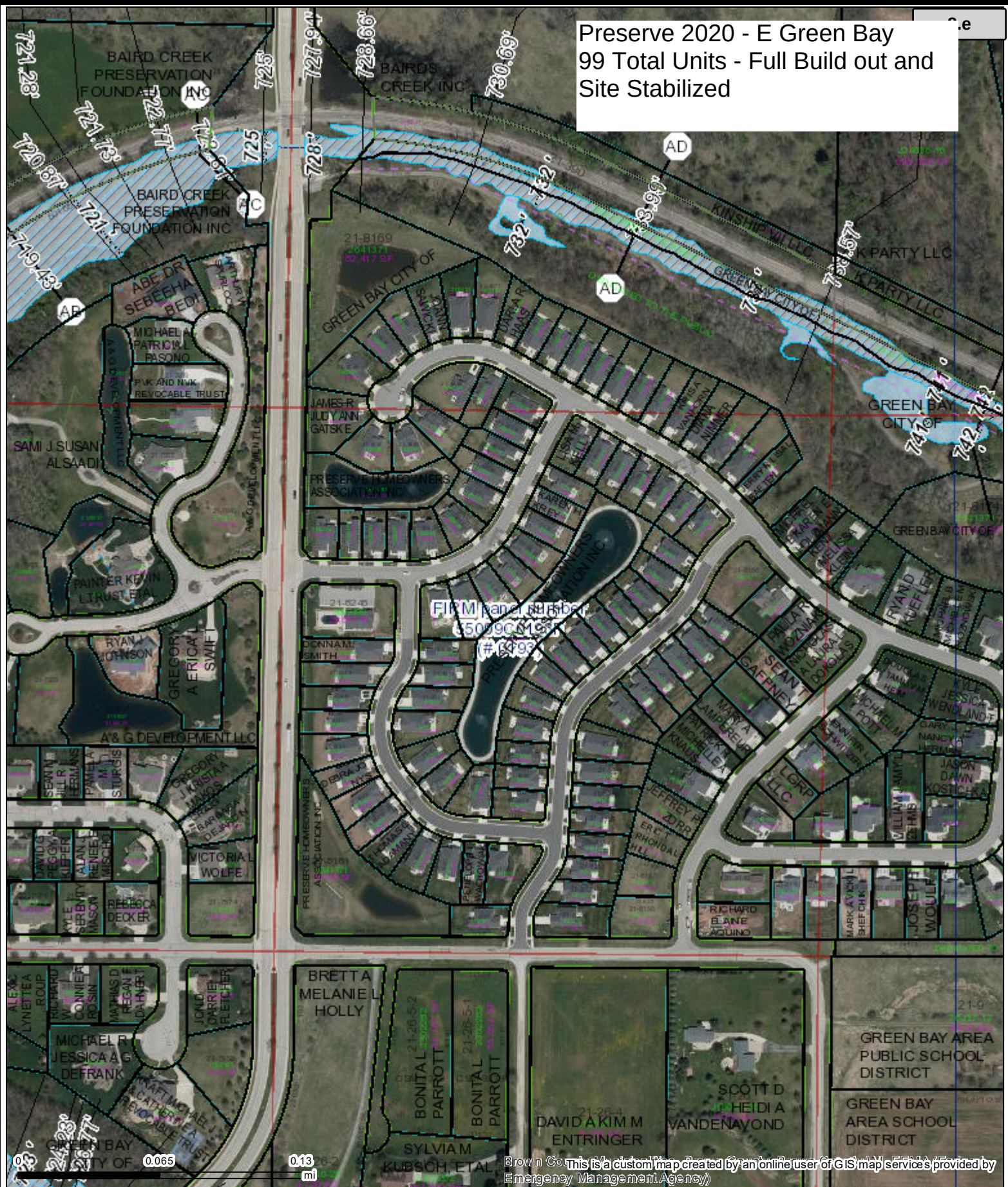
Vacated Right of Way

A complete key (legend) is available at:
tinyurl.com/BrownDogLegend



Packet Pg. 58

Preserve 2020 - E Green Bay
99 Total Units - Full Build out and
Site Stabilized



Part of Brown County WI

Map printed on 2/15/2022

1:3,600

1 inch = 300 feet*

1 inch = 0.0568 miles*

*original page size: 8.5"x11"

Appropriate format depends on zoom level

Parcel ownership key

Parcel Boundary

Condominium

Gap or Overlap

*hooks indicate parcel ownership crosses a line

Parcel line

Right of Way line

Meander line

Lines between deeds or lots

Historic Parcel Line

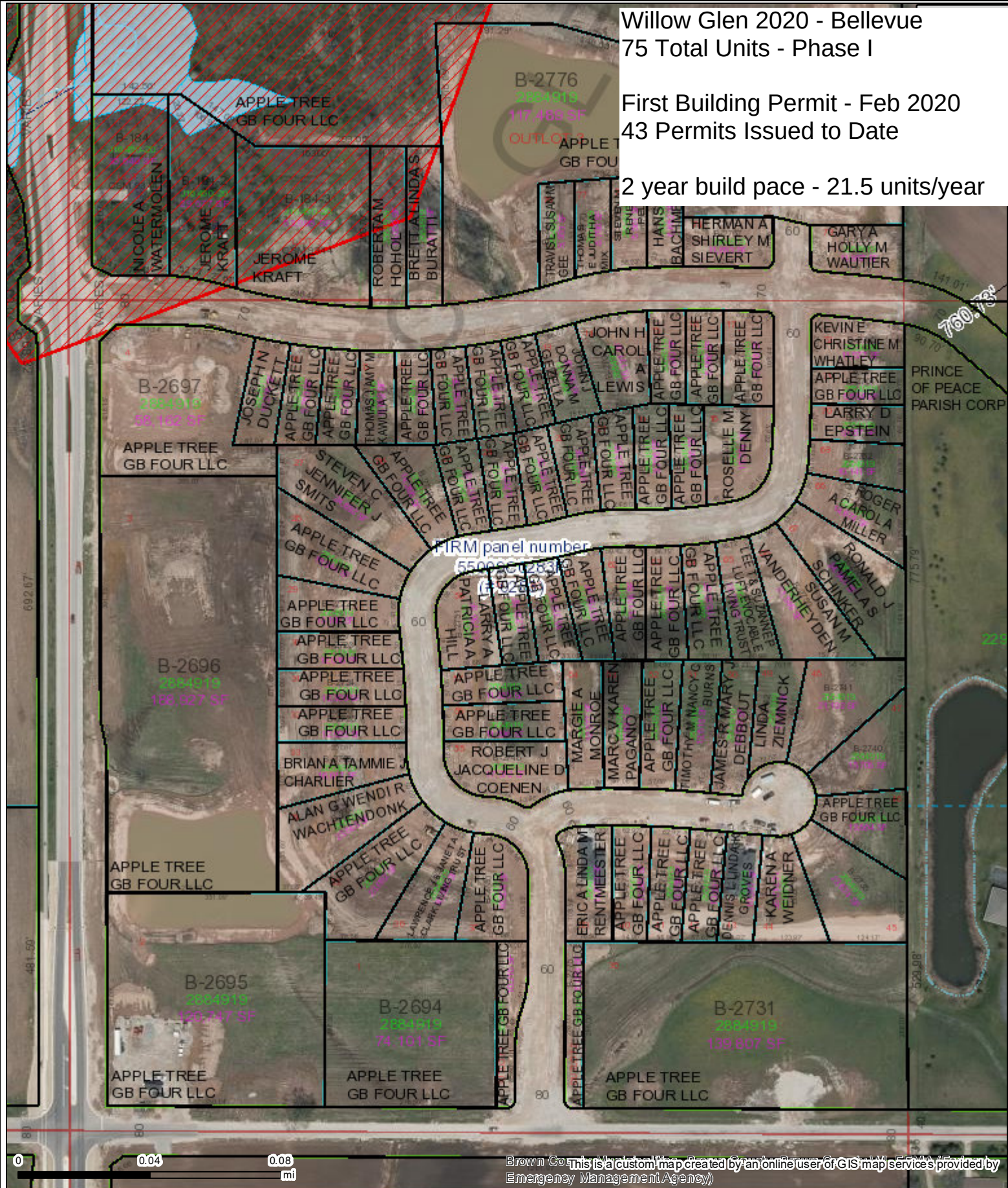
Vacated Right of Way

A complete key (legend) is available at:
tinyurl.com/BrownDogLegend



Packet Pg. 59

Willow Glen 2020 - Bellevue
 75 Total Units - Phase I
 First Building Permit - Feb 2020
 43 Permits Issued to Date
 2 year build pace - 21.5 units/year



Part of Brown County WI

Map printed on 2/15/2022

1:2,400
 1 inch = 200 feet*
 1 inch = 0.0379 miles*
 *original page size: 8.5"x11"
 Appropriate format depends on zoom level

- Parcel ownership key**
- Parcel Boundary
 - Condominium
 - Gap or Overlap
 - "hooks" indicate parcel ownership crosses a line
 - Parcel line
 - Right of Way line
 - Meander line
 - Lines between deeds or lots
 - Historic Parcel Line
 - Vacated Right of Way



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: March 28, 2022

DEPARTMENT: Planning

FROM: Peter Schleinz

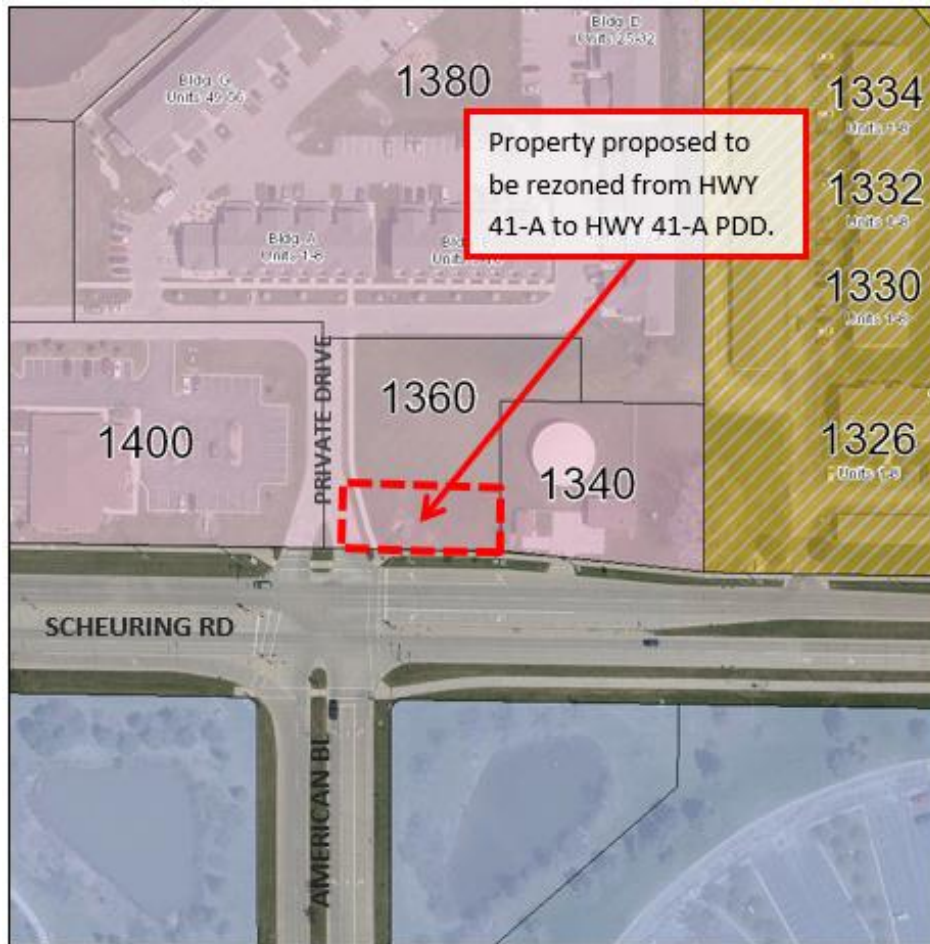
SUBJECT: Consideration and possible action on a rezoning from HWY 41-A (Highway 41 Business Corridor: District A) to HWY 41 A PDD (Highway 41 Business Corridor: District A with a Planned Development District overlay), with an amended General Development Plan, for a proposed drive-in or convenience food restaurant at 1360 Scheuring RD (Part of Parcel WD-D0021-4).*

ATTACHMENTS:

- PC Report - Rezoning PDD & GDP - Starbucks (DOCX)
- Application Form (PDF)
- PDD and GDP Request (PDF)
- FIGURE 1 LOCATION PLAN (PDF)
- FIGURE 2 ZONING MAP (PDF)
- FIGURE 3 CONCEPTUAL SITE PLAN (PDF)

- ITEM 9:** Consideration and possible action on a rezoning from HWY 41-A (Highway 41 Business Corridor: District A) to HWY 41 A PDD (Highway 41 Business Corridor: District A with a Planned Development District overlay), with an amended General Development Plan, for a proposed drive-in or convenience food restaurant at 1360 Scheuring RD (Part of Parcel WD-D0021-4).*

SITE MAP



REQUESTED ACTION: Rezoning Request.

This request expands an existing Planned Development District (PDD) overlay to include the southern 1/3 of the parcel. The PDD already covers the northern 2/3 and a sliver of the west end of the parcel.

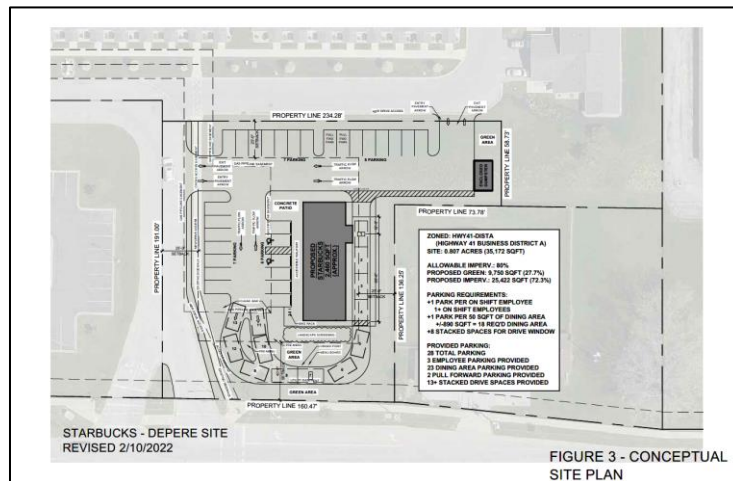
COMMON DESCRIPTION: 1360 Scheuring RD, located northeast from Scheuring RD and American BL. The private drives on the west and north sides of the parcel are not streets.

PARCEL NUMBERS: Part of Parcel WD-D0021-4.

ZONING: HWY 41-A (Highway 41 Business Corridor: District A).

PROPOSED ZONING: HWY 41 A PDD (Highway 41 Business Corridor: District A with a Planned Development District overlay).

- SURROUNDING LAND USES:** Multifamily (HWY 41-A PDD) to the north.
 Business Park (I-B-1) to the south.
 City water tank (HWY 41-A) and multifamily (R-3 PDD) to the east.
 Business (HWY 41-A PDD) to the west.
- COMPREHENSIVE PLAN:** Commercial.
- APPLICANT / OWNER:**
- | | |
|-------------------------------------|--------------------------------|
| <u>Authorized Representative</u> | Property Owner |
| Joel Ehrfurth, Principal Engineer | Nicolet Commercial De Pere LLC |
| Mach IV Engineering & Surveying LLC | ATTN: Andy Dumke, Owner |
| 2260 Salscheider CT | 230 Ohio ST |
| Green Bay, WI 54313 | Oshkosh, WI 54902 |
- SITE HISTORY:**
- The undeveloped site was once part of a rural farmhouse property until the 1970's.
- In 2002 a Walmart/Menards PDD was established, which included the northern 2/3 of the parcel. The PDD made drive-in or convenience food establishments a permitted use by right, but only on the northern 2/3 of the property.
- In 2014 an amended PDD allowed for the residential development to the north. The amended PDD also established commercial uses on the northern 2/3 of the property.
- PROJECT SUMMARY:** Planned Development Districts (PDD) require a multistep review process. This staff report covers the Rezoning and General Development Plan portion.
- Proposed Project Schedule
1. Plan Commission Pre-Application Review – Not required as this is an amendment to expand an existing PDD.
 2. Plan Commission Rezoning & General Plan Review – March 28.
 3. Precise Implementation Plan (PIP) Submittal – anticipated March 29.
 4. Common Council Public Hearing and Ordinance Review for Rezoning and General Plan- anticipated May 3.
 5. Plan Commission PIP Review - anticipated May 23.
 6. Common Council PIP Review – anticipated June 7.



Proposed Project Site

The applicant provided the attached information for the PDD Rezoning and General Plan review. The project scope includes constructing a new 2,460 SF Starbucks coffee shop with a two-lane drive-through window. The site is designed to accommodate 3 employees, parking for 28 vehicles, and drive-through stacking for 13 vehicles. Building elevations were not provided with the general development plan.

Proposed Uses

The General Development Plan request itemizes 30 permitted uses for the property, which is a reiteration of the 2002 General Development Plan. Additional uses that are identified as permitted in the HWY 41-A District are also allowed.

Proposed Yard Requirements

There are no revisions being requested; The proposed lot coverage, open space, setbacks, floor area ratio, signage requirements, and off-street parking requirements are the same as the existing HWY 41-A District requirements.

Proposed Building façade materials

There are no revisions being requested; The proposed facades must meet the criteria of the City's development and design standards. Building elevations were not included with the application.

STAFF REVIEW:

General Development Plan Criteria

Per Code, "the approval of a planned development proposal shall be within the discretion of the Common Council and shall be based upon a determination as to compliance with the following criteria:"

1) That the proposed development is consistent with the spirit and intent of these regulations and has been prepared with competent professional advice and guidance and produces significant benefits in terms of improved environmental design sufficient to justify the application of the planned development concept instead of conventional zoning restraints.

The proposed development is utilizing a general set of site plans that have been drawn by an engineer. A full set of plans have not yet been submitted but will be required as part of the Precise Implementation Plan. Because of this, the Precise Implementation will need to follow the requirements of the City's development and design standards, and the requirements established by the HWY 41-A District.

2) That the site development plan reflects sensitive consideration of the physical nature of the site with particular concern for the conservation of natural features, preservation of open space, and careful shaping of terrain to ensure proper drainage and preservation of natural features wherever appropriate.

There are no known natural features on the site. Stormwater management is a required component of proposed developments.

3) That the general character and intensity of use of the development produces an attractive environment appropriate to the uses proposed and which is compatible with existing developments in the surrounding area and with general community development plans and policies.

The parcel is already zoned for commercial development to match the area. The expansion of the PDD allows for a drive-through that loops through the southern end of the parcel.

4) That the development can be provided with appropriate municipal services.

Sewer, water, and storm sewer is available.

5) That proposed design standards provide adequately for practical operation and maintenance based on actual functional need in terms of circulation, parking, emergency services, delivery services, snow plowing, and garbage and refuse collection.

The site is properly designed for circulation and parking. However, because no Traffic Impact Analysis was included with the application, staff suggests that the two-way drive on the east side of the parcel be changed to one of the following:

- Relocate to be a drive that connects to the northern property line, and possibly as far to the east as possible.
- A one-way, exit-only drive.

Staff made the developer aware of the need for a Traffic Impact Analysis if there was no desire by the developer to alter the drive.

6) That adequate provision has been made to ensure proper maintenance and preservation of "common open space" which has been provided within the development for the recreational and aesthetic enhancement of the development or to preserve or protect natural environmental or ecological resources. Such provisions may

be made by dedication to the public or by retention in private ownership with appropriate covenants.

The project does not include 'common open space.' This provision is typical for larger residential, commercial, or industrial PDD applications.

7) In the case of roadways and other rights-of-way which are not dedicated to the public as part of the conditions for project approval, there shall be granted to the City such easements over the same as may be necessary to enable the City to provide suitable and adequate fire protection, sanitary and storm sewer, water, and other required municipal services to the project area.

No new private roads are proposed as part of this development. There are two existing private drives on the west and north border of the parcel.

8) Ownership and tax responsibility of private open space areas and rights-of-way shall be established in a manner acceptable to the City and made part of the condition of the plan.

The property will be solely owned and maintained by the property owner.

9) Areas established for public use shall be dedicated to the City on preliminary and final subdivision plats consistent with the approved development plan.

No areas on the plan are designated for public use.

10) Any other factors which in the discretion of the Common Council are necessary to protect the public health, safety, and welfare of the area of the community.

Plan Commission should evaluate the traffic flow for the proposed site plan and evaluate if the drive on the west side of the site should be relocated or redesigned. Plan Commission should also evaluate if a Traffic Impact Analysis is necessary.

11) Only nonresidential uses limited to those uses specifically approved by the Plan Commission are permitted in a PDD.

The underlying zoning district may allow a drive-in or convenience food restaurant use if a conditional use permit is successfully obtained. However, if the PDD overlay is expanded to include the entire parcel, a drive-in or convenience food restaurant use is permitted by right.

12) The project should meet design criteria and other standards as set forth in the Zoning Code.

The application did not indicate the building design criteria. Thus, the Precise Implementation Plan will have to comply with the City's development design standards including building design, landscaping, signage, parking/loading, and accommodation of pedestrian traffic (including bicycle traffic).

REVIEW PROCESS:

Planned Development District Rezoning projects undergo a multiphase review process as follows. The applicant has indicated a strong desire to secure final Precise Implementation Plan approvals by June 7, 2022.

- Plan Commission Pre Application Review (*not required*).
- Plan Commission Rezoning & General Plan Review.*
- Class II Public Hearing Notice.
- Common Council Public Hearing and Ordinance Review.
- Plan Commission Precise Implementation Plan (PIP) Review.
- Common Council Precise Implementation Plan (PIP) Review.

*Neighbor notification within 300' of project.

STAFF RECOMMENDATION:

Staff recommends approval of the Rezoning and General Development Plan to permit for proposed drive-in or convenience food restaurant at 1360 Scheuring RD, subject to the following conditions:

1. Relocate the drive on the west side of the property to connect to the north or change the existing drive to a one-way exit-only drive.
 - a. Option to submit a Traffic Impact Analysis for review and approval by the City if the drive is to remain.
2. Provide building elevations with materials and colors identified.

	CITY OF DE PERE APPLICATION FOR REZONING	Fee: \$ 305.00
		Receipt #: _____
		Date: _____

Read all instructions provided before completing. If additional space is needed, attach additional pages. Type or use black ink.

SECTION 1: Applicant / Permittee Information

Applicant Name (Ind., Org. or Entity) MACH IV ENGINEERING & SURVEYIN LLC	Authorized Representative JOEL EHRFURTH	Title PRINCIPAL ENGINEER	
Mailing Address 2260 SALSCHIEDER COURT	City GREEN BAY	State WI	ZIP Code 54313
Email Address JEHRFURTH@MACH-IV.COM	Phone Number (incl. area code) 920 569-5765	Fax Number (incl. area code) 920 569-5767	

SECTION 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind. Org. or Entity) NICOLET COMMERCIAL DEPERE LLC	Contact Person ANDY DUMKE	Title OWNER	
Mailing Address 230 OHIO STREET	City OSHKOSH	State WI	ZIP Code
Email Address ANDY@ALLIANCEDEVELOPMENT.BIZ	Phone Number (incl. area code) 920 230-3628	Fax Number (incl. area code) 920 230-6484	

SECTION 3: Project or Site Location

Project Address/Description 1360 SCHEURING ROAD	Parcel Number(s): WD-D0021-4
--	-------------------------------------

SECTION 4: Proposed Rezoning Use

Existing Zoning:	PDD/HIGHWAY 41 - DISTRICT A		
Proposed Zoning:	PDD		
Adjacent Zoning: North PDD	Adjacent Zoning: South IB-1	Adjacent Zoning: West PDD	Adjacent Zoning: East HWY 41-DIST A
Present Use of Parcel	VACANT		
Proposed Use of Parcel	RESTAURANT W/ DRIVE THRU		

SECTION 5: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or forfeiture under the provisions of applicable laws.

Permission: I hereby give the City permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Name of Owner/Authorized Representative (please print) JOEL EHRFURTH	Title PRINCIPAL ENGINEER	Phone Number 920 569-5765
Signature of Applicant Joel Ehrfurth	Digitally signed by Joel Ehrfurth DN: cn=Joel Ehrfurth, o=Mach IV Engineering & Surveying LLC, ou, email=jehrfurth@mach-iv.com, c=US Date: 2022.02.24 09:04:31 -06'00'	Date Signed

Attached additional sheets if necessary.



REQUEST FOR RE-ZONING/PDD AMENDMENT

1360 SCHEURING ROAD

MACH IV PROJECT NO. 1913-01-21

REQUESTED ACTION:	Rezoning Request. Rezone part of Parcel WD-D0021-4 from Highway 41 - District A to PDD (Planned Development District).
COMMON DESCRIPTION:	1360 Scheuring Road, located at the intersection of a private road and Scheuring Road, north of American Boulevard (see Figure 1).
PARCEL NUMBER:	WD-D0021-4
EXISTING ZONING:	The parcel has split zoning, the northern portion of the parcel is zoned PDD, the south approximate 58 feet is zoned Highway 41 – District A. Total area to be rezoned is approximately 0.2 acres (see Figure 2).
PROPOSED ZONING:	PDD
SURROUNDING LAND USES:	Multifamily to the north Commercial to the south City water tower to the east Commercial to the west
PERMITTED USES:	Permitted uses were established in 2002 PDD. Allowable uses include: Auto Repair Facilities Auto Supply Stores Bank and Financial Institutions with Drive-Thru Car Dealerships Car Washes Convenience Stores Credit Unions Department Stores Department Stores with Grocery Discount Department Stores Fast Food Restaurants with Drive Thru

Furniture Stores
 Garden Centers
 Gas Stations
 General Retail Stores
 Grocery Stores or Supermarkets
 Health Clinics
 Health Clubs
 Hobby Stores
 Home Improvement Stores with Lumber Yards
 Hotels & Motels
 Offices
 Pharmacies with Drive Thru
 RV and Camper Dealerships
 Service Shops
 Sit-Down Restaurants
 Specialty Retail Stores
 Theaters
 Wholesale Clubs
 Other Businesses Typically Found in Shopping Centers

APPLICANT/OWNER: NICOLET COMMERCIAL DEPERE LLC
 230 OHIO ST
 OSHKOSH WI 5490

SITE HISTORY: The parcel is located in a large area (67.07 acres) that was rezoned from Highway 41 – District A to PDD in 2002. The area has been developed primarily around Walmart and Menards. The northern portion of the parcel was included in the PDD zoning. In 2014 the portion of Parcel WD-D0021-4 still currently zoned Highway 41 – District A was split off the parcel with the City water tower via a CSM. The CSM created two lots with the subject portion being Lot 2. In 2015, Lot 2 was combined with the parcel to its north, via a CSM, to create what is currently parcel WD-D0021-4. Zoning for the southern portion of the parcel remained Highway 41 – District and the northern portion remained PDD zoning and the south 0.2 acres retained the Highway 41 – District A zoning.

GENERAL DEVELOPMENT PLAN

1. General Location Map
Figure 3 contains the proposed conceptual site plan. The owner is proposing the construction of a restaurant/coffee shop with a drive through.
2. Property Boundaries
The proposed re-zoning is intended for parcel WD-D0021-4.
3. Property Topography
The property is reasonable flat. Drainage is generally west to east. A formal topographic will be conducted if the re-zoning efforts are successful.
4. General Site Plans
 - a. Land Uses

The rezoning/PDD Amendment request is to allow for the construction of a construction of a restaurant/coffee shop with a drive through, associated parking, and landscaping.

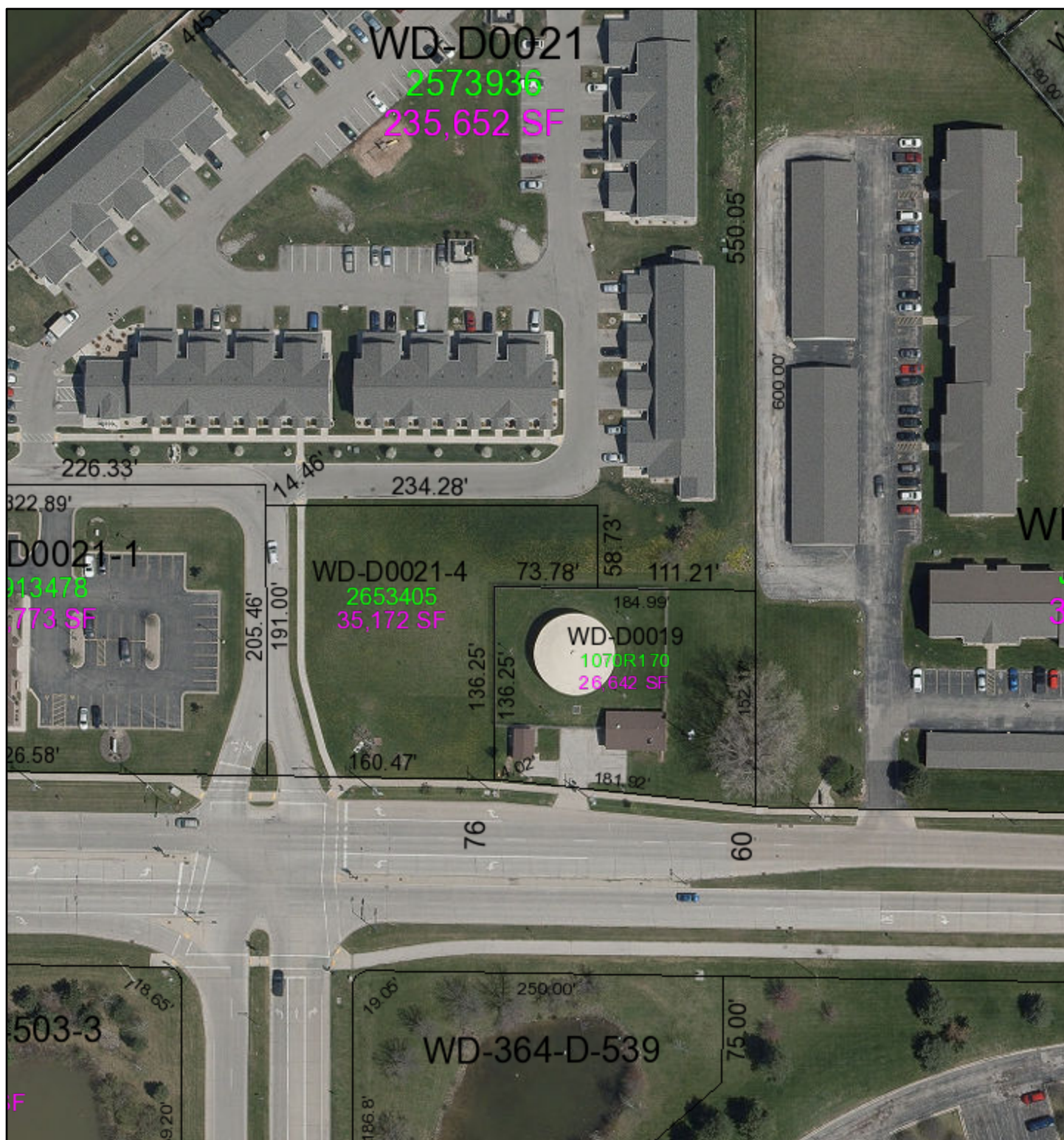
- b. Density
The proposed development is for a single use commercial facility.
- c. Aesthetic Characteristics
Proposed user is a national franchise. Architectural elevations identifying general colors, materials, and appearance as well as material samples and colors will be selected and approved with the Precise Implementation Plan (PIP).
- d. Street Patterns
Site fronts a public road (Scheuring Road) and two private roads. Access will be from the private road.
- e. Storm Water Management
Site will be internally drained. The city's stormwater management goals are achieved by a private regional pond.
- f. Recreational and open spaces
There are no proposed park facilities associated with the proposed re-zoning.
- g. Common Open Space
There is no proposed common open space associated with the proposed re-zoning.
- h. Development Statistical Data

Total Area	35,172 sf
Building Area	2,460 sf
Pavement Area	22,962 sf
Green Space	9,750 sf
No. of Parking Stalls	28

Note - final statistics will be determined and finalized during the PIP process
- i. Yard Requirements

Lot Coverage:	80% maximum
Open Space:	20% minimum
Setbacks:	
Front Yard:	Not less than 40'
Side Yard::	Not less than 25'
Rear Yard:	Not less than 25'
Corner Side Yard:	Not less than 40' in every instance where the side property line is adjacent to a public street
- j. Deed Restrictions
The existing PDD does not identify specific deed restrictions.

User Created DIME Map



2/19/2022, 4:42:39 PM

DePereCounty_2020.sid Parcel #

 Red: Band_1

 Green: Band_2

 Blue: Band_3

1:1,200

FIGURE 1 - LOCATION MAP

User Created DIME Map



2/19/2022, 4:35:26 PM

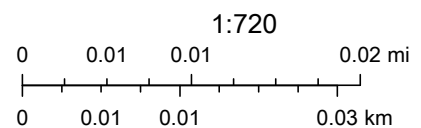
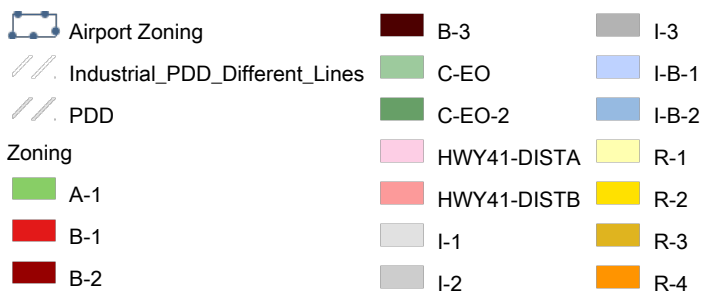
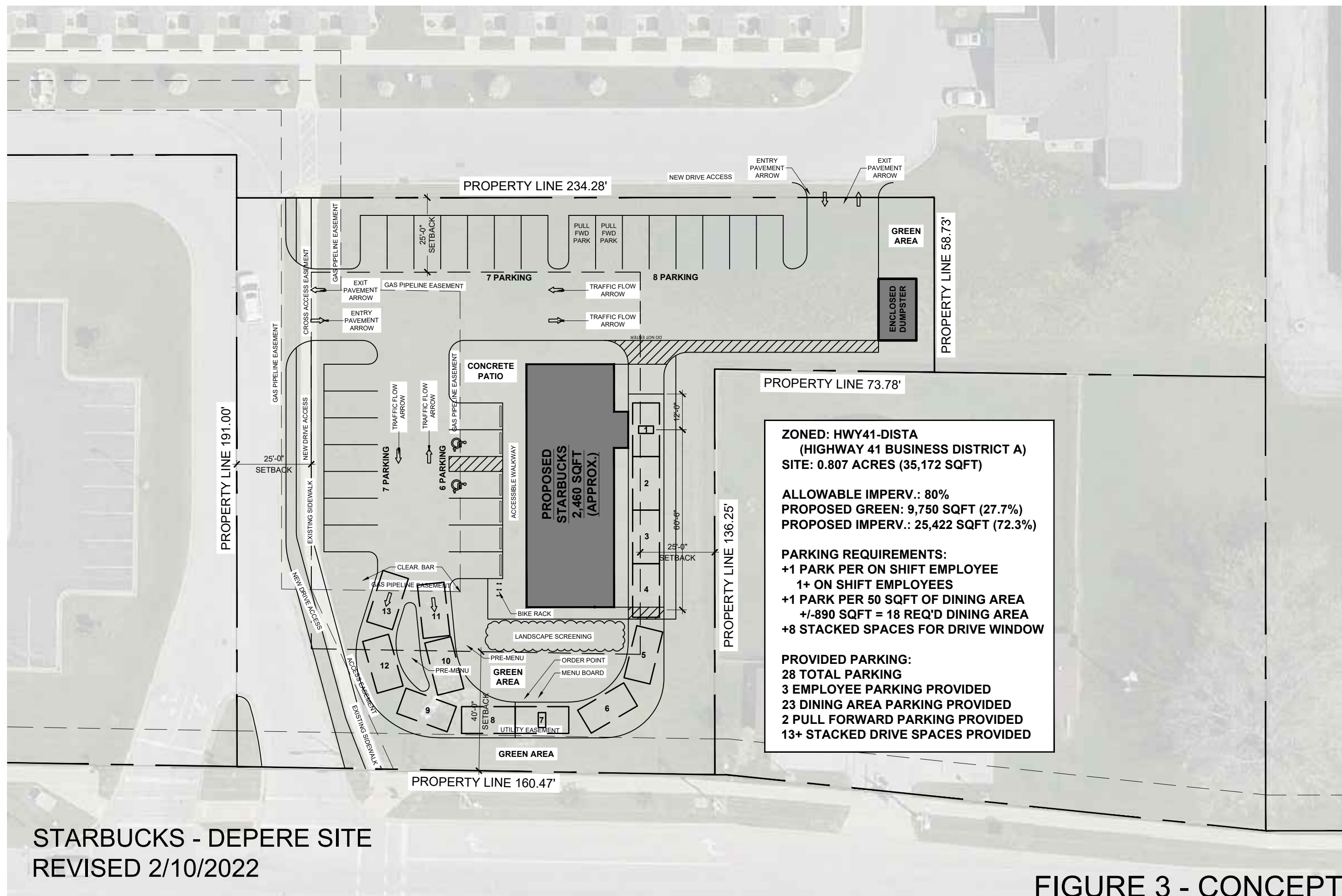


FIGURE 2 - ZONING MAP



STARBUCKS - DEPERE SITE
REVISED 2/10/2022

FIGURE 3 - CONCEPTUAL
SITE PLAN



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: March 28, 2022

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Consideration and possible action for a right-of-way discontinuance at 1891 and 1895 Commerce DR (Adjacent to Parcels ED-344-102-4, ED-344-102).*

ATTACHMENTS:

- 03-28-22 PC Report - ROW Discontinuance - Commerce DR (DOCX)
- Exhibit A (PDF)
- Legal Descriptions - PDF (PDF)

- Item 10: Consideration and possible action for a right-of-way discontinuance at 1891 and 1895 Commerce DR (Adjacent to Parcels ED-344-102-4, ED-344-102).*

PROPOSED RIGHT-OF-WAY DISCONTINUANCE



Year 2020 air photo.

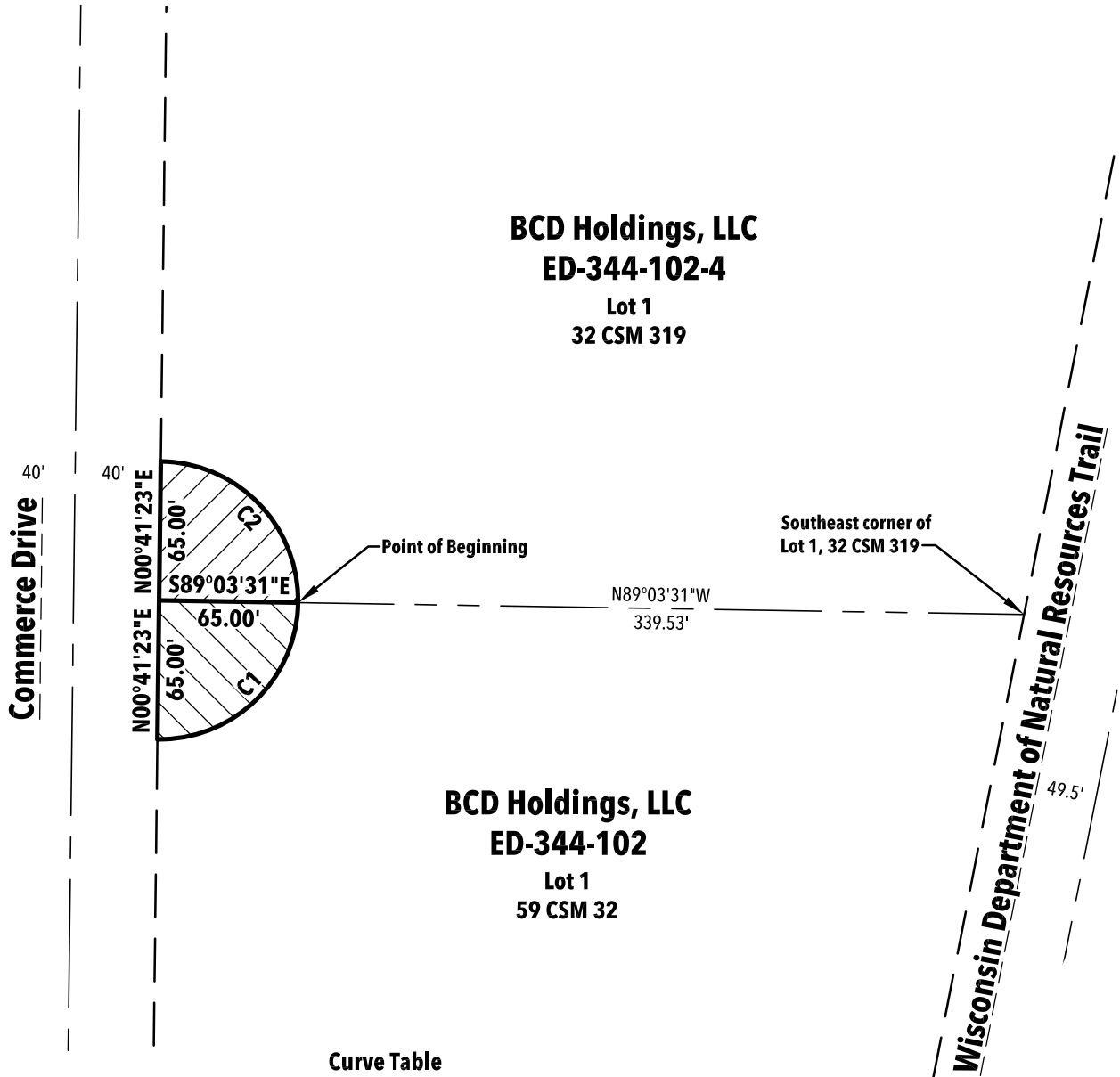
REQUESTED ACTION: Public Right-Of-Way Discontinuance Approval.

Right-Of-Way discontinuance for a cul-de-sac bulb that will no longer be needed when the construction of the southern end of Commerce DR is complete.

COMMON DESCRIPTION: 1891 and 1895 Commerce DR, located approximately at the 100-200 BLK of Reid ST, located 2,200 feet south from the Commerce DR and Heritage RD intersection.

PARCEL NUMBER(S):	Adjacent to Parcels ED-344-102-4, ED-344-102.
ZONING:	Right-of-way is adjacent to General Industrial District (I-3).
SURROUNDING LAND USES:	Business Park to the north and south. Business Park and Fox River State Recreational Trail to the East. Town of Ledgeview is undeveloped and residential to the west.
COMPREHENSIVE PLAN:	Industrial Park.
APPLICANT/OWNER NAME:	<u>Authorized Representative and Property Owner</u> City of De Pere 335 S Broadway ST De Pere, WI 54115
SITE HISTORY:	The right-of-way was built in the 1980's.
STAFF REVIEW:	When reviewing a right-of-way vacation/discontinuance, staff utilizes the vacation process identified in Wisconsin State Statutes 66.103 and 66.105. The role of the Plan Commission in the process is to determine if such a vacation/discontinuance is necessary and if so, recommend to the Common Council that the right-of-way be vacated/discontinued. The following are factors for consideration: • The cul-de-sac part of the right-of-way will no longer be needed after the southern extension of Commerce DR is complete (from the cul-de-sac to Rockland RD). • The right-of-way will be divided into two and attached to the parcels ED-344-102-4 and ED-344-102. • The discontinuance has been reviewed by the Development Services Department and Engineering staff. Conditions of approval added are listed at the end of this report.
REVIEW PROCESS:	The Common Council will review the Plan Commission recommendation twice, first as a resolution on April 19, 2022 and then with a public hearing and resolution potentially on June 7, 2022. Immediately adjacent property owners were notified of all proposed meetings and no comments were received. The review process follows State Statue requirements and there is not a 300-foot nearby neighbor notification requirement.
STAFF RECOMMENDATION:	Staff recommends APPROVAL and forwarding the 1891 and 1895 Commerce DR right-of-way discontinuance to the Common Council for final approval with the following condition: 1. The entire right-of-way is retained as an easement; all utility easements are retained.

EXHIBIT 'A'



Curve Table

Curve #	Delta	Radius	Length	Chord Direction	Chord Length	Tangent Bearing	Second Tangent Bearing
C1	89°44'37"	65.00'	101.81'	S45°48'51.5"W	91.72'	S89°18'50"E	N00°56'33"E
C2	90°14'56"	65.00'	102.38'	S44°10'55"E	92.12'	N00°56'33"E	N89°18'24"W

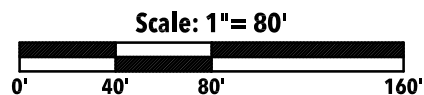
Legend



ED-344-102-4 Vacation Area = 3,327 Sq. Ft.



ED-344-102 Vacation Area = 3,309 Sq. Ft.



Robert E. Lee & Associates, Inc.

ENGINEERING, SURVEYING, ENVIRONMENTAL SERVICES

1250 CENTENNIAL CENTRE BOULEVARD
HOBART, WI 54155

INTERNET: www.releeinc.com

PHONE: (920) 662-9641
FAX: (920) 662-9141

R:\0400\0404\0404469\Phase 3 - Commerce Vacation\dwg\Commerce Vacation.dwg



CITY OF DE PERE
Engineering Division
925 S. Sixth Street
De Pere, Wisconsin 54115

Office (920) 339-4061
Fax (920) 339-4071

Date: 3/11/2022

REL Job #: 404469

Exhibit
Sheet 1 of 1

ED-344-102-4 LEGAL DESCRIPTION

Part of the Northwest 1/4 of the Southwest 1/4 of Section 34, Township 23 North, Range 20 East, City of De Pere, Brown County, Wisconsin more fully described as follows:

Commencing at the southeast corner of Lot 1, Volume 32 of Certified Survey Maps, Page 319, Map Number 5037, Document Number 1468186; thence N89°03'31"W, 339.53 feet on the south line of said Lot 1 to the southwest corner thereof, the **POINT OF BEGINNING**; thence continuing N89°03'31"W, 65.00 feet on the westerly extension of said south line to the southerly extension of the east right of way of Commerce Drive; thence N00°41'23"E, 65.00 feet on said southerly extension to said east right of way; thence 102.38 feet on the arc of a 65.00 foot radius curve to the right, having a long chord which bears S44°10'55"E, 92.12 feet on said east right of way to the Point of Beginning.

Said parcel contains 3,327 square feet (0.076 acres) of land more or less.

ED-344-102 LEGAL DESCRIPTION

Part of the Northwest 1/4 of the Southwest 1/4 of Section 34, Township 23 North, Range 20 East, City of De Pere, Brown County, Wisconsin more fully described as follows:

Commencing at the southeast corner of Lot 1, Volume 32 of Certified Survey Maps, Page 319, Map Number 5037, Document Number 1468186; thence N89°03'31"W, 339.53 feet on the south line of said Lot 1 to the southwest corner thereof, the **POINT OF BEGINNING**; thence 101.81 feet on the arc of a 65.00 foot radius curve to the right, having a long chord which bears S45°48'51.5"W, 91.72 feet on the east right of way of Commerce Drive; thence N00°41'23"E, 65.00 feet on the northerly extension of the east right of way of Commerce Drive to the westerly extension of said south line of Lot 1; thence S89°03'31"E, 65.00 feet on said westerly extension to the Point of Beginning.

Said parcel contains 3,309 square feet (0.076 acres) of land more or less.



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: March 28, 2022

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Consideration and possible action to amend Municipal Code Section 46-4 (Platting and Division of Land – General requirements and design standards) to eliminate the requirement to show building setbacks on city plats and city certified survey maps.*

ATTACHMENTS:

- PC Report - Land Division Code Amendment (DOCX)
- Amend Sec. 46-4. General requirements and design standards (DOCX)

ITEM 11: Consideration and possible action to amend Municipal Code Section 46-4 (Platting and Division of Land – General requirements and design standards) to eliminate the requirement to show building setbacks on city plats and city certified survey maps.*

REQUESTED ACTION: Amendment to Municipal Code Section 46-4. Specifically, subsections 46-4(e)(7) and 46-4(g)(3). *

APPLICANT NAME: City of De Pere.

SUMMARY: The Municipal Code Platting and Division of Land chapter requires that surveyors show a minimum 25' building setback line on residential city plats and certified survey maps. The building setback line can confuse the public because building setbacks in De Pere are based on Zoning Code requirements and not the building setback lines shown on a plat or certified survey map. Eliminating the building setback line on plats and certified survey maps ends conflicts with the requirements of the Zoning Code and any proposed updates to the Zoning Code.

PROPOSED AMENDMENT: The amendment includes the removal of the redlined text from the following subsections:

- **46-4(e) Easements and restrictive covenants.**

~~(7) Residential lots including corner lots in a subdivision shall have a minimum setback of not less than 25 feet.~~

- **46-4(g) Lots.**

~~(3) Corner Lots. Corner lots for residential use shall have extra width to permit full building setback of at least 25 feet from both streets.~~

REVIEW PROCESS: Platting and Division of Land Code Amendments follow this process: Plan Commission Review and Common Council Ordinance approval. This item is anticipated to be published for the April 6, 2022 Common Council meeting.

Although not a requirement of the review process, area surveyors that frequently submit plats and certified survey maps have been informed of the proposed change.

STAFF RECOMMENDATION: Staff recommends APPROVAL of the proposed amendment to Municipal Code Section 46-4 to eliminate the requirement to show building setbacks on city plats and city certified survey maps. Revisions are summarized in this report and on the attached documents.

Sec. 46-4. General requirements and design standards.

- (a) *General.* The proposed subdivision shall conform to:
- (1) The provisions of Wis. Stats. ch. 236.
 - (2) All applicable ordinances of the city.
 - (3) The master plan, or functional segments thereof, as they may be completed.
 - (4) The official map.
 - (5) The rules of the state board of health relating to lot size and lot elevation if the subdivision is not served by a public sewer and provision for such service has not been made.
 - (6) The rules of the state highway commission relating to safety of access and the preservation of the public interest and investment in the streets if the subdivision of any lot contained therein abuts on a state trunk highway or connecting street.
 - (7) The preliminary plat shall be drawn at the scale not more than 100 feet to an inch. The required copies of the preliminary plat shall be made from a black ink line drawing.
 - (8) *Applicability to condominiums.* This chapter is expressly applicable to condominium developments within the city's territorial or extraterritorial jurisdiction, pursuant to Wis. Stats. §703.27(1). For purposes of this chapter, a condominium unit and any associated limited common elements shall be deemed to be equivalent to a lot or parcel created by the act of subdivision.
- (b) *Streets.*
- (1) *General considerations.* The streets shall be designed and located in relation to existing and planned streets, to topographical conditions and natural terrain features such as streams and existing tree growth, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets. The preliminary plat shall show topography or be accompanied by a map of the same scale showing topography using contour intervals not greater than five feet.
 - (2) *Conform to official map.* The arrangement, width and location of all streets shall conform to the official map.
 - (3) *Arrangement.*
 - a. Major streets shall be properly integrated with the existing and proposed system of major streets, highways, and thoroughfares.
 - b. Collector streets shall be properly related to the mass transit system, to special traffic generating from facilities such as schools, churches and shopping centers, to population densities, and to the arterial streets into which they feed.
 - c. Minor streets shall be laid out to conform as much as possible to topography, to discourage use by through traffic, to permit efficient drainage and sewer systems, and to require the minimum amount of street necessary to provide convenient, safe access to property. The reasonable and intelligent use of curvilinear and cul-de-sac streets is encouraged.
 - (4) *Railroad right-of-way or limited access highway.* Where a residential subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way, the plan commission may require a street approximately parallel to and on each side of such right-of-way at a distance suitable for park or residential purposes.
 - (5) *Highways and thoroughfares.* Where a subdivision borders on or contains an existing or proposed highway or thoroughfare, the plan commission may require that the backs of lots abut the highway or thoroughfare and be provided with screen planting contained in a nonaccess reservation along the rear

property line, that deep lots with rear service alleys be provided, or that other provisions be made for the adequate protection of properties and the separation of through and local traffic.

- (6) *Width.* All streets shall be of the width specified on the official map or, if no width is specified there, they shall be not less than the width specified as follows:
- Highways: 80 feet plus eight-foot tree planting easement on both sides of right-of-way.
 - Collector streets: 80 feet.
 - Minor streets: 70 feet.
 - Minor streets designed with parking on one side: 60 feet plus eight-foot tree planting easement on both sides of right-of-way.
- (7) *Alignment and visibility.* Clear visibility, measured along the centerline, shall be provided for at least 400 feet on major streets, 350 feet on collector streets, and 250 feet on minor streets.
- (8) *Minimum radii or curvature on the centerline.*
- Major streets: 300 feet.
 - Collector streets: 200 feet.
 - Minor streets: 100 feet.
- (9) *Tangents.* A tangent at least 100 feet long shall be introduced between reverse curves on major and collector streets.
- (10) *Street names.* Any street which is the reasonable continuation of an existing street shall bear the same name. If the topography or other features of a permanent nature are such as to render the continuation of the actual roadway impossible, and where such nomenclature is apt to produce confusion, the street shall not carry the same name as the street to which it may be geometrically aligned.

Type	Dead-end	Curving	Straight
Short Streets	Places or Courts	Crescent, Way, Circle or Lane	Terrace, Row, Lane
Long Streets		Road or Drive	Street or Avenue

The term "boulevard" shall be reserved for such streets which, because of their breadth or monumental character, are to be especially designated.

(c) *Intersections.*

- Streets shall intersect as nearly as possible at right angles and the intersection of more than two streets at one point is discouraged. The number of streets converging at one intersection shall be reduced to the minimum possible.
- Property lines at street intersections shall be rounded with a radius of 12 feet or a greater radius where the plan commission considers it necessary. Cutoffs or chords may be permitted in place of rounded corners.
- Street jogs with centerline offsets of less than 125 feet shall be avoided. Where streets intersect highways, thoroughfares and major streets, their alignment shall be continuous.

(d) *Alleys.*

- Alleys shall be provided in all commercial and industrial districts, except that the plan commission may waive this requirement if definite and assured provision is made for service access such as off-street loading and parking consistent with, and adequate for, the uses proposed.

- (2) Alleys shall not be approved in residential areas unless necessary because of topography or other exceptional circumstances.
 - (3) The width of alleys shall be not less than 20 feet.
 - (4) Dead-end alleys are prohibited except under very unusual circumstances, and crooked and "T" alleys shall be discouraged. Where dead-end alleys are unavoidable, they shall be provided with adequate turnaround facilities at the dead end.
- (e) *Easements and restrictive covenants.*
- (1) Easements across lots or centered on rear or side lot lines shall be provided for utilities where required by the plan commission, and shall be at least ten feet wide.
 - (2) A drainage easement in favor of the city, centered on rear lot lines, shall be provided on all subdivisions of land. Such easement shall, at a minimum, contain the following restrictions:
 - a. Any obstruction to the flow of water, by any means, shall be prohibited.
 - b. No structure, earthen berm, dam, erection of other improvement, tree, or landscaping shall be permitted.
 - c. The erection of a fence or annual plantings may be allowed provided that same do not obstruct the flow of water.
 - d. Grantor (property owner) is prohibited from changing the grade elevation of the drainage easement from that established by grantee.
 - e. Grantee shall have full rights of ingress and egress to carry on and all work in connection with the maintenance and operation in, over, under and across the lands of grantor.
 - f. The property covered by said easement shall not be used in any way or manner that will impair the rights of grantee.
 - g. The easement shall run with the land, and shall be binding upon the grantees, lessees, successors, heirs and assigns of grantor and grantee.
 - h. The easement shall be assignable.
 - (3) A stormwater covenant shall be provided on the face of each subdivision as follows:
The land on the side of the lots within the area shall be graded by the subdivider and maintained by the abutting property owner to provide for the adequate drainage of surface water.
 - (4) Where a subdivision is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater easement or drainage right-of-way of sufficient width conforming substantially with the lines of such watercourse. Grading or construction adequate for the purpose may be required. Wherever possible, the drainage shall be maintained by an open channel with landscaped banks and adequate width for maximum potential volume of flow as determined by the plan commission. Such improvement shall be installed prior to council approval of the final plat.
 - (5) A stormwater covenant shall be provided on each plat as follows: The land on the rear of all lots and on the side of lots (specified) within the area shall be graded by the subdivider and maintained by the abutting property owner to provide for the adequate drainage of surface water.
 - (6) An eight-foot tree planting easement shall be provided on the front or side of each lot fronting or siding a major street and streets with a width less than 70 feet, and no portion of the street shall be used for tree planting. Such easement shall be contained in a restrictive covenant written on the face of the plat.
 - ~~(7) Residential lots including corner lots in a subdivision shall have a minimum setback of not less than 25 feet.~~

(f) *Blocks.*

- (1) The lengths, widths and shapes of blocks shall be such as are appropriate for the locality and the type of development contemplated, but block lengths in residential areas shall not exceed 1,500 feet between street lines.
- (2) Pedestrian crosswalks, not less than ten feet wide, may be required by the plan commission through the center of blocks more than 900 feet long where deemed essential to provide circulation or access to schools, playgrounds, shopping centers, transportation and other community facilities.

(g) *Lots.*

- (1) *In general.* The size, shape and orientation of lots shall be appropriate for the location of the subdivision and for the type of development and use contemplated.
- (1.5) Lots within the city's extraterritorial plat approval jurisdiction. Every lot within the city's extraterritorial plat approval jurisdiction that is identified in the city's current comprehensive plan as a growth area or an urban reserve area, shall be a minimum of ten acres in area.
- (2) *Lot dimensions.* Lot dimensions shall conform to the requirements of the zoning ordinance, and in residential districts shall be not less than 75 feet in frontage nor less than 8,000 square feet in area. Residential lots to be served by private sewage disposal facilities shall comply with the rules of the state board of health in addition to the regulations contained in this section. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated. Residential lots fronting or backing on major streets, highways, and thoroughfares should be platted with extra depth to permit generous distance between the buildings and such traffic ways. Excessive depth in relation to width shall otherwise be avoided.
- (2.5) *Lot dimensions within urban reserve area of extraterritorial review jurisdiction.* Every lot within the urban reserve area of the extraterritorial review jurisdiction shall have a minimum lot width and frontage of not less than 300 feet.
- (3) *Corner lots.* Corner lots for residential use shall have extra width to permit full building setback ~~of at least 25 feet~~ from both streets.
- (4) *Access to public street.* Every lot shall front on or abut a public street.
- (5) *Lots at right angles.* Lots at right angles to each other should be avoided wherever possible, especially in residential areas.
- (6) *Lot lines.* Side lot lines shall be substantially at right angles or radial to street lines.
- (7) *Large lots.* In case a tract is subdivided into parcels contained one or more acres, such parcels shall be arranged to allow the resubdivision of any parcels into normal lots in accordance with the provisions of this chapter.
- (8) *Municipal boundaries.* Lots shall follow municipal boundary lines whenever practicable rather than cross them.

(Code 1974, § 13.04; Ord. No. 03-23, § 1, 10-7-2003; Ord. No. 07-20, §§ 1—3, 8-7-2007; Ord. No. 15-31, § 3, 12-1-2015; Ord. No. 16-18, § 2, 9-6-2016; Ord. No. 19-26, § 1, 12-17-2019; Ord. No. 20-16 § 2, 10-6-2020)



City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: March 28, 2022

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Discussion to review the 2021 City of De Pere Housing Affordability Report Update.

ATTACHMENTS:

- 03-28-22 Memo to PC - 2021 Housing Affordability Report Update (DOCX)
- 2021 Housing Affordability Report (PDF)

CITY OF DE PERE MEMO



To: Plan Commission
From: Peter Schleinz, Senior Planner | Zoning Administrator
Date: March 28, 2022

RE: Discussion to review the 2021 City of De Pere Housing Affordability Report Update.

Summary

Per the requirements of Wisconsin Act 243, all Wisconsin communities with a population greater than 10,000 were required to prepare a Housing Affordability Report for year 2018 and then update the report annually. The following document reflects the Year 2021 Update for the City of De Pere.

The intent of the document is to focus on affordable housing and improve upon the City's 2010 Comprehensive Plan. The report also helps to identify the existence of housing stock and opportunities for lower-income families.

The contents of the report, in summary include the following from year 2021:

- The number of approved subdivision plats, certified survey maps, condominium plats, and building permit applications.
- The total number of city approved new residential dwelling units proposed in all subdivision plats, certified survey maps, condominium plats, and building permit applications that were approved by the municipality in the prior year.
- An analysis of housing affordability for homeowners and renters.
- A list and map of undeveloped parcels in the city that are zoned for residential development as well as undeveloped parcels in the municipality that are suitable for, but not zoned for, residential development, including vacant sites and sites that have potential for redevelopment.

Staff Recommendation

No action required. This is an informational item to identify that the City of De Pere Housing Affordability Report 2021 Update was placed on the City of De Pere website prior to the January 31, 2022, deadline.

CITY OF DE PERE

Housing Affordability Report 2021 Update

*An update on De Pere's implementation of the
housing element of the Comprehensive Plan*



Update Completed January 31, 2022
Prepared for 2017 WI Act 243 Housing Report Requirements

Contents

Purpose for a Housing Affordability Report 2021 Update	2
Year 2021 Final Approved Residential Land Divisions and Building Permit Applications.....	2
Final Approved Residential Land Division and Building Permit Reviews	2
Year-End Undeveloped City Acreage Suitability for Residential Development	3
Analysis of Residential Development Regulations.....	3
Land Use Controls	3
Site Improvement Requirements & Costs	3
Cost to Permit	4
Fees and Land Dedication Requirements	5
Permit Procedures	6
Housing Demand and Development Regulations	7
Subdivision approvals, timing, and savings.....	7
Subdivision Plat.....	7
Certified Survey Map (CSM).....	7
Subdivision Plat Condominium Plat	8
Lot Size Changes and Savings with more Sellable Lots	8
Financial Support for Residential Development	9
Additional Potential Changes to Residential Regulations.....	9
Housing Affordability	10
Appendix A: Building/Planning Fee List	11
Appendix B: City Residential Fees Collected	13
Appendix C: List of Undeveloped Parcels (Residential Related)	14
Appendix D: Map of Undeveloped Parcels (Residential Related).....	25

Purpose for a Housing Affordability Report 2021 Update

Wisconsin Statutes Section 66.10013 requires that municipalities with a population greater than 10,000 publish an annual housing affordability report online and the report must be updated annually. The City of De Pere, with an approximate population of 24,888, is providing the following information as part of the 2021 update:

- Number of proposed new residential dwelling units.
- An analysis of residential development regulations.
- An analysis of residential development regulations.
- A financial impact on the cost of each new subdivision.
- Ways to modify construction and development regulations, lot sizes, approval processes, and fees to meet existing and forecasted housing demand, and reduce time and cost to approve and develop a new subdivision by 20%.
- A list and map of undeveloped parcels that are suitable for, but not zoned for residential development.
- A list and map of undeveloped residential zoned parcels.

All information within the 2021 update reflects data that was collected from January 1, 2021, through December 31, 2021. The 2021 update was posted on the City of De Pere website on January 31, 2022.

Year 2021 Final Approved Residential Land Divisions and Building Permit Applications

Final Approved Residential Land Division and Building Permit Reviews

SUBDIVISION PLATS		CERTIFIED SURVEY MAPS (CSM)		CONDOMINIUM PLATS		BUILDING PERMIT APPLICATIONS	
Subdivision Name	New Residential Dwelling Units	CSM Location	New Residential Dwelling Units	Condominium Name	New Residential Dwelling Units	All Use Applications	New Residential Dwelling Units
East Side Industrial Park 4th	0	2400-2500 BLK American BL	0	Irwin School Condominium	6	290	44 single-family 8 two-family
-	-	500 Fortune AV	0	140-1042 Seventh ST	0	-	-
-	-	347 Libal ST	0	456-458 St Bernard DR	0	-	-
-	-	-	-	858-860 S Ninth ST	0	-	-
TOTAL	0	Not Applicable	0	Not Applicable	6	290	52

Source: Year 2021 Plan Commission reviews and Building Permit applications.

Year-End Undeveloped City Acreage Suitability for Residential Development

UNDEVELOPED CITY ACREAGE TYPE	ACRES
Zoned for Residential Development	578.3
Not zoned but Suitable for Residential Development	320.1
TOTAL	898.4

Source: Year 2021 City Zoning Map and GIS.

Appendix C includes a list of undeveloped parcels in the municipality that are zoned for residential development and all undeveloped parcels in the municipality that are suitable for, but not zoned for, residential development. Appendix D includes a map of the parcels referenced in Appendix B.

Analysis of Residential Development Regulations

Land Use Controls

The City of De Pere does not have any architectural or material requirements for single or two-family homes. Multi-family projects are subject to the provisions of Municipal Code Section 14-60 – Development and Design Standards, which requires:

Building design and construction requirements: R-3, Multiple Family District and R-4, General Residence Office District. All buildings hereinafter constructed, expanded, remodeled, or otherwise improved within this district shall be designed in such a manner so they provide basic harmony with and do not detract from the overall attractiveness of surrounding development and shall be constructed of the following materials:

- 1) Brick.
- 2) Natural Stone.
- 3) Other materials approved by the Plan Commission.

The Plan Commission has historically been flexible in approving projects with other materials that integrate into the surrounding neighborhoods. Materials may include the use of shake and vinyl siding or other newer materials that are not specifically called out in the Municipal Code.

Site Improvement Requirements & Costs

The City of De Pere designs, bids and oversees construction of almost all public infrastructure in new residential developments including stormwater management, utilities, and roads. Sidewalks are required and are installed by the property owner or home builder. The City of De Pere did not have any newly approved residential subdivisions in 2021 for cost calculations. The following table represent estimates.

Average Cost for City Residential Infrastructure

TYPE	COST
Utilities, Streets, Curbs	\$500 per lineal foot
Stormwater	\$1,000 per lot

Source: Year 2020 City Engineering.

Costs can vary depending on the design of the subdivision and property conditions. Developers also incur additional costs including Wisconsin Public Service, engineering fees and real estate fees.

Estimated City Plat Infrastructure Costs (Data from 2020 as there were no 2021 plats)

SUBDIVISION NAME	ACRES	SINGLE-FAMILY LOTS	ESTIMATED COST PER LOT	AVERAGE SALE PRICE PER LOT	NOTES
Garrity's Glen South (2020)	55	55	\$38,809	\$52,900 (Zillow.com)	Single-family, duplex and multi-family.
Honeysuckle Acres 4 th (2020)	20	32	\$51,300	\$65,500 (Zillow.com)	All single-family.

Source: City Development Services, Brown County GIS, Zillow.com.

Cost to Permit

Because there are no new residential subdivisions from 2021, the following are estimated City of De Pere rezoning, permit, park dedication, and engineering fees from the last five single-family homes on vacant land. The average City cost for developing a basic 20 lot subdivision with developer driven lot size of 22,564 square feet, 104' wide, using the below numbers would be approximately \$543,091.56.

Estimated Per-Lot Platting, Rezoning, Permit, Park Dedication, and Engineering Fees

ADDRESS	SQUARE FEET	PLATTING	REZONING	BUILDING PERMIT	PARK DEDICATION	INFRA-STRUCTURE
2173 Fox Point CI	29,098	\$82.78	\$0.00	\$1,175.28	\$300.00	\$28,292.50
2213 Fox Point CT	20,517	\$82.78	\$0.00	\$1,198.44	\$300.00	\$28,337.50
2161 Fox Point CI	25,003	\$82.78	\$0.00	\$1,236.12	\$300.00	\$26,075.00
2516 Killrush RD	15,028	\$73.77	\$3.72	\$1,100.64	\$300.00	\$19,085.00
2157 Fox Point CI	23,174	\$82.78	\$0.00	\$1,288.80	\$300.00	\$26,075.00

Source: City Development Services.

Fees and Land Dedication Requirements

The City of De Pere charges platting and/or zoning review fees and park in lieu of dedication fees for residential development. Appendix A includes a list of review and permit fees; Appendix B includes a table of collected residential fees from 2021. Land dedication requirements are outlined in Public Open Spaces – Municipal Code Section 46-5:

Public and open spaces.

(1) *Purpose.* It is the purpose of this section that adequate open spaces may be properly located and preserved as the community develops, and that the cost of providing sites for parks, recreational areas, and all other uses related to the operation of the city government necessary to serve the additional population brought into the community by subdivision development may be most equitably apportioned on the basis of the additional need created by the individual subdivision.

(2) Dedication of sites.

a. The subdivider shall provide, and dedicate to the public, land compatible with the comprehensive plan for the development of the community, provided that such development shall not exceed in area that provided in subsection (b)(2)b of this section.

b. The amount of land to be provided and dedicated in R-1, R-2, R-3, and R-4 residential districts shall be 4.4 percent of the total nonpublic residential property developed. If dedicated land is set aside in the plat, it shall be done with the approval and in coordination with the city plan commission and the park board.

(3) Payment in lieu of dedication.

a. Where the plan commission determines that such dedication is not compatible with the comprehensive plan, the subdivider shall, in lieu thereof, pay to the city a fee as determined by resolution of the common council. (This fee is currently set at \$300/lot for single family, \$600/lot for two family and \$130/bedroom for multifamily)

b. Such fees shall be used only for open space acquisition or the preparation of park and open space plans, including a master plan of development.

c. Payment shall be made at the time the building permit is issued.

d. No payment shall be required for a parcel on which a permanent residential structure exists prior to the date of the division. However, a residence that is intentionally razed and a new structure built of additional dwellings would come under the provisions of this chapter and be subject to the fees in accordance with subsection (b)(3)a of this section. e. Where the plat, certified survey or condominium does not specify the number of dwelling units to be constructed, the land dedication or payment in lieu of

dedication shall be based upon the maximum number of dwelling units permitted by the city zoning code and this chapter.

Permit Procedures

Permit procedures and applications are provided in a Single and Two-Family Permit Packet that is available on the City's website. Single and Two-Family residential permit reviews are typically completed within five days of submittal. General steps are outlined below:

1. Provide a completed building permit application and subcontractors' signed applications.
2. Provide a completed soil erosion control permit application.
3. Contractor or a representative of the Company shall provide a copy of a Dwelling Contractor certification (DC) and Dwelling Contractor Qualifier certification (DCQ) prior to the issuance of a building permit.
4. Erosion control measures implemented 24 hours after building site excavation.
5. Maintain all soil erosion control measures until site has been stabilized. Check erosion control measures after each rainfall event, or every seven (7) days to make sure it is still in place and remove any sediment build-up.
6. Curb cut and gravel tracking pad installed; consisting of 3-6 inch aggregate, 12 inches in depth at a minimum of 12 feet wide and 50 feet long or to the foundation, whichever is less.
7. Contractor is responsible for keeping the road clear of debris at the end of each working day or when deemed necessary.
8. Provide a completed plot plan showing dwelling and all applicable setbacks.
9. Provide a completed copy of Builder's Acknowledgment of Drainage Plan Requirement form. Storm water drainage plan will be provided with copy of the City of De Pere Municipal Code section 46-4 (4) (e) easements and restrictive covenants.
10. Provide completed energy calculations for the dwelling. If the garage is to be heated include garage in the heat calculations.
11. Provide one (1) complete copy of the building plan in digital format (PDF file) and one (1) complete hard copy of the building plan.
12. A copy of the building plan, floor system plan(s) and roof truss plan(s) and specifications shall be left on site for the Building Inspector.
13. Provide a copy or plans of "Tall Wall" engineering with calculations and details on any exterior wall exceeding ten feet in height.
14. If the dwelling is located in the 100 year floodplain, Provide Flood Proof Measures from a licensed architect or engineer. Prior to issuance of the Occupancy Certificate, contractor must provide an Elevation Certificate from a registered engineer, and a Residential Basement Flood Proof Certificate from an architect.
15. Final Inspection: The General Contractor shall notify the Building Inspector for a final inspection upon completion of the work no more than 30 days after completion of the dwelling. The dwelling may not be occupied until a final inspection has been made that finds no critical violations of the Wisconsin Uniform Dwelling Code that could reasonably be expected to affect the health or safety of a person using the dwelling.
16. After final inspection all non-compliances shall be corrected within 30 days before Occupancy Permit may be issued.

Housing Demand and Development Regulations

The following information includes a summary of the impact on existing and forecasted housing demand. The information also includes ways that a developer can work with the City of De Pere and reduce time and/or costs to approve a new subdivision by up to 20%. Because there are no new approved residential subdivisions 2021 for comparison, a concept 20 lot subdivision on both sides of a 1,040' long street will be used for examples.

Subdivision approvals, timing, and savings

The creation of new single-family lots generally occurs through the land division process. The types of land divisions are subdivision plats, certified survey maps, and condominium plats.

Subdivision Plat

Subdivision plats are reviewed in three phases including the following:

1. *Preliminary Consultation* – A developer participates in a preliminary consultation meeting with City Staff, prior to the submittal of any formal documents. Sketch plans are used. Sketch plans are digital, and the preliminary consultation meeting is virtual to save the developer time.
2. *Preliminary Plat* – A developer submits a preliminary plat, with details identified in Municipal Code Chapter 46, the month prior to a desired Plan Commission meeting. Preliminary plats must be reviewed by the Plan Commission (and by Common Council if there are public dedications) within 90 days of submittal. If approved, the applicant has up to 36 months to correct any conditions of approval and submit a final plat.
3. *Final Plat* – A developer submits a final plat, with details identified in Municipal Code Chapter 46, the month prior to a desired Plan Commission meeting and after a preliminary plat approval. Final plats must be reviewed by the Plan Commission (and Common Council if there are public dedications) within 60 days of submittal. If approved, the applicant has up to 36 months to correct any conditions of approval, obtain signatures and record the plat.

Most subdivisions in De Pere are reviewed faster than the Municipal Code established deadlines. Generally, the Plan Commission reviews the preliminary plat within 20-30 days of submittal and the Council reviews Final Plats within 10-20 days of Plan Commission reviews. This represents a 44%-67% time reduction.

Certified Survey Map (CSM)

Certified survey maps are reviewed in two phases, including the following:

1. *Preliminary Consultation* – A developer participates in a preliminary consultation meeting with City Staff, prior to the submittal of any formal documents. Sketch plans are used. Sketch plans are digital, and the preliminary consultation meeting is virtual to save the developer time.
2. *Preliminary CSM* – A developer submits a preliminary CSM, with details identified in Municipal Code Chapter 46, the month prior to a desired Plan Commission meeting and after a preliminary plat approval. A CSM must be reviewed by the Plan Commission (and Common Council if there

are public dedications) within 90 days of submittal. If approved, the applicant has up to 36 months to correct any conditions of approval, obtain signatures and record the CSM.

Most CSM documents in De Pere are reviewed faster than the Municipal Code established deadlines. Generally, the Plan Commission reviews the CSM within 20-30 days of submittal and the Council (if needed) reviews within 10-20 days of Plan Commission reviews. This represents a 44%-67% time reduction.

Subdivision Plat Condominium Plat

Condominium plats are reviewed in the following phase:

1. *Condominium Plat Administrative Review* – A developer submits a preliminary condominium plat, with details identified in Municipal Code Chapter 46 and Wisconsin State Statutes 703. Condominium plats must be reviewed administratively within 10 days. If approved, the applicant follows timelines established by Brown County and the Wisconsin State Statutes for obtaining signatures and recording the condominium plat.

Most condominium plats in De Pere are reviewed faster than the Wisconsin State Statute 703 established 10-day deadline. In 2021, the administrative staff reviews took 0-2 day an 80%100% time savings. To further save, The City has eliminated the need for the review of the conversion of existing duplex units, which is a 100% savings for review time and a 100% savings for review fees.

Lot Size Changes and Savings with more Sellable Lots

In 2020, when the last two subdivisions were created, the average lot size was 22,564 square feet, and the average street frontage per lot was 104 linear feet per lot. The sizes were developer driven; a reduction and savings in sizes to generate more saleable lots can also be developer driven, rather than City driven, by simply reducing lot sizes. See the example table below, which compares the average developer lot sizes and street frontages to the city allowed lot sizes and street frontages. For comparison, also added are proposed allowances from a DRAFT Zoning Code that is under review for 2022.

For the sake of simplicity when comparing the following will be assumed for the “concept subdivisions”:

- The subdivision will include the construction of a new 1,040’ long street.
- Half of the lots will be on each side of the street.
- In order to keep the street length comparable for all scenarios, any extra remaining street frontage can be used to make additional full-size lots, but insufficient width to make an extra lot will be absorbed into the costs of the remaining lots.
- All lots are single-family residential.
- Special land dedications were not made for parks, etc.

Potential Per Lot Profit Increase when a Developer Reduces Lot Sizes

CONCEPT SUBDIVISION	PER LOT FRONTAGE	TOTAL LOTS	PER LOT FEES/INFRA-STRUCTURE	PER LOT SALE PRICE (ZILLOW.COM)	PER LOT PROFIT	ALL LOTS OF PROFIT
Developer Driven (2020)	104'	20	\$27,465.65	\$66,000.00	\$38,534.35	\$770,687.00
Existing R-1 Zoning District	85'	24	\$23,112.92	\$60,000.00	\$36,887.08	\$885,289.92
Proposed R1-80 Zoning District	80'	26	\$21,437.35	\$55,000.00	\$33,562.65	\$872,628.90
Proposed R1-60 Zoning District	60'	34	\$16,712.94	\$50,000.00	\$33,287.06	\$1,131,760.04
Proposed R1-45 Zoning District	45'	46	\$12,708.28	No recent in De Pere.	No recent in De Pere.	No recent in De Pere.

Source: City Development Services, Zillow.com. Data for informational purposes only.

Financial Support for Residential Development

The City proactively supports residential development via our Residential Infrastructure Policy. This policy allows developers to request City-funded public infrastructure. The City funds the public infrastructure for the project and then recaptures those funds as lots develop. This dramatically reduces the capital outlay required by the developer. The City of De Pere also offers TIF for mixed-use projects for Downtown projects that include residential units.

Additional Potential Changes to Residential Regulations

Ways in which the City of De Pere can modify construction and development regulations, lot sizes, approval processes, and related fees is to do each of the following:

1. Meet existing and forecasted housing demand.
2. Complete a new zoning ordinance that proposes to permit backyard cottages (accessory dwelling units).
3. Increase building height requirements in the downtown allow for more multi-family residential development.
4. Provide a wider range of smaller residential lot sizes that are supported in an updated Zoning Code and Comprehensive Plan (proposed in 2022).
5. Implement online permit submittal and payment.
6. Along with developers, promote the following:
 - a. Promote reinvestment in existing housing stock to maintain property values and strong neighborhoods.
 - b. Promote an adequate supply and mix of housing types for individuals of all life stages, physical abilities, and income levels.
 - c. Encourage the development of additional community-based residential facilities to help care for a diverse population.

- d. Identify residential Smart Growth areas next to existing development to take advantage of existing utilities and public services.
- e. Promote traditional neighborhood design (TND) as a viable mixed-use development option.
- f. Develop and implement residential maintenance standards.
- g. Identify and utilize government programs, such as Community Development Block Grants–Housing (CDBG–Housing) and the Wisconsin Housing and Economic Development Authority (WHEDA), to improve aging residential stock.

Housing Affordability

De Pere Median Home Price for Past Five Years

YEAR	MEDIAN HOME PRICE	INCREASE / DECREASE FROM PREVIOUS YEAR
2021	\$286,143	+ \$44,913
2020	\$241,230	+ \$18,230
2019	\$223,000	+ \$11,000
2018	\$212,000	+ \$12,000
2017	\$200,000	--

Source: City Development Services, Zillow.com.

De Pere Average Monthly Rent by Number of Bedrooms

NUMBER OF BEDROOMS	DE PERE MONTHLY RENT	INCREASE / DECREASE FROM THE GREEN BAY METROPOLITAN AREA
Studio	\$637	+ \$11
1	\$680	+ \$9
2	\$876	+ \$15
3	\$1,201	+ \$26
4	\$1,205	--

Source: City Development Services, Bestplaces.net

In 2021, the median cost of home ownership has gone up from the previous year. However, the median cost of renting has dropped from the previous year. Living in Green Bay, Allouez, or Ashwaubenon is less expensive than De Pere; It is more expensive to live in Hobart and Suamico.

Appendix A: Building/Planning Fee List

Planning/Park/Misc			
Park Fee in lieu of land – Residential-Single family		\$300	
Park Fee in lieu of land – Residential-Two family		\$600	
Park Fee in lieu of land – Residential-Multi family		\$130/Bedroom	
Plat Review Preliminary	\$278 + \$68/lot		
Final Plat		\$195	
Site Plan Review		\$305	
CSM Review		\$368	
Extra Territorial CSM Review		\$368	
Conditional Use		\$305	
Rezoning		\$305	
Board of Appeals Variance		\$168	
Zoning Verification Letter		\$50	
Water Meter Fee (3/4 inch standard residential size)*		\$295	
Sewer Connection**		\$125	
Building Permit Fees: New Buildings and Tenant Buildouts			
		Minimum	Maximum
Residential - New	\$0.12/square foot	\$75	n/a
Residential - Alteration/Repair/Remodel	\$10/\$1,000 of cost of work	\$75	\$10,000.00
Warehouses	\$0.12/square foot	\$150	n/a
Commercial Tenant Bailout	\$0.22/square foot	\$150	n/a
Commercial/Industrial/Institutional/Multifamily	\$0.22/square foot	\$150.00	n/a
Permit Fee: Building Alterations, Repairs, and Remodeling			
Building permit for any residential alteration, repair, or remodeling***	\$10/\$1000 of cost of work to be done	\$75.00	\$10,000.00
Building permit for any commercial/industrial/institutional /multifamily alteration, repair or remodeling***	\$12/\$1000 of cost of work to be done	\$150.00	\$10,000.00
Miscellaneous Fees			
One or Two Family Dwelling Plan review	\$135.00		
Multifamily, Commercial, and Industrial Plan review (for projects with State Approval)	\$215.00		
Commercial Plan review for buildings under 25,000 cubic feet	\$240.00		
Flood plain development fee	\$165.00		
Flood plain zoning letter	\$50.00		
Soil Erosion Control fee - 20,000 square feet or less	\$95.00		
Soil Erosion Control fee - Greater than 20,000 square feet	\$215.00		
State UDC Permit Seal	\$50.00		
Residing/soffits	\$75.00		
Deck/Gazebo	\$75.00		
Shed (under 200 sq. ft.)	\$50.00		
Detached Garage (over 200 sq. ft.) and carport (residential)	\$75.00		
Swimming Pools, Hot Tubs, and Spas (\$6.00 per \$1,000 cost) or minimum fee	\$50.00	Minimum	
Canopy (installed over gas/service station dispensers)	\$275.00		
Awnings/Canopies	\$75.00		
Moving building over public streets - Under 600 square feet of floor area	\$100.00		
Moving building over public streets - Over 600 square feet of floor area	\$300.00		
Wrecking Permit - Under 600 square feet	\$50.00		
Wrecking Permit – Over 600 square feet	\$160.00		
Permit to start construction (footings & foundations)	\$160.00		
Fences	\$50.00		
Reinspection fee	\$75.00		
Renew lapsed permit	\$75.00		
Grade permit	\$75.00		
Docks	\$50.00		
Fox River Bank Stabilization (rip-rap, pilings, etc.)	\$50.00		
Occupancy w/o permit or before final inspection	\$125.00		
Radio/Television/Wireless Communication Towers	\$100.00	Existing	
Radio/Television/Wireless Communication Towers	\$300.00	New	
Bleachers/Assembly Seating	\$125.00		
Driveway/Parking Lot (Residential)	\$50.00		
Driveway/Parking Lot (Commercial/Industrial/Multifamily)	\$150.00		
Sign Contractor Annual License	\$130.00		
Sign Permit	\$75.00		
Sign Variance	\$165.00		
Payment in Lieu of Dedication (Residential)	\$300.00		
Payment in Lieu of Dedication (Two Family)	\$600.00		
Payment in Lieu of Dedication (Multi Family)	\$130.00	Per Bedroom	
Pool Abandonment fee	\$30.00		
Curb Cut fee	\$25.00		

Electrical Permit Fees		Minimum
Residential - New	\$0.10/square foot	\$50.00
Residential - Alteration/Remodel	1-30 openings = \$50	
Residential - Alteration/Remodel	31-60 openings = \$75	
Residential - Alteration/Remodel	61-90 openings = \$100	
Residential - Alteration/Remodel	>90 openings = \$125 + \$.50/opening >90	
Accessory Buildings (garages, etc)		\$50.00
Single and two family service change	\$75	
Warehouses	\$0.14/square foot	\$100.00
Commercial/Institutional/Industrial/Multi-Family	\$0.14/square foot	\$100.00

HVAC Permit Fees		Minimum
Residential - New	\$0.10/square foot	\$50.00
Residential - Alteration/Repair/Remodel	\$7.00 per each \$1,000	\$50.00
Warehouses	\$130/Unit	
Multi-Family, Commercial, Industrial, Institutional	\$0.14/square foot	\$100.00

Plumbing Permit Fees		Minimum
Plumbing fixtures (for 1 or 2 family homes and multifamily)	\$11/fixture	\$50.00
Commercial plumbing fixtures requiring State approval	\$175 + \$11/fixture	
Lawn Sprinkler	\$75	
Sprinkler alteration/addition	\$20/head	
Fire suppression sprinkler	\$375 + \$80/riser or floor	
Cap sanitary sewer	\$75	
Replacement Water Heater	\$75	
Lateral Connection Permit	\$125	

Building Alterations, Repairs, and Remodeling	\$75.00
Furnace/Boiler Replacement	\$75.00
Air Conditioner	\$75.00
Wood Burning Stove/Space Heater	\$75.00
Geo Thermal	\$75.00
RTU/MUA/AH	\$75.00
Kitchen Hood	\$75.00
Spray Booth	\$75.00
VAV Unit	\$75.00

Reinspection	\$75.00
---------------------	---------

*This is a separate fee from the building permit, charged by Water Dept.
 **Separate permit fee from Building Inspection Dept
 ***For purposes of determining costs for work done, such amount shall be calculated to determine the gross construction costs, including labor and materials.

Appendix B: City Residential Fees Collected

ITEM	FEE COLLECTED
Residential Building Permits	\$59,040
Additions	\$1,277
Alterations	\$29,270
Plumbing related to residential	\$12,569
Electrical related to residential	\$21,982
HVAC related to residential	\$17,255
Plat Review (preliminary)	-
Plat Review (final)	-
CSM Review	-
Condominium Plat Review	\$686
Fee in lieu of Land (single-family residential)	\$12,600
Fee in lieu of Land (two-family residential)	\$3,000
Fee in lieu of Land (multi-family residential)	-
Water Meter Fee (residential)	\$25,812
Sewer Connection (residential)	\$12,375
TOTAL	\$195,866

Source: City Development Services, Department of Public Works.

New Residential Units approved in 2021: 6

Residential Units from previous years permitted in 2021: 52

2021 City Residential Fees Divided by above-referenced Residential Units*: \$3,377

*This calculation is included as part of the fee report appendix but does not accurately reflect fees per unit because many units approved in 2021 are not recorded and permitted until a later year. Some fees are paid at the time of permit, not the time of land division approval.

Appendix C: List of Undeveloped Parcels (Residential Related)

PARCEL ID	SITE ADDRESS	UNDEVELOPED TYPE	ZONING DISTRICT	ZONE NAME	GIS ACRES
ED-1041	220 S ERIE ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.17
ED-1113	0 S ERIE ST	Undeveloped- Zoned Residential	MULTIPLE FAMILY RESIDENCE	R-3	0.17
ED-1119	0 S ONTARIO ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.18
ED-1128-11	0 EAST RIVER DR	Undeveloped- Zoned Residential	MULTIPLE FAMILY RESIDENCE	R-3	12.16
ED-1129-Q-41	0 MERRILL ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.35
ED-1164-R-32-2	0 RIDGEWAY DR	Undeveloped- Zoned Residential	MULTIPLE FAMILY RESIDENCE	R-3	5.57
ED-1186	420 COOK ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.17
ED-1212	0 RANDALL AVE	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.12
ED-124-29	1501 GRACE ST BLK	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.27
ED-124-48-2	0 GRACE ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
ED-124-Q-28	1644 COLONY DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.27
ED-1303	611 GLENWOOD AVE	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.31
ED-131	0 N BROADWAY ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	1.10
ED-134	0 N BROADWAY ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	1.53
ED-137	0 OAKDALE AVE	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.22
ED-140	0 OAKDALE AVE	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.17
ED-141	0 OAKDALE AVE	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.17
ED-142	0 OAKDALE AVE	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.09
ED-1423-2	0 BOLLES ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.22
ED-1423-25	0 BOMIER ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.19
ED-1435-41	0 N WINNEBAGO ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
ED-1442-5	1300 CHICAGO ST BLK	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.33
ED-1455	927 FOX RIVER DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.16
ED-1478-2	0 GENEVA ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.35
ED-156	436 RANDALL AVE	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.23
ED-163-2	0 N BROADWAY ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.23

PARCEL ID (Cont.)	SITE ADDRESS	UNDEVELOPED TYPE	ZONING DISTRICT	ZONE NAME	GIS ACRES
ED-165	0 RANDALL AVE	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.21
ED-177	0 S WISCONSIN ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.17
ED-2011	1164 JORDAN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.36
ED-2054-1	0 BRIARWOOD CT RR	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.00
ED-2226	741 EAST RIVER DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.28
ED-2436	200 OAK WATER CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.41
ED-2474	2082 RUSHWAY CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.15
ED-2498	2113 YAHARA CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	1.01
ED-2504	798 PECATONICA CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.56
ED-2510	2193 YAHARA CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.33
ED-2525	2150 CHARLES ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.49
ED-2528	619 BLACK EARTH DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.50
ED-2535	673 BLACK EARTH DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.27
ED-2569	2067 OLD PLANK CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.52
ED-2570	2066 OLD PLANK CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.58
ED-2763	814 ROTH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.21
ED-2768	854 ROTH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
ED-2813	1232 ATRIUM CT	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.25
ED-2818	1201 ATRIUM CT	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.28
ED-2819	1233 ATRIUM CT	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.34
ED-2830	837 KILLARNY TRL	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.23
ED-2831	839 KILLARNY TRL	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.23
ED-2832	845 KILLARNY TRL	Undeveloped- Zoned Residential	SINGLE & TWO FAMILY RESIDENCE	R-2	0.23
ED-2833	847 KILLARNY TRL	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.23
ED-2917	942 TRAILSIDE CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.30
ED-3012	3030 SCARLET OAK RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.29
ED-3014	3018 SCARLET OAK RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.25

PARCEL ID (Cont.)	SITE ADDRESS	UNDEVELOPED TYPE	ZONING DISTRICT	ZONE NAME	GIS ACRES
ED-3015	3012 SCARLET OAK RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.36
ED-3019	2700 W SCARLET OAK CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.25
ED-3021	2688 W SCARLET OAK CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.25
ED-303	0 FRONT ST	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.05
ED-3031	2561 E SCARLET OAK CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.49
ED-3032	2710 RYAN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.35
ED-3034	2567 E SCARLET OAK CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.29
ED-3040	627-629 DIVERSITY DR	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.34
ED-3041	635 DIVERSITY DR	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.37
ED-3047	2683 W SCARLET OAK CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.35
ED-3053	2562 E SCARLET OAK CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.34
ED-3062	3021 SCARLET OAK RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.39
ED-3070	636 DIVERSITY DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
ED-367	0 N HURON ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.19
ED-371-A-45	0 N FOX CROFT DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.41
ED-371-G-32	0 GEORGIA DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.44
ED-410	0 N WISCONSIN ST	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.19
ED-439	502 N WISCONSIN ST	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.19
ED-582-10	828 N WEBSTER AVE BLK	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
ED-582-N-26	0 RIDGEWAY BLVD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.29
ED-639-2	0 S WEBSTER AVE	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.31
ED-714-T-3	1601 CHICAGO ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.51
ED-73-1	0 S BROADWAY ST	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.05
ED-80-2	0 S BROADWAY ST	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.06
ED-83	0 FOX RIVER DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
ED-F0123	0 OLD PLANK RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	1.28
ED-F0124	0 STH 32-57	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	4.26

PARCEL ID (Cont.)	SITE ADDRESS	UNDEVELOPED TYPE	ZONING DISTRICT	ZONE NAME	GIS ACRES
ED-R20	0 CTH PP	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	20.79
ED-R29	3100 RYAN RD BLK	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	21.63
ED-R43-1	0 ROCKLAND RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	17.63
ED-R44	0 ROCKLAND RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	14.61
ED-R46-1	3352 OLD JANSSEN TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	10.06
ED-R49	0 OLD PLANK RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	31.29
ED-R49-1	0 STH 32-57	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	9.18
ED-R50-1	0 OLD PLANK RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	8.57
ED-R52-2	0 STH 57	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	14.74
ED-R52-3	0 OLD PLANK RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	14.25
ED-R53-2	0 OLD JANSSEN TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	20.37
ED-R54-1	0 STH 57	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	11.93
ED-R60	3234 OLD JANSSEN TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	31.38
ED-R61	0 OLD MARTIN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	36.55
ED-R65-1	0 NEW PLANK RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	8.91
WD-1004	421 S NINTH ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.25
WD-1023	422 S NINTH ST	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.29
WD-1030-6	1510 N HONEYSUCKLE CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.66
WD-1102	1410 S CARRINGTON LN	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-2	0.28
WD-122-2	0 FRIENDSHIP LN	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.23
WD-123-1	0 FRIENDSHIP LN	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.31
WD-123-4	0 FRIENDSHIP LN	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.80
WD-1239	2373 DAYTONA SPEEDWAY	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.16
WD-1364	0 RED TAIL GLEN	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.21
WD-1388	1952 SNOWY OWL CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	1.61
WD-1544	2218 RYGAR CT	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.29
WD-1601	2293 GLEN MEADOWS CIR	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.40

PARCEL ID (Cont.)	SITE ADDRESS	UNDEVELOPED TYPE	ZONING DISTRICT	ZONE NAME	GIS ACRES
WD-1607	2269 GLEN MEADOWS CIR	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.28
WD-1609	2257 GLEN MEADOWS CIR	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.37
WD-1694	2475 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.25
WD-1696	2463 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.25
WD-1736	2406 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.58
WD-1862	1745 MAXWELL CT	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.46
WD-1863	1753 MAXWELL CT	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.32
WD-1936	1733 BRIDGE PORT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.40
WD-1940	2485 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1941	2489 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1942	2493 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1943	2497 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1944	2501 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1945	2505 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1946	2509 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1947	2513 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1948	2517 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1949	2521 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.31
WD-1950	2525-2527 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.35
WD-1951	1790-1792 GARROMAN DR	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.28
WD-1952	1784-1786 GARROMAN DR	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.28
WD-1953	1778-1780 GARROMAN DR	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.28
WD-1954	1772-1774 GARROMAN DR	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.28
WD-1955	1768-1770 GARROMAN DR	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.28
WD-1956	1762-1764 GARROMAN DR	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.36
WD-1957	2520 BALLYVAUGHAN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.40
WD-1959	2528 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.29

PARCEL ID (Cont.)	SITE ADDRESS	UNDEVELOPED TYPE	ZONING DISTRICT	ZONE NAME	GIS ACRES
WD-1960	2524 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.39
WD-1961	2520 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.57
WD-1962	2516 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.35
WD-1965	2504 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1966	2500 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1967	2496 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1968	2492 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1970	2489 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1971	2493 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1972	2497 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1973	2501 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1974	2505 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.30
WD-1975	2509 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.33
WD-1976	2517 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.45
WD-1978	2535 KILRUSH RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.41
WD-1979	2506 BALLYVAUGHAN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.46
WD-1980	2502 BALLYVAUGHAN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.36
WD-1981	2498 BALLYVAUGHAN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.27
WD-1984	2486 BALLYVAUGHAN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.26
WD-1987	2475 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.37
WD-1988	2481 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.32
WD-1989	2487 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.32
WD-1990	2493 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.28
WD-1991	2501 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.32
WD-1992	2505 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-1993	2509 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-1994	2513 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20

PARCEL ID (Cont.)	SITE ADDRESS	UNDEVELOPED TYPE	ZONING DISTRICT	ZONE NAME	GIS ACRES
WD-1995	2517 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-1996	2521 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-1997	2525 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-1998	2529 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-1999	2533 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-2000	2537 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.34
WD-2001	1754 GARROMAN DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.34
WD-2002	2534 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-2003	2530 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-2004	2526 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-2005	2522 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-2006	2518 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-2007	2514 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-2008	2510 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.20
WD-2009	2506 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.28
WD-2010	2474 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.28
WD-2011	2468 TIPPERARY TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.53
WD-2012	2507 BALLYVAUGHAN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.39
WD-2013	2511 BALLYVAUGHAN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.27
WD-2017	2527-2529 BALLYVAUGHAN RD	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.37
WD-2039	2168 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.63
WD-2040	2164 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.48
WD-2042	2156 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.46
WD-2043	2152 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.45
WD-2044	2148 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.44
WD-2045	2144 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.41
WD-2046	2140 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.38

PARCEL ID (Cont.)	SITE ADDRESS	UNDEVELOPED TYPE	ZONING DISTRICT	ZONE NAME	GIS ACRES
WD-2047	2134 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.39
WD-2048	2125 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.38
WD-2049	2129 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.55
WD-2050	2133 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.55
WD-2051	2137 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.44
WD-2052	2141 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.41
WD-2053	2145 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.43
WD-2054	2149 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.48
WD-2055	2153 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.51
WD-2056	2157 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.53
WD-2057	2161 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.57
WD-2058	2165 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.60
WD-2059	2169 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.61
WD-2060	2173 FOX POINT CIR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.67
WD-2061	2201 FOX POINT CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.73
WD-2062	2205 FOX POINT CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.56
WD-2063	2209 FOX POINT CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.48
WD-2064	2213 FOX POINT CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.47
WD-2065	2217 FOX POINT CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.47
WD-2066	2218 FOX POINT CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.51
WD-2067	2212 FOX POINT CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.75
WD-2069	2200 FOX POINT CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.59
WD-2070	1585 RED MAPLE RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.52
WD-210-8	0 LOST DAUPHIN RD	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.45
WD-215-7	1016 STEVENS ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.24
WD-256	0 LOST DAUPHIN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.22
WD-332	660 REID ST	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.17

PARCEL ID (Cont.)	SITE ADDRESS	UNDEVELOPED TYPE	ZONING DISTRICT	ZONE NAME	GIS ACRES
WD-425	0 N SIXTH ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.14
WD-435	701 OAK ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.14
WD-452	749 OAK ST BLK	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.11
WD-454	749 OAK ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.14
WD-459	711 PINE ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.14
WD-462	731 PINE ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.14
WD-463-1	731 PINE ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.14
WD-484	306 FORT HOWARD AVE	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.15
WD-551	823 PINE ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.14
WD-553-1	0 PINE ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.14
WD-6	0 HELENA ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.19
WD-699-E-1	0 ERICKSON WAY	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	1.63
WD-708-J-10	0 FRIENDSHIP LN	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.24
WD-708-J-11	0 FRIENDSHIP LN	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.25
WD-708-J-12	0 FRIENDSHIP LN	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.24
WD-708-J-235	966 ALDRIN ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.47
WD-708-J-7	0 OUTWARD AVE	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.25
WD-723-20	1501 FOX RIDGE CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	1.12
WD-726-V-4	0 MEADOW VIEW LN BLK	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.27
WD-734	0 LANDE ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.60
WD-735	0 LANDE ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.19
WD-736	0 LANDE ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.38
WD-746	0 LANDE ST	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.16
WD-746-D-82	1234 CARMEN CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.34
WD-758-L-2	1105 GRANT ST	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.32
WD-76	0 FOXVIEW AVE	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.99
WD-77-2	0 FORT HOWARD AVE	Undeveloped- Zoned Residential	SINGLE- & TWO-FAMILY RESIDENCE	R-2	0.52

PARCEL ID (Cont.)	SITE ADDRESS	UNDEVELOPED TYPE	ZONING DISTRICT	ZONE NAME	GIS ACRES
WD-792-G-87	1291 DRIFTWOOD DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.24
WD-807-1	600 FAIRVIEW AVE BLK	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.24
WD-816	667 FAIRVIEW AVE	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.14
WD-835	600 RIVER AVE BLK	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.15
WD-883-T-23	1002 COUNTRYSIDE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.37
WD-D0075-1	0 LOST DAUPHIN RD	Undeveloped- Zoned Residential	MULTIPLE FAMILY RESIDENCE	R-3	1.12
WD-D0075-2	0 LOST DAUPHIN RD	Undeveloped- Zoned Residential	MULTIPLE FAMILY RESIDENCE	R-3	16.95
WD-D0079-1	2120 LOST DAUPHIN RD	Undeveloped- Zoned Residential	GENERAL RESIDENCE OFFICE	R-4	1.41
WD-D0079-11	1200 RED MAPLE RD BLK	Undeveloped- Zoned Residential	MULTIPLE FAMILY RESIDENCE	R-3	9.78
WD-D0104	0 LOST DAUPHIN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	27.71
WD-D0205	1200 TWILIGHT DR RR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.24
WD-L183-3-1	0 SOUTHBRIDGE RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	1.05
WD-L437-12	0 LEMON LN	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.83
WD-L438-6	0 CREAMERY RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.54
WD-L438-8	0 CREAMERY RD RR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	2.98
WD-L449	0 LAWRENCE DR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	45.56
WD-L496	0 LOST DAUPHIN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	30.03
WD-L500-1	0 LOST DAUPHIN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	17.13
WD-L505-1	0 LOST DAUPHIN RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	17.21
WD-VA458	0 CEDAR ST RR	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	2.75
WD-663	325 GRANT ST	Undeveloped- Zoned Residential	SINGLE- & TWO- FAMILY RESIDENCE	R-2	0.16
ED-2619	1482 FOXBOROUGH CT	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	0.24
ED-R50	2646 OLD PLANK RD	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	3.24
ED-R56-1	3162 STH 57	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	5.00
ED-R54-2	0 STH 57	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	3.12
ED-R53-1	3280 OLD JANSSEN TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	3.60
ED-R53	3234 OLD JANSSEN TRL	Undeveloped- Zoned Residential	SINGLE FAMILY RESIDENCE	R-1	14.36

PARCEL ID (Cont.)	SITE ADDRESS	UNDEVELOPED TYPE	ZONING DISTRICT	ZONE NAME	GIS ACRES
ED-R52-1	0 STH 57	Undeveloped- Suitable For, But Not Zoned, Residential	GENERAL BUSINESS DISTRICT	B-2	21.41
ED-R46	0 ROCKLAND RD	Undeveloped- Suitable For, But Not Zoned, Residential	GENERAL BUSINESS DISTRICT	B-2	19.61
ED-R45	0 ROCKLAND RD	Undeveloped- Suitable For, But Not Zoned, Residential	GENERAL BUSINESS DISTRICT	B-2	20.10
ED-R48	0 ROCKLAND RD	Undeveloped- Suitable For, But Not Zoned, Residential	GENERAL BUSINESS DISTRICT	B-2	20.10
ED-R26-1	610 ROCKLAND RD	Undeveloped- Suitable For, But Not Zoned, Residential	GENERAL BUSINESS DISTRICT	B-2	6.12
ED-R26	0 ROCKLAND RD	Undeveloped- Suitable For, But Not Zoned, Residential	GENERAL BUSINESS DISTRICT	B-2	13.73
ED-R42	0 ROCKLAND RD	Undeveloped- Suitable For, But Not Zoned, Residential	GENERAL BUSINESS DISTRICT	B-2	51.55
ED-D393-4	0 HERITAGE RD	Undeveloped- Suitable For, But Not Zoned, Residential	AGRICULTURAL	A-1	1.45
ED-D393-3	0 HERITAGE RD	Undeveloped- Suitable For, But Not Zoned, Residential	AGRICULTURAL	A-1	46.69
ED-D394	2022 HERITAGE RD	Undeveloped- Suitable For, But Not Zoned, Residential	AGRICULTURAL	A-1	39.82
ED-D409	0 COTTONWOOD LN	Undeveloped- Suitable For, But Not Zoned, Residential	AGRICULTURAL	A-1	31.07
ED-D411-2	0 CTH PP	Undeveloped- Suitable For, But Not Zoned, Residential	AGRICULTURAL	A-1	14.38
ED-D411-1	0 COTTONWOOD LN	Undeveloped- Suitable For, But Not Zoned, Residential	AGRICULTURAL	A-1	26.75
WD-52	0 FORT HOWARD AVE RR	Undeveloped- Suitable For, But Not Zoned, Residential	GENERAL INDUSTRIAL	I-3	1.47
WD-59	0 FORT HOWARD AVE	Undeveloped- Suitable For, But Not Zoned, Residential	GENERAL INDUSTRIAL	I-3	3.41
WD-60	1703 FORT HOWARD AVE	Undeveloped- Suitable For, But Not Zoned, Residential	GENERAL INDUSTRIAL	I-3	2.47

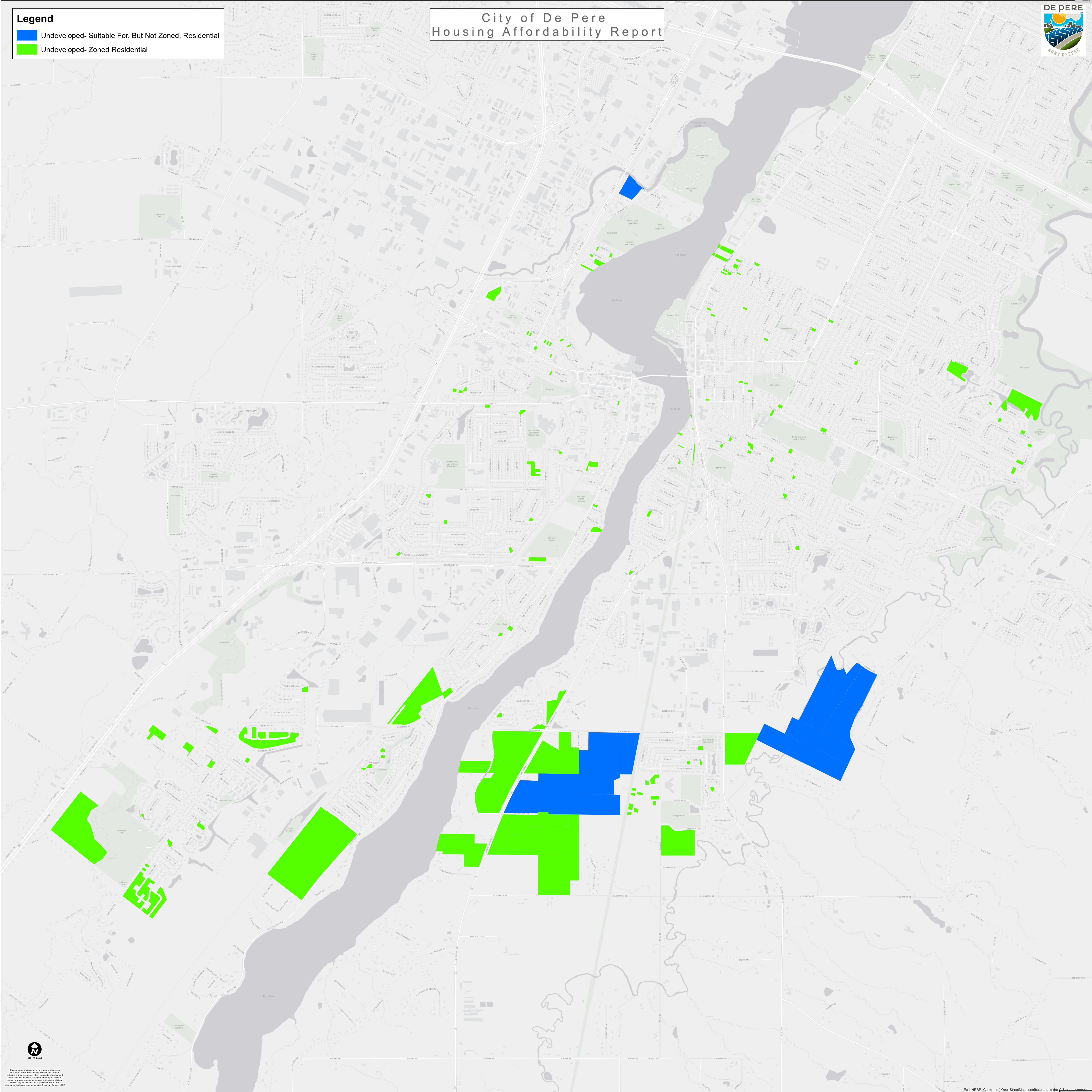
Source: City Development Services, City GIS.

Appendix D: Map of Undeveloped Parcels (Residential Related)

(See Next Page for map.)

Legend

	Undeveloped- Suitable For, But Not Zoned, Residential
	Undeveloped- Zoned Residential





City of De Pere, Wisconsin

Request For Plan Commission Action

MEETING DATE: March 28, 2022

DEPARTMENT: Planning

FROM: Peter Schleinz

SUBJECT: Discussion to review the DRAFT 2021 Brown County Bicycle and Pedestrian Plan Update.

Summary:

The goals and objectives of the DRAFT 2021 Brown County Bicycle and Pedestrian Plan Update is to incorporate many of the same goals and objectives presented in the previous Brown County Bicycle and Pedestrian Plan (from 2016) in addition to new goals and objectives that were added to continue developing a bicycle and walking culture in Brown County. The plan relates to bicycling evaluation, engineering, enforcement, equity, education and encouragement. The plan provides recommendations for the implementation of existing and new bicycle facilities, alternatives, bicycling programs, and grants.

Brown County will be taking steps to begin the approval of the DRAFT plan on April 6, 2022, but comments and suggestions can still be made until the day prior.

Request of Plan Commission:

Please review the plan. If there are comments or suggestions for change that should be conveyed with Brown County, please share your comments with staff, either by phone or via email or directly to Brown County prior to April 5, 2022.

ATTACHMENTS:

- Draft 2021 Bike & Ped Plan Update (PDF)

2021 Brown County Bicycle and Pedestrian Plan Update

13.a



Adopted:

Packet Pg. 116

Brown County Planning Commission/Green Bay MPO Brown County Bicycle and Pedestrian Plan 2021

Green Bay MPO Planning Area Communities

City of Green Bay
City of De Pere
Village of Allouez
Village of Ashwaubenon
Village of Bellevue
Village of Hobart
Village of Howard
Village of Suamico (part)
Town of Green Bay (part)
Town of Lawrence (part)
Town of Ledgeview
Town of Pittsfield (part)
Town of Rockland (part)
Town of Scott (part)
Town of Little Suamico (part)

Staff Contacts/Report Authors

Karl Mueller, Senior Planner
Devin Yoder, Senior Planner

Brown County Planning Commission/Green Bay MPO

305 East Walnut Street, Room 320

PO Box 23600

Green Bay, WI 54305-6480

Phone: (920) 448-6480

Fax: (920) 448-4487

Email: Karl.Mueller@browncountywi.gov

Devin.Yoder@browncountywi.gov

Web: www.browncountywi.gov/BCPCGreenBayMPO



U.S. Department
of Transportation
**Federal Highway
Administration**



U.S. Department
of Transportation
**Federal Transit
Administration**



The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Titles 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation

Brown County Bicycle and Pedestrian Plan 2021

Brown County Planning Commission Board of Directors (MPO Policy Board)

Paul Blindauer (C. Green Bay)	Elizabeth Hudak (C. Green Bay)
Corrie Campbell (V. Ashwaubenon)	Emily Jacobson (BC Board – C. Green Bay)
Devon Coenen (BC Board - Rural)	Dotty Juengst (C. Green Bay)
Norbert Dantine, Jr. (T. Humboldt/T. Green Bay)	Dave Kaster (V. Bellevue)
Steve Deneys (T. Pittsfield/T. Scott)	Patty Kiewiz (Green Bay Metro)
Dean Erikson (V. Denmark, Pulaski, Wrightstown)	Joy Koomen (T. Holland/T. Morrison)
Geoff Farr (V. Howard)	Jonathon LeRoy (C. Green Bay)
Steve Gander (T. Glenmore/T. Rockland)	Dan Lindstrom (C. De Pere)
Mike Goral (T. Eaton/T. New Denmark)	Gary Pahl (T. Lawrence/T. Wrightstown)
Steve Grenier (C. Green Bay)	Dan Segerstrom (V. Denmark, Pulaski, Wrightstown)
Mark Handeland (T. Ledgeview)	Glen Severson (V. Hobart)
Matthew Harris (V. Allouez)	Mark Thomson (V. Suamico)
Phillip Hilgenberg (C. Green Bay)	Matthew Woicek (C. Green Bay)
Patrick Hopkins (BC Board – C. De Pere)	Vacant (Wisconsin Dept of Transportation)

Brown County Planning Commission Transportation Subcommittee (MPO Technical Advisory Committee)

Alex Dums (WisDOT – Northeast Region)	Marty Piette (GB Austin Straubel Airport)
Geoff Farr (V. Howard)	Eric Rakers (C. De Pere)
Mary Forlenza (FHWA – Wisconsin Division) (Non-Voting)	Brandon Robinson (Bay-Lake RPC)
Chris Garcia (Bay-Lake RPC)	Andy Smits (V. Suamico)
Sean Gehin (V. Allouez)	Nick Uitenbroek (BC Public Works Dept.)
Steve Grenier (C. Green Bay)	Eric Woodke (V. Bellevue)
Ed Kazik (V. Hobart)	William Wheeler (FTA – Region 5) (Non-Voting)
Patty Kiewiz (Green Bay Metro)	Vacant (BC Health Department)
Jim Keuhn (WisDOT – Non Voting)	Vacant (Oneida Nation)
Doug Martin (V. Ashwaubenon)	

Brown County Transportation Coordinating Committee (TCC)

Ian Agar (BC Human Services)	Christel Giesen (ADRC of Brown County)
Stephanie Birmingham (Options for Independent Living)	John Jahnke (Citizen Member)
Megan Borchardt (BC Board of Supervisors)	Denise Misovec (Curative Connections)
Bridget Clancy (Syble Hopp School)	Redebra Peters (ASPIRO)
Lisa Conard (BC Planning Comm./Green Bay MPO)	Troy Streckenbach (BC Executive Department)
Brandon Cooper (Oneida Nation)	Julie Tetzlaff (Cerebral Palsy Inc.)
Mary Derginer (ADRC of Brown County Board)	Tina Whetung (Curative Connections Trans. Program)
Alex Dobie (ASPIRO)	Genny Willemon (BC Human Services)
Alex Dums (Wisconsin DOT NE Region)	Vacant (Green Bay Transit Commission)
Essie Fels (Green Bay Metro)	Vacant (Citizen Member)
Jarrett Hendrickson (Via)	

Brown County Planning Commission/Green Bay MPO Staff

Cole Runge, Planning Director/MPO Director	Cole.runge@browncountywi.gov
Vacant, Economic Development Director	
Lisa Conard, Principal Transportation Planner	Lisa.conard@browncountywi.gov
Ker Vang, Senior Transportation Planner	Ker.vang@browncountywi.gov
Karl Mueller, Senior Land Use Planner	Karl.mueller@browncountywi.gov
Devin Yoder, Senior Natural Resources Planner	Devin.yoder@browncountywi.gov
Todd Mead, Senior Housing Planner	Todd.mead@browncountywi.gov
Jeff DuMez, LIO Coordinator	Jeff.dumez@browncountywi.gov
Vacant, Transportation/GIS Planner	
Vacant, Transportation/GIS Planner	
Kathy Meyer, Administrative Coordinator	Kathy.meyer@browncountywi.gov

(MPO staff in bold type)

Table of Contents

Introduction.....	7
Developing a Bicycling and Walking Culture	8
Transportation Statistics and Implications on Transportation Choices	10
Brown County Bicycle and Pedestrian Plan Process	12
Complementing Existing Plans	12
Data Sources	13
Plan Goals	15
Public Outreach	15
Survey Results.....	16
6 E's of Bicycle and Pedestrian Planning.....	17
Evaluation.....	18
Evaluation Process	18
Bicycle Network Inventory and Assessment.....	19
Pedestrian Network Assessment	21
Existing Performance Measures	24
Crash Statistics	25
Brown County Roadway Assessment to Determine Appropriate Bicycle Accommodations.....	25
Bicycle Accommodation Selection Criteria	29
Engineering.....	30
Engineering Objectives	30
Bicycle and Pedestrian Facility Planning.....	31
Bicycle Infrastructure Toolkit.....	33
Engineering Design Considerations for Bicycle Infrastructure.....	36
Engineering Considerations for Pedestrian Infrastructure	50
Enforcement	57
Law Enforcement Education	57
Bicycle Patrols	57
Walking Patrols	58
Bicycle and Pedestrian Law Enforcement/Education Program.....	58
Equity	59
Households without Access to Vehicles.....	59
Low-Income Populations	60
Safety Equity	60
Mobility Equity.....	65
Tactical Urbanism	66
Education.....	67
Crash Reporting	67
Bicycle and Pedestrian Education Programs.....	67
Bicycle Helmets.....	68

Pedestrian/Bicycle Signage	69
Encouragement.....	70
Bicycle Parking	71
Bicycle Parking Standards	73
Bicycle Parking Inventory	76
Maintaining Bicycle Facilities	78
Electric Bikes (E-bikes)	79
Mix Compatible Land Uses to Enable and Encourage Walking and Biking	79
Require Bicycle and Pedestrian-Friendly Site Designs	79
Require Direct Walkway Connections between Buildings and Sidewalks	80
Require Pedestrian and Bicycle Connections at the End of Cul-de-Sacs.....	80
Encourage the Implementation of Woonerfs	80
Organize Walk and Bike to School Days.....	81
Organize Community Walking and Bicycling Months	81
Other Encouragement Methods.....	81
Recommendations and Implementation	83
Bicycle and Pedestrian Facility Recommendations.....	83
Non-Construction Recommendations	92
Implementation	95
Re-striping Existing Roads.....	95
Including Bike Lanes & Pedestrian Facilities in Planned Projects	95
Construction of Lanes as Conditions of Jurisdictional Transfers.....	95
Restriping Roads to Create Wide Curb Lanes	95
Bicycle Facilities on County-Owned Highways.....	96
County Highway Paved Shoulder Corridor System	96
Funding for Bicycle and Pedestrian Facilities.....	97
Transportation Alternatives (TA).....	97
Safe Routes to School (SRTS) Program.....	97
Surface Transportation Block Grant (STBG)	97
Knowles-Nelson - Stewardship Program.....	97
Highway Safety Improvement Program (HSIP).....	98
CMAQ Program	98
Appendix A – Sidepath Suitability Algorithm.....	99
Appendix B – Public Input Survey Answers	101
Online Interactive Web App.....	114
Appendix D - Standard Road Striping.....	146
Appendix E – Public Input Received During Review of the Draft Plan.....	151

This page is intentionally left blank

Introduction

Bicycle and pedestrian planning techniques have evolved since the first Brown County bicycle and pedestrian plan was adopted in 1994. The 1994 plan laid the groundwork for the development of a bicycle network which sought to develop a bicycle/pedestrian path system, standards for developing and implementing plans and facilities, and encourage bicycle and pedestrian travel through the development of a safe, convenient, and adequate network of facilities. Brown County and the 24 individual communities that are within it have made significant progress toward achieving some of the goals outlined in the 1994 plan.

Plan Purpose

Building upon the successful foundation provided in the 1994 plan, three updates have since occurred. The first update was in 1998, the second in 2011, and the third in 2016. These updates enable the Brown County Bicycle and Pedestrian Plan to stay up to date considering changes to design standards, laws pertaining to bicycles and pedestrians, and identifying funding sources to assist with implementing bicycle and pedestrian projects. These updates have, and will continue to provide, key information to enable stakeholders, municipal staff, and elected officials to make informed decisions on the development of bicycle and pedestrian facilities throughout Brown County.

Like previous county bike and pedestrian plans, this plan will reflect each community's existing plans for bicycle and pedestrian improvements that will further develop a system of appropriately spaced and continuous bicycle and pedestrian corridors that can be implemented at a relatively low cost. This plan will also review the current conditions surrounding previously recommended bicycle and/or pedestrian facility improvements and revise those recommendations to further the goals and objectives of this document.

In addition to the previously mentioned bicycle and pedestrian system recommendations, this document will also present the following items:

Bicycle and Pedestrian Project Highlights



136
Miles

of on-street bicycle facilities across
Brown County as of November 2021.



1,022.8
Miles

of sidewalks across Brown County
municipalities as of November 2021.



198.8
Miles

of multi-use trail facilities across
Brown County as of November 2021
(Some of the mileage is due to multi-
use facilities constructed with
roundabouts).

- **Goals and objectives:** This plan incorporates many of the same goals and objectives presented in the previous *Brown County Bicycle and Pedestrian Plan* in addition to new goals and objectives that were added to continue developing a bicycle and walking culture in Brown County. Objectives are derived for each of the six E's and are intended to support all the goals of the plan.
- **Existing bicycle and pedestrian facilities and policies:** This plan provides an extensive inventory of the bicycle facilities that exist in the metropolitan and rural areas of Brown County in addition to identifying the sidewalk policies that are currently in place in the county.
- **Summary of recommendations:** This section is included to enable the reader to quickly find the recommendations that are presented throughout the plan.
- **Plan implementation:** Implementing a plan that covers a large geographic area as well as numerous topics requires communication and cooperation between various levels of government, the public, and the individual municipalities. This section will present strategies that can be implemented easily and at a minimal cost.
- **Federal, state, and county funding sources for bicycle and pedestrian facilities:** These funding programs are identified and summarized in the Funding for Bicycle and Pedestrian Facilities section of this plan.



Source: League of American Bicyclists



Above: Titledown Bicycle Tour Rest Area

Developing a Bicycling and Walking Culture

Bicycling and Walking in the United States

Bicycling is experiencing a resurgence in the U.S. as both a recreational activity and as a mode of transportation. The National Household Travel Survey (NHTS) showed that the number of trips made by bicycle in the U.S. more than doubled from 1.7 billion in 2001 to 4 billion in 2009¹. Efforts on behalf of the Federal Highway Administration, national programs such as Bike to Work Day, and associations like the League of American Bicyclists all help support and promote bicycling and walking throughout the U.S. Walking trips have also shown steady increases in the last 10 to 15 years. While

¹ League of American Bicyclists – <http://bikeleague.org/commutingdata>

these statistics are encouraging, bicycling and walking continue to account for a very small portion of the total trips taken in the United States. According to the 2009 NHTS approximately 1% of trips are made by bicycle while slightly more than 10% are made by walking.

Bicycling and Walking in Wisconsin

Walking in Wisconsin is a popular activity and a growing mode of transportation in urban areas. Statewide, statistics for commuting to work have not changed much (approximately 3-3.5% of the population). However, cities like Madison and Milwaukee have seen more significant increases in the last decade according to the American Community Survey.

Economic Benefits of Bicycling

Bicycling provides many benefits for the local and state economy. According to a 2019 report, consumers in Wisconsin spent approximately \$1.42 billion dollars on bicycling (road biking and mountain biking) in 2017². This does not include the value generated from bicycle-related tourism.

Bicycling and Walking in Brown County

Brown County is poised to capitalize on the successes of previous efforts to improve and expand bicycling and walking at the state, county, and local levels. Brown County boasts appealing natural features such as gently rolling terrain that gently descends into the Fox River watershed and the Bay of Green Bay. Brown County is also home to the unique geologic feature known as the Niagara Escarpment which is a rock ledge that is well known for including Niagara Falls. Taking advantage of the natural features are three Rails-to-Trails facilities (Fox River Trail, Devils River Trail, Mountain Bay Trail) which, cumulatively, see thousands of users each year. The state trails provide opportunities for local and regional connections which make it possible to link to communities like Wausau, Manitowoc, and the Fox Valley. Support for the further development of bicycling and walking in Brown County is reflected throughout Brown County plans as well as numerous local municipal plans and policies.



Source: Wisconsin Bicycle Federation



Above: Mountain Bay Trail, Brown County, WI

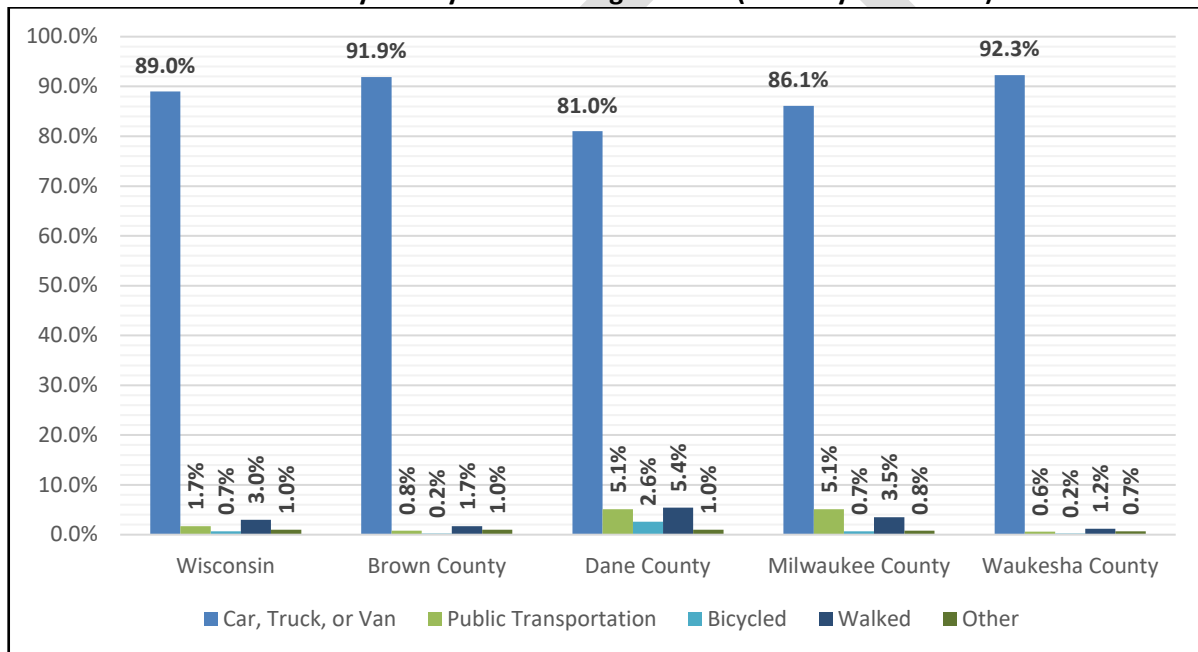
² <https://wisconsindot.gov/Documents/projects/multimodal/bike/econ-impact.pdf>

Transportation Statistics and Implications on Transportation Choices

Community Design

Like most places in the United States, Brown County's transportation network is designed around the automobile. As the fourth most populous county in the state of Wisconsin, Brown County has a large urban area that contains more than 80% of the 268,740 people that call Brown County home. Despite the urban area containing more than 80% of Brown County's residents, this area is largely characterized as having low density, single-use suburban style development. This type of development over the past several decades has created an automobile dependent culture where simple trips to the store are made difficult if not impossible without an automobile. The following table shows that Wisconsin and the four most populous counties heavily favor commuting by a personal motor vehicle versus public transit or a form of non-motorized transportation.

Table 1: American Community Survey - Commuting to Work (2019 5-yr Estimates)



Source: U.S. Census Bureau – American Community Survey 2019 5-yr Estimates

One thing that history has shown is that transportation is one of the most dynamic features within communities across the world and especially here in the U.S. There is no doubt that the personal automobile has entrenched itself in the American lifestyle and culture, but current transportation norms may be facing a slow but definite shift in the coming decades. Higher-density developments in nodes or along specific corridors are becoming more common in many urban areas including Brown County. This type of development makes it much easier to get around without a vehicle.

Non-motorized Transportation Gaining Popularity

In addition to reshaping our communities, other data sources such as the American Community Survey indicate that the rapid increase in the number of bicycle sharing programs and the implementation of

other bicycle-related facilities, along with the proliferation of local events such as “bike to work day”, reflect local-level interest for incorporating bicycle travel into the overall transportation network³. While this is not necessarily true for every community, nationally, the desire is there and community leaders within Brown County should, at the very least, vet the idea of requiring and/or expanding bicycle and pedestrian networks during planning and construction projects.

DRAFT

³ McKenzie, Brian, “Mode Less Traveled: Commuting by Bicycle and Walking in the United States,” 2008-2012, *American Community Survey Reports*, ACS-26, U.S. Census Bureau, Washington, DC, 2014.

Brown County Bicycle and Pedestrian Plan Process

This bike and ped plan is an update to the MPO's 2016 bike and ped plan update. The general process that was used to update the plan is illustrated in the graphic below. Two integral components of this plan update were evaluating the existing conditions for bicycle and pedestrian facilities across Brown County, which included completing an inventory of Brown County municipalities' existing bike and ped plans and/or comprehensive plans. MPO staff utilized online surveys and ArcGIS online to conduct public outreach for the plan update, which is discussed in greater detail in the following sections. The evaluation of existing facilities and public outreach was integral for informing and updating goals and recommendations for the plan update.



Complementing Existing Plans

Many municipalities across Brown County have adopted bike & ped plans for their respective municipalities, while others include a bike & ped chapter as part of their comprehensive plans. The 2021 Brown County Bike & Ped Plan Update is intended to complement those efforts. The most recently adopted bike & ped plans and comprehensive plans with bike & pedestrian components are shown in Table 5.

Table 2: Adopted Community Plans that Include Bicycle and Pedestrian Recommendations

Community	Plan or Plans
City of De Pere	Bicycle and Pedestrian Plan (2010)
	Comprehensive Plan (2010)
City of Green Bay	Comprehensive Plan (2002)
	Bicycle, Pedestrian, and STRS Plan (2019)
Village of Allouez	Comprehensive Outdoor Recreation Plan (2016)

	Comprehensive Plan (2014)
	SRTS and Bicycle and Pedestrian Plan (2017)
Village of Ashwaubenon	Bicycle and Pedestrian Plan (2018)
	Comprehensive Plan (2016)
	Safe Routes to School Project – Valley View School
Village of Bellevue	Bicycle, Pedestrian and SRTS Plan (2017)
	Comprehensive Plan (2012)
Village of Denmark	Comprehensive Plan (2021)
Village of Hobart	Comprehensive Plan (2016)
	Bicycle and Pedestrian Plan (2019)
Village of Howard	Comprehensive Plan (2012)
	Howard-Suamico Safe Routes to School Plan (2009)
	Comprehensive Outdoor Recreation Plan (2014)
Village of Pulaski	Comprehensive Plan (2017)
Village of Suamico*	Outdoor Recreation and Open Space Plan (2013)
	Trail Plan 2010-2015
	Comprehensive Plan (2016)
	Howard-Suamico Safe Routes to School Plan (2009)
Village of Wrightstown	Comprehensive Plan (2016)
	Bicycle and Pedestrian Plan (2021)
Town of Eaton	Comprehensive Plan (2012)
Town of Glenmore	Comprehensive Plan (2016)
Town of Green Bay	Comprehensive Plan (2006)
Town of Holland	Comprehensive Plan (2019)
Town of Humboldt	Comprehensive Plan (2013)
	Comprehensive Plan (2016)
Town of Lawrence	Park and Outdoor Recreation Plan (2016)
	Bicycle and Pedestrian Plan (2021)
Town of Ledgeview	Park and Recreation Plan (2019)
	Comprehensive Plan (2016)
Town of Morrison	Comprehensive Plan (2016)
Town of New Denmark	Comprehensive Plan (2021)
Town of Pittsfield	Comprehensive Plan (2019)
Town of Rockland	Comprehensive Plan (2015)
Town of Scott	Comprehensive Plan (2017)
Town of Wrightstown	Comprehensive Plan (2018)
Brown County	Brown County Highway Department 6 Year Highway Improvement Plan
	Park and Outdoor Recreation Plan (2017)

* A Bicycle and Pedestrian Plan will be developed for the Village of Suamico in 2022.

Data Sources

Data sources used to create the plan included:

- **Brown County Land Information Office** provided most of the geographic information used for all GIS analysis.
- **WisDOT** provided pavement condition ratings, Average Annual Daily Traffic volumes, and guidance on the development of a Bicycle Level of Service measure.

- Relevant local and regional transportation, land use, and neighborhood plans and roadway designs from agencies including WisDOT, Wisconsin Department of Natural Resources, community and county public works departments, and Wello.

DRAFT

Plan Goals

Goal 1: Develop a low-stress bicycling and walking network in Brown County that enables people of all ages and physical abilities to travel throughout the county safely and conveniently.

Goal 2: Expand the bicycle and pedestrian networks by including appropriately designed and located facilities that meet national, state, and local facility design standards.

Goal 3: Achieve and maintain zero bicycle and pedestrian fatalities in Brown County.

Goal 4: Improve and expand bicycle and pedestrian access to jobs, major destinations and essential services, and parks and recreation areas for all Brown County residents.

Goal 5: Educate all Brown County residents on applicable laws and how to share the road.

Goal 6: Ensure that current bicycle- and pedestrian-related performance measure targets are being met.

Objectives to support the plan's goals are outlined under the six "E's" that are addressed throughout the plan and are consistent with previous versions of the Brown County Bicycle and Pedestrian Plan and WisDOT's Wisconsin Bicycle Transportation Plan.

Public Outreach

As part of the bike and ped plan update, MPO staff prepared multiple online surveys to collect input from the public:

- An online interactive web app allowed respondents to place points, lines, and add comments for each, describing their experiences walking and bicycling in Brown County and where they would like to see improvements.
- The online survey was a questionnaire to understand how people use the sidewalk, bicycle, and trail networks, the types of trips they take, and barriers that discourage them from walking and bicycling.

These online surveys were available for public input from August 12, 2021 to September 17, 2021. A total of 375 responses were provided for the online interactive map and 353 online surveys were submitted. The following section summarizes the major themes that were identified from the responses provided. The full questionnaire and responses for each question are included in Appendix B of this document.

Survey Results

The findings below summarize the main themes that emerged from responses provided by both surveys.

- Cyclist respondents encompassed a variety of comfort levels. Approximately 15% of cyclist respondents reported being confident riding on busy streets in all weather conditions, 40% of respondents are comfortable riding bikes on streets but prefer to do so in a striped lane or protected bike lane, and 40% of respondents are comfortable riding on neighborhood streets but are uncomfortable riding on busy roadways.
- Walking and bicycling in Brown County, for most respondents, are for recreational purposes, exercise, accessing parks, or as a means of spending time with family. Approximately 33% of respondents walk and bike for utilitarian trips such as errands or for personal transportation.
- Safety is the most significant barrier that discourages people from walking and biking. 56% of respondents cited traffic safety concerns as a reason they don't bike, while 27% also cited personal safety concerns as a barrier. 63% of pedestrian respondents cited safer places from traffic to walk as a solution to encourage them to walk. Over 55% of respondents also cited safer places to cross streets as something that would encourage them to walk more.
- Many barriers exist that prevent or discourage people from bicycling. The most common barriers identified by respondents include traffic safety concerns, availability of bicycle facilities, road conditions, and personal safety concerns. Similarly, pedestrians cited having safer places from traffic to walk, safer places to cross streets, accessible pedestrian facilities (such as curb ramps), and improved personal safety as things that would encourage them to walk more.
- Other barriers identified by respondents include darkness/time of day, lack of time to ride, and weather.
- Recreation-based trips, such as riding on trails and to parks, are the most popular trips for cyclists. Work-based trips and utilitarian shopping trips comprise a relatively small percentage of trip purposes for area cyclists.
- Approximately 57 percent of respondents were female, while approximately 40 percent were male. The remaining three percent either preferred not to answer or elected to self-describe.
- The age of respondents varied. The 35-44 age group comprised the largest number of respondents (95), while 40 respondents were 65 and older. Only 19 respondents were under the age of 25.

6 E's of Bicycle and Pedestrian Planning

This section of the plan addresses the design of bicycle and pedestrian facilities, programs and procedures that are designed to ensure compliance with the rules of the road, methods of teaching people how to bicycle and walk safely, and techniques for encouraging people to use the recommended bicycle and pedestrian system. The six E's of Bicycle and Pedestrian Planning are:



Each component of the six E's is discussed in greater detail in the following sections.

Evaluation

Evaluation provides an opportunity to determine if the aims of the bicycle and pedestrian strategies are being met and to ensure that resources are directed toward efforts that show the greatest likelihood of success. Evaluation can also help identify needed adjustments to various programs while they are underway.

Evaluation Process

The evaluation process is an ongoing task that requires continual data collection. The initial data collection process will create a baseline from which to work. This baseline data will identify barriers and assets to walking and bicycling, while data collection during the plan implementation phase will enable programs to be monitored for possible improvements. There are numerous recommendations for infrastructure improvements and the development of programs in the 2021 Brown County Bicycle and Pedestrian Plan, and the evaluation of these improvements and programs should occur based on each recommendation's intent.

Evaluation Objectives

- Conduct an annual inventory of recommended, planned, and implemented bicycle and pedestrian facilities across Brown County.
- Work with Green Bay MPO- and Green Bay Metro-served municipalities to identify opportunities to improve first-last mile bike and pedestrian connections to fixed route transit.
- Utilize the bike & pedestrian performance measures in the MPO's Congestion Management Process and identify future performance measures to monitor and document bicycle and pedestrian data.
- Work with local, state, federal, and utility entities to identify opportunities for deploying an e-bike charging station network, including e-bike charging options as part of the deployment of electric vehicle charging stations.
- Work with municipalities and private operators to re-establish a bike share service within the Green Bay Metropolitan Area.
- Identify state, county and local codes/ordinances that govern the development of pedestrian facilities.
- Continue to update the Brown County Bicycle and Pedestrian Plan every 5 years.
- Solicit local input during the planning stage and in advance of the final design of roadway improvements to ensure that the recommendations in the Brown County Bicycle and Pedestrian Plan Update are considered.
- Utilize applicable planning and engineering documents such as the WisDOT Facilities Development Manual (FDM), AASHTO Guide for the Development of Bicycle Facilities, and the FHWA's Selecting Roadway Design Treatments to Accommodate Bicycles to determine the appropriate type of and location for bicycle facilities.

- Encourage Brown County municipalities to apply for, receive, and maintain designation as a bicycle-friendly community from the League of American Bicyclists.

Bicycle Network Inventory and Assessment

Inventory

The Brown County Planning Commission/Green Bay MPO maintains a GIS database of bicycle and pedestrian facilities across Brown County. As part of this update, MPO staff compiled GIS data of Brown County municipalities' most recent bicycle and pedestrian plans to ensure that existing and recommended facilities are up-to-date and accurate. This information was used to inform recommendations for the plan, with an emphasis on identifying and filling existing gaps between facilities. MPO staff also update the database following the release of new Brown County aerial photos and as staff are made aware of changes. An online interactive map is available on the MPO's website that provides information on the existing bicycle and multi-use trail system across the county. **MPO staff should continue to maintain and update the bicycle facility inventory to inform plan updates and monitor progress for MPO performance measure reporting.**

Existing Bicycle Facilities

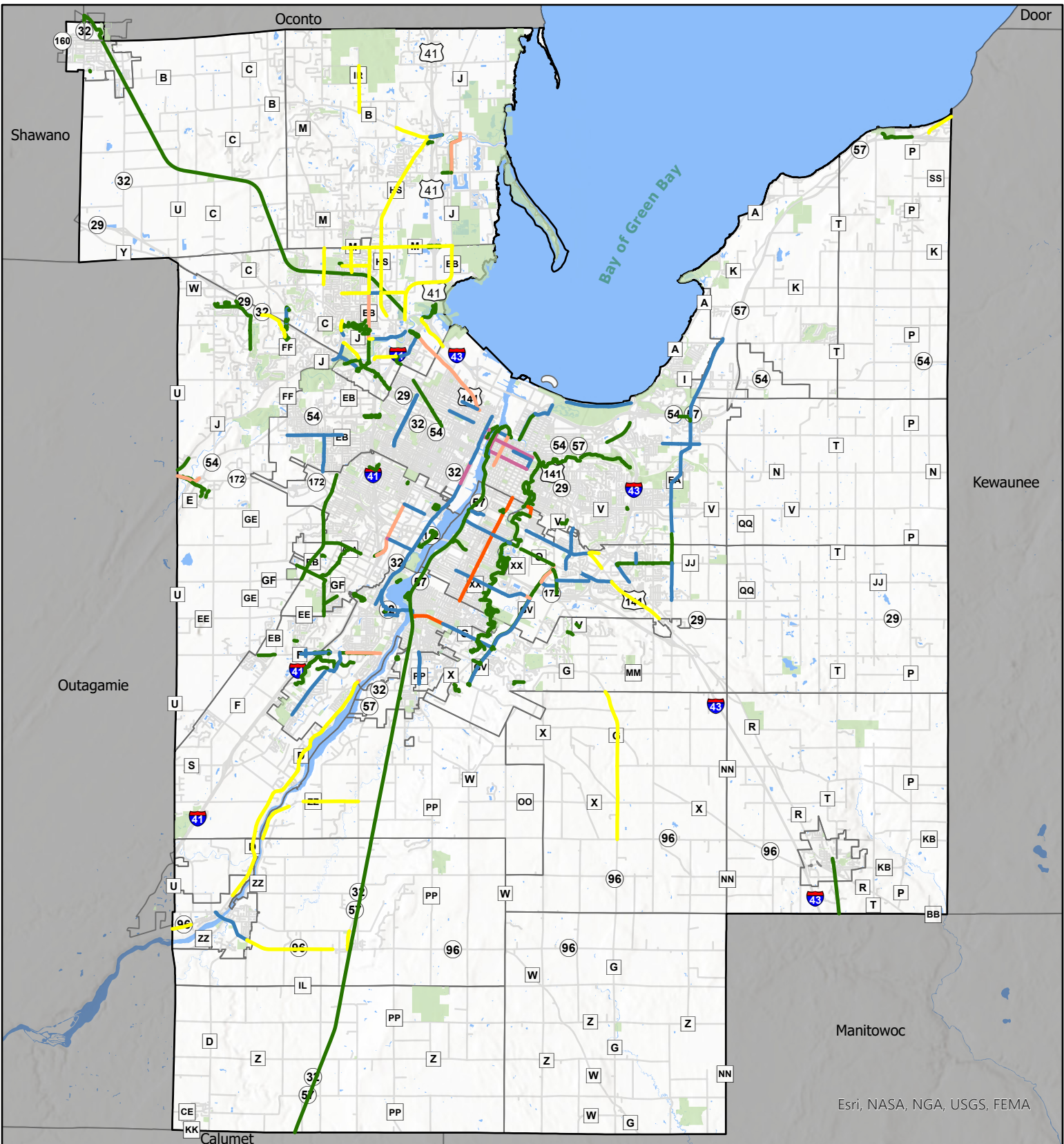
Map 1 shows existing on-street bicycle facilities and multi-use trails across Brown County. As of December 2021, there were 136 miles of on-street bicycle facilities and 198.8 miles of multi-use trails.

Bike Share

Bike share programs provide a low-cost transportation option for people to rent bicycles to complete a variety of trips. A bike share program was implemented in the City of Green Bay in 2018, but it ended after a few months due to operational changes made by the company that provided the program. Despite the short duration of this bike share program, the **MPO should work with local municipalities and private bike share companies to implement a new bike share service in the Green Bay metropolitan area. A new bike share program should also include cargo bikes to expand access for residents to complete utilitarian trips by bike.**



Above: Bikes provided under Green Bay's previous bike share program



Packet Pg. 135

Pedestrian Network Assessment

The pedestrian network is an essential element of a multi-modal transportation network. Pedestrian facilities are often used for short trips and/or for recreational purposes. More so, these facilities often represent a portion of a trip such as the beginning or end of a transit trip. Evaluating the existing pedestrian network is an important step to understanding possible connectivity issues throughout the pedestrian network. The analysis can lead to infrastructure improvements, new or improved policies, and a better understanding of the day-to-day use of the pedestrian network.

To help identify potential weaknesses in pedestrian oriented policy and infrastructure, an inventory of sidewalk policies was conducted in addition to a pedestrian network gap analysis. The sidewalk policy inventory and the pedestrian network gap analysis provide information that is important for understanding current pedestrian network strengths and weaknesses. It also helps set the stage for future improvements to the pedestrian network throughout Brown County.

Existing Sidewalk Network

Map 2 shows the existing sidewalk network across Brown County. As of December 2021, there were 1,022.8 miles of sidewalk facilities in Brown County. This total includes all public facilities including streets, parks, and schools. Like bicycle facilities, MPO staff maintain an inventory of sidewalk facilities across Brown County. **MPO staff should continue to update the sidewalk inventory to monitor changes and as part of the MPO's performance measure reporting.**

Sidewalk Policy/Ordinance Inventory

As part of the goals outlined in this chapter, an inventory of sidewalk policies and/or ordinances was identified as a key piece of information for future pedestrian network development. A review of all existing subdivision and code of ordinances documents for each of Brown County's 24 communities revealed that most urban area communities have developed and adopted pedestrian facility policies. The table below provides a summary of existing pedestrian facility policies by community.

Table 3: Inventory of Community Sidewalk Policies

Brown County Community	Sidewalk Policy per subdivision or Other Ordinance
City of De Pere	Yes
City of Green Bay	Yes
Village of Allouez	Yes
Village of Ashwaubenon	No
Village of Bellevue	Yes
Village of Denmark	Yes
Village of Hobart	No
Village of Howard	Yes
Village of Pulaski	Yes
Village of Suamico	Yes
Village of Wrightstown	Yes
Town of Eaton	No
Town of Glenmore	No

Town of Green Bay	No
Town of Holland	No
Town of Humboldt	No
Town of Lawrence	Partial
Town of Ledgeview	Yes
Town of Morrison	No
Town of New Denmark	No
Town of Pittsfield	No
Town of Rockland	Yes
Town of Scott	Yes
Town of Wrightstown	No

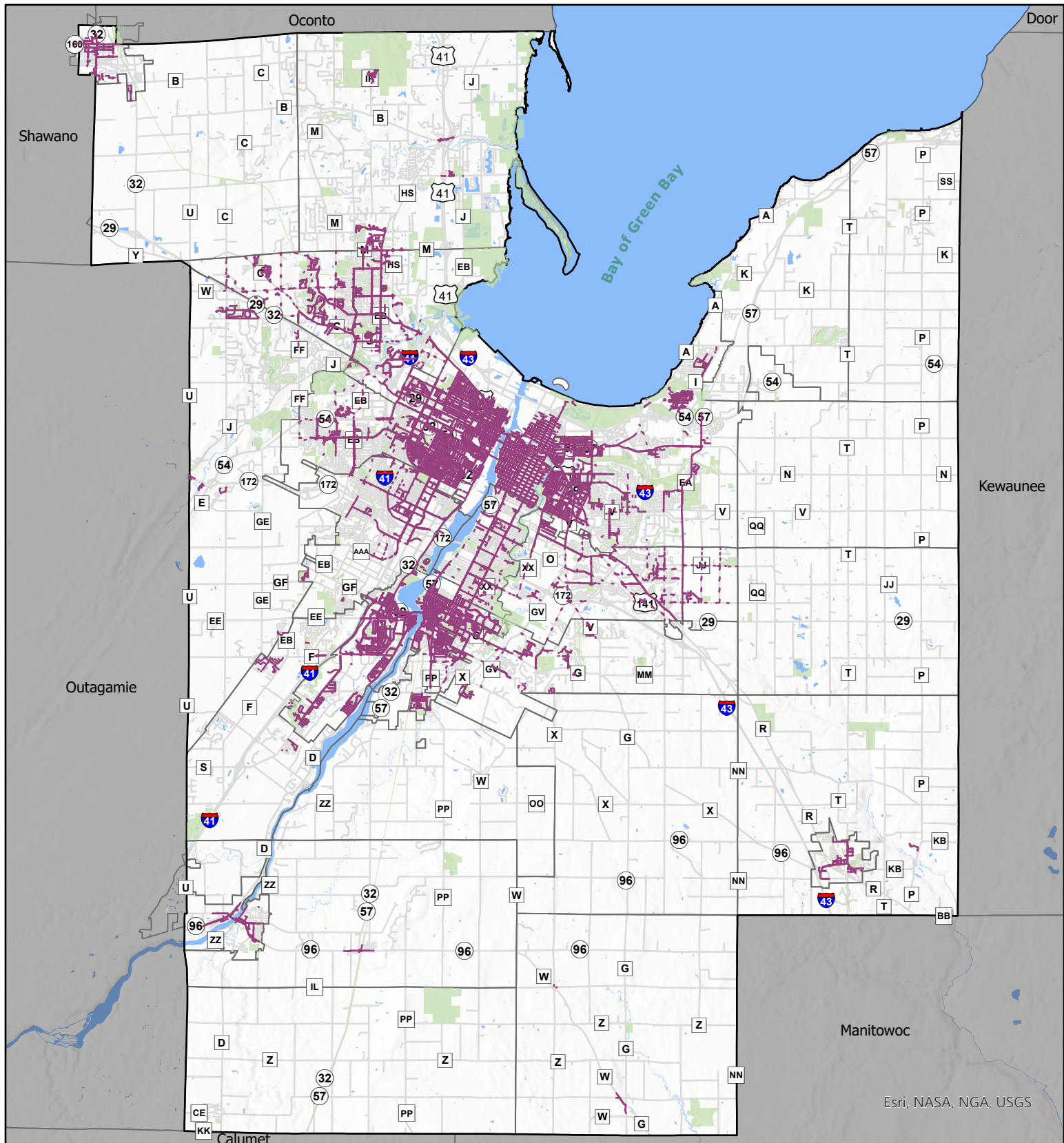
Note: The specific pedestrian facility requirements vary by community.

For the communities that have incorporated as a city or a village, sidewalks play an important role in the urban transportation system. **Communities that do not have a sidewalk installation policy are encouraged to give due consideration to creating a sidewalk installation policy that identifies the inclusion of sidewalks in new developments as well as a process for the installation of sidewalks along existing streets as appropriate.**

Pedestrian Network Gap Analysis

System continuity is important for encouraging people to walk. Gaps in the sidewalk network create accessibility issues and can reduce safety for people walking. MPO staff completed an analysis of gaps in the sidewalk network as part of the plan update. Emphasis was placed on identifying gaps on functionally classified streets. MPO staff compiled sidewalk recommendations from Brown County municipalities' existing bike & ped plans to inform the analysis. Recommendations for sidewalk additions were determined through identifying gaps in existing infrastructure and gaps that exist assuming full implementation and build out of recommendations in municipalities' bike and ped plans, input provided by Brown County residents, and meetings with municipal, Brown County, and WisDOT staff.

Map 2: Existing Sidewalk Facilities in Brown County



Legend

- | | |
|-------------------------------|--------------------|
| Existing Sidewalk or Sidepath | Municipal Boundary |
| Planned Sidewalk or Sidepath | Adjacent County |
| Parks | |
| Brown County Boundary | |



Sidewalks in Brown County are compiled from a variety of sources including Brown County, the Green Bay MPO, and Brown County Municipalities. They are believed to be accurate. No warranty is implied.

Existing Performance Measures

Performance measures allow decision-makers to quickly observe the effects of a proposed transportation plan and/or monitor trends in transportation system performance over time. Local and regional transportation agencies are increasingly using performance measurement to target their investments more effectively.

The Green Bay MPO currently has performance measures in place to track the progression of bicycle and pedestrian facility development. These performance measures can be found in the Green Bay Metropolitan Planning Organization (MPO) Long Range Transportation Plan and the Congestion Management Process (CMP) for the Green Bay Metropolitan Planning Area. Below is a summary of the current performance measures that are in place including an update on the progress of each measure.

Congestion Management Process (CMP) for the Green Bay Metropolitan Planning Area Performance Measure Status

The Green Bay MPO's Congestion Management Process (CMP) includes six bicycle- and pedestrian-related performance measures that are intended to encourage and monitor the implementation of a safe multimodal transportation network across the Green Bay MPA. Relevant performance measures from the 2021 CMP Update are summarized in Table 3.

Table 4: Congestion Management Process (CMP) for the Green Bay Metropolitan Planning Area

Congestion Management Process (CMP) for the Green Bay Metropolitan Planning Area		
<u>Performance Measures</u>	<u>MPA Status</u>	<u>Performance Target</u>
Bicycle and Pedestrian Transportation		
Number of Non-Motorized Fatalities and Serious Injuries	Serious Injury: 35 Fatality: 8	2% Reduction Annually
Facility Mileage – Bicycle System	22.4% as of July 2021	30% of FC Streets by 2030
Facility Mileage – Sidewalk System	52% as of July 2021	60% of FC Streets by 2030
Facility Mileage – Multiuse Trail System	84.6 Miles as of July 2021	100 Miles by 2030
Street Connectivity Index (SCI)	86 of 162 census block groups with a SCI of 1.4 or greater	100 census block groups with a minimum SCI of 1.4 by 2030
Bus Bike Rack Usage	16,645 as of 2019	19,100 by 2030

*FC system – Functional Classification system (Collectors and arterial streets)

Crash Statistics

Nationally, the number of bicycle and pedestrian crashes is increasing. In 2018, over 6,000 pedestrians were killed on roadways and another 75,000 were injured, and 857 bicyclists were killed and another 47,000 were injured⁴. These fatalities comprised nearly 20 percent of all traffic fatalities in the U.S. in 2018.

In Brown County, the number of crashes resulting in injury or fatality to bicyclists and pedestrians remained consistent between 2016 and 2020. Map 3 shows the spatial distribution of crashes resulting in injury or fatality to bicyclists and pedestrians in Brown County between 2016 and 2020. The map only shows crashes that have been geo-coded and does not include crashes without any geographic coordinates.

Table 5: Crashes Resulting in Injuries or Fatalities to Pedestrians and Cyclists Across Brown County Between 2016 – 2020

	2016	2017	2018	2019	2020
Minor Injury	13	21	21	22	10
Serious Injury	5	2	1	1	1
Fatal Injury	0	0	1	0	1

Source: Wisconsin Traffic Operations and Safety Lab

Table 6: Crashes Resulting in Injuries or Fatalities to Pedestrians Across Brown County Between 2016 - 2020

	2016	2017	2018	2019	2020
Minor Injury	31	29	31	25	23
Serious Injury	12	10	10	16	20
Fatal Injury	0	3	2	4	3

Source: Wisconsin Traffic Operations and Safety Lab

Brown County Roadway Assessment to Determine Appropriate Bicycle Accommodations

Brown County has a variety of roadway types ranging from interstates to county highways to local neighborhood streets. Many local roads in both the urban and rural parts of Brown County experience low traffic volumes and/or low vehicle speeds (25 mph or less) which make them suitable places for bicycles. For roadways that have higher speeds and/or traffic volumes, it may be necessary to separate bicycles from the vehicular lanes of traffic through the integration of an appropriately designed bicycle facility. Selecting the best bicycle facility type for a given roadway can be challenging due to the range of factors that influence bicycle users' comfort and safety in addition to physical constraints such as lack of right-of-way and cost.

The following section of this plan provides a method for using the criteria set by the FHWA publication *Selecting Roadway Design Treatments to Accommodate Bicycles* to determine where and what type

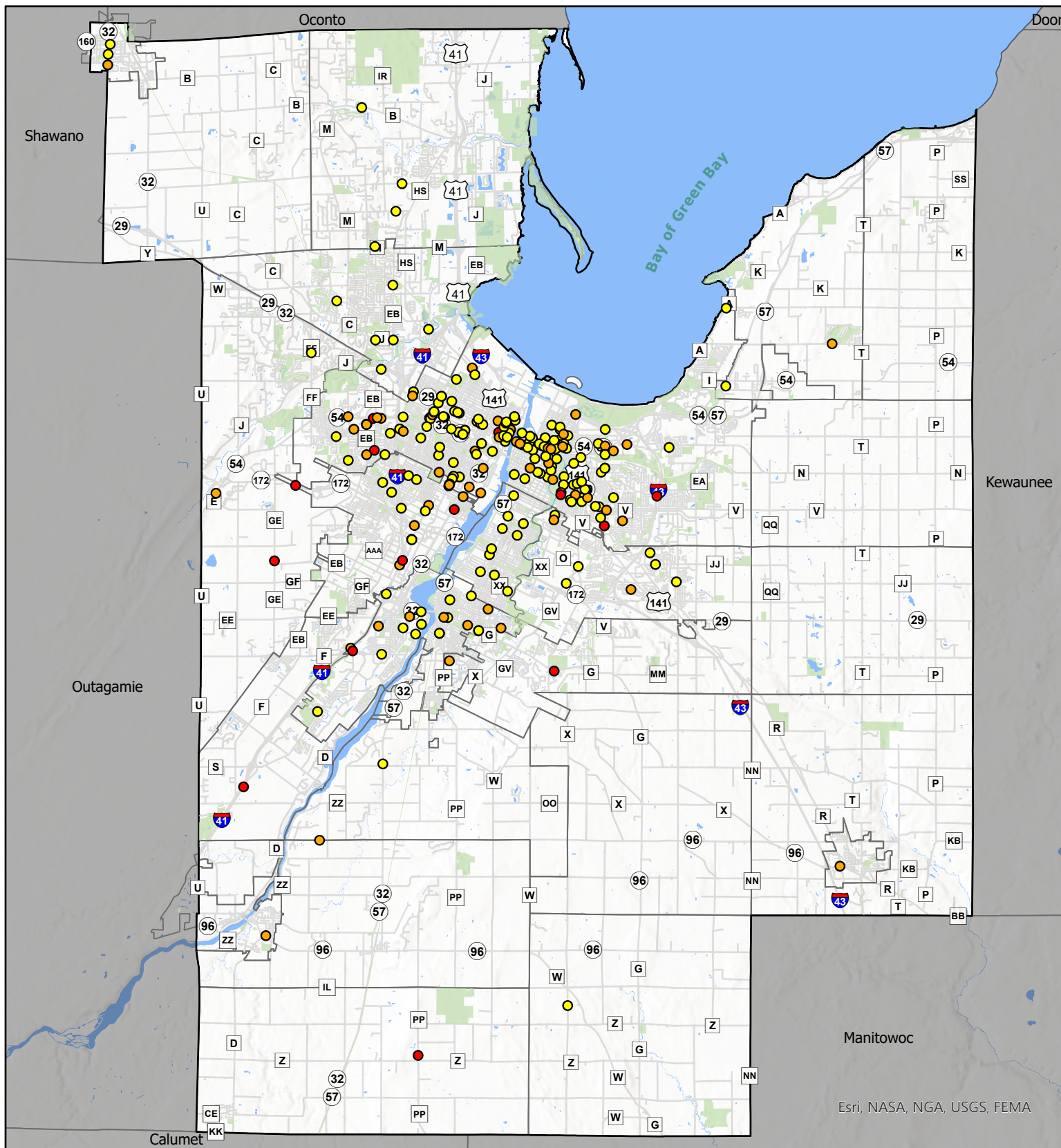
⁴ https://safety.fhwa.dot.gov/ped_bike/crash_facts/

of bicycle facilities should be considered during future improvements to roadways in Brown County. The following table details the assessment criteria including roadway character (urban or rural), posted speed, and traffic volume. The general rule of thumb is that with higher posted speed limits and higher traffic volumes the amount of desired separation between the cyclist and motor vehicle increases.

DRAFT

Map 3: Crashes Resulting in Injury or Fatality to Cyclists & Pedestrians in Brown County: 2016 - 2020

13.a



Legend

Crash Severity

- Fatal
- Serious Injury
- Minor Injury

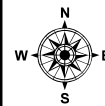
■ Parks

□ Brown County Boundary

□ Municipal Boundary

■ Neighboring County

— Road & Street



0 3.25 6.5 Miles



Crash data is obtained from the Wisconsin Transportation Operations and Safety Laboratory (TOPS Lab). Crashes without geographic coordinates are omitted and should not be interpreted as representing the total number of injuries or fatalities.

Packet Pg. 142

Table 7: FHWA Selecting Roadway Design Treatments to Accommodate Bicycles

Roadway Characteristics	Suggested Bicycle Accommodation			
	Paved Shoulders (Inclusive of rumble strip)	Outside Curb-lane Width	Bicycle Lane (includes gutter pan)	Side Path Bidirectional
Rural Roadways < 30 mph Posted				
Design Year ADT under 2000	None	na	na	Trail Optional
Design Year ADT 2000-8000	4 ft	na	na	Trail Optional
Design Year ADT > 8000	4 ft	na	na	Trail Optional
Rural Roadways 30 – 35 mph Posted				
Design Year ADT under 2000	4 ft	na	na	Trail Optional
Design Year ADT 2000-8000	4 ft	na	na	Trail Optional
Design Year ADT > 8000	6 ft	na	na	Trail Optional
Rural Roadways 36 – 44 mph Posted				
Design Year ADT under 2000	6 ft	na	na	Trail Optional
Design Year ADT 2000-8000	6 ft	na	na	Trail Optional
Design Year ADT > 8000	6 ft	na	na	Trail Optional
Rural Roadways > 44 mph Posted				
Design Year ADT under 2000	6 ft	na	na	Trail Optional
Design Year ADT 2000-8000	8 ft	na	na	Trail Optional
Design Year ADT > 8000	na	na	na	10-12 ft
Suggested Bicycle Accommodation				
Roadway Characteristics	Paved Shoulders (Inclusive of rumble strip)	Outside Curb-lane Width	Bicycle Lane (includes gutter pan)	Side Path Bidirectional
Urban Roadways < 30 mph Posted				
Design Year ADT under 2000	na	na	na	Trail Optional
Design Year ADT 2000-8000	na	13-14 ft	na	Trail Optional
Design Year ADT > 8000	na	na	5 ft	Trail Optional
Design Year ADT > 15000	na	na	Optional 6 ft	10-12 ft
Urban Roadways 30 – 35 mph Posted				
Design Year ADT under 2000	na	na	na	Trail Optional
Design Year ADT 2000-8000	na	na	na	Trail Optional
Design Year ADT > 8000	na	na	6 ft	Trail Optional
Design Year ADT > 15000	na	na	Optional 6 ft	10-12 ft

Urban Roadways 36 – 44 mph Posted				
Design Year ADT under 2000	na	na	na	Trail Optional
Design Year ADT 2000-8000	na	na	6 ft	Trail Optional
Design Year ADT > 8000	na	na	na	10-12 ft
Design Year ADT > 15000	na	na	na	10-12 ft
Urban Roadways > 44 mph Posted				
Design Year ADT under 2000	na	na	6 ft	Trail Optional
Design Year ADT 2000-8000	na	na	6 ft	Trail Optional
Design Year ADT > 8000	na	na	na	10-12 ft
Design Year ADT > 15000	na	na	na	10-12 ft

Notes: Any cell noted as optional is deemed a satisfactory alternative to the other facility listed in each row.

Cells containing “na” indicate that facility is not appropriate for the listed conditions.

It is recommended that each Brown County municipality and the Brown County Public Works – Highway Department utilize the FHWA Selecting Roadway Design Treatments to Accommodate Bicycles model to evaluate and identify appropriate bicycle facilities during the planning phase of roadway improvement projects.

Bicycle Accommodation Selection Criteria

As part of the evaluation process during the initial phase of a roadway reconstruction project, designers should continue to use the evaluation and analysis criteria (“due consideration”) for establishing bikeways and pedestrian ways as recommended in WisDOT FDM 11-46. The following FDM table addresses when bicycle accommodations are required.

Table 8: WI FDM Table 15.1 Conditions Requiring Bicycle Accommodations

Condition Number	Condition
1	Identified in the Wisconsin Bicycle Transportation Plan or another WisDOT-endorsed or supported bicycle plan.
2	The two-way bicycle traffic volume is (or is expected to be) 25 per day or more during peak travel days for cycling (average of the 10 most traveled days for bicycling for the year).
3	To complete short gaps in an otherwise continuous bicycle route.
4	To make short connections from communities or urban areas of up to approximately 3 miles to the town or county roadway network (not to a dead-end roadway).
5	If bicycle accommodation projects were proposed and funded as bikeways under the Transportation Enhancement (TE), Congestion Mitigation and Air Quality (CMAQ), or Safe Routes to School (SRTS) programs, a minimum 5' shoulder shall be provided. For projects funded under these programs, 4' paved shoulders may be used only when ADTs are less than 1,500 in the design year or there are extenuating circumstances that will not permit 5' or wider paved shoulders. Appropriate justification and documentation of the extenuating circumstances must be developed and maintained in the project file.

Source: WI FDM

Engineering

Engineering Objectives

- Create a seamless corridor system for bicyclists and pedestrians that will provide safe and efficient access to several activity centers throughout the county.
- Create the most direct and desirable routes possible to allow for safe, attractive, and efficient bicycle and pedestrian travel.
- Include appropriate provisions for bicyclists and pedestrians when planning, designing, and building all streets in the county. This includes considering bicyclists and pedestrians when designing and building intersections, bridges, pavement surfaces, pavement widths, and other street characteristics.
- Incorporate bicycle and pedestrian accommodations into street and highway projects identified in state, county, and locally adopted plans to minimize the cost of their construction at a later date.
- Utilize existing infrastructure to create bicycle facilities throughout the metropolitan area.
- Include the construction of bicycle lanes or paths as conditions of jurisdictional transfer agreements.
- Ensure that the designs of bicycle and pedestrian facilities are consistent with current federal, state, and local standards.

Bicycle and Pedestrian Facility Planning

When designing bicycle and pedestrian travel corridors, a context sensitive approach to roadway design should be used to create not only a functional transportation system but also a well-connected network of appropriate facilities that encourage inclusivity, safety, and efficiency. There are numerous design guidelines available to assist in the selection and development of bicycle and pedestrian facilities

Some general design elements are applicable to the planning, design, and implementation of both bicycle and pedestrian networks. The following items are general guidelines that can contribute to the creation of a bicycling and walking culture within Brown County.

Bicycle and Pedestrian Facility Planning Objectives

- The Brown County Planning Commission should continue to provide planning assistance to all county jurisdictions in the implementation of the Brown County Bicycle and Pedestrian Plan Update.
- All local transportation plans should include full consideration of the recommended bicycle corridor system.
- The Brown County Planning Commission Surface Transportation Program Block Grant (STBG) Urban Funding Project Prioritization Procedure for the Transportation Improvement Program (TIP) for the Green Bay Urbanized Area should continue to award points for bicycle and pedestrian facility construction and reconstruction projects that are identified.

Brown County and Brown County communities should utilize the FHWA Roadway Design Treatments to Accommodate Bicycles Model and other information sources presented in this plan to assist in determining the appropriate facilities for all Brown County road projects.

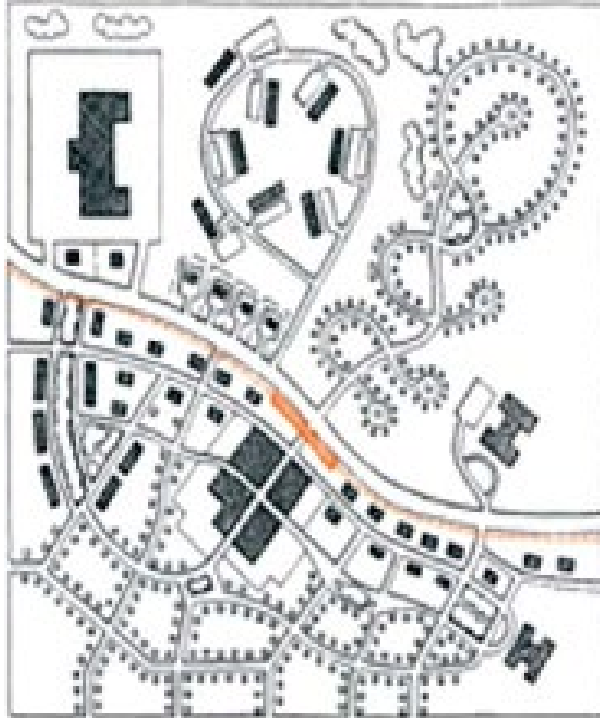
Engineering Resources

These documents are the leading state and national resources on bicycle and pedestrian facility design. Many of the design guidelines identified by these sources are discussed in this section.

- **American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities**
- **AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities**
- **Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD)**
- **FHWA Selecting Roadway Design Treatments to Accommodate Bicyclists**
- **The WisDOT Facilities Development Manual (FDM)**
- **The WisDOT Bicycle and Facilities Design Handbook**
- **Americans with Disabilities Act Accessibility Guidelines**

Develop Well-Connected Street Systems Throughout the County

A street pattern endures for many decades and greatly affects how people and goods move around. A grid street pattern makes trips shorter than those on curvilinear street designs and provides more



Sprawl style development north of the center road versus a traditional grid pattern south of the center road.

connections between streets. A well-connected street network supports transit use and, in combination with other design and land use features, makes walking and cycling more attractive.

Each community should require well-connected street patterns within new developments that have frequent connections to the existing street system. Each community should try to avoid the use of cul-de-sacs and loop streets when physical and environmental constraints do not exist, but if these constraints prohibit street connections, the community should allow the development of cul-de-sacs near the constraints.

1. Utilize a complete streets approach to develop policies that guide street design and construction.

The State of Wisconsin made modifications to State Statute 84.01(35) which was known as the “Complete Streets Law”. Despite the changes, communities are still required to give “due consideration” to providing bicycle and pedestrian accommodations in projects that utilize state or federal monies. **Brown County and all Brown County communities are encouraged to develop roadway design policies that utilize complete streets principles to ensure that bicyclists, pedestrians, and motorists can be safely and conveniently accommodated on all streets.** The communities should also work with the state and county to ensure that state and county highways in the metropolitan area are built and rebuilt to safely and conveniently accommodate all transportation modes.



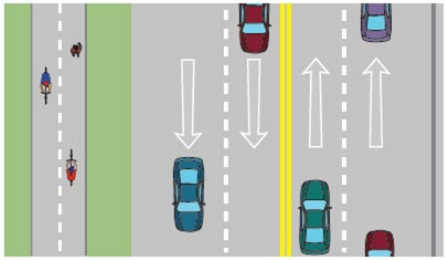
Image Source: VTPI.org

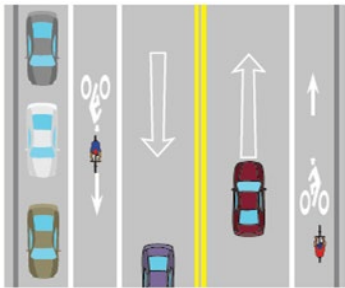
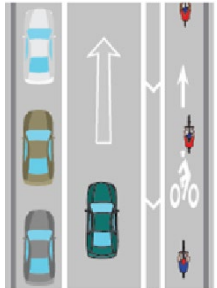
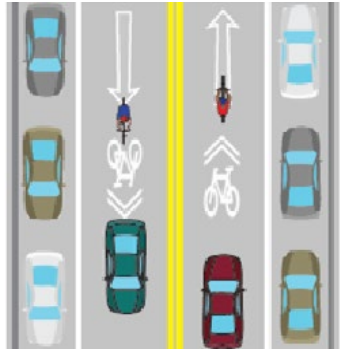
Above: A comparison between a conventional auto-centric street and a complete street.

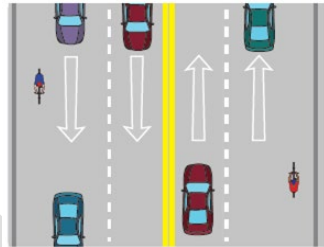
Bicycle Infrastructure Toolkit

The following table describes several types of bicycle facilities that can be found or that may be planned for installation on or along Brown County roads. These facilities are drawn from the State of Wisconsin's FDM, AASHTO Guide for the Development of Bicycle Facilities, and the Wisconsin Bicycle Facility Design Handbook. Any infrastructure improvements that are not covered in the aforementioned documents may be found in the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.

Table 9: Bicycle Infrastructure Toolkit

Facility Type	Definition	Diagram
Off Road Bicycle and Pedestrian Facilities		
Mountain Bike Trail	An off-road trail designated for mountain bike riding will offer various types of trail surfaces and difficulty. Trails may be marked with trail markers or signs.	Example sign: 
Parallel Shared-Use Paths	A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.	

Protected Bicycle Lanes		
Cycle track	Exclusive bicycle facility separated from motor vehicle lanes and sidewalks by fixed objects such as parked cars, curbing, bollards, or flexposts.	 Source: www.peopleforbikes.org
Exclusive Bicycle Use Lanes		
Bicycle Lane	A portion of a roadway which has been designated by pavement markings and signs for the preferential or exclusive use of bicyclists.	
Buffered or Separated Bicycle Lane	Bicycle lane with an additional painted buffer to provide more separation from motor vehicles.	
Contraflow Bicycle Lane	Bicycle lanes installed on a one-way street that allow bicyclists to travel in both directions while vehicular traffic remains one-way only.	 Source: Federal Highway Administration
Shared Lanes		
Sharrow	A pavement marking symbol that indicates an appropriate bicycle positioning in a shared lane.	

Bicycle Route	Bicycle routes are marked with signs that are intended to guide bicyclists onto or along particular roadways or paths between a starting location and an ending location.	 Source: www.roadtrafficsigns.com
Wide Curb Lane	A lane of a travel that is open to bicycle travel and vehicular use.	
Paved Shoulders		
Paved Shoulders	Paved shoulders are typically found on rural highways that have been identified for transportation routes, long-distance touring, and/or recreational bicycle routes. Paved shoulders may vary in width depending on the posted speed limit and the average daily traffic count.	 Source: Fairfax Advocates for Better Bicycling.

Engineering Design

Considerations for Bicycle Infrastructure

To ensure that the bicycle corridor system recommended in this document is developed in a consistent manner, several uniform planning and design policies should be followed by Brown County and each of its communities.

The accommodation of bicycles should be considered throughout all aspects of community planning including updates to community design standards, off-street trail and park development, and during all transportation projects. The following policies should be considered for all transportation projects.

- All streets should be made minimally acceptable for bicycling based on criteria detailed in WI FDM 11-46, Section 15.3.
- The roadways identified in the Metropolitan Area Bicycle Facility Recommendations and Justifications section of this plan that are recommended for one of the 4 standard road striping configurations in Appendix D should be further assessed and restriped in accordance with applicable engineering guidelines.
- When a jurisdiction constructs, reconstructs, or finances any of the bicycle corridors identified in this document, due consideration should be given to including the appropriate bicycle facility to minimize the cost of its construction.
- Provide pedestrian and bicycle facilities on all bridges, overpasses, and other transportation structures when constructed or reconstructed.
- On all highways and roadways where bicycle facilities exist (bike lanes, paths, routes, wide curb lanes, etc.), improvements should be planned and implemented to maintain the level of existing service and safety for bicyclists.



Above: Avoid the use of rumble strips across the entire road shoulder.

Below: Multi-lane street striping.



Above: Restripe road to include designated vehicular lanes, bike lanes, and parking lanes.

- Rumble strips (raised traffic bars); concrete slits, chatter strips, and reflectors that are installed on highways should be placed in a manner as to not present hazards to cyclists. Rumble strips should not be extended completely across the shoulder area.
- Multi-lane streets should be striped so that the center dashed line is to the inside of the joint between the concrete slabs. In some cases, this adjustment enables a bicycle accommodation to be introduced at a very minimal cost. This accommodation could be in the form of a wide curb lane or even a 5' bike lane.

The following engineering objectives have been identified as major components of a bicycle network that should be addressed for physical infrastructure improvements in Brown County.

Engineering Design Considerations for Travel Lanes

1. Paved Shoulders

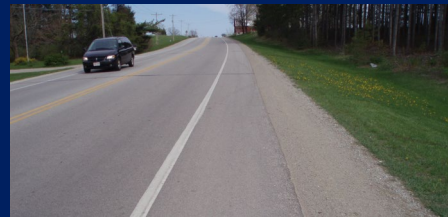
Paved shoulders offer a host of benefits for vehicular, bicycle, and farming uses. Paved shoulders can extend the service life of the road by reducing edge deterioration and reducing the amount of maintenance often required by gravel shoulders. If a vehicle has mechanical trouble, paved shoulders can provide space for temporary storage of the disabled vehicle. Paved shoulders can also improve bicycle safety. On higher speed and high-volume roads, paved shoulders provide separation between the vehicular traffic and the slower moving bicycles which improves the perception of safety. Because paved shoulders are typically recommended for rural areas, farmers may find the additional pavement width beneficial for the large equipment used in agricultural processes.

Appropriate Applications:

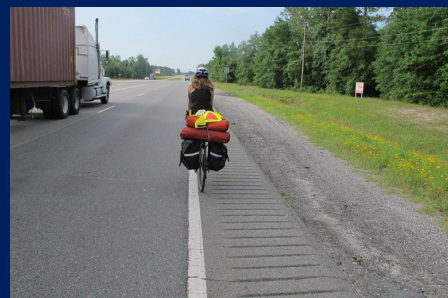
- On roads without curb and gutter.
- On high speed and/or high volume, rural arterials that serve as a direct route between key destinations.

Special Considerations:

- Shoulders must be paved and maintained to an equivalent surface standard as regular travel lanes.
- Paved shoulders that are intended for bicycle use should continue through intersections and



Above: CTH B (Suamico) 5 ft Paved Shoulder.



Above: Rumble strips are not placed well.



Above: Proper rumble strip placement with bicycle accommodations.

should not be routinely used as right turn lanes for vehicular traffic.

- Rumble strips should be placed in a manner that minimizes hazards to bicyclists and should not be extended across the shoulder area.
- Shoulders may be designated as lanes for preferential bicycle use through appropriate signage and pavement markings if they meet the recommended AASHTO width of four feet or greater.

Any road that is proposed to include paved shoulders for bicycle use should be designed to include a minimum four feet as prescribed in the AASHTO Guide for the Development of Bicycle Facilities. Five feet is recommended for locations where a vertical impediment is adjacent to the roadway. In situations where motor vehicle speeds exceed 50 mph and/or the percentage of trucks, buses, and recreational vehicles is high, additional width is desirable.

2. Wide Curb Lanes

On street segments without bicycle lanes, a right lane wider than 12 feet can accommodate both bicycles and motor vehicles. In many cases where there is a wide curb lane, motorists will not need to leave their driving lanes to pass a bicyclist. Also, more maneuvering room is provided when drivers are exiting from driveways or in areas with limited sight distance.

In general, 15 feet of useable lane width is desired. Useable width would normally be from curb face to lane stripe or from edge line to lane stripe, but adjustments need to be made for drainage grates, parking, and longitudinal joints between pavement and gutter sections. However, widths greater than 15 feet may encourage the undesirable operation of two motor vehicles in one lane, especially in urban areas.

3. Provide Bicycle and Pedestrian Connections when Cul-De-Sacs are Necessary

If streets cannot be connected, each community should continue to require the designation of public right-of-way at or near the end of the cul-de-sacs, horseshoe roads, and other streets for multi-use paths that connect to neighboring subdivisions, schools, parks, and other destinations.



Above: Wide curb lane on Velp Avenue (City of Green Bay).



Above: Trail connection at the end of a Cul-De-Sac.



Above: Two-lane Boulevard with bicycle lanes.

4. Bicycle Lanes

Bicycle lanes are designated portions of a roadway that are striped and marked for bicycle use. Bicycle lanes may use signs but signs are not required for the designation of a bicycle lane. These facilities, which should be at least four feet wide excluding the curb and gutter and five feet wide when adjacent to a parking lane, are added to a road for the following purposes:

- To improve conditions for cyclists of all abilities within a given corridor.
- To encourage increased bicycle use on a given roadway by providing a greater degree of comfort and perceived safety for less skilled cyclists.
- To provide for more predictable movements by cyclists and motorists.
- To establish an overall channeling effect and promote an orderly flow of traffic.

The addition of bicycle lanes is appropriate in the following situations:

- When it is desirable to delineate the right-of-way assigned to cyclists and motorists to provide for more predictable movements by each.
- Where significant bicycle demand is desired or expected on arterial streets and roadways, which are generally defined as having average daily traffic flows that exceed 10,000 or average vehicle speeds that exceed 30 mph.
- When a community wants to encourage bicycle use on a particular facility.
- On streets where lane designation is not complicated by frequent roadway intersections and commercial driveways.
- On streets with heavy bicycle traffic where cyclists must frequently pass each other traveling in the same direction.
- When the route is anticipated to serve a high number of less experienced adult, child, and recreational bicyclists.



Above: Bicycle lane on Hoffman Road.



Above: Bike lane on CTH GV.



Above: Bike lane incorporated into a parking lane.

Bicycle lanes should primarily be one-way facilities that carry traffic in the same direction as adjacent motor vehicle traffic. Two-way bicycle lanes on one side of the roadway are unacceptable because

they promote riding against the flow of motor vehicle traffic. Wrong-way riding is a major cause of bicycle crashes and violates the rules of the road stated in the Uniform Vehicle Code. In addition, bicycle lanes on one-way streets should be on the right side of the street except in areas where a bicycle lane on the left will decrease the number of conflicts.

5. Incorporation with Parking Lanes

Bicycle lanes should always be placed between the parking lane and the motor vehicle lanes. Bicycle lanes between the curb and the parking lane can create obstacles for bicyclists and reduce visibility at intersections and driveways. These lanes can also prohibit bicyclists from making left turns. Where parking is permitted but a parking lane is not provided, a combination lane that is at least 12 feet wide could be installed that accommodates motor vehicle parking and bicycle use. However, if it is likely the combination lane will be used as an additional motor vehicle lane, it is preferable to designate separate parking and bicycle lanes. In both instances, an additional one or two foot of width is desirable if parking volumes are substantial, or turnover is high.

6. Colored Bicycle Lanes

Colored bike lanes have been a feature of bicycle infrastructure in the Netherlands (red), Denmark (blue), France (green) and many other countries for many years. In the United Kingdom, both red and green pigments are used to delineate bike lanes and bike boxes.

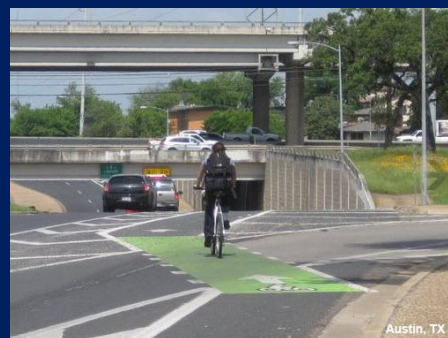
The use of colored bicycle lanes attempts to “highlight” the potential areas of conflict between cyclists and drivers and warn both that the potential for conflict is approaching. Many cities around the United States have incorporated colored bike lanes into their bicycle systems, and the colored bike lanes have shown



Above: Parking lane with sufficient room to open car door and not interfere with bicycle lane traffic.



Above and Below: Colored sections of bicycle lanes typically delineate the areas of conflict where vehicular traffic and bicycle traffic will cross paths.



decreases in crashes and increases in overall safety. The use of colored bike lanes also encourages new riders to use the bike lanes, which empowers more people to use this form of transportation.

The purpose of colored bicycle lanes is as follows:

- To help define cyclist and motorist rights-of-way.
- To create awareness for both the motorist and cyclist that an area of conflict is approaching.

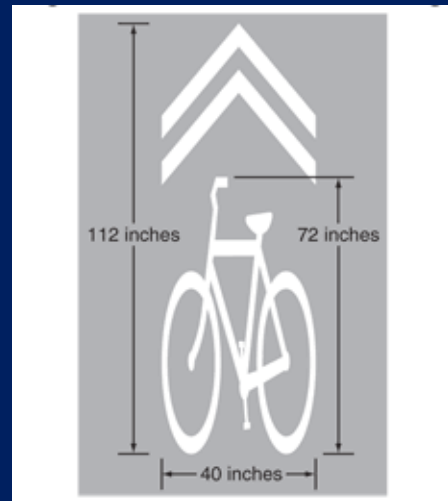
The following examples are areas where a color bike lane would be appropriate:

- Along any designated bike lane, and more specifically, at intersections that contain right turn lanes.
- Provide bicycle boxes at intersections that are highly traveled by cyclists.
- Odd intersections (any intersection that is not a typical three or four way stop) along any existing or proposed bike lane. This includes intersections that have approaching lanes and an angle of greater or less than 90 degrees to the cross street.

It is suggested that each community perform a bicycle lane audit and develop a list of conflict areas that would benefit from the inclusion of a colored bike lane or a bicycle box.

7. Shared Lane Pavement Marking (Sharrows)

Shared lane pavement markings (or “sharrows”) are bicycle symbols carefully placed to guide bicyclists to the best place to ride on the road, avoid car doors, and remind drivers to share the road with cyclists. Unlike bicycle lanes, sharrows do not designate a particular part of the street for the exclusive use of bicyclists. They are simply a marking to guide bicyclists to the best place to ride and help motorists expect to see and share the lane with bicyclists.



Above: Standard Shared Lane Marking from the MUTCD.



Above: Parallel drainage grate



Above: Bicycle-safe drainage grate

What do sharrows mean for motorists and bicyclists?

Motorists:

- Expect to see bicyclists on the street.
- Remember to give bicyclists three feet of space when passing.
- Follow the rules of the road as if there were no sharrows.

Bicyclists:

- Use the sharrow to guide where you ride within the lane.
- Remember not to ride too close to parked cars.
- Follow the rules of the road as if there were no sharrows.



8. Drainage Grates

Drainage inlet grates and utility covers are potential problems for bicyclists when a new roadway is designed, and all such grates and covers should be kept out of a bicyclist's expected path. On new construction, curb inlets should be used when possible to minimize the exposure of bicyclists to grate inlets. It is important that grates and utility covers be flush with the surface, and this uniformity should be maintained when a road is resurfaced.

Parallel bar drainage grate inlets can trap the front wheel of a bicycle, which can result in major damage to the bike and serious injury to the rider. These grates should be replaced with bicycle-safe models. When this is not immediately possible, consideration should be given to welding steel cross sections to the parallel bars to provide a safer grid pattern which will not allow a bicycle wheel to get caught. However, this should be considered a temporary correction and should be replaced as soon as possible.

9. Lighting

Fixed-source lighting improves visibility along paths and at intersections. In addition, lighting allows the bicyclist to see the path direction, surface conditions, and obstacles. Lighting for shared use paths is important and should be considered where night usage is expected such as paths servicing college students or commuters and at highway intersections. Lighting should also be included in underpasses and tunnels or when nighttime security could be an issue. Depending on the location, average maintained horizontal illumination levels of 5 lux to 22 lux should be used. Where special security problems exist, higher illumination levels may be considered. Light standards (poles) should meet the recommended horizontal and vertical clearances. Luminaries and standards should be at a scale appropriate for a pedestrian.

Engineering Design Considerations at Intersections

1. Install Overhead Pedestrian Crossing Signals at Intersections Where Pedestrians are Difficult to see

To improve pedestrian and bicycle safety at intersections and encourage more people to walk and bike in the area, each community should work with the county and state to install flashing overhead pedestrian crossing signals and advance stop bars at locations where the overhead flashing beacons are determined to be appropriate at intersections or mid-block crossings. The pedestrian-activated signals will:

- Alert drivers to the presence of pedestrians and bicyclists crossing.
- Provide advanced warning and create the perception of danger so that speeds will drop allowing for a safer environment for the people using the crosswalks.

Each community should also examine other uncontrolled intersections to determine if overhead or post-mounted flashing signs should be installed to improve driver awareness of pedestrians and bicyclists.

2. Traffic Signal Timing

Bicycles should be considered in the timing of traffic signals and the installation of traffic detection devices. Normally, a bicyclist can cross an intersection under the same signal phasing arrangement as motor vehicles, but on multi-lane streets special consideration should be given to ensure that short clearance intervals are not used. If necessary, an all-red clearance interval should be used. To check the clearance interval, a bicyclist's speed of 10 mph and a perception, reaction, and braking time of 2.5 seconds should be used. Detectors for traffic-actuated signals should be sensitive to bicycles and should be located in the bicyclist's expected path. Where programmed visibility signal heads are used, they should be checked to ensure that they are visible to bicyclists who are properly positioned on the road.

The MUTCD should be consulted for guidance on signs and pavement markings. Where bicyclists are expected to use different routings than motorists, directional signing should be used to show bicyclists that the special routing will lead to their destination.

3. Railroad Crossings

When bikeways cross railroad tracks at grade, the crossing should ideally be at a right angle to the rails. When this is not possible, the approach bicycle lane or shoulder should be widened to allow bicycles to cross the tracks at a right angle without veering into the traffic lanes.

4. Traffic Control Devices

Discontinue the Use of "Right Turn No Stop" Designations

Each community should consider discontinuing the use of "Right Turn No Stop" designations at intersections. These designations can confuse children and others who focus on the stop sign, assume that drivers will stop, and cross without realizing that the stop sign doesn't apply to turning vehicles. These designations can also confuse some drivers and cause them to run the stop sign even if they aren't making right turns.



Above: Bicycle lane crossing a railroad track.
CTH DD, Village of Wrightstown

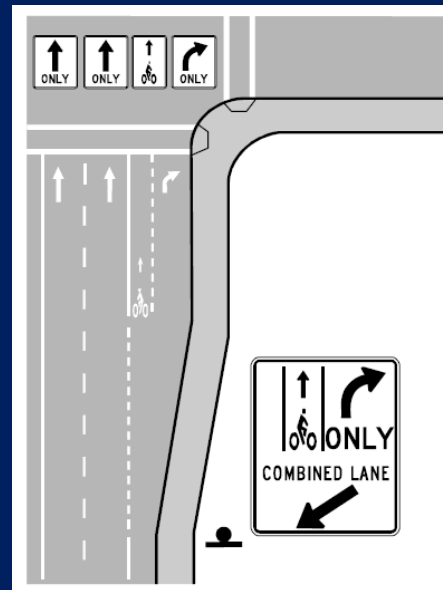


5. Intersections with Bicycle Lanes

Bicycle lanes tend to complicate bicycle and motor vehicle turning movements at intersections. Because bicyclists are encouraged to keep to the right and motorists to keep to the left, both operators are somewhat discouraged from merging in advance of turns. As a result, some bicyclists will begin left turns from the bicycle lanes and some motorists will begin right turns from the left of the bicycle lane. Both maneuvers are contrary to the established rules of the road and can result in conflict.

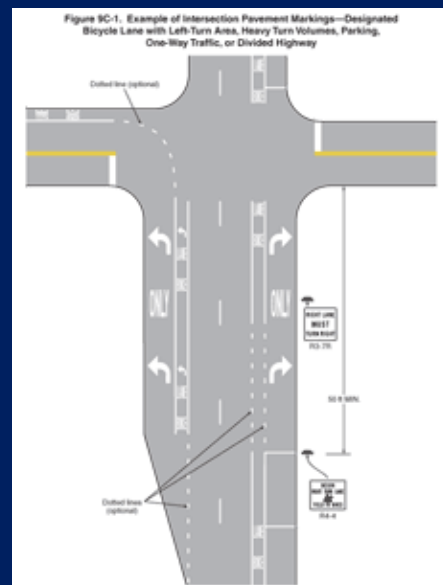
At intersections, bicyclists proceeding straight through and motorists turning right must cross paths. Striping and signing configurations that encourage these crossings in advance of the intersection are preferable to those that force the crossing in the immediate vicinity of the intersection. To a lesser extent, the same is true for left turning bicyclists; however, in this maneuver, most vehicle codes allow the bicyclist the option of making either a “vehicular style” left turn (where the bicyclist merges leftward to occupy the same lane used for motor vehicle left turns) or a “pedestrian style” left turn (where the bicyclist proceeds straight through the intersection, turns left at the far side, and proceeds across the intersection again on the cross street). Examples of these turning situations can be found in Appendix 3, Bicycle Lanes at Intersections.

Where there are several left turning bicyclists, a separate turning lane should be considered. The design of bicycle lanes should also include appropriate signing at intersections to reduce the number of conflicts. General guidance for pavement marking of bicycle lanes is contained in the MUTCD. In addition, adequate pavement surfaces, bicycle-safe grate inlets, safe railroad crossings, and traffic signals responsive to bicycles should always be provided on roadways where bicycle lanes are being designated. Raised pavement markings and raised barriers can cause steering difficulties for bicyclists and should not be used to delineate bicycle lanes.



Intersection with a through bicycle lane and a vehicular right turn lane.

Source: Oregon Bicycle and Pedestrian Plan



Intersection with designated bicycle lane with left-turn area, heavy turn volumes, parking, one-way traffic.

Source: MUTCD, 2009 Edition Chapter 9C. Markings

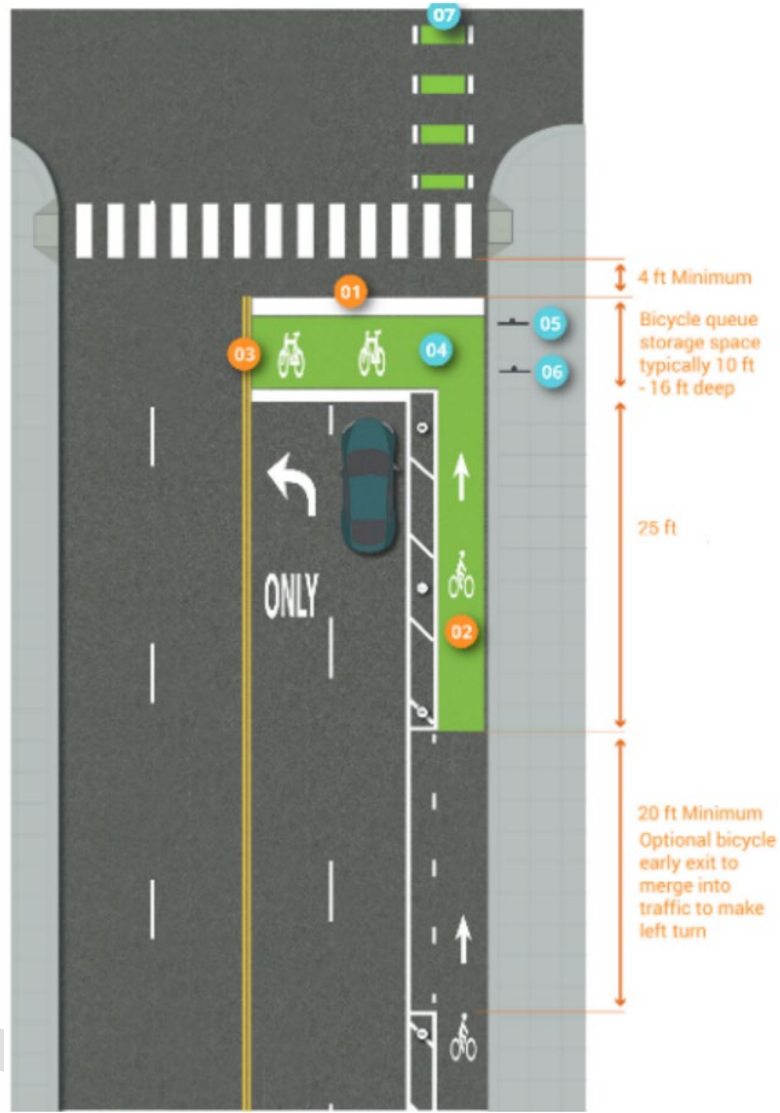
6. Bicycle Box

A bicycle box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. A bicycle box is typically found at signalized intersections with high volumes of bicycles and/or motor vehicles. Bicycle boxes should also be used at intersections that have frequent left-turns from bicyclists and or at intersections that have frequent motorist right-turns. Other scenarios where a bicycle box would be beneficial include bicycle left turns to follow designated bike routes and when accessing a multi-use path.

Benefits of a Bicycle Box:

- Increases visibility of bicyclists.
- Reduces signal delay for bicyclists.
- Facilitates bicyclist left turn positioning at intersections during red signal indication. This only applies to bike boxes that extend across the entire intersection.
- Facilitates the transition from a right-side bike lane to a left-side bike lane during red signal indication. This only applies to bike boxes that extend across the entire intersection.
- Helps prevent “right-hook” conflicts with turning vehicles at the start of the green indication.
- Provides priority for bicyclists at signalized bicycle boulevard crossings of major streets.
- Groups bicyclists together to clear an intersection quickly, minimizing impediment to transit or other traffic.
- Pedestrians benefit from reduced vehicle encroachment into the crosswalk.

Bicycle Box at Intersection



Source: FHWA, Separated Bike Lane Planning and Design Guide

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page13.cfm

Engineering Considerations for multi-use, parallel, or shared use paths

1. Bicycle Paths

Off-road improved trails are often referred to as bicycle paths. However, any path that is open for public use is also likely to be popular with walkers, joggers, in-line skaters, wheelchair users, and others. As a result, bicycle paths have come to be called multi-use trails. In either case, these facilities are typically 10 to 12 feet wide with bidirectional traffic that is separated from the roadway and designed for the exclusive use of bicycle and other non-motorized modes of transportation.

The purposes of bicycle paths/multi-use trails are as follows:

- To serve as significant generators of bicycle use, especially for less skilled bicyclists.
- To provide enjoyable recreational opportunities as well as desirable commuter routes.
- To provide system continuity and linkage in areas where no on-street facilities are available.

The plan update recommends the development of multi-use trails along rail corridors that are proposed for abandonment (“rails to trails” projects), along active rail lines (“rails-and-trails” projects), along utility easements, and as sidepath projects when sidepaths are found to be suitable.

2. Sidepath Suitability Index

A method of estimating the relative safety of bicyclists on trails (or paths) that run parallel to streets was developed by the League of Illinois Bicyclists (LIB). This “Sidepath Suitability Index” is designed to enable communities and other entities to rate the safety of existing parallel paths, determine if a new path would be an appropriate option, and identify methods for making existing or planned paths as safe as possible.

To assess the suitability of placing a path along a road segment, the following factors are considered:

- **Intersection traffic**, which considers vehicle volumes, vehicle speeds, the number of driveway and street intersections, and other conditions.
- **Path continuity**, which measures the impact of gaps (unpaved areas, etc.) that exist along the path.



Above: Fox River Trail (De Pere)

Source: Brown County Planning



Above: Mountain Bay Trail (Town of Pittsfield)

Source: Brown County Planning

- **Curb cuts**, which considers whether curb cuts exist at street and driveway crossings.
- **Pedestrian use**, which considers the level of pedestrian use and the conflicts that exist or could exist between walkers and bicyclists.
- **Crosswalks**, which measures the visibility of crosswalks at intersections.
- **Separation between intersections and sidepaths**, which considers the proximity of the path's intersection and driveway crossings to the parallel road.

Each of these factors is assessed and scored, and the final score is used to determine the overall suitability of the path by comparing the score to the categories in the following table:

<u>Sidepath Suitability</u>	<u>Points</u>
Most Suitable	0-7
Somewhat Suitable	8-9
Least Suitable	10-11
Not Suitable	12+

If communities intend to emphasize the construction of parallel paths, it is important that those who will be involved in developing these paths carefully consider where the paths should and should not be built. The two examples on the right illustrate how the suitability index works.

Example 1: A street segment with very few access points that has curb cuts and highly visible crosswalks at intersections. The sidepath crosswalks are close to the parallel street at the crossings, and pedestrian use of the path is moderate.

After completing an analysis, this segment's suitability rating was found to be 4, which falls within the Most Suitable category. This result suggests that a path along this segment that includes the features summarized in Example 1 would be acceptable.

Example 2: A street segment that intersects often with commercial driveways and streets. This segment has curb cuts and highly visible crosswalks at street intersections. The sidepath crosswalks are close to the parallel street at the street intersections, but the driveway crossings are not close to the parallel street. Pedestrian use of the path is moderate here as well.

After completing an analysis, this segment's suitability rating was found to be 11, which falls within the Least Suitable category. This result suggests that a path along this segment that includes the features summarized in Example 2 would not be as safe as on-street bicycle lanes because of the relatively high number of street and driveway crossings and the possibility that drivers will not see oncoming bikers because the drivers will tend to look for gaps in traffic instead of bicyclists on the path.

In situations where parallel multi-use paths are found to fall within the Not Suitable or Least Suitable categories, communities should strongly consider adding on-street bicycle lanes and sidewalks instead of the paths. Communities should also consider choosing on-street lanes and sidewalks over multi-use paths in situations where the parallel paths fall within the Somewhat Suitable category. However, if communities still want to build paths when undesirable conditions exist, they should try to maximize the paths' suitability by minimizing the number of conflict points and making the paths as visible as possible to drivers.

Note: The calculations for these examples and the full algorithm are provided in Appendix A of this document.

Engineering Considerations for Pedestrian Infrastructure

Brown County has a diverse population that requires a broad range of transportation facilities. Disabled pedestrians are included in this population and require special attention during the design process. According to the Department of Natural Resources (DNR) Handbook on Accessibility, studies indicate that the number of disabled individuals in the nation ranges between 10 and 25 percent of the total population.

There has been a tremendous focus on the disabled when accessibility is discussed. It is true that disabled accessibility is a major concern, especially in light of the Americans with Disabilities Act. However, it is important to note that many facilities are currently inaccessible to all pedestrians regardless of ability. For example, a few bridges and several streets and roads in Brown County do not have separate pedestrian walkways. It is important to provide path or sidewalk access to all traffic generating areas because pedestrians' travel patterns are similar to the travel patterns of motor vehicles.

It is important for pedestrians to receive the same respect as any other transportation mode, for everyone is a pedestrian at some point during a trip. Therefore, safe travel corridors for pedestrians should be created along all streets and highways. These facilities should be designed for disabled pedestrians (curb cuts at intersections, etc.) because these facilities will also accommodate able-bodied pedestrians.

Pedestrian Facility Planning

WisDOT suggests that pedestrian facility planning on a metropolitan level is much less of a planning effort and more of one that can be appropriately and effectively handled through the development of policies and design standards. Unlike bicycle facility planning where bicycle routes and improvements are determined using a lengthy list of planning criteria, most of the walkway provisions can be handled through policy development.

The adoption of sidewalk policies is especially important due to the controversial nature of retrofitting sidewalks into existing developments. Decision-making for community leaders for retrofit projects becomes very political as residents object to both the special assessments that may be levied for the improvements and the disturbance of the right-of-way area for the proposed sidewalk that they have come to regard as their own property. Brown County and its communities are encouraged to develop and adopt a uniform set of pedestrian policies to maximize accessibility and continuity. The following policies are recommended for inclusion in a pedestrian policy for Brown County and its communities.

- All urban streets and bridges should continue to be designed to include sidewalks on both sides.
- Arterials and collectors in urban and suburban areas should be retrofitted to include sidewalks on both sides, especially those that serve schools, commercial areas, recreational areas, office complexes, and bus routes.
- The design of pedestrian facilities must consider the full range of pedestrians from children to the elderly to the physically disabled. Ramps, timed signals, audio crossing signals, and

pedestrian push buttons are a few devices that will aid in accommodating the wide range of pedestrian abilities.

- When considering the placement of marked crosswalks, the evaluation of types and locations of pedestrian crashes should be evaluated to help establish the need for additional marked crosswalks. Additional crosswalk treatments, such as Rectangular Rapid Flashing Beacons (RRFBs) and raised median islands should be considered, particularly in areas with high pedestrian volumes, and on arterial streets designed for high vehicle volumes and speeds.
- The development and revision of subdivision and zoning ordinances should encourage pedestrian friendly site design measures, such as connections between abutting subdivisions of adjoining cul-de-sacs, and direct access to businesses and public buildings from sidewalks. Similarly, land use plans and zoning ordinances should encourage mixed use developments, making walking between uses more practical and attractive.
- Pedestrian accommodations should be considered when planning for the integration of other modes such as transit. For instance, all transit stops, school bus stops, and park and ride lots should be easily accessible by foot.
- Pedestrians should be considered in the placement or retrofit of over/underpasses that connect existing or proposed developments that are separated by significant barriers.
- Proper lighting should be placed on all walkways and streets. Lighting should be considered in relation to the surrounding conditions and should further be discussed with the community and its citizens.

When designing pedestrian facilities, the location of different types of pedestrian friendly design treatments such as curb extensions (bump-outs) at intersections, pedestrian refuge islands, and modern roundabouts should be considered. There are many sources for design standards including the WisDOT Facilities Development Manual, MUTCD, AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, and the Institute of Transportation Engineers Residential Street Design and Traffic Control manual which the FHWA encourages the appropriate use of to help fulfill the aims of the 2010 US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. US DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and



utilize universal design characteristics when appropriate."⁵.

Traffic Control Devices

1. Install Accessible Pedestrian Signal Activation Button at Signalized Intersections

Many intersections around the county already have pedestrian signal activation buttons. To improve upon the existing conditions and comply with the requirements of the Americans with Disabilities Act (ADA), **each municipality should work with the state and county to install pedestrian signals and accessible activation buttons at signalized intersections with light to moderate pedestrian activity.** In addition to adding new pedestrian signal activation buttons, the existing crossing signal buttons should be relocated so that the button is accessible from sidewalks to ensure that people in wheelchairs and other mobility devices have better access.

At signalized intersections that are heavily used by pedestrians, pedestrian signal activation buttons should be installed and pedestrian signal phases should be built into every green light cycle to ensure that pedestrians have frequent opportunities to cross. Since there are multiple municipalities within Brown County, the decision to install these devices and include the pedestrian signal phases should be left up to the discretion of each municipality in conjunction with the entity that has jurisdiction over the intersection.

2. Include Lead Pedestrian Intervals at Wide and Heavily Used Intersections

To give pedestrians a head start crossing streets and make them more visible to drivers, each municipality should work with the proper agency to include lead pedestrian intervals at signalized intersections that are very wide and/or have a relatively high number of pedestrians. For guidance on pedestrian control features, refer to the MUTCD Section 4E.01 and more specifically, Section 4E.06 for Pedestrian Intervals and Signal Phases.

3. Replace Existing Pedestrian Signals with Pedestrian Countdown Signals

In coordination with the county and the state, each municipality should work to install pedestrian countdown signals at signalized intersections. These signals clearly indicate how much time is available



Pedestrian Countdown Signal

Source: Minneapolis Pedestrian Master Plan



A Pedestrian Hybrid Beacon (PHB) in Phoenix, Arizona provides protection for pedestrians near a high school.

Source: FHWA, Credit, Mike Cynecki

⁵ FHWA: Bicycle and Pedestrian Facility Design Flexibility.

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_flexibility.cfm

for pedestrians to complete their street crossings and the signals are now required by the Federal Highway Administration's MUTCD in most situations. The signals can also be used by approaching bicyclists and drivers to avoid entering intersections as lights are turning yellow and red.

4. Pedestrian Hybrid Beacons (PHBs)

A Pedestrian Hybrid Beacon (PHB) is a traffic control device designed to increase motorists' awareness of pedestrian crossings at uncontrolled marked crosswalk locations. A PHB is distinct from pre-timed traffic signals and constant flash warning beacons because it is only activated by pedestrians when needed.

PHBs are useful in locations where traditional crosswalk signings and markings do not result in adequate motorist yielding rates, and where the deployment or cost of a full traffic signal would not be warranted. PHBs should be considered for multi-lane, high-volume, high-speed roadways that are barriers to pedestrian mobility.

5. Rectangular Rapid-Flashing Beacons (RRFBs)

Rectangular Rapid-Flashing Beacons (RRFBs) are pedestrian-actuated visibility enhancements used in conjunction with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled marked crosswalks. The device includes two rectangular-shaped yellow lights that each have LED-array-based light sources that flash with high frequency when activated.



According to the US DOT, research indicates that RRFBs can result in motorist yielding rates as high as 98 percent and pedestrian crash reductions of as much as 47 percent at marked crosswalks. However, motorist compliance rates vary by community location, posted speed limit, crossing distance, and whether a road is one-way or two-way. RRFBs are especially effective at multilane pedestrian crossings along roads with speed limits below 40 mph, but US DOT recommends using PHBs at pedestrian crossings along roads with speed limits at or above 40 mph.

Some pedestrians may choose not to make a trip that involves crossing a busy roadway, and these roads pose additional safety concerns for children mobility challenges for people with disabilities. These types of facilities typically include pedestrian crossings located at signalized intersections. Signals are often timed to minimize motorists delay and maximize capacity or vehicle throughput. The distance pedestrians must travel to reach signalized intersections, combined with long traffic signal cycles, results in frequent pedestrian crossings at mid-block or uncontrolled locations. The findings from the Bicycle and Pedestrian Crash Analysis for Brown County 2010-2014 indicate that there are locations that may benefit from a more in-depth analysis of pedestrian behavior at key locations and assessing if solutions are available to improve pedestrian conditions and safety.

Engineering Design Considerations for Crosswalks

1. Repaint Crosswalks in the Spring Instead of Late Summer

To maximize the amount of time that crosswalks are highly visible before snow, salt, chemicals, and plowing, each municipality should consider repainting crosswalks in the spring instead of the late summer. This will enable the crosswalks to be easily seen for three seasons (spring, summer, and fall) instead of two (summer and fall).

2. Continue to Mark Downtown Crosswalks with Colored Paint in accordance with MUTCD Section 3G.01

Each municipality should consider marking signalized and signed crosswalks in the downtowns with stamped/colored pavement that does not degrade the contrast of white crosswalk lines to highlight the crosswalks and enhance the appearance of street corridors. To maximize the crosswalks visibility to approaching drivers (especially at night), the crosswalks should also continue to be defined by reflective white paint.

3. Continue to Use Pedestrian Refuge Islands at Pedestrian Crossings

In coordination with the state and the county, each municipality should work toward installing pedestrian refuge islands in the center of arterial streets. In addition to calming traffic and enabling people to cross one direction of traffic at a time, the islands encourage drivers to yield to pedestrians



Above: Colored crosswalk (City of De Pere)

Source: Brown County Planning Commission



Above: A pedestrian refuge island

Source: FHWA, safety.fhwa.dot.gov

in the crosswalks because their intentions are clear to drivers and it appears that they are already standing in traffic.

Pedestrian refuge islands can be established at controlled intersections (e.g. as roundabout splitter islands or at the end of medians), but they are also very useful at uncontrolled intersections or at midblock crossings as shown in the picture on the previous page.

4. Directly Align Curb Ramps with Crosswalks

Curb ramps should be constructed to allow the pedestrian to stay within the crosswalks upon entering and exiting the crosswalk. The best approach is to build perpendicular ramps that directly connect to each crosswalk, but well-placed single ramps can also work in certain situations.

At intersections where motorized and/or pedestrian traffic is low, reconstruction can wait until work is scheduled at the intersection. However, there are a number of poorly aligned curb ramps around the county that are used by pedestrians every day, and these curb ramps should be fixed as soon as possible.

5. Avoid Establishing Right Turn “Slip” Lanes at Intersections

Because right turn “slip” lanes expose pedestrians to vehicles that are able to turn corners at relatively high speeds, each municipality should work with the state and county to make sure slip lanes are not built at intersections unless they are absolutely necessary (e.g. along heavy truck routes that have tight corners).

When slip lanes are necessary, the “pork chop” islands that separate the slip lanes from the other driving lanes should be designed to be easily and safely used as pedestrian refuges by people of all ages and physical abilities. This means that the islands should:

- Be large enough to serve as comfortable pedestrian refuges.
- Have curb cuts at all crosswalk approaches.
- Be designed so that sign posts, signal posts, and other fixed objects do not act as obstacles.



Above: Properly aligned curb ramps.
(City of De Pere)

Source: Brown County Planning Commission



Above: Pedestrian Refuge Island

Source: humantransport.org

<http://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/15.htm>

6. Install Curb Extensions (Bump-Outs) in High Priority Areas

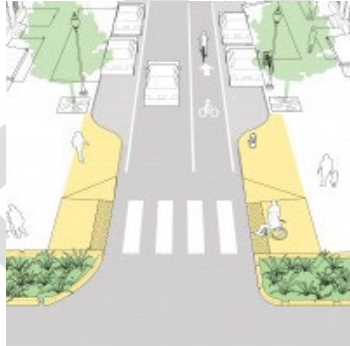
Brown County municipalities should be responsible for identifying locations where curb extensions would be appropriate along streets under their jurisdiction. When a location is selected as a high priority area, a municipality should consider installing the appropriate style/type of curb extension based on the current conditions and the desired outcome. Curb extensions improve pedestrian safety because they help to maximize predictability and minimize speed and exposure at crossings.

Specifically, curb extensions:

- Prohibit drivers from using parking lanes as passing or turning lanes at crossings.
- Encourage people to drive slowly through crossings when parked vehicles are not present.
- Minimize pedestrian exposure to traffic by providing short crossing distances.
- Maximize pedestrian visibility to approaching drivers by allowing pedestrians to essentially walk into the street.
- Enable pedestrians to clearly communicate to approaching drivers that they intend to cross the street.

Note: Intersections near polling locations, parks, bus stops, schools, pools, and other places that tend to attract a high number of pedestrians and bicyclists of various ages and physical abilities are candidates for curb extensions and should be investigated further.

Figure 2: Common Curb Extension Applications



Above: Gateway



Above: Pinchpoint



Above: Chicane



Above: Bus Bulbs

All Photos Source: <http://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/>

Enforcement

Enforcement Objectives

- Ensure that police officers are trained in current bicycle and pedestrian laws and enforcement techniques.
- Expand the police presence by encouraging residents to observe and correct the behavior of friends, family members, and others.

Bicyclists are subject to the same rules of the road and privileges of operation as motorists and are expected to follow these rules. However, adult bicyclists often disregard traffic regulations thereby setting a poor example for young riders. This perpetuates the view that bicycles are toys rather than a legitimate mode of transportation. Motorists also often fail to follow basic rules of the road and fail to understand bicyclists' rights and responsibilities. This results in dangerous situations for bicyclists and other road users and discourages many people from using bicycles for transportation.

Motorists and bicyclists are responsible for knowing and following the rules of the road. It is necessary for an enforcement program to allow bicyclists and motorists to be reprimanded for dangerous behavior and, if necessary, have their privileges revoked. Failure to follow the rules is often a result of people not knowing the rules or thinking that the rules do not apply to them. However, everyone must follow the rules in order to prevent crashes and allow for the safe and efficient movement of traffic.



Above: Traffic Violation by a Bicyclist

Source: Wlbikelaw.com

Law Enforcement Education

Brown County and its communities rely on the local police departments and the Brown County Sheriff's Department to keep our communities safe. One of the aspects of the community that is often overlooked is the enforcement of the laws governing pedestrians and cyclists. This is often a result of the police officers not knowing those particular laws well enough for them to be consistently enforced. It should be a priority of all law enforcement agencies in Brown County to further their **education in bicycle and pedestrian laws by attending the Wisconsin Pedestrian and Bicycle Law Enforcement Training course or other similar classes.**

Bicycle Patrols

Many law enforcement agencies operate with limited resources, which forces communities to develop innovative methods of enforcing the rules of the road. Police bicycle patrols are an important aspect

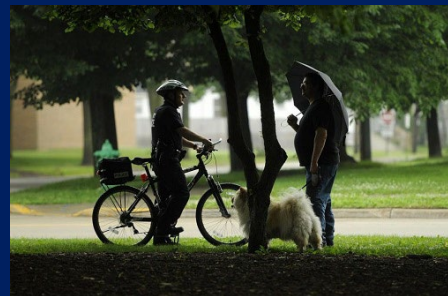
of any bicycle and pedestrian enforcement program. Bike patrols demonstrate proper cycling methods and the acceptability of the bicycle as a transportation mode to the public. In 1996 the Green Bay Police Department began a bicycle patrol program in the neighborhoods near the central business district, and this helped to improve community relations and bicycle awareness. Ashwaubenon and De Pere also have bicycle patrol programs. **As the other metropolitan area communities continue to grow, it is recommended that they consider implementing bicycle patrols in some neighborhoods to enhance bicycling safety, awareness, and acceptability as a mode of transportation.**

Walking Patrols

Communities throughout Brown County should consider implementing walking patrols. Two municipalities in Brown County, the City of Green Bay and City of De Pere, have instituted walking patrols within their respective police departments at various times of the year. The walking patrols give both the law enforcement officers and the public a chance to interact. Programs like this help to build relationships and foster community outreach and support.

Bicycle and Pedestrian Law Enforcement/Education Program

This program is designed to boost the level of enforcement exhibited toward cyclists while at the same time educating people about the safe and proper use of a bicycle on the road. This program would encourage police officers to issue citations to motorists, bicyclists, and pedestrians that are committing infractions. Each community could develop and hold a bicycle and pedestrian safety class similar to the class attended by drivers looking to reduce the number of points deducted from their driver's license after committing a traffic violation. This class could be held once a month to provide an opportunity for the offenders to gain a better understanding of bicycle and pedestrian scenarios and laws. The person receiving the citation will have the option of attending this class to reduce or eliminate the fine or if the offender chose not to attend the class, a fine commensurate with the violation shall be issued.



Above: Bicycle Patrols in Green Bay

Source: Green Bay Police Dept.



Above: Example of walking patrols in Harrisburg, PA.

Source: www.pennlive.com

“Frogger” Events

In recent years, many Brown County communities have participated in regional crosswalk education and enforcement activities, or “frogger” events.



Frogger event held in the City of De Pere

During a “frogger” event, volunteers frequently cross streets within marked crosswalks to see if motorists will yield to them. If a motorist does not yield to a pedestrian in a crosswalk, the motorist is stopped by a police officer, issued a warning, and given educational materials regarding the rights and responsibilities of motorists, pedestrians, and bicyclists.

Equity

Equity Objectives

- Continue to work with Brown County agencies and municipalities to reduce the number of curb ramps that are not ADA-compliant across Brown County.
- Plan sidewalks, bicycle, and multi-use trail facilities to accommodate a variety of users and comfort/confidence levels.
- Work to ensure that all users regardless of physical ability, skill, or comfort level, can safely use and navigate Brown County’s transportation network.
- Work with local municipalities to identify and remove barriers, and improve access to major destinations, schools, parks, and employment opportunities, particularly for low-income residents.
- Work with local municipalities, advocacy groups, and other stakeholders to develop toolkits that educate and empower residents to address barriers of safety concerns they experience.

Households without Access to Vehicles

As shown in Table 1 of this plan, Brown County is currently an auto-oriented county. However, there are areas across the county where the percentages of households without access to vehicles is fairly

high. Map 4 shows the percentages of households without vehicle access by census block group across Brown County. This information is available through the U.S. Census Bureau's American Community Survey (ACS) and can help inform decision-making for placing bicycle and pedestrian facilities in areas where the need is greatest.

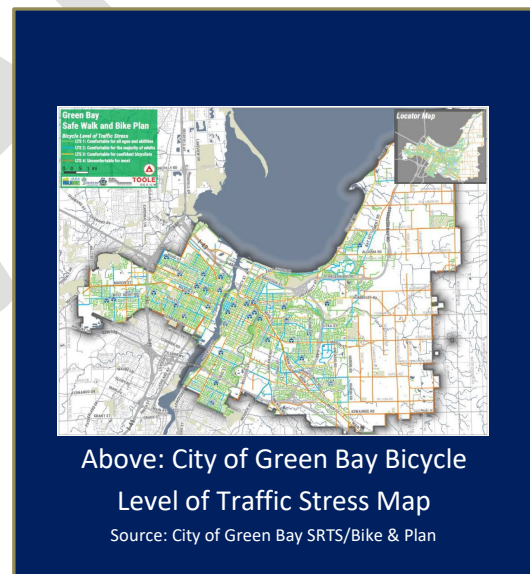
Low-Income Populations

Populations with low-to-medium incomes are less likely to have access to personal vehicles and are likely to be more reliant on transit, bicycling, and walking. It is important to ensure that these residents have safe and accessible transportation options available to be able to reach employment, grocery stores, and a variety of other destinations.

Map 5 shows median household income by census block group across Brown County based on 2019 5-year ACS estimates. This map can be used in conjunction with the household access to vehicles map, along with other demographic or socio-economic considerations, to identify areas where bicycle and/or pedestrian access is missing or needs to be improved. Maps 6 and 7 provide a high-level overview of bicycle and sidewalk access to essential services across Brown County. These maps do not account for site-specific barriers, such as parking lots, that may exist, and would need to be improved to enhance safety and access for non-motorized users.

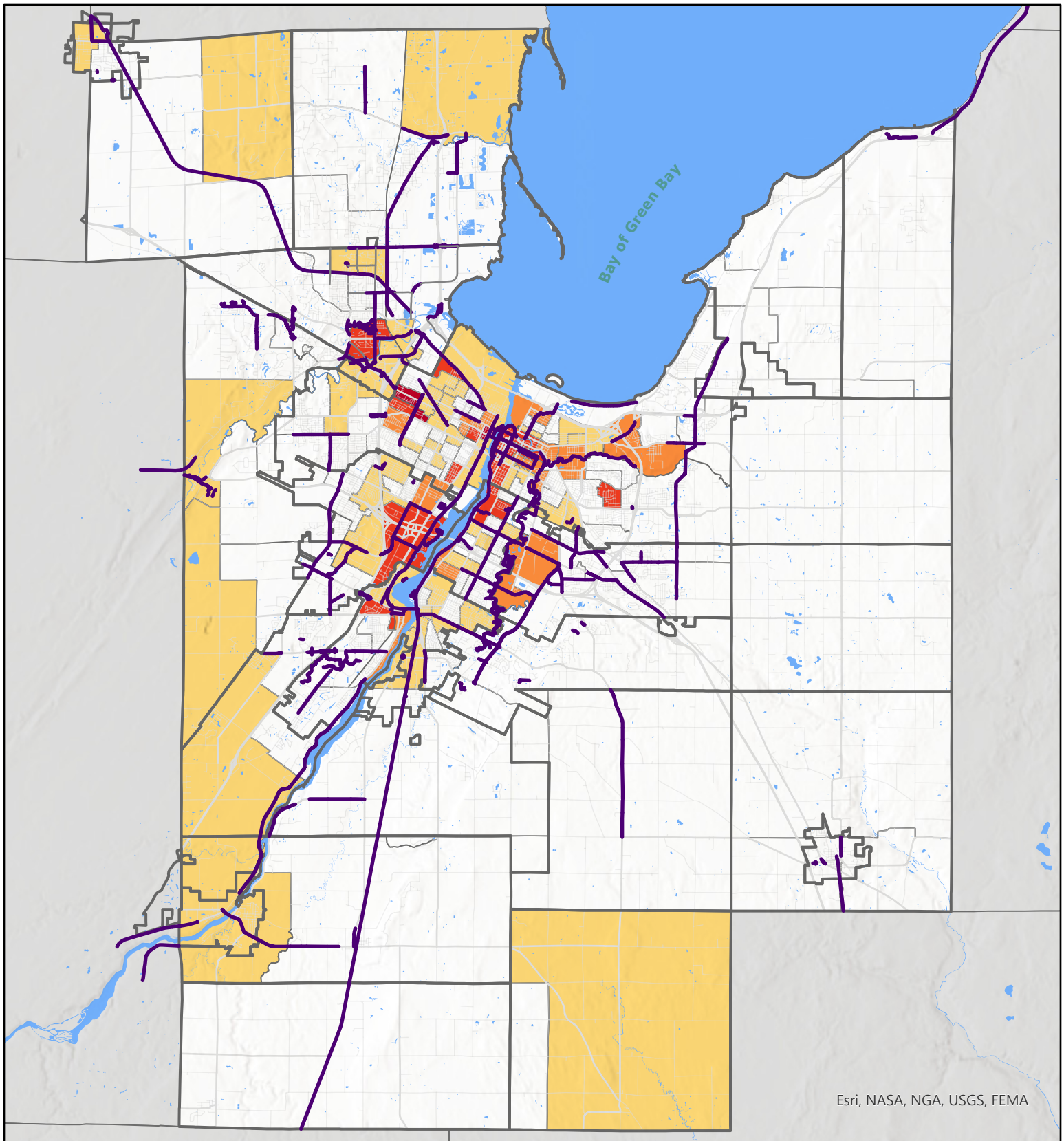
Safety Equity

All persons, regardless of the travel mode of choice, have a right to safely access and use the transportation network. Nationally, the number of pedestrians and bicyclists killed has sharply increased since 2010. In Brown County, as demonstrated in Tables 5 and 6 earlier in the document, 12 pedestrians and two bicyclists were killed between 2016 and 2020 alone. Additionally, Brown County residents identified safety concerns as being the number one barrier that discourages them from walking or biking more. Survey respondents also indicated that there are many “high stress level” streets for cyclists in Brown County due to high traffic/truck volumes and vehicle speeds as well as low motorist compliance at crosswalks.



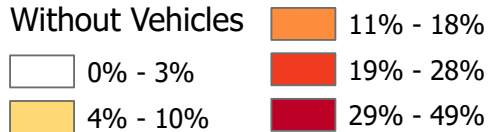
When planning bicycle and pedestrian safety improvements, municipalities and local agencies should solicit input from residents in the area of planned projects to ensure that their safety concerns are addressed. This outreach should include meeting residents where they are to ensure they are able to fully participate in those planning efforts. Tactical urbanism treatments should be used to implement quick interim pedestrian and safety improvements when more permanent treatments are not available. As noted in the plan's Tactical Urbanism section, these safety improvements can include such things as curb extensions, narrowing turning radii, bike lanes, crosswalks, and many other treatments.

Map 4: Households Without Vehicles in Brown County



Legend

Percentage of Households
Without Vehicles



- Existing Bike & Multi-use Trail Facility
- Municipal Boundary
- Neighboring County



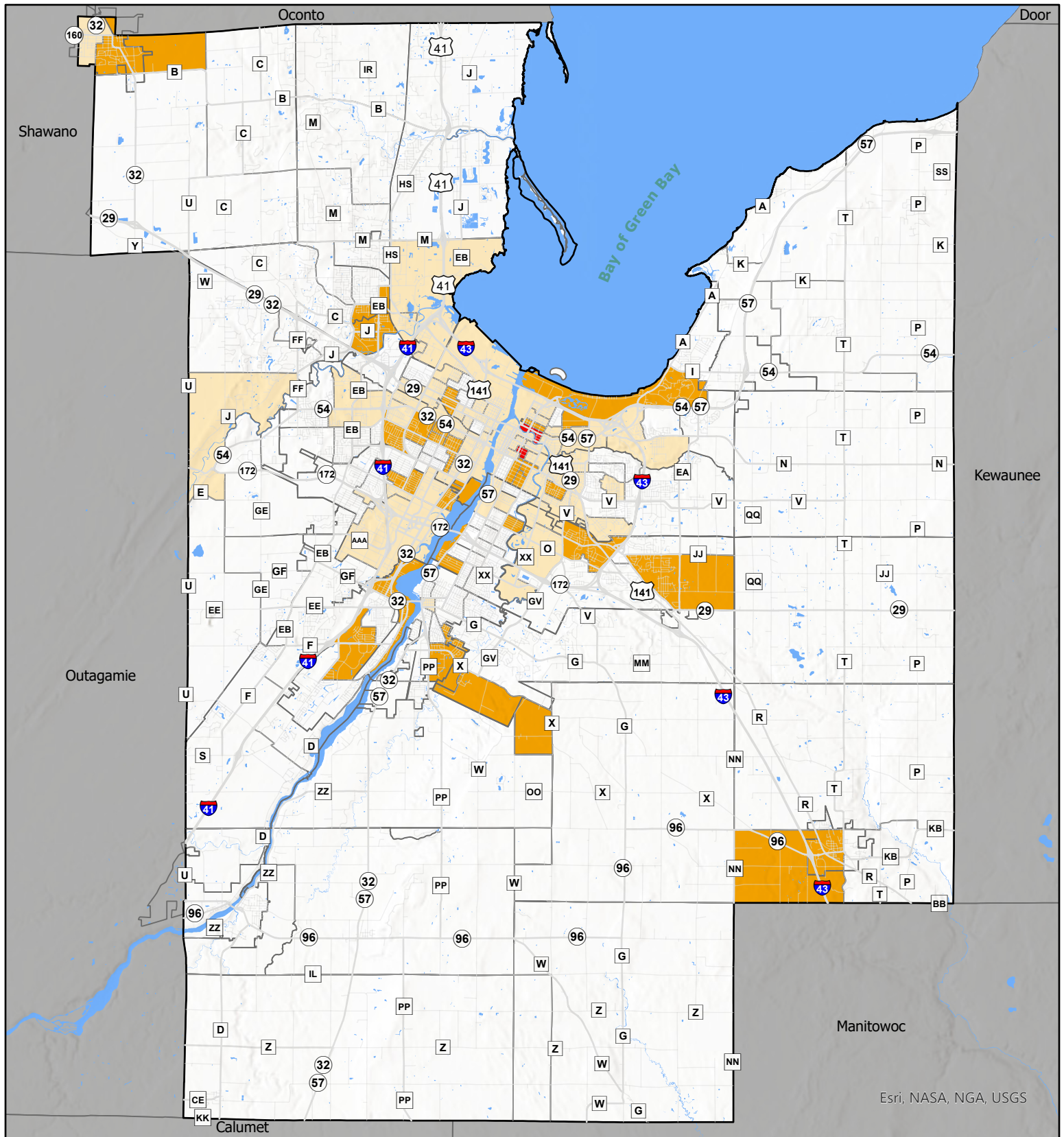
0 3.25 6.5 Miles



Bicycle facilities in Brown County are compiled from a variety of sources including Brown County, the Green Bay MPO, and Brown County Municipalities. They are believed to be accurate. No warranties are implied.

Map 5: Median Household Income by Census Block Group in Brown County

13.a



Median Household Income by Census Block Group

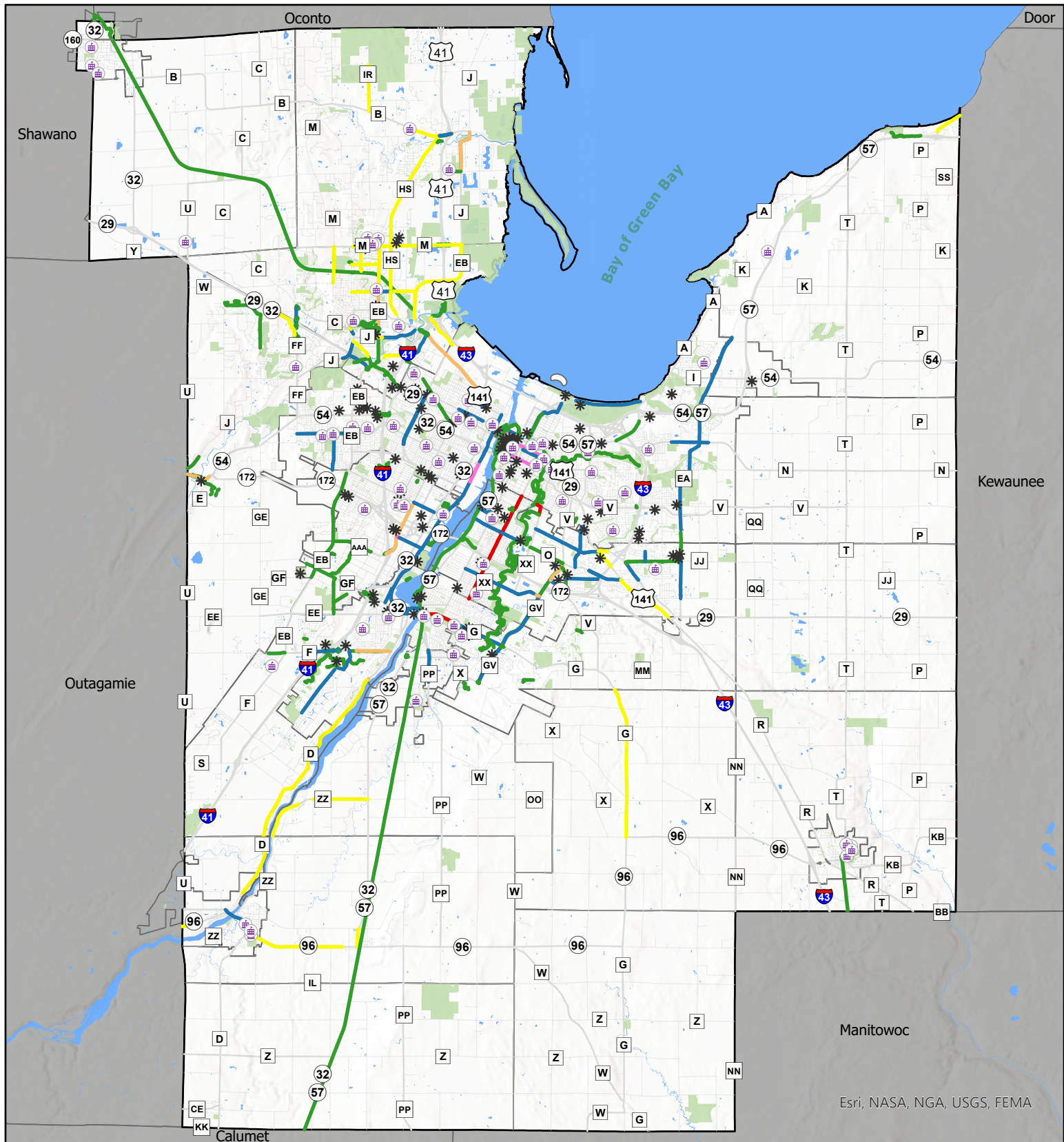
	\$0 - \$21,960 (Poverty Level)
	\$21,961 - \$49,872 (Low Income)
	\$49,873 - \$62,340 (Low to Median Income)
	>\$62,340 (Above Median Income)

	Brown County Border
	Municipal Boundary
	Adjacent County



*2021 Dept. of Health and Human Services Poverty Threshold for a 3-member Household (\$21,960)
 *U.S. Census Bureau 2019 Median Household Income (\$62,340)
 Source: Brown County Planning Commission, U.S. Census Bureau

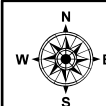
Map 6: Bicycle Access to Essential Services



Legend

- School
- Essential Service
- Bicycle Facility
- 5' Paved Shoulder
- Bicycle Lane
- Bicycle Route
- Multi-Use Trail
- Sharrow
- Wide Curb Lane

- Park
- Brown County Border
- Municipal Boundary
- Adjacent County

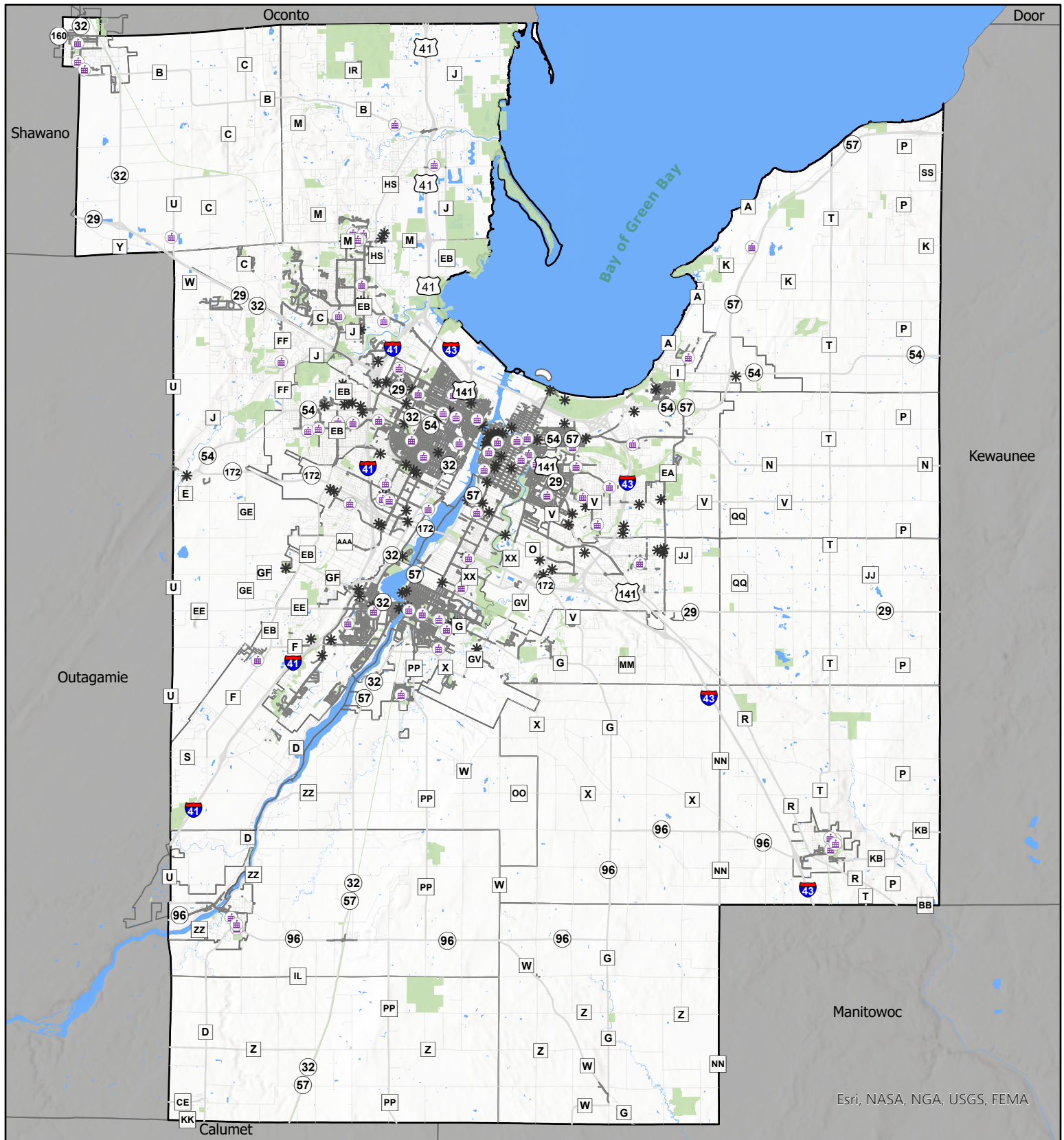


0 3.25 6.5 Miles



Bicycle Facilities in Brown County are compiled from a variety of sources including Brown County, the Green Bay MPO, and Brown County Municipalities. They are believed to be accurate. No warranty is implied.

Map 7: Sidewalk Access to Essential Services



Legend

- | | |
|-------------------|---------------------|
| School | Brown County Border |
| Essential Service | Municipal Boundary |
| Sidewalk | Adjacent County |
| Park | |



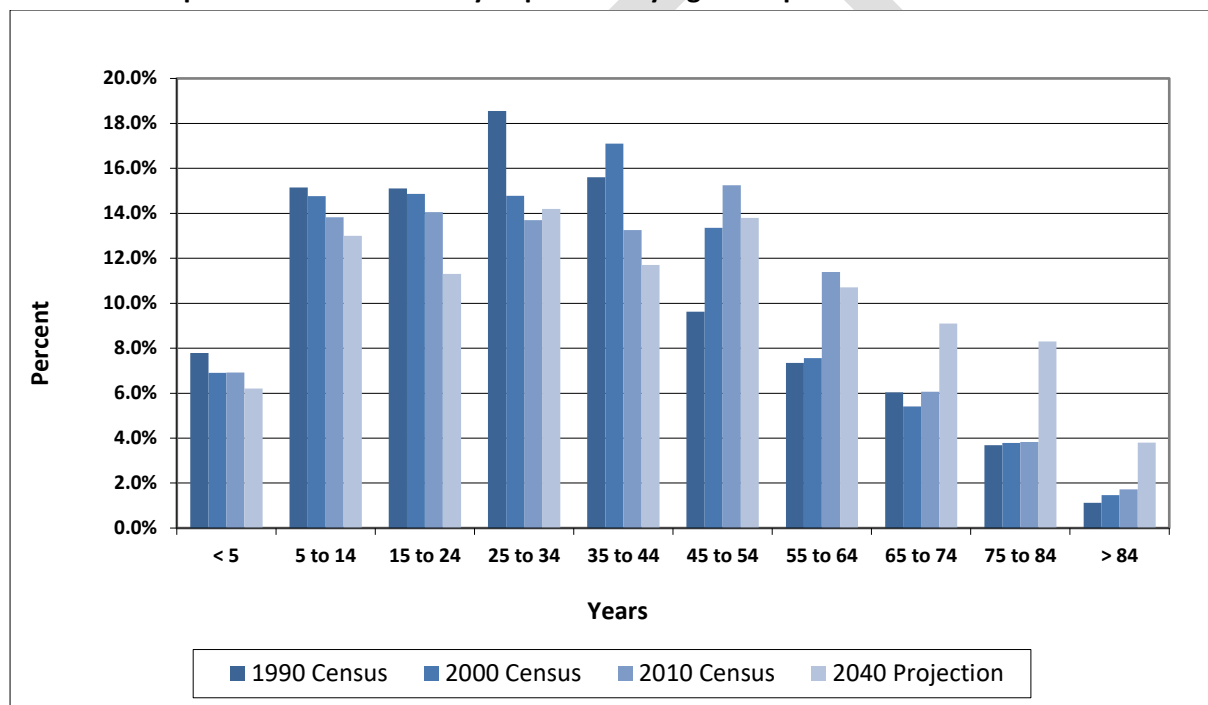
Sidewalks in Brown County are compiled from a variety of sources including Brown County, the Green Bay MPO, and Brown County Municipalities. They are believed to be accurate. No warranty is implied.

Mobility Equity

While most Brown County residents currently travel by personal automobile, Brown County's population has been aging as shown in Table 10 below. As residents age, their ability to drive may become increasingly limited or impossible. It is important to plan for mobility to provide residents options to meet their daily needs and continue to be active participants in society.

To improve mobility and access for all Brown County residents, it is recommended that the MPO work with local municipalities and Green Bay Metro to improve first/last mile access to fixed route buses and microtransit. Additionally, the MPO should work with local agencies, advocacy groups, and other stakeholders to plan for and implement e-bike charging infrastructure, which may help encourage the use of e-bikes and assist aging residents to continue to be physically active.

Table 10: Comparison of Brown County Population by Age Group



Source: Adapted from the Brown County Comprehensive Plan

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) was signed into law in 1991. The law prohibits the discrimination of individuals with disabilities and requires agencies to implement policies and procedures to accommodate disabled individuals. Physical infrastructure requirements for complying with the ADA are based on the *Americans with Disabilities Act Accessibility Guidelines (ADAAG)*. Additionally, the WisDOT FDM provides the design requirements for curb cuts, sidewalks, and other pedestrian facilities in the public right-of-way to ensure compliance with ADA requirements. **Brown County and Brown County municipalities should continue to reduce the number of pedestrian facilities within the public right-of-way that are not in compliance with ADA requirements.**

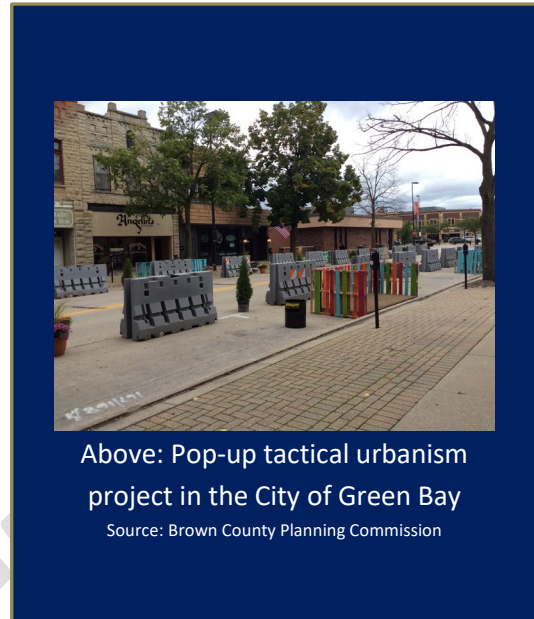
Tactical Urbanism

Tactical urbanism has been around since the early 2010s and has become a widely adopted method for employing low-cost treatments to improve safety, transportation mode access, and community aesthetics. Tactical urbanism projects:

- Are temporary in duration
- Are constructed using low-cost materials
- Are easily applied and removed

Tactical urbanism projects allow for the collection of data on the ground in real time and identify concerns or issues citizens may have. Because they are temporary in duration, different combinations of treatments can be tested to identify the best solution for a location before a more costly permanent treatment is implemented.

Tactical urbanism can help bring attention to safety issues that may not be known, encourage civic participation, and enhance community livability and aesthetics. To ensure that these projects do not compromise safety, **municipal planners and public works staff are encouraged to collaborate to develop design toolkits and application processes for encouraging community-led tactical urbanism projects to improve cyclist and pedestrian access and safety.**



Education

The success of any bicycle and pedestrian program hinges upon educating the public and public officials of the rights and rules that apply to these transportation modes. This education process includes learning where problems exist through the collection of accurate crash statistics, teaching children and adults proper methods for operating bicycles in traffic, and increasing motorist awareness of cyclists and pedestrians.

Education Objectives

- Educate people of all ages and abilities of the rights and responsibilities of bicyclists, pedestrians, and motorists.
- Teach bicyclists, pedestrians, and motorists the importance of making predictable movements at intersections, driveways, and other conflict points.
- Educate all citizens on the laws, procedures, and equipment for safe bicycling and walking.
- Provide bicycling and walking resources such as groups and/or associations focused on bicycling and/or walking on a local, regional, and national level.

Crash Reporting

Police officers are currently required to complete a form when a crash involves a motor vehicle, or the damage associated with a crash exceeds a certain cost. As a result of this policy, many bicycle crashes are not reported. **To improve the information available for monitoring bicycle crashes, all incidents involving bicycles should be reported and placed on file.**

Bicycle and Pedestrian Education Programs

Several methods should be used to educate people about the rights and responsibilities of cyclists and pedestrians. Examples of these methods are below:

- **Bicycle training should be offered in grades K through 12 as a unit in gym classes.** This program would be similar to many driver education programs in that it would combine classroom instruction with on-road experience. For the younger students, the emphasis would



Bicycle education is for people of all ages. Above is a bicycle education and skills course for children while the below photo shows an adult bicycling class.



be placed on educating them about bicycle safety and the rules of the road. However, the older students could receive more specific educational campaigns like the “Avoid the Right Hook” campaign that was identified as a part of the Bicycle and Pedestrian Crash Analysis for Brown County 2010-2014. In addition to these campaigns, older students could practice what they learn on a course situated on the school grounds or along actual streets. The bicycles for the on-road training could be brought to school during Bike to School Week and for students without a bicycle, and schools could seek bicycle donations from local law enforcement agencies. Law enforcement agencies in Brown County collect hundreds of abandoned bicycles every year so the supply of equipment should be more than sufficient for these recommended school programs.

- **Bicycle and pedestrian training should be offered to all law enforcement officers and included in driver’s education courses.** This would result in an increased level of awareness by law enforcement personnel and young motor vehicle operators.
- **Community service programs would be effective in educating children and adults. Special presentations at schools, bicycle education programs, and education and enforcement programs have been helpful in many communities.** For example, a spokesperson from a local law enforcement agency could talk to classes or entire schools about bicycle and pedestrian rules and safety.
- **Bicycle education programs should be sponsored by law enforcement agencies, bicycle shop owners, bicycle clubs, communities, media groups, or other interested groups and individuals.** Typically, a bicycle education program includes small seminars and demonstrations on bicycle maintenance, safe riding, and the rules of the road. It is important to extensively advertise these programs and to staff them with knowledgeable people.
- **Public Service Announcements (PSAs) could be produced and sponsored by several public and private organizations.** PSAs usually consist of an advertisement, demonstration, or show that presents information about cycling and walking education, safety, promotion, or encouragement. Service announcements can utilize various forms of media from printed fliers to public broadcasts on state or local television stations, and through other channels such as social media and e-newsletters.

Regardless of the program or programs chosen by the county or its communities, the primary goal should be the establishment of policies and ordinances that promote safe and effective bicycling and walking. Educating the public about these policies and ordinances is the key to reaching the desired goals of any program.

Bicycle Helmets

Most people understand why bicycle helmets are important; however, the known benefits have not been persuasive enough for the state of Wisconsin to pass a mandatory bike helmet law for adults or children. That means adults and children can legally ride their bicycles without a helmet. Some

Wisconsin communities have adopted bicycle helmet laws such as the City of Port Washington. The Bicycle and Pedestrian Crash Analysis for Brown County 2010-2014 found that 85% of bicyclists who were in reported crashes during this 5-year period were not wearing helmets and for bicyclists between the ages of 10-19 that figure was over 96% (77 of 80 reported crashes).

Pedestrian/Bicycle Signage

Develop a Pedestrian Crosswalk Sign Placement Policy

The Yield to Pedestrians in Crosswalk signs are becoming increasingly common and they are often installed after a difficult or dangerous crossing situation is observed and reported. Instead of reacting to problems, each community should identify crosswalks where these signs would be beneficial and place the signs in the crosswalks before receiving requests. An example of where signs could be placed is at all intersections that have crossing guards, and these signs could remain when school is not in session so drivers are constantly reminded that they need to yield to pedestrians at these intersections.



Install Share the Road with Bicycles Signs Along Bicycle Routes and Other Streets Where Bicycling is Common

Each community should consider installing “Share the Road with Bicycles” signs along its signed bicycle routes and on other streets where bicycling is common to remind drivers to look for bikes and remind bicyclists that they belong on the street.

Install Signs at Controlled Intersections that Remind Drivers to Look for Crossing Pedestrians

A number of pedestrian crash reports from around the county stated or suggested that drivers did not see the pedestrians before hitting them. In many cases, it appears that drivers did not see pedestrians crossing at intersections because the drivers were looking for gaps in traffic prior to making turns.

To remind drivers that pedestrians could be present, signs should be posted at controlled intersections that tell drivers to look for crossing pedestrians before proceeding. The signs should be posted at the intersections where pedestrians were hit, and this program should be extended in the future to other intersections that are identified as potential hazards for pedestrians.

Encouragement

Special events have proven effective in inspiring students, parents, elected officials, and school leaders to try something new, which often results in the development of ongoing programs to encourage walking and bicycling. Walk to School Day and Bike to School Day are some of the most popular events taking place at schools across the country each year⁶.

The following encouragement objectives have been identified to help foster the development of a walking and bicycling culture in Brown County.

Encouragement Objectives

- Expanding mode-share opportunities, access to bicycle and pedestrian facilities, and perceived bicycle and pedestrian safety.
- Ensure that convenient bicycle parking is available at all parks, government buildings, and other county-owned facilities, and encourage the establishment of convenient bicycle parking at schools, major employers, shopping centers, and other major activity centers.
- Work with developers and communities to create bicycle and pedestrian-friendly developments/site designs.
- Include requirements for the provision of direct bicycle and pedestrian access from public streets and sidewalks in municipal codes and design standards.
- Encourage municipalities to adopt requirements for installing multimodal connections at the end of cul-de-sacs to improve connectivity for cyclists and pedestrians.
- Encourage the implementation of Woonerfs to promote non-motorized use and enhance community livability.
- Allow and encourage the mixing of compatible land uses to provide a variety of destinations that can be reached on foot and by bicycle.
- Modernize the Road Hazard Identification Program using current digital mapping technology to identify and improve the physical condition of the roads that bicyclists are using.
- Promote/encourage the participation in local, state, and national cycling organizations such as USA Cycling, International Mountain Biking Association (IMBA), Wisconsin Bicycle Federation, People for Bikes, and/or Bay Shore Bicycle Club.
- The addition of bicycle facilities should be considered as conditions of road transfers between jurisdictions when these roads are components of the recommended bicycle corridor system.
- The addition of bicycle and pedestrian facilities and corridors along utility easements should be considered and included in the planning process to create additional links to existing trails.
- Designing neighborhoods around “Complete Streets” will help ensure that all users are considered in road design and construction.
- Design bicycle and pedestrian facilities to safely and conveniently accommodate all users regardless of physical ability, skill level, or comfort level.

⁶ <http://saferoutespartnership.org/healthy-communities/101/6Es>

Bicycle Parking

The provision of bicycle parking facilities is essential in the effort to promote bicycling, for people are discouraged from bicycling if adequate parking is not available.

Bicycle parking needs vary by type, duration of use, and location. The Association of Pedestrian and Bicycle Professionals (APBP) developed the *Essentials of Bike Parking* which is designed to provide guidance for governments or businesses that are planning to purchase or install bicycle parking fixtures.

Selecting the proper bicycle parking can be a bit confusing. The following are suggested performance criteria for bicycle parking racks that can be found in the *Essentials of Bike Parking*.

Table 11: Bicycle Parking Performance Criteria

Criteria	Details
Supports bike upright without putting stress on wheels	The rack should provide two points of contact with the frame—at least 6" apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32".
Accommodates a variety of bicycles and attachments	The racks recommended on page 6 ("racks for all applications") serve nearly all common bike styles and attachments—if installed with proper clearances (see placement section). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
Allows locking of frame and at least one wheel with a U-lock	A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2" can complicate the use of smaller U-locks.
Provides security and longevity features appropriate for the intended location	Steel and stainless steel are common and appropriate materials for most general use racks. Use tamper-resistant mounting hardware in vulnerable locations. Rack finish must be appropriate to the location (see materials and coatings section).
Rack use is intuitive	First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

The APBP recommends using the following bicycle racks to meet the above criteria; however, they also recommend that a rack be tested before committing to a mass installation project. The following table provides three types of bicycle parking that when properly designed and installed, typically meet all performance criteria and are appropriate for use in nearly any application.

Table 12: Appropriate Bicycle Racks

Type	Description
Inverted U	Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.
Post and Ring	Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.
Wheel well Secure	Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

Bicycle racks that are commonly seen in communities across the U.S. include the wave rack and the schoolyard or comb rack. These racks, in addition to several other designs, are racks that the APBP recommends avoiding due to performance concerns.

Table 13: Less Effective Bicycle Racks

Type	Description
Wave	Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.
Schoolyard	Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.
Coat hanger	This style has a top bar that limits the types of bikes it can accommodate.

Wheel well		Racks that cradle bicycles with only a wheel well do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.
Bollard		This style typically does not appropriately support a bike's frame at two separate locations.
Spiral		Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.
Swing Arm Secured		These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

Bicycle Parking Standards

The bicycle corridor system that is presented in this document is designed to provide direct connections to several activity centers in the county. However, this system will not be very attractive to cyclists if their destinations lack secure bicycle parking facilities. The provision of bicycle parking by schools, businesses, commercial establishments, local governments, and other major destinations is one of the most significant incentives for people to use bicycles.

The APBP has been a leader in the development of bicycle parking since 2002 with the publication of the *Bicycle Parking Guidelines*. The second edition of the *Bicycle Parking Guidelines* includes valuable information when considering the installation of bicycle parking facilities or for the inclusion of bicycle parking standards in ordinances. The *Bicycle Parking Guidelines 2nd Edition* should be referenced by any person or agency considering bicycle parking. The following tables are sample parking requirements for communities with bicycle commute mode shares below 5%. All Brown County communities fall into this category.

Table 14: APBP Basic Residential Bicycle Parking Requirements

Residential		
Type of Dwelling	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Single Family Dwelling	No spaces required	No spaces required
Multifamily Dwelling		
a) With private garage for each unit*	No spaces required	0.05 spaces for each bedroom. Minimum is 2 spaces.
b) Without private garage for each unit	0.5 spaces for each bedroom. Minimum is 2 spaces.	0.05 spaces for each bedroom. Minimum is 2 spaces.
c) Senior Housing	0.5 spaces for each bedroom. Minimum is 2 spaces.	0.05 spaces for each bedroom. Minimum is 2 spaces.

*A private locked storage unit may be considered as a private garage if a bicycle can fit into it.

Table 15: APBP Basic Civic Bicycle Parking Requirements

Civic: Cultural/Recreational		
Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Non-assembly cultural (library, government buildings, etc.)	1 space for each 10 employees. Minimum requirement is 2 spaces.	1 space for each 10,000 sq. ft. of floor area. Minimum requirement is 2 spaces.
Assembly (Church, theaters, stadiums, parks, beaches, etc.)	1 space for each 20 employees. Minimum requirement is 2 spaces.	Spaces for 2% of maximum expected daily attendance.
Health care/hospital	1 space for each 20 employees or 1 space for each 70,000 sq. ft. of floor area, whichever is greater. Minimum is 2 spaces.	1 space for each 20,000 sq. ft. of floor area. Minimum requirement is 2 spaces.
Education		
a) Public, parochial, and private day-care centers for 15 or more children	1 space for each 20 employees. Minimum 2 spaces.	1 space for each 20 students of planned capacity. Minimum is 2 spaces.
b) Public parochial, private nursery schools, kindergartens, and elementary schools (1-3)	1 space for each 10 employees plus 1 space for each 20 students of planned capacity. Minimum requirement is 2 spaces.	1 space for each 20 students of planned capacity. Minimum requirement is 2 spaces.
c) Public parochial, and elementary (4-6), junior high and high schools	1 space for each 10 employees plus 1 space for each 20 students of planned capacity. Minimum requirement is 2 spaces.	1 space for each 20 students of planned capacity. Minimum requirement is 2 spaces.
d) Colleges and universities	1 space for each 10 employees plus 1 space for each 10 students of planned capacity; or 1 space for each 20,000 sq. ft. of floor area, whichever is greater.	1 space for each 10 students of planned capacity. Minimum requirement is 2 spaces.

Rail/bus terminals and stations/airports	Spaces for 5% of projected a.m. peak period daily ridership.	Spaces for 1.5% of a.m. peak period daily ridership
--	--	---

Table 16: APBP Basic Commercial Bicycle Parking Requirements

Commercial		
Commercial Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Retail		
General food sales or groceries	1 space for each 12,000 sq. ft. of floor area. Minimum requirement is 2 spaces.	1 space for each 2,000 sq. ft. of floor area. Minimum requirement is 2 spaces.
General retail	1 space for each 12,000 sq. ft. of floor area. Minimum requirement is 2 spaces.	1 space for each 5,000 sq. ft. of floor area. Minimum requirement is 2 spaces.
Office	1 space for each 10,000 sq. ft. of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 sq. ft. of floor area. Minimum requirement is 2 spaces.
Auto Related		
Automotive sales, rental, and delivery, servicing, repair and/or cleaning	1 space for each 12,000 sq. ft. of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 sq. ft. of floor area. Minimum requirement is 2 spaces.
Off-street parking lots and garages available to the general public either without charge or on a fee basis	1 space for each 20 automobile spaces. Minimum requirement is 2 spaces. Unattended surface parking lots excepted.	Minimum of 6 spaces or 1 per 20 auto spaces. Unattended surface parking lots excepted.

Table 17: APBP Basic Industrial/Manufacturing Bicycle Parking Requirements

Industrial/Manufacturing		
Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Manufacturing and production	1 space for each 15,000 sq. ft. of floor area.	Number of spaces to be prescribed by the Director of City Planning. Consider minimum of 2 spaces at each public building entrance.

Cities like San Francisco and Green Bay have invested in the arts and are installing bicycle parking that also functions as public art. Programs like “Park in the Art” have funded the creation of bicycle parking to help support cycling in the community and support the business in the surrounding area. The parking is functional and will work with the streetscape to create a bicycle and pedestrian-friendly neighborhood.

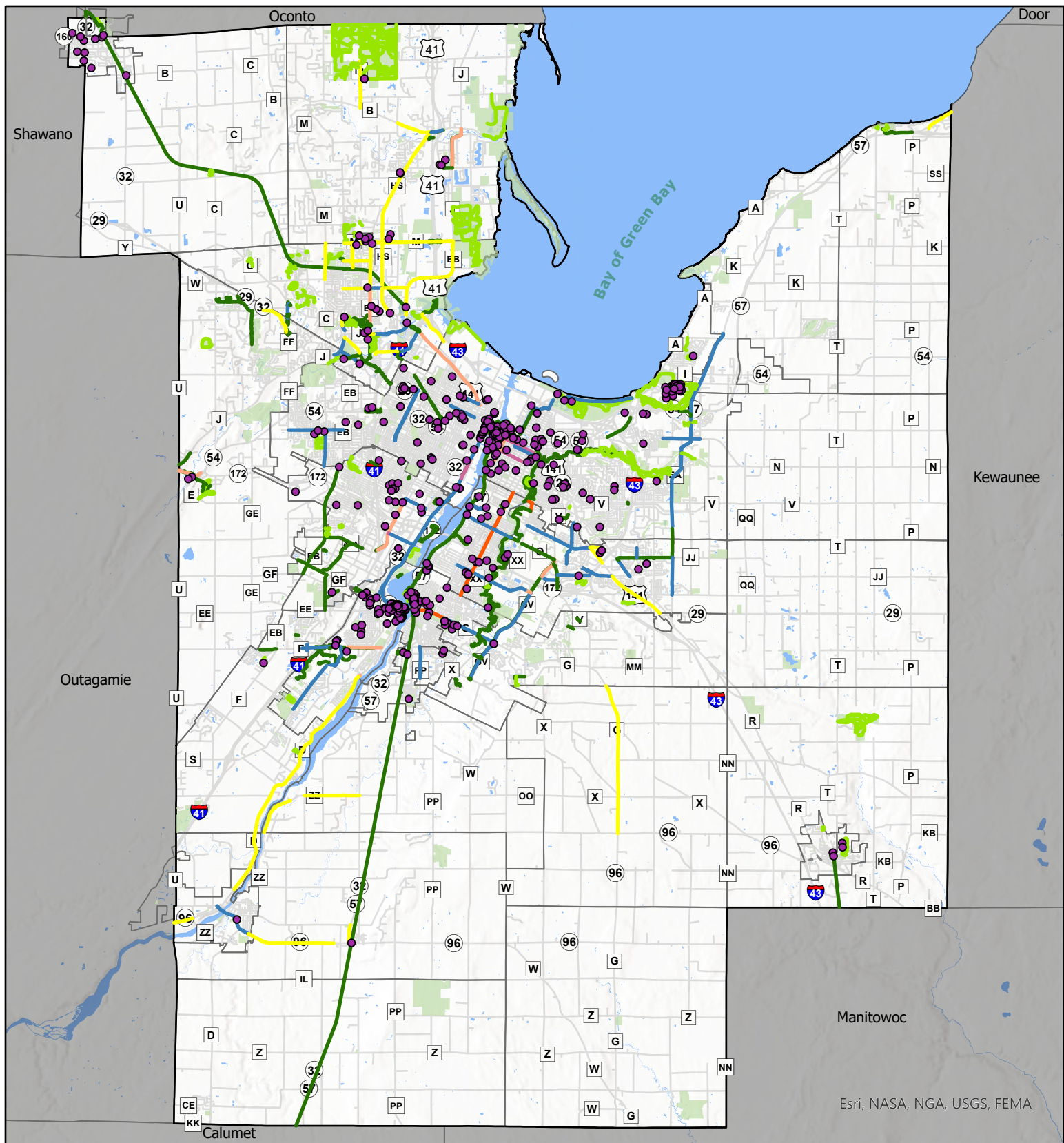
It is recommended that the communities in Brown County work toward developing uniform bicycle parking ordinances. There are publications that can help in the design and implementation of bicycle

parking including the APBP *Bicycle Parking Guidelines 2nd Edition*. Special emphasis should be given to schools, businesses, commercial establishments, local governments, and other major destinations for the development of bicycle parking facilities. Providing bicycle parking will encourage bicycle use and simultaneously make the bicycle corridor system presented in this update very attractive to bicyclists of all skill levels.

Bicycle Parking Inventory

MPO staff completed an inventory of bicycle parking in 2015. Maintaining the bicycle parking inventory is identified in the *Green Bay MPO's 2045 Long Range Transportation Plan* as a performance measure that would contribute to developing a bicycling culture in the Green Bay Metropolitan Area. The last significant updates to the bicycle rack inventory were completed in October of 2017, which is reflected in the Map 9 on the following page. **It is recommended that a thorough update of the bicycle rack inventory be completed to reflect changes that have occurred since 2017.**

Map 8: Bicycle Parking as of October 2017



Legend

• Bike Rack Inventory

Bike Facility

5' Paved Shoulder

Bicycle Lane

Bicycle Route

Multi-Use Trail

Sharrow

Trail

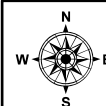
Wide Curb Lane

Park

Brown County Border

Municipal Boundary

Neighboring County



0 3.25 6.5 Miles



Bicycle facilities in Brown County are compiled from a variety of sources including Brown County, the Green Bay MPO, and Brown County Municipalities. They are believed to be accurate. No warranties are implied.

Maintaining Bicycle Facilities

Pavement surface irregularities can do more than cause an unpleasant ride. For example, gaps between slabs, like the one shown in the image to the right, or overlay faults that run parallel to the direction of travel can trap a bicycle wheel and cause a fall, and holes and bumps can cause bicyclists to swerve into the path of motor vehicle traffic as they attempt to avoid these hazards. Therefore, the pavement along the recommended bicycle corridors should be maintained by the corresponding jurisdiction to avoid these problems. This could involve filling joints, adjusting utility covers, and possibly resurfacing streets to make them suitable for bicycling.



To help encourage bicycling and walking once the facilities are built, some standards need to be in place to help guide the maintenance of those facilities. Generally, these standards should be used during a community-wide bicycle facility audit. General conditions of facilities should be noted during the audit such as road markings, trimmed vegetation, and signage. Conditions are not limited to those listed and any dangerous situation should be noted. The following table of tolerances is a suggested guide that addresses pavement fault lines. **Each community should consider developing and adopting pavement tolerance guidelines similar to the ones present below.**

Table 18: Suggested Pavement Fault Line Tolerances

Bicycle Groove and Height Tolerances		
Situation	Width of groove (mm)	Height of step (mm)
Parallel to the direction of travel	12	10
Perpendicular to the direction of travel	-	20
Diagonal to the direction of travel	12	10

Source: Queensland Government: Maintaining Cycling Facilities

Road Hazard Identification Program

Developed in 1995, the Road Hazard Identification Project was designed to improve bicycling by creating and promoting a system which could easily and inexpensively facilitate the identification and repair of road conditions hazardous to bicyclists. The project was developed and piloted by WeBike etc., a consulting company in Green Bay. The program was successful, but some of the drawbacks at the time were the speed and ease at which someone could submit a concern in addition to organizing and managing the data once it was submitted.

It is recommended that the Brown County Planning Commission/Green Bay MPO investigate this program's revival using the latest mobile mapping technology and coordinate with each community to determine their participation.

Electric Bikes (E-bikes)

The state of Wisconsin passed Wisconsin Act 34 in November 2019, which defines electric bikes, e-bike requirements, and applicable uses of e-bikes⁷. E-bikes have the potential to serve as a bridge to expand bicycle access. While e-bikes can provide benefits to all users, older residents stand to potentially gain the most from e-bikes. E-bikes can provide an option for aging residents to remain physically active by providing motorized assistance to travel up hills and navigate other challenging terrain. Additionally, e-bikes may encourage cyclists of all ages to make longer trips by reducing travel times and encouraging more utilitarian trips.

E-bikes have been increasingly popular in recent years. To plan for the anticipated increase, the MPO should work with local municipalities and the Brown County Parks Department to identify suitable locations for the deployment of e-bike charging stations along the county's state recreation trails and at major destinations such as schools, parks, government buildings, and other activity centers. The MPO should also encourage municipalities to include recommendations for e-bikes and e-bike infrastructure in their bike & ped plans.

Mix Compatible Land Uses to Enable and Encourage Walking and Biking

To enable and encourage people to make additional walking and bicycling trips, **communities should encourage mixing compatible land uses to increase the number of destinations that can be easily reached by pedestrians and bicyclists.** This should be done in conjunction with developing well-connected street systems with short blocks and complete streets to encourage bicycling and walking trips.

Require Bicycle and Pedestrian-Friendly Site Designs



Above: Pedestrian connection needed



Above: Pedestrian connection needed

To enable and encourage people to travel to destinations around the county with and without motorized vehicles, **each community should consider modifying its design standards to ensure that**

⁷ <https://docs.legis.wisconsin.gov/2019/related/acts/34>

new redevelopment projects have buildings with zero or minimal setbacks, parking along the side or in the rear, and other similar features.

Require Direct Walkway Connections between Buildings and Sidewalks

While much of the development around Brown County occurred prior to the development of “pedestrian oriented design,” each community should consider revising its design standards to make retail and commercial buildings more accessible to pedestrians and cyclists. This design element allows for reduced conflict between vehicles and pedestrians and creates a safer environment.

Require Pedestrian and Bicycle Connections at the End of Cul-de-Sacs

Cul-de-sacs should generally be discouraged because they contribute to a more disconnected and less accessible transportation network; however, there are instances, such as when topographic constraints are present, where cul-de-sacs may be necessary. **Where cul-de-sacs are determined to be necessary, municipalities should require multimodal connectors at the end of the cul-de-sacs to improve multimodal connections to the broader transportation network.** This will also reduce trip lengths for bicyclists and pedestrians.

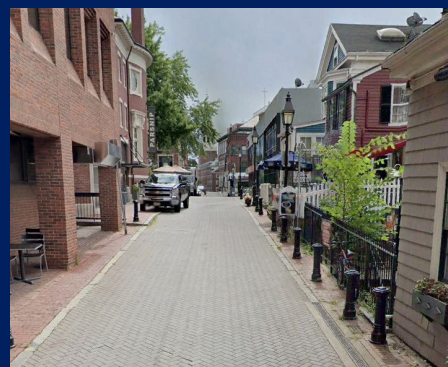
Encourage the Implementation of Woonerfs

Woonerfs are common in Europe and have become increasingly popular across the U.S. A woonerf is a shared space within the public right-of-way that gives legal priority to pedestrians, cyclists, and other non-motorized users. This is achieved through a combination of design features that encourage slow vehicle speeds to maximize user safety. Some examples of these design features include highly visible entrances, traffic calming, landscaping and furnishings, and on-street parking.

While woonerfs have been most commonly implemented in commercial areas, they are also suitable options for residential streets, entertainment districts, and other areas where people congregate. Woonerfs are best suited for streets with low ADTs. In addition to giving priority to non-motorized users, woonerfs can greatly enhance the quality of life and livability of a community.



Woonerf in Asheville, NC
Source: Google Earth



Woonerf in Cambridge, MA
Source: Google Earth

Organize Walk and Bike to School Days

To educate students and their parents about safe walking and bicycling practices and encourage parents to allow their children to frequently walk and bike to school, **each community should work with the local school districts to organize walk and bike to school days at some or all of the schools within the districts.** These events could be held in October to coincide with international walk and bike to school day events, and the National Center for Safe Routes to School provides resources to help make programs like this a success.

Organize Community Walking and Bicycling Months

Communities can also partner with local advocacy groups and non-profit organizations to implement walking and bicycling months. This should include different activities and programs that are engaging and fun for all age groups. Examples can include walking and biking bingo (see example to the right), scavenger hunts, competitions, or other activities that engage residents. These activities should include incentives to encourage participation. Communities should explore sponsorship opportunities from local businesses and ways to engage the business community as part of these efforts. These activities provide many benefits including physical activity, outdoor recreation, promoting the use and patronage of recreational trails and businesses, encouraging community interaction and engagement, and fostering a sense of place. Additionally, these activities can provide opportunities to educate residents about the proper use of bicycle facilities and bicycle maintenance and repair.

Other Encouragement Methods

In addition to bicycle parking facilities, there are several other improvements that complement bicycle paths and roadway improvements. These include:

- Rest areas on long, uninterrupted bicycle paths. These facilities have been installed along the Fox River Trail and the Mountain Bay Trail.



- The placement of bicycle racks on Green Bay Metro [buses and microtransit vehicles](#). In 2007 Green Bay Metro installed bicycle racks on its fixed route buses that serve several metropolitan area communities. This program has been successful and based on the recorded number of bicycles on buses, Green Bay Metro has considered adding bicycle capacity to the bike racks.
- Working with local bike clubs, cycling teams, and other organizations to help promote cycling and serve as an educational resource for people who are learning about cycling in the area.

DRAFT

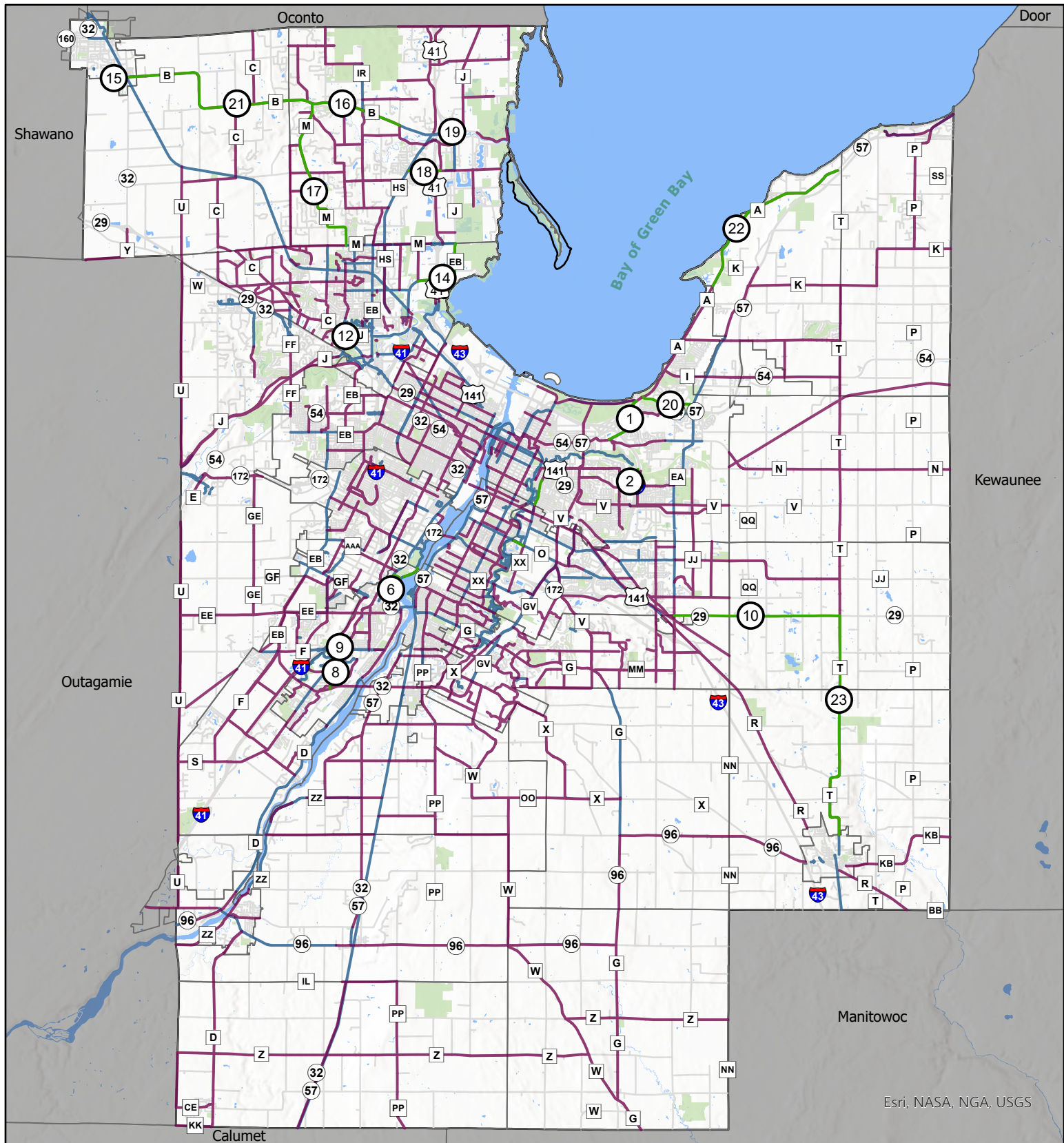
Recommendations and Implementation

The development of the bicycle and pedestrian facility recommendations in the bicycle and pedestrian plan update will largely be the responsibility of the metropolitan area municipalities and county. However, one of the primary goals of the plan update is to recommend facilities that can be developed easily and at a minimal expense so the municipal and county costs would be relatively low for many projects.

Bicycle and Pedestrian Facility Recommendations

The bicycle and pedestrian facility recommendations described in Table 19 are intended to complement existing facilities and the facility recommendations in municipal bicycle and pedestrian plans. Therefore, the bike and pedestrian facilities already recommended in municipal plans are not included in the recommendations in Table 19. Maps 9 and 10 provide a spatial reference for the location of bike and pedestrian infrastructure recommendations, while Table 19 provides more in-depth detail for each recommendation. Recommendations for paved shoulders with rumble strips are based on WisDOT's FDM guidelines.

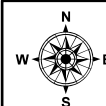
Map 9: Bicycle Facility Recommendations



Legend

- Recommendation in Brown County Bike & Ped Plan
- Recommended in Existing Bike & Ped Plan
- Existing or Planned Bike Facility
- Road or Street

- Park or Natural Area
- Municipal Boundary
- Brown County Boundary
- Adjacent County

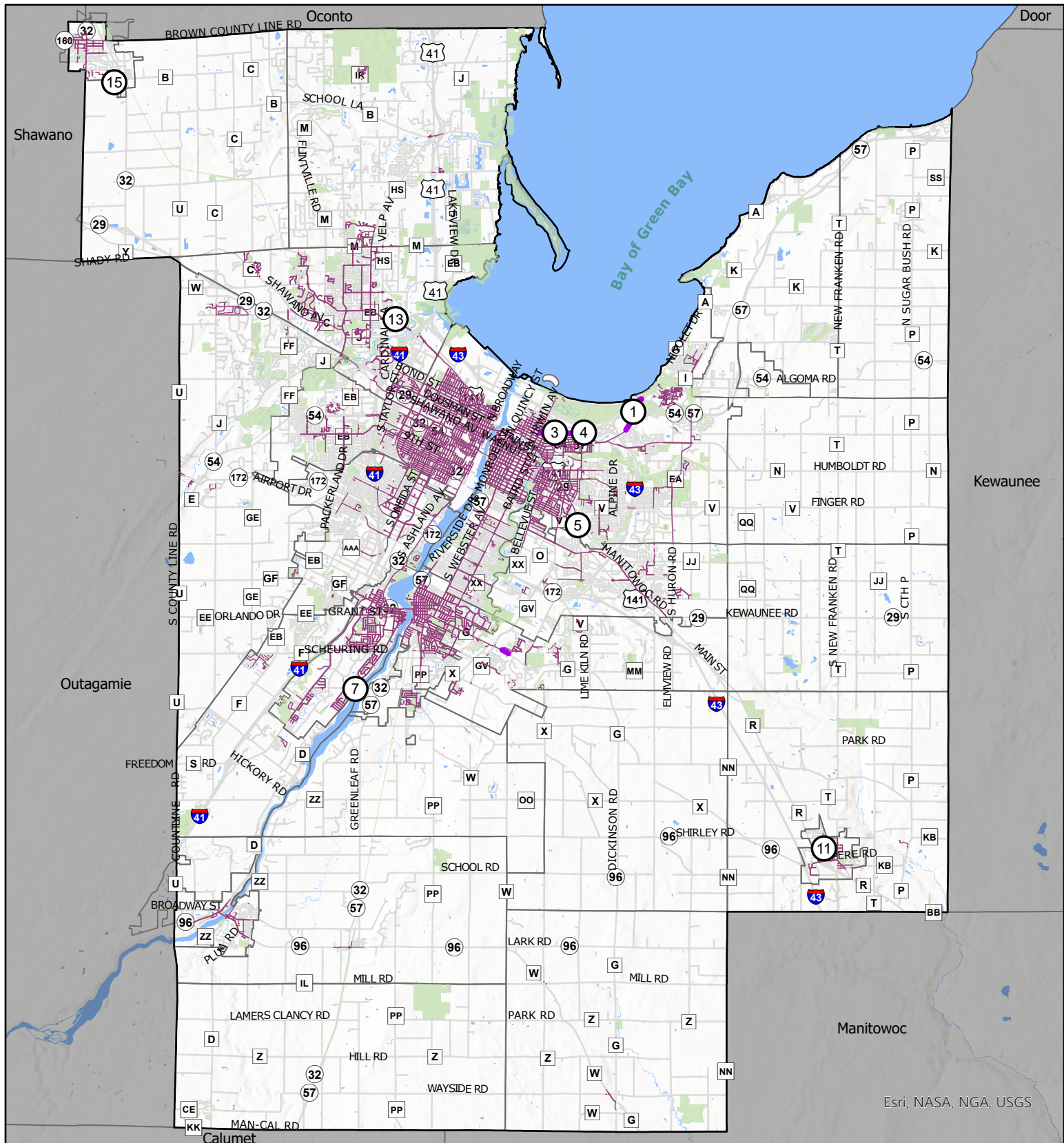


0 3.25 6.5 Miles



The recommendations provide a high-level overview. The callouts correspond to recommendations in Table 19 of the Bike & Ped Plan. Please refer to this table for more detailed information and justifications for each recommendation.

Map 10: Sidewalk Facility Recommendations



Legend

- Proposed Sidewalk
- Existing Sidewalk
- Park
- Brown County Border
- Municipal Boundary
- Adjacent County



Sidewalk facilities are based on the sidewalk gap analysis conducted as part of the plan update, and include carry-over recommendations from the 2016 bike & ped plan update. Please refer to the corresponding number in Table 19 for more detailed information about each recommendation.

Table 19: Bicycle and Pedestrian Infrastructure Recommendations

Map Point	Location	Termini	Recommended Treatment	Justification
City of Green Bay				
1	University Ave	Humboldt Rd to South Circle Dr	• Extend the existing multi-use trail on University Ave to the UWGB Arboretum Trail • Implement a road diet with on-street bike lanes (a traffic study would be needed to ensure the lane reduction does not create congestion or reduce safety) • Fill the sidewalk gap on the north and west side of the road • Reconfigure the Nicolet Dr/East Shore Dr intersection (an intersection study would be needed to determine the appropriate treatment) • Add a sidewalk on the south side of Nicolet Dr from Mahon Ct to S. Circle Dr	The University Ave corridor is an important connector for many destinations including parks, essential services, residential areas, the UWGB Arboretum Trails, and the UWGB campus. Between Humboldt Rd and S. Circle Dr, there are bicycle and pedestrian facility gaps. The City of Green Bay's Safe Walk and Bike Plan has recommendations for bicycle facilities on East Shore Dr, Nicolet Dr, University Ave west of Humboldt Rd, and Humboldt Rd. Implementing the recommendations identified here would tie these facilities together and create a more contiguous bicycle network in the City and to the northeastern section of Brown County. This would expand multimodal options by right-sizing roadway capacity of an underutilized roadway and create a lower stress network for cyclists and pedestrians. To reconfigure the roadway to a three-lane roadway, a traffic study would need to be undertaken to ensure that reducing the number of travel lanes would not reduce safety or worsen vehicular congestion. Additionally, an intersection study would be needed to determine the proper intersection treatment for the Nicolet Dr/East Shore Dr intersection. Any reconfiguration of the roadway and installation of a multiuse trail would require coordination and approval from WisDOT as the interchange is under WisDOT's jurisdiction.
2	Newberry Ave	Alpine Dr to Baird Creek Rd	• Signed bike route and wayfinding signage	A signed bike route with wayfinding signage would improve access to the Baird Creek Greenway with bicycle facilities recommended on Alpine Dr and Newberry Ave west of Alpine Dr in the city's SRTS/Bike & Ped Plan.

3	Eastman Ave	Elizabeth St to Danz Ave and Baird St to Irwin Ave	• Add a sidewalk on the north side of the street.	A couple of sidewalk segments exist; however, most of this corridor has no sidewalks on the north side of the street. This would improve pedestrian safety and increase access to fixed route bus service.
4	Danz Ave	Eastman Ave to the Mobile Home Park on Danz Ave	• Add a sidewalk on the east side of the street	Filling this gap would improve pedestrian safety and access to Kennedy Park and a fixed route bus stop.
5	Guns Rd	Guns Rd to the terminus of the existing sidewalk	• Add a sidewalk on both sides of the street.	Adding sidewalks on both sides of the street would improve access for residents northwest of Guns Rd to a major destination and a fixed route and microtransit stop. It would also provide sidewalk access to sidewalks recommended along Guns St in the Village of Bellevue's bike & ped plan.
City of De Pere				
6	West De Pere Multi-use Trail	Ashwaubomay Park to Fox River Trail	• Construct a multiuse trail	The Village of Ashwaubenon is in the process of constructing a new multiuse trail and pedestrian bridge across Ashwaubomay Creek that will connect Ashwaubomay Park to the existing multiuse trail to the north. Opportunities may exist to extend this multiuse trail through the City of De Pere, which would connect multiple parks in both the city and village and provide a dedicated multimodal connection on the west side of the Fox River between multiple parks and Downtown De Pere. This trail should also be extended to the Claude Allouez Bridge to provide a multimodal connection to the Fox River Trail.
7	Red Maple Rd	Lost Dauphin Rd to American Blvd	• Install sidewalks on both sides of the street	A portion of Red Maple Rd has been identified as the location for the future South Bridge Connector (SBC) corridor. It is expected that pedestrian walkways will be constructed along the SBC portion of this roadway, but sidewalks should also be added on both sides of the portion of Red Maple Rd that will not be part of the SBC.
8	American Blvd	Southbridge Rd to Scheuring Rd	• Construct a multiuse trail on the west side of the road	There is some existing multiuse trail access and connectivity; however, numerous gaps exist. Filling the existing multiuse trail gaps will provide a contiguous multiuse trail facility around a growing residential, commercial, and light industrial area. This

				would also expand access to microtransit service and bike and pedestrian facilities on the SBC corridor.
9	Scheuring Rd	Lawrence Dr Roundabout to American Blvd	Construct a sidewalk or multiuse trail on the south side of the road	A short gap exists along an otherwise continuous multiuse trail on the south side of Scheuring Rd. Filling this gap would improve bicyclist and pedestrian connectivity not just on Scheuring Rd, but also to the recommended multiuse trail on the west side of American Blvd. This would also improve access to a major commercial area and a growing residential, commercial, and light industrial area south of Scheuring Rd.
Village of Bellevue				
10	STH 29	From S. Huron Rd to Brown County Boundary	Install 4' paved shoulders with rumble strips	Few east-west bicycle facilities exist in this area. Improving bicycle facilities through this corridor has the potential to create a regional bicycle route connecting the Green Bay metropolitan area with southeastern Brown County and Kewaunee County. It would also connect to the recommended paved shoulders on CTH T to the Village of Denmark, and would improve access to Lily Lake and Neshota Park.
Village of Denmark				
11	Woodrow St	From W. Pine St to Fox Path Trail	Install a sidewalk on the west side of Woodrow St	This sidewalk would provide a sidewalk connection to the northwest side of the Village, and would improve access to the Devils River State Trail and Daybreak Neighborhood Park.
Village of Howard				
12	Riverdale Dr (CTH J) and Shawano Ave (CTH C)	From the terminus of the existing bike lanes to Howard Commons	Install bike lanes on both sides of the street	A gap currently exists between bike lanes on CTH C and CTH J. Filling this gap would provide a continuous bike route for cyclists, and improve safety and access to Meadowbrook Elementary School, existing trail networks, and Pamperin Park.
13	Glendale Ave	From Velp Ave to Quarry Park	Install a sidewalk on the north side of the street	Adding a sidewalk on the north side of the street would provide access for residents to Quarry Park. It would also improve pedestrian access to the Mountain Bay Trail.
14	CTH EB	From Brookfield Ave to CTH M	Install a 5' paved shoulder	This route has the potential to be a popular recreation route for cyclists with nearby access to trails around the mouth of Duck Creek into the Bay of Green Bay, Barkhausen, and into northern Brown County. This section would provide safe access for cyclists

				while connecting to existing paved shoulders and planned 4' paved shoulders on CTH J north of CTH M in 2022.
Village of Pulaski				
15	Crest Dr (CTH B)	From STH 32 to St. Augustine Dr	• Install 5' paved shoulder on the south side of the street • Install a sidewalk on the south side of the street from Mountain Bay Trail to Pelican Dr	Expansion in the Village of Pulaski has been trending southward with new developments occurring south along the Mountain Bay Trail. The village is anticipating that growth will continue to occur in this area. With the proximity of Pulaski High School and Pulaski Community Middle School, it is anticipated that school enrollment will grow over the next decade. If Crest Dr is reconstructed as an urbanized section in the future, then bike lanes are recommended for installation. A sidewalk is also recommended on the south side of Crest Dr to ensure students can safely walk to school. Because this road is a county facility, the village would need to work with the Brown County Department of Public Works. The bike facilities and sidewalk are also recommended to be extended across STH 32 to the Mountain Bay Trail, which would require coordination with WisDOT. Because a resurfacing project was recently completed on STH 32, this would likely be a long-term effort.
Village of Suamico				
16	CTH B	From Riverside Dr to the western village boundary	• Install a 5' paved shoulder with rumble strip	This section has the potential to be a significant east-west connector across the northern part of Brown County. A 5' paved shoulder with rumble strips is recommended to enhance cyclist safety with high vehicle speeds and increasing vehicle volumes along CTH B. This would also provide a connection to existing bike facilities east of Riverside Dr and tie into Suamico Elementary School, the Reforestation Camp, and the NEW Zoo.
17	Flintville Rd/White Pine Rd/Fairview Rd (CTH M)	From CTH B to Lineville Rd	• Install 4' paved shoulders	This section would provide a north-south bicycle route along a growing residential area in the western part of the village, and would improve cyclist access to Calavera Springs Park. It would also connect to a planned multiuse trail that will connect to the schools off Lineville Rd. If the recommended paved shoulders on CTH B are installed, it would provide more direct access for cyclists to the Reforestation Camp and NEW Zoo.

18	Harbor Lights Rd	Velp Ave (CTH HS) to Bay Harbor Elementary School	• Install a multiuse trail on the north side of the road	This is a growing area in the Village of Suamico, with Harbor Lights Rd serving as the primary east/west route for students accessing Bay Harbor Elementary. A few segments of sidewalk exist, but most of this corridor is without pedestrian or bicycle access. This plan recommends connecting these sidewalk segments with a multiuse trail on the north side of the road, which would greatly improve access and safety and could encourage more students in residential areas west of Hwy 41 to walk and bike to school.
19	Sunset Beach Rd (CTH B)	From Hwy 141 north on/off ramp to CTH J	• Install a 4' paved shoulder	Bicycle lanes and a multiuse trail were recently constructed at the Hwy 41/CTH B interchange, and bicycle accommodations exist on CTH J south of the Sunset Beach Rd/CTH J intersection. This plan recommends a 4' paved should from the northbound 41 on/off ramp to the Sunset Beach Rd/CTH J intersection, which would reduce potential motorist/bicycle conflicts and improve access to recreation and Bay Harbor Elementary School for residents living north of Sunset Beach Rd.
University of Wisconsin – Green Bay Campus				
20	Circle Dr/Leon Bond Dr	From Nicolet Dr to Bay Settlement Rd	• Install 5' paved shoulders from Nicolet Dr to Leon Bond Dr • Install a signed bicycle route and signage for Leon Bond Dr	Installing 5' paved shoulders would fill a gap between proposed bicycle lanes in the City of Green Bay's Safe Bike and Walk Plan and existing bike lanes on Bay Settlement Rd. This would reduce motorist/bicyclist conflicts along a popular route for cyclists and provide greater bicycle access for students and faculty on the UWGB campus. However, because insufficient right-of-way currently exists on Leon Bond Dr east of the UWGB Arboretum Trail Crossing, sharrows or bicycle wayfinding signage can serve as a treatment for this section until the roadway needs to be reconstructed.
Rural Brown County				
21	CTH B	From the Village of Suamico boundary to the Village of Pulaski boundary	• Install a 5' paved shoulder with rumble strips	This roadway has the potential to be a significant east/west connector for bicyclists in northern Brown County. Because the roadway has sections with posted speed limits of 55 mph, 5' paved shoulders with rumble strips are recommended to improve cyclist comfort and safety. This would tie in with treatments along the roadway within the Village of Suamico and Village of Pulaski.

22	Nicolet Dr (CTH A)	From the City of Green Bay Boundary to Sunset Bluff Rd	• Install 4' paved shoulders with rumble strips	This section was one of the most heavily identified areas for improvements during public outreach events. Concerns identified were improving safety, continuity, and access for longer duration trips into Door County. The City of Green Bay's Safe Walk and Bike Plan identified Nicolet Dr to Bodart Rd and between Dale Ct and Sunset Bluff Dr as being a high level of stress roadway, with other sections being medium-to-high stress roadways. With the high level of stress along most of this section of roadway along with high posted speed limits, 5' paved shoulders with rumble strips are recommended to improve cyclist safety and comfort.
23	CTH T	From the STH 29 to the Village of Denmark Boundary	• Install 4' paved shoulder with rumble strips	This section of CTH T has significant potential as a route for residents in the Village of Denmark as well as other Brown County residents. The county installed bicycle lanes on CTH T within the Village of Denmark in 2020. This plan recommends adding 4' paved shoulders with 2" rumble strips to improve cyclist safety and comfort and reduce the potential for motorist/bicyclist conflicts along a section of roadway with high posted speed limits and topographic challenges.

Non-Construction Recommendations

Non-construction recommendations are based on sections included as part of the 6 E's. These recommendations are summarized in Table 20 below.

Table 20: Brown County Bike & Ped Plan Non-Infrastructure Recommendations

Evaluation
Work with local municipalities and private bike share companies to implement a new bike share service in the Green Bay metropolitan area. A new bike share program should also include cargo bikes to expand access for residents to complete utilitarian trips by bike.
MPO staff should continue to update the multiuse trail inventory annually to monitor changes and as part of the MPO's performance measures reporting.
MPO staff should continue to update the sidewalk inventory annually to monitor changes and as part of the MPO's performance measures reporting.
Brown County and Brown County municipalities should utilize the FHWA Selecting Roadway Design Treatments to Accommodate Bicycles model to evaluate and identify appropriate bicycle facilities during the planning phase of roadway improvement projects.
Utilize the bicycle and pedestrian facilities included in the MPO's Congestion Management Process to monitor progress towards desired targets; additional performance measures for bike & pedestrian planning should also be considered for future planning documents.
Municipalities with urban development that do not have complete streets policies are encouraged to do so. This includes the creation of a sidewalk installation policy for new developments and retrofitting existing developed areas with sidewalks.
Work with local agencies and municipalities to develop and implement standardized guidelines for installing wayfinding signage across the bicycle and pedestrian network to encourage navigation across the system and access to major destinations around and adjacent to the network.
Encourage Brown County municipalities to apply for, receive, and maintain, designation as a bicycle-friendly community from the League of American Bicyclists.
Engineering
Brown County and Brown County municipalities are encouraged to develop roadway design policies that utilize complete streets principles to ensure that bicyclists, pedestrians, and motorists can be safely and conveniently accommodated on all streets.
All streets should be made minimally acceptable for bicycling based on criteria detailed in WI FDM 11-46, Section 15.3.
Utilize the Wisconsin FDM, AASHTO Guide for the Development of Bicycle Facilities, or Wisconsin Bicycle Facility Design Handbook when planning and designing bicycle facilities.
On all highways and roadways where bicycle and pedestrian facilities exist, improvements should maintain, at a minimum, the existing level of service and safety for cyclists and pedestrians.
Provide pedestrian and bicycle facilities on all bridges, overpasses, and other transportation structures when constructed or reconstructed.
When a jurisdiction constructs, reconstructs, or finances any of the bicycle corridors identified in this document, due consideration should be given to including the appropriate bicycle facility to minimize the cost of its construction and ensure the safety of cyclists.

Rumble strips (raised traffic bars), concrete slits, chatter strips, and reflectors that are installed on highways should be placed in a manner as to not present hazards to cyclists. Rumble strips should not be extended completely across the shoulder area.

Multi-lane streets should be striped so that the center dashed line is to the inside of the joint between the concrete slabs to create room for a possible bicycle accommodation in the form of a wide curb lane or, in some cases, a 5' bike lane.

Any road that is proposed to include paved shoulders for bicycle use should be designed to include a minimum of four feet as prescribed in the AASHTO Guide for the Development of Bicycle Facilities. Five feet is recommended for locations where a vertical impediment is adjacent to the roadway. In situations where motor vehicle speed exceed 50 mph and/or the percentage of truck, buses, and recreational vehicles is high, additional width is desirable. All paved shoulders should also include rumble strips consistent with Wisconsin FDM standards to improve cyclist safety and comfort.

Communities are encouraged to perform bicycle lane audits and develop a list of conflict areas that would benefit from the inclusion of a colored bike lane or a bicycle box.

Brown County should work with WisDOT to acquire and develop multiuse trails along rail corridors that are proposed for abandonment ("rails to trails" projects), along active rail lines ("rails-and-trails" projects), along utility easements, and as sidepath projects when sidepaths are found to be suitable.

Brown County municipalities should work with the state and county to install pedestrian signals and accessible activation buttons at signalized intersections with light to moderate pedestrian activity. Municipalities should also work with the state and county to improve mid-block crosswalks with raised island medians, reflective signage, pedestrian push buttons, and other safety treatments to improve motorist compliance at crosswalks and improve pedestrian safety crossing the street. Highest priority should be given to multi-lane roadways, and roadways with high vehicle speeds, limited sight distance, or other safety constraints.

Where cul-de-sacs are present, public rights-of-way should be required at the end of the cul-de-sacs to provide bicycle and pedestrian connections to nearby schools, parks, and other major destinations.

Equity

Encourage municipal planners and public works staff to collaborate and develop design toolkits and an application process to encourage community-led tactical urbanism projects to improve cyclist and pedestrian access and safety.

Encourage municipalities to target bicycle and pedestrian investments in low-income areas and in areas with higher percentages of households without access to a car.

Continue to reduce the number of non-ADA-compliant curb ramps across Brown County to improve accessibility for individuals with disabilities.

Work with Green Bay Metro and the municipalities served by Green Bay Metro to identify and improve bus stops with poor sidewalk and bicycle access along Green Bay Metro's fixed route network and at pick up/drop off points within Metro's microtransit service zones.

Enforcement

Encourage law enforcement agencies and officers to receive continued training on bicycle and pedestrian law so that the enforcement of these laws is practiced and enforced consistently across Brown County.

Metropolitan area communities should consider the development and implementation of bicycle patrols in some neighborhoods to enhance bicycling safety, awareness, and acceptability as a mode of transportation.

Continue to conduct "frogger" education/enforcement events at pedestrian crossings throughout Brown County.

Education

Improve the information available for monitoring bicycle crashes by requiring all crashes involving bicyclists to be reported and placed on file.

Encourage school districts across Brown County to offer bicycle training in grades K through 12 as a unit in gym classes.

Bicycle and pedestrian training should be offered to all law enforcement officers and included in drivers' education courses.

Encourage local advocacy groups and agencies to develop community service programs for educating children and adults about bicycle safety and proper rules for bicycling on the road.

Encourage and facilitate collaboration between law enforcement agencies, advocacy groups, and other stakeholders to sponsor and implement bicycle education programs.

Encourage the production and use of PSAs across all communication platforms to increase public awareness of bicycle education and safety.

Encouragement

Encourage Brown County municipalities to develop uniform bicycle parking ordinances with a special emphasis on bicycle parking at schools, businesses, commercial establishments, local government buildings, and other major destinations.

Work with municipalities, agencies, and local advocacy groups to conduct a countywide update of the MPO's bicycle parking inventory.

Mix compatible land uses with a well-connected street, sidewalk, and bicycling system to increase the number of destinations and services that can be safely and easily reached on foot or by bike.

Modify municipal site design standards to ensure that new and redevelopment project sites are designed to safely and easily accommodate pedestrians and bicyclists.

Encourage municipalities to work with local school districts to organize walk and bike to school days at some or all of the schools within the districts. Brown County municipalities should also consider organizing and implementing community bike/walk months to encourage people to bicycle and walk.

Work with local bike clubs, cycling teams, and other organizations to help promote cycling and serve as an educational resource for people who are learning about cycling in the area.

Utilize GIS and ArcGIS Online capabilities to develop interactive maps and story maps of multiuse trails, on-street bicycle facilities, and sidewalk facilities across Brown County.

Green Bay Metro should continue to provide bicycle racks on its buses, and Metro should install bicycle racks on its microtransit vehicles. Metro should also investigate the possibility of adding storage to the existing bus bicycle racks.

Implementation

The sections below provide general guidance for implementing bike & pedestrian facilities.

Re-striping Existing Roads

The metropolitan area currently contains several two-lane streets that are at least 40 feet wide. Most of these streets allow parking on both sides, but staff has observed many people acting as if they are four lane streets because of their widths. The inclusion of bicycle lanes on these streets could eliminate this practice while enabling another transportation mode to safely use the street and clearly defining the motor vehicle travel lane, bicycle travel lane, and the parking area. The use of these streets as bicycle corridors is described in this document as the 40-foot plan. Under this plan, these wide two-lane streets would be restriped to create two 5-foot bicycle lanes, two 11-foot driving lanes, and one 8-foot parking lane. This plan would enable several bicycle corridors to be created in the metropolitan area at very little cost while maintaining two-directional traffic circulation and on-street parking.

Including Bike Lanes & Pedestrian Facilities in Planned Projects

Many road projects are planned for the metropolitan area over the next several years. Examples include the Eastern Arterial between Kewaunee Road (STH 29) and I-43, the South Bridge Connector (SBC) project, and projects that are included in each metropolitan area community's comprehensive plan or Capital Improvement Plan (CIP). Because these projects will either add roads to the transportation system or improve existing roads, bike lanes and sidewalks could be planned for inclusion and further addressed throughout the design stages of the planning process. The cost of adding bicycle lanes would also be lower if they were included in construction or expansion projects because of the economy of scale. Essentially, it would be less expensive to add a few extra feet of pavement during a road project than it would to build bike lanes as stand-alone projects.

Construction of Lanes as Conditions of Jurisdictional Transfers

During the jurisdictional transfer process, each entity involved should examine the possibility of adding bicycle and pedestrian facilities. This could save money by avoiding having to retrofit bicycle and pedestrian facilities in an area that was not planned to accommodate that type of infrastructure.

Restriping Roads to Create Wide Curb Lanes

Some portions of the recommended corridor system are four lane streets that could not be expanded without spending a substantial amount of money. However, many of these streets could be restriped to create wide outside driving lanes that could accommodate motorists and bicyclists. This approach is not recommended in some cases because of safety concerns, but it is feasible for several short segments that have appropriate traffic volumes.

Bicycle Facilities on County-Owned Highways

As of December of 2021, the Brown County Public Works Department had an agreement with Brown County municipalities for municipal projects that outlines the cost-sharing arrangement for bicycle and sidewalk accommodations. These cost-sharing arrangements include:

- A 50/50 cost split for bicycle and pedestrian accommodations for reconstruction projects and new construction projects
- The municipality is responsible for the costs associated with sidewalk or bicycle accommodations for resurfacing and maintenance projects
- If multiple accommodations are requested, such as on-street bike lanes and an off-street multi-use trail, a 50/50 cost split occurs for one facility, but not both. The party requesting both accommodations is fully responsible for the additional treatment
- A 50/50 cost split is used for sidewalk construction on one side of the road. If a municipality wants sidewalks on both sides, that municipality is responsible for the cost of that facility

County Highway Paved Shoulder Corridor System

Each of the county and state trunk highways that are included in the plan's rural network should be assessed for the accommodation of appropriate bicycle facilities when the road is scheduled to be resurfaced or reconstructed. Paved shoulders will be the most common type of bicycle facility recommendation on these roads; however, not all roads identified in the plan will have the appropriate road base to accommodate the addition of paved shoulders. For roads that have a road base that can accommodate a four foot or wider shoulder, the addition of a paved shoulder at the time of construction or reconstruction would minimize the cost of adding these facilities at any other time and would reduce the amount of money spent on road maintenance by reducing the number of unpaved shoulders that have to be graded every year. Additionally, rumble strips should be added to provide an additional buffer between motorists and cyclists. These rumble strips should include 10–12-foot gaps every 40-60 feet of roadway to provide safe navigation for cyclists between the shoulders and travel lanes. Edge line rumble strips should be used to provide additional shoulder width for cyclists. For roads that do not have an adequate road base, the addition of paved shoulders may only be appropriate at the time that the road is being fully reconstructed, at which time the road base can be altered to accommodate the paved shoulder.

Funding for Bicycle and Pedestrian Facilities

The following list of programs can support the development of a comprehensive bicycle and/or pedestrian network. Many of the bicycle facilities and multiuse trails in Brown County have been built using state or federal transportation funding from sources on the following list.

Transportation Alternatives (TA)

Brown County and each municipality should continue to apply for federal Transportation Alternatives (TA) grants through the Green Bay MPO and statewide programs to help fund the development of a countywide bicycle and pedestrian system. Transportation Alternatives is a grant program that was authorized in 2012 by federal transportation legislation (the Moving Ahead for Progress in the 21st Century Act [MAP-21]). With certain exceptions, projects that meet eligibility criteria for the Safe Routes to School (SRTS) Program, Transportation Enhancements, and/or the Bicycle and Pedestrian Facilities Program are eligible Transportation Alternatives projects. Since 1994, the Transportation Alternatives and its predecessor programs have enabled many bicycle, pedestrian, SRTS, and other projects to be completed throughout Brown County. Information about the TA Program can be obtained from the Brown County Planning Commission/Green Bay MPO or Wisconsin DOT.

Safe Routes to School (SRTS) Program

The SRTS program is one of several programs under the Transportation Alternatives “umbrella”. The SRTS program is specifically designed to improve walking and biking travel options, promote healthier lifestyles in children at an early age, and decrease auto-related emissions near schools. Information about SRTS can be obtained from the Brown County Planning Commission/Green Bay MPO or Wisconsin DOT.

Surface Transportation Block Grant (STBG)

The federal Fixing America's Surface Transportation (FAST) Act converted the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant (STBG) Program. The STBG Program promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. More information regarding the STBG Program including funding details and eligibility can be found by visiting the FHWA webpage.

Knowles-Nelson - Stewardship Program

The Wisconsin Legislature created the Knowles-Nelson Stewardship Program in 1989 to preserve valuable natural areas and wildlife habitat, protect water quality and fisheries, and expand opportunities for outdoor recreation. The conservation and recreation goals of the Stewardship

Program are achieved through the acquisition of land and easements, development of recreational facilities, and restoration of wildlife habitat.⁸

Brown County and the county's communities should continue to apply for funds from the Knowles – Nelson Stewardship Program to assist in funding the construction of off-street trail systems. Interested parties are encouraged to contact the Wisconsin Department of Natural Resources for information about the Stewardship Program.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) can cover up to 90% of an eligible project's cost. This program and its predecessor program have been used to fund many projects across the county. The county and the county's communities should continue to apply for federal safety funds through this program to correct safety problems while other grant programs through WisDOT's Bureau of Transportation Safety should be investigated to address safety issues.

CMAQ Program

If Brown County is designated as an air quality non-attainment area in the future, the county and the county's communities should seek funds from the Congestion Mitigation and Air Quality (CMAQ) Program administered by WisDOT to implement projects that will improve the area's air quality. Brown County and the county's communities should also investigate other grant opportunities as they arise in the future.

⁸ Knowles – Nelson Stewardship Program - <http://dnr.wi.gov/topic/stewardship/>

Appendix A – Sidepath Suitability Algorithm

The factors considered for the sidepath suitability algorithm are intersection traffic, continuity, curb cuts, pedestrian use, crosswalks, and path/road separation at intersections. The following formulas are used to determine a suitability score for a sidepath:

- 1) Intersection Traffic Score. The volume and speed of motor vehicle traffic – especially turning traffic – directly affect the risk of collision. Determine the intersection traffic score X from the following: $X = [R + (2 * A) + (4 * B)] / M * [Spd * Vol]$;

Where:

R = Number of residential driveway intersections

A = Number of minor street/minor commercial driveway intersections (<1,000 ADT)

B = Number of major street/major commercial driveway intersections (≥ 1,000 ADT)

M = Street segment length (in miles)

Spd = Posted speed limit on parallel street (≤ 30 mph = 1, 35-40 = 2, ≥ 45 = 3)

Vol = Traffic volume factor, parallel street; ≤ 2,000 ADT = 1, 2,000-10,000 ADT = 2, ≥ 10,000 ADT = 3):

Add the following number of points for the intersection traffic score X.

X	Points
0	0
1-40	1
41-80	2
81-120	3
121-160	4
161-200	5
201-240	6
> 240	7

- 2) Continuity. Discontinuities (major gaps, or sidepath ends) may force cyclists to ride through grass, etc. and enter the roadway awkwardly. Cyclists will often avoid sidepaths with these gaps. Add 4 points if major discontinuities exist.
- 3) Curb cuts. Uncut curbs compromise cyclist movement and attention at intersections. Add 3 points if any intersections are lacking curb cuts.

- 4) Pedestrian use. Sidepaths are used by bicyclists and pedestrians, and insufficient width increases user conflict. Add points according to the following chart:

Low (rare) pedestrian use	Medium (occasional) pedestrian use	High (often) pedestrian use
$\leq 5' - 1$ point	$\leq 5' = 2$ point	$\leq 5' - 4$ point
$> 5' - 0$ points	$6-7' - 1$ point	$6-7' - 2$ point
	$\geq 8' - 0$ points	$\geq 8' - 1$ point

- 5) Crosswalks. Visible crosswalks can help make motorists more aware of non-motorized traffic. Sometimes two parallel painted stripes are sufficient. At busier intersections, “ladder” or “zebra” crosswalks and other techniques enhance visibility. Add 2 points if there are no crosswalks. Add 1 point if there are some crosswalk markings, but more visibility is warranted for that intersection type. Add 0 points for appropriately marked crossings. **Use the worst-case crossing for the segment.**
- 6) Intersection sidepath/road separation. AASHTO recommends that sidepaths be brought closer to the parallel road at intersections so motorists can more easily see bicyclists as they approach the intersections. The vehicular stop line should be behind the sidepath crossing because cyclists should not weave through stopped traffic when crossing. Add 5 points if the crossing goes through stopped traffic. Add 3 points if the crossing is not brought “close enough” to the parallel road. Add 1 point when the crossing is brought close to the road. **Use the worst-case crossing for the segment.**

Add together all the points for the sidepath suitability score. Ranges of suitability are:

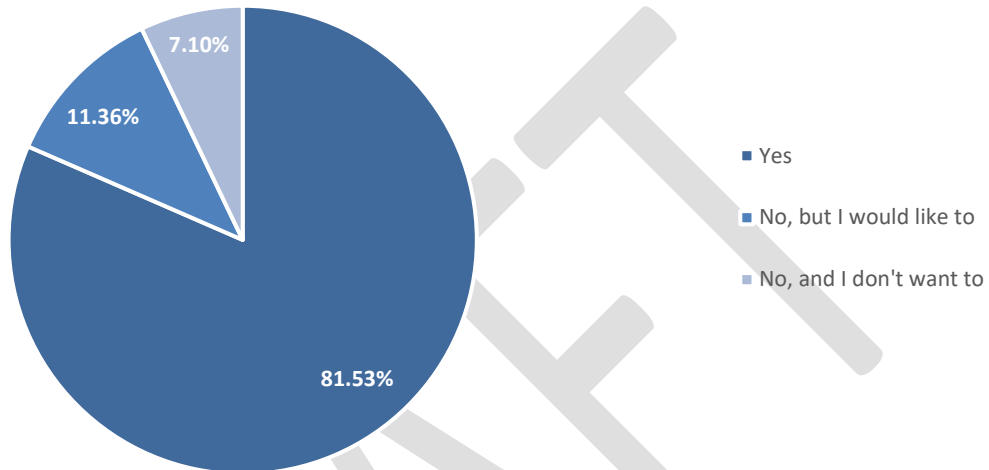
<u>Suitability Score</u>	<u>Suitability</u>
≤ 7	High Suitability
8-9	Medium Suitability
10-11	Low Suitability
≥ 12	Not Suitable (Poor)

Sidepath Suitability Algorithm source: North Aurora (IL) Plan

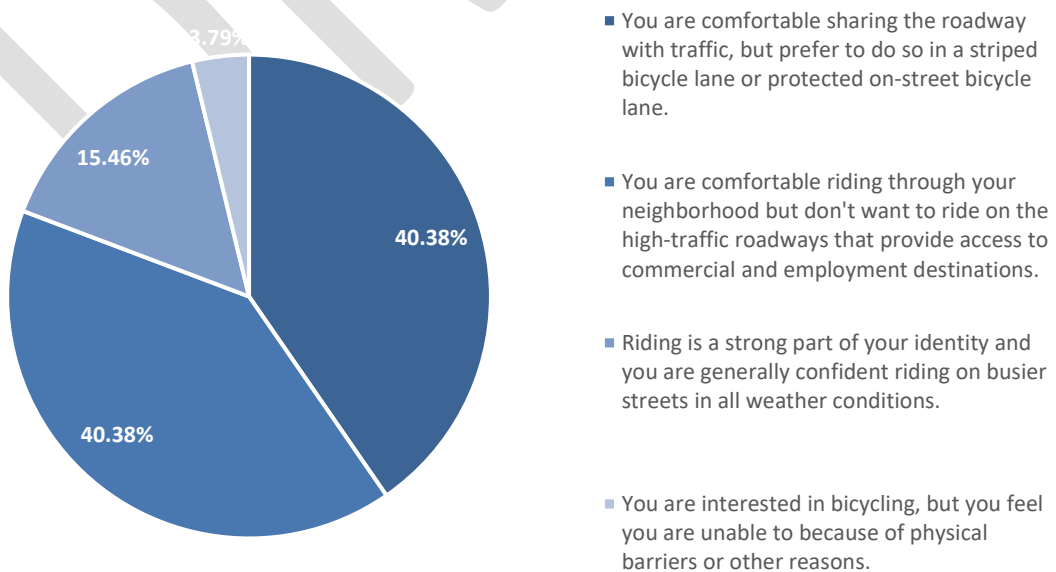
Appendix B – Public Input Survey Answers

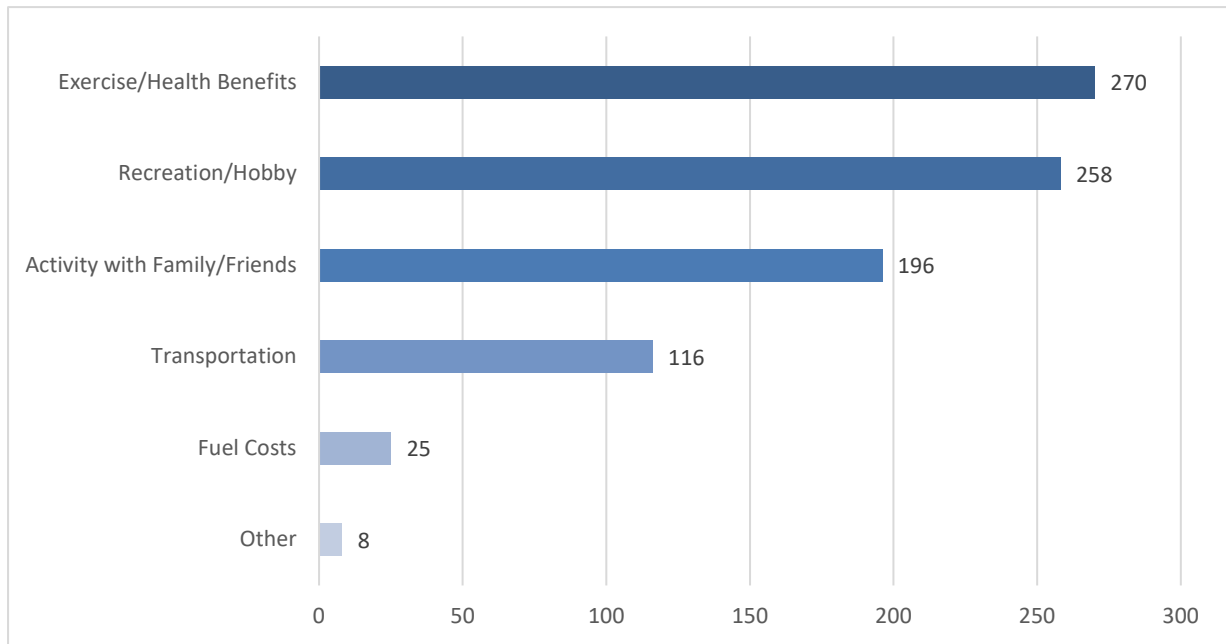
Staff prepared an online survey through ESRI's Survey 123 that gathered information on respondents' bicycling and walking experiences, barriers that discourage walking and biking, and improvements that would encourage them to walk and bike more. The questionnaire, along with the results for each question, are shown in the following section. Map 9 shows the generalized location of survey participants.

Question 1: Do you ride a bicycle?

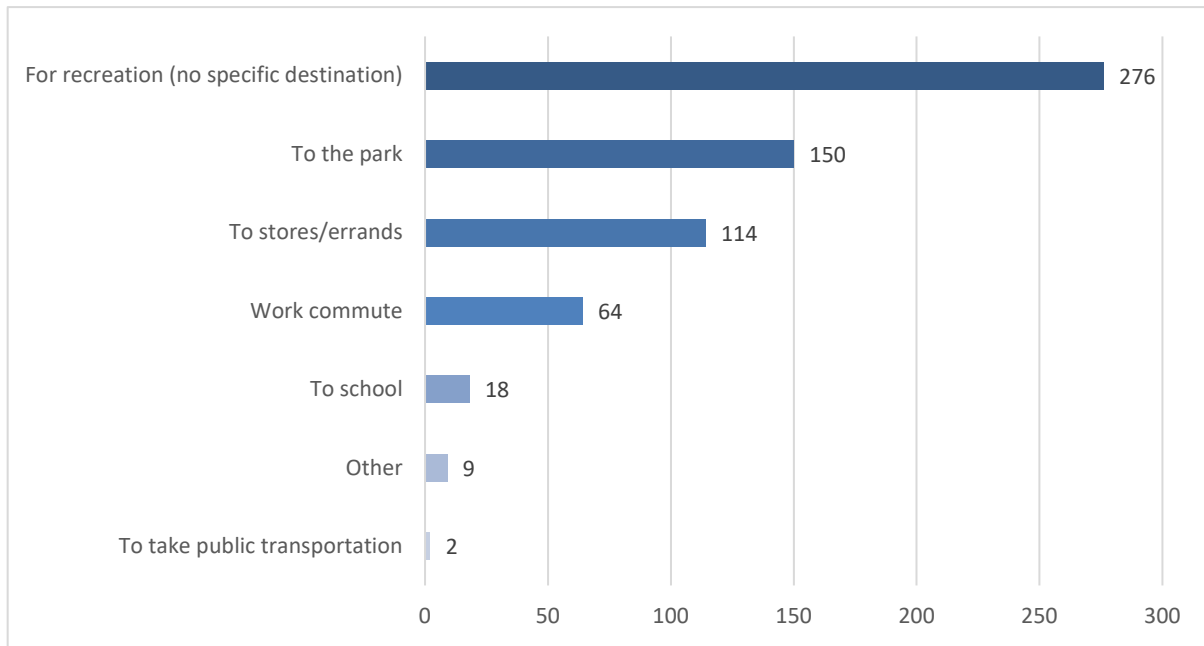


Question 2: Choose the statement that best describes your riding ability and comfort.



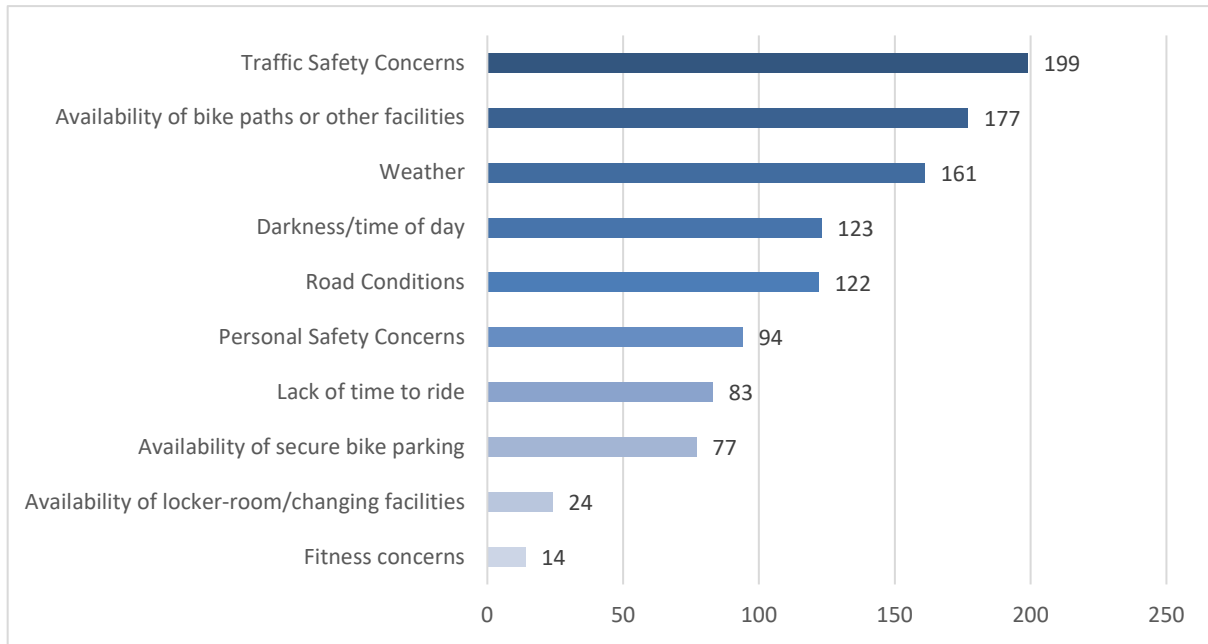
Question 3: What are your reasons for riding a bicycle?

Other Responses
Environment.
Environmental benefit.
Less pollution.
Reduce emissions to promote healthy planet.
Reduce environmental impact.
Reduce greenhouse gases.
Relaxing.
Saves wear and tear on automobile.

Question 4: Where do you bicycle to?

Other Responses
Bike trails like the Fox River and Mountain Bay Trails
Events, bars, friends house
Farmers Market
Farmers Market, dinner downtown
Local trail systems
Neighborhood
Restaurants, gas stations
To bring my kids to elementary school

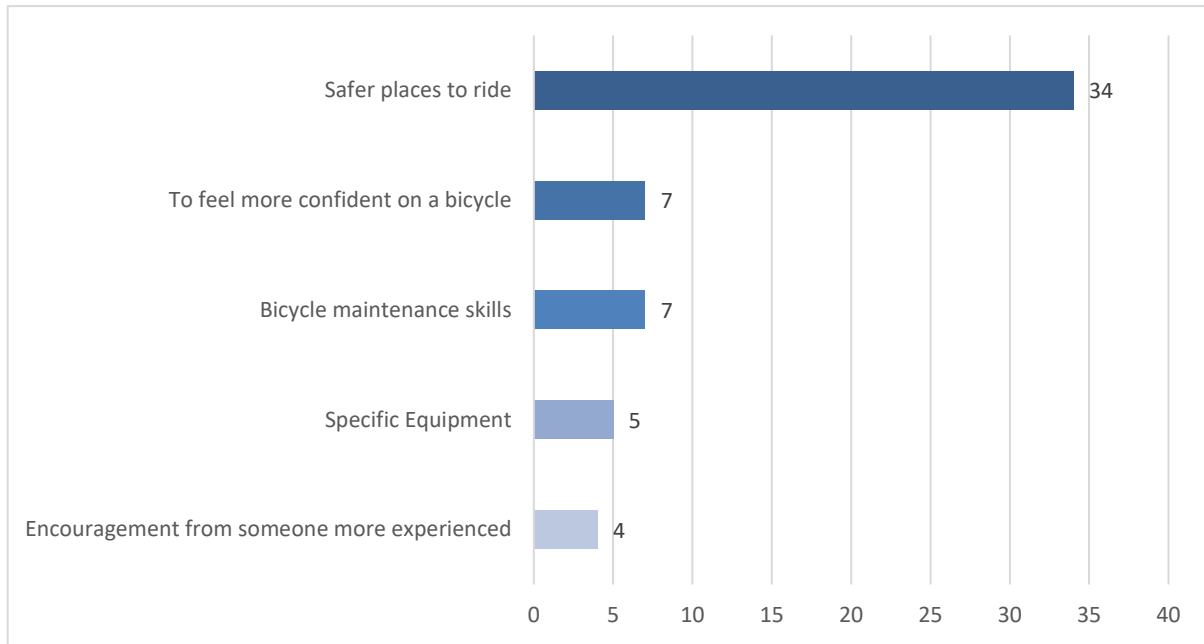
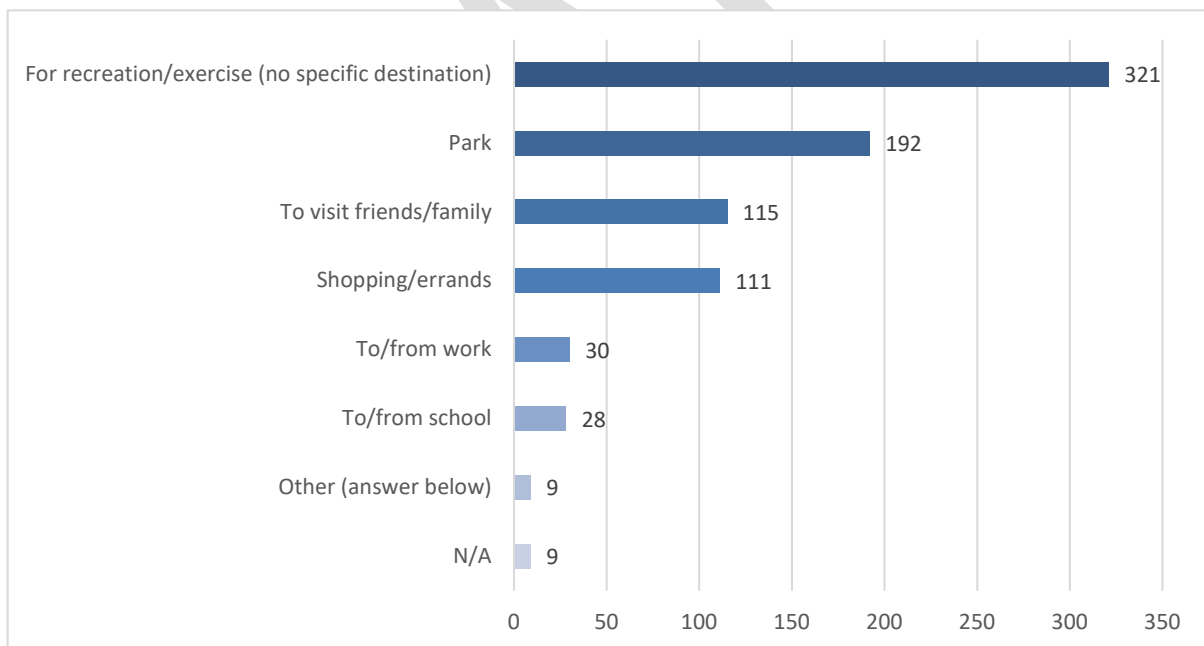
Question 5: If/when you don't ride a bicycle, what factors impact that decision?



Question 6: Where do you prefer to ride?

Respondents were provided with four different types of bicycle facility options and settings and were asked to rank their preference on a scale from 1 to 4, with 1 being the least preferred and 4 being the most preferred.

Facility Type	Least Preferred	Less Preferred	More Preferred	Most Preferred	Average Ranking
Off-street Multi-use Path	5	12	46	220	3.7
Neighborhood Streets	12	54	110	106	3.1
Bicycle Lanes	18	88	102	74	2.8
Roadways without Bicycle Lanes	172	55	32	24	1.7

Question 7: What resources or tools would help you ride a bicycle?**Question 8: As a pedestrian, where do you walk to?**

Other Responses
Around the neighborhood or trail with dog
Church
Dog walk
Dog walking
Exercise dog
Hiking Trails

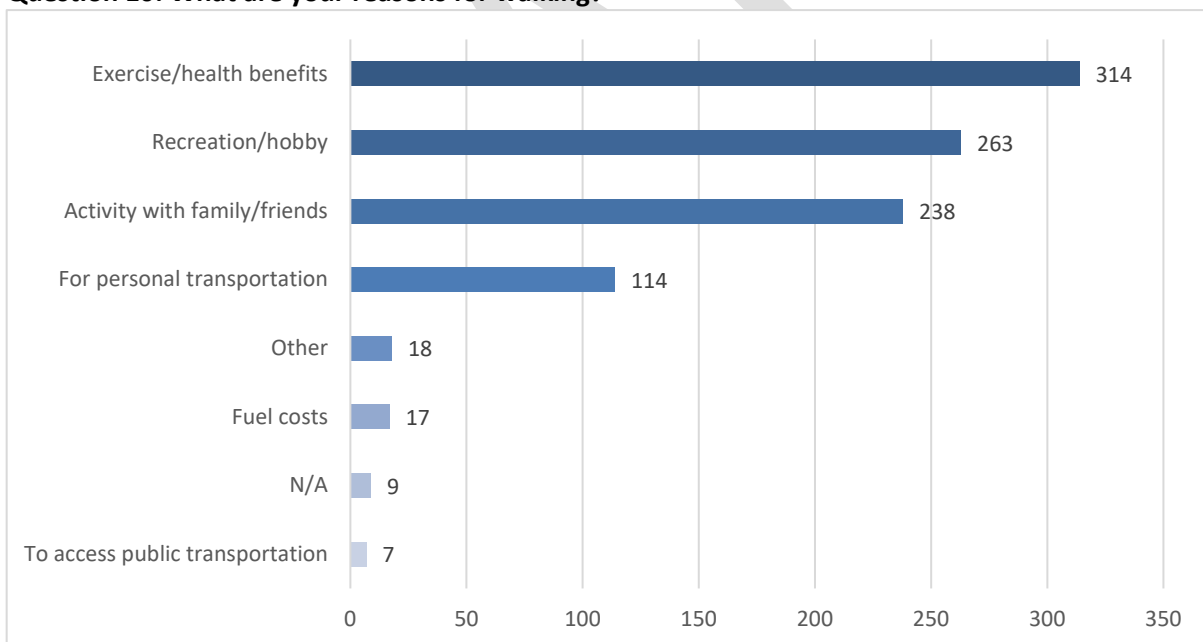
Lambeau & UW-GB
Pets
Place of worship
Restaurants and events
To and from my car. I park several blocks away from my work locations. I also walk my dogs in my neighborhood
Walk dogs
Walk for exercise, no particular destination. Walk on trail often and around neighborhood (crossing Riverside Drive), but traffic is brutal, too fast, and above the speed limit
Walking dogs.
Walking my dog
Wherever my feet take me

Question 9: Are there any other places you would like to walk to?

Other Responses
park trails
Downtown Green Bay
Along the Fox River in southern Brown County. Specifically, along CTH ZZ.
wherever I parked my car/bike and back
work
Baird Creek Parkway
Nature trails
Non paved trails
I walk down Scheuring, between Packerland and quarry park and there needs to be a bike/walking lane!!!
Grocery
Grocery store etc
Used to walk to work regularly until I retired!
Everywhere. I wish fun things like the stadium were walkable
Fox River Trail
I would walk to work but no sidewalks and too hard to cross Webster and Riverside to the bus stop!
Store
De Pere Downtown shops
festivals and concerts
The Preserve Nature Area in West De Pere. On Southbridge to make a loop instead of just walking on Lawrence Dr.
Crossing over Webster, and by Heritage Hill, is tricky. May a walk-over pass?
*Same issue on Sunset Beach Road. Many walker/bikers (not on trails) that can't walk the road due to traffic and boaters speeding
Nature trails
Biking and walking lanes on hwy 41 frontage road Veterans Ave Suamico would be real nice.
From Urban Edge shopping to Bay Port High School

Restaurants (e.g. Thornberry, D2 Sports Pub, etc.).
Do not feel safe walking on the roads in the village of Suamico. We drive to the Mountain Bay Trail or MeadowBrook Park or the sidewalks in Howard.
On the street in front of my home
trails
Local trail system.
We would like our kids to be able to safely walk to school on Eliza across Webster. Tons and tons of kids cross there who attend Aldo. Hoping for a crossing guard to be stationed there instead of Porlier, given that most kids walk straight from Aldo
Stores, library
Shopping work
across the East River, south of Mason Street
No
School
Distances are simply too great. None of the towns/villages around Green Bay are readily accessible on foot.
No
Shopping

Question 10: What are your reasons for walking?



Other Responses
Walking the dog
Dog walking
Environment
Environmental reasons - walking lowers carbon footprint
Environmentally Friendly

Exercise my dog
Mental health reasons to destress
To avoid being in car traffic; to reduce greenhouse gases
To avoid parking, annoyance, or fees
Volunteer work
Walk the dog
Walking dog
Walking my dog
Walking our dogs

Question 11: What things would help you, or make you want to, walk more?



Other Responses
A bike/walk path along Ledgeview Rd from GV up to Dollar Rd. And a bike/walk path along Heritage rd.
Access to public transportation
Areas that are dog friendly. Many parks ban dogs even leashed
Baird, Webster, and Monroe are all terrible for pedestrian crossing
Better lighting at night
Cyclists on trail would announce they are there. Very unsafe if they don't
Flashing light cross walks for busy streets
For recreational walking: rest room facilities in parks and elsewhere.
Hiking Trails
It's generally boring
Limiting high speed electric or motorized scooters and skateboards
Lower speed limit matching De Pere on Riverside, safer Riverside and St Francis cross walks or ramp; better repaired Webster and Riverside sidewalks

More direct routes, shorter distances between destinations, pretty architecture to look at, more shade, fewer parking lots, consistent snow removal
More personal initiative to be more active.
More sidewalks and trails
More trails
More/safer sidewalks
Repair of a neglected leg injury
Safety on the trail. Patrolling the trails for predators. Women are approached (unwanted) frequently on the Fox River Trail.
There aren't any grocery/corner stores in my neighborhood but that's where I'd go if it were part of the city planning.
Trails that are accessible year-round, not snow covered or flooded
Warmer weather
We need safe places to walk year-round. The day light is getting shorter. The roads will be slippery. Cars travel too fast on our roads.

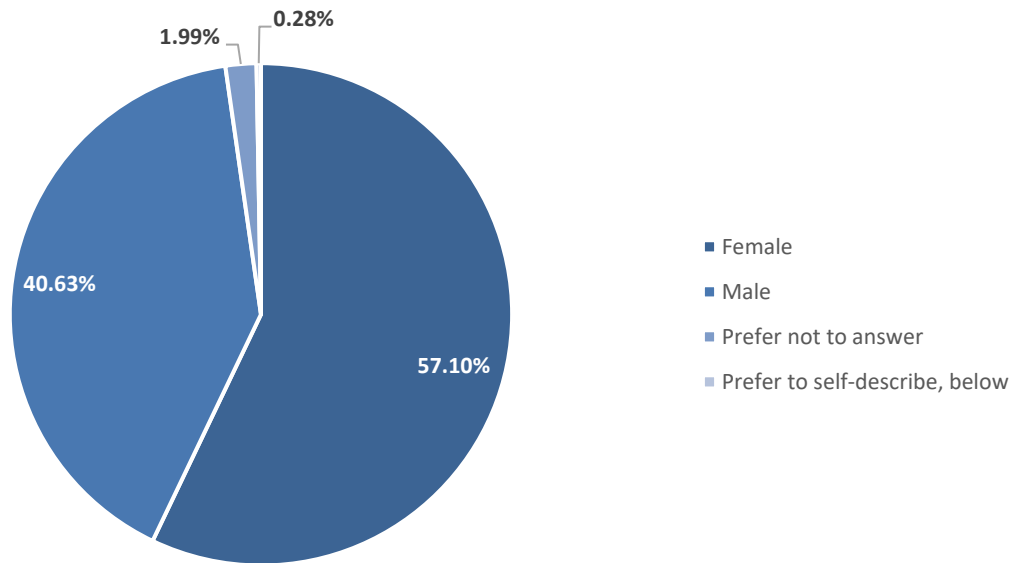
Question 12: What other things would help you, or make you want to, walk more? (optional)

Other Responses
Drivers recognizing cross walk laws.
better hiking trails
crosswalk striping intersections that dont currently have them
More lights to notify traffic to yield to walkers/runners - Crossing by Aldo Leopold toward the Fox River Trail is tough
More greenery along sidewalks, more sidewalks, better maintained sidewalks
Paved pathways
Safer road crossings; especially busier road ways
When there is a cross walk, add flashing lights to show there is a pedestrian. The round about in de Pere in front of the future Mulva center is TERRIBLE to cross. Even with the police station there, people do not stop for pedestrians.
I would love a walk/bike path from the newer subdivisions off Grant St (Packerland to other side of highway/frontage road). I know many are uncomfortable walking/riding on Grant/EE due to high traffic and safety concerns.
snow removal and salting to remove ice.
more direct routes, shorter distances between destinations, pretty architecture to look at, more shade, fewer parking lots, consistent snow removal
Paved walkways or sidewalks so we can be out if oncoming traffic
Motorists rarely give pedestrians in crosswalks the courtesy of stopping.
Do not need sidewalks on most streets in Allouez including ROSELAWN as it is a boulevard street. Need more safe ways to cross RVIERSIDE DRIVE and WEBSTER AVENUE.
signage or mapping for "main routes" connecting major areas, like getting from downtown to Lambeau
NO SIDEWALKS ON ROSELAWN - Sidewalks on Briar since it connects with the Hawk crossing
Dog friendly with waste areas/water

Put sidewalks and crosswalks in places that make SENSE!! Corral the horrible plans the Allouez Village Board is trying to force onto residents. Sidewalks on BRIAR--NOT ROSELAWN--make more sense!!! Maybe some pedestrian bridges in high traffic areas.
Bikers riding too fast on fox river trail especially in front of voyager park
See above response.
Sidewalk installed on west side of Shady Lane, from Hazelwood Ln to Cormier Rd, in Ashwaubenon
Control speeders on 9th st.
Path of n Scheuring between packerland and quarry park. So dangerous some days with traffic!!
Off leash dog friendly areas
Cross Mason Street without crazy risk!
1. Better lighting. When I worked, I walked home at 5 pm, and the street lights were totally inadequate. 2. Enforce the requirement that sidewalks be shoveled, and make businesses follow it as well as homeowners.
Marked Street crossings
Webster Avenue has sidewalks that are far too narrow and close to traffic. They also are very poorly cleared of snow and ice in the winter.
More stuff connected by walkways
I would like and easier/safer way to get across Broadway/Riverside. Especially in the summer when traffic is heavy.
Allouez needs more sidewalks! Then I would walk more.
Well lit streets
I would like to see more "yield to pedestrians" signage along Webster Avenue, especially near Webster Market, Schroeder's Flowers, and Kwik Trip. That area has been quite dangerous for crossing the street.
Walking and/or biking through a roundabout is very scary
We need safer ped crossings on Riverside Dr and Webster Ave. Both locations are very dangerous.
Better community planning. Less urban sprawl, densify commercial districts
Indoor facility for winter.
More sidewalks in my neighborhood. Sidewalks end on many streets in Green Bay/Western Corridor
More destinations in Suamico
Sidewalks cleared in winter. It is very dangerous along Webster Ave in Green Bay/Allouez
There seems to be a lot more bicyclists on the Fox River Trail, making it very hard to walk comfortably without feeling like you're going to get run over. The bikers are taking over and not everybody knows proper trail etiquette.
Sidewalks - especially on Lineville Road and cell Avenue
Bike and walking lanes on hwy 41 frontage roads would be real nice.
Roundabouts are not easy and safe to cross. Drivers are focused on other vehicles and not people walking or biking. Activation of blinking lights when someone is near crosswalk areas may be helpful (similar to what is near Lambeau or Bay Beach)
Limited traffic that can see pedestrians (hills or sun making it difficult for drivers to see pedestrians), secure from fast traffic (e.g. Trout Creek speed limit), and the ability to have width to walk side by side while walking.
more sidewalks and trails

looking forward to more walking/bike paths on main roads to feel safer walking and biking - this is the real barrier for our County. Bike/ped path particularly needed on Highway FF from Highway 29 to Highway 54 to connect communities.
A more connected trail system. More garbages and restroom facilities along trails.
I walk every day. Nothing stops me.
Limiting high speed electric scooters and skateboards
more walking paths/trails
Off Street multi-use paths as I walk purely for recreation and exercise.
More personal free time
Having parks in Suamico that welcome dogs on leash
More sidewalks. Some routes are difficult to do without a sidewalk because there is not a lot of shoulder space and cars drive too fast.
Bike paths in Suamico by schools and Calavera park
Lit trails like Edinger Corridor
slower traffic speed drivers DO NOT follow speed limits at all !!!
More pedestrian crossings and flashing lights to ensure safety. We need to change the culture in Green Bay to get cars to stop for pedestrians.
More pedestrian crossings with lights and big signage, especially across busy streets.
Neighborhood grocery stores, closer libraries, better pedestrian crossing culture (cars yielding to pedestrians)
Cars that stop for pedestrians in crosswalks
Sidewalks
crossing guards around our schools
Safer crossings on the highways that run through the city.
Na
Need safer pedestrian crossing opportunities on Monroe near Fox River Trail & Aldo Leopold School. Also Webster near hospital & Aldo
Groceries in my downtown neighborhood
Sidewalks that don't end.
None of the above are going to make me take a walk any more or less.
We are mostly concerned about our 9 and 11-year-old children getting to school safely on foot or bike. We live across from Astor Park on Eliza. Several friends with children who attend Aldo also live here. Please help get a guard on Eliza and Webster.
The new sidewalk from Velp to Mather is a nightmare. Because of the frequent ups and downs I no longer walk here. I'd like to see this returned to ""normal"" i.e. level.
SAFER WALKING AREAS! I live in Suamico and its so sad that I cannot leave my house with my kids and go for a walk or bike ride without panicking most of the time. Unless we go to the area by bayport it is not safe.
The road conditions in Allouez are dreadful due to potholes, chunks of pavement crumbling or missing, many cracks, and uneven surfaces. Properly surfaced and maintained roads would be a huge help for all residents.
Safer crosswalks or ramps across busy streets, specifically Riverside; lower speed limit matching Depere on Riverside; better repaired and wider sidewalks on Webster and Riverside.
It would be wonderful if walking paths were constructed in Suamico. Lots of residents I talk to agree but the Village has done nothing and I have to walk on the road with cars going by me at 40-45 mph. Lots of retirees here would love walking paths.
Destinations to go to, scenic routes

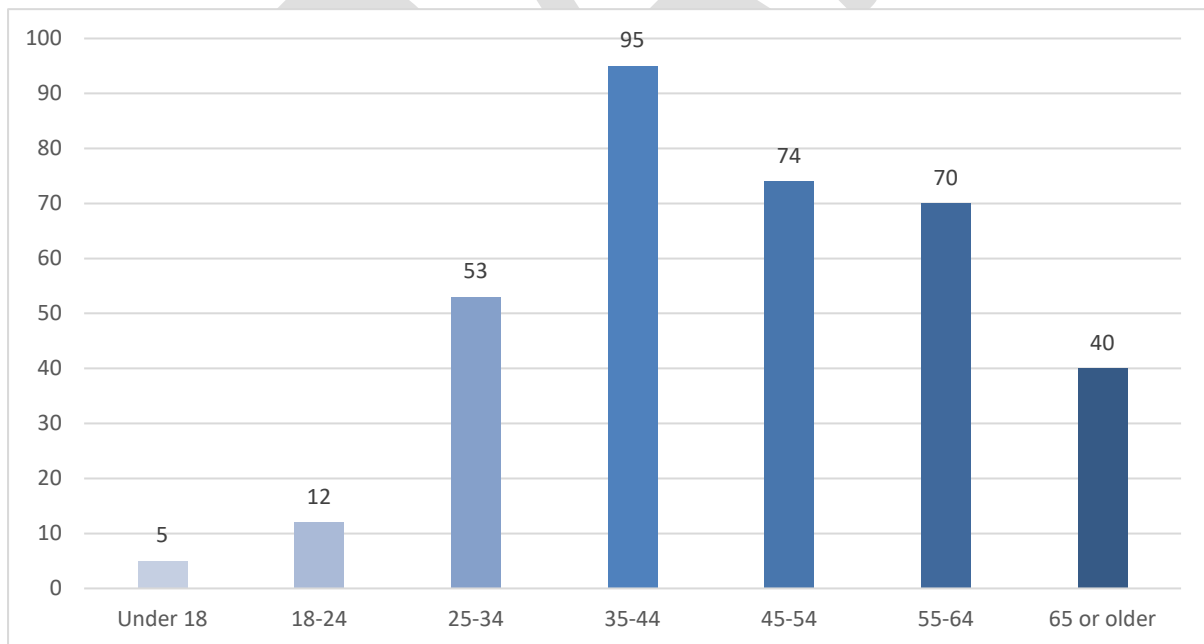
Question 13: What is your gender?



Other Responses

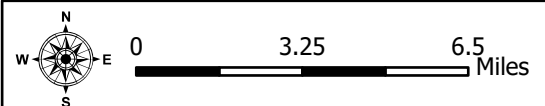
Outside of the gender binary

Question 14: What is your age range?





 Survey Participant Brown County Border
 Road Municipal Boundary
 Park Neighboring County

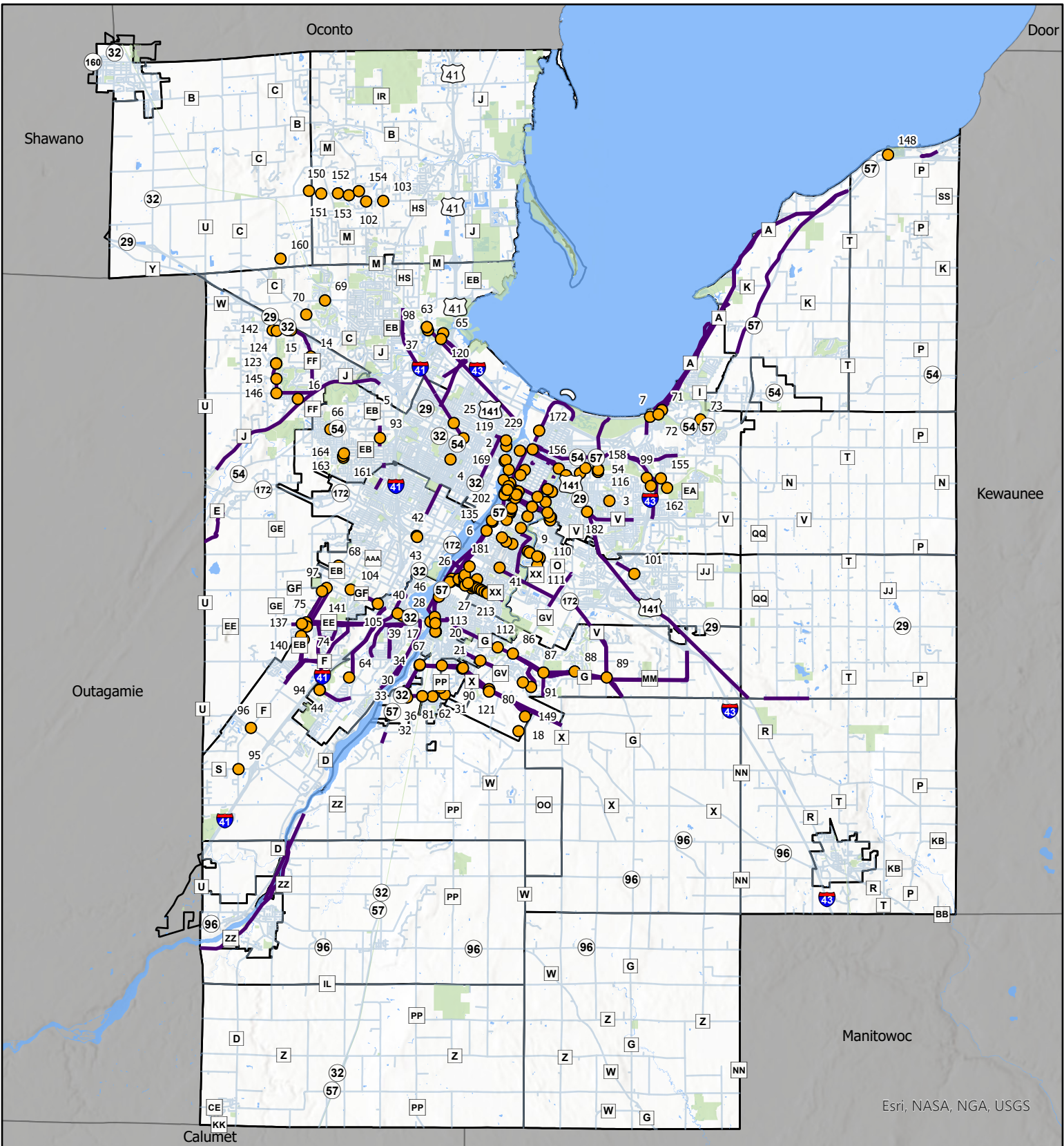


Bicycle facilities in Brown County are compiled from a variety of sources including Brown County, the Green Bay MPO, and Brown County Municipalities. They are believed to be accurate. No warranties are implied.

Online Interactive Web App

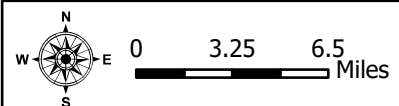
In addition to the online survey outlined in the previous section, an online web app was also developed that allowed respondents to place points to identify where and the nature of the issues they are experiencing when walking or biking, and lines to identify areas where they would like to see improvements in sidewalk and bicycle infrastructure. Map 11 shows the distribution of points and line segments placed by respondents. The following tables include the comments for both points and lines. Points and lines without comments are omitted from the table.

DRAFT



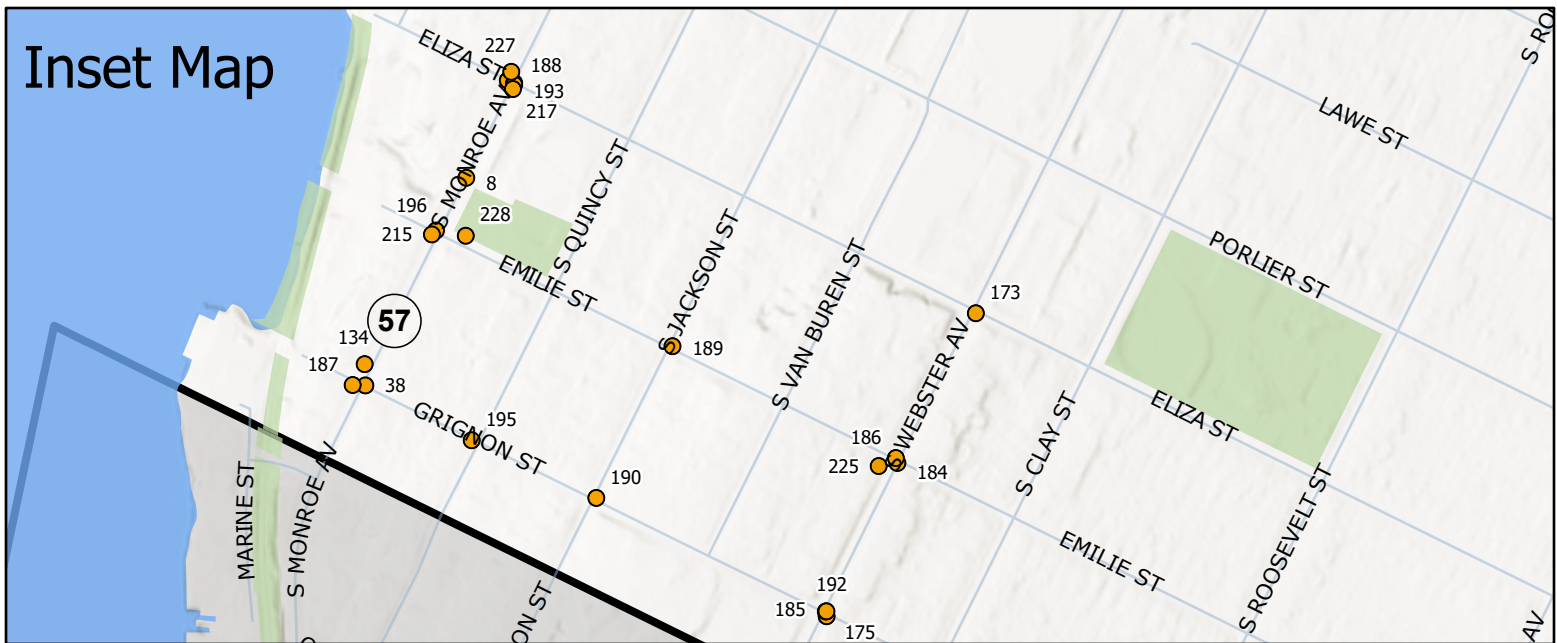
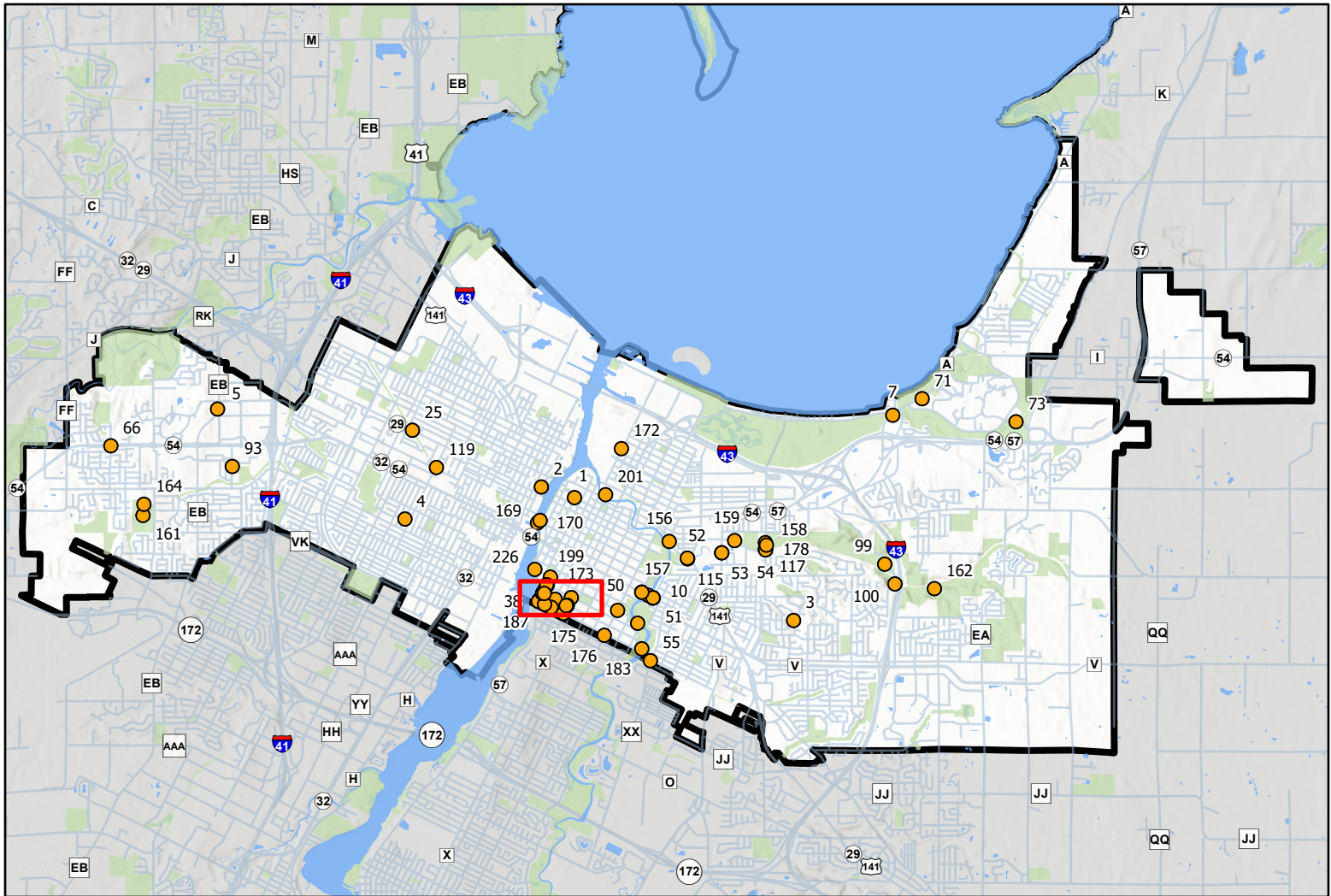
Legend

-  Bike & Pedestrian Points
  Brown County Border
-  Bike & Pedestrian Segments
  Municipal Boundary
-  Neighboring County



This map is a high-level overview of point and lines placed by respondents. Please see Maps 12 - 22 and subsequent tables for more detailed information about each point and line.

Map 13: Public Comments in the City of Green Bay



Legend

- Public Comment Point
- Road/Street

- Park
- City of Green Bay Boundary
- Adjacent Municipality



0 1.5 3 Miles



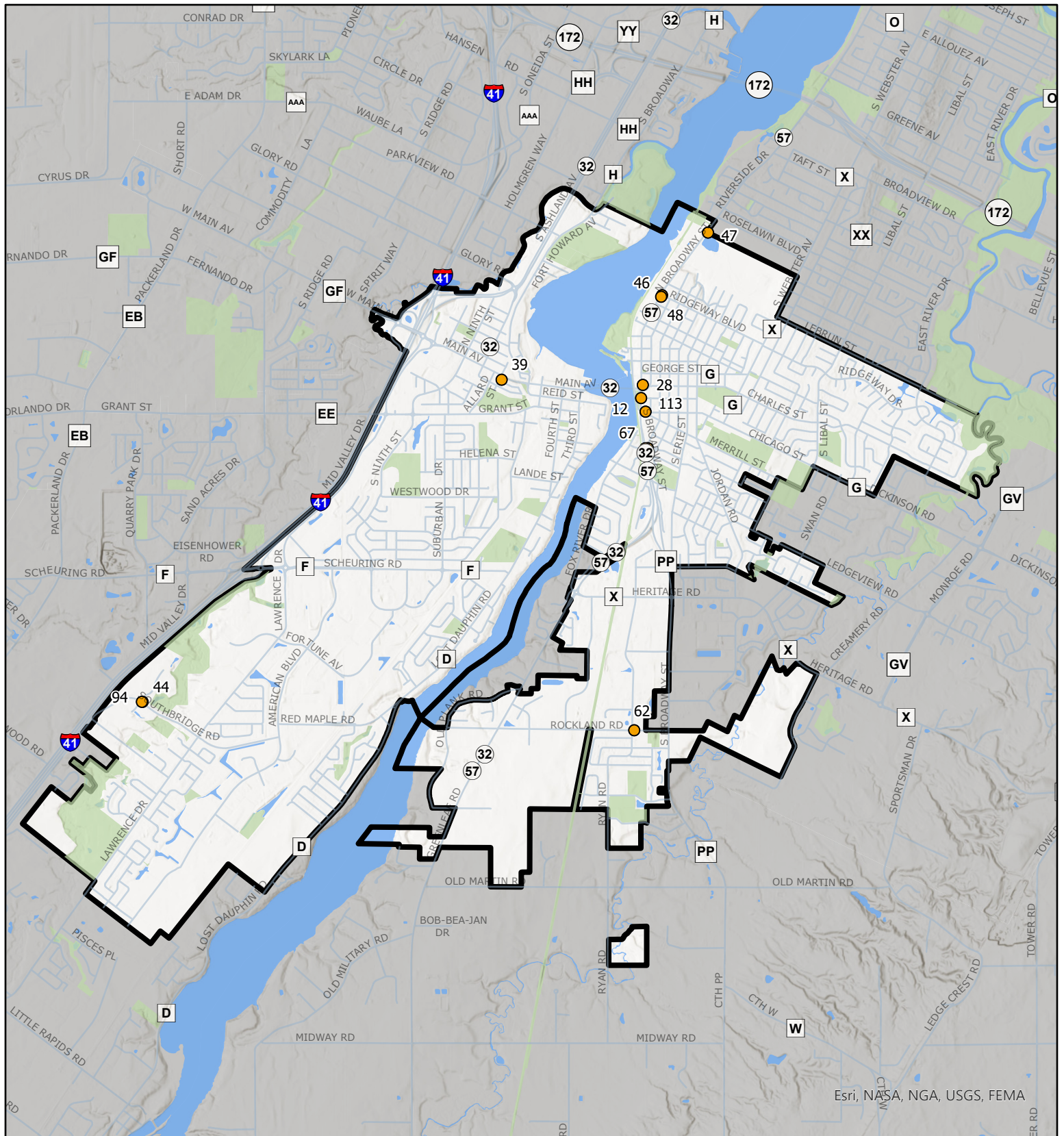
City of Green Bay Point Comments	
OBJECTID	Comment
1	Education: Many bike riders ride on the wrong side of the road. This is very prevalent in my neighborhood.
2	The city should monitor the placement of Lyft Scooters as they often block sidewalks in the downtown. This is a concern for those who require a mobility device.
3	The city should not allow developers to build neighborhoods like this as there are no sidewalks and all people walk in the street.
4	The city should require developers to build neighborhoods that look like this. Easy to walk around on sidewalks and easy to bike from place to place.
5	Install a sidewalk on this portion of Packerland Dr.
7	this intersection is terrible. It needs to be reviewed and a roundabout considered to improve safety for motorists, walkers, and cyclists.
8	Car's never stop for pedestrians at either Emilie or Eliza
10	This crossing has a overhead side. Traffic should stop when a rider / walker is in the crosswalk but in most incidents that does not happen, When a vehicle does stop it seems to create
25	This crossing across Shawano could use signs lit by LED lights when activated
38	Common access point to fox river trail - crossing Monroe is often a challenge here
50	Very dangerous crossing. Needs flashing lites
51	Needs better crossing lites
52	Crossing is not bike friendly . Needs flashing lites
53	Needs lites
54	Extremely dangerous crossing. Needs lites
55	Needs bike lane. Very dangerous
66	Need flashing crosswalk signal everywhere speed limit 35+, traffic too dense to see peds and they are often not brazen enough to take advantage of gaps
71	Add bike lane along Nicolet
73	Uwgb doesn't let you park here and fines people
93	Presently sidewalk extends from West Point to North edge of Beaver Dam park, forcing neighbors walking to Walmart to walk on the road
99	Bike lanes here
100	Bike lanes here
106	Very difficult & dangerous to walk or bike across E Mason St. to make the trail connection. Busy traffic from both directions unevenly paced.
107	Very difficult & dangerous to cross E Mason here despite the overhead pedestrian marking, cars rarely stop & all 4 lanes never stop- needs a large flashing red light that can be pushed when pedestrians or bikers can push to cross if needed. Traffic is moving too fast to make it across, uneven pacing of oncoming traffic.
115	We appreciate the light here to get across the trail pieces- thank you! 😊
116	Very difficult to cross here to make trail connection- needs a large overhead marker with a button that walkers/ bikers could push that triggers flashing red lights, lots of large trucks on this road & turning out of nearby
117	Many students using the path & crossing here during school year
118	Difficult to cross safely here, many trucks, curve & hill too
119	Would be great to have this extended to reach the Fox River Trail
134	Flashing safe crossing needed to cross Monroe to reach Fox River Trail
156	Crosswalk with flashing lights to warn motorists of pedestrian or bicycle crossing
157	More visible crosswalk signage. Too many drivers don't yield to pedestrians or bicycles on trail or in crosswalk.
158	Designated crosswalk for those using the trail and crossing Danz Avenue
159	Marked crosswalk for those using trail and crossing Morrow St.

161	Loved the improvements to the biking trails here.
162	Improvements seem to be working.
164	Love the improvement to the biking trails at He Nis Ra
165	Connecting the East River trail across Mason should be the city's top priority. No cars yield to bikes or pedestrians at the current intersection. Even if one car does, it is rare that all four lanes of traffic yield. There needs to be a bridge over Mason Street here.
166	There needs to be a crosswalk with flashing lights or a pedestrian red light (like the one at Titledown district) at this intersection to connect the bike path and the park on the other side of Mason Street.
168	There needs to be a pedestrian bridge installed here to help give pedestrians more options to cross the East River other than Mason street. It would also make the East River trail more accessible to all.
169	Pedestrian Bridge over Fox River here
170	A bike and pedestrian only bridge over the Fox River would be fantastic!
172	Make bike lanes on Quincy
173	Make a pedestrian controlled flashing sign (like the ones by the hospitals) here
174	Pedestrian controlled flashing signs here (like the ones by the hospital)
175	Make the pedestrian flashing signs here more visible (maybe the pedestrian red light beckon)
176	Add a Flashing
177	Add a flashing pedestrian light here
178	Add a pedestrian flashing light or red light beckon here. Cars do not yield to pedestrians on this important bike trail crossing
183	Connect the East and west sides of the East river at other locations beyond Allouez Ave and East Mason.
184	Extremely busy intersection, cars don't stop for kids crossing from Aldo Leopold school
185	Even with a crosswalk sign traffic is extremely careless. Extremely hard to cross to walk child to and from school at this location. Also, a busy bike and pedestrian route for individuals heading to the Fox River trail. Would like to see a cross guard during school hours or a light system to alert traffic to stop.
186	Even with a crosswalk sign traffic is extremely careless. Extremely hard to cross to walk child to and from school at this location. Also, a busy bike and pedestrian route for individuals heading to the Fox River trail. Would like to see a cross guard during school hours or a light system to alert traffic to stop.
187	Lots of bike and pedestrian traffic to Fox River trail. Really difficult to cross due to speeding vehicles. Would love to see a flashing light to stop traffic for crossing.
188	School crossing
189	School crossing
190	School crossing
192	School crossing
193	School crossing
195	Need crosswalk painted here for walkers to Aldo Leopold school
196	Need pedestrian controlled rapid flashing crosswalk lights, like the ones near hospital
199	Need to upgrade pedestrian crossing here. Make this a NO TURN ON RED intersection (not just when peds are present). Make crosswalk light more visible to drivers.
201	dangerous intersection
215	Unsafe bike and pedestrian crossing. Would like to see a flashing light crosswalk.
217	Unsafe intersection for pedestrian and bike traffic. Would love to see a flashing light crosswalk or light. Many people cross here to the Fox River Trail.
225	It is extremely difficult to cross Webster

226	Taking a left to get onto the trail off portlier is hard as it's almost a blind turn with the turn in the road and oncoming traffic always coming quickly
227	Crossing Monroe unsafe
228	Extremely difficult to cross monroe

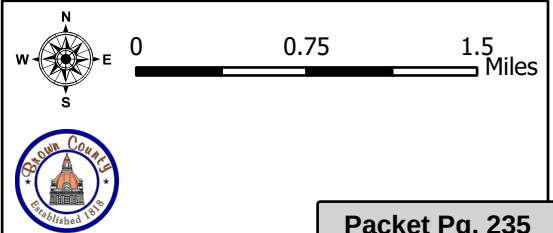
DRAFT

Map 14: Public Comments in the City of De Pere



Legend

- Public Comment Point
- Road/Street
- Park
- City of De Pere Boundary
- Adjacent Municipality



City of De Pere Point Comments	
OBJECTID	Comment
12	Can be very difficult to cross S. Broadway to access the fox river trail. Need a better cross walk at round-about or lewis st
19	Need a better pedestrian crossing
28	Riverside/Broadway NEEDS bike lanes. Trail closes in evenings and some homeowners along trail harass cyclists.
39	Crossing the road here is deadly.
44	Riding or walking to the path on South Bridge is sort of dangerous because of all of the truck traffic.
46	I wish it was easier/safer to cross the street here for bikers and walkers
47	I wish it was easier to cross the street here for the people on bikes and walkers
48	I wish it was easier to cross the street here for both bikes and walkers
62	Bike lanes to trail
67	I wish all Brown Co crosswalks had signs in addition to the painted lines. As a driver, would be much easier to see in inclement weather. I'm not about to stop for a jaywalker, but can't tell corners apart from crosswalks
94	walking/bike trail. As a police officer, I see this as a very dangerous area for bicyclists and pedestrians, especially once the interchang on Interstate 41 and Southbridge Rd. are added.
113	A bike lane on both sides of Chicago St, Dickinson Rd. could make a comfortable connection between the Fox River Trail & the East River Trail.



 Public Comment Point
 Road/Street
 Park

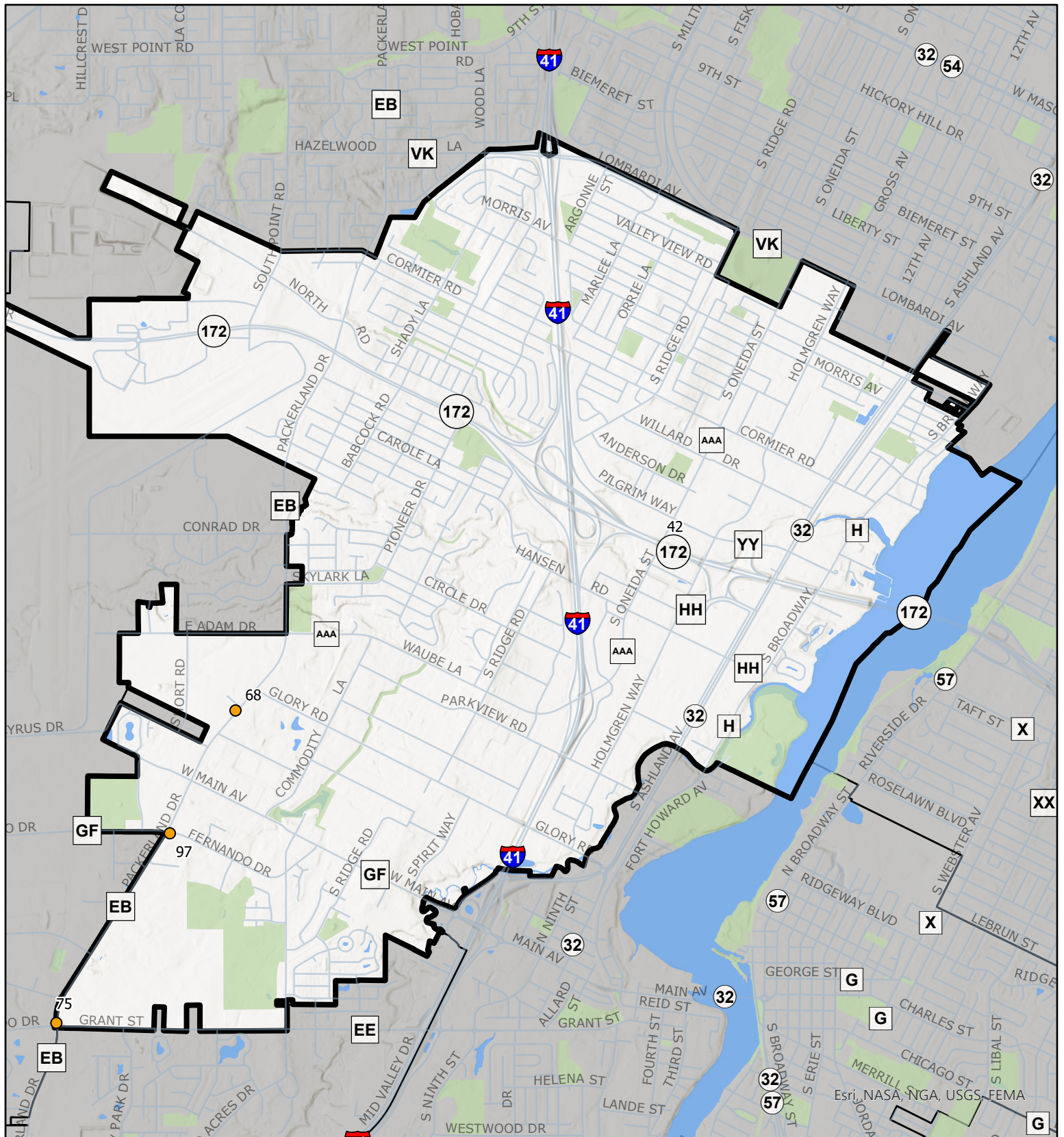
 Village of Allouez Boundary
 Adjacent Municipality



A horizontal scale bar with a black background and white markings. The bar is divided into four equal segments by white tick marks. Above the bar, the numbers 0, 0.4, and 0.8 are placed at the first, second, and third tick marks respectively. The word "Miles" is written at the end of the bar, aligned with the fourth tick mark.

Village of Allouez Point Comments	
OBJECTID	Comment
76	I use Webster to get to the neighborhood streets around my house when I am walking. The sidewalks along the west side of Webster Avenue south of Hwy 172 are horrible. They are way too close to the road and extremely narrow. Since cars also go too fast on Webster, this just seems like a recipe for disaster.
125	Sidewalks on Webster are next to road, driveways into businesses make the sidewalks slanted, not handicap friendly nor safe for anyone. Also terrible in winter, often snow covered. Used by school children.
126	Libel needs bike lanes.
127	Webster needs bike lanes.
128	Difficult corner to cross, especially during summer with Schroeder customers coming out.
129	A stop light would make walking across Webster
130	A stop light in this area would help walkers going across Webster for the grocery store & restaurants.
131	Bike lanes are needed for the entire length of Allouez Ave.
132	A safe crossing needed here for bikers & walkers to reach the Fox River trail connection.
133	Marked, flashing light that can be pushed for walkers & bikers to cross Riverside Dr. to get to Fox River Trail.
135	Sidewalk/path to get to the trail needed in this area or nearby, sidewalks along Riverside to reach it from a safe crossing area.
171	As the road narrows under the railroad bridge, put bike markings in the road along with "share the road signage"
202	Students crossing to Aldo Leopold School need something to cross safely. I've seen numerous close calls when dropping off my grandchildren.
203	here
204	here
205	here
206	here
207	here
208	here
209	here
210	here
211	here
212	here
213	here
214	here
219	Briar has direct access to crossing light at Riverside, no sidewalks necessary. simply designate street as bicycle/ped trail.
220	Arrowhead offers a wide straight road for bikes/ped. no need for sidewalks. simply des
221	Roselawn offers a wide street for bike/ped. No reason for sidewalks, just designate it as bike/ped corridor. only problem is that it is 2 streets away from bike/ped crossing light at Riverside
222	wide and already serves as bike/ped corridor. no need for sidewalks, simple designate it as bike/ped corridor. problem with it is that it is distant from current crossing light on Riverside.
223	Already a bike/ped corridor although not designated so. simply designate it so and declare victory.
224	Briar St should be a major bike and ped point as its a thru street close to the cross walk.

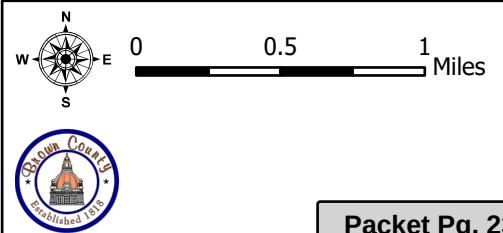
Map 16: Public Comments in the Village of Ashwaubenon



Legend

- Public Comment Point
- Road/Street
- Park

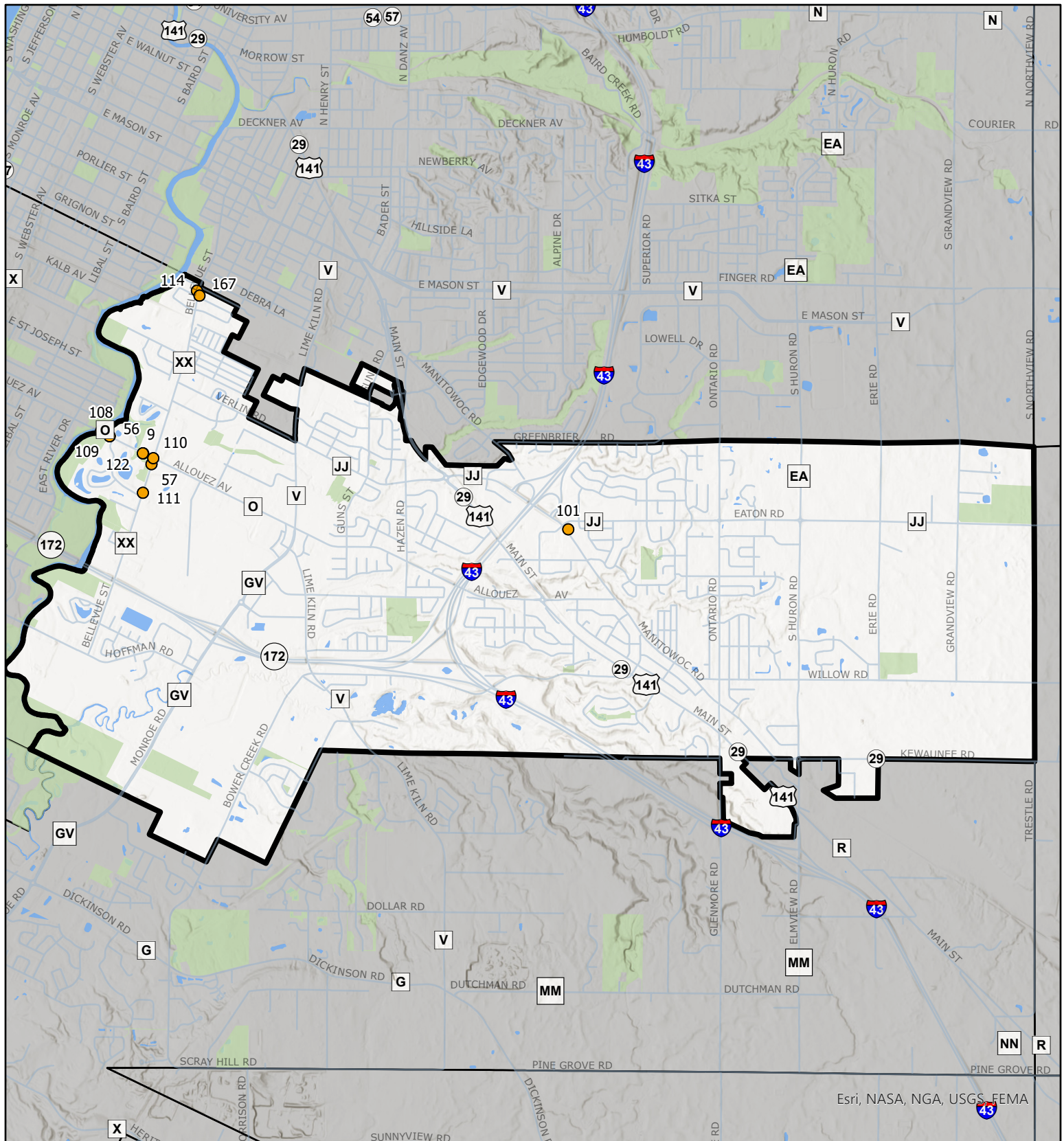
- Village of Ashwaubenon Boundary
- Adjacent Municipality



Village of Ashwaubenon Point Comments	
OBJECTID	Comment
42	east west route
68	Some “share the road” or “bikes may use full lane” signage. Too many cyclists don’t use the safe path and too many drivers just think they can fit in the same lane.
75	Bike paths to connect Tailwind Crossing in Hobart to Ashwaubenon’s trails on Packerland, and a path down Grant St. to connect this area to De Pere and Fix River Trail.
97	Connect from hwy S with safe path

DRAFT

Map 17: Public Comments in the Village of Bellevue



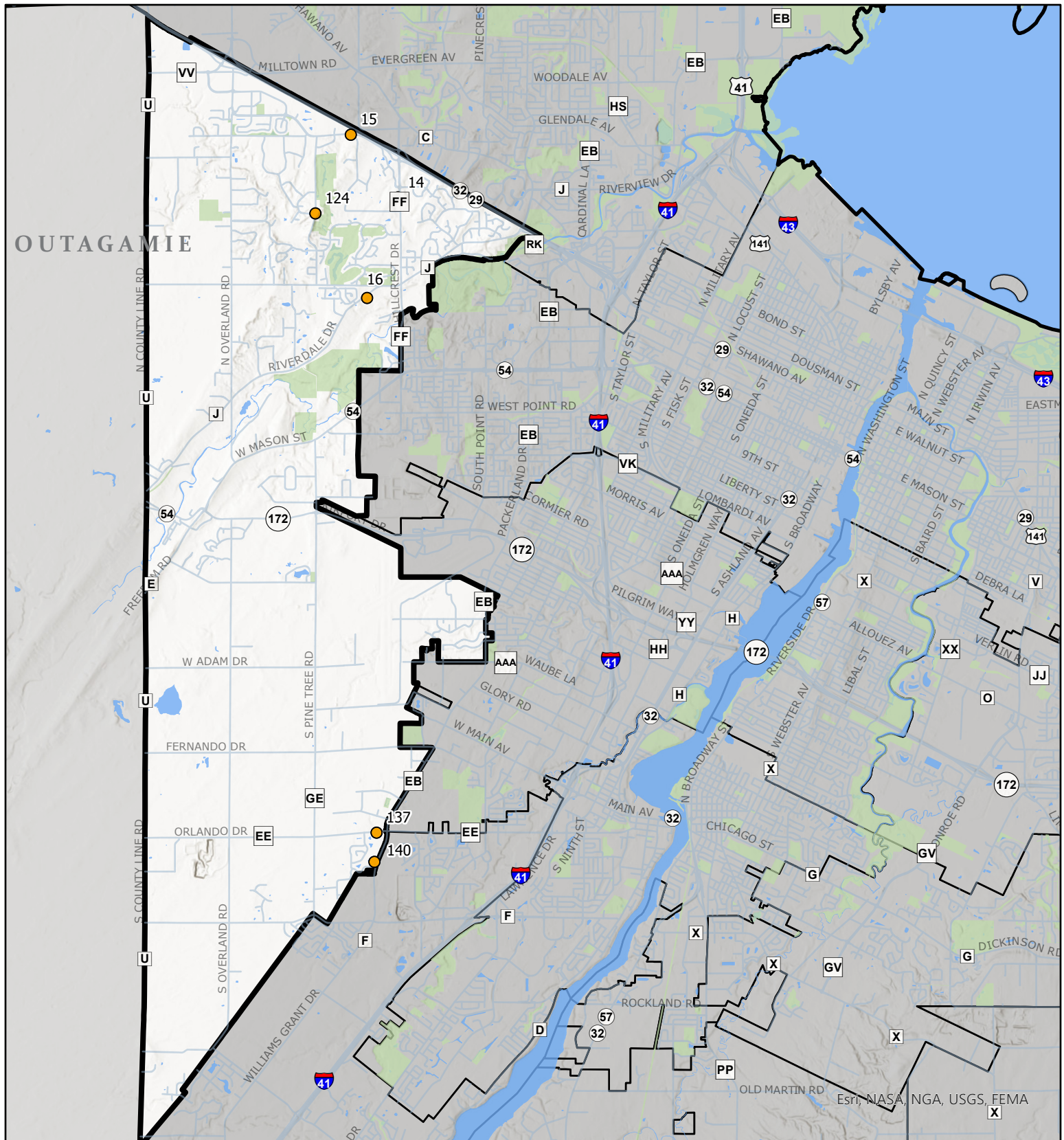
Legend

- Public Comment Point
- Village of Bellevue Boundary
- Road/Street
- Adjacent Municipality
- Park



Village of Bellevue Point Comments	
OBJECTID	Comment
9	This section of Allouez Ave SUCKS. When it is reconstructed there need to be a connection made between the off-street trail to the east and the East River Trail.
56	Needs crossing lites. Very dangerous
57	Needs bike lane ... very dangerous
101	Connect this to other trails
108	The path here is always underwater making it unusable to safely cross under Allouez Ave.
109	Difficult to cross busy Allouez Ave. here to make the trail connection.
110	Could be a safe option to make East River Trail connection BUT there isn't a bike lane nor a sidewalk on the south side of Allouez Ave. to take to route back to the trail.
111	A wider bike lane/ sidewalk along the west side of Bellevue St. here would connect the trail comfortably through into the back of Green Isle Park.
114	Bike lanes would help safety here, trail connection
122	Connecting or bike lane here towards Bellevue St. would be helpful for the times where the East River Trail is flooded & closed from Allouez Ave. to Green Isle Park
167	This segment of the East River Trail needs better markings and signage BOTH directions.

Map 18: Public Comments in the Village of Hobart



Legend

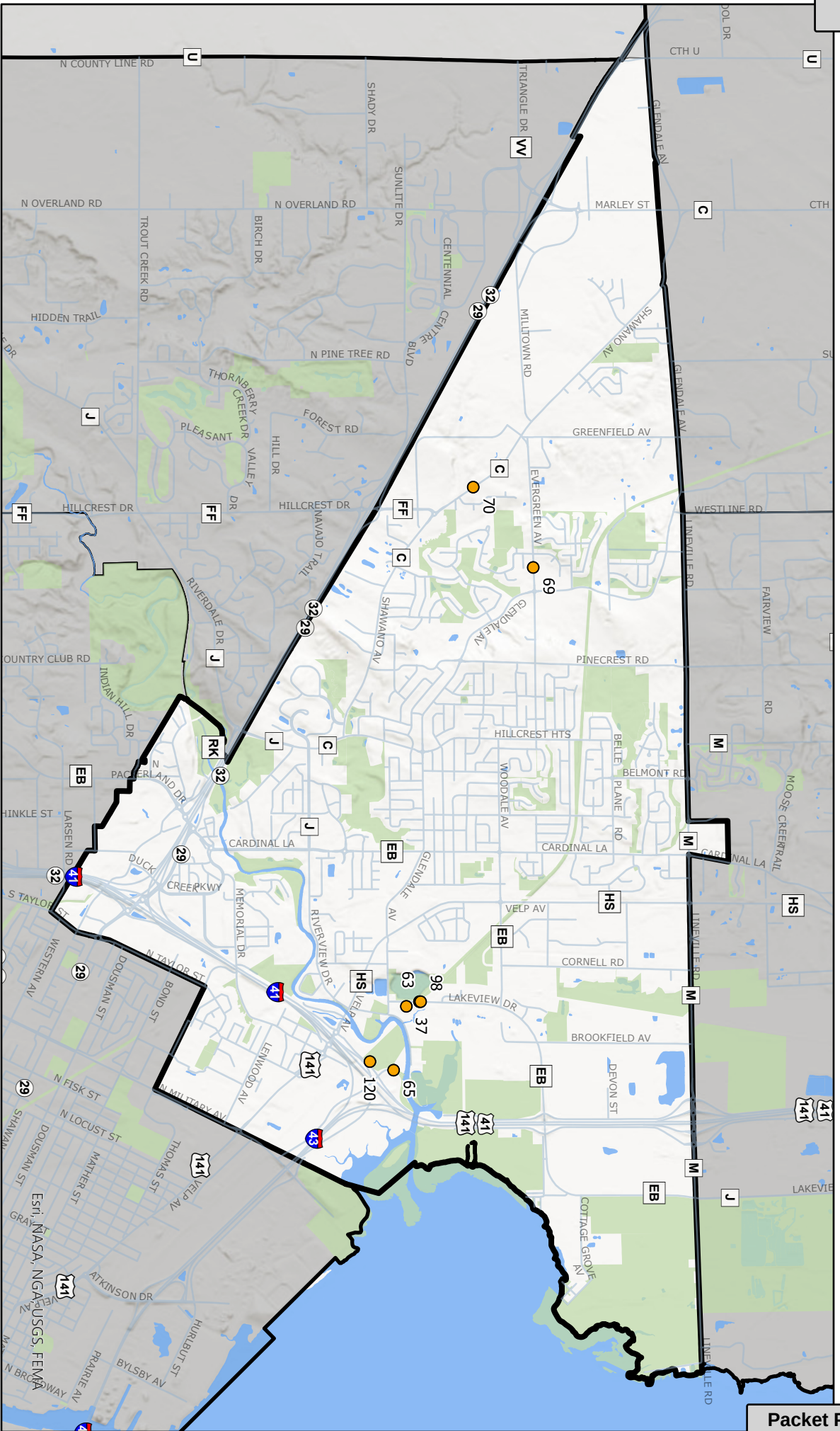
- Public Comment Point
- Road/Street
- Park

- Village of Hobart Boundary
- Adjacent Municipality



Village of Hobart Point Comments	
OBJECTID	Comment
14	FF has become dangerous what with limited sidewalks and increased traffic and roundabouts.
15	This might be the most dangerous area in Hobart. The traffic is fast and the road narrows and afternoon sun blinds drivers. This is near a residential area.
16	This right of way if completed would connect Pamperin Park and Howard trails all the way to Oneida and beyond. WAY OVERDUE!
124	Would like to see this trail continue South to Trout Creek and then east on Trout Creek eventually connecting to the Fox River trail in Green Bay.
137	Lear on/Navigator Way , Copilot Lane and along with all the apartments in the neighborhood need dedicated bike paths to connect to Grant street and packerland drive
140	Community surrounding Lear lane is rapidly growing with with so many apartments and new housing. Many kids go to hemlock creek and will benefit from a dedicated bike path along packerland drive. These are single lane roads with 45 speed limit and a dedicated separate bike will be very helpful. Also quarry park is no near but we cannot take bikes from our neighborhood till the park. So requesting to take into consideration dedicated bike path along grant street and packerland drive

Map 19: Public Comments in the Village of Howard



Legend

Public Comment Point

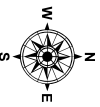
Road/Street

Park



Village of Howard Boundary

Adjacent Municipality



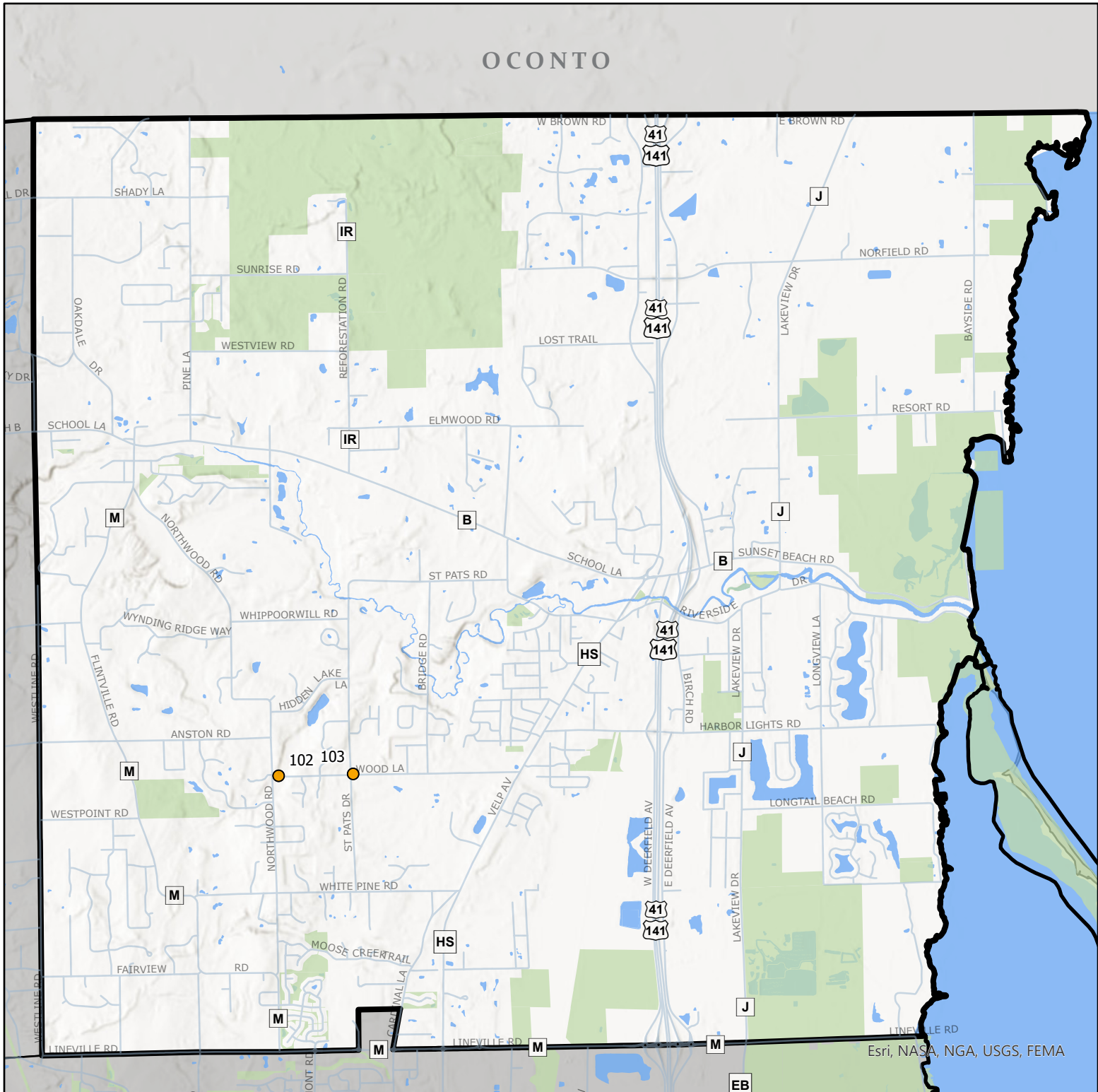
0 0.75 1.5 Miles



Village of Howard Point Comments	
OBJECTID	Comment
37	A safe trail that connects west side trail to mountain bay trail or bike lanes on the roads would really be a great asset to brown county
63	Needs this connected to other trails
65	connect to Mountain Bay Trail
69	Sidewalk needed on evergreen
70	Widen road/paint lines for bikes on shawano
98	Connect to city better
120	This is a very difficult area to manage on a bike, great if it could extend the Mountain Bay Trail somehow

DRAFT

Map 19: Public Comments in the Village of Suamico



Public Point Comments

102 - Bike friendly request for Northwood Rd, Wood Ln, and St Pats

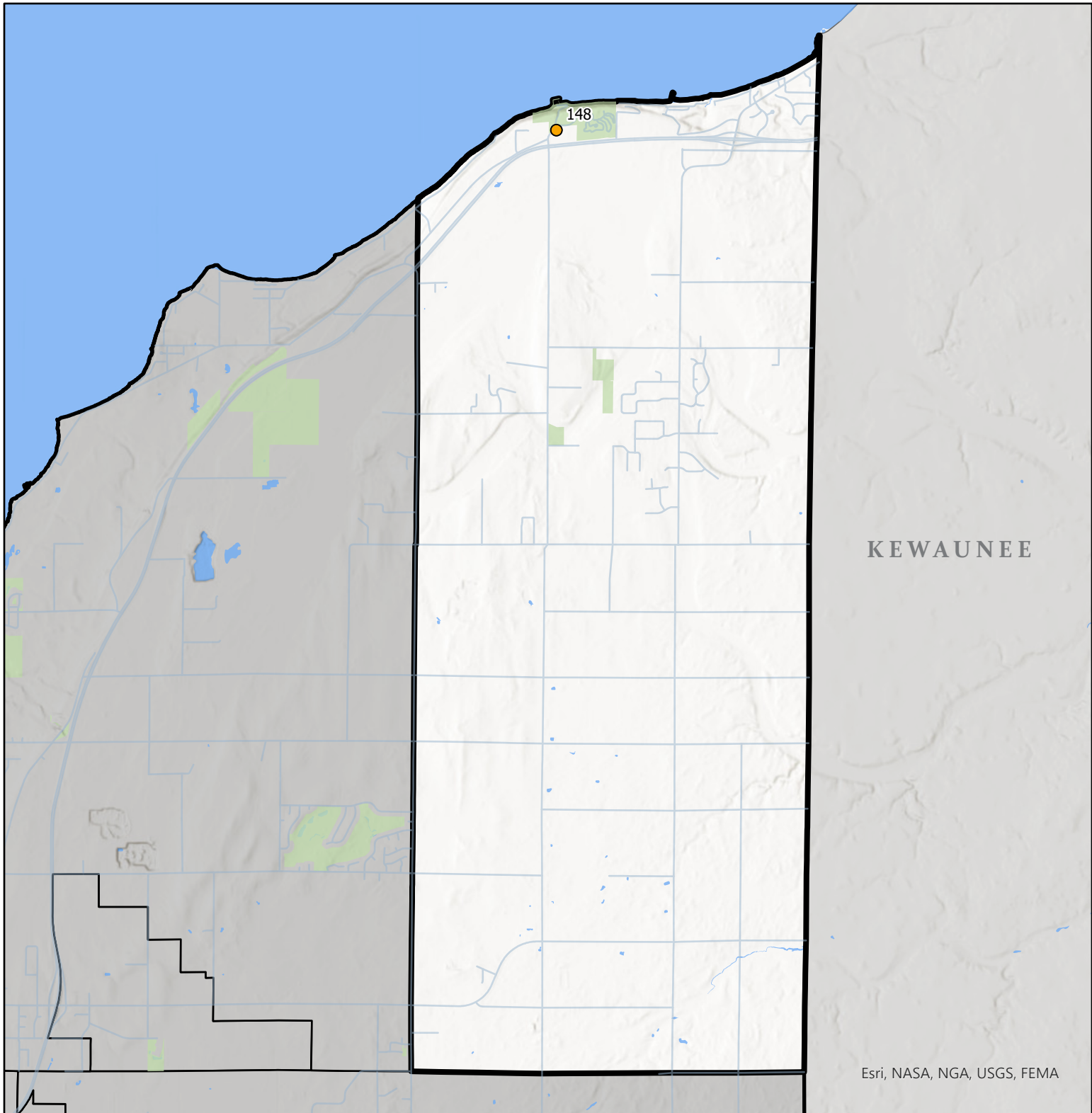
103 - Bike friendly request for St Pats Dr.

Legend

- Public Comment Point
- Road/Street
- Park
- Village of Allouez Boundary
- Adjacent Municipality



Map 21: Public Comments in the Town of Green Bay

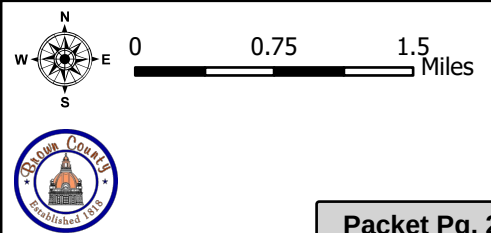


Public Comment Point

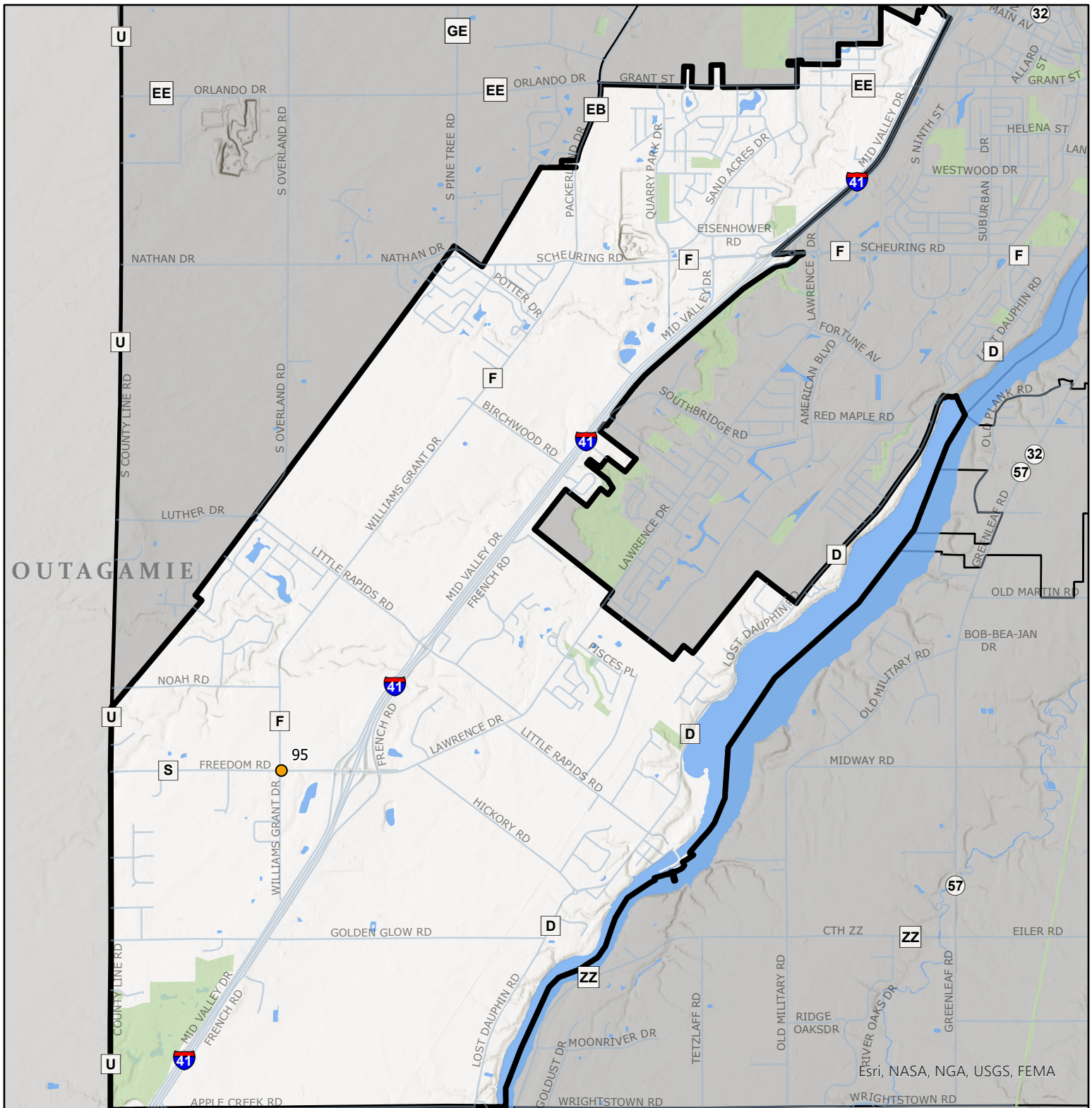
148 - Add some wayfinding signs to help cyclists map the connection to the trail.

Legend

- Public Comment Point
- Road/Street
- Park
- Town of Green Bay Boundary
- Adjacent Municipality



Map 22: Public Comments in the Town of Lawrence

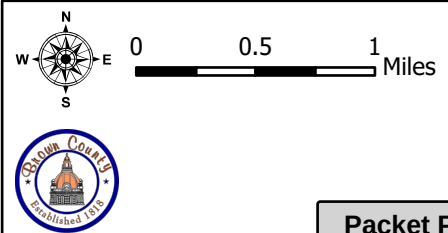


Public Comment Point

95 - Create safe walking/running path connecting Williams Grant into Ashwaubenon

Legend

- Public Comment Point
- Road/Street
- Park
- Town of Lawrence Boundary
- Adjacent Municipality





 Town of Ledgerview Boundary

Adjacent Municipality

Park



Map Created: 11/18/2021

Town of Ledgeview Point Comments	
OBJECTID	Comment
95	Create safe walking running path connecting Williams grant at s into ashwaubenon
21	Very dangerous intersection. No option for pedestrians to cross safely
58	Bike lanes ... way dangerous
59	Crossing is not bike friendly
60	Very dangerous crossing
61	Needs bike lanes
112	A wide bike trail on both sides of Dickinson Rd. could bring a safe easy connection to the Fox River Trail & the East River Trail
121	It would be great to extend this towards the Fox River Trail
149	Future MTB park? The Town is looking to work cooperatively with the County to create a mountain bike trail at the old landfill.

Line Segment Comments				
OBJECTID	Comment	Municipality(s)	Location	Termini
1	Paint bike lanes on the four lane section of Nicolet	City of Green Bay	Nicolet Dr	E Shore Dr to UWGB Main Entrance
2	CONNECT MOUNTAIN BAY TRAIL TO DOWNTOWN GREEN BAY	Green Bay/Howard	Broadway St/Velp Ave	Mather St to Mountain Bay Trail
4	pavement condition for a bicycle is pretty bad with large cracks and potholes. Bike lanes would be a good addition and help to create connectivity.	City of Green Bay	Humboldt Rd	University Ave to CTH N Section
5	CTH G is in desperate need of a 5' paved shoulder and/or bike lane. Significant bicycle traffic on this road and the continual increase in development means that more conflict between bikes and cars is inevitable.	Town of Ledgeview	Dickinson Rd	Monroe Rd to Pine Grove Rd
6	Connect major bicycle and pedestrian ways. CTH X between CTH GV and STH 32 could be connected using a combination of off street facilities on the western end of the corridor, striped bike lanes on the urbanized portions of the corridor and paved shoulders to the east.	De Pere/Ledgeview	Heritage Rd	Fox River Trail to Monroe Rd
7	Finish connecting the CTH ZZ corridor with paved shoulders and a striped bicycle lane in the Village of Wrightstown.	Town/Village of Wrightstown	CTH ZZ/Washington St	Wrightstown Rd to Outagamie Rd
8	Multi-use trail along CTH ZZ	Rockland/Wrightstown	CTH ZZ	Masse Cir to Village of Wrightstown Boundary
9	Libal St/Baird St could be one of the longest bicycle thoroughfares in the County if this section could be improved. The pavement isnt terrible but it isnt great either. The road is wide throughout this entire section and could likely accommodate some type of bicycle facility. If parking needs to be maintained then STRIP THE PARKING LANE.	City of Green Bay	Baird St	Crooks St to Allouez Boundary

10	Always under water	Village of Bellevue	Allouez Ave	East River Trail
11	Bike lane needed. Very busy road with traffic plus numerous rec. cyclists and kids commuting to school.	City of De Pere	Lewis St/Ontario St	Fox River Trail to Charles St
12	Literally a death march for cyclists. One of the only ways back into town from riding in the 'country side'.	Town of Ledgeview	Dickinson Rd	Monroe Rd to Pine Grove Rd
15	Bike lane	City of De Pere	Lewis St/Ontario St	Fox River Trail to Charles St
17	Wider, better maintained paved shoulder, better visibility around curves	Town of Ledgeview	Dickinson Rd	Monroe Rd to Pine Grove Rd
19	This is supposedly a bike route but the road is atrocious	City of Green Bay	Baird St	Crooks St to Allouez Boundary
20	It only makes sense that this should connect but riding this stretch is life threatening at best	Village of Bellevue	Manitowoc Rd	Steffens Way to Eaton Rd
21	This is a very commonly used path but the road is in grave disrepair and there are no shoulders, its only a matter of time before something bad happens here	Town of Ledgeview	Heritage Rd	Monroe Rd to Video Ln
22	It only makes sense to connect this and widen the shoulders. This is a scenic ride and often used by groups who need more space	City of Green Bay/Scott	Nicolet Dr	E Shore Dr to Sunset Bluff Dr/STH 57
25	crossing mason is terrifying	City of Green Bay	Mason St	Hartung St to Meyer Park
26	a bridge around here would make these neighborhoods and parks so much more connected	City of Green Bay	Emilie St	Emilie St to Van Beaver Park
27	bike lanes shouldn't abruptly end like this	City of Green Bay	Webster Ave and Walnut St	
28	this area is insanely hostile to human life, yet i routinely see people walking and biking around here	City of Green Bay	Main St/Mason St	
29	I hate snaking around the new stadium fence, put it back how it was	City of Green Bay	Joannes Park	Joannes Park
30	this path is pretty decent, but i'd rather have trains than a couple miles of bike path	City of Green Bay	Off-Street Trail	Bond St to Oneida St

31	idk i think it would be interesting if irwin connected up like that	City of Green Bay	Irwin St	Main St to St Clair
32	bike lane needed	City of Green Bay	University Ave	Wester Ave to Clement St
33	bike lane needed	City of Green Bay/Bellevue	Main St	Monroe Ave to STH 29
34	SIDEWALK as straight access from WEBSTER to RIVERSIDE from BUS STOP to Access to FOX ROVER TRAIL. Street is NARROW and is a cut through for cars that can go straight. Hard to walk and bike due to narrowness.	Village of Allouez	Briar Ln	Webster Ave to Riverside Dr
35	Riverside NEEDS bike lanes!!! Trail not open later in the evenings and trail residents harass bikers.	Allouez/De Pere	Riverside Dr/Broadway St	Iroquois Ave to Main Ave/Wisconsin St
37	Direct through access between the major trails (Fox River & East River)	Village of Allouez	Briar Ln	East River Trail to Fox River Trail
38	Sidewalk from Hazelwood Ln to Trissino Way, as there is heavy traffic at the 4 way stop at Hazelwood Ln. West bound traffic leaving 4 way stop, turning South on Shady Ln, provide for close proximity to walkers. A sidewalk here would align with the current cross walk on Hazelwood Ln	Village of Ashwaubenon	Wood Ln	Hazelwood Ln to Woodmont Way/Trissino Way
39	Sidewalk on East side of Shady Ln, from Hazelwood Ln to Woodmont Way, as North bound traffic on Shady Ln often come near to pedestrians who are walking either from Wood Ln or from the recent sidewalk Ashwaubenon installed along South side of Lombardi Ave (Hazelwood Ln) (Thank you for that :-))	Village of Ashwaubenon	Wood Ln	Hazelwood Ln to Woodmont Way/Trissino Way
40	Sidewalk installation, as there is a bus stop at the SE corner of Wood Ln and Ironwood Dr, also people walk to Ashwaubenon and to Pick N Save cross through this busy intersection, where traffic is coming and going to the 4 way stop on Hazelwood Ln	City of Green Bay	Wood Ln	Ironwood Dr to Hazelwood Ln
41	Sidewalk on West side of Shady Ln to provide connection to sidewalk on Cormier Rd, as	Village of Ashwaubenon	Shady Ln	Mesa Dr to Cormier Rd

	Sherwood Forest is park frequented by many people. This would allow access to park without requiring walking on Shady Ln			
43	Bike lane to connect old military to old Martin so kids could get to the Fox River trail. A bridge or tunnel across hwy 57 would be great too.	Town of Rockland	Greenleaf Rd	Old Martin Rd to Old Military Rd
44	Connect Fox River trail to east river trail	City of Green Bay	N/A	Fox River Trail/E River Trail
45	There are so many businesses on Oneida, but it feels dangerous to ride a bike to get to.	Village of Ashwaubenon	Oneida St	Lombardi Ave to Cormier Rd
48	Needs bike lanes. Biking kids to school is not safe with the speed people drive and on sidewalks. Trying to cross the street at cross walks is beyond a joke.	City of De Pere	Grant St	Lawrence Dr to Sixth St
50	Needs bike lanes	City of De Pere	Reid St	Fort Howard Ave to Third St
51	All of 9th street needs bike lanes. West De Pere in general needs more bike lanes. Its not safe for me to bike my young children to school or even the older children to ride along because of the lack of bike lanes and the rate of speed people drive.	City of De Pere	9th St	Ashland Ave to Maplewood Ct
52	Sidewalk or wider bike lane would be great!	Lawrence/De Pere	Grant St	Sand Acres Dr to Lawrence Dr
54	Would be nice to connect De Pere Neighborhood with Main street through Lawrence Drive.	City of De Pere	Lawrence Dr	Main Ave to Fortune Ave
55	Would be nice to connect De Pere Neighborhood with Main St through Lawrence Drive.	City of De Pere	Lawrence Dr	Main Ave to Fortune Ave
56	Add connection	City of De Pere	Third St/Lost Dauphin Rd	Reid St to Red Maple Rd
57	Wanted pedestrian path	De Pere/Ledgeview	Greenleaf Rd/Heritage Rd	Rockland Rd to Monroe Rd
67	Extend sidewalk from North edge of Beaver Dam Park North on Hobart and install a cross walk with signage across W Mason for pedestrians	City of Green Bay	Hobart Dr	W Mason Frontage Rd to West Point Rd

68	Recommend pedestrian cross walk across W mason, as I've seen many people walking to Walmart cross here. It is a logical crossing area for people from McArthor Heights neighborhood area, most direct route to Walmart. Additionally, being nearly centrally located between the busy intersections to the East and West, a yellow flashing, pedestrian button or motion sensor yellow flashing light with a crosswalk would dramatically improve the safety here.	City of Green Bay	W Mason St	W Mason Frontage Roads
69	bike and pedestrian path	City of De Pere	Southbridge Rd	Innovation Ct to American Blvd
70	sidewalk to Walmart	City of Green Bay	Hobart Rd	Bellwood Ln to Walmart
71	there are little to no shoulders with a high volume of traffic. The road is need to have pavement fixed west of the ledgeview fire station.	Town of Ledgeview	Dickinson Rd	Scray Hill Rd to Dutchman Rd
72	no shoulder and roadway washes away after each heavy rain	Town of Eaton	Pine Grove Rd	Umentum Ln to Game Ln
75	Suggested addition to connect existing paths to main st area.	Village of Ashwaubenon	Main Ave	I-41 Ramps to Sand Acres Dr
76	There is no trail or bike lane on this route to schools on Swan	De Pere/Ledgeview	Ledgeview Rd	Swan Rd to Creamery Rd
77	There should be a multi use trail along G to connect this neighborhood with East River Trail	Town of Ledgeview	Dickinson Rd	Chase Ave to Dollar Ln
78	There should be a multi use trail here to complete all neighborhoods to Fox River Trail	De Pere/Ledgeview	Heritage Rd	Fox River Trail to Ridge Way
79	bike lane/or off road paved trail	De Pere/Ledgeview	Ledgeview Rd	Jordan Rd to Creamery Rd
80	bike lanes or paved path	Town of Ledgeview	Heritage Rd	Fox River Trail to Morrison Rd
81	bike lanes or paved path along G	Town of Ledgeview	Dickinson Rd	Monroe Rd to Pine Grove Rd
82	paved path to connect to the paved path by costco	Bellevue/Ledgeview	Lime Kiln Rd	Daly Dr to Dollar Rd
83	paved path or bike lanes	Town of Ledgeview	Dutchman Rd/Elmview Rd	Lime Kiln Rd to I-43 ramps
84	Duck Creek Trail - by Oneida Nation	Howard/Hobart	Riverdale Dr/Pamperin Park	Packerland Dr to Jason Dr

87	more access from Riverside to fox river trail	Village of Allouez	North of Stambaugh Rd	Riverside Dr to Fox River Trail
88	walking and bike	Town of Lawrence	Scheuring Rd	Packerland Dr to Mid Valley Dr
89	walking and bike	Lawrence/Hobart	Packerland Dr	Fernando Dr to Scheuring Rd
90	walk and bike	Lawrence/Hobart	Grant St/Orlando Dr	Mid Valley Dr to Navigator Way
91	walk and bike	Town of Lawrence	Williams Grant Dr	Riddle Ct to Scheuring Rd
92	walk and bike	Town of Lawrence	Quarry Park Rd/Minten Way/Grant St	Various
93	Add paths to connect tWDP schools to existing packerland trail and provide route from lawrencece/Hobart subdivisions into de pere	De Pere/Lawrence	Grant St/Packerland Dr/Scheuring Rd	Various
94	Connect east river to fox river trails	City of Green Bay	N/A	Fox River Trail/E River Trail
97	T of Ledgeview priority bicycle facility - T of Ledgeview Bike and Ped Plan	Town of Ledgeview	Dickinson Rd	Monroe Rd to Pine Grove Rd
98	5' Paved shoulders - High Priority - Ledgeview Bike and Ped Plan	Town of Ledgeview	Dutchman Rd/Elmview Rd	Lime Kiln Rd to I-43 ramps
99	5' Paved Shoulder - High Priority - Ledgeview Bike and Ped Plan	Ledgeview/Eaton	Main St/CTH R	STh 29 to Pine Grove
100	5' Paved Shoulder - High Priority - Ledgeview Bike and Ped Plan	Town of Ledgeview	Lime Kiln Rd	Ledgeview Boundary to Dutchman Rd
101	Striped Bike Lanes and 5' Paved Shoulders - High Priority - Ledgeview Bike and Ped Plan	Town of Ledgeview	Heritage Rd	S Broadway St to Morrison Rd
102	Stripped Bicycle Lanes - High Priority - Ledgeview Bike and Ped Plan	City of De Pere	Heritage Rd	Greenleaf Rd to S Broadway St
103	5' Paved Shoulders - No Included in Ledgeview Bike and Ped Plan - This would be a gap when/if the other CTH at Kolb corner are improved to include facilities.	Town of Ledgeview	Dickinson Rd	Lime Kiln Rd to Pine Grove Rd
104	5' paved shoulders needed - This is arguably the most heavily bicycled county highway and it could use wider shoulder. This is also an integral road	City of Green Bay/Scott	Nicolet Dr	Scottwood Dr to Sunset Bluff Dr/STH 57

	for touring cyclists riding to and from Door County.			
105	Bicycle route signs - add bicycle route signage to direct bicyclist to the trail	Green Bay	Rock Falls Rd	CTH DK to Sunset Shores Rd
106	Fox river trail should be wider to improve safety for multi use.	Green Bay/Allouez/De Pere	Fox River Trail	Lawe St to Voyageur Park
107	complete the trail connection to allow students a safe way to walk on/off campus	City of Green Bay	Nicolet Dr	Curry Lane to Circle Dr
109	Bike Route (either Bike lane or bike markings with share the road) added on Porlier St from Fox River Trail to East River Trail	City of Green Bay	Porlier St	Fox River Trail to E River Trail
110	Create painted and protected bike lanes from East Shore Drive and Nicolet Drive up to the county line. This segment is important for college student commuting.	City of Green Bay/Scott	Nicolet Dr	E Shore Dr to County Line
111	Create protected bike lanes on Nicolet drive all the up to the county line. Crucial segment of college student bike commuting	City of Green Bay/Scott	Nicolet Dr	E Shore to County Line
112	Bike lanes along Monroe Avenue to connect	City of Green Bay	Monroe/University	Fox River Trail to Webster Ave
113	Bike lanes across the East River to connect the end of the Fox River trail to the Webster Ave bike lanes and side path	City of Green Bay	Monroe/University	Fox River Trail to Webster Ave
114	Bike lanes along Quincy Ave and Bay Beach road to increase accessibility for all to bike to Bay Beach and connect to the Webster Ave bike lanes and side path	City of Green Bay	Quincy Ave/Bay Beach Rd	University Ave to E Shore Dr
115	Please complete and connect the bike route from East High School to the Allouez border	City of Green Bay	Baird St	Crooks St to Allouez Boundary
117	Make Grignon a bike route	City of Green Bay	Grignon St	E River Trail to Fox River Trail
118	Bike lanes on Danz Ave	City of Green Bay	Danz Ave	E Shore Dr to Baird Creek Trail
119	Bike lanes on Baird Creek Road and Superior St	City of Green Bay	Baird Cr & Superior St	Humboldt Rd to Mason St

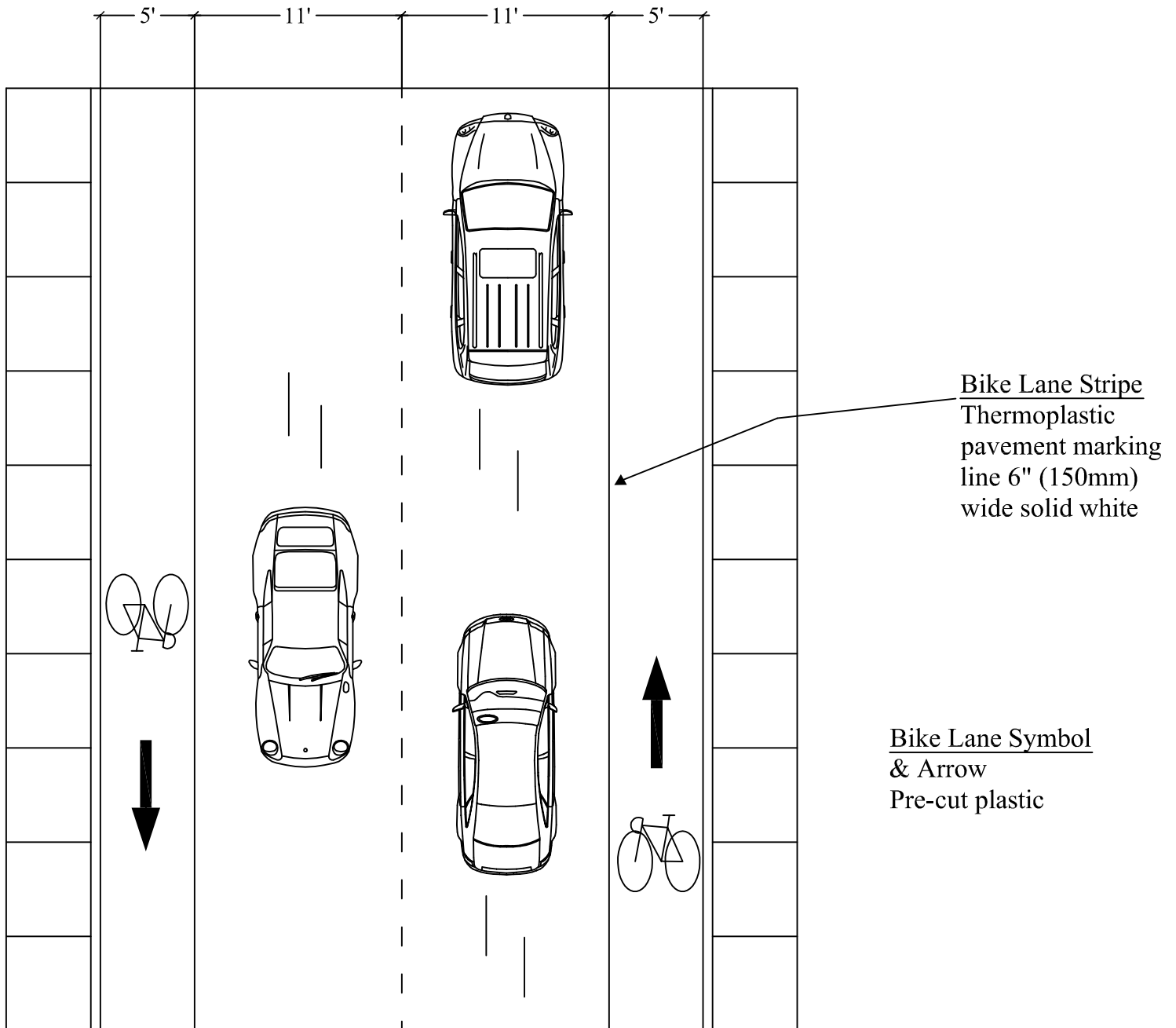
120	Connect the bike route on Dousman	City of Green Bay	Dousman St	Greenwood Ave to Donald Driver Way
121	Bike lanes continued on Military and adding bike lanes on Wieter. Mark as a bike route to help people connect to the bike paths along Duck Creek and 41.	Green Bay/Howard	Military Ave/Wietor Rd	Military Ave to Duck Creek
122	Continue bike lanes on Military to Wietor Rd	City of Green Bay	Military Ave	Dousman St to Wietor Dr
123	Bike route along Wietor Dr	Green Bay/Howard	Wietor Rd	Military Ave to Duck Creek
124	Bike Route and Bike Lanes from Libal Street and East River Drive to Green Isle Park	Village of Allouez	East River Dr	East River Trail to Libal St
125	A safer way to bike/walk through this round-about	City of De Pere	Eighth St/Glory Rd	Ash St to Village of Ashwaubenon Boundary
126	Bike lane for numerous cyclists to from Fox river trail to Legion Park and/or connector to Ledgeview community	City of De Pere	Lewis St/Ontario St	Fox River Trail to Charles St
127	desperately need a safer lane for all of the Ledgeview "bike paths" Roller coaster loop?	Town of Ledgeview	Dickinson Rd/Scray Hill Rd	Monroe Rd to Scray Ln
128	Widely ridden road for bikes; better bike lane with the amount of large truck traffic.	Town of Ledgeview	Heritage Rd	Monroe Rd to Tower Rd
129	Needs alot of help to be even called a 'bike lane', signs, better lane division etc..	De Pere/Ledgeview	Chicago St/Dickinson Rd	Webster Ave to Monroe Rd
131	Connect trails	City of Green Bay	Porlier St	Fox River Trail to E River Trail
132	bike/ped bridge over East River	City of Green Bay	Lawe St	Optimist Park to Van Beaver Park
133	downtown connection	City of Green Bay	Main St	Monroe Ave to Webster Ave
134	here	Village of Allouez	Briar Ln	Libal St to Riverside Dr
135	here	Allouez/De Pere	Riverside Dr	Riverside Dr to Fox River Trail
137	Ideally a blinking light crossing so that traffic on Mason St knows what is expected	City of Green Bay	Mason St and Jackson St	
138	Blinking lights / Clear Path designation	City of Green Bay	Monroe Ave	Intersection of Elm and Monroe
139	Crosswalk with flashing lights for peds / bikes	City of Green Bay	Baird St/Cherry St	

140	Flashing lights and clearly visible cross walk for peds / bikes	City of Green Bay	Lawe St and Monroe Ave	
141	Cross lights for peds and bikes	City of Green Bay	Lawe St and Monroe Ave	
142	Flashing lights for peds and bikes to cross Main street	City of Green Bay	Main St	Main St
143	Crossing lights for peds and bikes	City of Green Bay	Webster Ave and Grignon St	
144	The Town of Scott is improving Bay Settlement Road with bike lanes up to Wequioc Park (2021) and is actively planning on connecting Bay Settlement Road to Wequioc Rd with a traffic separated bike lane (2022) with plans on connecting Wequioc Road to Nicolet Rd with an additional traffic separated bike lane (2025) and to connect that segment as a designated bike route to Bayshore Park	Scott	Bay Settlement Rd	Church Rd to Sunset Bluff Dr/STH 57
145	St Francis should become a segment of the bike/ped plan given its proximity to Hoffman and the cross walk over Riverside.	Village of Allouez	Between Arrowhead Dr & St Marys Blvd	Webster Ave to Fox River Trail

Appendix D - Standard Road Striping

DRAFT

Standard Road Striping Bike Lane on 32' Wide Street



NOTE: Bike lane and parking stripes remain continuous when passing alley and driveway entrances



Brown County Wisconsin

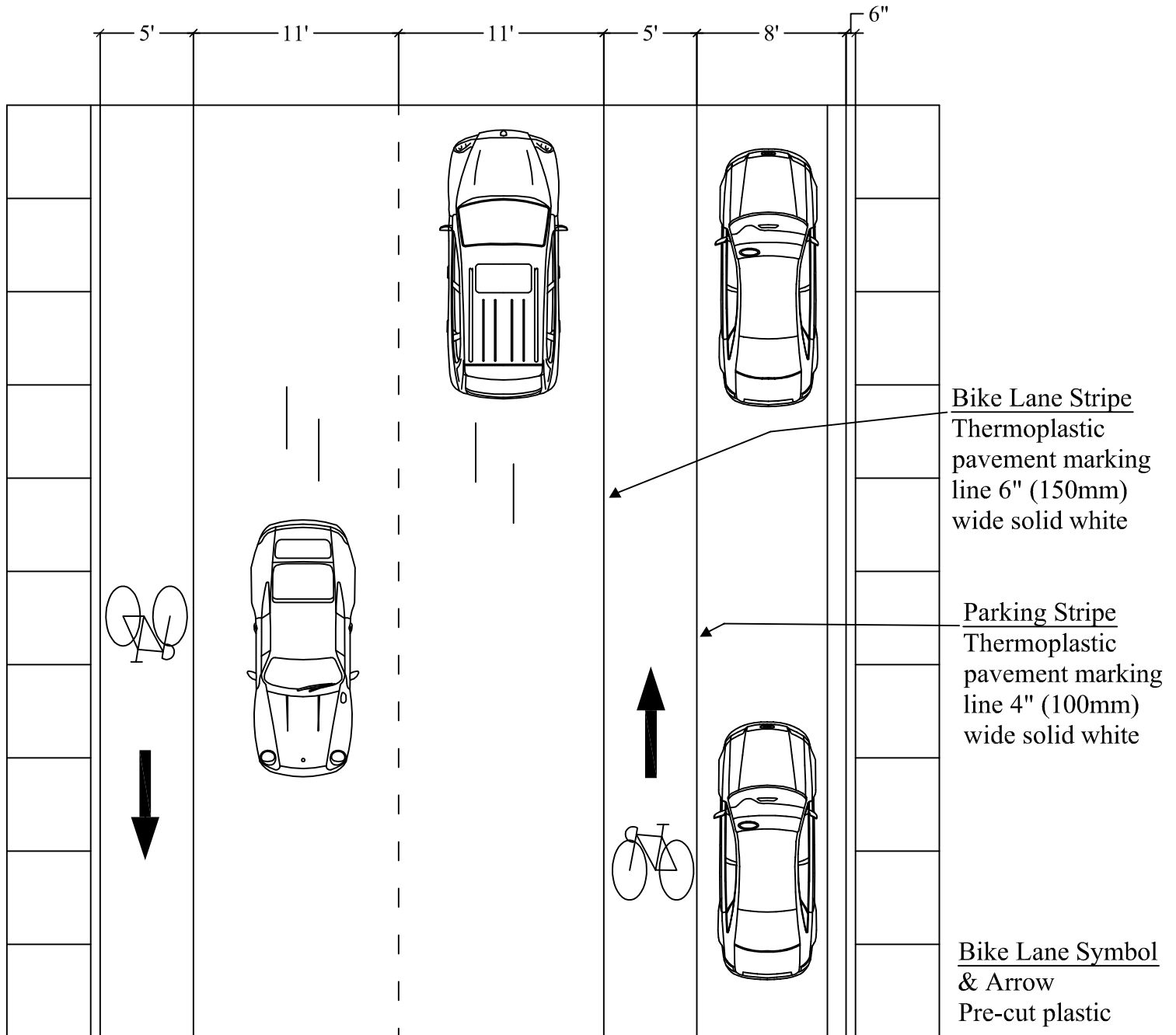
32' Plan with Bike Lane

Revised:

Scale: 1/8" = 1'

Packet Pg. 262

Standard Road Striping Bike Lane on 40' Wide Street



NOTE: Bike lane and parking stripes remain continuous when passing alley and driveway entrances



Brown County Wisconsin

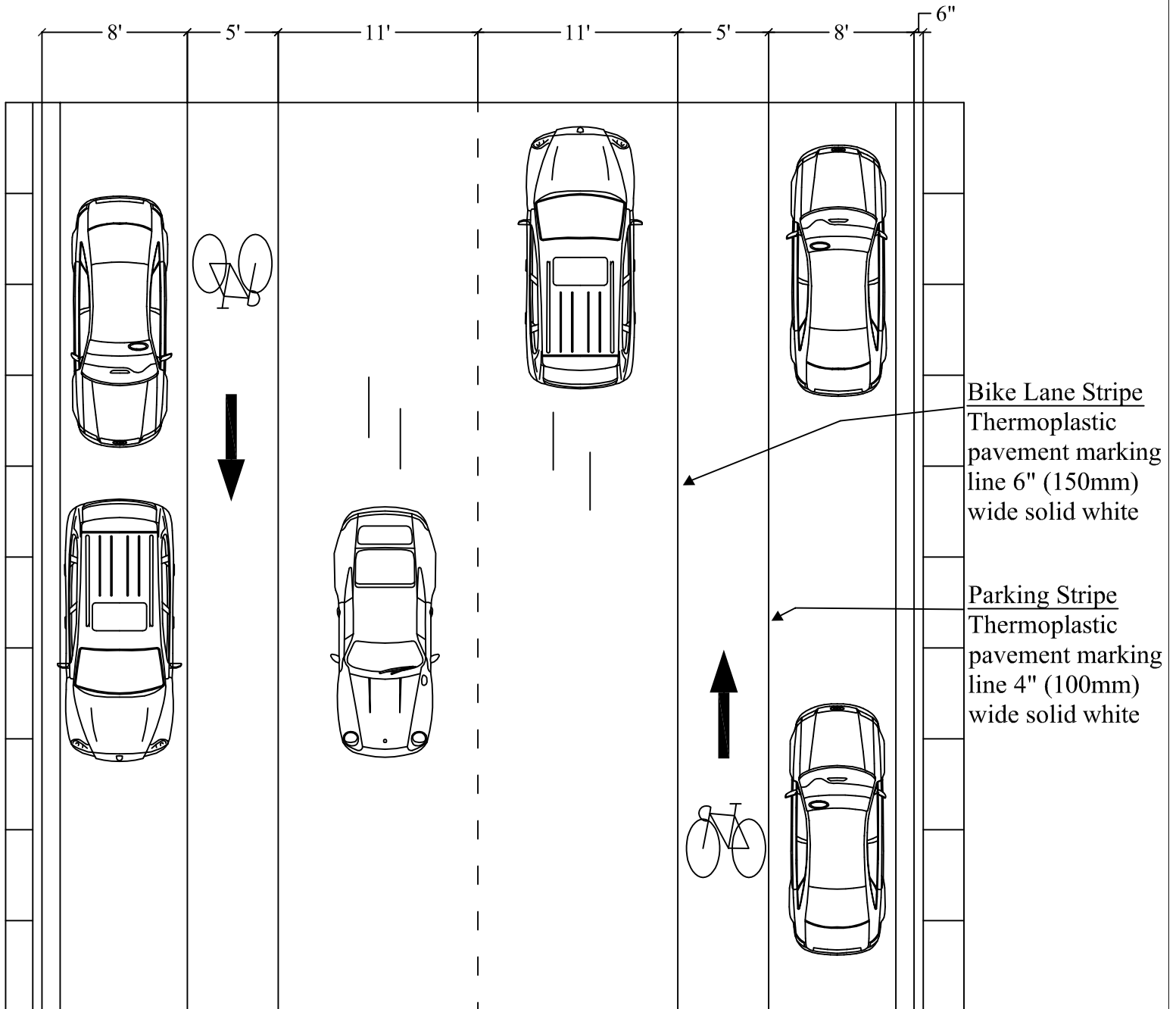
40' Plan with Bike Lane

Revised:

Scale: 1/8" = 1'

Packet Pg. 263

Standard Road Striping Bike Lane on 48' Wide Street



NOTE: Bike lane and
parking stripes remain
continuous when
passing alley and
driveway entrances

Bike Lane Symbol
& Arrow
Pre-cut plastic



Brown County Wisconsin

48' Plan with Bike Lane

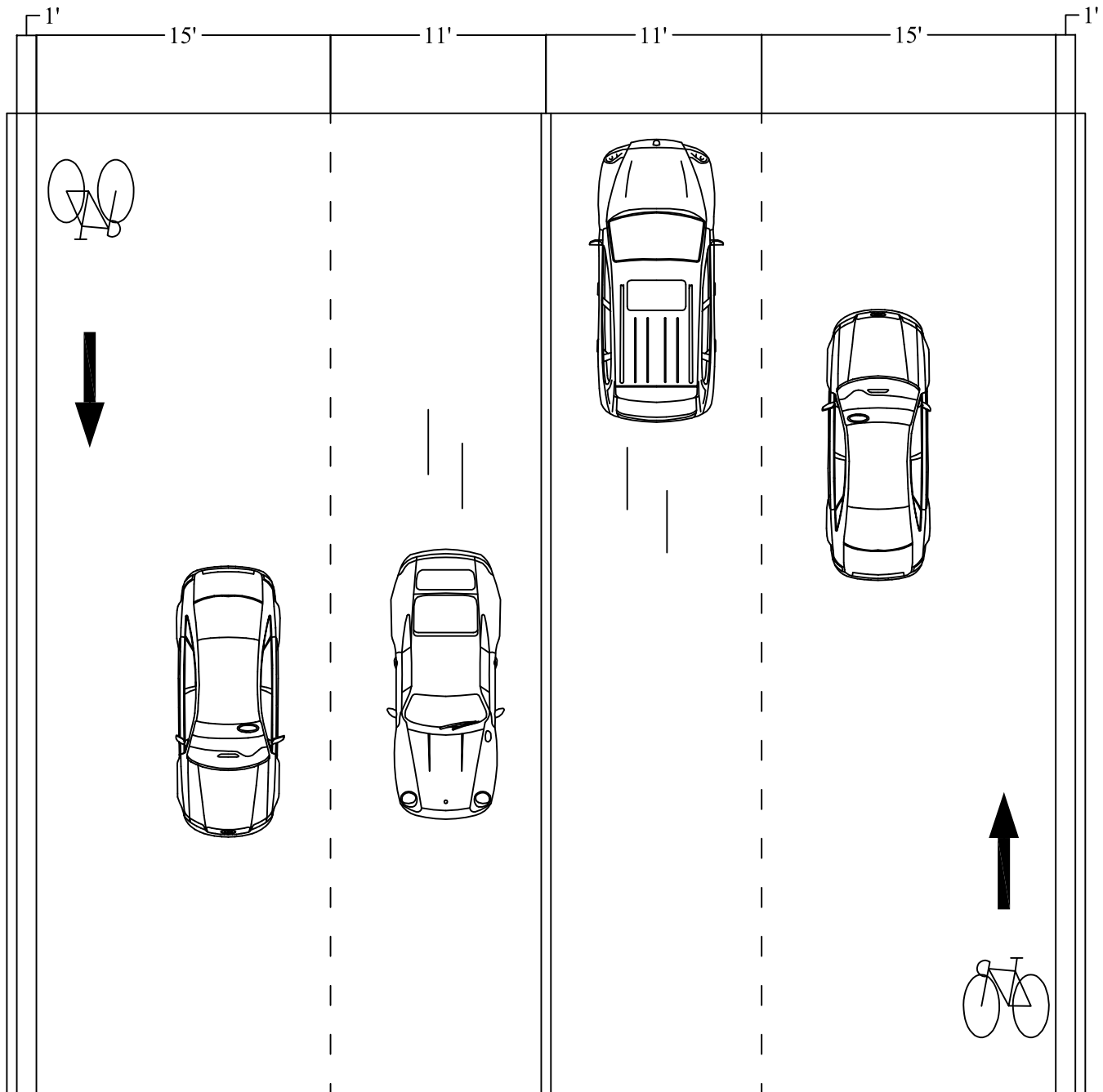
Revised:

Scale: 1/8" = 1'

Packet Pg. 264

Standard Road Striping

4 Lane Street with Bicycle Accommodation



NOTE: Two options for wide outside curb lanes are accepted by the Wisconsin DOT. The option shown is preferred with a 1' gutter and a 15' lane. The second option is a 2' gutter with a 14' lane.

NOTE: Two options exist for the inclusion of sidewalks. The first option (preferred) includes a 5' wide sidewalk with a 3'-8' greenway between the curb and the sidewalk. The second option is a 6' wide curb with 0 (zero) feet between the back of curb and the sidewalk.



Brown County Wisconsin

4 Lane Street with Bicycle Facility

Revised:

Scale: 1/8" = 1'

Packet Pg. 265

Appendix E – Public Input Received During Review of the Draft Plan

To be added at a later date.

DRAFT