Comprehensive Bicycle and Pedestrian Plan

2025 Update

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Prepared by the Brown County Planning Commission for the Village of Allouez

_____, *2025*

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Executive Summary

This plan is an update to the village's existing bicycle and pedestrian plan, which was first created in 2017 at the request of the village public works department. This plan included a public input process, along with a bicycle and pedestrian ad-hoc committee to help guide the plan's development.

Walking and bicycling is done for recreation, transportation, personal health, concern for the environment, and to offset the cost of operating a motor vehicle. Pedestrians and bicyclists vary in age, skills, and mobile abilities. This plan is intended to educate residents wishing to utilize the bicycle and pedestrian programs and facilities in the village. It is also the intention to have a Board-approved plan in place to guide systematic improvements and maintenance projects that improve safety conditions for walking and bicycling in the village. The plan inventories the current bicycle and pedestrian environment in the village. It lays the framework for public and private initiatives that will promote a bicycle and pedestrian network that will link neighborhoods and major destination points. The plan also includes current goals and strategies while outlining objectives, strategies, and recommendations. This plan will guide the implementation of pedestrian and bicycle programs for the Village of Allouez.

Vision: Move Allouez forward as a great place to bike and walk.

Mission: Increase pedestrian and bicycle travel by improving Allouez policies, ordinances, and facilities.

The Allouez road network has cul-de-sacs and residential courts leading to large, long residential streets. As illustrated in the picture below, this road network design differs from the more traditional grid pattern streets found in most central cities and pre-World War II suburbs. The design limits walking and bicycling because the distance a resident would have to travel to get between destinations is longer.

The data collection phase incorporated information from a number of jurisdictions and departments. This information included existing bicycle and pedestrian facilities, school locations, land uses, railroads, highways, parks, crash data, transit routes and stop locations, and village public works street information. Additionally, the Brown County Bicycle and Pedestrian Plan, the Allouez Safe Routes to School Plan, the Allouez Comprehensive Plan, and the Allouez Comprehensive Outdoor Recreation Plan were reviewed during this process.

Results from an online community survey were analyzed for bicycle and pedestrian behaviors. This survey received a positive response, in terms of the number of respondents. The survey sought more general information about travel patterns and attitudes about bicycling and walking. The results of the survey are found throughout the plan.

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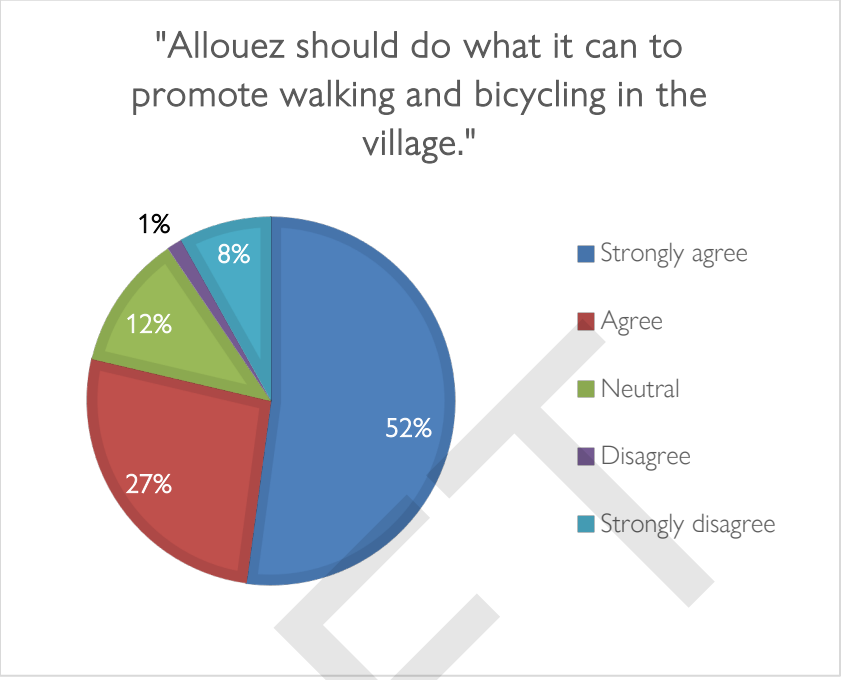

Nationally and locally, communities have found a desire by citizens to invest in bicycle and pedestrian programs and facilities. In addition, close to eighty percent of the Allouez survey respondents agree with the statement that the village should do what it can to promote walking and biking. Data suggests that the young and elderly populations are the most likely to use and desire safe and accessible bicycle and pedestrian accommodations. All of this information pointed to a need to develop a comprehensive and strategic plan for the implementation and maintenance of bicycle and pedestrian programs and facilities in the village.

The recommendations identified in chapter 4 are assigned to the appropriate department. Assigning a recommendation to a specific department is meant to keep this plan a living document by making them accountable. The programs and policies are primarily the ongoing responsibility of the Planning Department and the Parks, Recreation, and Forestry Department. The majority of the facilities that will be constructed will occur as part of the Public Works Department scheduled road reconstruction.

Constructing a new sidewalk or adding a bicycle lane to a street at the time a road is reconstructed makes the most sense both logistically and financially. Engineering and design work is not duplicated, and the equipment, crews, and road closures can happen all at once. Site-specific issues (e.g. grade, street trees, etc.) will be addressed at the time of engineering and design. The village will maintain the current policy for paying for the installation of new sidewalks identified in a long-range plan such as this one.

This plan will guide the village in bicycle and pedestrian infrastructure development over the next five years. The village shall consider updates to the plan after five years in order to accommodate population trends and changes in village policies and resident attitudes. The adoption of this plan has demonstrated a commitment to provide facilities and programs supporting pedestrians and bicyclists with safe, efficient, desirable, and accessible modes of travel and recreation.

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Chapter 1: Introduction

1.1: Purpose

The Village of Allouez is an inner-ring suburb located near the center of Brown County – nestled between the Fox River and East River and bounded by the Cities of De Pere and Green Bay. Much like other inner-ring suburbs, the planning and development of roads and neighborhoods was strongly hierarchical, compared to the grid pattern common to most central cities and pre-World War II suburbs. These development patterns have led to a high dependency on the automobile with disregard for bicycle and pedestrian travel.

In 2017, the Allouez Department of Public Works requested that a comprehensive bicycle and pedestrian plan be developed for the village to aid capital improvements planning. The village plan commission recommended, and the village board of trustees formed, the Village of Allouez Ad Hoc Bicycle and Pedestrian Committee to help guide the development of the plan. The plan was intended as a guide for improving safety conditions in the village to better accommodate walking and bicycling.

In 2023, after discussions with village staff, the Brown County Planning Commission agreed to update the bicycle and pedestrian plan in 2024. This update builds on the work of the 2017 plan with updated demographics and conditions, new public input, and recommendations based on all the information gathered through the planning process.

The ad hoc committee identified current goals and strategies while outlining new objectives and tactics. The plan inventories the current bicycle and pedestrian environment in the village. It lays the framework for public and private initiatives that will promote a bicycle and pedestrian network that will link neighborhoods and major destination points. This plan will guide the implementation of pedestrian and bicycle programs for the Village of Allouez.

People walk and use bicycles for recreation, transportation, personal health, concern for the environment, and to offset the cost of operating a motor vehicle – some of these are essential life needs. Additionally, persons walking and bicycling in and through the community are of various age and skill levels and include those with mobility restrictions.

The adoption of this plan is to demonstrate a commitment to provide facilities and programs supporting pedestrians and bicyclists with safe, efficient, desirable, and accessible modes of travel. Walking and bicycling are not alternative modes of travel, but an essential component of the village transportation system.

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The village shall consider updates to the plan after five years in order to accommodate growth in the village and changes to village policies and resident attitudes.

1.2: Community Benefits

Research has shown the benefits and positive impacts bicycling and walking can have both for personal and community well-being.

Health

The built environment can play a crucial role in personal and community health. Bicycling and walking levels for children and youth fell between 2001 and 2017 (a 36% decrease for biking, and a 10% decrease for walking)[1]. Similarly, between 2019 and 2022, fewer people walked and bicycled to work. Also, the prevalence of obesity in adults in the United States increased from 30.5% in 1999-2000 to 41.9% in 2020[2]. This increase in obesity rates is a significant health concern, as obesity can lead to many chronic health problems, such as heart disease, stroke, type 2 diabetes, and certain types of cancer.[3] These conditions also have economic impacts, with estimated annual medical costs for obese individuals being $2,505 higher than those of normal weight.[4] Studies suggest promoting walking and bicycling can mitigate some of these impacts. People living in areas with the highest levels of walking and bicycling have the highest percentage of adults who meet the recommended levels of physical activity. They also have the lowest levels of obesity, hypertension (high blood pressure), and diabetes. People living in more automobile-dependent areas walk less and are more prone to become obese.[5] Even considering the risks of crashes with biking, studies have shown that the health benefits of bicycling outweigh the risk of collision[6]. Investing in infrastructure that supports active transportation – such as sidewalks, trails, paths and bike lanes – can encourage more walking and bicycling.

Providing facilities helps encourage active transportation, benefiting different groups, children in particular. *Friends of the Fox River Trail*

The availability of sidewalks and paths can help people remain active longer in the communities they currently live in.

Children are largely affected by the national shift to an automobile-dependent culture. The number of children that walk or bike to school fell 75% from 1966 to 2009 and obesity in

[1] The League of American Bicyclists, "Benchmarking Report – National: Demographics of Biking and Walking", https://data.bikeleague.org/data/national-demographics-of-active-transportation/#15.

[2] U.S. Centers for Disease Control and Prevention, "Adult Obesity Facts", https://www.cdc.gov/obesity/php/data-research/adult-obesity-facts.html.

[3] Lin Yang and Graham A. Colditz "Prevalence of Overweight and Obesity in the United States, 2007-2012," *Journal of American Medication Association*, August 2015.

[4] Cawley J, Biener A, Meyerhoefer C, Ding Y, Zvenyach T, Smolarz BG, Ramasamy A. "Direct medical costs of obesity in the United States and the most populous states. J Manag Care Spec Pharm. 2021 Mar;27(3):354-366.

[5] Kristen Swanson, "Bicycling and Walking in the United States," *Alliance for Biking and Walking,* 2012.

[6] Logan G, Somers C, Baker G, Connell H, Gray S, Kelly P, McIntosh E, Welsh P, Gray CM, Gill JMR., "Benefits, risks, barriers, and facilitators to cycling: a narrative review," *Frontiers in Sports and Active Living,* 2023 Sep 19;5:1168357.

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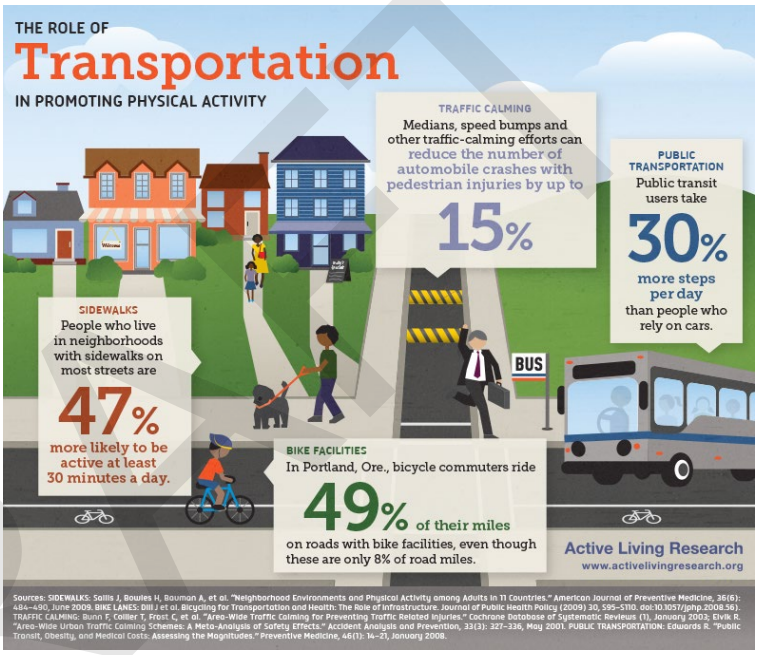
children climbed 276% over that same time period.[7] Providing adequate and safe bicycle and pedestrian opportunities and encouraging parents to allow their children to walk or bike to school can go a long way in bringing down these rates. Walking one mile to and from school each day is two-thirds of the recommended sixty minutes of physical activity children should have each day.[8]

As life expectancy has generally increased in the United States, people are able to be active longer. However, with aging, at some point people may not be able to drive. Having ways to safely walk and/or bike places can help with mobility. In addition to being able to run daily errands, mobility is also important for people being able to socialize and participate in community life if they want to. For people with disabilities that might rely on others for transportation, safe places to walk and/or use regular bikes or other adaptive equipment can also provide independence and valuable community access[9].

While the physical health benefits have been acknowledged for walking and biking, there are also mental health benefits. One study found that utilitarian (or transportation-related) bicycling had positive mental health benefits[10] Other cross-sectional studies showed that bicycling is associated with lower levels of perceived stress, higher levels of commuting enjoyment, better perceived general health and higher perceived quality of life[11].



Economic

Direct and indirect economic benefits are available to individuals and communities that have good bicycle and pedestrian facilities.

Personal and Household Benefits

Bicycling and walking are both forms of transportation and recreation. People who choose active transportation tend to spend less on motorized vehicles, which is often the second greatest expense in a household. Based on recent data available, AAA estimated the annual cost of owning a vehicle at $12,182 or a monthly cost of $1,015[12]. The onetime cost of purchasing a bicycle, and having a 10-year useful life, can be

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[7] Swanson, *Alliance for Biking and* Walking.

[8] Leslie M Alexander, et al., "The Broader Impact of Walking to School Among Adolescents," *British Medical Journal*, 03 November 2005.

[9] Howard Frumkin, Lawrence Frank, and Richard Jackson, *Urban Sprawl and Public Health: Designing, Planning, and Building for Health Communities,* Washington D.C.: Island Press, 2004.

[10] Liang Ma and Runing Ye. "Utilitarian Bicycling and Mental Wellbeing." *Journal of the American Planning Association*. 2022. Volume 88, Number 2.

[11] Logan G, Somers C, Baker G, Connell H, Gray S, Kelly P, McIntosh E, Welsh P, Gray CM, Gill JMR., "Benefits, risks, barriers, and facilitators to cycling: a narrative review," *Frontiers in Sports and Active Living,* 2023 Sep 19;5:1168357.

[12] Brittany Moye, "Annual New Car Ownership Costs Boil Over $12K," *AAA Newsroom*, 2023. https://newsroom.aaa.com/2023/08/annual-new-car-ownership-costs-boil-over-12k/.

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as low as $325 annually[13]. That figure includes routine maintenance, repair costs, and considers the bicycle being used as a primary means of transportation.

When safe facilities are provided for residents, they are more likely to walk or bicycle to their destination. Studies show those who bike and walk are healthier, more productive, and use less sick time. Therefore, encouraging physical activities within a community can have a positive return for employers.[14]

Local Economy

Investing in bicycle and pedestrian infrastructure can also be an important tourism draw. Users of the regional trail systems can stop along the trail and spend money at local businesses. The ability to have events such as the Bellin Run, which had nearly 8,000 runners in 2024, and other special run/walk/bike events can bring additional tourism dollars into the local economy. A 2019 report found that the economic contributions of bicycle-related consumer spending in Wisconsin to be $1.42 billion in 2017[15].

Real Estate

Bicycle and pedestrian facilities can also positively impact real estate. Bob McNamara, a Senior Policy Representative for the National Association of Realtors, emphasized the importance of transportation choice at the 2009 National Bike Summit. McNamara said that realtors sell not just houses, they sell communities, and that increasing transportation choice increases livability. The National Association of Realtors 2023 National Community and Transportation Preferences Survey found that the two most important transportation factors in deciding where to live were having sidewalks and places to take walks and being within an easy walk of other places and things in a community, such as shops and parks[16]. Having sidewalks and places to take walks was rated very important for 57% of urban homeowners and 50% of suburban homeowners. 61% of respondents said they were willing to pay more to live in a community where they could easily walk to parks, shops, and restaurants. Also, the majority preference was for single-family detached homes. Studies of home values and walkability have shown that homes in metro areas with above-average walkability command a premium compared to homes with average walkability.[17] A similar study conducted in Brown County analyzed property values in relation to their proximity to the Mountain-Bay Trail. In the Highridge Estates subdivision in the Village of Howard lots of similar size and character located immediately adjacent to the trail sold for an average of nine percent more and in a shorter amount of time

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[13] Todd Litman, "Transportation Cost Estimates," *Victoria Transport Policy Institute*, 2022.
[14] Maggie Grabow, Micah Hahn, and Melissa Whited, "Valuing Bicycling's Economic and Health Impacts in Wisconsin," *The Nelson Institute for Environmental Studies Center for Sustainability and the Global Environment University of Wisconsin-Madison*, January 2010.
[15] Lexi Handrick Davis and Jon Morgan, "Economic Impact of Bicycling in Wisconsin," *Governor's Bicycle Coordinating Council*, 2019.
[16] National Association of Realtors, "National Community and Transportation Preferences Survey", 2023.
[17] Joe Cortright, "Walking the Walk: How Walkability Raises Home Values in U.S. Cities," *CEOs for Cities,* 2009.

than the other remaining lots not on the trail.[18] Other studies from around the United States have also shown similar results with increasing property values for homes the closer they are to bicycle paths and walking trails[19].

Safety

A principle concept of this plan is that people will bike and walk when they perceive safe options. Building proper bicycle and pedestrian facilities is important in providing safe accommodations for people biking and walking, but also benefits all transportation users.

When bicycle and pedestrian facilities increase the feeling of safety and connect to places people want to go to, it often leads to an increase in people using those facilities. Where more people are walking and biking, a motorist is less likely to collide with them[20]. Data shows that bicycle infrastructure, especially the type and quality of it, can help improve bicycling safety and increase bicycling levels, while leading to a decrease in crashes and serious injuries (including fatalities) relative to the total number of trips[21]. The benefits of bicycle and pedestrian infrastructure don't just help bicyclists and walkers, they benefit the whole community by making the streets safer for everyone by reducing the frequency of crashes and calming traffic[22].

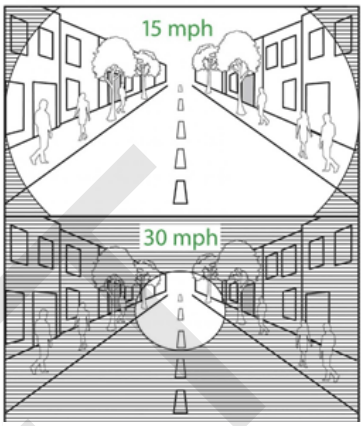
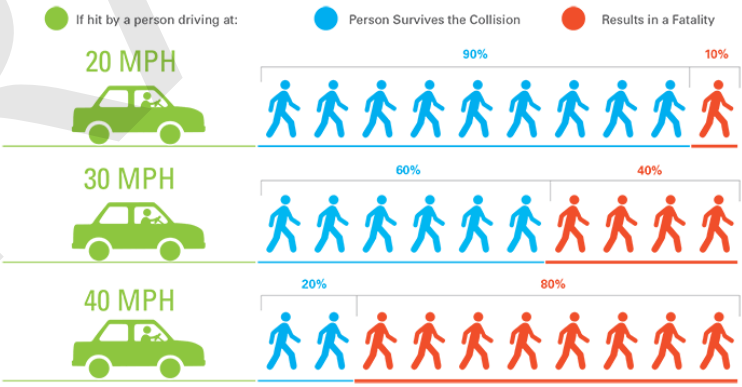


Figure 1-1: Speed matters in what a driver can see. Speed management can help slow drivers down, which then increases what they can functionally see, including pedestrians and bicyclists. *Walkable City Rules, Jeff Speck*

Building proper bicycle and pedestrian facilities is important in providing safe accommodations for all transportation users. However, building the facilities is not enough. Figure 1-1 shows how with increased speed a driver's field of vision narrows, meaning they are able to see less around them. Additionally, speed relates to safety of all transportation users. Figure 1-2 illustrates reduced motor vehicle speeds are a critical factor in improving safety for non-motorized road users[23]. Often, people will drive as fast as conditions

Figure 1-2: Speed of Vehicles and Survival of Pedestrians



[18] "Recreation Trails, Crime and Property Values: Brown County's Mountain-Bay Trail and the Proposed Fox River Trail," *Brown County Planning Commission*, 06 July 1998.
[19] Urban Land Institute, "Active Transportation and Real Estate – the Next Frontier," Washington, D.C.: ULI, 2016.
[20] PL. Jacobson, "Safety in numbers: more walkers and bicyclists, safer walking and bicycling," *Injury Prevention*, 2003 Sep;(3):205-9.
[21] J Pucher and R Buehler, "Safer Cycling Through Improved Infrastructure," *American Journal of Public Health*, 2016, Dec; 106(12):2089-2091.
[22] Jay Walljasper, "10 Ways Bicycle-Friendly Streets Are Good for People Who Don't Ride Bikes," *AARP Livable Communities*, September 16. https://www.aarp.org/livable-communities/getting-around/info-2016/why-bicycling-infrastructure-is-good-for-people-who-dont-ride-bikes.html.
[23] San Francisco MTA Vision Zero Action Plan, February 2015, https://viewer.joomag.com/vision-zero-san-francisco/0685197001423594455?short.

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allow, regardless of what the posted speed limit is. Streets should be designed to encourage driving at the speeds that have been set for them, or people will exceed the speed limit[24]. Emphasis should also be given to design, comprehensive education, and enforcement. Roadway design, coupled with pedestrian and bicycle facilities, can determine how fast people will drive, regardless of the posted speed limit, and will affect how safe pedestrians and bicyclists will feel. Education and enforcement programs encourage motorist awareness and that of other travel mode users, while raising safe walking and bicycling behaviors. Educational opportunities such as Frogger can help promote safer driving behaviors. Lastly, encouraging more people to walk and bicycle increases safety per mile, as motorists become more aware and more careful when non-motorized users are present in the right-of-way.

Environmental

Air Quality

Increasing walking and bicycling travel can reduce the number of motorized vehicles on the roads, which can improve the air quality of a region; reduce wear to roads and streets; reduce congestion, allowing for safer travel for all users. In 2020 (most recent data available) Brown County's air pollutant emissions top emitting sector was from stationary sources, and the second most was from mobile (transportation) sources. On-road light duty vehicles were the top emitter from the mobile sources, with gasoline fueling as the second most[25]. Poor air quality is a serious health risk, especially for those most vulnerable, such as children and senior citizens[26]. By reducing auto exhaust, we can limit one of the primary causes of air pollution.

Climate Change

Warmer temperatures from climate change can exacerbate climate-sensitive health risks from things such as heatwaves, respiratory illness from allergenic pollen, and mental and physical effects of wildfires, among others[27]. In the United States, the transportation sector is responsible for more greenhouse gas (heat-trapping) emissions than any other sector. The transportation sector is also impacted by climate change, including flood damage to roads, extreme temperatures that cause road buckling, and extreme storms that impact ports[28]. Walking and bicycling can also have positive environmental impacts for climate change. Emulating the levels of walking and bicycling as documented in 1969, for example, would eliminate 3.2 billion vehicle miles and save 1.5 million tons of carbon dioxide and 89,000 tons of other pollutants from entering the air, which is equal to keeping more than 250,000 cars off the road for a year.[29] When people have safe and convenient options available to walk and bicycle places, they can replace automobile trips and limit their related impacts.

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[24] Jeff Speck, *Walkable City Rules: 101 Steps to Making Better Places*, Washington DC: Island Press, 2018.
[25] U.S. Environmental Protection Agency, 2020 National Emissions Inventory and Trends Report, https://storymaps.arcgis.com/stories/d7d730f974c6474190b142a49ae8d3bd.
[26] Center for Environmental Excellence by AASHTO (American Association of State Highway and Transportation Officials), "Active Transportation Overview: Health and Transportation," 2024. https://environment.transportation.org/focus-areas/active-transportation/active-transportation-overview/.
[27] Samuel G. Younkin, et al., "The Potential Health and Environmental Benefits of Cycling in the U.S." The Initiative for Health-Oriented Transportation – University of Wisconsin-Madison Global Health Institute, April 21, 2021.
[28] U.S. Department of Transportation, "Climate Action," Transportation Priorities – Climate, January 13, 2023. https://www.transportation.gov/priorities/climate-and-sustainability/climate-action.
[29] Noreen C. McDonald, "Active Transportation to School: Trends Among U.S. Schoolchildren 1969-2001," *American Journal of Preventative Medicine*, June 2007.

Community Growth, Culture, and Social Fabric

As the Allouez residential population composition changes, the focus on how to effectively serve its residents should also evolve. As mentioned in the *Real Estate* section of Economic Benefits of this chapter, the National Association of Realtors 2023 National Community and Transportation Preferences Survey shows that across generations a majority of people surveyed would be willing to spend more to live within walking distance of parks, shops and restaurants. Within that, Gen Z and Millennials were the most willing to spend more. That is important for Allouez, considering that over 30 percent of Allouez residents fall in the Millennial age category, and even higher when including the oldest Gen Z population.[30] For the near future, as homes continue to be sold in Allouez, it's likely that the purchasers will fall into one of those age cohorts.

Allouez parks are an important amenity for people to access, and parks and other amenities in general have been identified be an important consideration for younger generations when they are looking to buying a home.

When considering a plan for the future of Allouez, it is important to consider the desires of future residents. According to a recent American Planning Association poll, about 2/3 of the population and 74 percent of Millennials believe investing in schools, transportation choices, and walkable areas is a better way to grow the economy than traditional economic development approaches.[31] Allouez, being between the denser urban segments of the cities of De Pere and Green Bay should look to the urban characteristics allowing those communities to grow, prosper, and become sustainable.

However, Millennials are not the only ones that are driving this culture-shift, sixty percent of Baby Boomers also want to live in a community where they can age in place.[32] One national rating system grades Allouez as "car-dependent" and unable to serve persons without the ability or willingness to live dependent on automobiles.[33] Communities that are walkable and bikeable grant more independence to people who are unable to drive and gives them more options to get around their community without needing to drive. This also potentially allows people to live independently longer in their community[34]. From the 2017 National Household Travel Survey, there was an increase in people ages 55 and older walking to work. Similarly, even when older adults are no longer working, they are still making walking and biking trips for shopping, errands, social, and recreational trips, with people aged 65 or older having the highest percentage of trips for shopping and errands of any age group[35].

Improvements to Allouez's bicycle and pedestrian infrastructure is forward-looking and will make the community attractive and competitive for those seeking to relocate or remain living in the village for years to come.

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[30] *U.S. Census Bureau*, 2022 American Community Survey 5-Year Estimates.
[31] "Investing in Place for Economic Growth and Competitiveness," *American Planning Association*, May 2014.
[32] *American Planning Association*, May 2014
[33] www.walkscore.com
[34] Jeff Speck, *Walkable City Rules,* Washington D.C.: Island Press, 2018.
[35] Ken Mclead, "Benchmarking Insights on Older Adults", January 27, 2021, the League of American Bicyclists, https://data.bikeleague.org/benchmarking-insights-on-older-adults/.

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Chapter 2: Plan Development and Implementation

The Village of Allouez encompasses just over five square miles but has a roadway transportation network over 50 miles in length. Users of the transportation network represent a variety of demographics and backgrounds. It was crucial then that stakeholders providing input are representative of the community as a whole yet bring sensitivity to the transportation and recreation issues this plan seeks to address.

2.1: Plan Development Process

The Allouez Comprehensive Bicycle and Pedestrian Plan was updated by the Brown County Planning Commission in coordination with village staff. The plan update process was informed by an Ad Hoc Bicycle and Pedestrian Committee, who were comprised of a variety of Allouez stakeholders reflective of the village and the Greater Green Bay area. The committee provided input on critical issues such as the plan vision and goals, bicycle and pedestrian network recommendations, and other strategies.

Public Input. Public input was sought throughout the development of this plan. The Ad-Hoc Bicycle and Pedestrian Committee meetings were held to public open meetings rules and were open to all. The public was invited to provide comment at each committee meeting. Comments were recorded and analyzed so that the strategy, concern, or solution could best be integrated into this plan.

The community was solicited to complete an online survey and online mapping exercise during the summer of 2024, and the survey received 214 responses. The survey sought general information about travel patterns and attitudes about bicycling and walking (Survey results are presented throughout the plan and fully reported in the Appendix).

The age make-up of the respondents somewhat mirrored the age make-up of the population in the village across the age cohorts 35 years and older but was less represented by the 25-34 age group compared to the estimated population composition of the village.

Additionally, the Plan Commission, the Public Works Committee, and the Parks, Recreation, & Forestry Committee all reviewed the plan and provided comment. A public open house was held when a draft of the plan was ready for public review and comment. Comments were then analyzed and used to refine the plan or incorporated separately as an appendix for record.

Data Collection. The data collection phase comprised two principal efforts:

1. Collecting information from governmental jurisdictions and departments, including existing bicycle and pedestrian facilities, school locations, land uses, railroads, highways, parks, crash data, transit routes and stop locations, and village public works street information.
2. Conducting a community survey to look at how people think about bicycle and pedestrian use. Additionally, the ad hoc committee referred to the Brown County Bicycle and Pedestrian Plan, the Village of Allouez Safe Routes to School Plan, the Village of Allouez Comprehensive Plan, and the Village of Allouez Comprehensive Outdoor Recreation Plan during the planning process.

Once the existing conditions information was compiled and the public comment survey was analyzed, the committee focused on setting purpose and goal statements to guide development of the plan.

2.2: Guiding Framework

The framework for Safe Routes to School (SRTS) programs, which was used to originally develop this plan, includes what are known as the six E's – engagement, equity, engineering, encouragement, education, and

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evaluation. They are key components to a comprehensive, integrated approach to pedestrian and bicycle planning. Previously there had been five E's (education, encouragement, engineering, enforcement, and evaluation), but more recently the sixth E, equity, has been added to help ensure that SRTS initiatives are benefiting all demographic groups. Also more recently, there has been a shift with some organizations using the SRTS framework to add engagement and drop enforcement, where engagement is a more proactive approach to identifying structural problems and should be utilized at the outset. The following list includes all the e's.

- Education – The development and sharing of information about safe walking, biking, and driving.
- Encouragement – Programs and activities that provide people opportunities to try walking and biking.
- Engineering – The design and installation of treatments such as bike lanes, sidewalks, crosswalks, and traffic calming.
- Enforcement – Participation of local law enforcement with a focus on traffic safety.
- Evaluation – The studying, planning, and measuring of the walking and bicycling environment and related policies and procedures.
- Equity – Distribute facility improvements and programming fairly, ensuring equitable access.
- Engagement – All SRTS initiatives should begin by listening to stakeholders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure.

Incorporating these elements in pedestrian and bicycle transportation planning is an important component in creating a safe and convenient transportation system. This approach has been used in Brown County's Bicycle and Pedestrian plan and other local plans, and throughout the state and country as a broad concept to sufficiently address pedestrian and bicycle safety. The e's don't have a specific order and may be considered simultaneously when working on the plan and individual projects.

2.3: Plan Vision

Move Allouez forward as a great place to bike and walk.

2.4: Plan Mission

Increase pedestrian and bicycle travel by improving Allouez policies, ordinances, and facilities.

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2.5: Plan Goals and Objectives

The Village of Allouez will work towards realizing its vision through using these goals to guide plan implementation.

Goal 1 – Education and Encouragement

- Objective – Identify partnerships with groups, individuals, organizations, and governmental entities to help educate and promote walking and bicycling in the village. Develop programs that will help inform and educate the public around the need for walking and bicycling facilities in the roadway network, and to promote safety.

Goal 2 – Safety

- Objective – Implement projects that enhance walking and bicycling in Allouez and utilize design standards that improve safety.

Goal 3 – Network Connectivity

- Objective – Improve the connections between different facilities and areas to connect people to parks, trails, and everyday destinations.

Goal 4 – Facilities and Design

- Objective – Continue to implement design standards in the planning, engineering, and construction or reconstruction of Allouez streets and roads. Fully anticipate and provide for persons walking and bicycling as well as driving in motor vehicles.

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Chapter 3: Analysis of Conditions

3.1: Overview

The area of Allouez was first developed as the historic settlement of "Shantytown" in the 19th Century. However, development in the village did not begin to take off until the 20th Century and initial growth and development in Allouez was shaped by a streetcar line (trolley) built along Webster Avenue in 1896[36]. The design of some of Allouez's street network that still exists today came out of post-WWII land plotting modeled on new suburban planning concepts, in large part, promoted by the automobile industry and social and political leaders who viewed traditional city concepts unnecessary. Instead of the grid pattern common to most central cities and pre-World War II suburbs, the Allouez street network, particularly south of 172, has cul-de-sacs and residential courts leading to large, long residential streets, which in turn lead to larger collector roads and arterials. The platting of Allouez generally excluded sidewalks under the assumption everyone would drive.

Traditional Grid Design (circa 1900)

Curvilinear Loop Designs & Beginning of Cul-De-Sacs (approx. 1930 – 1950)

Conventional Cul-De-Sac Design (since 1950)

This road network design limits the level of walking and bicycling for uses other than recreation because it restricts the level of connectivity between destinations. This lack of connectivity generally increases the distance a resident would have to travel to get between destinations, creating dependency on a motorized vehicle to travel. All travelers are directed to use a small set of higher speed main roads (collectors), leading to congestion. Sharing the space with fast moving cars can make pedestrians and bicyclists feel uncomfortable.

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[36] Jennifer Lehrke, Robert Short, and Angela Scharrer, "Village of Allouez Architectural and Historical Intensive Survey Report," *Wisconsin Historical Society Division of Historic Preservation – Public* History, 2013.

3.2: Demographics

As of 2020, the Village of Allouez had a population of 14,156.[37] The largest population groups fall within the 25-34- and 65-69-year categories[38]. Approximately 21% of the population is under the age of 19, while 10% of the population is over the age of 75. The population and age cohorts are displayed in Table 3-1.

Table 3-1: Allouez Population Demographics				
	2010		2020	
Total Population	13,975 – 2010 Decennial Census		14,156 – 2020 Decennial Census	
			ACS 5-Year Estimates - 2022	
Median Age	41.0		39.7	
Age Cohort	Population	Percentage of Population	Population	Percentage of Population
Under 5 years	787	6%	729	5%
5 to 9 years	789	6%	805	6%
10 to 14 years	756	5%	809	6%
15 to 19 years	827	6%	572	4%
20 to 24 years	808	6%	632	4%
25 to 29 years	994	7%	1,217	9%
30 to 34 years	984	7%	1,349	10%
35 to 39 years	864	6%	895	6%
40 to 44 years	854	6%	828	6%
45 to 49 years	1,051	8%	675	5%
50 to 54 years	1,075	8%	741	5%
55 to 59 years	1,022	7%	780	6%
60 to 64 years	834	6%	829	6%
65 to 69 years	617	4%	1,219	9%
70 to 74 years	516	4%	634	4%
75 to 79 years	450	3%	365	3%
80 to 84 years	369	3%	503	4%
85 years and over	378	3%	507	4%

Table 3-1: The 2010 data is from the decennial census. The 2022 data listed is from U.S. Census Bureau American Community Survey (ACS). After the 2010 decennial census, the U.S. Census Bureau has shifted to only collecting age data through the ACS. The 2022 data is used here because it is the most current estimate available.

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[37] U.S. Census Bureau. *2020 Decennial Census.*

[38] U.S. Census Bureau. *American Community Survey (ACS) 2022 5-Year Estimates.*

Equity

Equity is an important consideration for transportation officials working on developing connected multi-modal systems that provide meaningful choices in transportation. Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities through equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved. Traditionally underserved groups include individuals in at least one of the following categories[39]:

- Low income
- Black, Latino, Indigenous and Native American persons, Asian Americans and Pacific Islanders, and other persons of color
- Members of religious minorities
- Elderly
- Lesbian, gay, bisexual, transgender, and queer (LGBTQ+)
- Limited English proficiency
- Persons with disabilities
- Persons who live in rural areas

Transportation equity does not mean allocating transportation resources in equal amounts to all people. The image below highlights the difference in equality versus equity.

Equity matters because children from lower-income families are twice as likely to walk to school as children from higher-income families, but typically face greater personal and traffic safety risks on their route to school, for example.

[39] U.S. Department of Transportation Federal Highway Administration/Federal Transit Administration. Transportation Equity, *Coming Together for Equity,* Washington, D.C.: 2022. https://www.planning.dot.gov/planning/topic_transportationequity.aspx#:~:text=Equity%20in%20Transportation%3F-,What%20is%20Equity%20in%20Transportation%3F,needs%20of%20all%20community%20members.

Underserved Populations

Traditionally underserved populations may have a greater need for safe facilities for walking and wheeling compared to other groups. The following research findings provide evidence of the particular needs of underserved populations and highlight the importance of providing safe facilities for non-motorized travel (the following points and related research come from "Pursuing Equity in Pedestrian and Bicycling Planning", created for the U.S. DOT Federal Highway Administration[40]):

- About 24 percent of people living in poverty do not own a personal vehicle.
- Low-income, minority, or immigrant individuals are more likely to have jobs that cause them to commute outside of traditional "9 to 5" hours, often in the dark and when public transit services are not operating.
- Immigrants and those with language barriers are more likely to travel by bicycle but are often less likely to practice safe bicycling techniques (such as riding with traffic, using lights, and wearing helmets and reflective clothing).
- Immigrants and individuals with language barriers travel more frequently by walking or wheeling than non-immigrants and native English speakers but are often forced by circumstance to do so along roads lacking safe, accessible pedestrian and bicycle facilities.
- Children, older adults, and individuals with physical or cognitive disabilities may be unable to drive and are, thus, more reliant on non-motorized travel modes. At the same time, these individuals may also face challenges that make them less able to take advantage of sub-par pedestrian and bicycle facilities than people without such challenges.
- People with diverse cultural or religious backgrounds may choose not to own motorized vehicles and may live where public transportation options are limited.
- As individuals age, they are increasingly likely to depend on transit as primary transportation. Safe pedestrian access to bus stops and transit stations is a key aspect of accessibility among older adults, who are especially at risk of social exclusion if they are unable to get out of the house. Older adults are also more likely to benefit from safe walking and wheeling facilities than younger adults, as walking (and wheeling) is a primary form of physical activity and socializing for many of them.
- According to the recent League of American Bicyclists publication, Pedaling Toward Equity, women and minorities feel significantly less safe traveling by bicycle than non-minority males in the U.S. A majority of women and minorities agreed or strongly agreed that, given more supportive infrastructure (e.g., sidewalks, bike lanes, and separated facilities), they would be much more likely to try using a bicycle for transportation.
- Individuals with limited travel options (including limited access to non-motorized travel modes) travel less overall, make fewer trips for shopping and socializing; have a harder time applying for and accepting employment; are less likely to access healthy foods, health care, and educational resources; and are more likely to experience social isolation.

Despite the strong need for safe pedestrian and bicycle facilities and the use of existing facilities as described above, traditionally underserved populations often face a travel environment that presents challenges for those walking, bicycling, or taking the bus or train. Research findings indicate that a lack of access to quality transportation facilities can have disproportionate effects on low-income and minority populations.

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[40] Sandt, Laura, Combs T, Cohn J., *Pursuing Equity in Pedestrian and Bicycle Planning. Pedestrian and Bicycle Information Center.* Chapel Hill, NC: 2016.
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/equity_paper/equity_planning.pdf

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A focus on improving the ability of traditionally underserved communities to travel safely and conveniently by walking or wheeling is essential to achieving a balanced, equitable transportation system that can be used by everyone.

Equity for Planning and Project Prioritization

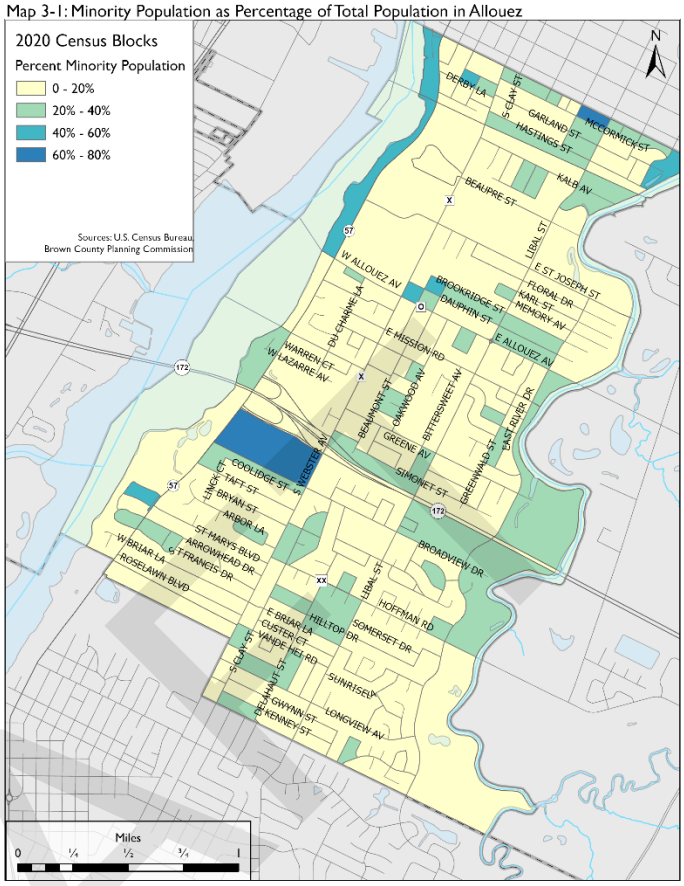
An equitable transportation plan considers the unique circumstances impacting various community members' mobility and connectivity needs and uses this information to determine appropriate amount of resources to allocate to different people and places so that the transportation network more effectively serves all members. The following analysis provides insight into common measures used in transportation planning. This has also been included because equity can be a funding consideration and is a requirement for certain transportation funding programs.

Equity Analysis

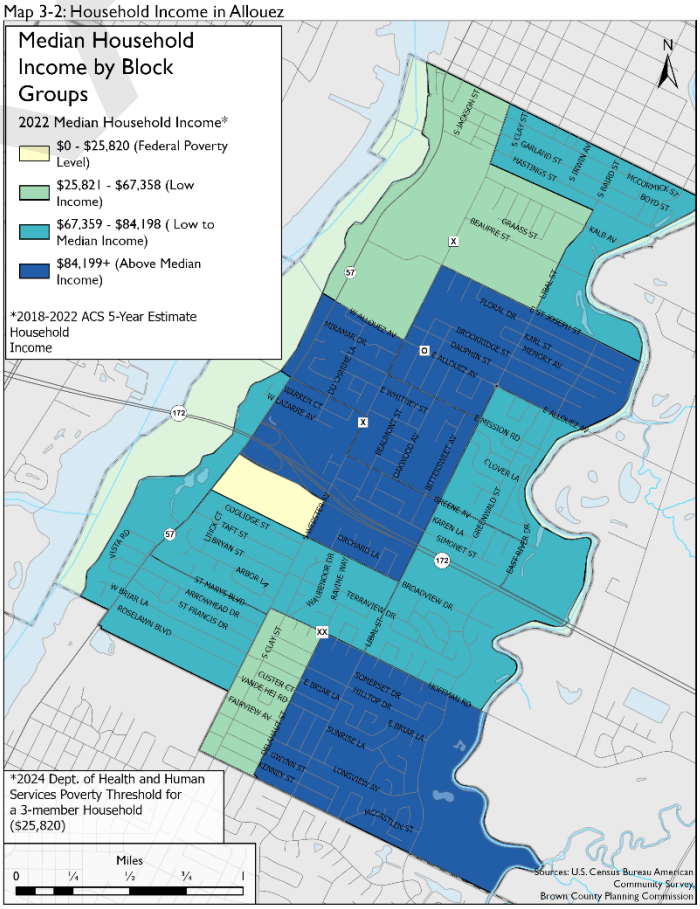
The village has census blocks where the minority population is over 20%, and some areas that are greater than 60% (Map 3-1). These areas generally coincide with major village streets, and this plan's recommendations will generally focus on those areas. Regarding income, the village has several areas (broken out by census block group) where the median income is considered low income, and several areas at low to median income (Map 3-2). Portions of the village are also above the median income level.

In Allouez, there are also an estimated 208 households out of 6,017 that have no vehicles available (2023 American Community Survey, U.S. Census Bureau; most recent data available).

Map 3-1: Minority Population as Percentage of Total Population in Allouez



Map 3-2: Household Income in Allouez



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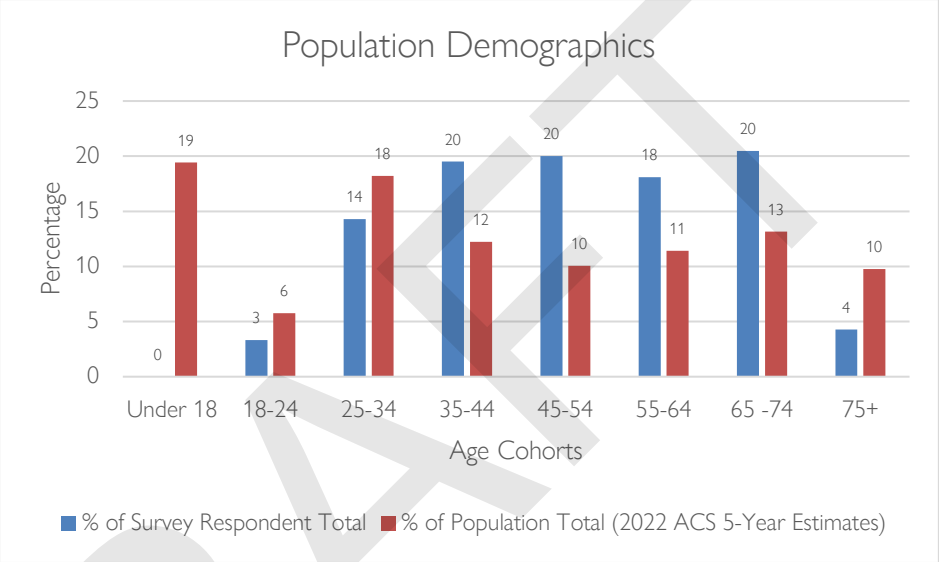
3.3: Survey Summary

An online public survey and GIS mapping application was created to gather community input and was open from June 10, 2024 to July 21, 2024. The survey received 214 responses, and was intended to gather general information about travel patterns and attitudes about bicycling and walking, and to identify areas and opportunities for improvement. Survey results are presented throughout the plan and fully reported in the Appendix, including individual unique answers.

Age Demographics

From the 214 survey responses, the only age group not represented was the 18 and under group, who make up an estimated 19% of the population in Allouez. The 18-24, 25-34, and 75+ age groups also had fewer responses compared to their respective shares of the total village population.

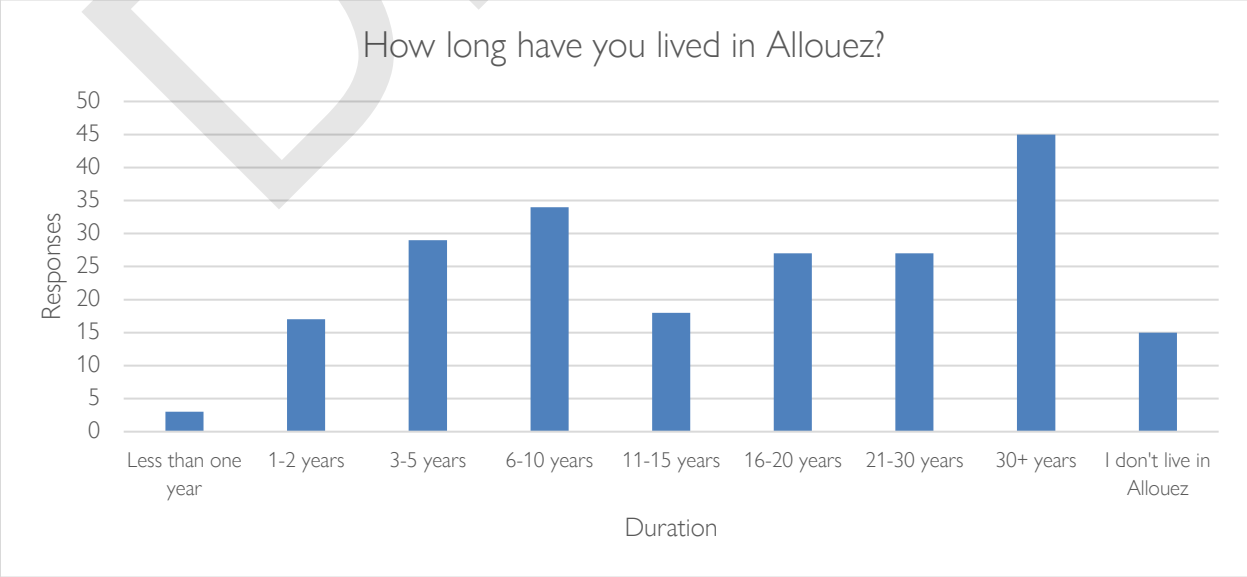
Figure 3-1: Population demographics from the 2022 ACS 5-Year Estimates and Survey Respondents.



Residential Tenure

Survey takes were asked how long they have lived in Allouez. Figure 3-2 shows those responses, with the 30+ years category having the most responses.

Figure 3-2: Residential Tenure of Survey Respondents.



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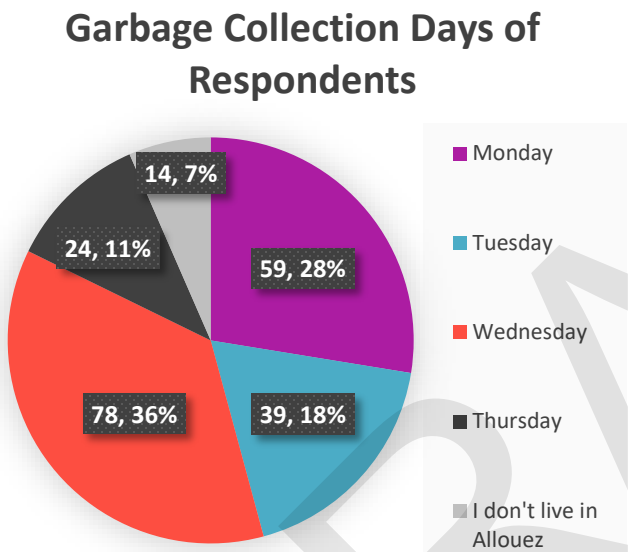
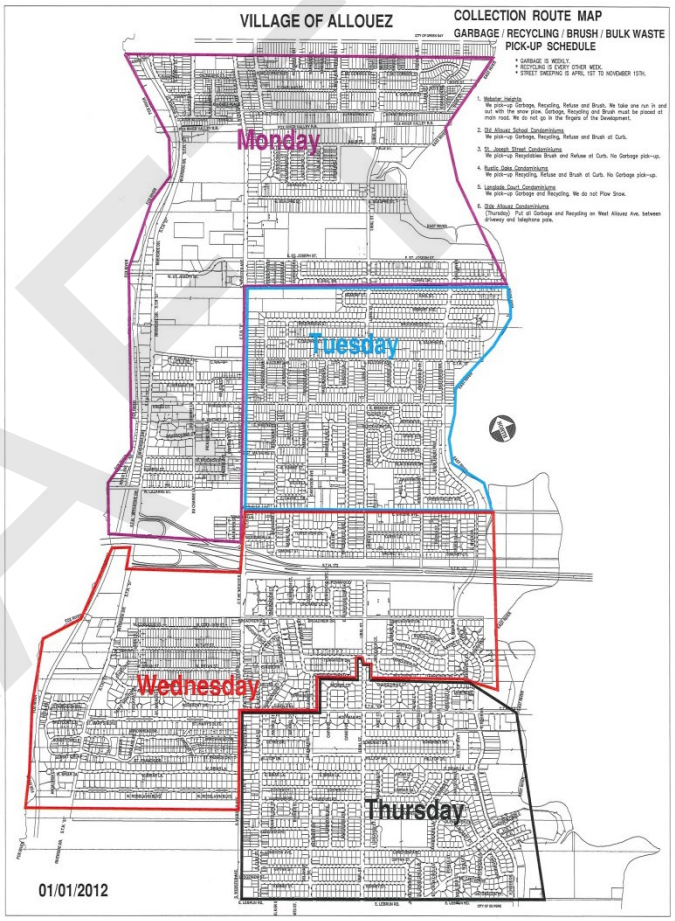
Geographic Representation

Survey takers were also asked to identify their garbage collection day to see which area of Allouez they live in. The intent was to help ensure that certain locations are not overlooked when considering improvements or strategies. Garbage collection is done Monday through Thursday and moves from the north end of the village to the south, typically covering an equal amount of households each day. All four pickup days were represented, with the majority of survey takers having pickup on Mondays or Wednesdays, and fewer responses from the Tuesday and Thursday areas.

Figure 3-3: Geographical Area of Survey Respondents





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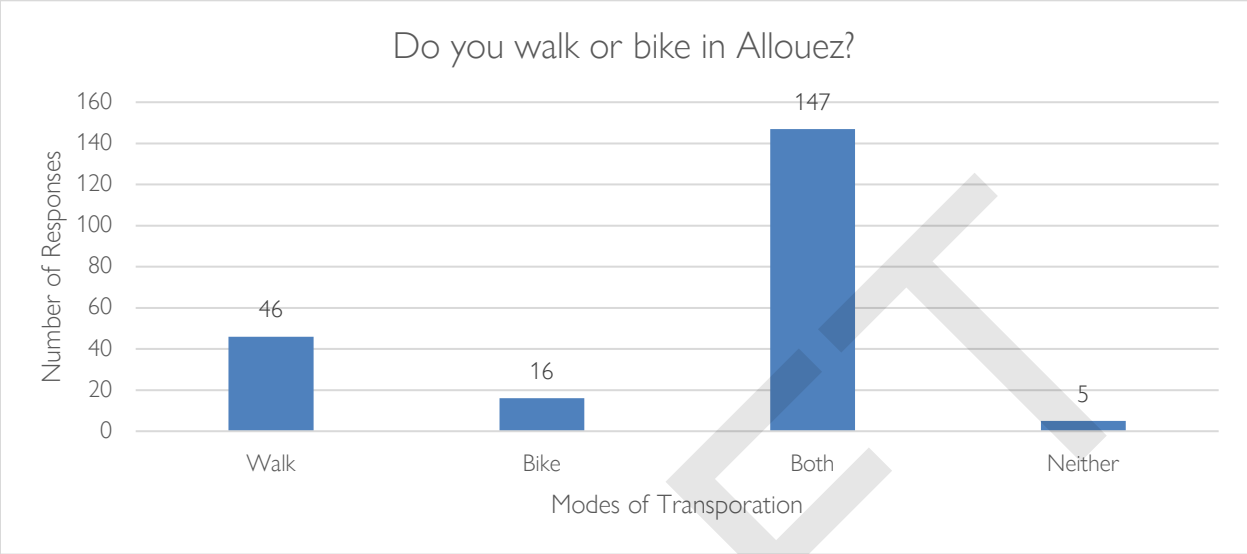
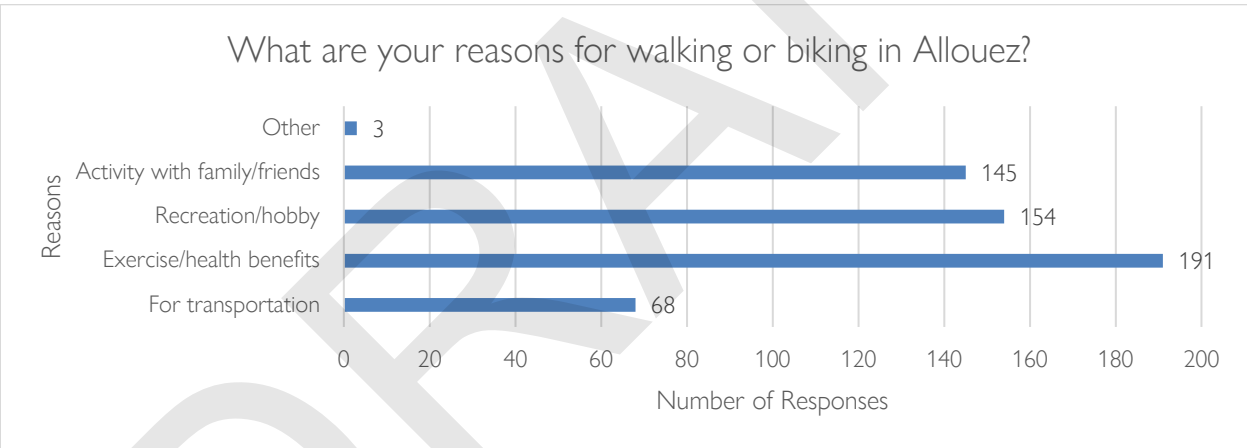
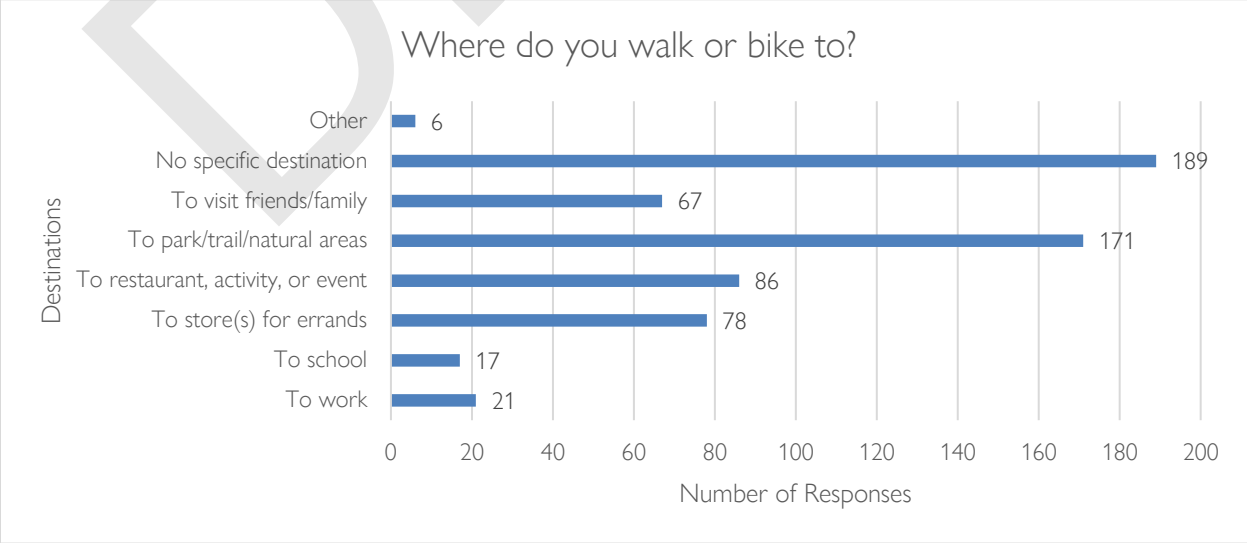
Survey Questions

The following pages includes survey the survey responses about walking and biking in Allouez, and how the respondents felt about the conditions.







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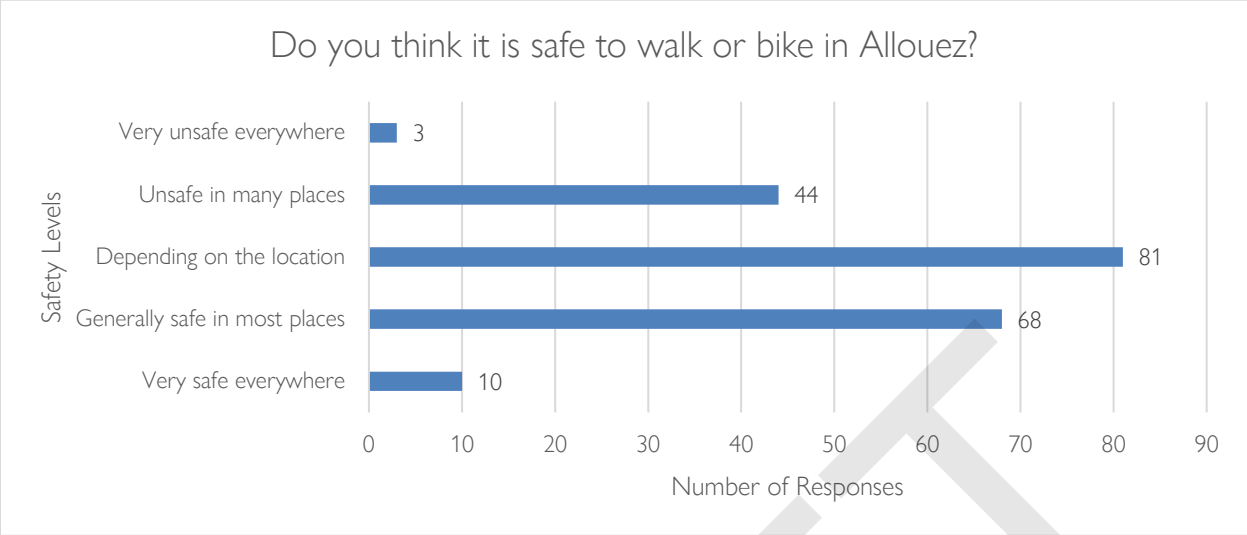
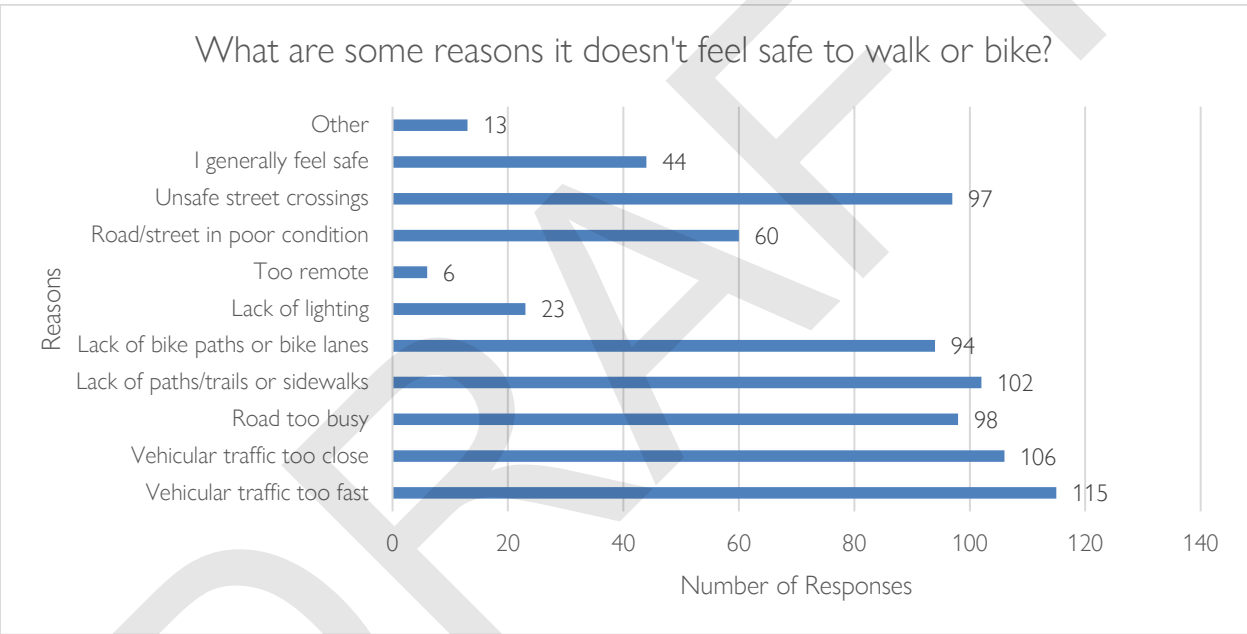
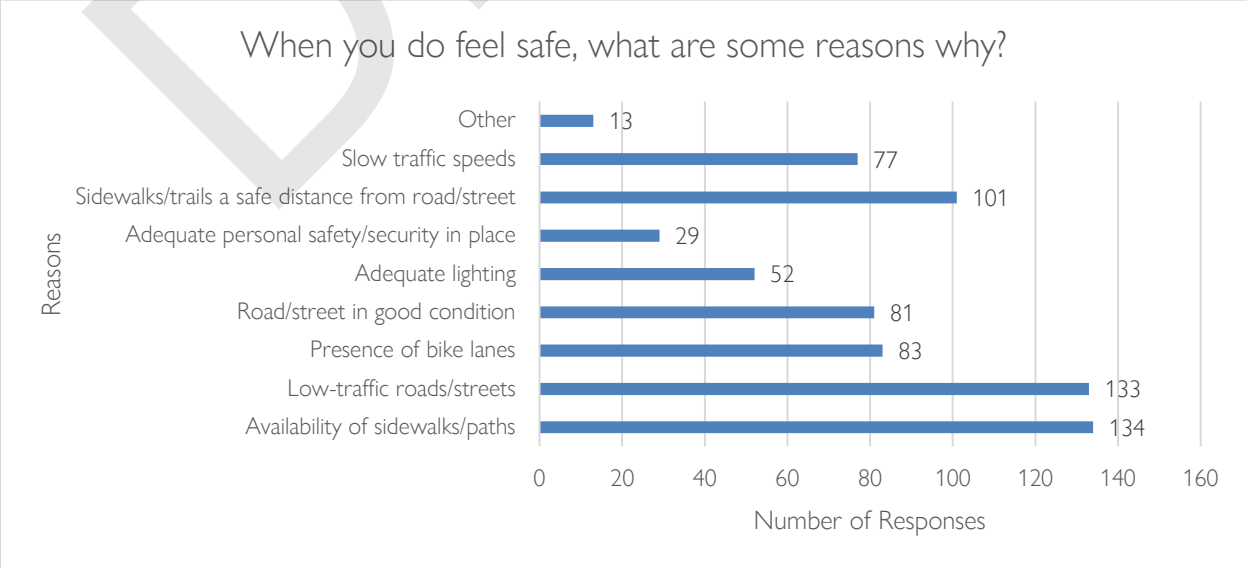

Do you think it is safe to walk or bike in Allouez?
Safety Levels
Very unsafe everywhere
3
Unsafe in many places
44
Depending on the location
81
Generally safe in most places
68
Very safe everywhere
10
0
10
20
30
40
50
60
70
80
90
Number of Responses


What are some reasons it doesn't feel safe to walk or bike?
Reasons
Other
13
I generally feel safe
44
Unsafe street crossings
97
Road/street in poor condition
60
Too remote
6
Lack of lighting
23
Lack of bike paths or bike lanes
94
Lack of paths/trails or sidewalks
102
Road too busy
98
Vehicular traffic too close
106
Vehicular traffic too fast
115
0
20
40
60
80
100
120
140
Number of Responses


When you do feel safe, what are some reasons why?
Reasons
Other
13
Slow traffic speeds
77
Sidewalks/trails a safe distance from road/street
101
Adequate personal safety/security in place
29
Adequate lighting
52
Road/street in good condition
81
Presence of bike lanes
83
Low-traffic roads/streets
133
Availability of sidewalks/paths
134
0
20
40
60
80
100
120
140
160
Number of Responses

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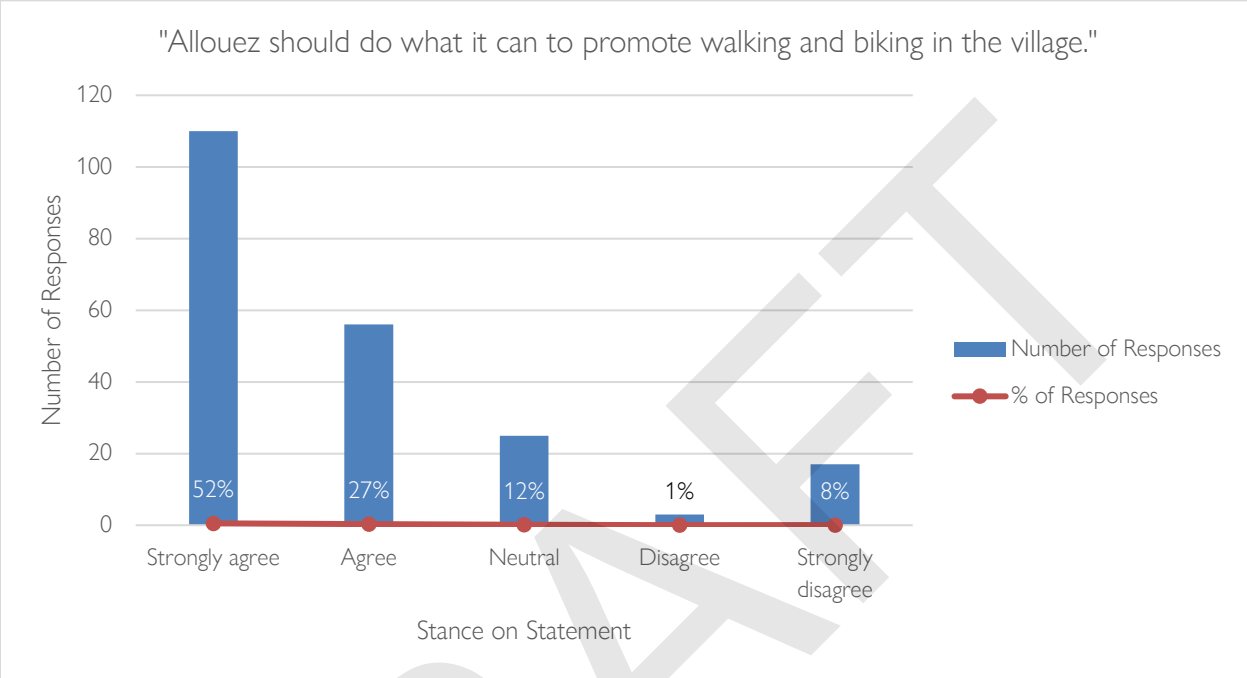
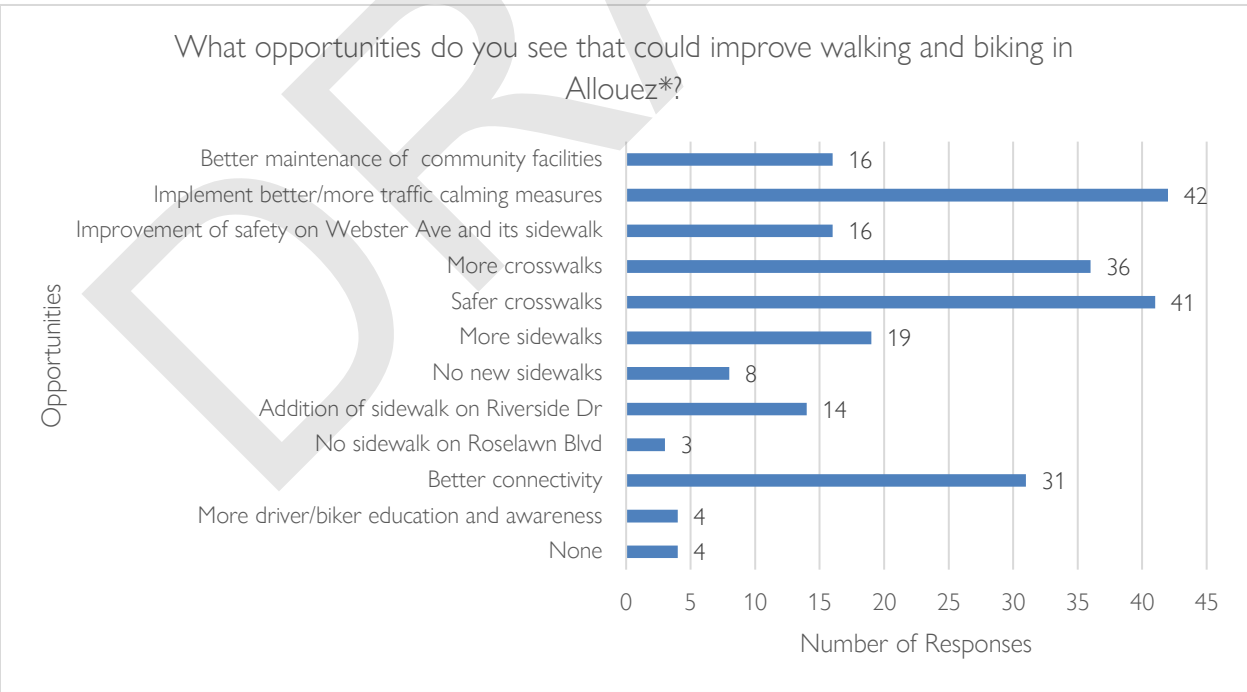
Top Opportunities Identified Through the Survey

The two concluding questions of the survey (not counting demographic questions) below show how survey respondents felt about opportunities to improve walking and biking in the village, and how strongly they felt about the village promoting walking and biking in Allouez. 79 percent of the respondents agreed the village should do what it can to promote walking and bicycling in the village.





*Note: The survey question above was open-ended, and the results displayed are a compilation of all the answers by general categories. The complete responses are in Appendix A.

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3.4: Health Rankings

According to the 2020-2021 Brown County Community Health Assessment & Improvement Plan (CHA), 68% of adults in Brown County were overweight or obese, and similarly other data shows 36% of the Brown County adult population as obese[43]. The CHA also shows for that timeframe 20% of adults aged 20 and over reported no leisure-time physical activity compared to 21% in the State of Wisconsin.[44]

Studies have shown that where you live and the policies, systems, and environment around you directly influence your health. While there are many other factors that go into obesity levels, such as poor diet and lack of sleep, low physical activity levels is a large contributing factor that this plan can help address, or at least publicize. Implementation of this plan can help by making it more convenient and safer to move around the village, which were the primary concerns raised by respondents of the survey.

3.5: Crash Data

Pedestrians injured in crashes has generally been declining over the last 20 years with the help of pedestrian safety improvements, but the last few years (through 2022) have seen slight increases in injuries and fatalities in Wisconsin[45]. While crashes are associated with all modes of transportation, pedestrians and bicyclists are more vulnerable to crash impacts.

Table 3-2 shows the pedestrian and bicycle crashes in Allouez over the last 20+ years[46]. In that time, there were no fatal injuries from any of these crashes. Over that period, Allouez has seen about 1.3 crashes per year involving a pedestrian, and 1.5 involving a bicyclist, with 2006 being a higher year compared to the rest. 30 of the reported crashes (for both pedestrians and bicyclists) were at intersections, and another 19 were within 50 feet of an intersection. Only 8 reported crashes were further than 50 feet of an intersection. Map 3-4 on the following page shows the pedestrian and bicycle crash locations from 2003-2023.

Note: the crash locations have been aggregated where multiple crashes occurred, but each crash was a separate incident. Some of the crash points are exact and were recorded at the time of the individual reports, and some points are approximate because they weren't recorded at the time of the reports, but only given a general location. For the latter, the points have been located based on the details provided.

Table 3-2: Pedestrian and Bicycle Crashes in Allouez, 2003-2022

Year	Pedestrian	Bicycle
2003	3	3
2004	2	2
2005	0	0
2006	1	6
2007	1	2
2008	2	2
2009	2	3
2010	1	0
2011	1	3
2012	1	2
2013	0	0
2014	0	3
2015	0	0
2016	2	0
2017	2	0
2018	1	3
2019	2	1
2020	1	1
2021	2	0
2022	0	0
2023	2	0
Total	26	31

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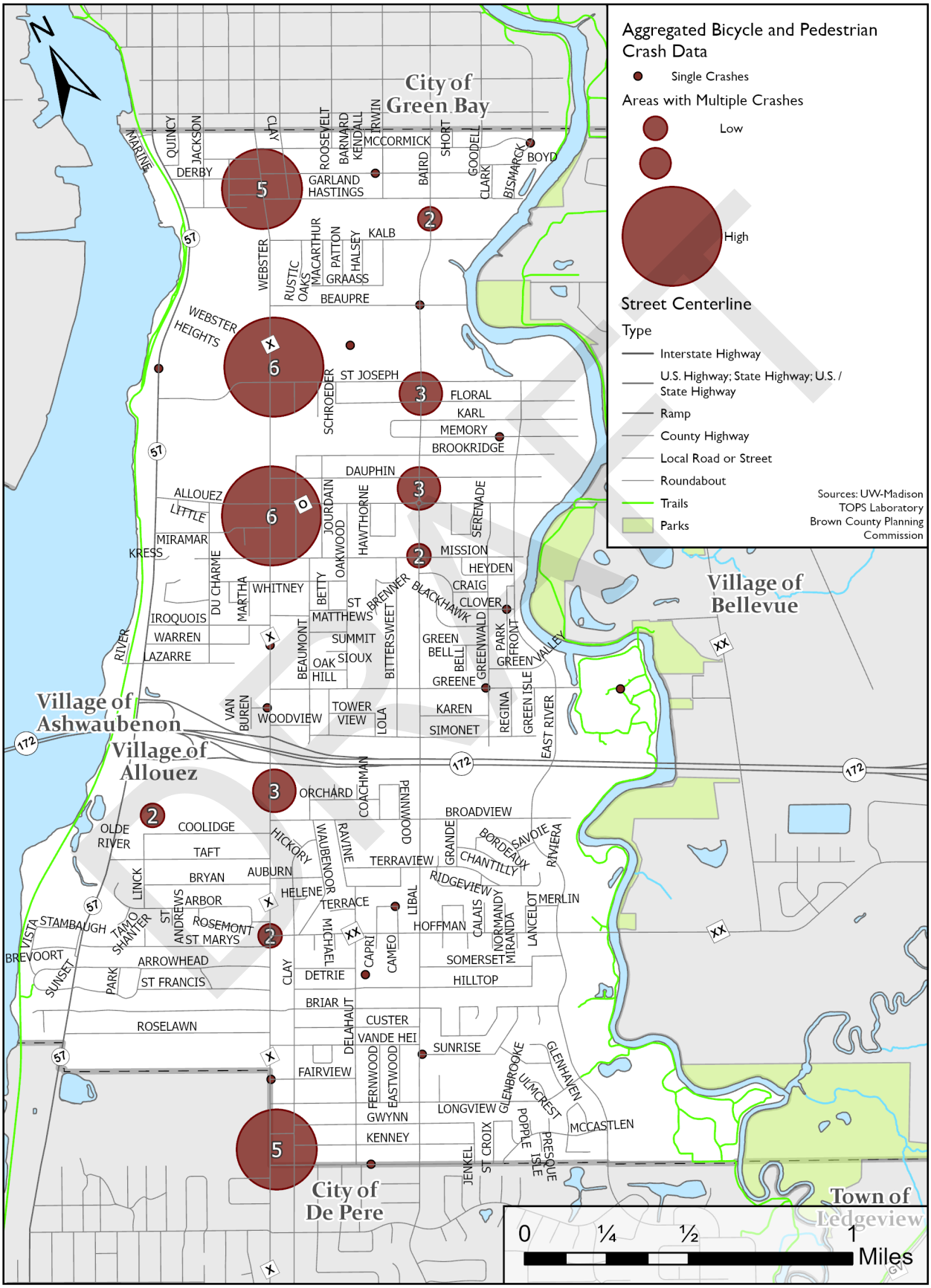
[43] University of Wisconsin Population Health Institute, 2024 County Health Rankings. https://www.countyhealthrankings.org/health-data/wisconsin/brown?year=2024.

[44] Beyond Health Steering Committee, *Brown County Community Health Assessment & Improvement Plan, 2020-2021*, .https://www.browncountywi.gov/departments/public-health/general-information/community-health-assessments-cha/.

[45] Wisconsin Department of Transportation, "Pedestrian Safety in Wisconsin", *2022 Pedestrian Fact Sheet*, 2023.

[46] Crash data comes from the Traffic Operations and Safety (TOPS) Laboratory of UW-Madison and is a database of all police reported crashes. The data only goes through 2023, as that was the most recent year available. Not all reportable crashes are reported, and to be collected, a crash report must have been completed by a police officer. A reportable crash is defined as a crash resulting in injury or death of any person, or total damage to property owned by one person to an apparent extent of $1,000 or more.

Map 3-4: Pedestrian and Bicycle Crashes in Allouez, 2003-2023



3.6: Current Legislation and Plans

State and Federal Legislation

Since 1991, federal legislation has required "due consideration" of bicyclists and pedestrians on all projects using federal funding. Federal policy adopted in 2001 and again in 2010 requires "due consideration" to include bicycle and pedestrian accommodations on new construction and reconstruction projects, with three exceptions:

1. When bicyclists and pedestrians are prohibited by law from using the roadway.
2. When the cost of establishing bikeways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined by FHWA (Federal Highway Administration) and state statutes as bicycle and pedestrian facilities together exceeding 20 percent of the cost of the larger transportation project.
3. When sparsity of population or other factors indicate an absence of need.

The FHWA Wisconsin Division Office directs that WisDOT shall follow federal policy on all projects on the National Highway System (NHS) and should follow federal policy on all federally funded projects off that system. In Allouez, both Webster Avenue and Riverside Drive are part of the NHS.

Chapters 340-351 of the Wisconsin State Statutes govern the rights in the roadway of all users. Chapter 349 requires municipalities to adopt traffic regulations in strict conformity with state law. Regulation by local authority is prohibited. These requirements imposed by the legislature prevent municipalities from creating separate traffic laws or rules of the road that differ in each community. Chapter 346 (Rules of the Road) include the rules for riding a bicycle.

Bicycle and Pedestrian Plan for Brown County

The Bicycle and Pedestrian Plan for Brown County was adopted by the Brown County Planning Commission in 1994 as a way to create a comprehensive policy for bicycle and pedestrian accommodations in the county. The plan has subsequently been updated to satisfy Federal requirements and to include methods of *encouraging* bicycle and pedestrian travel, *enforcing* the proper use of bicycle and pedestrian facilities, and *educating* people about the benefits of using these alternative transportation modes.

This plan includes facility designs that have been tested nationally, have a proven level of performance, and are included in national design standards. The primary goal of the plan is *"to reflect each community's existing plans for bicycle and pedestrian facilities and build upon them to create a system of appropriately spaced and continuous bicycle and pedestrian corridors throughout the county that can be implemented at a relatively low cost."*

Safe Routes to School Plan

The Allouez Safe Routes to School and Bicycle and Pedestrian Plan (SRTS Plan) was adopted in 2012, with the purpose to:

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Partner with school and village officials, parents, law enforcement, business owners, residents, and other stakeholders to create an environment where students and others can safely walk and bicycle to and from school and throughout Allouez in order to encourage a healthy and independent lifestyle, minimize transportation expenses and traffic near schools, and reduce vehicle related air pollution.

This plan works to integrate health, fitness, traffic relief, environmental awareness, and safety in developing routes for school-age children to travel to and from their respective schools. Most schools can be accessed by routes along residential streets; however, some routes are located along major roadways that make it hazardous for children to walk or bike to school. Most routes also lack continuous sidewalk connections and safe crossings.

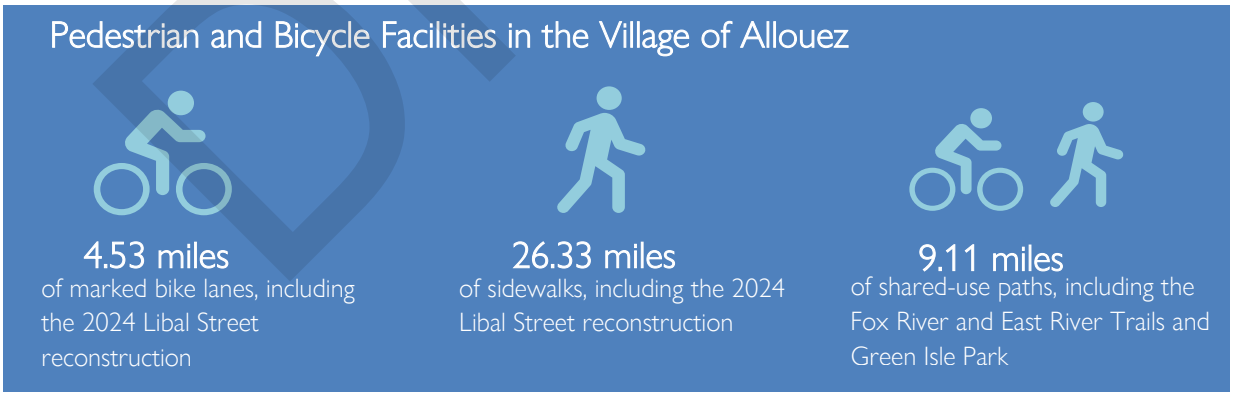
The SRTS Plan focuses not only on education, but also on engineering and enforcement to provide safe routes to schools. Some of the engineering improvements recommended include the installation of curb ramps, signs, and painted crosswalks at designated intersections. The Village of Allouez received a federally funded grant from the Wisconsin Department of Transportation to complete sidewalk improvements to Webster Elementary School in 2017.

East River Recreational Trail Master Plan

This plan was developed in 2024 for the communities along the East River Trail to make the trail more accessible during and after flooding events. The plan looked at 22 individual sites along the East River to develop recommendations such as trail enhancements and habitat restoration at the different sites. Allouez has seven sites included in the plan, some of which include pedestrian improvements. Emilie Park in Green Bay (adjacent to East Lawn Park) includes a recommendation for a pedestrian bridge across the East River, helping increase regional connectivity. The village should work to implement the recommendations for the sites in Allouez, and to support other site recommendations outside of the village, as many of the sites include pedestrian and trail improvements, which will help enhance the entire trail network.

3.7: Existing Bicycle and Pedestrian Facilities

Bicycle facilities are defined as marked shared lanes (bicycle routes), marked bike lanes, and shared-use paths (both paved and unpaved). Pedestrian facilities include sidewalks, crosswalks, and also shared-use paths.



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Existing Bicycle Facilities and Facility Types

Bicycle lanes: Currently there are four streets in the village with bicycle lanes. These bicycle facilities are found on Hoffman Road, Allouez Avenue, St. Joseph Street, and Libal Street. The minimum width for a bike lane is four feet to the left of parked motor vehicles, or five feet from the curb face. The recommended bike lane width is five feet. There must be a clear riding zone of 4 feet if there is a longitudinal joint between the travel lane and the curb and gutter section. Where parking is permitted, the bike lane must be placed between the parking area and the travel lane, and the recommended width is 5 feet. The combination lane (parking and bike lane) should have a minimum width of 14 feet.

Bicycle routes: The marked shared lanes provide an area for bicyclists to occupy along the street and provide motorists with a visual reinforcement that the street is to be shared with bicyclists.

Several streets in the Village of Allouez are known by locals for having wider outside lanes that provide ample space for shared traffic, but signage for advertising bicycle routes is very limited.

Shared-use paths: The shared-use paths (also known as multi-use trails) in the village are paved facilities separated from the street. The widths of these paths are between 10-12 feet to accommodate users at a variety of levels and traffic in both directions. These paths tend to serve both recreational and transportation purposes and are extensively used both by bicyclists and pedestrians.

The Fox River Trail, East River Trail, and the trail connection along the north side of STH172 west of Webster Avenue, are currently the only shared-use paths in the village. However, these trails are not open at night and provide limited or no lighting along the pathway. In addition to these shared-use trails, the village also allows bicyclists on Webster Avenue sidewalks.

Map 3-5 on the following page shows the existing facilities in Allouez.

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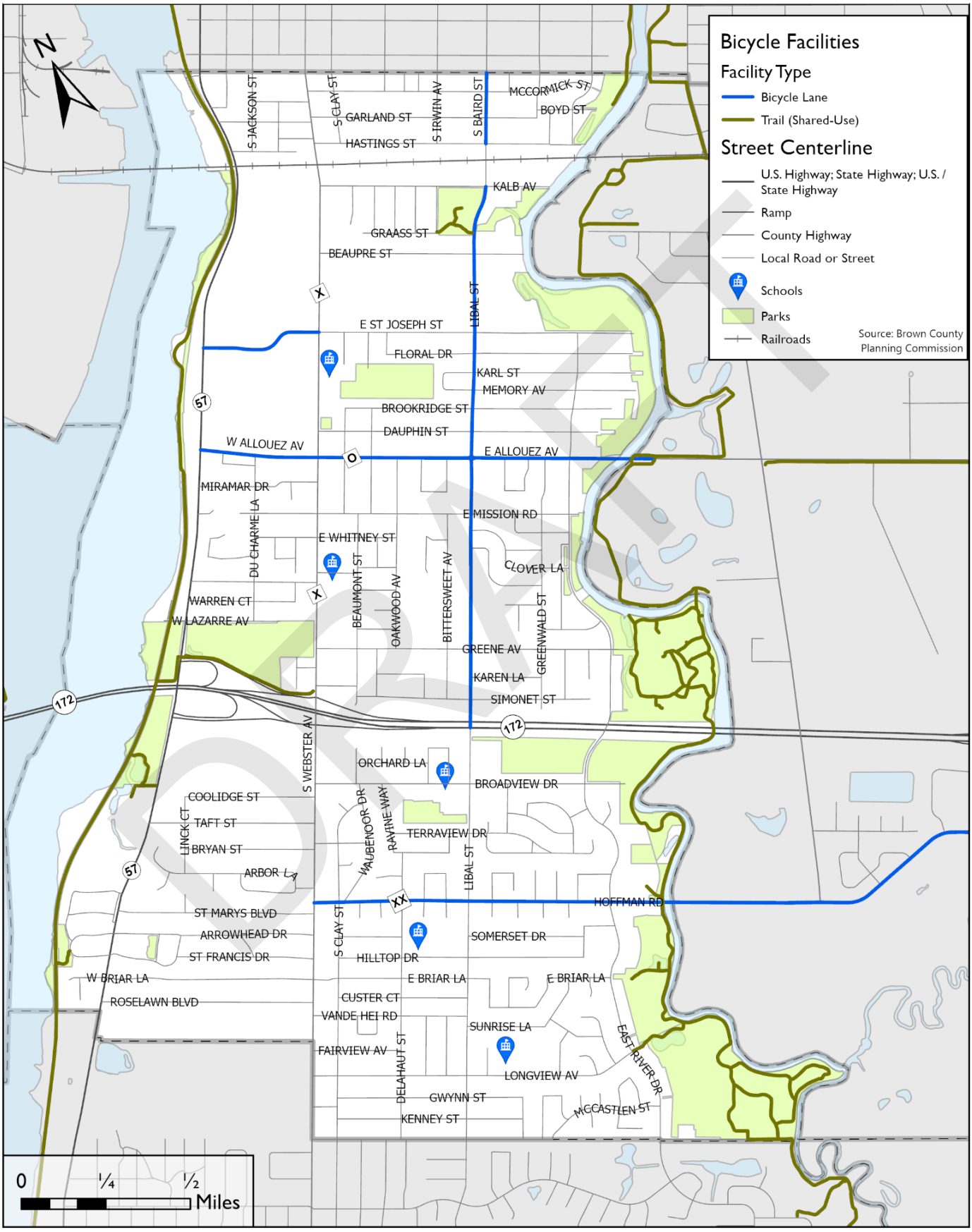
Map 3-5: Existing Bicycle Facilities in the Village of Allouez



Existing Pedestrian Facilities and Facility Types

Pedestrian facilities are defined as a sidewalk and shared-use paths (both paved and unpaved). Pedestrian facilities should accommodate users of all ages and levels of abilities. Appropriate planning and designing must then be a priority to enable a safe and convenient pedestrian environment.

Map 3-6 illustrates the existing pedestrian facility system within the village. Sidewalks and the shared-use paths (discussed in the previous section) are the principal components of the village's pedestrian facility system.

The village should adopt a consistent policy regarding when, where, and for whom sidewalks are to be installed. The lack of policy has led to inconsistencies in the installation of sidewalks with gaps in the network and varied alignments from one neighborhood and/or business to the next.

The majority of sidewalks in the village are five feet wide, with a grass border (terrace) between the roadway and sidewalk. However, sidewalks on Webster Avenue and Allouez Avenue do not have terraces, creating two problems. The first problem is that the lack of separation between transportation spaces can lead to pedestrians feeling unsafe and avoid walking along these streets altogether. The second problem is that there is no place for snow storage. Roadway snowplows spray snow onto the sidewalk, which makes snow removal for both the abutting property owner and the village very cumbersome.

Village ordinance requires all sidewalks to be maintained by the abutting property owner and snow must be removed within 48 hours of the completion of a snow event. The village will plow school routes following a snow event, as well as on the main routes of Libal Street, Hoffman Road, Webster Avenue, Riverside Drive, St. Joseph Street, following 6" or more of snowfall. Even if the village plows the sidewalks, residents are expected to do the finish shoveling and keep it clean.

The Cities of De Pere and Green Bay, both have an extensive sidewalk network that end at the boundaries with Allouez. The lack of a consistent sidewalk policy has led to this gap in the pedestrian network between the village and the adjoining cities.

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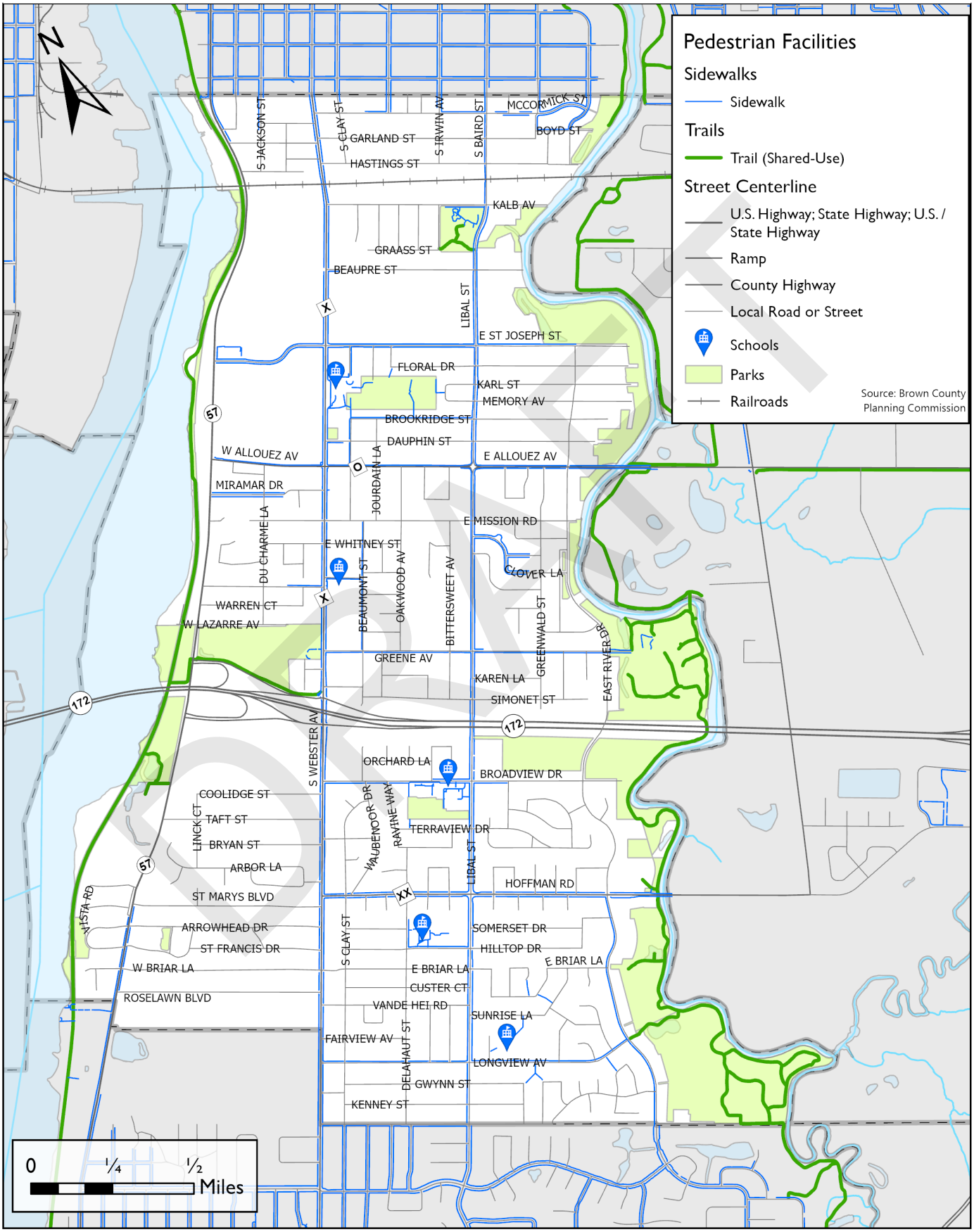
Map 3-6: Existing Pedestrian Facilities in the Village of Allouez



3.8: Existing Crosswalks and Crossings

The Federal Highway Administration (FHWA) defines a pedestrian crossing as any location where the pedestrian leaves the sidewalk and enters the roadway. Pedestrian crossings are either found as midblock crossings or street intersections (including roundabouts). At midblock crossings, pedestrians generally encounter traffic moving in two directions. At street intersections, traffic is usually moving in more than two directions, with vehicles turning. Overpasses and underpasses route pedestrians and cyclists above or below vehicular traffic and are typically used in situations where physical constraints or traffic flow prohibit a traditional crossing.

Pedestrian Hybrid Beacon (PHB) on Riverside Drive between West Briar Lane and St. Francis Drive.

Most crosswalks in the village are currently unmarked or marked by parallel markings. Since the last plan, push-activated crosswalks have been added on Riverside Drive at the STH 172 westbound entrance/exit ramps, and on Webster Avenue at Allouez Avenue and St. Joseph Street. A push-activated crosswalk is also still located heading north and south on Webster Avenue at the STH 172 overpass. A midblock crossing on Riverside Drive has been added between W Briar Lane and St. Francis Drive, using a Pedestrian Hybrid Beacon (PHB), which is used to warn and control traffic at a mid-block crosswalk without other traffic signals. While slightly different in appearance, this beacon functions much like a conventional pedestrian signal in that it stops traffic to allow pedestrians to cross safely. Traffic is indicated to stop by a double red indication light, thereby creating a gap for pedestrians to cross. This PHB will be the first one allowed in Wisconsin on a State Trunk Highway with the traffic volume found on Riverside Drive (STH 57). The village has also installed a flashing pedestrian crossing signal at Riverside Drive and Marine Street at the north end of the village.

The public input survey also asked if survey respondents used any of the crosswalks or signals to cross Riverside Drive and Webster Avenue (results below) to gauge usage.

Table 3-3: Riverside Drive and Webster Avenue Crossings

Do you use any of the following crosswalks and/or signals to cross Riverside Drive?	Responses
The activated crosswalk signal just north of West Briar Lane	67
The controlled crossing lights just north of 172 by Heritage Hill	50
The rapid flashing beacon at Marine Street	33
None	90
Other	9
Do you use any of the following crosswalks and/or signals to cross Webster Avenue?	**Responses**
The signal at St. Joseph Street	60
The signal at Allouez Avenue	65
The crosswalk at Briar Lane	44
None	75
Other	21

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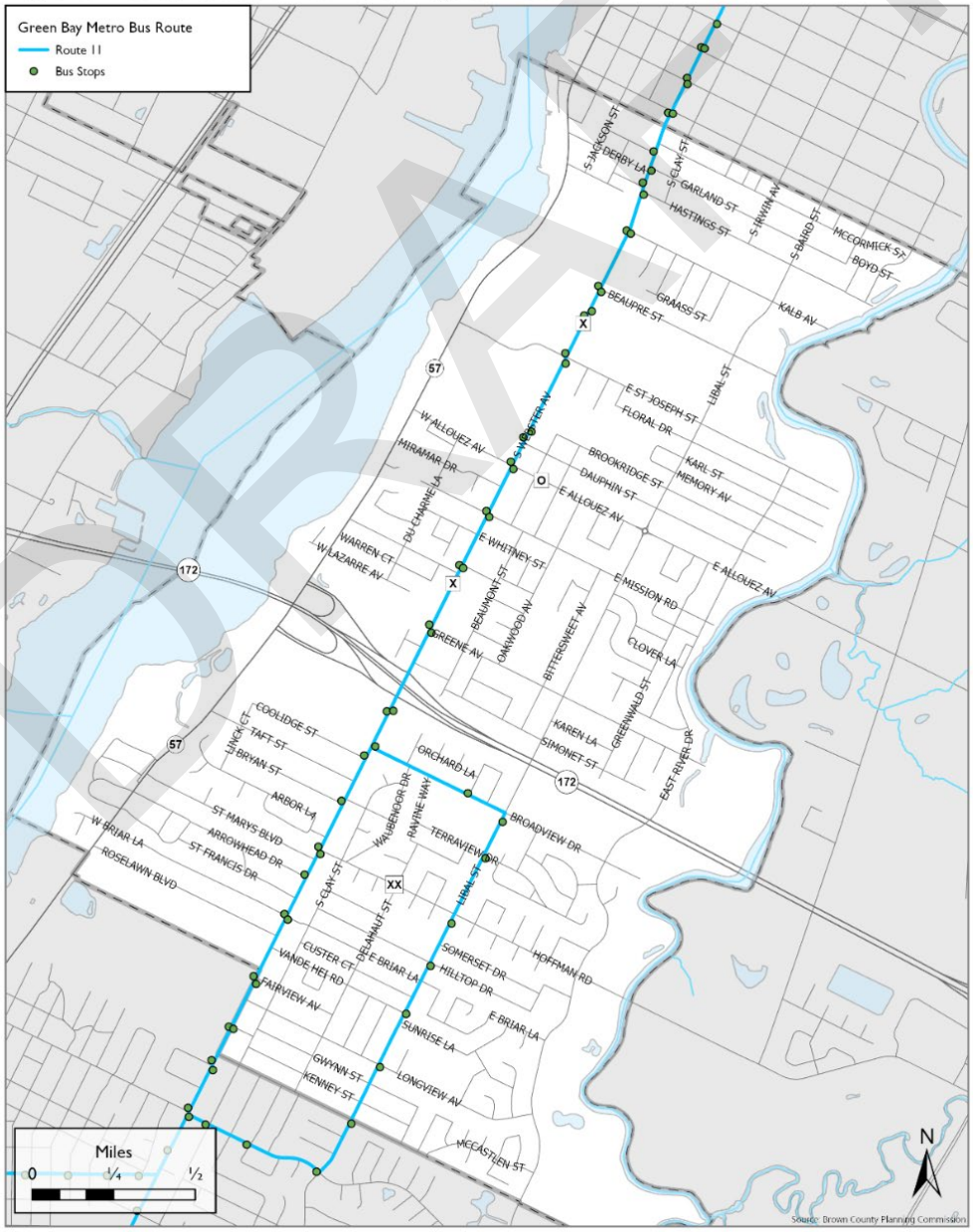
3.9: Links to Transit

Transit is an extension of walking for transportation and has recently been adopted as an extension to bicycling as well. Transit can reduce traffic congestion and pollution and allow people to include active transportation in their daily commutes. Green Bay Metro Transit buses are equipped with bicycle racks, allowing riders to combine a bicycle trip and a bus trip. When a commuter is able to take a bicycle, the distance they are able to travel in a reasonable amount of time is greatly increased. Map 3-7 illustrates the only bus route that runs through the village.

Transit in its traditional form is largely dependent on high residential and workplace density, nodal destinations to serve and the high costs of automobile parking for its effectiveness. Other roadblocks preventing residents from utilizing the transit system are limited hours of operation for shift workers and students, the lack of bus shelters for inclement weather, and long walks to bus lines. Map 3-7 also shows the commercial centers in Allouez and a ¼ buffer distance around them.

Map 3-7: Existing Transit Service in the Village of Allouez



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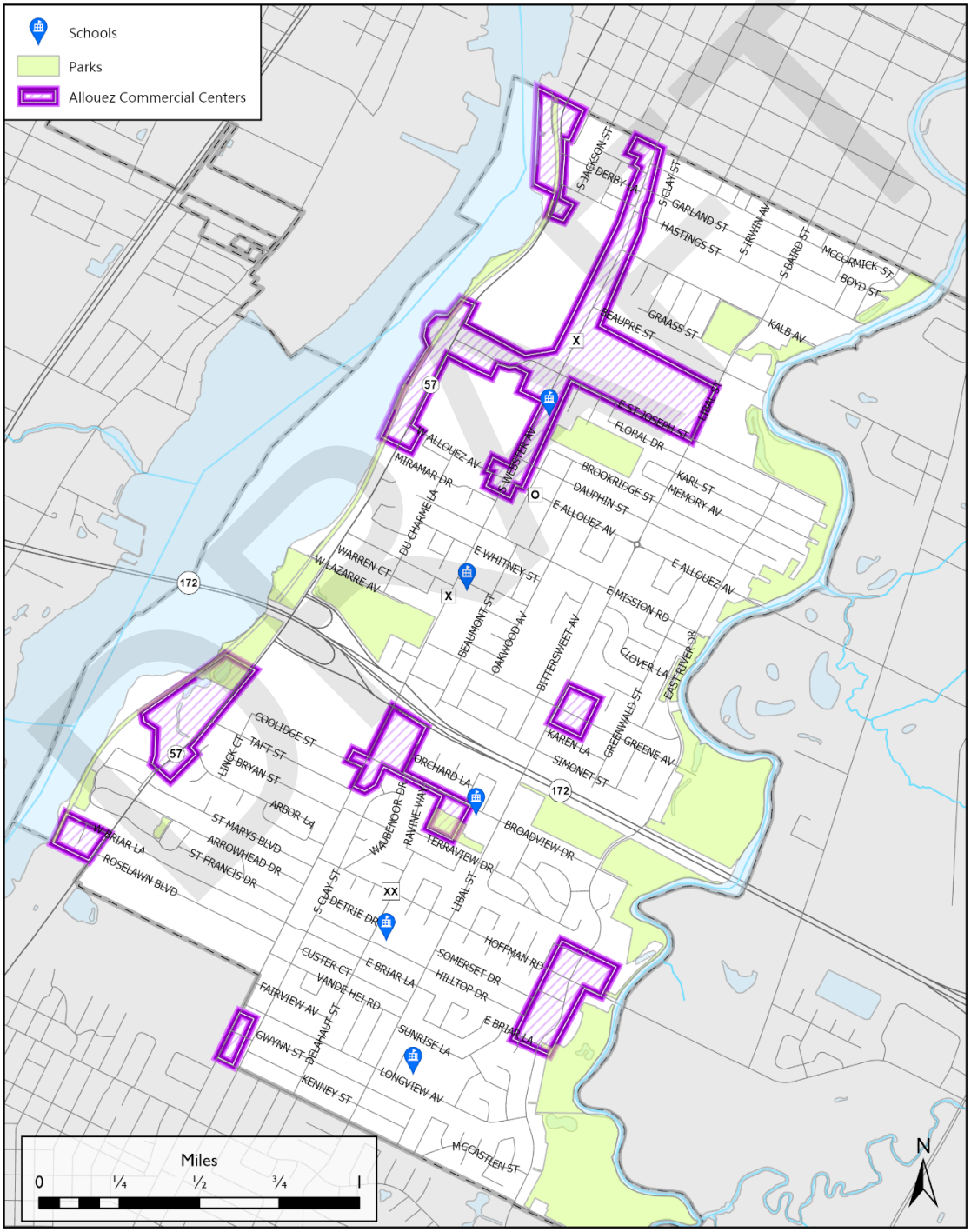
3.10: Major Destinations and Public Facilities

Major destinations and public facilities such as schools, businesses, and community facilities and parks are shown in Map 3-8. These destinations and facilities are an important consideration in the development of this plan. Providing reasonable access to the majority of these locations for bicyclists and pedestrians is a main factor in the recommendations for transportation network improvements in this plan. Consideration should continue to be given to these types of destinations and facilities as further development and growth takes place in the village, including end of trip facilities, which are defined further in Chapter 4 of this plan

Map 3-8: Major Destinations in Allouez



Chapter 4: Strategies and Facilities Plan

4.1: Overview

The following strategies are intended to improve the environment for bicycles, pedestrians, and other non-motorized means of travel within the Village of Allouez. Strategies emphasize the vision that bicycling and walking are important modes of travel that must be better incorporated into the community's decision making. Facilities recommendations will identify public works improvements to guide transportation and recreation facilities development and reconstruction so Allouez's pedestrian and bicycle infrastructure will continue to be improved. Taken together, the strategies and facilities recommendations will help guide planning, public works, parks and recreation, and law enforcement to provide safe and useful ways for people to walk and bicycle in Allouez. In this chapter the strategies and facilities plan will be outlined as they relate to the goals in chapter 2 to connect how implementing the strategies and building the facilities help realize the plan's goals.

Planning Criteria

In addition to being related to the plan goals, the strategies and facility recommendations will be viewed with the following criteria in mind. These key criteria and principles are commonly used as the foundation in the development of strategies to improve the environment for bicyclists and pedestrians, and include the following:

- *Safety.* Safety is a very important concern in the planning, design, development, and maintenance of the bicycle and pedestrian network. Education and awareness of people using the system is also a key safety component, along with the enforcement of the laws.
- *Accessibility.* Providing safe, direct, and convenient connections for bicyclists and pedestrians to their destinations, such as place of employment, schools, retail centers, and parks is important. Barriers to accessibility must also be accounted for in the development of the plan. When identifying barriers or impediments to movement, all segments of the population must be considered; including children, the elderly, and those with mobility restrictions. Barriers may be related to poor physical design such as curbs, bench placement, grates, wide streets, poorly located pedestrian actuation buttons, inappropriate surfaces, etc. or be environmental such as: hills, snow, ice, overgrown vegetation, etc. Even perceived barriers can restrict mobility and compromise safety by dissuading people from venturing out or using other routes or facilities that may be less optimal.
- *Continuity.* The proposed network needs to offer a continuous, integrated network of sidewalks, pathways, and on-street routes with few gaps or missing segments (Note that most slow residential streets in the village are pedestrian-friendly as they exist, without the need for sidewalks).
- *Integration with Transit.* Providing convenient pedestrian access to transit routes is an important consideration in developing a viable pedestrian network system and can support use of transit. It also can play an important role with bicycle transportation; the availability of transit for bicyclists can provide additional incentives to use a bicycle and increase commuting travel distances.
- *Ease of Implementation.* The level of difficulty of implementing facility improvements at a specific location is a factor in determining the route that will be designated. While it is generally not the overriding factor, it can be an important factor in selecting one route over another.

Keeping the different travel purposes in mind when considering improvements to bicycle and pedestrian facilities is important. This plan seeks to accommodate the diverse nature of the people using bicycle and

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pedestrian facilities, based on the varied expectations of the community, and the number of reasons why people bicycle and walk.

Generally, bicycle and pedestrian travel falls into three categories:

- Utilitarian: generally short trips to accomplish a specific purpose, such as shopping.
- Commuter: generally travel to a place of employment.
- Recreational: for exercise, or to enjoy being outside or in a natural area, such as a park.

As mentioned in the previous chapter in the results for question #2, survey respondents had different reasons for walking and bicycling in Allouez. The most-selected answer was for exercise/health benefits. Survey respondents also selected "recreation/hobby" and "activity with/family/friends" as the other top reasons, followed by "for transportation." Allouez has a variety of trails that can be used for all the previous reasons listed. Where there are opportunities for improvement are in connecting residential areas to commercial areas and to trails and parks. Those connections should continue to make it easier for residents to fulfill their reasons mentioned for walking and bicycling.

Implementation Timeframes

The suggested timeframes for implementing plan strategies will occur incrementally over an extended time period due to budget constraints, limited staff resources, coordination with other departments and jurisdictions, and the timing of projects in relation to other projects.

Each strategy listed below is assigned a specific department and a suggested timeframe to ensure the strategies are carried out. Each timeframe is defined below.

On-going. Projects, work activities, etc. where implementation should either be already taking place or should start upon adoption of the plan, which requires continued or periodic attention.

Immediate. Projects, work activities, etc. are of a high priority where work should be undertaken within a year of the adoption of the plan.

Short-term. Projects, work activities, etc. that should be undertaken within two to five years of the adoption of the plan.

Long-term. Projects, work activities, etc. that are of a lower priority where implementation should commence upon completion of those strategies that are identified as being short-term or as they can be combined with other village projects.

Infrastructure projects will especially be contingent on funding. Through different grant resources and funding opportunities, there should be different options available that could fund some, and potentially all, of a given project depending on the scope. A list of possible funding sources is included in Appendix C.

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4.2: Education and Outreach Strategies

Educational and outreach strategies should inform people about walking and bicycling in Allouez and help build awareness and acceptance of providing these facilities in the village.

Related Plan Goals

Goal 1 - Education and Encouragement

- Objective – Identify partnerships with groups, individuals, organizations, and governmental entities to help educate and promote walking and bicycling in the village. Develop programs that will help inform and educate the public around the need for walking and bicycling facilities in the roadway network, and to promote safety.

1. Multi-media. The village website, social media, email notifications and public service announcements should include bicycle and pedestrian-related information for items such as:
    - Safety tips
    - Bicycling and pedestrian-related laws and regulations
    - Sidewalk-pathway-street etiquette
    - Route maps
    - Links to related sites
    - Updates on construction projects
    - Major detours affecting bicycle and pedestrian travel
    - Information about recommended bicycle rack designs
    - Schedule of bicycle and pedestrian-related events
    - Informational brochures
    - Training videos

    The website should also provide an opportunity for the public to provide feedback and input on traffic, facilities, and the plan. This can serve as a clearinghouse for information, ideas, and suggestions to improve the bicycle and pedestrian environment in Allouez.

    Responsibility: Planning Department *Timeframe:* Ongoing

2. Bicycle Parking at Private Facilities. The village should continue to monitor and evaluate bicycle parking in the village as it relates to the zoning ordinance. If the current ordinance is not meeting bicycle parking needs in Allouez, or if there are new design challenges in implementing bicycle parking, the village should revisit the bicycle parking section of its zoning ordinance.

    The village should also work with businesses within TID#1 (Tax Incremental District #1) to promote the Façade Improvement Program which can provide supplemental funding for these new requirements or encourage the placement of bicycle racks for employees and customers in existing developments. In addition, the village could identify public property where bicycle parking could be implemented to serve older office, retail, and other enterprises having very limited off-street facilities.

    Responsibility: Planning Department *Timeframe:* Ongoing

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3. Safe Routes to School Program (SRTS). Work with the Green Bay Public School System in supporting and implementing the Green Bay Safe Walk & Bike Plan (2019).

   The creation of the Green Bay Safe Walk & Bike Plan was a joint effort between the Green Bay Area Public School District (GBAPS) and the City of Green Bay. The plan serves two roles – as a SRTS plan for the GBAPS, which includes the public schools in Allouez, and as a pedestrian and bicycle master plan for the City of Green Bay. As it relates to Allouez, the plan includes sidewalk recommendations that would improve safety for students walking to public schools in the district. The recommendations in the plan also include the recommendations from the 2012 Village of Allouez SRTS plan for Doty, Langlade, and Webster Elementary Schools. For area recommendations around the Father Allouez Catholic Elementary and Middle Schools, the 2012 Allouez SRTS plan should still be referred to.

   Some recommendations from both plans have been completed, including adding or improving sidewalks near the Doty, Langlade, and Webster schools, and safer crossings at East River Drive and Hoffman Road. However, there are still recommendations to be implemented, including providing pavement markings at crossings, completing and widening sidewalk infrastructure, and ensuring adequate bicycle parking is provided for students and educators at the schools. As school consolidation occurs, the village and schools may need to reevaluate crossings and crossing patterns to ensure safety is being addressed.

   The village should work with representatives of each school to encourage the involvement of school officials, teachers, parents, and students in promoting the use of existing facilities and development of refined solutions where adequately safe facilities are lacking. The village should also help with ongoing education by working with organizations like the Center for Childhood Safety to demonstrate safe pedestrian behaviors. Encouraging walking and bicycling for travel to and from school should be viewed as a public health promoting endeavor for children.

   Monitoring bicycle and pedestrian travel to schools will be an ongoing task. Crossing guards are currently reporting the number of children they assist. Since many grade school students are driven to and from school, establishing appropriate traffic-calming strategies near schools and enforcing sidewalk snow removal and maintenance ordinances should be done to improve conditions for walking and bicycling. When schools in Allouez close and/or consolidate, the travel patterns to and from schools will also change. The village and the school district should monitor these changes after they happen to establish new baselines for travel patterns.

   Responsibility: Public Works Department, Planning Department

   Timeframe: From implementation through the plan's duration

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4. Coordination with Organizations Representing Populations of Special Needs. The village should work with Green Bay Metro and groups such as the CP Center, and different care facilities in the village to better understand their facility designs and needs. Periodic meetings with such groups would be beneficial to discuss and identify recreational and transportation issues in the public realm. Then appropriate corrective measures can be developed. Examples of issues include placement of accessible parking related to lift location on a vehicle, maintenance of accessible parking spaces, placement of curb ramps at intersections, placement of pedestrian actuation buttons, signage alerting to presence of vision impaired individuals, identification of barriers and obstacles, etc.

   Responsibility: Planning Department, Public Works Department *Timeframe:* Ongoing

5. Education and Promotion. Work to broaden the appeal of recreational and transportation bicycling in the community through educational and promotional efforts. Examples include:
   - Sponsoring events such as "bicycle to work" week and open streets.
   - Creating new events, promotions, and partnerships with organizations such as the Green Bay School District, YMCA, and other educational institutions in the village to promote bicycling and walking.
   - Partner with local, county, and state advocacy groups in organizing and promoting mass bike rides or walking events.
   - Develop educational and informational programs, and link to existing content from other advocacy organizations, which promote the benefits of bicycling and walking in the community and show places to walk and bike.
   - Promote "ride to work" programs with public and private employers, which promote bicycle commuting to work. Employer efforts should include providing acceptable parking and support facilities in order to make employees feel welcome bicycling to work. Employers should be encouraged to provide employee incentives to encourage increased levels of bicycle commuting.
   - Develop a collaborative mindset among governmental agencies, community organizations, neighborhood organizations, and surrounding jurisdictions in the development and promotion of bicycling and pedestrian facilities and travel.
   - Promote the benefits of bicycle and pedestrian facilities and an interconnected multimodal transportation network to the public and elected officials when considering new development and redevelopment projects.
   - Educate motorists and bicyclists about traffic law compliance through current publications and communications. Work with Brown County officers to be trained in bicycle and pedestrian enforcement.
   - Add sign locations and change existing signs to better acknowledge the equal rights of all road users (e.g. "Share the Road" to "Bikes May Use Full Lane").
   - Work with summer park program, youth programs and camps, and area bicycle groups to organize "Bike Rodeos" to teach children the skills and precautions of riding a bicycle safely.
   - Develop a marketing campaign to promote the benefits of walking and bicycling, partnering with the Brown County Department of Public Health or area health institutions.

   Responsibility: Community *Timeframe:* Short-term and long-term

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6. **Wayfinding Signage Program**. Support community efforts to develop and implement a village-wide wayfinding signage program that includes utilization of the trails within the village and identifies area destinations. Signs could even include estimated times to walk and bike to specific destinations from the sign location.

Pictures above provide an example of possible wayfinding signs. The signs shown above are found in Wichita, KS and Centennial, CO (right).

Responsibility: Public Works Department, Parks Recreation, and Forestry Department, and Planning Department

Timeframe: Long-term

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7. **Incorporation of Bicycle and Pedestrian Interests.** Establish a standing committee focused on bicycle and pedestrian interests in the village where residents may express concerns and become involved in programs. At the very minimum, advocates of bicycle and pedestrian facilities should be a bigger part of existing committees like the Parks, Recreation, and Forestry Committee, the Plan Commission, the Economic Development Committee, and the Public Works Committee.

Responsibility: Public Works Department, Parks, Recreation, and Forestry Department, and Planning Department

Timeframe: Short-term

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4.3: Encouragement Strategies

The following possible strategies could help create opportunities that encourage interested residents to walk and bicycle places where they might otherwise feel unsure about doing so. These opportunities can help build confidence that comes with practice by providing lower-stress situations to try out walking, and especially biking, to different places.

Related Plan Goals

Goal 1 - Education and Encouragement

- Objective – Identify partnerships with groups, individuals, organizations, and governmental entities to help educate and promote walking and bicycling in the village. Develop programs that will help inform and educate the public around the need for walking and bicycling facilities in the roadway network, and to promote safety.

1. Bike to Work Day and Other Encouragement Events. In many bicycle friendly communities, this event is the major bicycle transportation event of the year to encourage more people to ride. The village should work in partnership with other cities, outside organizations and business sponsors to help grow and promote the event. A strong partnership with the Allouez Business Association is especially recommended for this event. Other events, like Open Streets, which temporarily closes streets to automobile traffic to create a large public space, encourage the use of active transportation and healthy living and are an opportunity to rethink streets and how they are a public space. These events can also be incorporated with community events, such as part of a local community festival or neighborhood block parties.

A previous City of Green Bay Open Streets event.

Responsibility: Planning Department, Public Works Department *Timeframe:* Short-term

2. Bike and Walk to School Days. These events are typically important components of Safe Routes to School programs, which encourage and educate students about getting to school by bicycling or walking. National resources are available to help school districts plan these events, but the village should try to disseminate these resources to local school districts. These could be coordinated with other events and partnerships to build energy and momentum.

Responsibility: Planning Department *Timeframe:* Short-term

3. Bicycling and Walking Maps. The Village of Allouez and Brown County already maintain trail and bicycle facilities maps through GIS. These maps should be continually updated as new facilities are put into place. The village should consider working with Brown County to upgrade the bicycle facilities map to a level of comfort map, which would use a Level of Traffic Stress assessment and marking of steep grades to indicate to bicyclists what streets are most comfortable for riding for a

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large range of bicyclist types (people less comfortable riding in or directly next to traffic). With the decline in people using paper maps, these maps should be maintained and accessible online.

Responsibility: Planning Department *Timeframe:* Intermediate

4.4: Engineering Strategies and Facilities Planning

Bicycle facilities, pedestrian facilities, shared-use path facilities, crossings, and other physical infrastructure recommendations are identified and discussed in this section.

Related Plan Goals

Goal 2 – Safety

- Objective – Implement projects that enhance walking and bicycling in Allouez and utilize design standards that improve safety.

Goal 3 – Network Connectivity

- Objective – Improve the connections between different facilities and areas to connect people to parks, trails, and everyday destinations.

Goal 4 – Facilities and Design

Objective – Continue to implement design standards in the planning, engineering, and construction or reconstruction of Allouez streets and roads. Fully anticipate and provide for persons walking and bicycling as well as driving in motor vehicles.

Infrastructure Considerations

When recommending physical infrastructure, it is important that the recommendations are not arbitrarily decided upon. Consideration of the following was important when making facility recommendations:

- AASHTO (American Association of State Highway and Transportation Officials) and NACTO (National Association of City Transportation Officials) standards.
- Facility demand and analysis. Map 4-1 (next page) shows the ¼ mile area (the distance an average person will walk to a destination) from all concentrated employment, commercial, and residential developments. Map 4-2 (next page) illustrates the different destinations on the public input survey that survey respondents wanted to walk and/or bicycle to. These figures aid in displaying which streets have the highest facility demand in the village.
- Improving east-west connections in the village.
- Existing right-of-way and physical constraints such as trees, grade, and utilities.
- The Department of Public Works Five Year Street Reconstruction Schedule.
- Previously adopted plans.
- The online survey and other public responses.
- Economic feasibility compared with safety and usership.
- Connections with current and planned facilities in adjoining jurisdictions.

While the above considerations were given to the facilities recommended in this plan, the recommendations are not meant to be as-built plans and further engineering investigative work is required prior to implementation.

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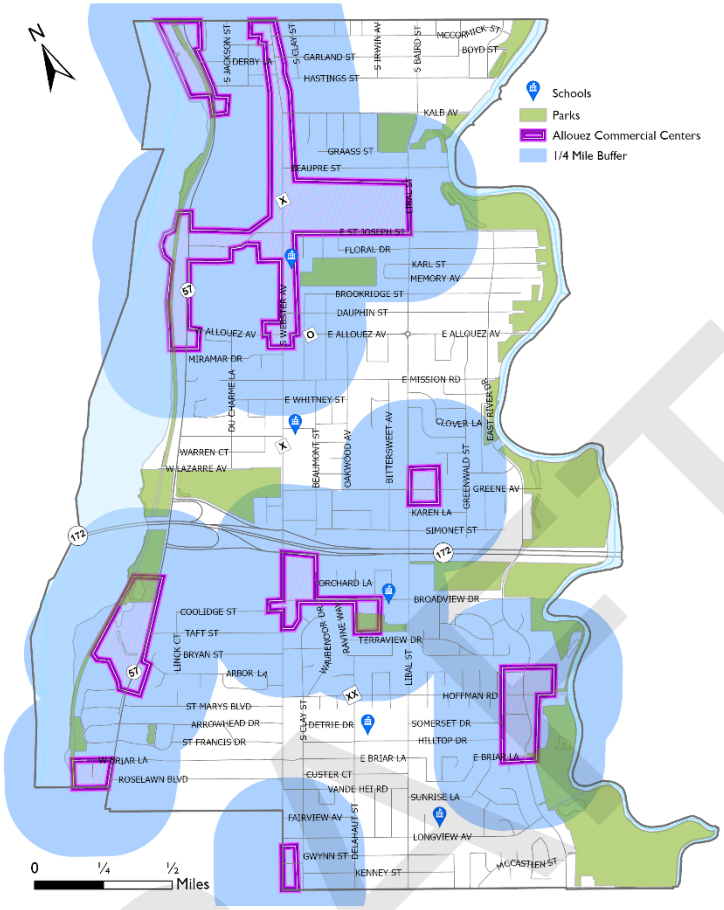
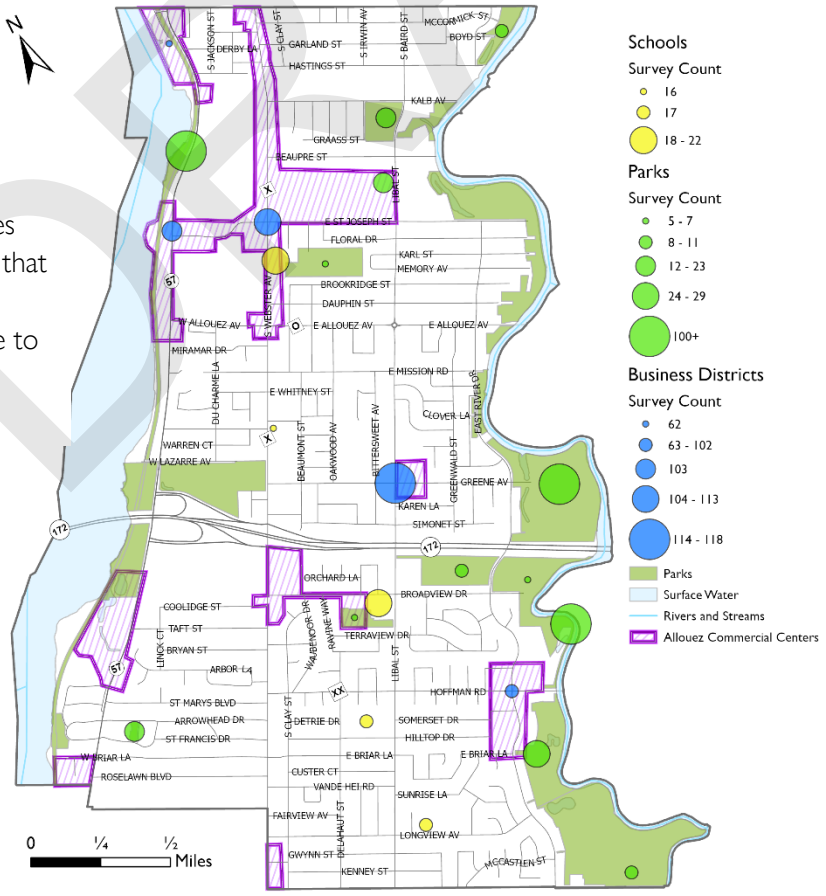
Map 4-1:

¼ Mile Distance Around Allouez Commercial Centers and Major Destination Areas



Map 4-2:

Survey Responses for Destinations that People Want to Walk and Bicycle to



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Bicycle Facilities

Bicycle Network

The village should develop a village-wide bicycle transportation network that utilizes both on-road bicycle facilities and shared-use paths. The network should identify efficient routes that serve the bicyclist's needs for directness, safety, continuity, and ease of wayfinding. The network should provide well-marked, convenient connections that link a residence with key destination points and major activity centers such as: major places of employment, schools, retail centers, parks and community facilities, and facilities for bicycles in neighboring jurisdictions. Additionally, as identified through both this plan and the village comprehensive plan update, enhancing connectivity between and across Riverside Drive and the Fox River Trail is very important. Improving these connections can promote greater access for pedestrians and bicyclists to and from the trail.

The recommended configuration of bicycle facilities for the village, illustrated in Map 4-3, shows existing facilities, and facilities recommended or planned to be implemented. The recommended facilities should be added to streets with sufficient existing pavement space, or as streets are reconstructed.

Design alternatives will vary from street to street, depending on pavement and lane width, available right-of-way, traffic characteristics (street parking, traffic volume, and traffic speed), and the proximity to other viable facilities. Ideally, the bicycle network will include bicycle lanes on both sides of the street or a cycle track on one side of the street (where traffic characteristics warrant), signing of the facility, and bicyclist actuation of signals at intersections.

While outside factors may create a bicycle network that is not the "ideal form," the network shall still provide unbroken bicycle connections and denote a strong bicycle presence on the street. Painted edge lines, shared-lane markings, wide curb lanes, shared-use paths, or other innovative design alternatives may also be used in locations where practical or where space constraints may limit the continuous installation of bicycle lanes or cycle tracks. Examples of innovative design alternatives include textured or colored bicycle lanes, advance bicycle stop lines at intersections (bicycle boxes), traffic calming techniques to reduce motorized vehicle speed, bicycle detection at signalized intersections, bicycle boulevards, and buffered and separated bicycle lanes. Regardless of the design alternative, signing of the facility should be incorporated, clearly marking the bicycle network to bicyclists and motorists.

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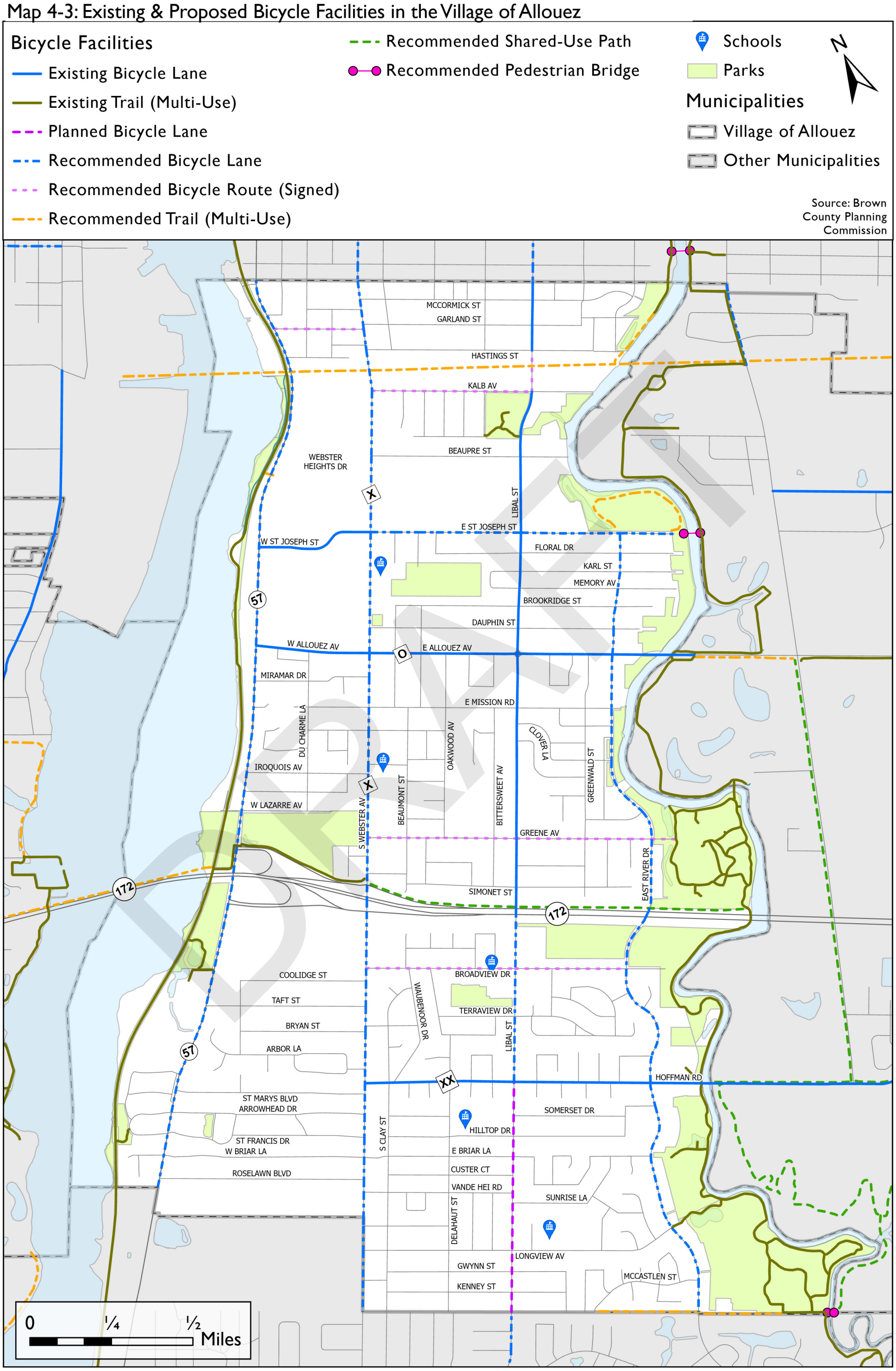
Map 4-3: Existing & Proposed Bicycle Facilities in the Village of Allouez



The bicycle facilities that make up the bicycle network are further defined below.

- Bicycle Lanes

Standard Bike Lane - Bike lanes are marked by striping, signs and pavement markings as an exclusive travel lane for bicyclists.

Typical Dimensions: 5' - 8'

Typical Applications: Streets with travel speed between 25 - 35 mph. Acceptable traffic volume levels may vary, but most helpful on streets ≥3,000 Annual Average Daily Traffic Volume (AADT).

Buffered Bike Lane – Bicycle lanes fitted with an additional buffer to provide additional "shy" distance between bicyclists and passing traffic.

Typical Dimensions: 4'-5' bicycle lane paired with 3' buffer.

Typical Applications: Same as standard bicycle lanes, but conditions such as traffic speed and volume make additional separation preferable for most bicyclists.

Protected Bicycle Lane/Cycle Track – Bicycle lanes that use physical barriers, such as planters, curbs, parked cars, or other buffers, to create the feel of an off-road bicycle path within the constraints of an existing roadway. Also known as a "Cycle Track."

Typical Dimensions: 5'-8' bicycle lane paired with a 3' buffer containing a physical barrier.

Typical Applications: Roadways with high traffic volumes and speeds where bicycle lanes are insufficient to alleviate user stress.

Colored Bicycle Lane – Colored treatment can be used on any bikeway to increase its visibility and reinforce yielding to bicyclist in conflict areas.

A preformed thermoplastic green marking material should be used versus other available green marking materials like epoxy paint because of the durability and skid resistance. Thermoplastic markings are ready-made panels or shapes that are manufactured with skid-resistant grit all the way through the panels, so as they wear down over time there is skid-resistance throughout the life of the marking. The preformed thermoplastic pavement markings do have a higher initial upfront cost, but they are significantly longer lasting than green roadway traffic paint (5-8 years versus 6 – 12 months respectively).

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Typical Applications: Areas of frequent conflict between motor vehicles traffic and bicyclists such as intersections and driveways. Also used to deter vehicles from illegally parking in bicycle lanes.

- Shared Roads

Bicycle Route – Preferred routes for bicycle traffic can be designated to alert motorists to the presence of bicyclists, and to provide bicyclists with wayfinding. They can have signs identifying the route and possible destinations with distances, or be as simple as a general sign to indicate the route (like the sign to the right). These routes generally have lower traffic volumes, resulting in fewer bicycle/motorist conflicts and safety concerns. They provide the connections from the neighborhood areas to the primary routes. Each route would be signed to designate the street as part of the system, informing bicyclists that the route connects to a primary route, shared-use path, or other destination. Signage indicating that "bicycles may use full lane" should be erected along heavily traveled routes without separate bicycle facilities. Additional attention will also have to be provided at crossings along the signed route, either marked or controlled.

Typical Applications: Preferred on low volume roadways (≤3000AADT) with travel speeds ≤25mph. May be used on low volume roadways with travel speeds ≤35mph if space constraints rule out bicycle lanes.

Bicycle Boulevard – Continuous stretches of shared roads that give priority to bicycle travel by removing frequent stopping. Use signs, pavement markings, speed controls and volume management techniques (traffic calming) to discourage motor vehicle through traffic while allowing bicycle through traffic.

Typical Applications: Low volume residential streets with travel speeds ≤25mph.

Shared Lane – These streets are generally local residential streets or streets having direct access to the local or primary routes or the off-street pathway network. Generally, traffic volumes are low on these streets as well as vehicle speeds. No special treatments such as street markings or signing would be provided.

Responsibility: Public Works Department *Timeframe:* Ongoing

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➢ Bicycle Parking

Bicycle Parking and End-of-Trip Facilities – Bicycle storage, parking, and repair stations should be encouraged in commercial, office, high density living, and public destinations. On-street routes and shared-use paths are not viable options for transportation if cyclists cannot safely and securely store their bicycles upon arriving at their destination. The Federal Highway Administration advocates that a key ingredient to encourage bicycling at the local level is secure bicycle parking. The storage areas should be visible, accessible, convenient, and plentiful.

All bicycle parking facilities fall into two categories: short-term and long-term. The majority of bicycle parking is short-term parking (<2hours). Short-term bicycle parking, like the racks discussed below, should be considered when discussing commercial, retail, medical/healthcare, parks and recreation areas, and community facilities, especially those along the marked bicycle network. Long-term bicycle parking, like bicycle lockers or racks in secured parking garages, offer increased security and protection from the weather. Long-term bicycle parking should be considered when discussing residential, workplace, or transit developments.

Examples of bicycle repair stations.

Parking Time

SHORT TERM	LONG TERM
Convenience	Security
Ease of Use	Weather Protection

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➢ Bicycle Rack Designs and Specifications

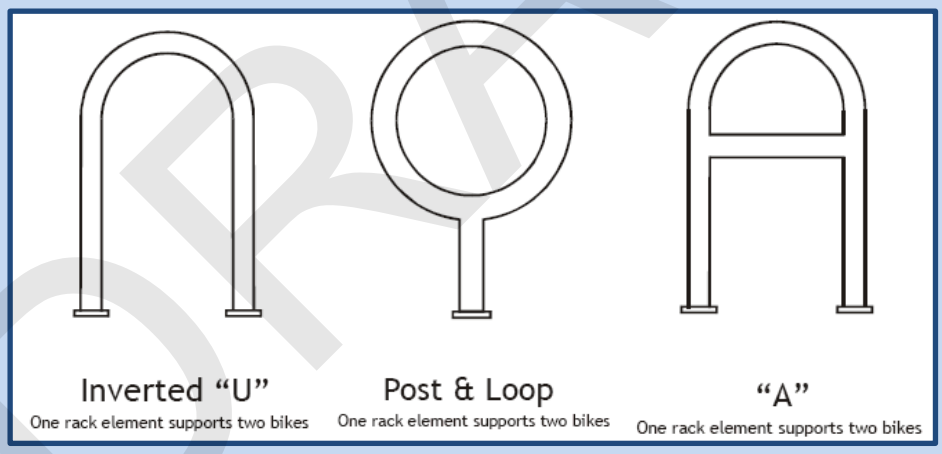
Bicycle Parking Devices – Typical criteria used to evaluate bicycle parking devices are security (and how well the device works with common bicycle locks), durability and resistance to vandalism, ease of use, aesthetics, and cost.

AASHTO recommends that bicycle racks should:

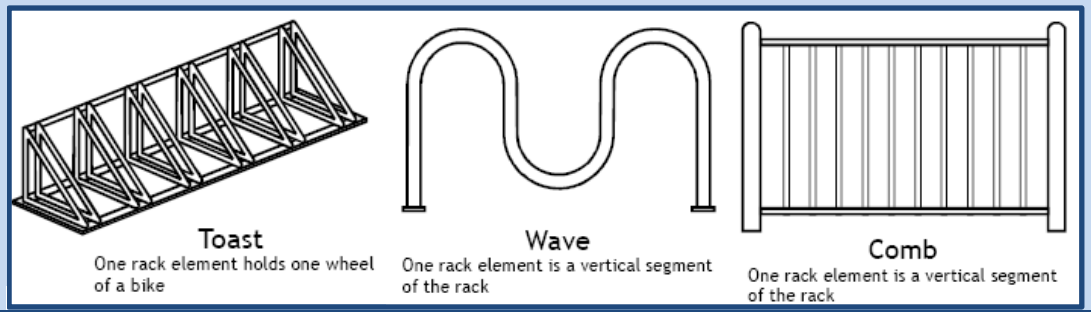
- Not bend wheels or damage other bicycle parts.
- Accommodate high-security U-shaped bike locks.
- Accommodate locks securing the frame and both wheels (preferably without removing the front wheel from the bicycle).
- Not impede or interfere with pedestrian traffic.
- Be easily accessed from the street and protected from motor vehicles.
- Be visible to passersby to promote usage and enhance security.
- Be covered where users will leave their bikes for a long time.
- Have as few moving parts as possible.
- Accommodate a wide range of bicycle shapes and sizes.
- Be simple to operate.

Below are a variety of bicycle racks that meet these requirements and bicycle racks that are not recommended because they fail to meet one or more of the requirements.

Recommended types of bicycle racks.
Source: *Bicycle Parking Guidelines APBP*



Bicycle Racks that are not recommended.
Source: *Bicycle Parking Guidelines APBP*



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Bicycle Rack Areas and Site Locations – The layout of bicycle rack areas and their placement on a given site impacts how often they will be used. Items to consider when reviewing the location of bicycle parking on a site plan include:

- Visibility – Cyclists should easily spot short-term parking when they arrive from the street.
- Access – The parking area should be convenient to building entrances and street access, but away from normal pedestrian and auto traffic. Avoid locations that require bicyclists to travel over stairs.
- Security – Surveillance is essential to reduce theft and vandalism. For security, locate parking in a visible area, near retail activity, or by office windows.
- Lighting – Bicycle parking areas should be well lit for theft protection, personal security, and accident prevention.
- Weather protection – Whenever possible, protect bicycle parking area from weather (especially long-term parking). An existing overhang or covered walkway can be used, or a separate canopy or roof structure can be constructed.
- Avoid conflict with pedestrians – Locate racks so that parked bicycles do not block the pedestrian path.
- Avoid conflict with automobiles – Separate bicycle parking with space and a physical barrier from auto parking, road areas, bus stops, and loading areas.

1. Zoning Regulations – Bicycle parking requirements are included in the existing zoning ordinance. The village should monitor the implementation of these requirements, and revisit the requirements as needed if/when the circumstances arise requiring changes or modifications.

   Responsibility: Parks, Recreation, & Forestry Department, Planning Department, Public Works Department *Timeframe:* Ongoing

2. Bicycle Infrastructure – Continue to expand the village bicycle network as shown in Map 4-3, with a focus on linking existing facilities to fill in gaps, and to connect to desired locations like parks, schools, and village activity centers.

   Responsibility: Public Works Department, Planning Department, Public Works Committee, Plan Commission, Village Board *Timeframe:* Ongoing

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Pedestrian Facilities

Sidewalk Network

Sidewalks form the backbone of the pedestrian transportation network. Without sidewalks, public rights-of-way are inaccessible to all pedestrians, including people with disabilities. When sidewalks are not available, pedestrians are forced to share the street with motorists, access to public transportation is restricted, and children might not have safe space to play or get to and from school. Federal regulations do not require agencies to build sidewalks. Therefore, in Wisconsin, sidewalk prioritization and funding is often left up to the local municipality making the discussion more political over diminishing transportation funds.

Priority should be given to constructing a quality sidewalk network versus seeking a sidewalk on every street. A quality sidewalk network means eliminating system gaps and obstacles to provide convenient and safe connections that link a residence with key destination points and major activity centers such as: major places of employment, schools, retail centers, parks and community facilities, and facilities in neighboring jurisdictions. Eliminating system gaps is important in order to reduce hazards and safety issues that may exist and encourage greater usage and a more "walkable" community. The village should prioritize filling in gaps to continue to fill out the sidewalk network when it is able to.

The village should work closely with area organizations and institutions such as the CP Center, the Green Bay YMCA, and the Aging and Disability Resource Center (ADRC) to ensure that the pedestrian environment is accessible and safe for everyone, regardless of age, ability, or mobility level. Examples of pedestrian barriers and obstacles include curbs at crosswalks, narrow sidewalks, inappropriate surfacing materials, tree grates, utility poles, poorly placed pedestrian actuation buttons, benches, and overgrown vegetation, among others.

This plan should be used for determining minimum pedestrian needs and sidewalk standards for the construction of sidewalks. Further engineering work will be required to determine the final placement of the proposed pedestrian facilities in relation to the roadbed and how the sidewalks work with existing grades, utilities, and vegetation – minimizing impacts where practical.

Constructing a new sidewalk when a road is reconstructed makes the most sense both logistically and financially. Engineering in conjunction with a street project properly accounts for sidewalk design ensuring compliance with ADA requirements, minimizes impacts to abutting properties and eliminates throw away cost. Construction all at once allows for economy of scale and minimizes further inconvenience and disruption to abutting properties. Constructing a sidewalk as a standalone project, separate from a road project, is significantly more expensive.

The village board should review the pedestrian and bicycle facilities plan for the construction of sidewalk and bicycle facilities when new developments and redevelopments are proposed. Facilities identified in this plan would serve as a guide for design and construction. Also, input from affected neighborhoods should be solicited for all projects.

The Federal Highway Administration has published the minimum design standards for installing new sidewalks. The standards are identified on the following pages and focus on sidewalk characteristics that have the greatest impact on accessibility, such as grade and surface type. Other characteristics such as location, type of street, and climate also affect the pedestrian friendliness of a sidewalk but do not directly impact access. Access characteristics directly affect the usability of a sidewalk. The amount of attention paid to these details will determine whether a facility is accessible or not. Even mildly difficult features in combination can add up to an inaccessible pathway.

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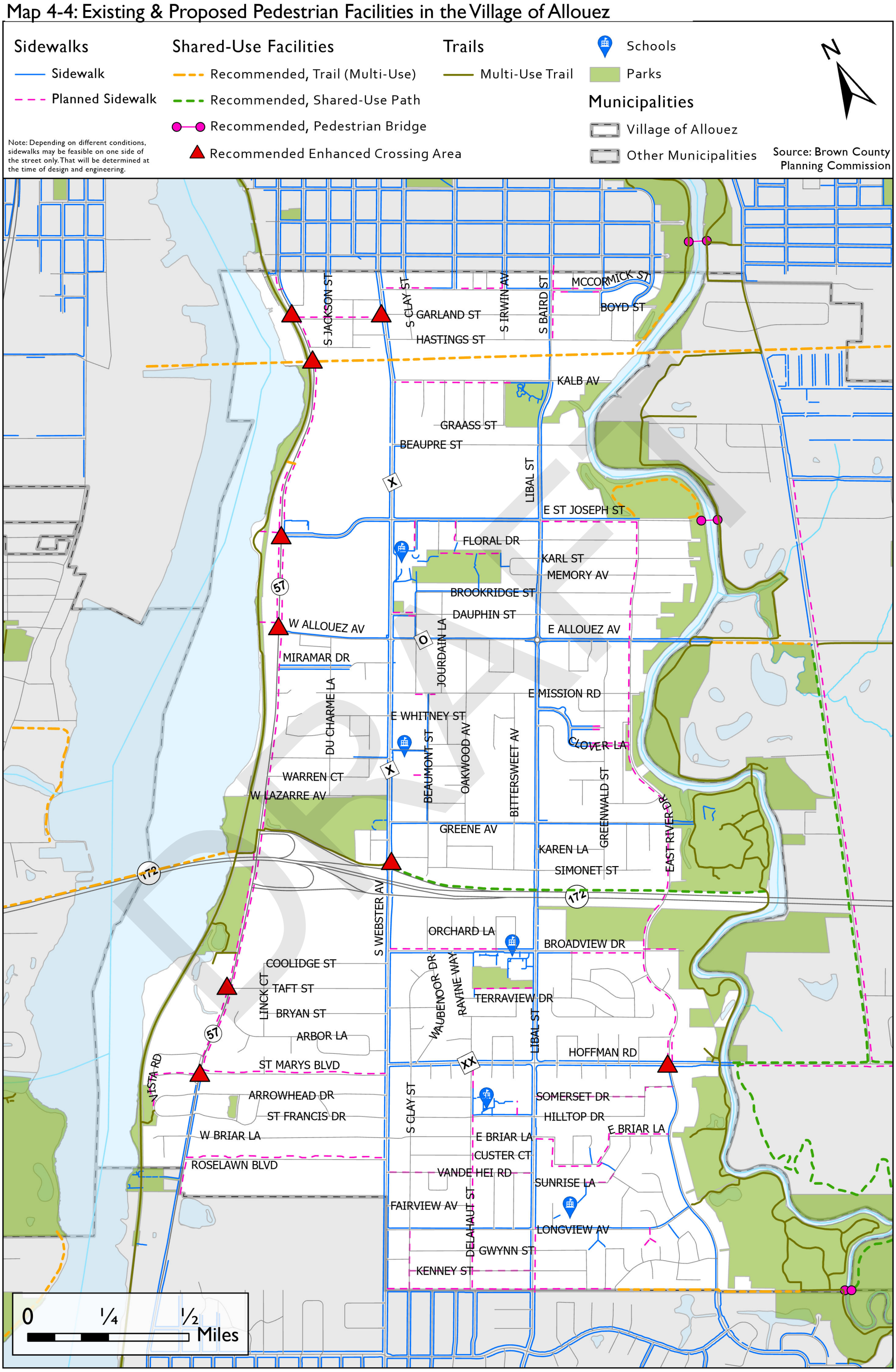
Map 4-4: Existing & Proposed Pedestrian Facilities in the Village of Allouez



Village of Allouez
Historically progressive

1. *Sidewalk Design and Accessibility*

For sidewalks to be considered accessible, the following components have specific standards that need to be met to comply with *Americans with Disabilities Accessibility Guidelines* (ADAAG). These are included for reference, and for current standards, ADA resources should be consulted.

- Grade – The slope parallel to the direction of travel. Longer grades will need to be broken up so an incline is not continuous.
- Cross slope – The slope measured perpendicular to the direction of travel. A common type of cross slope encountered is where a sidewalk crosses a driveway.
- Width – The width of sidewalks not only affect pedestrian usability but also determine the types of access and other pedestrian elements that can be installed. Areas with higher commercial activity or amenities (such as benches and street trees) or utilities may need greater width to make room for more people and maneuverability.
- Vertical clearance – Defined as the minimum unobstructed vertical passage space required along a sidewalk. Vertical clearance can be limited by things such as building awnings, overhangs, and tree branches.
- Changes in level – The vertical height transitions between adjacent surfaces or along the surface of a path. Curbs without curb ramps, cracks, and dislocations in the sidewalk are examples of changes in level.
- Grates and gaps – Things like drainage inlets and tree grates can place gaps along walking paths which can create issues for people using wheelchairs, walkers, and other mobility assistance devices. Grates and gaps should be avoided if possible, and if not, should be narrow and have elongated openings oriented perpendicular to the travel path.
- Surface – The material that people walk or wheel on can determine how difficult an area is to negotiate. Level concrete will pose few issues for most people, while a gravel surface may be very difficult for many.
- Curb ramps – These provide critical access between the sidewalk and the street for people with mobility challenges. Curb ramps are most commonly found at intersections but may also be used at midblock crossings and medians and can include a variety of configurations.

Responsibility: Public Works Department ***Timeframe:*** Ongoing

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2. *Shared-Use Path Facilities*

A multi-use trail or path is designed primarily for use by bicyclists and pedestrians, including pedestrians with disabilities, for transportation and recreation purposes. Shared-use paths are physically separated from motor vehicle traffic by an open space or barrier and are either within the right-of-way or within an independent right-of-way. Typical facilities include:

- **Sidepath.** A shared-use path that runs adjacent to the roadway and unlike a sidewalk, is designated for bicycle operating speeds.
  Typical Dimensions: 8'-10'

  Typical Applications:

  - Adjacent to roadways with limited interruptions such as driveways or intersections.
  - In situations where improving the roadway to accommodate bicycle travel is impractical.

- **Multi-Use Trail.** A shared-use path separated from motor vehicle traffic by open space or a barrier and is intended for non-motorized users. Differing uses may be segregated in some cases.
  Typical Dimensions: 10'-15'

  Typical Application: Linear corridors within independent right-of-way with minimal interruptions by motor vehicle traffic (i.e. along waterways or abandoned railbeds).

The shared-use path facilities form an integral portion of both the existing and proposed bicycle and pedestrian network for Allouez. These pathways often serve as connecting linkages between areas, either parallel with streets or through a park or open space, but almost always separate users from motorized routes. These facilities should be signed according to use, and where practical, be lighted and plowed for continual use.

Providing practical and safe access points to the existing multi-use trails in the village (Fox River Trail and East River Trail) should be one of the main priorities for the village in this category, as it was an important issue raised during the public during public outreach for this plan. Both trails were identified as places many of the survey respondents wanted to go to. Trail access was also one of the main issues raised during the village comprehensive plan update process in 2023. Access points can fill in the gaps and the missing links within the shared-use path system that currently exist.

Other opportunities to expand the current shared-use path system should also be promoted. These opportunities can be more long-term in nature and will require multi-jurisdictional coordination. Possible opportunities include:

- Rails to Trails. The "Rails to Trails" program is a national program in which abandoned railways are converted into multi-use trails.

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- The Fox River Trail was created in 1998 in partnership with the Wisconsin Department of Natural Resources and Brown County through this national program. The trail runs north-south along the abandoned Milwaukee and Northern Railway Company path, following the western boundary of the village.
- The Wisconsin Central Railroad is an active railway that transects the northern end of the village. If abandoned, this railway could be used for the future development of a multi-jurisdictional pathway and trail. This potential trail would also provide connectivity with other multi-jurisdictional trails such as the Fox River Trail, East River Trail, and Baird Creek Trail.

- STH 172 Trail – A trail connection was constructed in 2015 on the north end of STH 172, west of Webster Avenue, connecting to the Fox River Trail. Efforts should be made to continue this connection. One option in the previous plan was along the north side of the highway soundwall to connect to the East River Trail, or at the very least ensure that an adequate crossing is installed on Webster Avenue so that users can safely cross to reach sidewalks and bike routes on the opposite side of Webster Avenue at this location. This project will likely take coordination and partnerships of different jurisdictions for controlled crossings and easements.
- St. Joseph Street/Arboretum Trail – The Arboretum Trail is identified in the 2015 Riverside Drive and Webster Avenue Corridor Study as a possible multi-use pathway on the north side of St. Joseph Street, connecting the Fox River and East River trails. This project will likely take coordination from public, private, and non-profit organizations for the necessary controlled crossings, easements, connections, and pedestrian bridge over the East River. The trail may not be a "trail" in the traditional sense of the word, but nonetheless would provide a designated bicycle and pedestrian pathway connecting two of the area's main trail systems. A name change like "St. Joseph Street Trail Connection" is suggested if the pathway cannot be constructed to the recommended "trail" dimensions to avoid a misnomer. St. Joseph Street currently has bike lanes on it from Riverside Drive to Webester Avenue, and sidewalks on both sides of the street from Riverside Drive to Libal Street. St. Joseph Street also has a sidewalk along the north side of the street from Libal Street to the intersection with East River Drive.

Excerpt from the2015 Riverside Drive and Webster Avenue Corridor Study, referencing the "Arboretum Trail"

- Other possible links could come from utilizing existing utility easements, such as the Wisconsin Public Service electric easement transecting the south end of the village along the Lebrun Street right-of-way. This link would likely be difficult for the development of a future multi-jurisdictional pathway and trail because the powerlines follow a combination of right-

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of-way and utility easements. However, if given the opportunity, this linkage would be another way to connect the greater Green Bay area through a multi-jurisdictional pathway.

Responsibility: Public Works Department; Parks, Recreation, Forestry Department; Planning Department; Village of Bellevue; Brown County Highway Department; Brown County Parks Department; Wisconsin DOT; Wisconsin DNR; Wisconsin Public Service; Wisconsin Central Railroad

Timeframe: Ongoing & Long-term

3. Crossings

A pedestrian crossing is defined as any location where the pedestrian leaves the sidewalk and enters the roadway. At a pedestrian crossing, the pedestrian's travel path crosses the motorist's travel path. Pedestrian crossings include midblock crossings and street intersections. At midblock crossings, pedestrians generally encounter traffic moving in two directions. At signal phasing (traffic signals), traffic is usually moving in multiple directions because of vehicles turning. Overpasses and underpasses route pedestrians above or below vehicular traffic and therefore are addressed as variations in the design of the sidewalk corridor and are not included as part of this plan discussion.

Designing an effective pedestrian crossing involves the correct layout of a variety of elements including:

- Information/signs, signals and markings
- The turning radius
- Crosswalks
- Crossing times
- Medians
- Refuge islands and slip lanes
- Curb ramps
- Sightlines
- Traffic patterns
- Onset of signal phases

A design that carefully considers each of these elements is the first step in the creation of an effective pedestrian crossing. Equally important, however, is the way in which these elements are combined. Sometimes variations in the design will be necessary in order for elements to be combined appropriately. More complicated pedestrian crossings, including roundabouts, skewed intersections, and streets with rail tracks require further study outside of the recommendations in this plan.

Pedestrians are at risk whenever they cross the roadway. The degree of risk depends on the complexity of the vehicular and pedestrian traffic patterns and the effectiveness of supplementary information provided regarding the crossing location, direction, and duration. At street intersections, turning vehicles and the speed at which they travel pose the greatest threat to pedestrians because the motorist's attention is focused primarily on other motorists. All pedestrians, including people with vision impairments, need the same information at an intersection. Providing vital information in multiple, accessible formats (e.g., visual, auditory, tactile) also benefits all pedestrians.

Reducing unnecessary crossings is an obvious way to reduce conflicts. If commercial facilities are primarily located on one side of a very busy street, public transportation, such as buses, should drop people off on the commercial side of the street whenever feasible to reduce the number of crossings. For example, efforts should be made with Green Bay Metro to coordinate stops on Broadview Drive to better

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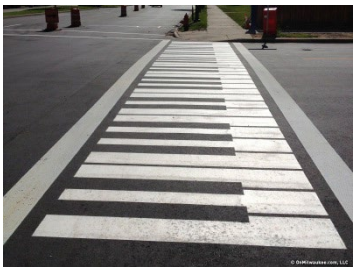
accommodate pedestrians being dropped off that are going to the YMCA, or the CP (Cerebral Palsy) Center.

Crosswalk markings, if provided, are used to define the pedestrian path of travel across the roadway and alert drivers to the crosswalk location. Marked crosswalks should be designed in accordance with the Manual of Uniform Traffic Control Devices (MUTCD). Transverse line crosswalks should be limited to locations controlled by traffic control signals or approaches controlled by STOP or YIELD signs. High-visibility crosswalks may be used where additional conspicuity is desired for a crosswalk over transverse line crosswalk markings. The high-visibility crosswalk options provide for improved detection and recognition over the transverse crosswalk for people with low vision and cognitive impairments. The bar pair crosswalk can require less maintenance and can be useful in locations that are susceptible to slip and fall incidents exacerbated by extreme or inclement weather.

The pictures below show examples of creative marked crosswalk designs that are not part of the MUTCD, but may be used in certain situations.



However, marking crosswalks by itself will not decrease the pedestrian crash risk. The safety implications of marking crosswalks at uncontrolled intersections has generated much debate. A Federal Highway Administration study found markings must also be enhanced with appropriate additional pedestrian treatments such as signing, traffic calming, signalization, or other countermeasures.

Based on these research results and recommendations for enhancing access to pedestrian rights-of-way, the Federal Highway Association makes the following recommendations for the design of pedestrian crosswalks:

- Design crosswalks as enhanced crossings that combine highly visible markings (ladder striping) with additional pedestrian treatments, such as shorter crossing distances, traffic calming, and medians.
- Design crosswalks so that all pedestrians can travel within the marked area throughout the entire crossing. Crosswalk designs should provide for a 4' (48") clear space at the bottom of diagonal curb ramps.
- Avoid restrictions for pedestrians to cross on only one leg of an intersection unless a solid barrier and accessible information about the restricted crossing pattern is provided to pedestrians with visual impairments.
- Ensure that midblock crossings will be detectable by and accessible to pedestrians with vision impairments. Where pedestrian levels warrant and where signalized intersections are not present, study the feasibility of the installation of pedestrian-actuated crossings that provide a convenient and safe pedestrian crossing of such streets. If the crossing is signalized, an accessible pedestrian actuated signal device with a locator tone should be provided.
- Maintain crosswalk markings and consider additional treatments whenever a street is resurfaced.
- Do not install marked crosswalks without additional treatments on multi-lane roadways with high average daily traffic (e.g. traffic calming and signing).

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- Provide raised medians and curb extensions on multi-lane roads. Raised medians make the pedestrian more visible to motorists and they are easier for people with vision impairments to detect.
- Consider traffic signals and pedestrian actuated signal devices at difficult or problematic pedestrian crossings.
- Consider flashing signals and lights and advanced warning signs to increase the visibility of the crosswalk.
- Install traffic calming measures to reduce vehicle speeds, such as chicanes and curb extensions.
- Increase the crossing time if the crossing is signalized to be responsive to the needs of all pedestrians, including those with disabilities. If crossing times cannot be increased, crossing distance should be decreased by extending the sidewalk into the parking lane, by narrowing the existing lanes, or by providing medians to divide the crossing into two segments.
- Maintain the expected pedestrian travel pattern.
- Design corners with smaller turning radii.
- Provide generous sight distances and unobstructed sight lines between vehicles and pedestrians.

Crossing Recommendations

One of the main findings from the public input survey was more and safer crosswalks. The village should focus on improving crossing areas and crosswalks at some key strategic locations. Emphasis should be given to areas where known conflicts between cross traffic have occurred, heavily trafficked pedestrian areas, and areas where pedestrians currently have to cross outside of a designated crossing (e.g. Webster Avenue by STH 172 and Riverside Drive/STH 57). To enhance safety for these crossings, additional signage, controlled or flashing lights, lights for pedestrian illumination, pedestrian refuges, and raised crosswalks should be considered.

Riverside Drive/STH 57 runs parallel with the Fox River Trail and has few connections to it due to the existing commercial and residential developments adjacent to the trail. Crossing Riverside Drive to access the trail is extremely hazardous, as controlled or signed crossings are limited and motor vehicles commonly exceed speed limits. Because it is a state highway, there are limited design options for Riverside Drive.

Attention should be paid to coordinate identified safe crossings on Riverside Drive with improved access points to the Fox River Trail through designated easements for public trail access or through acquired village lands where necessary. The Brown County Planning Department identified four potential crossings on Riverside Drive in the *Riverside Drive Pedestrian Access Study* (2004). The Wisconsin Department of Transportation built on this information to identify their recommended safe crossings in 2015. User surveys and development patterns should continually be monitored to ensure that implemented crossings are safe, convenient, and visible to motorists and non-motorists alike.

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Recommended locations for crossings on Riverside Drive include:

- Derby Lane area
- Railroad bridge (proposed future trail)
- St. Joseph Street area
- Allouez Avenue
- Taft Street area
- St. Mary's Boulevard/Arrowhead Drive area

Pedestrian Hybrid Beacon (PHB) on Riverside Drive, north of West Briar Lane.

Since the last plan update, a midblock crossing with a Pedestrian Hybrid Beacon (PHB) was installed on Riverside Drive, between West Briar Lane and St. Francis Drive. The PHB is used to warn and control traffic at a mid-block crosswalk without other traffic signals. This beacon functions much like a conventional pedestrian signal in that it stops traffic to allow pedestrians to cross safely. Traffic is indicated to stop by a double red indication light, thereby creating a gap for pedestrians to cross. This PHB was the first one allowed in Wisconsin on a State Trunk Highway with the traffic volume found on Riverside Drive (STH 57). The state and the village will continue to monitor the effectiveness and safety of the crossing and determine if another similar crossing can be utilized on the north section of Riverside Drive in the village.

The village should focus on at least one to two locations along Riverside Drive to improve pedestrian and bicycle crossing over the next several years following plan adoption. While this recommendation falls under the sidewalks section, any crossing installed on Riverside should be designed to safely accommodate bicycles also.

Responsibility: Public Works Department; Planning Department *Timeframe:* Ongoing & Short-term

Other Facility Projects

1. **Transit.** Provide convenient pedestrian access to transit routes and the transit center via sidewalks or shared-use paths. Also continue to periodically evaluate the usage of the bicycle carrier equipment on Green Bay Metro buses.

   Responsibility: Public Works Department; Green Bay Metro *Timeframe:* Ongoing

2. **Coordination.** The village should work with other government jurisdictions (e.g. Brown County, Green Bay Public Schools, City of Green Bay, City of De Pere, Village of Bellevue, Wisconsin DOT, and Wisconsin DNR) in coordinating bicycle and pedestrian-related issues and programs within the areas surrounding the village. Such coordination efforts should include:
   - Encouraging the connectivity of bicycle and pedestrian pathways, sidewalks, and on-street bicycle facilities extending from the village into adjoining jurisdictions (e.g. Fox River Trail and East River Trail).
   - Identification and elimination of barriers that may exist at highway and corporate/municipal boundaries (e.g. marked and controlled crossings on Webster Avenue and Riverside Drive, bicycle connections with the City of Green Bay and the City of De Pere).

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- Scheduling periodic meetings with representatives of local jurisdictions to coordinate the extension of bicycle/pedestrian facilities between jurisdictions (e.g. pedestrian bridge connections with the Village of Bellevue).
- Working with Friends of the Fox River Trail and other non-profit organizations interested in promoting and enhancing bicycle and pedestrian facilities, programs, and safety within the area.
- Working with Green Bay Public Schools over the Langlade closure and placing crossing guards and pedestrian facilities near the other schools as travel patterns may change.

Responsibility: Planning Department, Public Works Department *Timeframe:* Ongoing

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3. Site Development. Consider the adoption of zoning provisions, administered through the site plan and design review process. These provisions can ensure that a convenient and safe bicycle and pedestrian-friendly environment is provided for new development, reuse of facilities, and redevelopment. Such provisions should provide:
   - Convenient access and connections to building entrances from abutting streets.
   - Safe and convenient bicycle and pedestrian circulation within a site for customers, employees, and residents.
   - Appropriate accommodations for those with mobility restrictions.
   - Minimal conflicts with motorized vehicles.
   - Encouragement of bicycle and pedestrian connections to adjoining parcels where appropriate.

Responsibility: Plan Commission, Village Board *Timeframe:* Immediate

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4. Facility Upkeep and Maintenance. Proper maintenance of the existing sidewalks, shared-use paths, and streets designated for bicycle use is critical to ensure high levels of safety and to encourage increased use of the system. The following should be undertaken to ensure proper maintenance of these facilities:
   - Continue the current policy of snow removal from sidewalks and crosswalks within 48 hours of a snowfall.
   - Continue to work with the Brown County Parks Department as needed for maintenance on the Fox River Trail to provide safe travel for bicyclists and pedestrians year-round.
   - Support the fundraising campaign to maintain and improve the trail.
   - Regularly evaluate the condition of sidewalks throughout the village and complete the necessary improvements.
   - Ensure that trees, bushes and other plantings do not obstruct pathways and sidewalks.
   - Continue and expand the maintenance budget for the installation and repair of sidewalks and crossings; repair damaged curb lanes; fill and repair potholes and cracks where bikes and pedestrians are likely to travel.
   - Clean designated bike routes and bike lanes weekly during biking season to remove debris and maintain safe riding routes for users.
   - Repaint bike lanes, sharrows, and other bike markings at a minimum every other year.

Responsibility: Public Works Department; Parks, Recreation, and Forestry Department; Brown County Parks Department *Timeframe:* Ongoing

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5. Construction Detouring. Develop standards and procedures that will accommodate bicycles, pedestrians, and other non-motorized travel during street, sidewalk, and pathway closures due to public and private construction-related projects. These standards and procedures should include:
    - Designating and signing detour routes for both bicyclists and pedestrians during street construction projects and site development work that has an impact on the use of the street or abutting sidewalks and pathways.
    - Ensuring that sidewalks, pathways, or street edges are not used for storage of equipment, dumpsters, and vehicles.
    - Not disturbing bicycle parking facilities and, if such facilities must be disturbed, that they are appropriately relocated.
    - Ensuring that roadway, sidewalk and pathway surfaces that are affected are returned to their pre-construction condition.

    Responsibility: Public Works Department *Timeframe:* Ongoing

6. Facility Utilization Assessment. Collect data pertaining to the utilization of the shared-use path system and bicycle network system in order to:
    - Establish a baseline of and track the current facility usage.
    - Evaluate facility deficiencies.
    - Assess progress towards the goals of this plan.
    - Prioritize future improvements.

    This data should include information for various user groups in an effort to assess levels of user conflicts and determine where high usage is present or desired. Information from bicycle and pedestrian crash data and identified "desire lines" in the village should be evaluated.

    This data will assist in determining the need and placement of future pathways and on-street bicycle facilities. It will also help in assessing the need for separated bicycle and pedestrian facilities and for ancillary facilities such as bicycle racks, benches, rest stops, restrooms, and transit stops.

    Responsibility: Planning Department *Timeframe:* Ongoing

4.5: Enforcement and Ordinance Strategies

The following strategies in this section are to help implement active traffic management activities and improve village ordinances. These should lead to improved awareness of and compliance with state and municipal traffic laws leading to courteous roadway network sharing by all users.

Related Plan Goals

Goal 1 – Education and Encouragement

- Objective – Identify partnerships with groups, individuals, organizations, and governmental entities to help educate and promote walking and bicycling in the village. Develop programs that will help inform and educate the public around the need for walking and bicycling facilities in the roadway network, and to promote safety.

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Goal 2 – Safety

- **Objective** – Implement projects that enhance walking and bicycling in Allouez and utilize design standards that improve safety.

Strategies

1. **Existing Ordinance Provisions**. Review current village ordinances relating to pedestrians, bicycles and other non-motorized means of travel and recreation so ordinances are equitable among all modes of transportation. The regulations and ordinances of Brown County, Green Bay, De Pere, and Bellevue should also be examined to determine where inconsistencies exist. As electric bikes (e-bikes) become more widespread, the village should monitor any new state or local legislation around e-bikes. Any trends in legislative changes could indicate that the village may need to look at its own ordinances.

   Responsibility: Plan Commission, Public Works Committee, Brown County Sheriff, and/or a Village Bicycle and Pedestrian-Tasked Standing Committee

   Timeframe: Short-term

2. **Ordinance Awareness**. Develop a plan to highlight bicycle and pedestrian-related ordinances in the community. Include ways to instruct users of the transportation network in appropriate behavior when encountering users traveling by other modes (e.g. village website, social media, village announcements, street signs, instructional pamphlets, etc.).

   Responsibility: Plan Commission, Brown County Sheriff, and/or a Village Bicycle and Pedestrian-Tasked Standing Committee

   Timeframe: Short-term

3. **Bicycling on Sidewalks**. Review current village ordinances relating to where bicycles are permitted and prohibited on public sidewalks and determine if changes are needed. Facilities should be evaluated and determined if needs are met in areas with frequent violations.

   Responsibility: Plan Commission, Public Works Committee, Brown County Sheriff, and/or a Village Bicycle and Pedestrian Tasked Standing Committee

   Timeframe: On-going

4. **Bicycle and Pedestrian Safety Programs**. In collaboration with Village of Allouez schools, recreation programs, day camps, parents, the Center for Childhood Safety, and the Brown County Sheriff Department, provide bicycle and pedestrian programs and activities to promote walking and bicycling, which develop capability and encourage safe habits when using these modes.

Sweetest Day Green Bay Bicycle Collective ride.

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Responsibility: Brown County Sheriff, Parks Department, and/or a Village Bicycle and Pedestrian-Tasked Standing Committee

Timeframe: On-going

5. Law Enforcement Education. Provide on-going education and training for law enforcement personnel in appropriate enforcement of the rights and responsibilities of bicyclists and pedestrians.

   Responsibility: Brown County Sheriff, Brown County Traffic Safety Commission

   Timeframe: On-going

6. Enforcement Programs. Increase enforcement efforts in areas of high bicycle and pedestrian traffic. Such efforts could focus on correcting non-compliant behavior of motorists, bicyclists, and pedestrians commonly leading to crashes; encourage motorists to operate more safely in the presence of non-motorized users, and encourage bicyclists, and pedestrians to behave in a predictable manner, ensuring that they are visible to motorists. Continue to participate with other partners in community education and enforcement efforts, such as "Frogger" events.

   Responsibility: Brown County Sheriff

   Timeframe: On-going

7. Other possible projects:
   - Improve safety, reduce conflicts, and build mutual awareness and respect between motorists, bicyclists, and pedestrian by improving enforcement of all multimodal transportation laws.
   - Extend resources to provide additional enforcement personnel.

4.6: Evaluation, Measurements, and Reporting

To monitor plan implementation and progress towards meeting plan goals, the village should conduct an annual review and report on those efforts. This practice could also highlight opportunities for improvement that could be worked towards in the upcoming year(s).

1. Data Collection. Identify on-street locations for biennial counts of bicycle and pedestrian travel. As dedicated infrastructure is or is not built, on-street counts will help reveal the impact on desired growth in bicycle and pedestrian activity. The counts should use the best practice methodology of the National Bicycle and Pedestrian Documentation Project.

   Additionally, the village should work with other jurisdictions to place automated counters at key locations along the Fox River and East River trails, which would provide continuous counting of trail users. Continuous counts can be used to calculate use intensity to apply toward programs for trail improvements.

   Responsibility: Village of Allouez, Brown County Parks Department

   Timeframe: On-going

2. Bicycle Friendly Designation. Examine the evaluation criteria of the "Bicycle Friendly Community" designation, sponsored by the League of American Bicyclists. The Bicycle Friendly designation is to encourage communities to use bicycles for fun, fitness, and transportation. It encourages well-engineered facilities, safety, education, bicycle friendly policies, and active promotion of bicycling. The

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different designation level, given by the third-party organization of bronze, silver, gold, or platinum is a subjective way for continual evaluation and monitoring of improvement.

Responsibility: Public Works Department, Parks, Recreation, and Forestry Department, and Planning Department

Timeframe: Immediate

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3. Facilities Development Report. Report annually on development and improvement of facilities intended to grow bicycle and pedestrian use or lack thereof. Coordinate with use data collection.

Responsibility: Public Works Department, Parks, Recreation, and Forestry Department, and Planning Department

Timeframe: Annually

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4. Report on Bicycle and Pedestrian Incidents. Collect data on bicycle and pedestrian incidents: crashes, crash results, citations issued, motor vehicle speed, and volume counts. This information should be summarized and presented to the public and the Village Board annually.

Responsibility: Brown County Sheriff, Public Works Department, and Planning Department

Timeframe: On-going

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5. Review Plan Implementation Progress Annually. To review and evaluate plan progress, specifically around on-going tasks, have an advisory group meet annually for this task. Instead of having a stand-alone committee for just this task, a joint meeting of the Parks, Recreation and Forestry Committee and the Public Works Committee could be used to evaluate progress. The group could then produce an annual report of ongoing items to monitor plan implementation, and to identify opportunities to direct efforts in the next year's reporting period.

Responsibility: Parks, Recreation, & Forestry Committee and Public Works Committee, or another committee(s) as determined

Timeframe: Annually

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Chapter 5: Areas Requiring Further Study

5.1: Overview

When this plan was first developed in 2015-2017, there were several areas that had unique issues identified related to the bicycle and pedestrian environment. In this plan update, these areas and conditions are still relevant and not yet resolved. Some of these areas are relatively small, addressing a specific issue that the village should address, while other areas are quite large and involve a complex mix of issues.

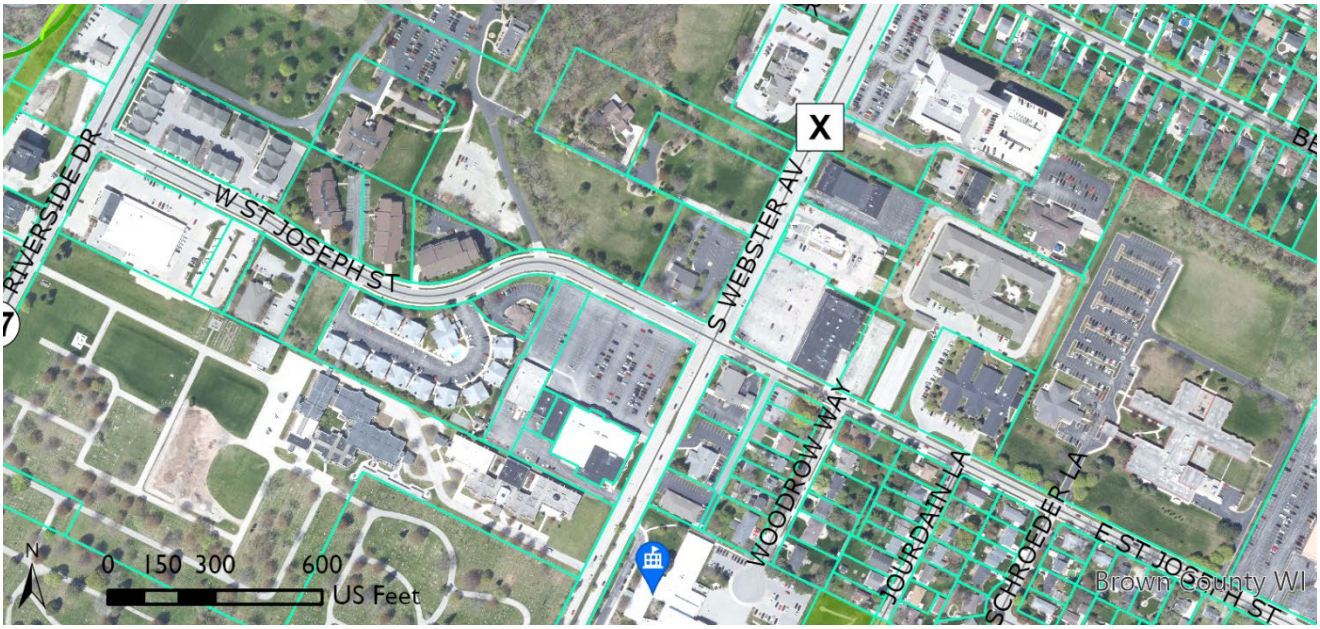
This section discusses the areas where larger concerns were identified and provides some direction as to how particular issues or deficiencies could be addressed. In some cases, conditions will require a more detailed analysis to determine the best course of action.

5.2: S. Webster Avenue / St. Joseph Street Intersection

This is a central location in the village and where many different users intersect. This location connects recreation, business, residential, and education uses. The village has an opportunity to enhance a central destination in the village, and with a variety of transportation users coming together, facilities should be considered to better protect all users.

As this area continues to redevelop, the intersection will have to accommodate traffic from different uses, including multi-family and commercial development. New development in the area will create a denser environment and will need to be thoughtfully incorporated to minimize potential traffic conflict points. The natural grade of the intersection is also a factor as it sits higher than the surrounding area. The natural grade in the area also creates potential visibility challenges, because unlike other nearby intersections on Webster Avenue, St. Joseph Street approaches the intersection at an abrupt incline, especially on the east side of Webster.

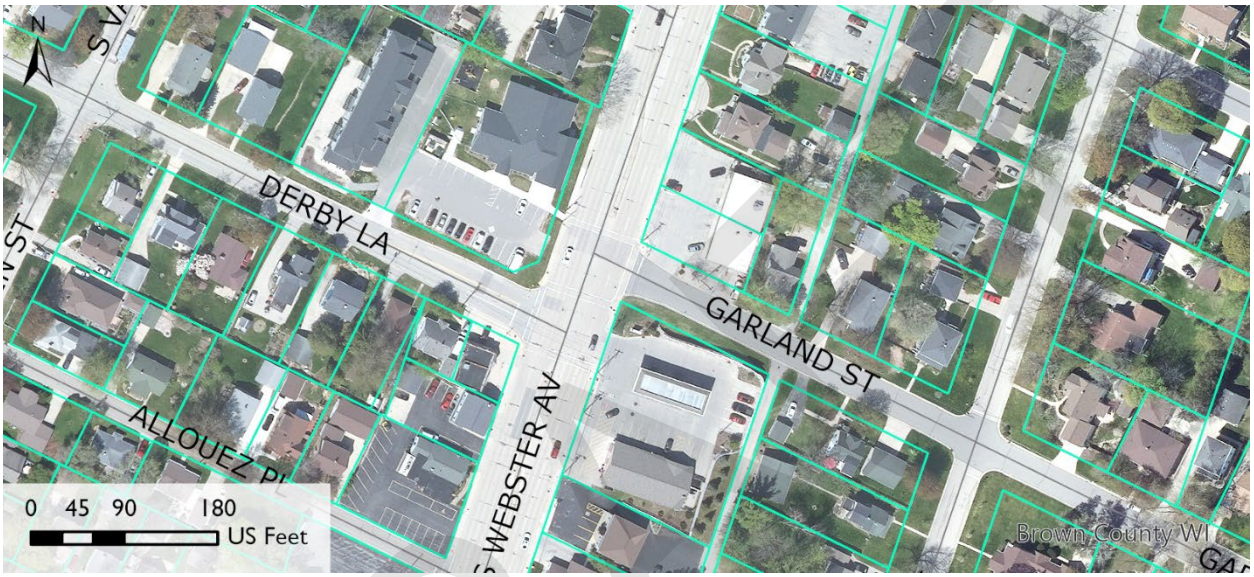
Altering the grade is both unfeasible and impractical. Recommendations at the present time include designating St. Joseph Street as a bicycle facility for east-west travel, adding pedestrian facilities on both sides of St. Joseph Street, working with Brown County and traffic engineers to improve bicycle and pedestrian facilities on Webster Avenue, improving bicycle and pedestrian crossings at the intersection, and installing signage to give more attention to the different users.



5.3: S. Webster Avenue / Garland Street / Derby Lane Intersection

This area was identified in the 2015 Riverside Drive and Webster Avenue Corridor Study as being an area to focus on for commercial redevelopment. The corridor study suggested Garland Street and Derby Lane be realigned to eliminate the staggered intersection. However, the existing commercial development in this area makes possible realignment of this intersection unlikely.

As redevelopment takes place at this intersection and traffic increases in the area, medians and a four-way stop should be considered. However, the village should work with Brown County to identify the safest solution for this intersection.



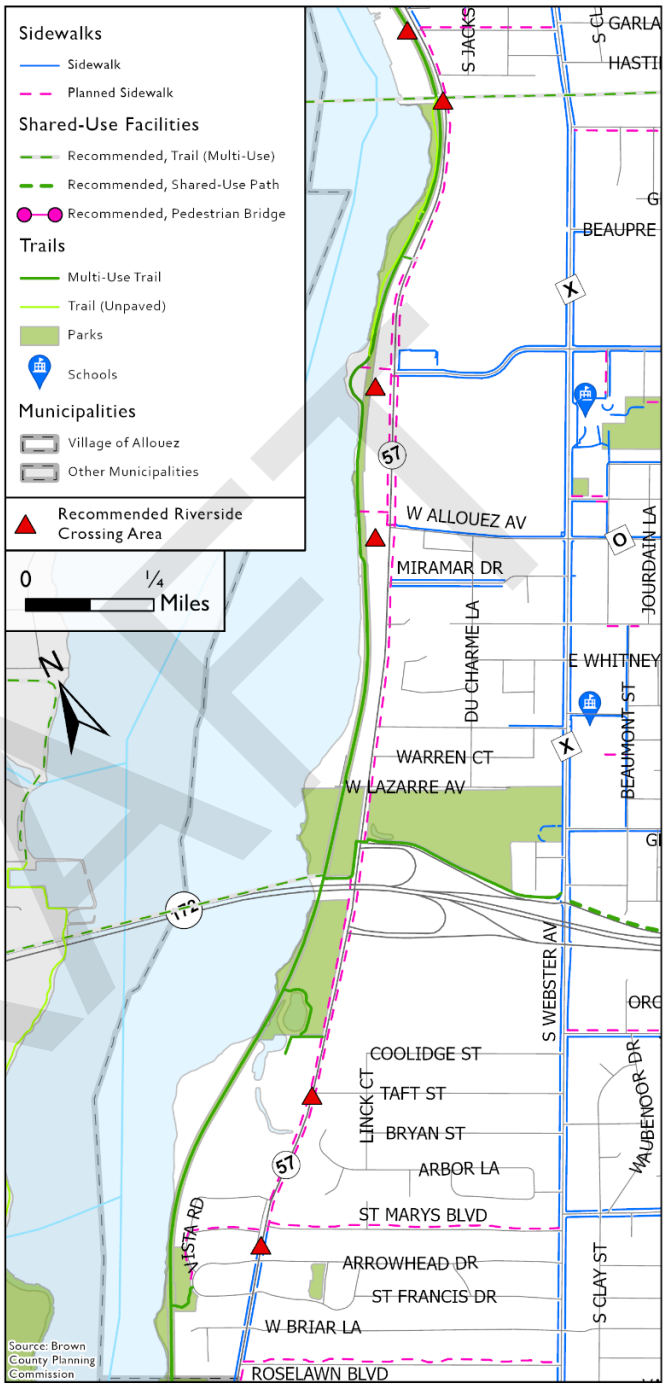
5.4: S Webster Avenue / STH 172 / Greene Avenue Area

This area could use focus to improve the pedestrian environment, especially along Webster and crossing Webster at Greene Avenue, and possibly Woodview Lane. The sidewalks along Webster are narrow and right beside the roadway. Webster has crosswalks at Greene, but there is no pedestrian refuge, so people often have to wait to cross.

5.5: Riverside Drive (STH 57) Crossings and Fox River Trail Connections

Riverside Drive (STH 57) runs parallel with the Fox River Trail. Allouez has the most connections to the Fox River Trail in the metro area, and there could be opportunities for more connections. However, crossing Riverside Drive to access the trail is extremely hazardous now, as controlled or signed crossings are limited and motor vehicles commonly exceed speed limits. Increasing, or at least enhancing, safe crossing locations along Riverside Drive should be a priority.

As redevelopment takes place along this corridor, attention should be paid to where a potential bicycle and pedestrian easement, providing access to the trail, can be created in conjunction with the development. The village should also work with the Wisconsin Department of Transportation to identify the best locations for controlled or signed crossings on this corridor.



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Appendices

Appendix A: Additional Survey Results

Would you or anyone in your household like to safely walk/bike to any of the following schools?

Response	Number of Responses
Doty Elementary	17
Father Allouez Catholic Elementary School	16
Father Allouez Catholic Middle School	18
Langlade Elementary	22
Webster Elementary	22
Other	15
N/A	130

Other answers submitted:

- St Paul Lutheran
- St Paul
- Notre Dame
- I want To safely walk or bike anywhere regardless of school.
- East DePere schools
- De Pere High School
- Daycares - You are my Sunshine and Encompass
- Also Leopold
- Already very safe.
- Aldo Leopold
- When our kids were young we walked or biked with them to/from school - Mayflower, Catholic Central, St. Mary's

Would you or anyone in your household like to safely walk/bike to any of the following business districts?

Response	Number of Responses
Webster Ave (north of Allouez Ave)	113
Riverside Dr (north of Allouez Ave)	103
Marine St/Monroe Ave	62
Libal St/Greene Ave	118
East River Dr/Hoffman Rd	102
Other	10
N/A	26

Other answers submitted:

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- St Norbert Abbey
- Specifically crossing Webster by Webster Ave Market
- Safe places to cross over Webster and Riverside in various spots.
- Roselawn Blvd to Allouez Ave via Wesbter or Riverside
- I would like to safely walk or ride a bike to anywhere.
- Have already traveled most of those with no problem
- Fox river trail south of 172
- East De Pere
- Downtown Green Bay(it's a destination for some Allouez residents).
- Already very safe

Would you or anyone in your household like to safely walk/bike to any of the following community facilities? (Choose up to three you would most like to go to.)

Response	Number of Responses
East Lawn Park	8
Kiwanis Park	29
Langlade Park	5
Optimist Park	21
Webster Park Sports Complex	7
Sunlight Park	23
Green Isle Park	103
Village Hall	18
Broadview Soccer Complex	11
Riverview Park	5
Wiese Family Park	9
Fox River Trail	134
East River Trail	126
Other	8
N/A	13

Other answers submitted:

- Heritage Hill
- We love to bike to River view park and have picnics in the large green space. Lots of room for activities!
- St Norbert Abbey
- If safe passage to anywhere is not an option, it's failure of the community we live in.
- ALSO: Green Isle Park, Fox River Trail, East River Trail. I go to all these places now. Why are you limiting it to three?????
- Already very safe
- Aready do most of those wih no problem

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Do you use any of the following crosswalks and/or signals to cross Riverside Drive?

Do you use any of the following crosswalks and/or signals to cross Riverside Drive?	Responses
The activated crosswalk signal just north of West Briar Lane	67
The controlled crossing lights just north of 172 by Heritage Hill	50
The rapid flashing beacon at Marine Street	33
None	90
Other	9

Other answers submitted:

- Allouez Ave
- Would like more safe crossing on Riverside drive. Suggest area near Riverside Animal Hospital.
- St Norbert Abbey
- I almost got hit once walking using the flashing lights at Marine St
- Already very safe
- Access from my street (Lazarre) often impeded by unmowed grass and roadkill

Do you use any of the following crosswalks and/or signals to cross Webster Avenue?

Do you use any of the following crosswalks and/or signals to cross Webster Avenue?	
The signal at St. Joseph Street	60
The signal at Allouez Avenue	65
The crosswalk at Briar Lane	44
None	75
Other	21

Other answers submitted:

- Webster & Fairview
- Struggle to cross Webster Ave.
- Stop at Hoffman
- St Norbert Abbey
- Need more bike lanes on all streets
- Near Webster Avenue Market
- Literally last week was the first time I even noticed the crosswalk at Briar as a driver. I think flashing signage maybe needed there.
- It is very difficult to cross Webster to get to Heritage Hill without crosswalks.
- I usually try to cross Webster at Grignon because when I've tried to cross at McCormick, traffic doesn't always stop and I have to stop in the middle of the street
- Hoffman Road crosswalk
- Hoffman Rd Crosswalks
- Hoffman

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- Derby, Hastings, Kalb
- crosswalks at Derby/Garland
- Crosswalk at Hoffman road and Webster but people don't always stop!
- Crosswalk at Derby Lane. Crosswalk at Beaupre St.(Note that the signal at Allouez Ave is NOT designed to be safe for pedestrians.)
- Corner of Hoffman and Webster
- Already very safe
- 3 way stop at Hoffman & Webster

What opportunities do you see that could improve walking and biking in Allouez?

Note: Summarized answers displayed on page 26.

Fix the road condition. Fix the pot holes. Monitor and ticket the speeders. Too much traffic on other roads with Libal St closed.
Work consistently to secure local, state and federal funding to improve road conditions, by way of patching, repairing and/or replacing sections of roadway in need of such measures. Enforce existing posted speed limits.
Wider sidewalks, more bike lanes, more crosswalks
Wider sidewalks on Webster for walking and repairing frost heaves on streets for bicycling (particularly Libal). The current state of Libal makes it uncomfortable to travel North and South through much of Allouez. Better bicycle access to Marine or the Fox River Path in general would also be helpful.
Wider sidewalk on webster that is further from traffic!
Webster Street having sidewalks directly adjacent to traffic is a problem. It just doesn't feel safe.
Webster Avenue, particularly crossing 172 and south, is currently not a pleasant street to walk or bike on due to crowding of traffic lanes and sidewalks. I also have not allowed my children to bike without an adult to the Fox River Trail or the businesses along Riverside because I'm not confident all 4 lanes will stop at the Briar light when crossing Riverside Drive.
Webster Ave is a nightmare. I also do not like the sidewalks right next to the road with no parkway. In winter the sidewalks are constantly ice or snow covered to no fault of home owner. Everytime the street plow goes thru it refills what just has been shoveled. Very poor designing on all streets that have no barrier parkway in betw road and sidewalk.
We need safer ways to cross major streets, Riverside Drive being a key one. If we had multiple safe crossing points on the major north-south streets (Riverside, Webster, Libal) and bike lanes on multiple east-west streets that lead to these safe crossing points, it would increase bike safety significantly. Increasing bike and walking/running safety increases both healthy lifestyles and equity since it allows for safe travel outside those who own cars/multiple cars.
Vehicle speed is a main concern. More police presence around 25mph zones , like st. Joseph st., even webster. Sidewalks too close to road on webster, sometimes feel unsafe.
Traffic is way to fast and people seem to have no deterrent to speed. Webster avenue needs safer crossings in multiple spots. as does Riverside drive. Not sure why this is so hard to understand, but village needs to not cater to vehicles. Briar lane crossing is out of the way for many trying to access trail. speeding speeding speeding and drivers who ignore crosswalks. walking is a nightmare. no one yields to pedestrians. MORE crossings that REQUIRE CARS TO STOP.
Traffic calming along Webster ave. Reconstruct riverside/Allouez Ave intersection
There should be a crosswalk on east river drive to get to Kiwanis park.
There should be a buffer between the sidewalks & road on Webster Ave. Needed for all seasons but it is very unsafe in the winter the way it is! Horrible for people in wheelchairs, getting to bus stops or accessing Prevea Clinic. There also needs to be more stop lights for people to safely cross Webster between St. Joseph & the Webster Market area. Corner of Kalb (by Schroeder Flowers) could use a stoplight.

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THERE IS NO NEED FOR A SIDEWALK ON ROSELAWN BLVD. The street is plenty wide enough for bikes and pedestrians (especially with the boulevards) to safely enjoy without the need for a sidewalk. We walk the street daily and have no problems connecting to any other areas we need to get to and have never once felt unsafe.
There are only three through north-south streets in the village; they should all have sidewalks! Need more places to cross Riverside and access the Fox River Trail, e.g at Miramar and somewhere further north (but south of Marine). Offset intersections at the north end of Webster (Derby, McCormick) are unsafe walking or biking. More cars yield to walkers than used to, but it's still a surprise when they do. (I cross at Derby.) The walk light at Allouez and Webster is awful. You have to wait through 3-4 cycles of the light to get a walk signal.
The sidewalks on Webster are awful and narrow. We like to try and bike to Zambaldi and it's scary. I see people walking, biking, and using wheelchairs all the time up and down Webster. It could do with an update. I also see a lot of people walking and biking down Riverside by the train bridge in the grass or street and it's so unsafe. I don't know why they don't use the trail, I try to utilize it as much as possible for commuting. I don't trust cars, too many people have gotten hit by Aldo school. I utilize bike lanes when they are there but otherwise, I feel safer on the sidewalk.
The proposed sidewalk down St. Mary's Blvd puts bikers/walkers at a corner which is a blind spot in the road and a very busy place to cross. It would make more sense to have the sidewalks line up with the already existing sidewalks on Briar.
The only way we are able to get to an Allouez park is via Webster Ave. I am very uncomfortable walking or biking with children for any distance on Webster Ave. There is no median between the sidewalk and the road where we live. It's extremely dangerous for young walkers/bikers to be within 12-18" of vehicles traveling 35+ MPH.
The intersection of east river and Allouez ave is treacherous to cross at times.
The corner of St. Joseph Street and Libal is very busy and dangerous with the traffic there especially when school is in session. I have seen some young people not even stop coming down St.Joseph Street at the stop sign turning right or going straight.
The biggest problem with pedestrian traffic is the people driving the vehicles. Many people do not pay attention to the crosswalks when pedestrians are approaching, vehicles clearly speeding and distracted drivers. Roundabouts have been even less safe to cross at times since drivers are usually looking to their left before entering the traffic circle and not to the right where people may be crossing.
The addition of sidewalks and crossings in busy areas would help promote walking.
Stop speeders, especially along East River Drive. So many people use that to get to/from parks and trails, and with no sidewalks in most parts, walk in the street. It's 25mph but traffic routinely goes 40. Also, ticket people who attend softball at Riverview Park. They routinely park too close to stop signs, into intersections, across driveways. A few tickets and word would get out.
Stop lights or roundabout at East River and Alllouez intersection. It is very hard to cross Allouez avenue.
Stop lights at St. Josephs and Riverside, either a stop light or pedestrian flashing lights on Webster between Kalb and Webster market. Many cities in Wisc. and across the nation are very bike friendly with bike lanes/trails.
Speed limit enforced. Cross walk laws enforced. Provide bike lanes and trails when possible. Warning flashers for popular cross walks.
Some sort of path to walk along Riverside Drive. Bike lane on Webster (I know you can bike on the sidewalk of Webster, but I've done that and that sidewalk is terrible for it).
some crosswalk north of St Joseph on Webster
So many walkers in and around allouez no need to spend our money to promote something that is already in place. Allouez residents feel safe we recognize each other we don't need to promote others to come into our neighborhoods then we won't feel safe
So many people zoom pass us while walking in cross walks. Signage isn't great anywhere. And people don't follow the rules
Slow traffic speeds!
Slow down Riverside traffic near Dairy Queen

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Since there is already a sidewalk on the south side of Broadview, there is no need for one on the north side from Webster to West Pennwood. Langlade is set to close, and the Y may be moving. Our lot was purchased based on not having a sidewalk and being told that there were no plans for one.
Sidewalks to green isle park
Sidewalks on Riverside
Sidewalks along Riverside where they currently don't exist. Other safe crossings of Riverside to get to the trail. The Briar crossing is in an awkward location.
Sidewalks along east river dr. Also single file jogging with a group of more than 2
Sidewalk on Riverside Drive from Taft street attaching to sidewalk at St Mary's Blvd. Activated crosswalk signal to cross Webster avenue
Sidewalk on Riverside Drive
sidewalk extending past St. Mary's blvd on Riverside, so residents off Taft have safe access to the sidewalk system and therefore the crosswalk and Fox River Trail
Side walks are useless unless used. Even with a Sidewalk (in some cases on both side of the people still walk and run out in the road) save our tax dollars and work
Same slow down signage on Riverside as you see in Depere. The riverside trail should be FREE. Making people pay to ride their bike is completely backwards thinking.
Safety of the East river Trail in the dark, too much of our year it is poorly lit after work and feels unsafe to walk on
Safer for teens to bike to work before 16. Wellness lifestyle - build a healthy choice into a safe experience. Narrow streets, add dedicated bike lanes, add sidewalks, flashing beacons at crosswalks. Add bump outs to avoid cars passing on right at intersections - where a pedestrian may be crossing and the first care stops, but the second car uses parking lane as passing lane. The pedestrian can't count on a safe crossing because the right / parking lane passing movement is blind. Ashwaubenon has narrowed intersections and added flashing lights - good ped and bike adds in the city
Safer biking access on Webster Ave.
Safe crossing areas for residents to get to the Fox River Trail from properties east of Riverside Drive, (especially at Taft Street - used by many - with a sidewalk north to the paved driveway down to the retention ponds by the river.) Connecting trail access from the Fox River Trail along Saint Joseph St. to East River Dr., to Allouez Avenue, to the East River Trail (Having a safe way to cross Riverside Drive at Saint Joseph St.
Round about at Hoffman and East River. Flashing lights on Libal by Father Claude Allouez School. Sidewalk on Somerset Drive in Master Plan does not seem necessary with sidewalk on Hoffman.
Road conditions
Provide sidewalks on main streets (especially Derby Lane); enforce speed limits for cars; teach safe bicycling (there are still many people who bike on the wrong side - especially dangerous). ENFORCE YIELD TO PEDERESTRIANS LAW!
Provide pedestrian crossing signals on corner of Allouez Ave and Riverside Dr, Webster and Iroquois, Allouez Ave and Jourdain. Provide safer sidewalk on Webster and add a sidewalk between Heritage Hill and Lazarre so there is access to cross walk at Hwy 172 and Heritage Hill.
police traffic controls for speeding
Police presence in residential neighborhoods. Folks continue to run stop signs. The ability to cross Webster and Riverside drive safely in more than one location. Education to the public on what a biking community is. Perhaps steal a page out of Madison, WI book. Such a friendly, safe, biking community
Please connect the scattered sidewalks. They start and stop so often you need to constantly walk in the road which defeats the purpose. It puts kids, dog walkers, and handicapped folks in danger of being hit by cars.
Place crossings/paths on Riverside as far south as possible. Traffic coming around the curve but St. Mary's Boulevard can be hard to see in advance and placement of apartments right on that curve has made traffic patterns worse. Poor planning by Allouez to change zoning to create a greater safety hazard.
Pedestrian crossing light (similar to titletown by stadium) that people can turn on when crossing riverside or Webster Ave.

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Pave sections of East River Drive that are bone rattling when riding a bike. Provide more safe places to cross Riverside Drive. Widen Fox River Trail. It's too narrow for the number of people that use it.
Particularly need more safe access to bike/walk crossing Riverside Drive. Have encountered multiple near accidents here, and this limits the ability to access the Fox River Trail from surrounding neighborhoods.
NONE. Stop with the bike lanes - they only encourage drivers to ignore bikes. Stop with all the sidewalks! Allouez's charm is the absence of sidewalks and you are wrecking that.
None, there already 2 very safe beautiful trails that run the length of the village. The village "leaders" are trying to cause a problem that doesn't exist to steal more tax money.
None
Needs to be sidewalks on Riverside so people can access trails easier. Bike lanes on major streets; Webster, Libal, Riverside
Need to pave Webster and create better crossings to get from East River Trail to Fox River trail. It can be dangerous to cross both Webster & Riverside
Move sidewalks in from Webster
Motorists need to comply with letting pedestrians and bikers cross safely in marked crosswalks and roundabouts.. in my experience it's not 40 percent but has been improving
More sidewalks. Sidewalks create safe places for pedestrians and safe places for homeowners for their children to play on. I drive on Roselawn every single day and nearly every single day there are homeowners with young children who are playing IN THE ROAD. It creates an incredibly unsafe roadway. It will only be a matter of time before something happens.
More safe ways to cross Monroe/Riverside to access FRT. Some better way to cross the railroad tracks than that awful sidewalk on Webster.
More flashing pedestrian crossing signs - most people won't slow down or yield. Specifically at coming up Greene to cross Webster. But other locations as well.
More destination shops (ice cream, tavern, pizza, etc.)
More controlled traffic on allouez. People are always speeding it's scary and unsafe to cross often. Sidewalks/bike paths farther from the street instead of immediately next to the curb.
More clearly mark bike lanes. Bi never feel safe using one because there aren't enough cyclists in the area for car drivers to get used to paying heed. They are a waste of money around here, in my opinion.
More bike lanes/paths with complete connections to trails. Safe places to cross thoroughfares. Safe bike lane down Webster Ave.
Make all trails accessible East River to the Fox River up to Ledgeview beautiful loops more locations to get on off Riverside between Heritage Hill and briar light willow Brooke would be ideal
Make a safer option to cross Webster somewhere between St. Joseph and Porlier Street in Green Bay.
Libal St could use some bike lanes, hopefully with reconstruction this is addressed. Also it's difficult to get to the Fox River Trail so more location where you can cross Riverside Drive would be helpful. The connector path that runs along 172 is great, but the crossing at Webster is scary to navigate on a bike.
Keep East River trail clear of snow in winter - needs to be coordinated with all municipalities the trail moves through.
I've almost got run over by bikes when walking on the side walks. Something has to be done to keep these bikes on the road or on the bike paths.
It's tough to cross Taft street to get to the trail from the arbor-rosemont area
Install multiple crosswalks from allouez neighborhood bordering riverside drive to Fox River trail, force drivers to stop when pedestrians are present (like ones in depere)Four lanes of high speed traffic on riverside make it dangerous to access Fox River trail. Also would like to see tunnel from heritage hill under riverside developed as safe wild animal crossing, as there is abundant wildlife and daily roadkill. Would like bike lane on riverside drive and Webster Ave so there is a free path to go between allouez and downtown gb or depere. Unfair to have to pay to use Fox River trail to bike
Improve the roads they are terrible we don't need sidewalks running through our neighborhoods

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I would just love to have a safe easy way to get to the Fox River Trail. Getting their via Allouez Ave or the connector off of Webster is unsafe and scary. But thank you Allouez for keeping the East River Trail plowed in the winter (unlike Bellevue and Depere sections)
I would appreciate more "yield to pedestrians" signage on Webster, especially north of Allouez Avenue. Even in marked crosswalks, drivers still no not yield. Perhaps we need some flashing lights along with the signs.
I think a sidewalk/bike path from Webster and the trail should be connected through the same place the crosswalk was implemented. Coming off of briar street. The curve around st Mary's makes it very difficult to see pedestrians and cars that are coming at a very fast pace.
I support safe walking and biking, however I do not support the supposed sidewalk that the city wants to put in on Roselawn Blvd. I want to have my privacy and my yard to be my own. Traffic for walking and bikes is good right now and would have concerns with strangers in my front yard if city approved sidewalk. Thank you
I spend a lot of time biking in Allouez and feel comfortable navigating it without difficulty.
I oppose installing a sidewalk on Roselawn Blvd where I live. While there is occasional through traffic between Riverside and Webster, the current vehicle and foot traffic balance feels appropriate. Previously living in downtown Green Bay with a sidewalk in front of our house, we experienced constant pedestrian traffic day and night. Moving here was motivated by wanting a safer environment for our child to play in the front yard. Introducing a sidewalk could increase foot traffic, reducing privacy and safety for families, especially with many new families and children now living on our street.
I live on McCormick Street and in order to be able to safely walk my dog on sidewalks I end up needing to leave Allouez and go into the city of Green Bay. We have some on again off again sidewalks on McCormick but the streets south of us do not have sidewalks at all and the addition of them would greatly improve walkability and potentially increase foot traffic to businesses which as Lorelei Inn and Lox, Stock, and Bagel. Also, completing the sidewalks on McCormick and the addition of sidewalks on the streets to the south would improve accessibility and safety for children.
I know it's county highway, but a dedicated bike/pedestrian path on Hoffman Rd, especially east of East River Dr would be amazing.
I believe people will walk and ride where they want to, cross streets where they want to,... whenever they want to with or without sidewalks , marked biking pathways or trails.
Help push to get the county onboard with making their roads more pedestrian friendly. Local municipalities seem more willing to add bike/ped infrastructure, but with county roads slicing up all the municipalities, that makes overall connectivity difficult. Consider more sidewalks, separate bike paths, or protected bike lanes when separation is not possible. Induced demand works for bikes too - build it and they will come.
From growing up in the 1990s there has been good progress with adding sidewalks, keep up the momentum. Libal should be on the short list to have sidewalks on both sides. I also think Broadview could benefit from sidewalks on both sides the whole way as well.
For the section of Allouez south of 172 and in between Webster and Riverside, I'm not sure there are many options since Webster/Riverside are high volume roads and Riverside is actually a state highway.
Flashing lights for pedestrian crossings of major streets, similar to what De Pere has on Riverside Dr on the east side
Flashing lights along with crossing areas. People do not hardly stop especially on East River Drive
Fix roads, like Broadview East of Libal
Enforcement of speed limits, enforcement of yielding right of way to pedestrians/bike traffic. Making cross walks more visible especially across Webster. Generally interconnecting neighborhoods to access all of Allouez.
Enforced speed limits, wider sidewalks- maybe with guard rails, or an overpass on riverside to get to the trail. Or sidewalks— or paved easements to go between streets versus going on Webster or Riverside. I can't let me kids bike anywhere for fear of them getting hit.
Educating drivers of Yield to Pedestrian laws, creating highly visible/textured crosswalks, enforcing Yield to Pedestrian laws. Adding space between road and sidewalk on Webster Ave. Adding traffic calming measures on Webster and Riverside.
East river walkway could be raised up by Longview entrance in both direction
East River Drive corridor has lots of walkers, bikers but limited sidewalks.

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East River Drive and Broadview sidewalks would be nice, walking on those roads doesn't always feel the safest
East Lawn Park restrooms being open would help biking and walking families enjoy the park trail and kayak launch!
Easier access to the Fox River Trail across Riverside Drive. As of now there are two few official crossings and traffic goes pretty fast. It's a long way from the north border of Allouez to the Heritage Hill crossing so pedestrian access is very limited and doesn't feel safe.
Draw more families to the area with safe biking advertising on Facebook. Easy access to parking and village parks.
Don't need any sidewalks anywhere!
Do not take owner property to install sidewalks. Fix the roads south of 172
Do NOT put a sidewalk on the north side of Broadview from West Pennwood Cir to Webster. There is a sidewalk on the south side if the street. Langlade will be closing. This is unnecessary and a waste of money. It will ruin those properties and cause property owners to maintain them.
Develop better bike/ped plan for community of Allouez. Of utmost interest to me is for safe crossing of Riverside Drive in more locations than what we have. The current crossing locations are not convenient for much of the community due to lack of sidewalks on either side.
Designated connections to East River Trail and Fox River Trail. Crossing to Heritage Hill. Signing and Promotion of proper side of streets to walk on. (reminders to face traffic)
Designated bike lanes, button activated flashing signals for crossing Green/Libal, Green/Webster, Broadview/Libal. A safe pedestrian crossing at Broadview/Webster- that is an intersection that needs improvement in many ways, perhaps even a roundabout? Broad view needs resurfacing. If only there was a pedestrian/bike bridge from Allouez to Ashwaubenon, but that is a dream- my son would have to go to Mason or De Pere to get to his school friends who lived closer to Lombardi and southwest…
Depending on where you live in Allouez, there could be more areas to cross Webster and Riverside to get to one trail or the other with access to the trail. It is STILL dicey to get across Libal as a walker by Langlade. I don't have kids there anymore but even walking the dogs sometimes is challenging.
Crossing Webster can be challenging. Would love to see Hawk Crossings there.
Crossing Webster Anywhere except at Allouez Ave. is a nightmare. Motorists have no idea where crosswalks are, we need better markings like they have in De Pere!
Crossing Riverside/Monroe is dangerous—even with the signaled crosswalk areas. We also need more designated bike lanes! Libal is busy and areas of asphalt are in bad condition.
Cross walk signals on Website & Fairview, Riverside Dr and St Norbert Abbey
Cross walk by Stanton ct to riverside dr to trail
Create biking lane on Libel. Add pond crossings on Webster T or near Kalb st and on Monroe/Riverside Dr.
Clearly marked bicycle lane and slow traffic
Building sidewalks along all of Riverside Drive. I live on the road and often see people walking in the shoulder or through grass. It is extremely unsafe to be out of a car along Riverside. No sidewalk along Riverside means we cannot safely walk or bike to W Briar HAWK or, preferably, Stambaugh rd. I love the East and Fox River Trails, but driving to them for safety reasons, when I can see the fox from my driveway, is not ok. Work with Willowbrook building to provide public access to the Fox and create a quasi-park.
Bridge to Fox River Trail
Bike paths. Wider sidewalks
Bike lanes, trails, and signaled crosswalks
Bike lanes that are well marked on Allouez Avenue, Webster St Joseph Greene Libal and other major streets.
bike lanes can only do so much, bikers/walkers still get hit. best option is separate trails/lanes. but hard to do I know.
Bike lane on Libal street
Better, and additional, options to cross Webster (south of 172) and Riverside roads. Sidewalk on Webster is too close to road, gives an unsafe feeling.
Better trail connectivity for neighborhoods. Crossing Riverside Drive can be treacherous.

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Better sidewalks and biking trails on libal and riverside drive
Better road quality.
Better crosswalks to include fresh paint and smooth asphalt. The residential streets are fine with no crosswalk due to low traffic but crossing Webster is dangerous everywhere. Specifically at Allouez Ave/Webster intersection, the gaps in asphalt are dangerous. We have toddlers and push strollers and it is terrifying hitting one of those potholes.
Better crosswalk opportunities on Webster and Riverside.
Be able to safely cross by Taft or just south of that
As an Allouez resident, I do feel that Webster is a little bit of a problem area. I think better safety measures can be put in to cross the road. Slower speed limits can be implemented and also the sidewalks brought back away from the road. It's a struggle to walk/bike on Webster Ave. because you feel the rush of cars right behind you. I feel Webster Ave can have the positive capabilities of what side streets in Allouez already have.
Allow for additional crossing along Riverside Drive. Sidewalk along Riverside Drive.
Adding crosswalks to the state park we have right in our community. Walking on Webster gets very scary because traffic moves incredibly fast and there isn't grass between the sidewalk and the road in some sections. Adding more cross walks on Webster would be helpful. Also slowing down traffic would make it feel safer to bike and walk. Downtown DePere is 25mph and the transition into Allouez gets traffic moving so fast.
Add Signal crossing at kalb, garland. Enforce speed limits and crossing lights
Add more sidewalks for better safety, plow the streets from edge to edge every snowfall during the winter to accommodate walkers during the winter. Make the whole village accessible for wheelchair users.
Add crosswalks to cross Riverside drive to access the Fox River trail. Create a better connection between the East River Trail and Fox River Trail. Add bike lanes to the entire Greene Avenue.
Activated cross walk on Webster near Webster Market and one on Monroe near St. Joseph Street intersection.
Access to Trail from Arbor /Rosemont neighborhood
Access to the path from Webster Ave. to Riverside drive that connects to the Fox River trail should have a bike lane on webster. There should be a walk light at Greene and Webster.
Access from the East River Trail to the Fox River Trail is so needed
A way to easily cross from Roselawn Blvd in to the Abbey or Fox River Trail via bicycle with young children.
A safe crosswalk to fox river trail
A flashing light or at minimum a crosswalk at Optimist Park to get to sidewalk of road. There is now a sidewalk coming out of park. Good to connect to west side of road sidewalk. Also, a flashing light by Hilltop/Libal. Cars fly out of round about and seldom stop for crosswalks. Similar feel at Broadview/Libal. A round about at Hoffman and East River Drive. Getting more dangerous for cars and pedestrians. Too fast and too busy. Seldom have anyone stop for me when crossing intersection and if someone does, they are almost rear-ended or passed over n right side to get around them.
A crosswalk on Riverside drive near the Riverside Animal hospital. It is very difficult to cross on bike or foot in that area
A better/safer route to connect the east river and fox River trails. Protected bike lane on Webster More dedicated bike lanes. A safer crossing of S. Webster between 172 and Ridgeway blvd Speed tables on Hoffman road Better lighting on Libal under 172

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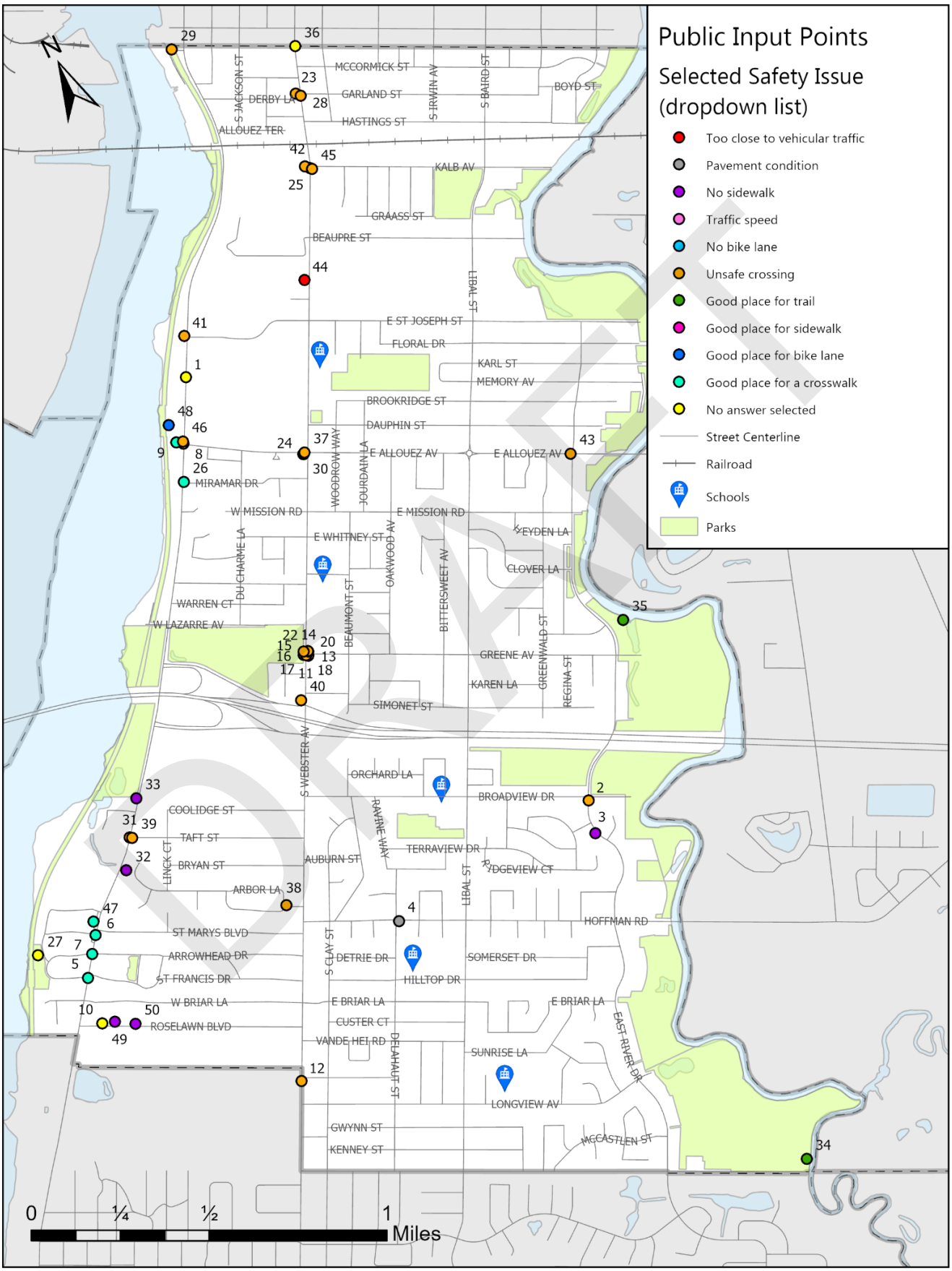
Appendix B: Online Mapping Public Input



Allouez 2024 Bicycle and Pedestrian Plan Update - Public Input Points		
Map ID	Selected Description	Submitted Comment
1	No answer	
2	Unsafe crossing	Please ticket park users who park too close to the stop signs and into the interasections
3	No sidewalk	Sidewalks would be good between Hoffman and Green Isle Park
4	Pavement condition	Delahut Street needs improvement
5	Good place for a crosswalk	Need more safe crosswalks to get to Sunset Park and the Fox River Trail
6	Good place for a crosswalk	Need more safe crosswalks to get to Sunset Park and the Fox River Trail
7	Good place for a crosswalk	Need more safe crosswalks to get to Sunset Park and the Fox River Trail
8	No answer	
9	Good place for a crosswalk	Is there a way for the Village to purchase a portion of the property where the Mariner Hotel/Restraurant is to create a safe crossing and access to the Fox River Trail here?
10	No answer	
11	Unsafe crossing	Would be nice to have a flashing crosswalk, cars often won't slow down at all at this section
12	Unsafe crossing	Many people walk to the Abbey, very hard to cross Webster with fast moving traffic.
13	Unsafe crossing	
14	Unsafe crossing	
15	No answer	
16	Unsafe crossing	
17	Unsafe crossing	
18	Unsafe crossing	
19	Unsafe crossing	
20	No answer	
21	Unsafe crossing	
22	Unsafe crossing	
23	Unsafe crossing	Only one crosswalk at this location crosses Webster where there is a median strip to wait on if necessary. Most cars are well over the 25mph speed limit.
24	Unsafe crossing	Pedestrian walk lights: push buttons are confusing. Even after using the push button the walk light doesn't come on for the next cycle.
25	Unsafe crossing	Difficult to cross Webster safely due to high traffic speeds (usually above speed limit).
26	Good place for a crosswalk	Need access through to the Fox River Trail
27	No answer	
28	Unsafe crossing	Traffic rarely stops for pedestrians, and because of the offset between Derby and McCormick cars turn almost on top of walkers
29	Unsafe crossing	The sharp hairpin curve from the trail to the Grignon St. access means erratic speeds and possibility of crashes. Restoring the Y that used to be there (so bicyclists coming north on the trail wouldn't have to almost stop to make the turn) would help.

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30	Unsafe crossing	If you arrive when the light is green, and you want to cross both streets, you may have to wait 3 or 4 cycles of the light.
31	Unsafe crossing	Would love to cross here to access Fox River Trail, but feel extremely unsafe doing so.
32	No sidewalk	Provide legitimate connection between this (defunct?) park on Arbor Lane and Riverside. Walking through the Animal hospital parking lot and along Riverside grass feels unsafe.
33	No sidewalk	Need a sidewalk connecting to FRT. This connection doesn't make any sense if we have to walk along Riverside with no sidewalk to access it.
34	Good place for a trail	Connect East River path straight through to De Pere
35	Good place for a trail	Think about extending the West side of the East River Trail over the slue and along E River Drive up to St Joseph st
36	No answer	
37	Unsafe crossing	Pedestrian light does not work - pushing the button does NOT provide a walk light!
38	Unsafe crossing	This neighborhood currently has no safe access to local parks.
39	Unsafe crossing	the only outlet from this neighborhood to the west is here, and there is no way to safely cross or get to a crossing -- ie, no sidewalks
40	Unsafe crossing	Info sign for directions to East River Trail, Suggest Woodview, Simonet,, Regina, to Green
41	Unsafe crossing	Need for a light or crosswalk to get across Riverside to access the Fox River Trail for both walking & biking
42	Unsafe crossing	Very difficult to cross Webster between Kalb & Webster Market area for both biking & walking
43	Unsafe crossing	Need stoplight to cross Allouez Ave here for biking trail & Green Isle park access
44	Too close to vehicular traffic	Sidewalks along Webster dangerous need buffer esp. for special needs citizens
45	Unsafe crossing	Need crosswalk warning or stoplight
46	Unsafe crossing	Need crosswalk warning or stoplight
47	Good place for a crosswalk	
48	Good place for a bike lane	Sidewalk/ bike trail
49	No sidewalk	NO SIDEWALK ON ROSELAWN
50	No sidewalk	

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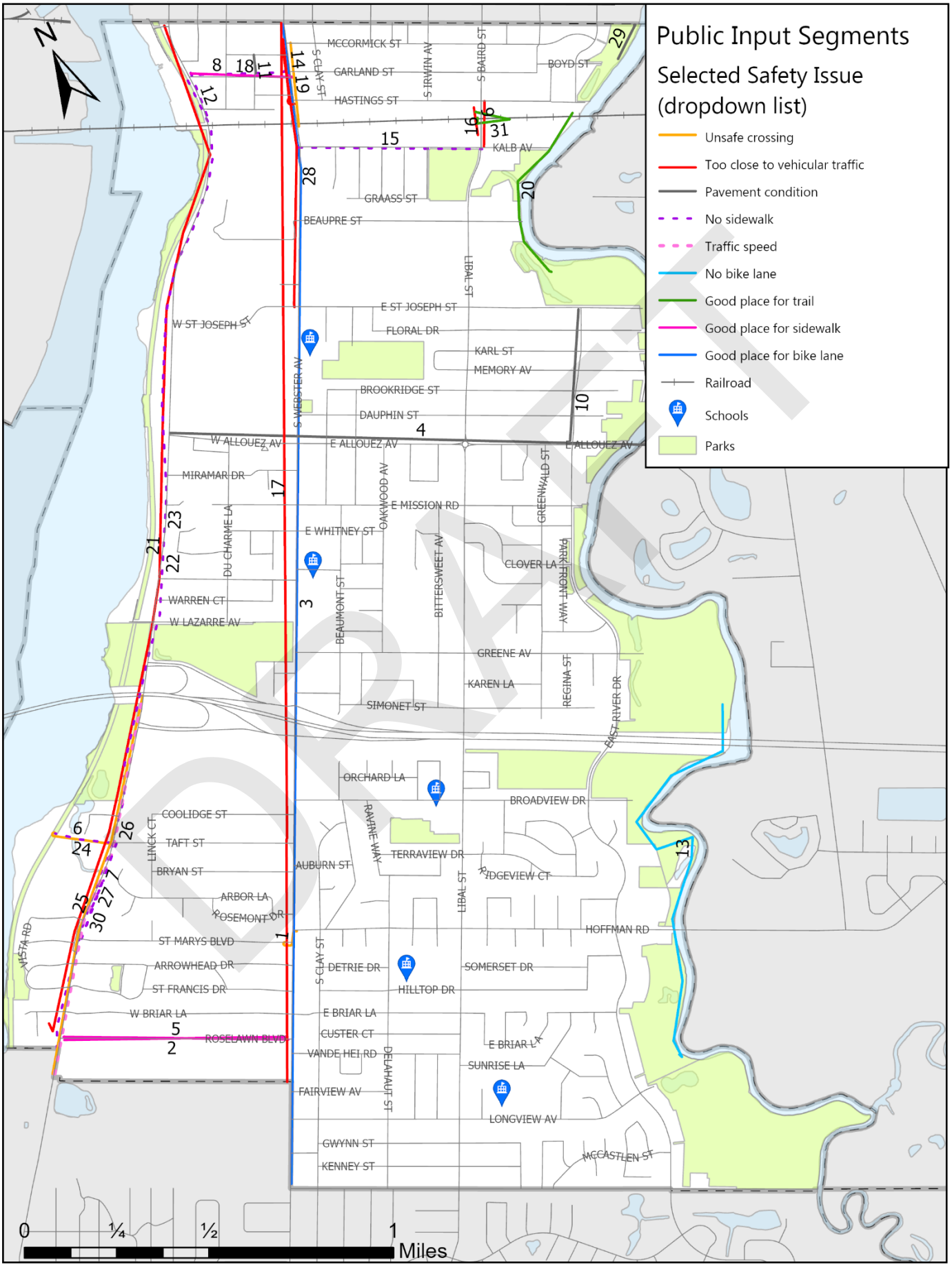
Public Input Segments
Selected Safety Issue (dropdown list)
Unsafe crossing
Too close to vehicular traffic
Pavement condition
No sidewalk
Traffic speed
No bike lane
Good place for trail
Good place for sidewalk
Good place for bike lane
Railroad
Schools
Parks
DRAFT
MCCORMICK ST
GARLAND ST
HASTINGS ST
S CLAY ST
S IRVIN AV
S BAIRD ST
BOYD ST
KALB AV
GRAASS ST
BEAUPRE ST
LIBAL ST
E ST JOSEPH ST
W ST JOSEPH ST
FLORAL DR
KARL ST
MEMORY AV
S WEBSTER AV
BROOKRIDGE ST
DAUPHIN ST
W ALLOUEZ AV
E ALLOUEZ AV
MIRAMAR DR
OAKWOOD AV
E MISSION RD
GREENWALD ST
E WHITNEY ST
DU CHARME LA
CLOVER LA
PARKFRONT WAY
BITTERSWEET AV
BEAUMONT ST
WARREN CT
W LAZARRE AV
GREENE AV
KAREN LA
REGINA ST
SIMONET ST
EAST RIVER DR
ORCHARD LA
BROADVIEW DR
COOLIDGE ST
LINCK CT
TAFT ST
BRYAN ST
RAVINE WAY
TERRAVIEW DR
AUBURN ST
RIDGEVIEW CT
ARBOR LA
ROSEMONT DR
HOFFMAN RD
VISTA RD
ST MARYS BLVD
ARROWHEAD DR
ST FRANCIS DR
DETRIE DR
SOMERSET DR
HILLTOP DR
W BRIAR LA
E BRIAR LA
CUSTER CT
ROSELAWN BLVD
VANDE HEI RD
DELAHAUT ST
SUNRISE LA
FAIRVIEW AV
LONGVIEW AV
GWYNN ST
KENNEY ST
MCCASTLEN ST
0
¼
½
1
Miles

Allouez 2024 Bicycle and Pedestrian Plan Update - Public Input Segments		
Map ID	Selected Description	Submitted Comment
1	Unsafe crossing	I'd like to get to Fox River trail easier from here.
2	Good place for a sidewalk	Roselawn needs sidewalks. Parents living on this street are so incredibly irresponsible. I drive this road daily, and every single day, there are small children playing in the roadway, sometimes unattended. Sidewalks create safe streets and neighborhoods.
3	Good place for a bike lane	Bike lanes on Webster would be great, as long as we can keep the speed limit down to 25 MPH
4	Pavement condition	Road condition on Allouez Avenue is so poor and needs improvement
5	Good place for a sidewalk	
6	Unsafe crossing	unsafe crossing, no sidewalk, no access to Fox River Trail
7	No sidewalk	no connection to the rest of Allouez sidewalk system, or crosswalk on Riverside
8	No sidewalk	Derby Lane could use a sidewalk.
9	Too close to vehicular traffic	Pavement is too narrow in the railroad underpass for cars to safely share lane with bicycles. Uphill after passing under makes bicycles slow.
10	Pavement condition	Very rough pavement for bicycles.
11	Pavement condition	Potholes, etc. means bicycles have to zigzag down the middle of the street.
12	No sidewalk	Only access point to Fox River Trail (walking) until you go north to Marine St. Sidewalk would permit climbing off trail at that point to go to Robinson Hill neighborhood
13	No bike lane	East River Trail is too narrow to safely bicycle and provide legally required 3 feet of space when passing (opposite direction) bicycles.
14	Too close to vehicular traffic	Bicycling: no straight crossing of Webster Ave. Bicycles must turn onto Webster for a half block then turn off in order to cross Webster.
15	No sidewalk	Pedestrians must use road. this is especially a problem approaching Webster where turning cars are not expecting pedestrians on the roadway in front of them.
16	Too close to vehicular traffic	Too narrow to bike safely under the railroad
17	Too close to vehicular traffic	Webster is too narrow to bike safely, and on the sidewalk there are pedestrian-bicycle conflicts
18	Good place for a sidewalk	Too much traffic to walk safely on Derby
19	Unsafe crossing	Offset streets make the intersections scary
20	Good place for a trail	East River Trail would be much more useful without the gap -- it's a long way to the street and back walking
21	No answer selected	
22	Too close to vehicular traffic	The entire length of Monroe/Riverside in the village is too narrow to allow safe biking
23	No sidewalk	The entire length of Monroe/Riverside needs sidewalk.
24	No sidewalk	Work with Willowbrook building to create public pedestrian connectivity (even if no parking from public allowed) to Fox River Trail. This is a beautiful plot of land which would provide significant access to the FRT from Taft.

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25	Unsafe crossing	There need to be more pedestrian-activated crossings on Riverside. It is extremely unsafe to cross Riverside as a pedestrian. I always see people waiting for a break in car traffic to cross, even though peds have right-of-way.
26	Traffic speed	Traffic speed on Riverside is always above 35. Needs some kind of traffic calming. Maybe add island in middle with street trees, and turn lanes cut into island where necessary.
27	No sidewalk	Add real connectivity between these parking lots. Seems silly for each business to have their own. Could be more efficient/convenient for peds AND cars to have one parking lot.
28	Too close to vehicular traffic	Sidewalk is very close to fast moving traffic (many cars exceed the speed limit). Sidewalk has uneven spots and drops down at driveway entrances, making footing a bit wobbly.
29	Pavement condition	Very bumpy for bicycling.
30	No sidewalk	Neighborhood has no safe way to get to the sidewalk that starts/ends at St Marys blvd
31	Good place for a trail	Connect east river trail to rail bridge crossover

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Appendix C: Possible Funding Sources

The following list of programs can support the development of a comprehensive walking and bicycling network. Many of the facilities and multi-use trails across Brown County have been built using state or federal transportation funding from the following funding sources (the list is not all inclusive).

Transportation Alternatives Program (TAP)

TAP is a grant program that was authorized in 2021 in the Bipartisan Infrastructure Law (BIL). 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 TAP 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 web page.

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. The local assistance grant programs include Aids for the Acquisition and Development of Local Parks (ADLP), Urban Green Space (UGS) grants, Urban Rivers (UR) grants, and Acquisition of Development Rights (ADR). The Village of Bellevue should consider applying for funds from the Knowles – Nelson Stewardship Program to assist in funding the construction of off-street trail systems. The Wisconsin Department of Natural Resources is the primary resource for information about the Stewardship Program. All the programs have a May 1 deadline.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) can cover up to 90% of an eligible project's cost, requiring a 10% match of state and/or local funds. The program is a federal reimbursement program and not a federal grant program. This program and its predecessor program have been used to fund many projects across Brown County. The village can 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. Applications are submitted to WisDOT.

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Federal Recreation Grant Programs

The Wisconsin DNR administers two federal grant programs, the Land and Water Conservation Fund (LWCF) and the Recreational Trails Program (RTP). They are administered in conjunction with the Stewardship local assistance grants. These programs fund projects provide outdoor recreation opportunities for the public. The LWCF grants support land acquisition and development of high-quality outdoor recreation amenities in local communities. The RTP funds are used for the development, rehabilitation, and maintenance of recreational trails and trail-related facilities for both motorized and non-motorized recreational trail users. Up to 80% of eligible project costs may be reimbursed through the RTP. More information can be found at: https://dnr.wisconsin.gov/topic/Stewardship/FederalLUG.

CMAQ Program

If Brown County is designated as an air quality non-attainment area in the future, Allouez can 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.

Safe Streets for All (SS4A) Program

This program was created under the Bipartisan Infrastructure Law in 2021. The program provides funding for comprehensive safety action plans, planning and demonstration grants, and implementation grants. To apply for implementation grants under this program, the applicant must have an eligible comprehensive safety action plan in place.

PeopleForBikes – Community Grants

The PeopleForBikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. For more information including application timelines and grant guidelines, visit the PeopleForBikes web page: https://www.peopleforbikes.org/grants.

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Appendix D: Village Board Resolution

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