PLAN COMMISSION MEETING
TUESDAY, NOVMEMBER 18, 2025
5:30 PM, ALLOUEZ VILLAGE HALL

CALL TO ORDER/ROLL CALL

Lefebvre called the meeting to order at 5:30 p.m.

Present:	Brunmeier, Lefebvre, Marsch, Ostrenga-Ruffell, Robillard, Van Remortel
Excused:	Capichano-Simmons
Also Present:	Fuller, March

MODIFY/ADOPT AGENDA

Marsch / Van Remortel moved to adopt the agenda as presented. Motion carried.

MODIFY / ADOPT MINUTES

A. Minutes dated July 15, 2025

Ostrenga-Ruffell / Van Remortel moved to approve the minutes dated July 15, 2025, as presented and placed on file. Motion carried.

B. Minutes dated September 29, 2025

Van Remortel / Ostrenga-Ruffell moved to approve the minutes dated September 29, 2025, as presented and placed on file. Motion carried.

ANNOUNCEMENTS

- None

PUBLIC APPEARANCES

- None

PRESENTATION BY COMMUNITY ADVOCATE, MEGAN DARLING – RIVERSIDE DRIVE CORRIDOR: SAFE ACCESS TO THE FOX RIVER TRAIL

Megan Darling, 221 Arbor Lane

- Participated in the Green Bay Transportation Academy that provides students with the fundamentals of local transportation information, planning, and provides the skills to advocate for themselves and their communities.
- The Riverside Drive Corridor is four-lane state arterial road separating neighborhoods from the Fox River Trail. There are two safe crossings over a three-mile area.
- Since the opening of the trail in 2001 it has become of the most popular and heavily used trails in the State of Wisconsin.

- With it being one of the most popular trails there is not a safe connection between neighborhoods and the trail. Riverside Drive is designed to encourage speeding even though the speed limit is 35mph.
- Community is needing safe access to trail, continuous sidewalks, and have the Village be more walking and biking friendly.
- Offered different suggestions in order to accommodate and accomplish.

Discussion:

- A meeting with WisDOT would be the best place to start.
- Any sidewalks or changes to Riverside would come out of the Village budget due to the State Hwy holding up better than they thought.
- State controlled roadways are very difficult to lower the speed limit.
- What can Allouez do to make changes to Riverside Drive? Walkways can be added, but the DOT would need to give final approval.
- Around 98.5% of Allouez residents live east of Riverside Drive. Only 1.5% of the Allouez population does not have to cross Riverside Drive to utilize the trail.
- A three-lane configuration on Riverside Drive is possible, and it only takes some paint and convincing WisDOT that it is the smart move. This can improve road crossing conditions including adding a pedestrian island.
- Brown County Planning and Land Services did a study in 2004 of potential crossings on Riverside Drive. The railroad trestle bridge was identified as a potentially low-cost solution if that railroad ever goes away.
- Some of the other issues are once you get people safely across Riverside Drive, how do you get them onto the trail without going onto private property?
- WisDOT did design an intersection at Allouez Avenue, but the Village would have to pay for it.
- A DNR controlled tunnel currently goes under the road near Lazarre on Riverside Drive in Heritage Hill Park. It would present a challenge because the DNR utilizes it to get to the other half of their park on the other side of the road.
- The Village obtained a grant to install a trail and controlled crossing on the north side of STH172 a few years ago.
- Possibly changing the designation of the road from a state trunk highway to a state connecting highway. The difference would be local control, to maintain a state connecting highway the Village would receive funds to plow the road, annual maintenance, and that is calculated on a cost per mile basis. Would also allow the Village input on the road conversations.
- In 2019, a St. Norbert's student reached out to the Village and wanted to conduct a survey on the Fox River Trail. Staff provided the Plan Commission with a presentation at the time with the results of the survey which were about the best practices and best locations for crossings.

<u>DISCUSSION RE: CONTINUING EDUCATION TOPICS FOR PLANNING</u>

- To be moved to the next meeting due to time constraints.

<u>REPORT RE: COMMUNITY DEVELOPMENT AUTHORITY FORMATION</u>

- To be moved to the next meeting due to time constraints.

REPORT RE: ANNUAL TAX INCREMENTAL DISTRICT REPORT

- The Joint Review Board met and approved the report by resolution.
- The TID is scheduled to close in 2039. It can close earlier if we are at a breakeven point with no infrastructure projects in mind. It could close in 2028. A lot of the projects could be funded using TID funds. Projected revenues through the closure of the TID are around $29 million. Current expected expenditure is $14 million.

ADJOURNMENT

Ostrenga-Ruffell / Van Remortel moved to adjourn at 6:30 p.m. Motion carried.

Minutes submitted by Kim Siudzinski, Deputy Clerk.