

Memo

To: Plan Commission

Fr: Trevor Fuller, Planning and Zoning Administrator

Re: ACTION RE: APPROVAL OF VILLAGE OF ALLOUEZ COMPREHENSIVE BICYCLE AND PEDESTRIAN PLAN 2016

Date: 19 January 2017

Background

In early 2015, the Public Works Department requested that a comprehensive bicycle and pedestrian plan be developed for the village. Upon the recommendation from the Plan Commission and village staff, an ad hoc committee was formed by the Village Board and charged with creating such a plan. After the original meeting in July 2015, the committee has spent the past 16 months conducting community surveys, identifying existing conditions, researching best practices, and organizing a plan.

The plan is now near completion, with a public comment period and Village Board adoption yet to take place.

Discussion

Attached, please find the executive summary and the planned facilities maps from the draft 2016 Comprehensive Bicycle and Pedestrian Plan. Also included, are the planned facilities maps from the Allouez Comprehensive Plan, which incorporates the recommendations from the Safe Routes to School Plan (2012). On these maps, "proposed projects" are primarily indicated with dashed lines and "existing facilities" are shown by a solid line.

Public comment period goes through January 27th, with an open house that took place on January 19th.

The primary changes from the Comprehensive Plan/Safe Routes to School Plan that are recommended in the Bicycle and Pedestrian Plan are also attached.

Action

The Plan Commission is asked to recommend approval of the draft Allouez Comprehensive Bicycle and Pedestrian Plan. Discussion should also include when the plan would be incorporated as part of the Comprehensive Plan. Final draft approval and adoption of the plan by the Village Board will take place after the public comment period.

Executive Summary

The Department of Public Works requested that a comprehensive bicycle and pedestrian plan be developed for the village. An Ad Hoc Bicycle and Pedestrian Committee was then formed by the Board of Trustees to allow for resident input into the plan.

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 purpose of the Comprehensive Bicycle and Pedestrian Plan 2016 is to consolidate planning strategies concerning pedestrian and bicycle transportation and recreation into one functional plan. It includes current national and regional best practices for pedestrian and bicycle safety, infrastructure, planning, enforcement and encouragement. The planning stage identified current goals and strategies while outlining new objectives and tactics. This plan will guide the implementation of pedestrian and bicycle programs for the Village of Allouez.

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.

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.

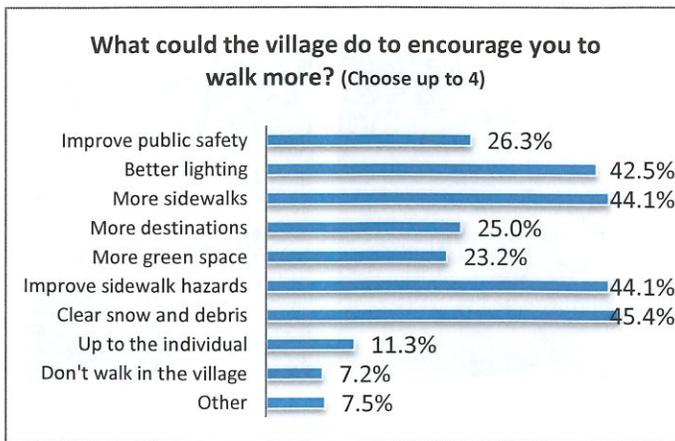
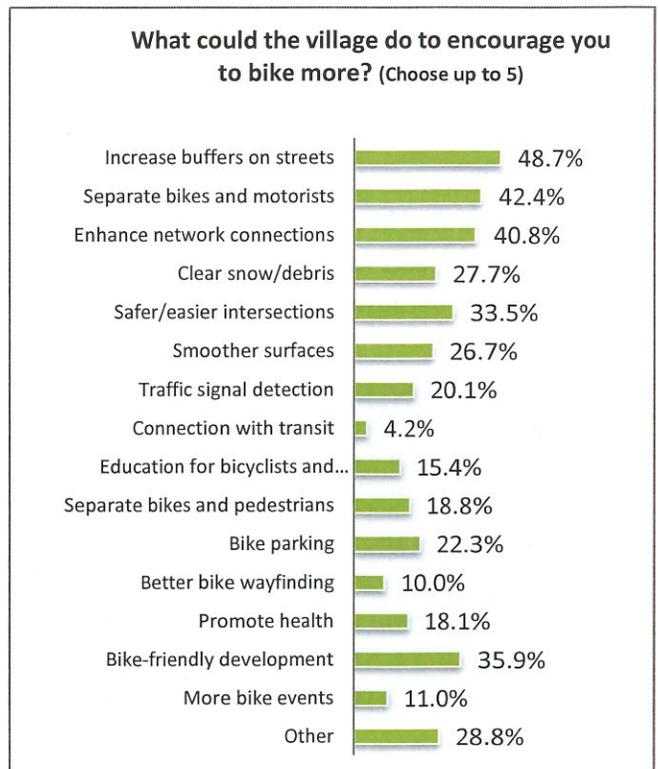
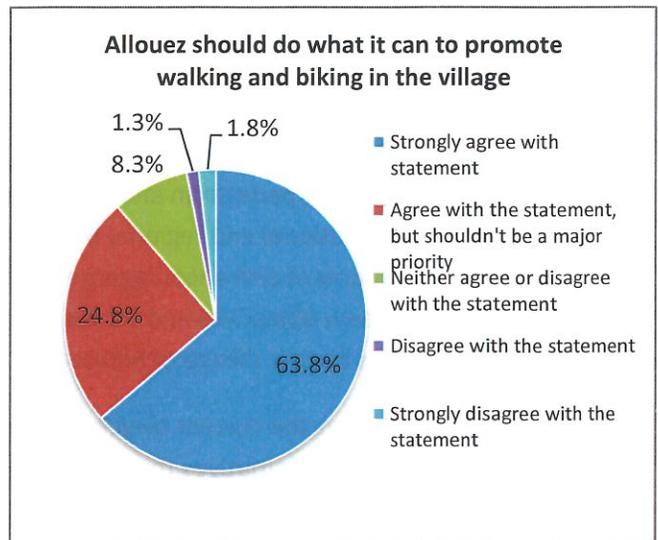
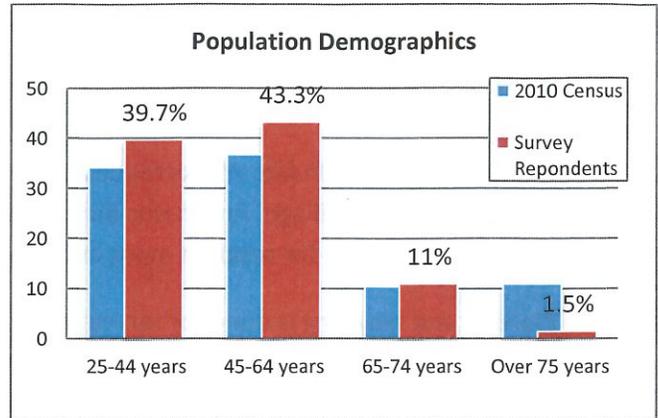
The Allouez road network has cul-de-sacs and residential courts leading to large, long residential streets. As illustrated in the picture below, this road network design differs from the more traditional grid pattern streets found in most central cities and pre-World War II suburbs. The design limits 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.

Nationally, communities have found a desire by citizens to invest in bicycle and pedestrian programs and facilities. In addition, close to ninety 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 Federal Highway Administration recommends Safe Route to School Plans have the “Five E’s” as the goals for each plan. These are:

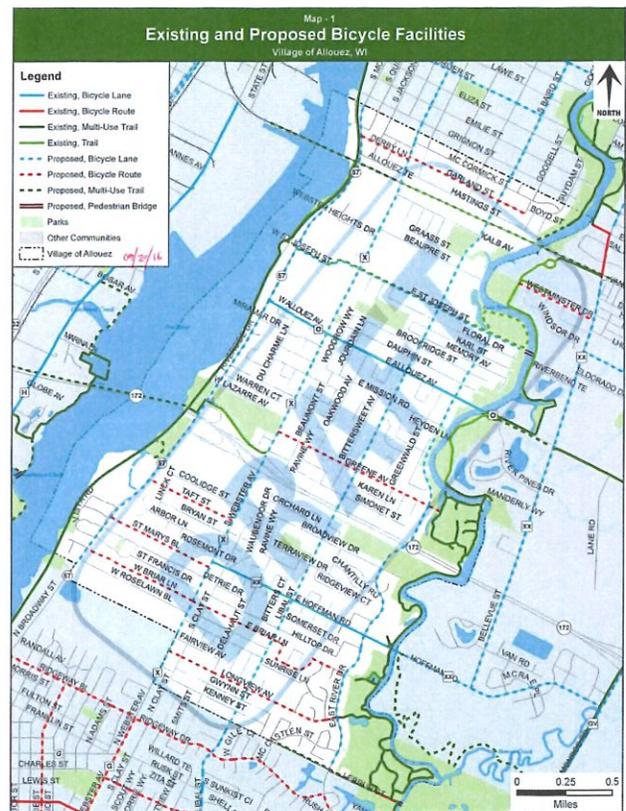
- Education and Outreach Strategies - Develop programs that will inform and build awareness and acceptance of the need to provide walking and bicycling facilities in the roadway network.
- Encouragement - Plan and provide opportunities for residents to engage in walking and bicycling for transportation and recreation as part of their daily lives.
- Facilities Planning and Engineering Strategies - Incorporate 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.
- Enforcement and Ordinances Strategies - Implement physical elements, active traffic management activities and improved village ordinances. This will produce compliance with state and municipal traffic laws and lead to courteous sharing of the roadway network by all users.
- Evaluation, Measurements, and Reporting - Implement an annual review and reporting mechanism to demonstrate progress being made toward the goals of the plan.

The Ad Hoc Committee was mindful of the Five E’s when identifying the programs, facilities, and policies that best address the identified need.

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.

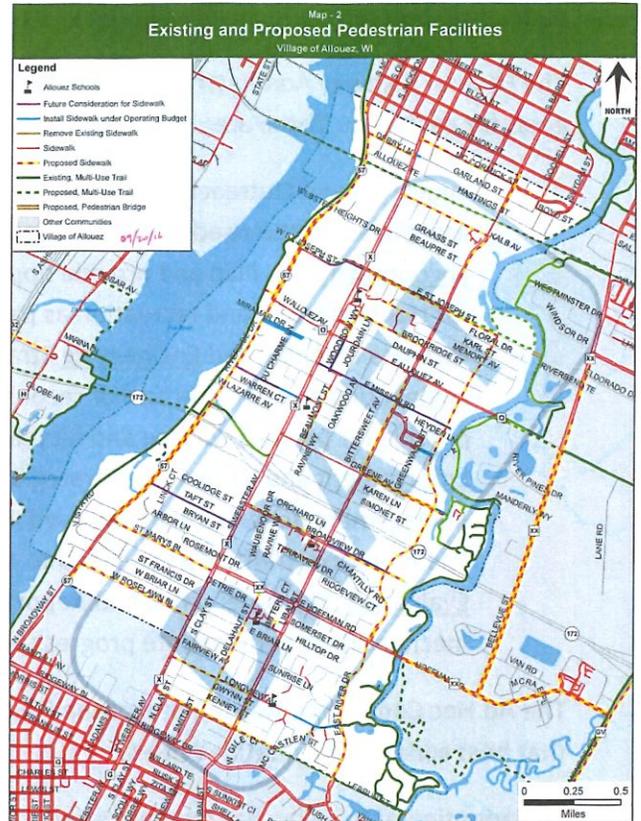
The recommendations identified in chapter 4 are assigned to the appropriate department. Assigning a recommendation to a specific department is meant to keep this plan a living document by making them accountable. The programs and policies are primarily the ongoing responsibility of the Planning and the Parks, Recreation, and Forestry Departments. 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 Ad Hoc Committee was under the assumption while writing this plan that 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 is also intended to be incorporated as part of the Village of Allouez Comprehensive Plan. The village shall consider updates to the plan after five years in order to accommodate growth of the village and changes in village policies and resident attitudes.



Primary changes from the Comprehensive Plan/Safe Routes to School Plan that are recommended in the Bicycle and Pedestrian Plan:

Map 1

Bicycle facilities:

- Existing bicycle lane on Hoffman Road instead of a proposed bicycle lane
- Future consideration for bicycle lanes on Riverside Drive
- Proposed bicycle lanes on Webster Avenue
- Proposed bicycle lanes on Libal Street instead of an existing bicycle route
- Proposed bicycle lane on St. Joseph Street instead of a proposed bicycle route
- Proposed bicycle route on Derby Lane and Garland Street
- Proposed bicycle route on Taft Street
- Proposed bicycle route on Briar Lane
- Proposed bicycle route on Simonet Street
- Proposed bicycle route on Lazarre Avenue and DuCharme Lane
- Proposed bicycle route on Dauphin Street

Multi-use trail facilities:

- Existing trail on the north side of STH 172, between Webster Avenue and Riverside Drive, instead of a proposed trail
- Future consideration for a trail on the north side of STH 172, between Webster Avenue and the East River Trail
- Proposed trail connection to the Fox River Trail west of Riverside Drive, by the stormwater pond
- Proposed trail along the north side of St. Joseph Street instead of existing and proposed sidewalk
- Proposed trail in the East River Parkway, north of St. Joseph Street
- Proposed trail along the Lebrun Street, between McCastlen Street and the East River Trail

Map 2

Sidewalk facilities:

- Future consideration for sidewalks on south side of St. Joseph Street, west of Webster Avenue
- Future consideration for sidewalk on Mission Road
- Future and proposed sidewalk on the north side of Broadview Drive
- Future consideration of sidewalk on Woodrow Way, between Allouez Avenue and Mission Road, instead of proposed sidewalks
- Future consideration for a sidewalk on Taft Street
- Proposed sidewalks on Riverside Drive
- Proposed sidewalks on Libal Street, differing at various locations
- Proposed sidewalk that complete the segments on McCormick Street
- Proposed sidewalks that complete the segments on Blackhawk Drive and Clover Lane
- Proposed sidewalk that complete the segment on Iroquois Avenue
- Proposed sidewalk along Lebrun Street between Webster Avenue and McCastlen Street
- Proposed sidewalk on Roselawn Boulevard
- Proposed sidewalk connecting Popple Court and Wolf Court with Longview Avenue
- Remove proposed sidewalk on Schroeder Lane
- Remove proposed sidewalk on the eastside of Beaumont Street
- Remove proposed sidewalk on the eastside of East River Drive

Note the difference between "proposed" and "future consideration." Proposed facilities will likely be implemented in the next 10-15 years as part of the street reconstruction schedule (as budget permits). Future consideration for facilities are ones that are identified because of need and best practice, but are likely more of a 20 year+ project.

Map - 1 Existing and Proposed Bicycle Facilities

Village of Allouez, WI

Legend

-  Bus Stops/Shelters
-  Allouez Schools
-  Existing, Bicycle Lane
-  Existing, Multi-Use Trail
-  Proposed, Bicycle Lane
-  Proposed, Bicycle Route
-  Proposed, Multi-Use Trail
-  Proposed, Pedestrian Bridge
-  Parks
-  Other Communities
-  Village of Allouez

bike & ped plan

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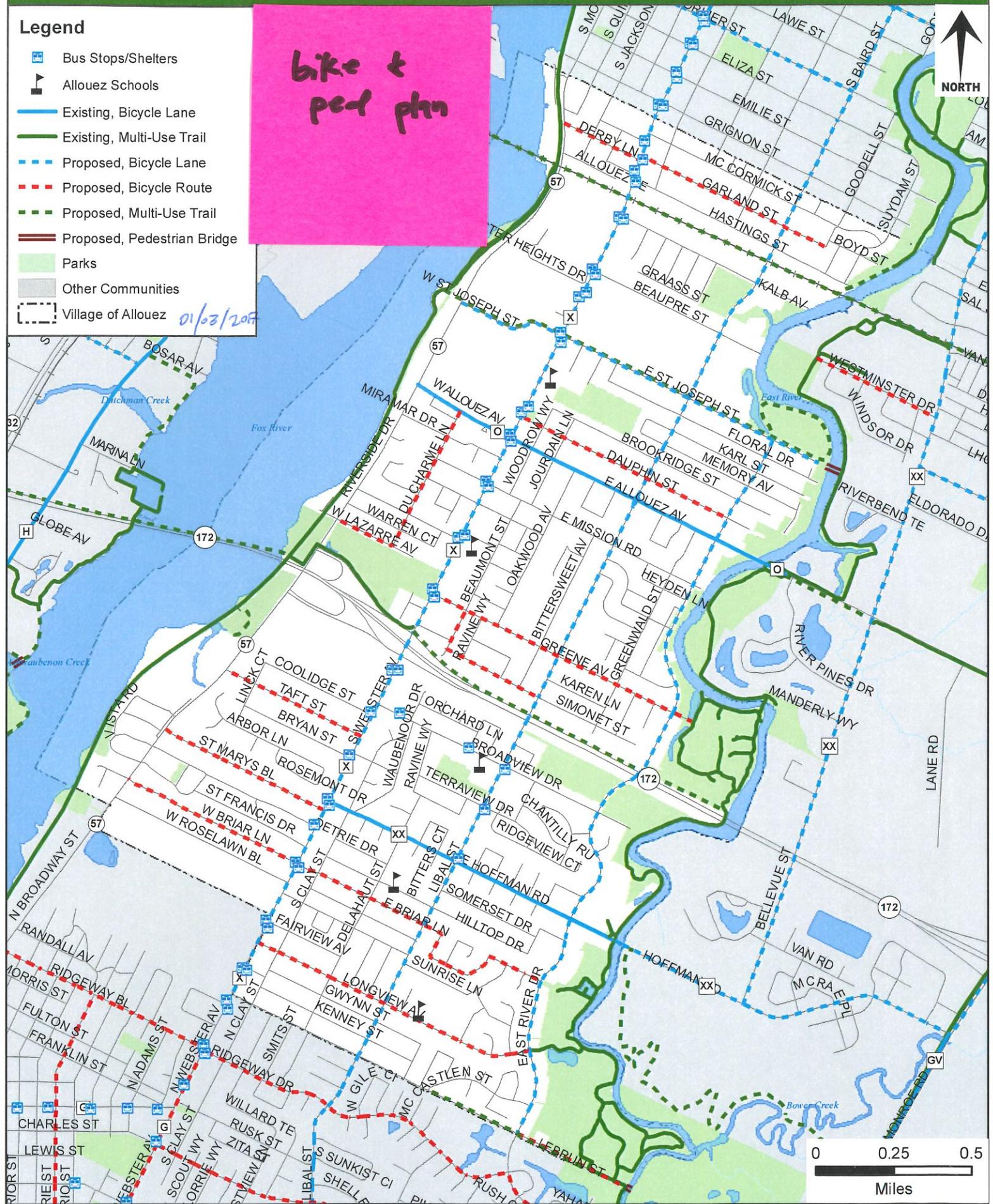


Figure 3-3

Existing and Proposed Bicycle Facilities

Village of Allouez, Brown County, WI

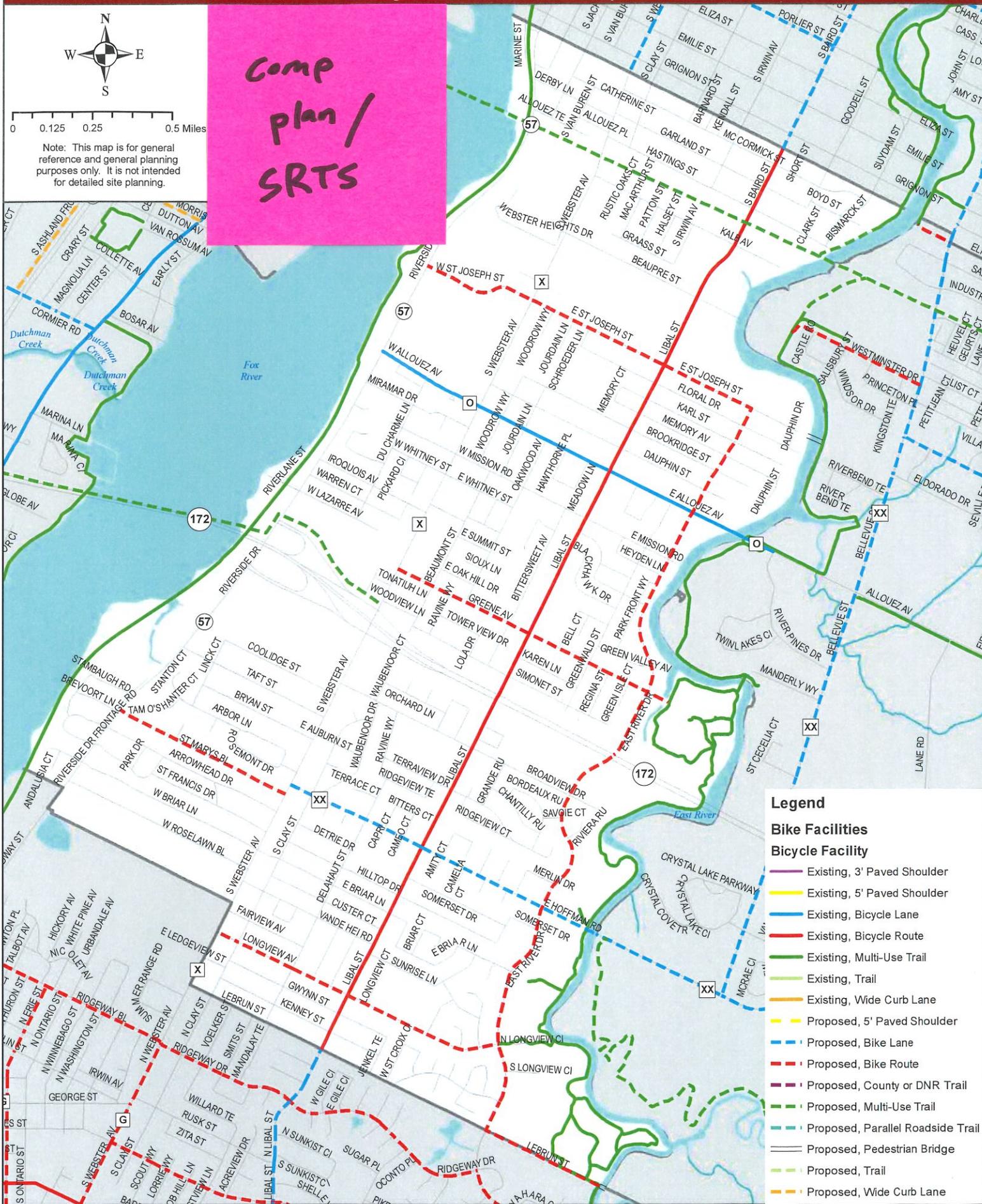


Figure 3-4

Existing & Proposed Pedestrian Facilities

Village of Allouez, Brown County, WI

