



PLAN COMMISSION AGENDA
Tuesday, May 7, 2019 - 6:00 pm
Town Hall - 1900 W. Grand Chute Blvd.

1. Roll Call.
2. Pledge of Allegiance.
3. Approval of Agenda.
4. Approval of Minutes – April 16, 2019 meeting.
5. Public Input.
6. Community Development Director's Report.
7. **Neighborhood Information Meeting #1** – Conditional Use Permit (CUP-08-19) requested by the City of Appleton to allow grading, filling and stormwater management facilities associated with the installation of portions of Spartan Drive and Sommers Drive, between North Richmond Street and future Haymeadow Avenue. **Action:** Hear testimony/close meeting.
8. **Conditional Use Permit (CUP-08-19)** – Request by the City of Appleton to allow grading, filling and stormwater management facilities associated with the installation of portions of Spartan Drive and Sommers Drive, between North Richmond Street and future Haymeadow Avenue. **Action:** Recommend approval/denial of CUP-08-19. (TOWN BOARD ACTION 5/21/2019)
9. **Public Hearing #1** – Special Exception Permit (SE-07-19) requested by Kappa Hospitality LLC, dba The Mad Apple Burger and Billiard Co., 3025 W. College Avenue, for operation of an outdoor service/beer garden. **Action:** Hear testimony/close hearing.
10. **Special Exception Permit (SE-07-19)** – Request by Kappa Hospitality LLC, dba The Mad Apple Burger and Billiard Co., 3025 W. College Avenue, for operation of an outdoor service/beer garden. **Action:** Recommend approval/denial of SE-07-19. (TOWN BOARD ACTION 5/21/2019)
11. **Site Plan Amendment (SPA1-00-87)** – Requested by Kappa Hospitality LLC, dba The Mad Apple Burger and Billiard Co., 3025 W. College Avenue, for construction of an outdoor service/beer garden and associated site improvements. **Action:** Approve/deny SPA1-00-87.
12. **Public Hearing #2** – Grand Chute Pedestrian and Bicycle Strategy Update. **Action:** Hear testimony/close hearing.
13. **Grand Chute Pedestrian and Bicycle Strategy Update** – **Action:** Recommend approval/denial of the Grand Chute Pedestrian and Bicycle Strategy Update. (TOWN BOARD ACTION 5/21/2019)

14. **Site Plan (SP-07-19)** – Request by Midwest Properties I, LLP, 5790 W. Midwest Drive, for construction of a light industrial/storage building and associated site improvements. **Action:** Approve/deny SP-07-19.
15. **Affidavit of Correction – Plat of Grand Chute Southwest Business Park** – Correction to the Plat of Grand Chute Southwest Business Park, releasing and correcting a recorded detention easement on Lot 3 (5790 W. Midwest Drive). **Action:** Recommend approval/denial of the Affidavit of Correction. (TOWN BOARD ACTION 5/7/2019)
16. **Certified Survey Map (CSM-05-19)** – Request by Robert H. and Gladys M. Ebben Revocable Trust, 5625 N. McCarthy Road, for approval of a two-lot CSM with roadway dedication. **Action:** Recommend approval/denial of CSM-05-19. (TOWN BOARD ACTION 5/21/2019)
17. Adjournment.

Public Notice: Agendas are posted in the following locations: Town Hall bulletin boards & Town website www.grandchute.net
2015 Wisconsin Act 79 allows the publication of certain legal notices on an Internet site maintained by a municipality. This law allows these types of legal notices to be posted in one physical location in the jurisdiction (instead of three) if also placed on an Internet site maintained by the local government.

Special Accommodations: Requests from persons with disabilities who need assistance to participate in this meeting should be made to the Clerk's Office at (920-832-5644) with at least 24-hour notice.

Notice of Possible Quorum: A quorum of the Town Board, Sanitary Districts, Board of Review, Community Development Authority, Licensing Committee, Parks Commission, Joint Review Board, Zoning Board of Appeals and/or Police and Fire Commission may be present at this meeting for the purpose of gathering information and possible discussion on items listed on this agenda. However, unless otherwise noted in this agenda, no official action by the Town Board, Sanitary Districts, Board of Review, Community Development Authority, Licensing Committee, Parks Commission, Joint Review Board, Zoning Board of Appeals and/or Police and Fire Commission will be taken at this meeting.

GRAND CHUTE PLAN COMMISSION MINUTES

April 16, 2019

Members Present: Chairman Dave Schowalter, Commissioners Robert Stadel, Bruce Sherman, Julie Hidde, John Weber, Duane Boeckers, Cheryl Ulrich. Members Absent: Commissioner Pam Crosby.

Also Present: James March, Town Administrator; Eric Davidson, Town Board Supervisor; Jeff Nooyen, Town Board Supervisor; Mary Baxter, HR Specialist/Exec. Secretary; Brent Braun, IT Director; Katie Schwartz, Public Works Director; Karen Heyrman, Deputy Public Works Director; Robert Buckingham, Community Development Director; Michael Patza, Town Planner; Tracy Olejniczak, Administrative Assistant; interested parties (audience attendance = 9)

1. **ROLL CALL**

Chairman Schowalter opened the meeting at 6:00 p.m.

2. **PLEDGE OF ALLEGIANCE**

3. **APPROVAL OF AGENDA**

Motion (Hidde/Sherman) to approve the agenda. Motion carried, all voting aye.

4. **APPROVAL OF MINUTES** – MARCH 19, 2019 MEETING.

Motion (Weber/Ulrich) to approve the minutes. Motion carried, all voting aye.

5. **PUBLIC INPUT** – There was no public input.

6. **COMMUNITY DEVELOPMENT DIRECTOR'S REPORT** – Planner Patza summarized progress on the update to the Grand Chute Pedestrian & Bicycle Strategy. Information is available on the Town website.

7. **NEIGHBORHOOD INFORMATION MEETING #1** – CONDITIONAL USE PERMIT (CUP-05-19) REQUESTED BY THE TOWN OF GRAND CHUTE TO ALLOW GRADING AND FILLING ASSOCIATED WITH THE CONSTRUCTION OF CONCRETE HEADWALLS ON THE ENDS OF EXISTING TWIN CULVERTS UNDER N. MCCARTHY ROAD, NEAR THE INTERSECTION OF W. BROOKVIEW DRIVE.

Chairman Schowalter opened Neighborhood Information Meeting #1 at 6:04 p.m. There was not public input.

Motion (Hidde/Boeckers) to close Neighborhood Information Meeting #1 at 6:05 p.m. Motion carried, all voting aye.

8. **CONDITIONAL USE PERMIT (CUP-05-19)** – REQUEST BY THE TOWN OF GRAND CHUTE TO ALLOW GRADING AND FILLING ASSOCIATED WITH THE CONSTRUCTION OF CONCRETE HEADWALLS ON THE ENDS OF EXISTING TWIN CULVERTS UNDER N. MCCARTHY ROAD, NEAR THE INTERSECTION OF W. BROOKVIEW DRIVE.

Director Buckingham provided background on this request, noting that the work is required to accommodate sidewalk construction with the McCarthy Road urbanization project. After construction, the culverts will continue to accommodate the 100-year storm event with no rise in surface water elevations upstream of the project.

Motion (Sherman/Ulrich) to recommend approval of the Conditional Use Permit (CUP-05-19) requested by the Town of Grand Chute to allow grading and filling associated with the construction of concrete headwalls on the ends of existing twin culverts under N. McCarthy Road, near the intersection with W. Brookview Drive. Motion carried, all voting aye.

9. **NEIGHBORHOOD INFORMATION MEETING #2** – CONDITIONAL USE PERMIT (CUP-06-19) REQUESTED BY THE TOWN OF GRAND CHUTE TO ALLOW GRADING AND STREAM ALTERATION ASSOCIATED WITH THE REPLACEMENT OF A CULVERT UNDER N. MCCARTHY ROAD, NEAR THE INTERSECTION WITH W. CLAIREMONT DRIVE.

Chairman Schowalter opened Neighborhood Information Meeting #2 at 6:09 p.m.

Terry Doughty, 5320 W. Clairemont Drive asked for clarification on the location of the culvert, as there are multiple culverts on that road. He also had questions concerning plans for sidewalk on this stretch of McCarthy Road.

Director Buckingham, Director Schwartz, and Planner Patza responded to Mr. Doughty's questions, noting that the culvert being replaced lies south of Clairemont Drive; that plans call for sidewalk on the west side of the road and trail on the east side; that road construction will extend from June – October, with continuous access to private properties throughout construction; and, that the sidewalk is being installed as part of the road construction project in anticipation of future commercial and residential growth.

Director Buckingham encouraged Mr. Doughty to contact the Community Development or Public Works offices if he had any other questions regarding the project.

Judy Coenen, Trustee for the Coenen Family Trust, stated that the culvert appears to be higher than the drainage ditch. She also noted that her family has previously spoken to the DNR about water issues on their property, but no action has ever been taken.

Motion (Sherman/Hidde) to close Neighborhood Information Meeting #2 at 6:20 p.m. Motion carried, all voting aye.

10. **CONDITIONAL USE PERMIT (CUP-06-19)** – REQUEST BY THE TOWN OF GRAND CHUTE TO ALLOW GRADING AND STREAM ALTERATION ASSOCIATED WITH THE REPLACEMENT OF A CULVERT UNDER N. MCCARTHY ROAD, NEAR THE INTERSECTION WITH CLAIREMONT DRIVE.

Director Buckingham provided background on this request, noting that the work is required to accommodate the McCarthy Road urbanization project. The existing 48" culvert will be replaced with a 68" x 43" concrete pipe. The new culvert is designed to reduce the extent of water overtopping the roadway after a large storm event. He asked Craig Schuh, project engineer for the McCarthy Road urbanization project, to address Ms. Coenen's concerns.

Craig Schuh, Ayres Associates, noted that the existing culvert is back-pitched and buried deeper than the adjacent drainage channel. Correcting these conditions and enlarging the pipe size will increase capacity and reduce overtopping on the roadway. He also stated that new storm sewer along McCarthy Road will pick up runoff from land in the area that currently has no stormwater management.

Director Buckingham encouraged Ms. Coenen to contact the Community Development or Public Works offices if she had any other questions regarding the project.

Motion (Ulrich/Boeckers) to recommend approval of the Conditional Use Permit (CUP-06-19) requested by the Town of Grand Chute to allow grading and stream alteration associated with the replacement of a culvert under N. McCarthy Road, near the intersection of W. Clairemont Drive. Motion carried, all voting aye.

11. **NEIGHBORHOOD INFORMATION MEETING #3** – CONDITIONAL USE PERMIT (CUP-07-19) REQUESTED BY THE TOWN OF GRAND CHUTE TO ALLOW GRADING AND STREAM ALTERATION ASSOCIATED WITH THE REPLACEMENT OF A CULVERT UNDER N. MCCARTHY ROAD, NEAR THE INTERSECTION WITH W. NEUBERT ROAD.

Chairman Schowalter opened Neighborhood Information Meeting #3 at 6:20 p.m. There was no public input.

Motion (Sherman/Boeckers) to close Neighborhood Information Meeting #3 at 6:21 p.m. Motion carried, all voting aye.

12. **CONDITIONAL USE PERMIT (CUP-07-19)** – REQUEST BY THE TOWN OF GRAND CHUTE TO ALLOW GRADING AND STREAM ALTERATION ASSOCIATED WITH THE REPLACEMENT OF A CULVERT UNDER N. MCCARTHY ROAD, NEAR THE INTERSECTION WITH W. NEUBERT ROAD.

Director Buckingham provided background on this request, noting that the work is required to accommodate the McCarthy Road urbanization project. The existing 36" culvert will be replaced with a 42" corrugated metal pipe, and the open channel immediately downstream of the culvert will be realigned. He noted that some adjoining property upstream of the culvert experiences flooding and the roadway overtops with water after large storm events. In replacing the culvert, an optimal design option was chosen that would not increase flooding of private property. To achieve that outcome, the extent of water overtopping the road increases during the 100-year storm event. He noted that in a worst case scenario of water overtopping the road, all adjoining properties would still have dry land access from McCarthy Road.

Motion (Hidde/Sherman) to recommend approval of the Conditional Use Permit (CUP-07-19) requested by the Town of Grand Chute to allow grading and stream alteration associated with the replacement of a culvert under N. McCarthy Road, near the intersection with W. Neubert Road.

In response to a question from Commissioner Boeckers, Director Schwartz advised that construction along the portion of road in front of Pierce Manufacturing could be up to three months.

Commissioner Sherman asked if a larger culvert would alleviate the overtopping issue.

Craig Schuh, Ayres Associates, explained that the controlling feature for culvert size and depth is the downstream railroad crossing culvert. This culvert acts as a dam now, and if the road elevation were raised to reduce overtopping, more of the Pierce property would flood after large storm events.

Motion to recommend approval of CUP-07-19 carried, all voting aye.

13. **SITE PLAN (SP-06-19) – REQUEST BY BIG RING STORAGE LLC, DBA BIG RING STORAGE, 5560 W. NEUBERT ROAD, FOR CONSTRUCTION OF ONE SELF-STORAGE BUILDING AND ASSOCIATED SITE IMPROVEMENTS.**

Motion (Sherman/Hidde) to approve the Site Plan (SP-06-19) requested by Big Ring Storage LLC, dba Big Ring Storage, 5560 W. Neubert Road, to allow the construction of one self-storage building and associated site improvements, subject to Town Engineer approval of the Drainage and Erosion Control Plans. Motion carried, all voting aye.

14. **ADJOURNMENT.**

Motion (Sherman/Boeckers) to adjourn the meeting at 6:28 p.m. Motion carried, all voting aye.

Respectfully Submitted,

Tracy Olejniczak/BB
Com. Dev. Admin. Asst.

**Town of Grand Chute
Conditional Use Permit Application Review
City of Appleton**

To: Plan Commission

From: Michael Patza, Town Planner

Date: May 2, 2019

Address: East of N. Richmond Street & North of W. Edgewood Drive

App. #: CUP-08-19

REQUEST

The City of Appleton is planning to construct portions of Spartan Drive and Sommers Drive to serve future development. Spartan Drive and Sommers Drive will be part of a future City street network that will provide north/south connections from W. Edgewood Drive to W. Broadway Drive, and east/west connections from N. Richmond Street and N. Meade Street. The proposed work includes grading, filling, and installation of stormwater management facilities associated with construction of the new streets. Much of the proposed work will occur within 300' of a navigable stream, and a box culvert will be installed for Spartan Drive to cross Bear Creek. Consequently, a County Conditional Use Permit is required to allow impacts to the stream and grading and filling within the Shoreland Zoning District.

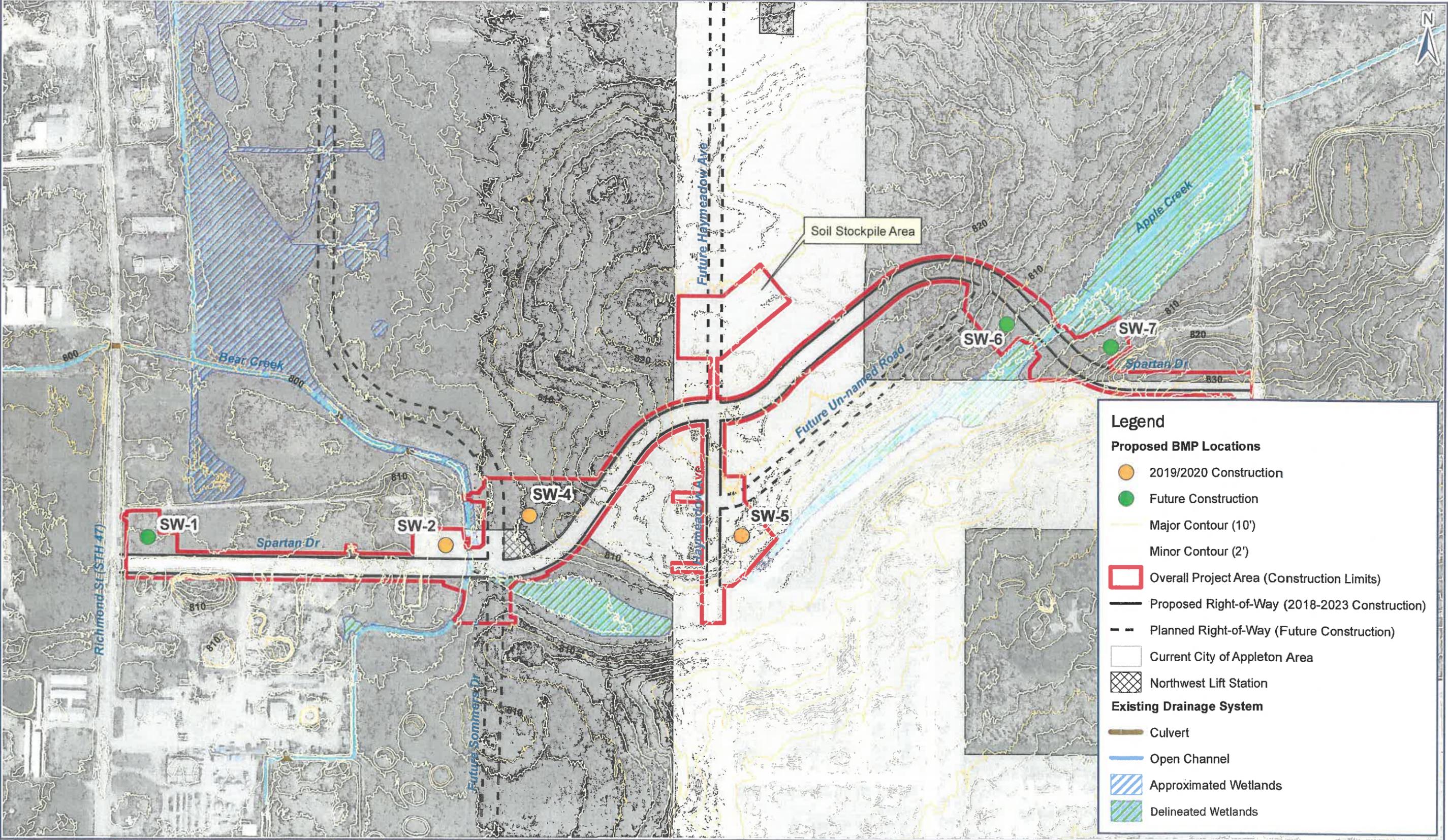
ANALYSIS

The proposed project area is located outside of regulatory floodplain areas. As part of the design process a backwater analysis was conducted to assess existing conditions, determine potential impacts, and size proposed culverts for the project. A flood storage area will be constructed at the upstream (south) side of the culvert crossing of Bear Creek. This storage area will accommodate a large storm event to prevent a rise in surface water elevation upstream of the project. All impacts to wetland areas necessary to complete the project have been permitted by the WDNR. The City is awaiting final approval from the U.S. Army Corps of Engineers for wetland impacts. The Erosion Control Plan consists of utilizing construction site diversion, erosion mat, gravel tracking pads, inlet protection, sediment logs, silt fence, and temporary seeding to prevent sediment from leaving the site. The Town Engineer has approved the Erosion Control Plan.

All property in the Town impacted by this work is owned by ARRB Farms LLC. The City and ARBB Farms are currently working through a development agreement that will transfer the property necessary for the project to the City. Once ownership is transferred, the property will be annexed into Appleton, in accordance with the Intermunicipal Agreement between the City and Town. The Town Engineer did not review stormwater management as part of this process, as the City is conducting their own stormwater management review. Consequently, this permit is only valid for filling and grading activities. If additional work is proposed prior to the City completing the annexation process, additional approvals from the Town will be required.

RECOMMENDATION

Staff has reviewed and supports a Plan Commission recommendation for approval of the Conditional Use Permit (CUP-08-19) requested by the City of Appleton to allow grading, filling, and stormwater management facilities associated with the installation of portions of Spartan Drive and Sommers Drive, between N. Richmond Street and future Haymeadow Avenue.



Legend

Proposed BMP Locations

- 2019/2020 Construction (Orange dot)
- Future Construction (Green dot)

Contours

- Major Contour (10')
- Minor Contour (2')

Project Boundaries

- Overall Project Area (Construction Limits) (Red outline)
- Proposed Right-of-Way (2018-2023 Construction) (Black line)
- Planned Right-of-Way (Future Construction) (Dashed line)

City and Infrastructure

- Current City of Appleton Area (White area)
- Northwest Lift Station (Cross-hatched area)

Existing Drainage System

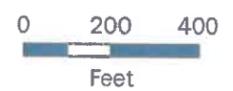
- Culvert (Brown line)
- Open Channel (Blue line)

Wetlands

- Approximated Wetlands (Blue hatched area)
- Delineated Wetlands (Green hatched area)



Figure 1-3
 Proposed Project Layout - Topographic Map
 Spartan Drive Stormwater Design
 City of Appleton, WI



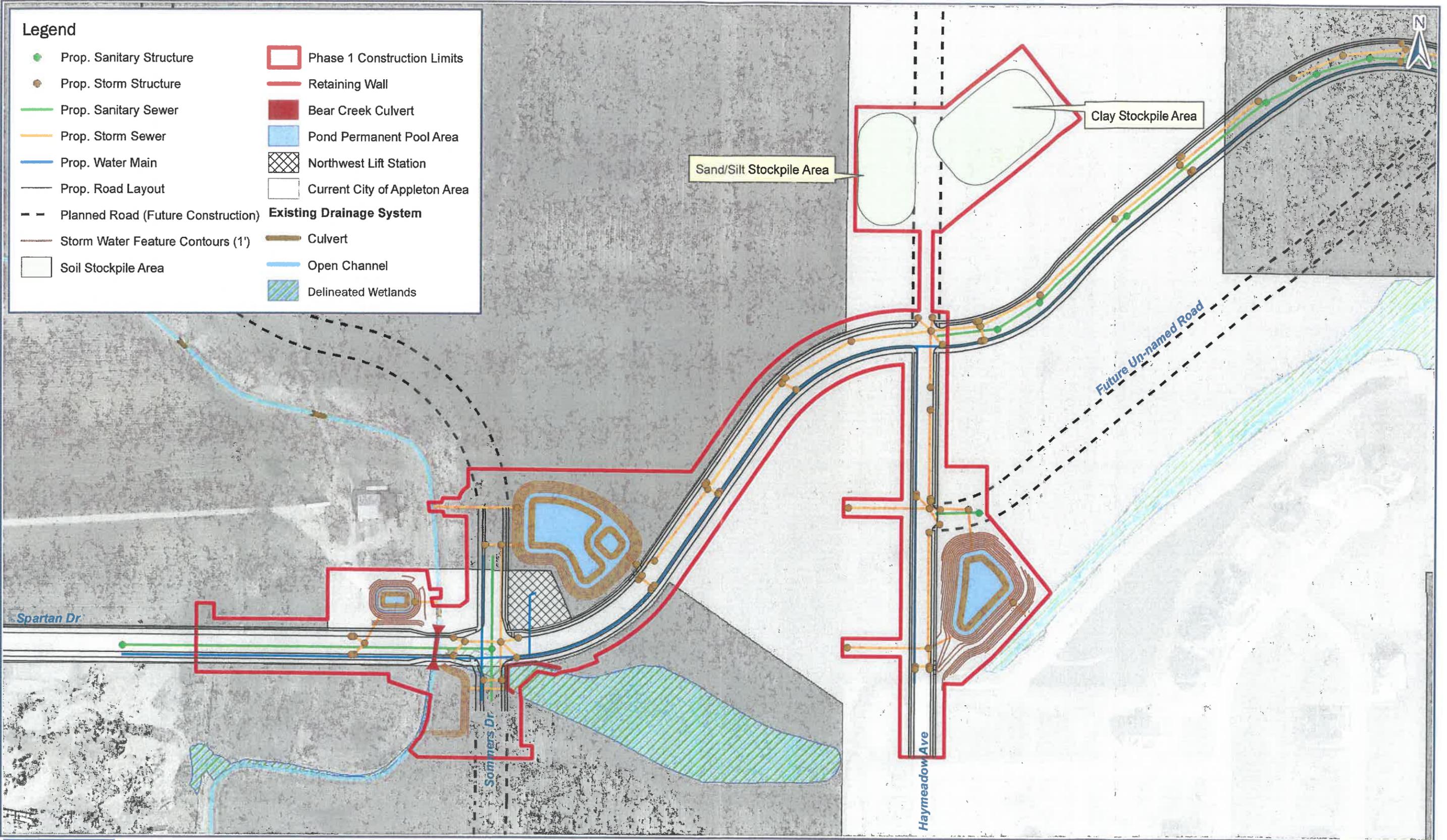
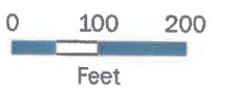


Figure 1-6
 Proposed Components - Phase 1
 Spartan Drive Permit Application
 City of Appleton, WI



Legend

- Existing XP SWMM Model Nodes
- XP SWMM Model Drainage System**
- - - Clearwater Creek Drainage
- Existing Culverts
- Existing Streams/Ditches
- Overbank Storage Connections
- Proposed Right-of-Way
- ▨ Wetlands

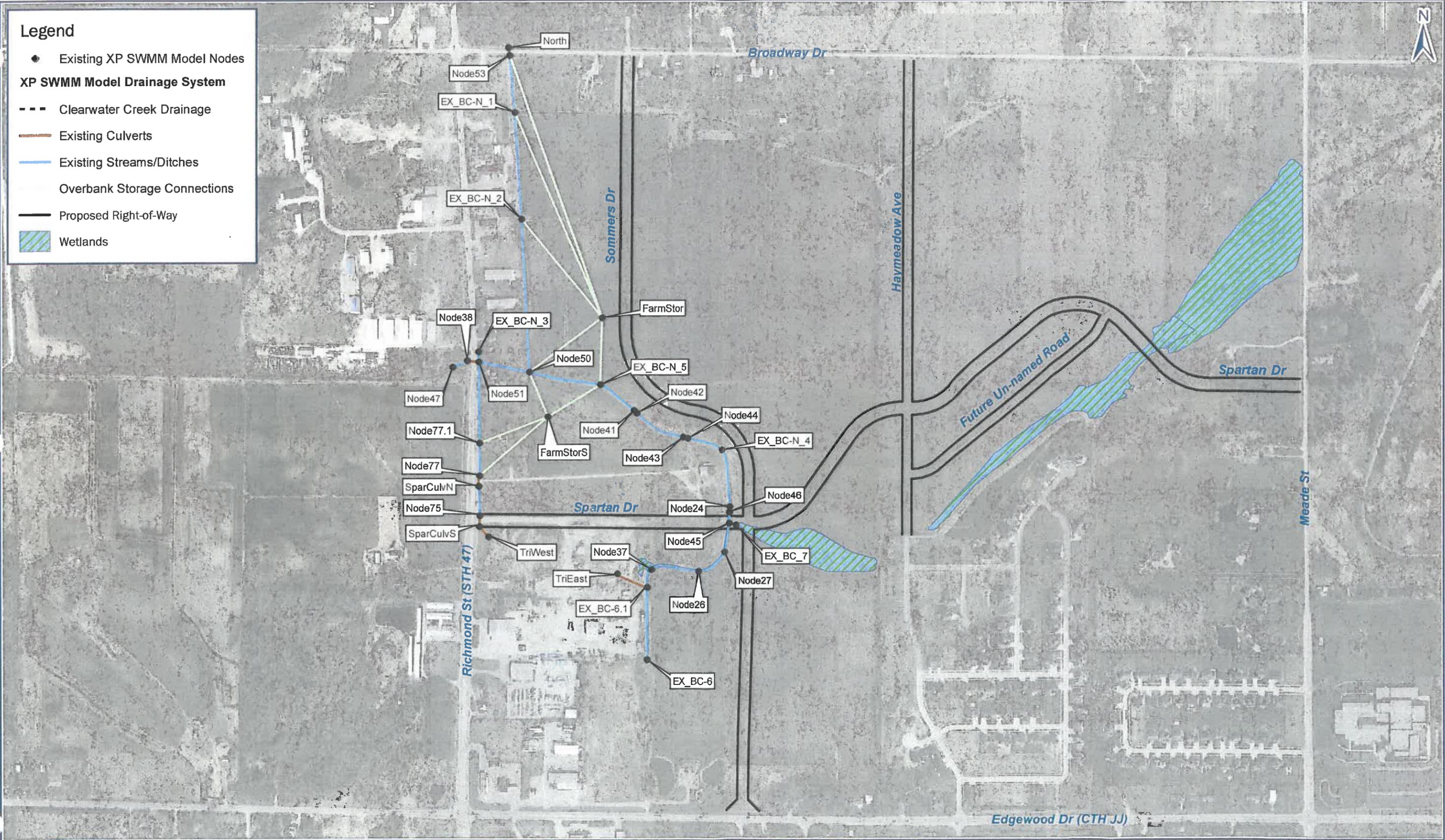


Figure 5-9
Existing Conditions XP SWMM Model Layout
Spartan Drive Permit Application
City of Appleton, WI



**Town of Grand Chute
Special Exception Request
Kappa Hospitality LLC, dba The Mad Apple Burger and Billiard Co.
Outdoor Service/Beer Garden**

To: Plan Commission
From: Michael Patza, Town Planner
Date: May 2, 2019
Address: 3025 W. College Avenue

App. #: SE-07-19

A. REQUEST

1. **Proposed Use(s):** Operation of an outdoor service/beer garden.
2. **Project Description:** Construct a fenced patio on the south side of building.
3. **Plat/CSM Accurate parcel lines/lot recorded:** Yes.

B. ANALYSIS

Applicant requests approval of a licensed outdoor patio area for alcohol consumption. The patio will be located on the south side of the building, between the Mad Apple Burger building and the adjoining Best Western Appleton Inn to the west. Exterior access to the patio will be prohibited, and two exit-only gates will provide emergency egress. To meet code requirements, the patio will be enclosed with a 42" decorative fence. Hours of operation on the patio are restricted by ordinance. Food and beverage service has to end at 10:30 p.m. and no food or beverage consumption is allowed after 11:00 p.m.

C. FINDINGS OF FACT IN GRANTING OF A SPECIAL EXCEPTION

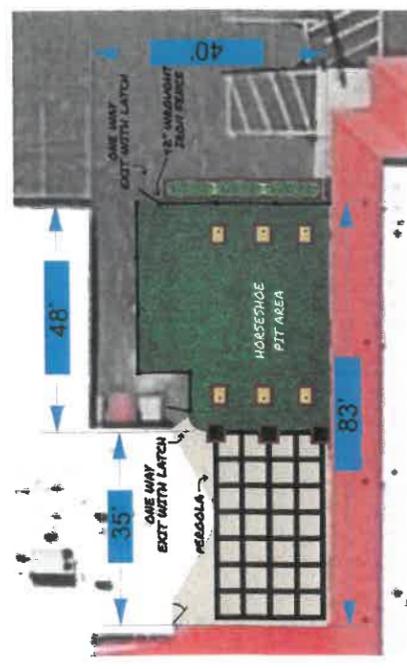
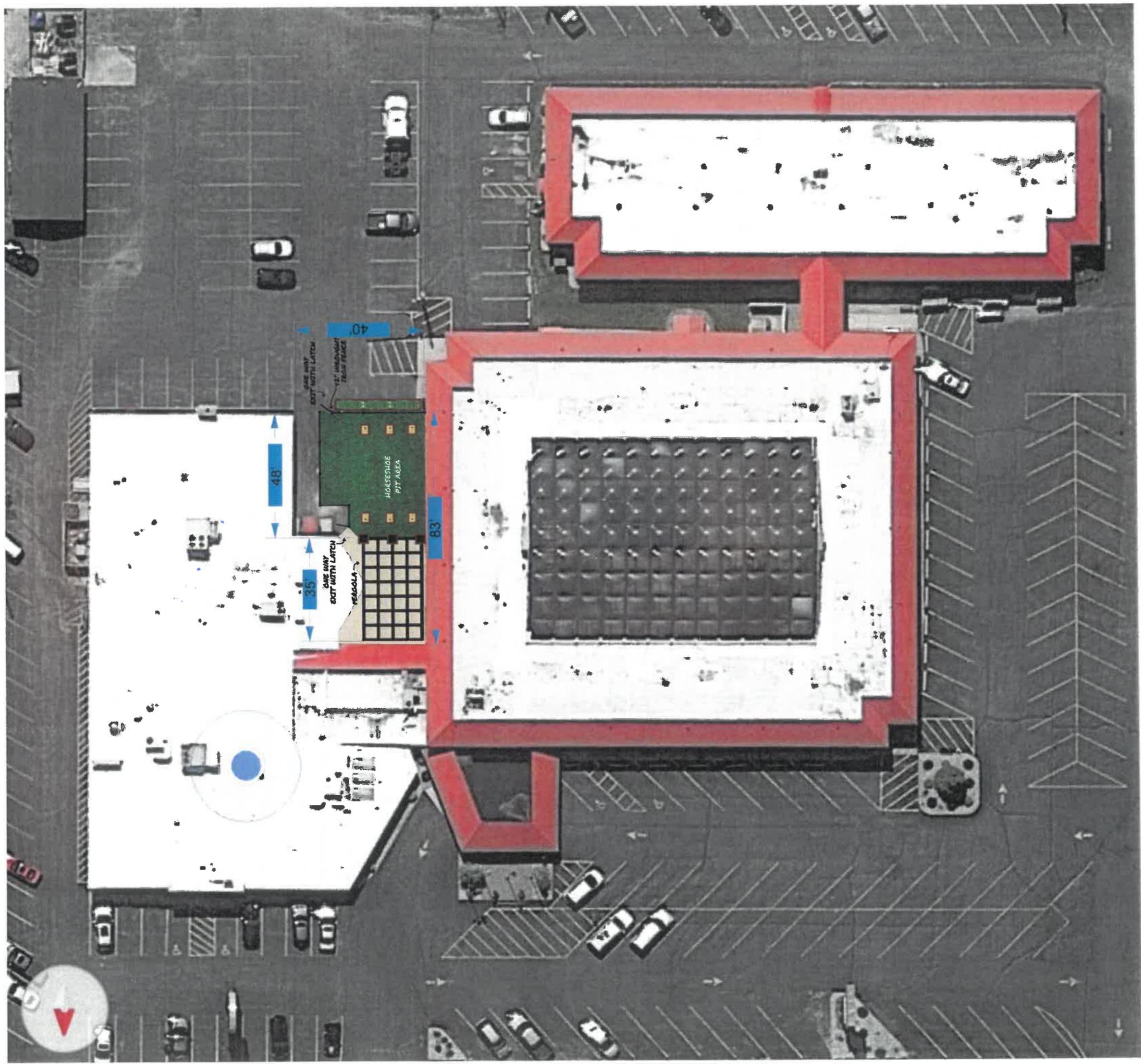
- a. **The establishment, maintenance or operation of the proposed Special Exception use or structure at the proposed location will not be detrimental or injurious to the use and enjoyment of existing uses on adjacent properties or properties in the vicinity. Found.**
- b. **The establishment, maintenance or operation of the proposed Special Exception use or structure, alone or in combination with other existing Special Exception uses and structures in the vicinity will not cause traffic hazards. Found.**
- c. **Adequate provision is made for surface water drainage, ingress and egress to the property, and off-street parking. NA.**
- d. **Adequate public facilities and services are available for the proposed Special Exception use of structure. Found.**

D. RECOMMENDATION

Staff has reviewed and supports a Plan Commission recommendation for approval of the Special Exception (SE-07-19) requested by Kappa Hospitality LLC, dba The Mad Apple Burger and Billiard Co., 3025 W. College Avenue, for operation of an outdoor service/beer garden.



MAD APPLE OUTDOOR PATIO PROJECT



THE MAD APPLE

4-8-2019

3025 W. COLLEGE AVE

PROPOSED PATIO ADDITION

**Town of Grand Chute
Site Plan Amendment Review
Kappa Hospitality LLC, dba The Mad Apple Burger and Billiard Co.**

To: Plan Commission
From: Michael Patza, Town Planner
Date: May 2, 2019
Address: 3025 W. College Avenue

App. #: SPA1-00-87

REQUEST

- 1. **Proposed Use(s):** Continued restaurant/bar use.
- 2. **Project Description:** Construction of an outdoor service/beer garden and associated site improvements.
- 3. **Plat/CSM Accurate parcel lines/lot recorded:** Yes.

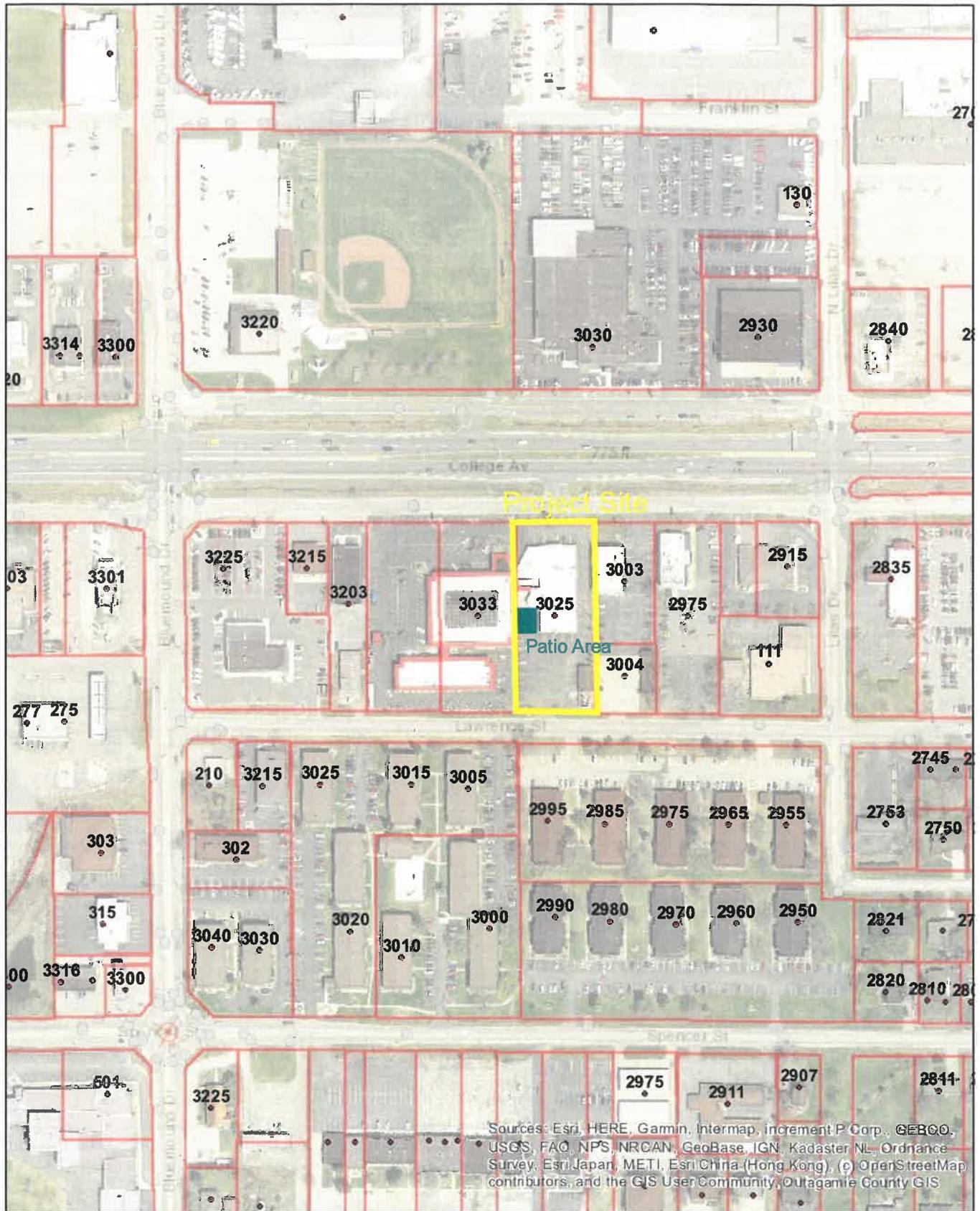
ANALYSIS

Applicant proposes to install a new patio area on the south side of the building, between the Mad Apple Burger building and the adjoining Best Western Appleton Inn to the west. Exterior access to the patio will be prohibited, and two exit-only gates will provide emergency egress. To meet code requirements, the patio will be enclosed with a 42" decorative fence. No other changes are proposed to the building or site. All code requirements are met with this request.

RECOMMENDATION

Staff has reviewed and supports Plan Commission approval of the Site Plan Amendment (SPA1-00-87) requested by Kappa Hospitality LLC, dba The Mad Apple Burger and Billiard Co., 3025 W. College Avenue, for construction an outdoor service/beer garden and associated site improvements, subject to Town Board approval of Special Exception SE-07-19.

SPA1-00-87 -- 3025 W. College Avenue



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, Outagamie County GIS

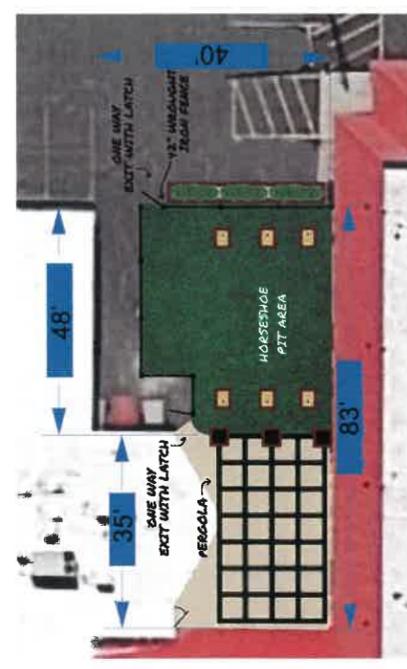
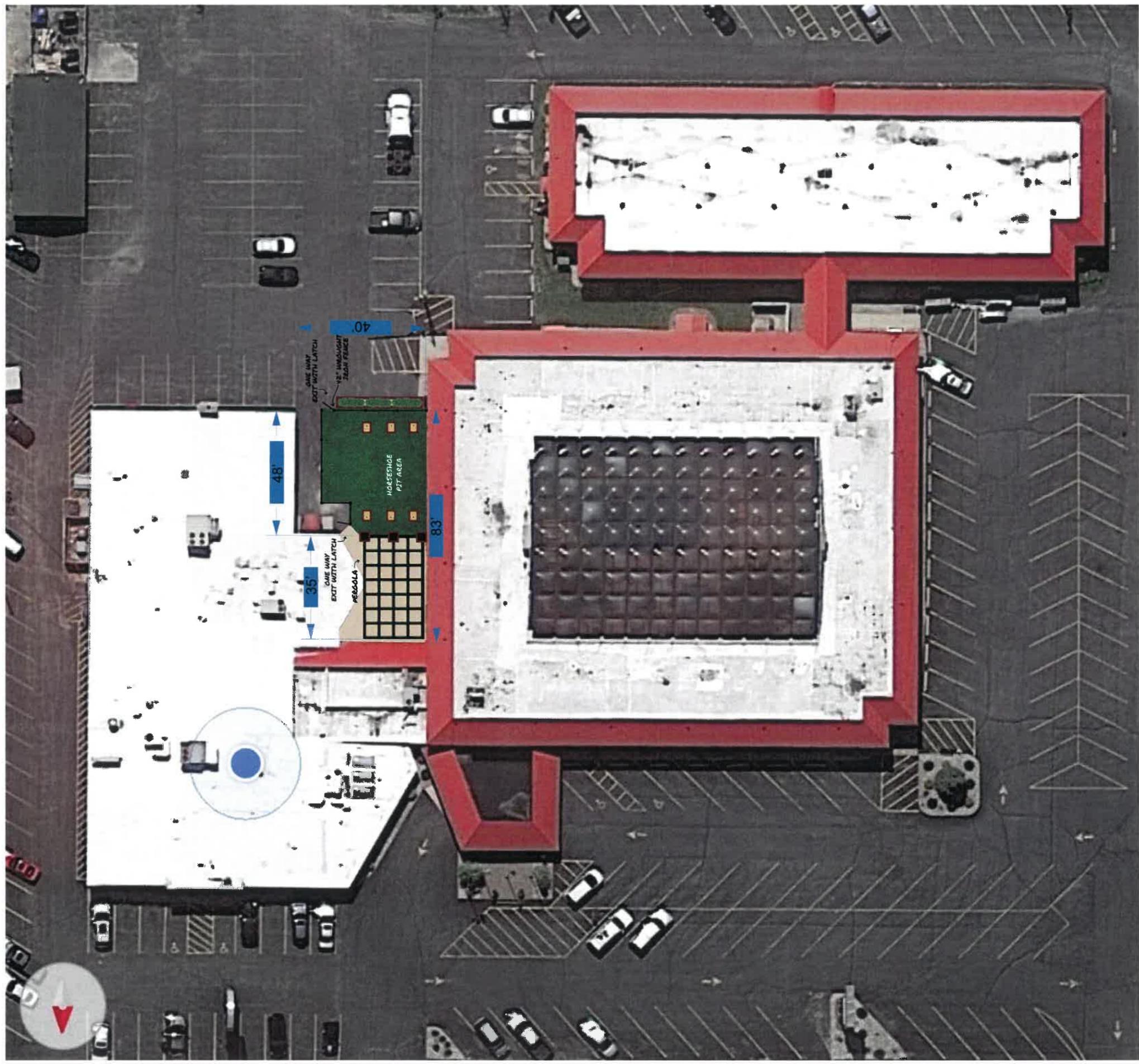
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MAD APPLE OUTDOOR PATIO PROJECT



THE MAD APPLE

3025 W. COLLEGE AVE

PROPOSED PATIO ADDITION

4-8-2019

12/13

MEMORANDUM

To: Chairman Schowalter and Plan Commission Members
From: Michael Patza, Town Planner
Date: April 29, 2019
Subject: Town of Grand Chute Pedestrian and Bicycle Strategy

BACKGROUND

The Grand Chute Pedestrian & Bicycle Strategy was first adopted in 2013. This update recognizes recent progress made in providing pedestrian and bicycle facilities in the community. It also re-evaluates and analyzes future needs for additional pedestrian and bicycle facilities.

The Grand Chute Pedestrian and Bicycle Strategy is divided into three main sections:

- 1 | Vision** states the main functions of the pedestrian and bicycle network, inventories existing facilities, and illustrates the network at future completion.
- 2 | Facility Alternatives** identifies the different types of facilities the Town can use to complete the pedestrian and bicycle network.
- 3 | Priorities** provides a framework for determining which street segments most need pedestrian and bicycle facilities.

The updated Grand Chute Pedestrian and Bicycle Strategy received a recommendation for adoption from the Grand Chute Parks Commission at their April 8, 2019 meeting.

RECOMMENDATION

Staff supports a Plan Commission recommendation for adoption of the updated Town of Grand Chute Pedestrian and Bicycle Strategy.

TOWN BOARD OF SUPERVISORS

David Schowalter, Chairman
Jeff Nooyen, Supervisor, Seat #1
Eric Davidson, Supervisor, Seat #2
Travis Thyssen, Supervisor, Seat #3
Bruce Sherman, Supervisor, Seat #4

PLAN COMMISSION

Recommended adoption on _____

David A. Schowalter, Chairman
Bruce Sherman, Commissioner
Cheryl Ulrich, Commissioner
Duane Boeckers, Commissioner
John Weber, Commissioner
Julie Hidde, Commissioner
Pamela Crosby, Commissioner
Robert Stadel, Commissioner

PARK COMMISSION

Recommended adoption on April 8, 2019

Larry Carey, President
Nathan Scott, Vice-President
Eric Davidson, Town Board Liason
Jennifer Buelow Fischer, Member
John Jones, Member
Joy Hagen, Member
Karen Petersen, Member
Michael Schmidt, Member

The original version of this document was authored by Kevin J. Vonck, Special Projects Coordinator, and approved by the Grand Chute Town Board on February 21, 2013. The revised document was drafted by Michael D. Patza, Town Planner.

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2 | Facility Alternatives

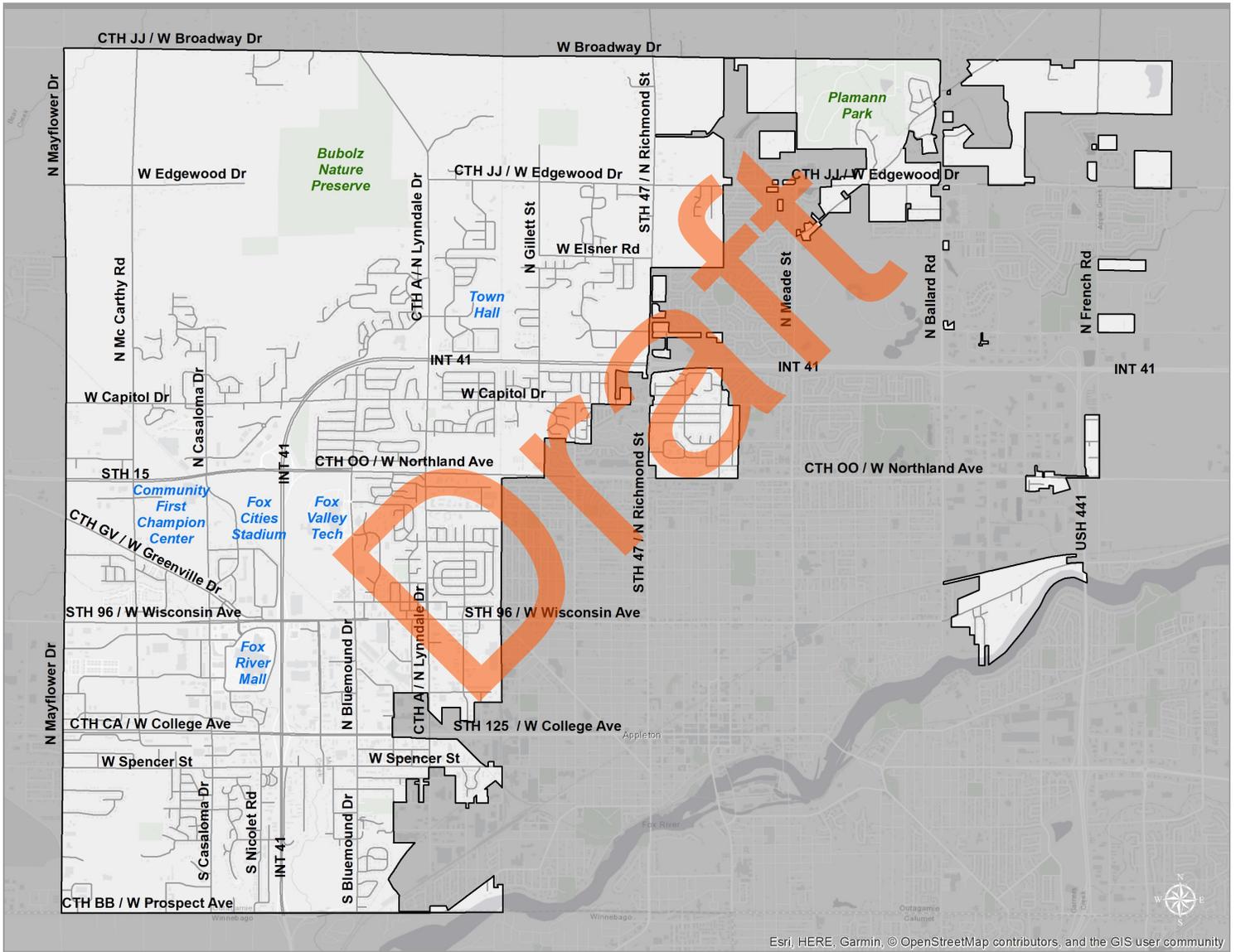
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Introduction - Community Background

Located in Wisconsin's Fox Cities region, Grand Chute is the largest Town in the state, with a population of 22,154 residents. Grand Chute is located along the I-41 corridor and serves as the commercial and retail center for the region. The Fox River Mall anchors a regional shopping, hospitality and entertainment district. The Town features a strong and diverse employment base with several large employers spread across various sectors. Grand Chute is also home to the main campus of Fox Valley Technical College; Fox Cities Stadium; Gordon Bubolz Nature Preserve.

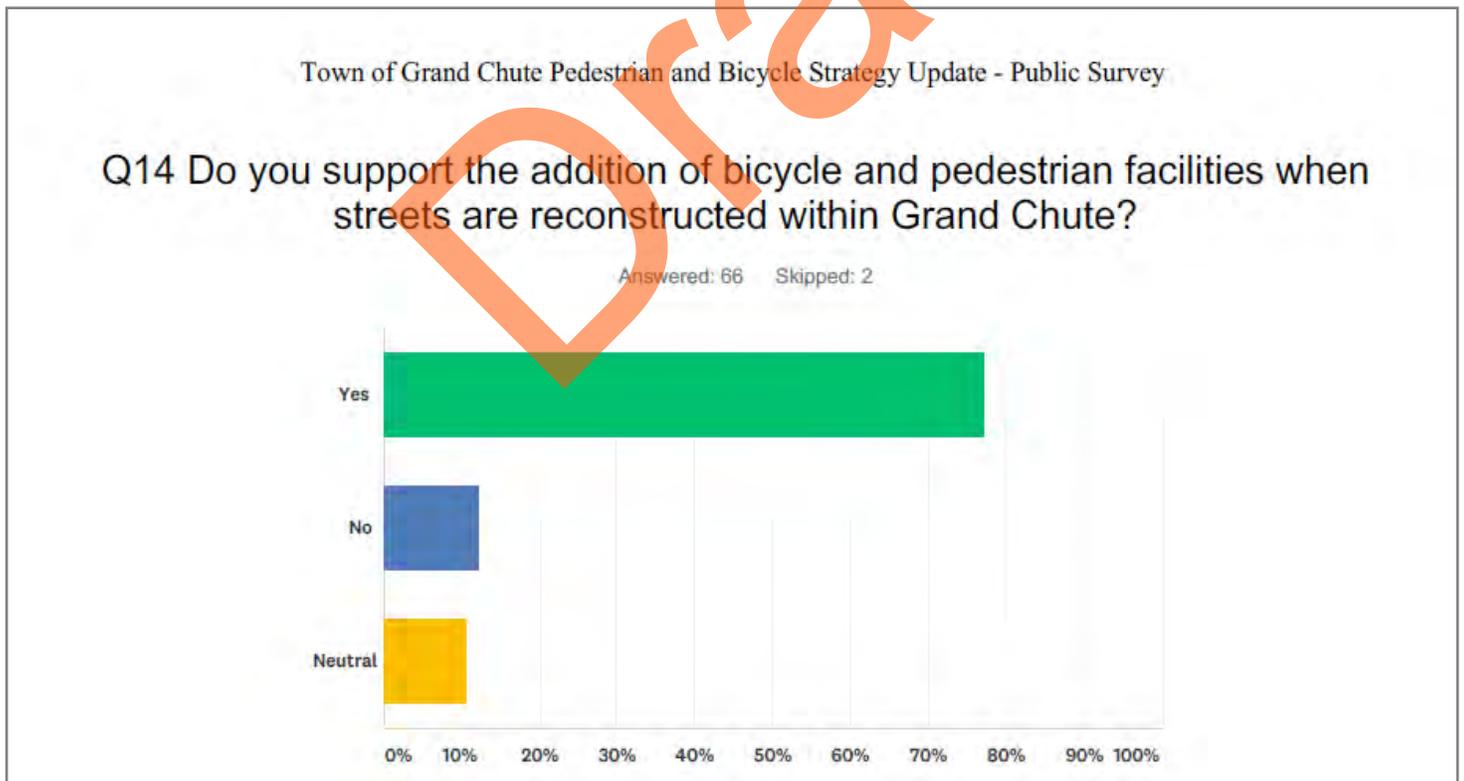


Introduction - Planning Process

This document is an update of the Grand Chute Pedestrian & Bicycle Strategy, originally adopted in February 2013. This update will recognize recent progress made in Grand Chute by establishing a current inventory of existing facilities. The updated document will also reevaluate and analyze future needs for additional pedestrian and bicycle facilities in the community. The Town recognizes that a comprehensive and connected network of pedestrian and bicycle facilities is a crucial component of making Grand Chute a great place to live, work, and play. Efforts to enhance the bicycle and pedestrian network have been supported by staff, elected officials, developers, and residents. Continued progress is being made to eliminate gaps and remove barriers in the pedestrian and bicycle network, encouraging active transportation options and increasing physical activity.

A Public Participation Plan was developed to help gather public input to guide the update process. Public participation included a public survey, National Trails Day event, a public workshop, and a meeting with representatives from the Appleton Area Schools District. Input gathered was used to help identify locations and corridors in need of pedestrian and bicycle facilities, and the types of facilities the public most desired. A summary of this information is included in the Word Clouds on page 11.

The graph below shows that over 77 percent of respondents to the public survey support including pedestrian and bicycle facilities when streets are reconstructed in the Town. Additionally, Figure 3.11 on page 49 illustrates the number of times a street segment or corridor was identified as needing additional pedestrian and/or bicycle facilities in the public survey or during the public workshop.



A copy of the Public Participation Plan is included in Appendix A. A summary of the results from the public survey are included in Appendix B. Complete results from the survey, including full text responses, are on file at the Grand Chute Community Development Department.

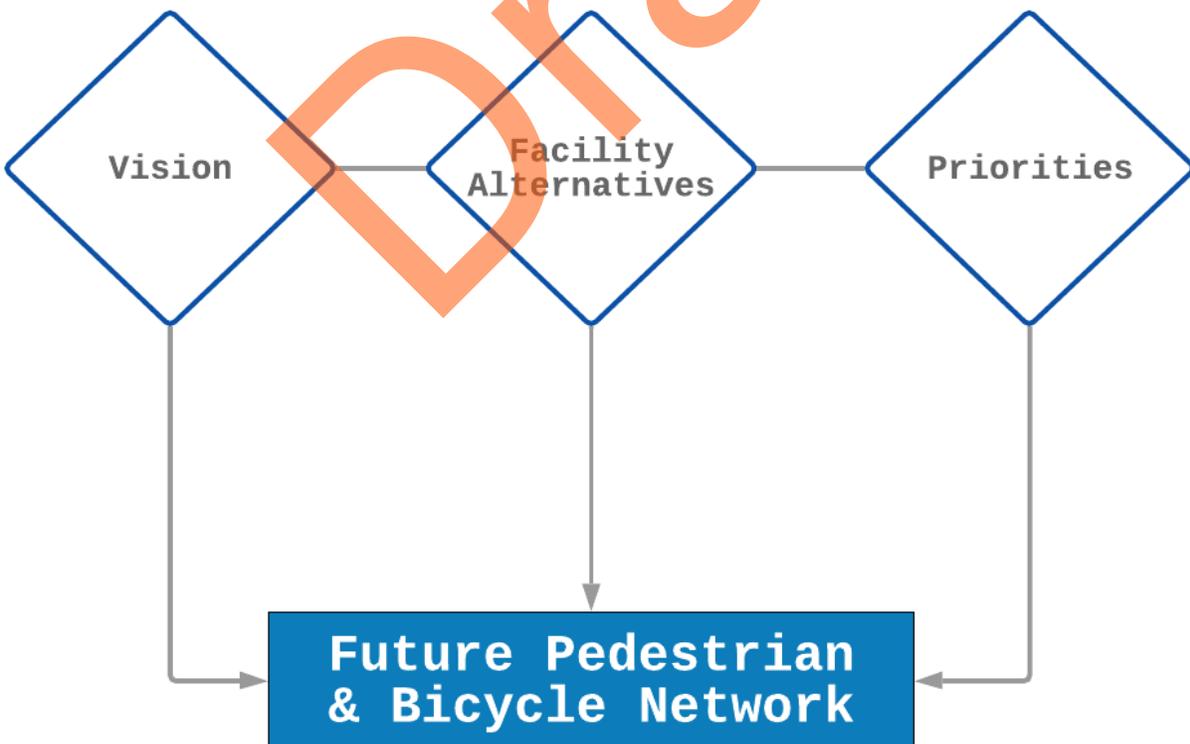
Introduction - Document Layout

This document is divided into three main sections:

1 | Vision states the main functions of the pedestrian and bicycle network, inventories existing facilities, and illustrates the network at future completion. The future pedestrian and bicycle network is separated into on-street and off-street facilities. This section provides direction for building more complete streets: “roadways designed and operated to enable safe, convenient, and comfortable access and travel for pedestrians, bicyclists, motorists, and public transport users of all ages and abilities”.¹

2 | Facility alternatives identifies the different types of facilities the Town can use to complete the pedestrian and bicycle network. Recommendations came from Wisconsin Facilities Development Manuals² in combination with other pedestrian and bicycle best practice manuals.³ Recommendations also follow U.S. Department of Transportation, Federal Highway Administration (FHWA) rules; the Manual on Uniform Traffic Control Devices (MUTCD) guidelines.

3 | Priorities provides a framework for determining which street segments most need pedestrian and bicycle facilities. Segments were ranked based on their proximity to people, proximity to key destinations such as schools, parks, and business, and input collected from the public. Additional data used to prioritize future facilities included crash data, daily traffic volume, and functional classification categories.



Introduction - Purpose

This section is dedicated to identifying the numerous safety, economic, health, and other benefits realized by a community from investing in pedestrian and bicycle infrastructure. The following sections provide evidence and statistics that answer the question, “**Why should the Town invest in pedestrian and bicycle infrastructure?**”

The Town should build pedestrian and bicycle facilities to **improve safety**. Each year pedestrian and bicyclist fatalities comprise about 16 percent of all traffic fatalities, with approximately 5,000 pedestrian deaths and 800 bicyclist deaths. Another 65,000 pedestrians and 48,000 bicyclists are injured in crashes annually.⁴ Providing facilities physically separated from vehicle travel lanes can reduce pedestrian crashes by up to 88 percent.⁵ Case studies have also shown that installing bicycle facilities such as protected bicycle lanes can reduce crash injuries to all street users by 56 percent, including a 57 percent reduction in crash injuries to bicyclists.⁶

The Town should build pedestrian and bicycle facilities to **stimulate the economy**. Communities with vibrant pedestrian and bicycle facilities attract visitors, and more importantly, long-term residents. A community with a robust pedestrian and bicycle network is more likely to attract and retain young professionals. Talent attraction and retention is a key issue in economic development. Providing a talented workforce is crucial to attract and retain businesses and large employers. Walking and biking are also an affordable means of transportation. The cost of walking or bicycling is much less than owning, maintain, and operating a motor vehicle. This can provide significant savings for households, as transportation costs are often the next largest expense after housing. School districts may be able to eliminate some bus routes if streets are safe enough for students to walk or bike to school. Additionally, pedestrian and bicycle projects generate about twice as many jobs per dollar spent than “traditional” road repair and upgrade projects.⁷

The Town should build pedestrian and bicycle facilities to **enhance the environment**. Because walking and biking do not directly consume fossil fuels; they also do not produce harmful emissions, thus improving overall air quality. Improvements are compounded because shorter auto trips are more polluting on a per-mile basis. Reductions in carbon monoxide, nitrogen oxides, sulfur dioxide reduce smog and acid rain. Cleaner air is better for all, especially those with respiratory problems.⁸

The Town should build pedestrian and bicycle facilities to **increase physical activity**. In 2015, the Town became one of several communities in the Fox Valley to pass a resolution supporting the Weight of the Fox Valley initiative. The goal of the initiative is to reduce the number of residents in the Fox Valley that are overweight or obese. One of the key elements of the campaign is to combat obesity by increasing physical activity. By enhancing the pedestrian and bicycle network in the community, the Town can encourage physical activity by making walking or bicycling safer, more convenient, and more appealing to residents.

Introduction - Purpose

The Town should build pedestrian and bicycle facilities to create **Safe Routes to Schools**. Grand Chute is home to Badger Elementary, Houdini Elementary, Appleton Public Montessori, and Connections Academy in the Appleton Area School District. There are also several other schools located in close proximity to Town boundaries. Figure 1.2 on page 14 shows areas in Grand Chute within 0.5 miles of schools. The Town should focus on providing pedestrian and bicycle facilities within 0.5 miles of schools to provide options for students to safely walk or bicycle to school.

The Town should build pedestrian and bicycle facilities to create **Safe Routes to Parks**, to provide safe and equitable access to parks. The program is an initiative of the National Recreation and Park Association to increase access to local parks and was developed in collaboration with the Safe Routes to School National Partnership. The park facilities within Grand Chute are identified in Figure 1.3 on page 15. Parks are popular destinations for those walking or bicycling. The Town should focus on implementing facilities that provide safe and efficient access to parks from residential neighborhoods and other popular destinations. The National Recreation and Park Association campaign provides tools and resources to help communities establish safe and equitable access to parks for everyone.

The Town should build pedestrian and bicycle facilities to **provide better access to the Valley Transit System**. Transit trips often require a rider to travel additional distances to arrive at their final destination or to reach a bus stop location. By installing pedestrian and bicycle facilities that connect to transit routes and bus stops, the Town can provide safe access to the transit system and encourage more riders to use the system. Figure 1.4 on page 16 shows the existing Valley Transit System in the Grand Chute. The Town should install pedestrian and bicycle facilities that provide connections and access to the transit system.

The Town should build pedestrian and bicycle facilities to **enhance the Regional Bicycle and Pedestrian Network** in the Fox Cities. Often times pedestrians and bicyclists cross municipal boundaries to reach their desired destination. Creating a complete network of pedestrian and bicycle facilities throughout the region provides benefits for all communities. The Town should build pedestrian and bicycle facilities that provide connections to facilities in adjacent communities. The 2014 Appleton (Fox Cities) Transportation Management Area & Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan, completed by the East Central Wisconsin Regional Planning Commission, identifies the Regional Network as shown in Figure 1.5 on page 17.

1 | Vision

Vision

The Town of Grand Chute will construct and maintain transportation infrastructure that allows for people of all ages and abilities to travel by foot or bicycle through the community. The Town will build pedestrian and bicycle facilities in order to...

1 | Create Connections. Even though two parcels may be in close proximity “as the crow flies,” a street network of long blocks, cul-de-sacs, and limited-access roads can make the actual journey on the ground much longer. Limited crossings of U.S. Highway 41, CN Railroad lines, and numerous environmental constraints in the Town further reduce connectivity. A connected pedestrian and bicycle network allows people to travel more directly between places, including trips that are:



SHORT-DISTANCE

Create more direct connections between places in close proximity.



LONG-DISTANCE

Fill in gaps of the Regional Pedestrian & Bicycle Network; creating a connected network of multi-modal transportation options across all municipalities.



INTER-PARCEL

Create more direct connections through auto parking lots between public right-of-way and structures.



INTER-MODAL

Create more direct connections at modal transfer points, especially transit stops.

2 | Broaden Access. Travel options are limited for significant segments of our population that do not have access to a vehicle or are unable to drive. An extensive pedestrian and bicycle network improves mobility for these people, especially:



YOUNGER RESIDENTS

11.3% (2,503) of Town residents are between 5 and 14 years old.⁹



OLDER RESIDENTS

17.4% (3,855) of Town residents are 65 years or older; 21% (4,652) of citizens over 65 do not drive.⁹



DISABLED RESIDENTS

7.1% (1,573) of Town residents have a disability.¹⁰



LOW-INCOME RESIDENTS

8.9% (1,972) of Town residents are at or below the federal poverty level.¹⁰

3 | Enhance Safety.

Well-designed pedestrian and bicycle facilities reduce the risk of injury and death, especially for:



YOUNGER RESIDENTS

Children are unpredictable and impulsive, often walking or riding in risky conditions. They have limited abilities assessing gaps in traffic, judging the speed of traffic, and locating the source of sounds.

11



OLDER RESIDENTS

Agility, balance, speed, strength, hearing, and concentration all decline with age. Vision also worsens, especially under low-light night conditions. Seniors who overestimate their abilities may put themselves at risk.



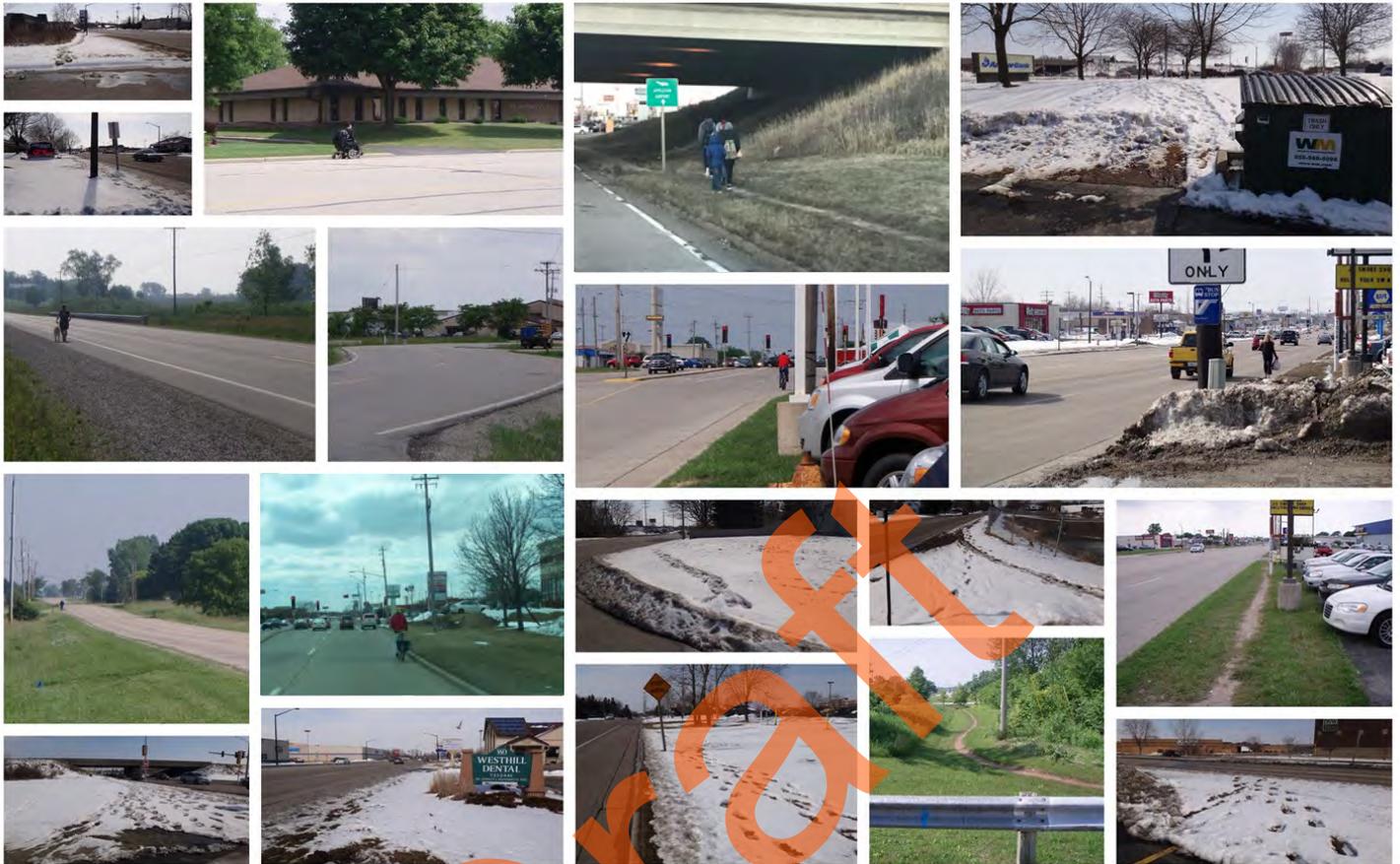
DISABLED RESIDENTS

Some individuals have visual, hearing, mobility, mental, emotional, or other impairments. A broken limb or pregnancy may also pose temporary mobility challenges. People who have been institutionalized may not be trained to be pedestrians.

4 | Increase Capacity. The emphasis on maximizing automobile mobility led transportation planners and engineers to design streets with wider lanes, increased turning radii, and minimum interference, often at the expense of pedestrians and bicyclists. Our current system looks the way it does because practitioners – and the people from whom they learned – never received formal education on pedestrian and bicycle planning and design. Adding lanes or constructing additional streets is expensive – both in upfront capital and long-term maintenance costs. A comprehensive pedestrian and bicycle network increases the overall capacity of the transportation network, alleviating pressure to develop additional auto lane miles. Most trips are short; if an individual can make that trip on foot or bicycle, rather than by car, auto traffic volumes will decrease.¹²

A completed pedestrian and bicycle network will strive to fulfill these four objectives. In the following pages, maps show the existing pedestrian and bicycle network and the potential network at future completion. It is important to note that future facilities shown on these maps are conceptual: they show the desire of the Town to construct a pedestrian or bicycle facility in a general area or along a particular corridor. The types of facilities constructed are subject to change due to environmental conditions, right-of-way issues, and changing traffic volumes and speeds. Additionally, the actual on-the-ground location of facilities will be determined during road reconstruction projects, plats, subdivision agreements, development agreements, and site plans.

1| Vision - Current Conditions



A trip through Town reveals pedestrians and bicyclists traveling throughout the community. Many individuals are using areas without any bicycle or pedestrian facilities. Other areas have limited facilities that are inadequate or inappropriate for safe pedestrian or bicycle travel, but they may be the only connection between two places. A variety of unimproved “paths” and footprints in the snow show the desire for off-street facilities where none currently exist, especially along collector and arterial streets.

1| Vision - Desired Access/Facilities

Desired Access: The word cloud below shows the destinations and corridors that the public wants to safely access by foot or bicycle. The larger the font, the more popular the destination. Destinations and corridors were identified through a Public Survey and Public Workshop.



Desired Facilities: The word cloud below shows what type of accommodations the Town should construct to allow residents and visitors to travel safely and conveniently throughout the community. The larger the font, the more requested the type of facility. The types of accommodations were identified through a Public Survey and Public Workshop.



Draft

Figure 1.2

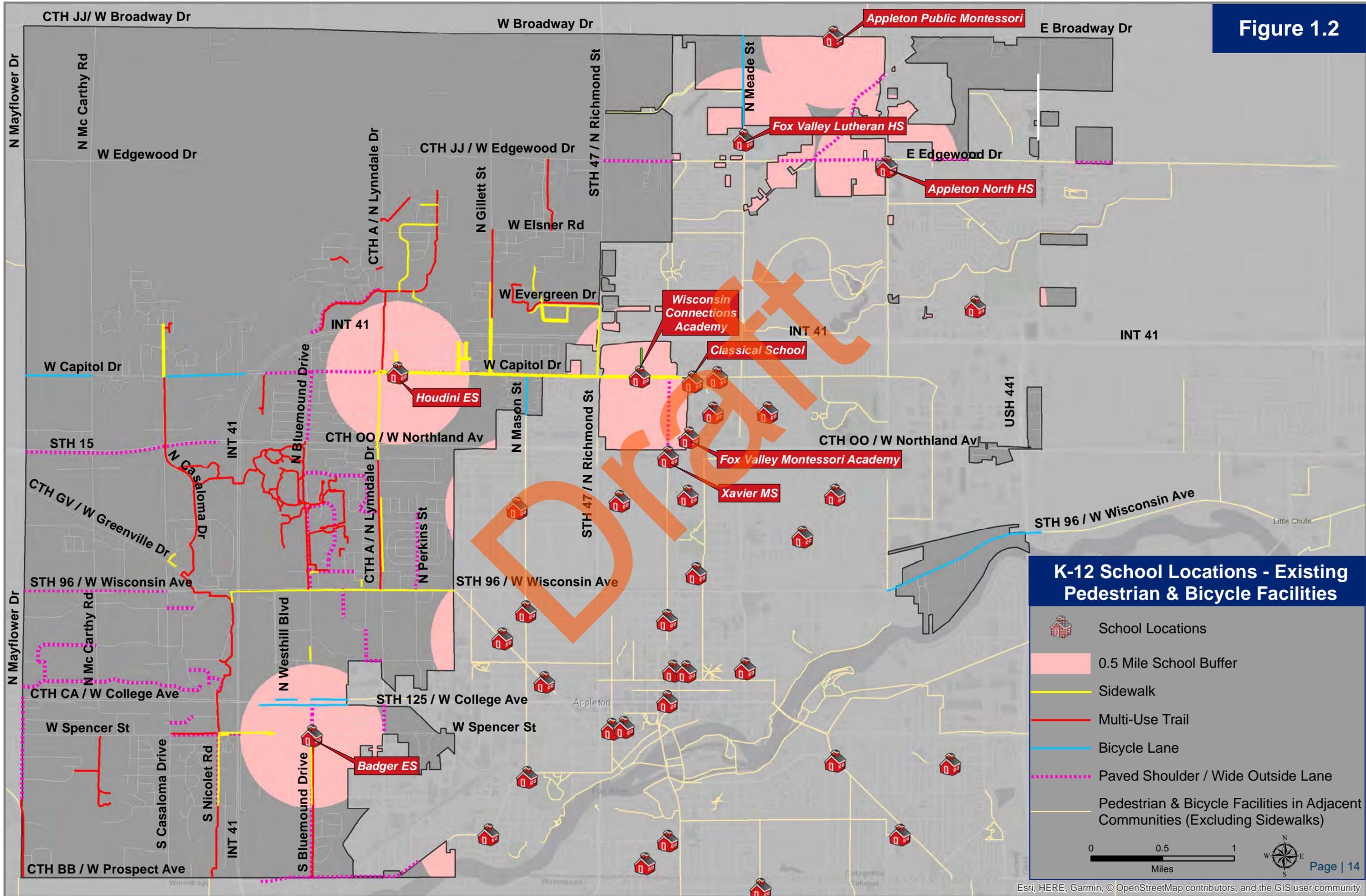


Figure 1.3

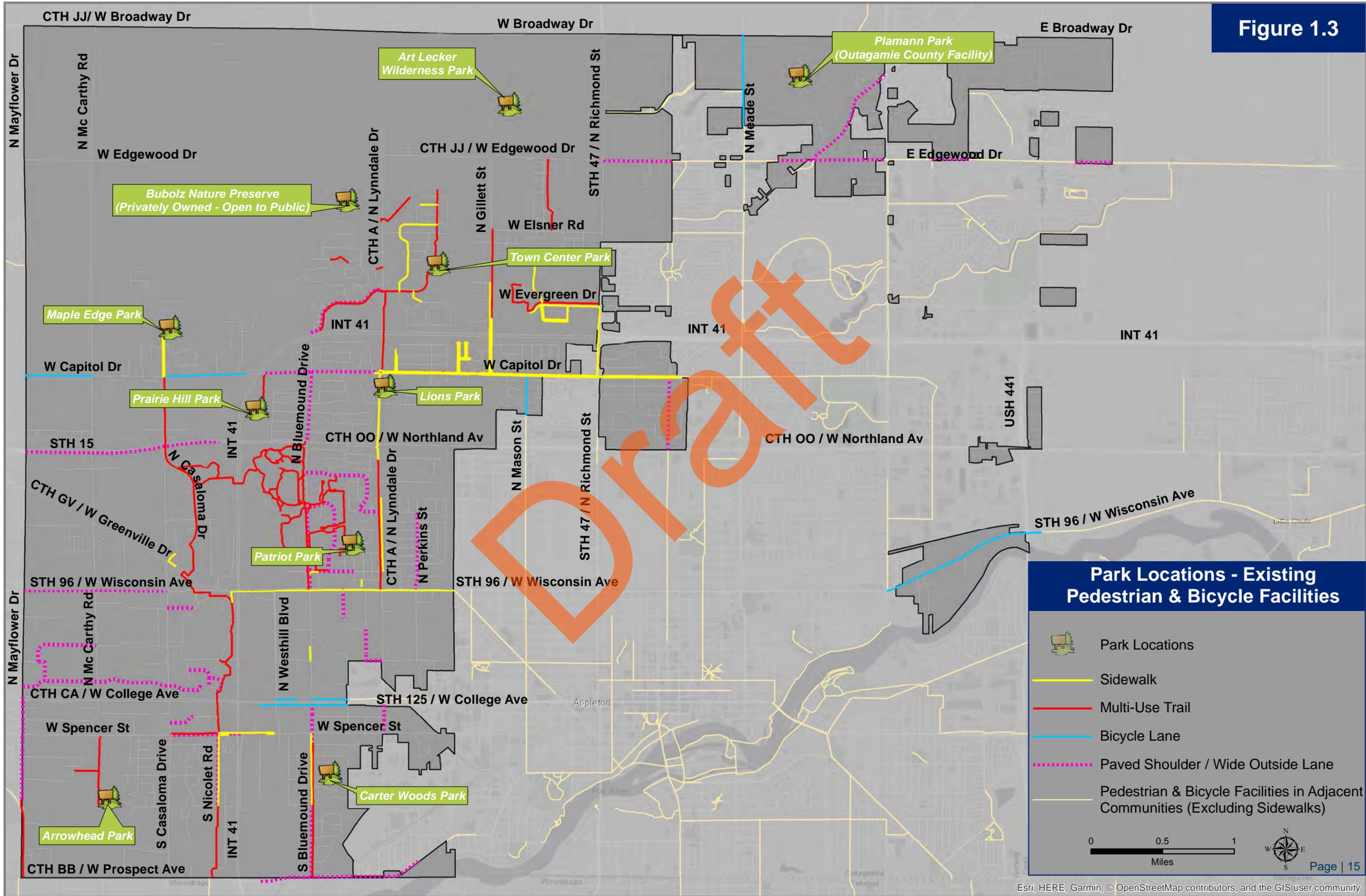


Figure 1.4

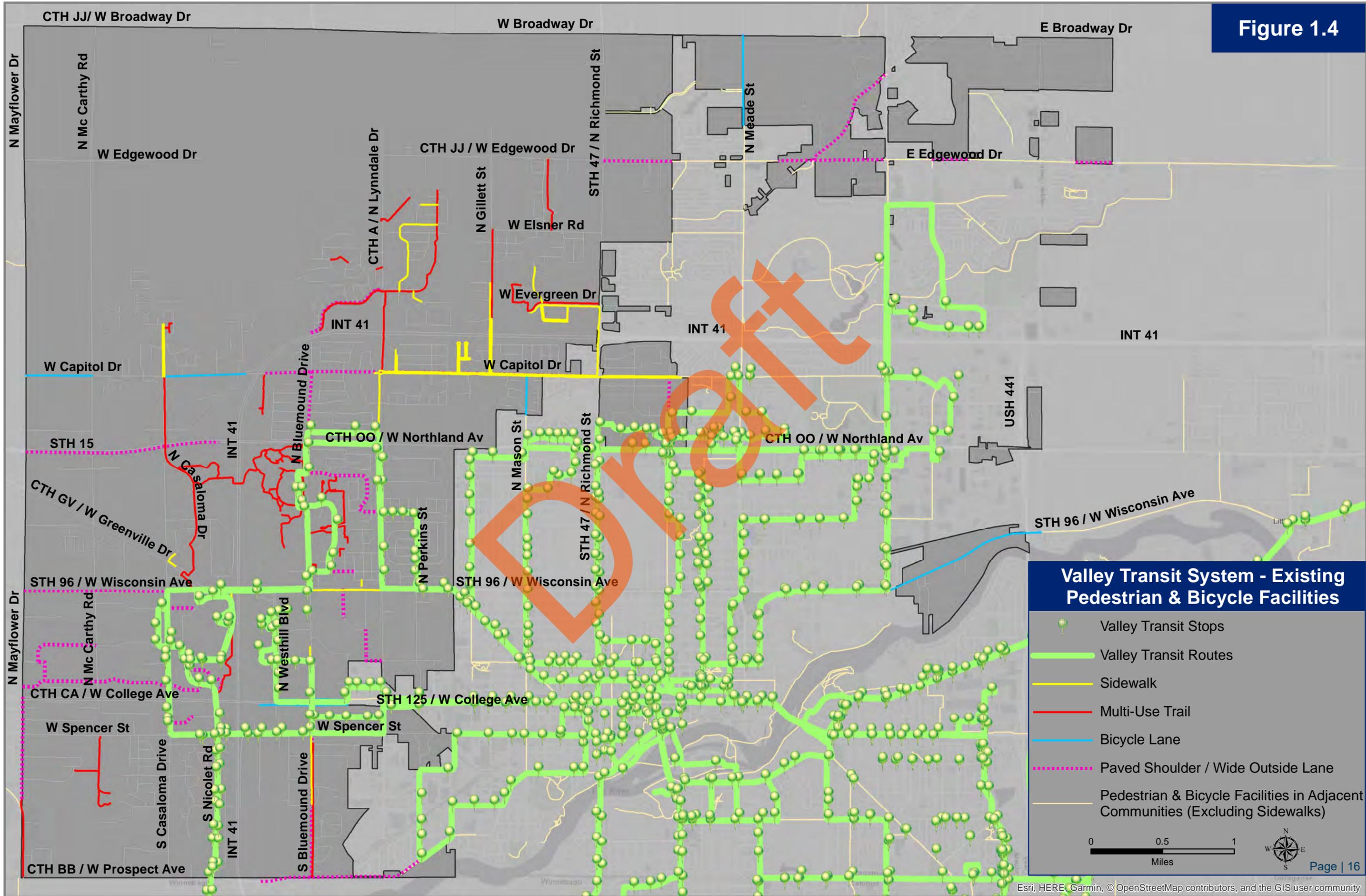
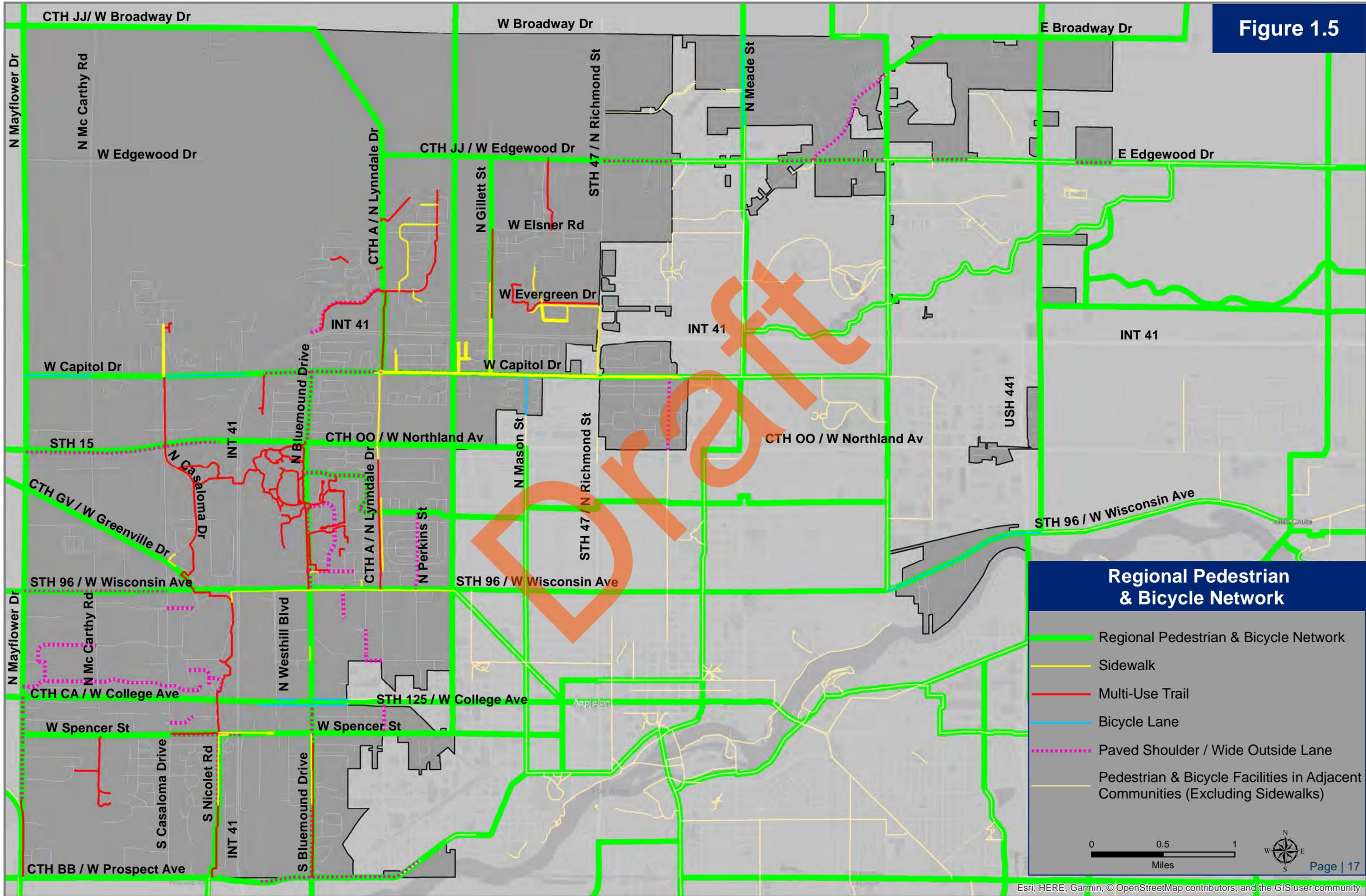


Figure 1.5



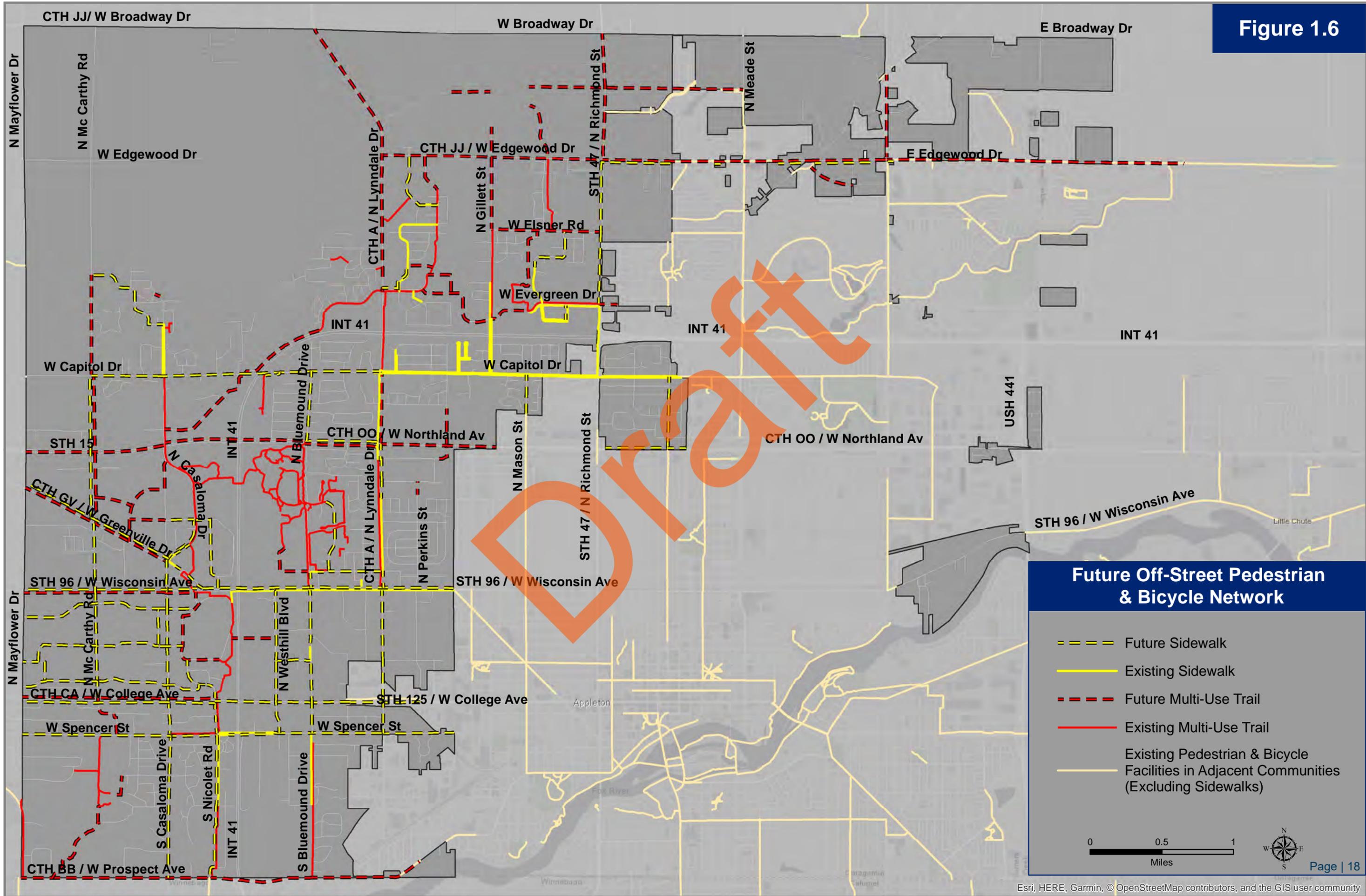
Regional Pedestrian & Bicycle Network

- Regional Pedestrian & Bicycle Network
- Sidewalk
- Multi-Use Trail
- Bicycle Lane
- Paved Shoulder / Wide Outside Lane
- Pedestrian & Bicycle Facilities in Adjacent Communities (Excluding Sidewalks)

0 0.5 1 Miles

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Figure 1.6



Future Off-Street Pedestrian & Bicycle Network

- Future Sidewalk
- Existing Sidewalk
- Future Multi-Use Trail
- Existing Multi-Use Trail
- Existing Pedestrian & Bicycle Facilities in Adjacent Communities (Excluding Sidewalks)

0 0.5 1 Miles

Page | 18

1.8 | Safe Routes to School

Safe Routes to School is a program designed to encourage and enable students in grades K-8 to walk or bicycle to school. The program includes educational and encouragement components to get more students walking and bicycling to school along with engineering recommendations to create more safe pedestrian and bicycle facilities and connections.

Grand Chute is served primarily by the Appleton Area School District , with a small portion in the northwest corner of the Town served by the Hortonville Area School District. Both districts are participating members in the East Central Regional Safe Routes to School Program. Figure 1.3 on page 15 areas within the Town of Grand Chute that are within 0.5 miles of a schools. These areas warrant additional consideration for pedestrian and bicycle facilities as they are frequently used for students walking or bicycling to school. When reconstructed, streets within these areas should be given additional consideration for including pedestrian and bicycle facilities. Additionally, collector and arterial streets within close proximity of schools should receive a higher priority to install safe pedestrian and bicycle facilities. As shown in Figure 3.4 on page 42, proximity to schools was one of the factors used in Section 3 to prioritize segments of the future Pedestrian & Bicycle Network.

Below is an inventory of the streets in Grand Chute that fall either entirely or partially within the 0.5 mile school buffer

N ALVIN ST	E FLORIDA AV	N LONGWOOD LA	N RAMBLING ROSE DR	TEARDROP CT
APACHE CT	W FLORIDA AV	N LYNNDALE DR	S RIDGE LA	N TERRI LA
APACHE PL	S FORESTBROOK LA	S LYNNDALE DR	RIDGE HAVEN LA	W TILLMAN ST
E APPLE CREEK RD	W FOURTH ST	W MARQUETTE ST	W RIDGEVIEW CIR	S TIMMERS LA
APPLE CREEK CT	W FRANKLIN ST	N MEADE ST	W ROSELAWN DR	W TWIN WILLOW CT
N APPLETON ST	W GLENDALE AV	MEADOW ROW CT	N ROSEWOOD DR	W TWIN WILLOWS DR
BITTERSWEET CT	S GLENRIDGE CT	E MEMORY LA	SANCTUARY CT	N WAYMAN CT
N BLUE MOUND DR	GREEN HAVEN CT	N MORRISON ST	SANCTUARY DR	N WESTHILL BLVD
S BLUE MOUND DR	GREEN MEADOW DR	NORTH LAKE CT	W SENECA DR	S WESTLAND DR
BLUE MOUND CT	GREVES CT	NORTH LAKE RD	SENECA CT	N WHITE HAWK DR
E CAPITOL DR	HERITAGE CT	E NORTHLAND AV	W SENECA DR	N WHITNEY DR
W CAPITOL DR	W HERITAGE AV	W NORTHLAND AV	N SHAWNEE AV	N WINDSONG LA
CARIBOU CT	W HIAWATHA DR	N OAKDALE LA	W SHOSHONE DR	W WISCONSIN AV
CHAPPELL CT	W HIGHLAND PARK AV	S OLSON AV	W SIOUX DR	
N CHAPPELL DR	N HOLIDAY DR	N ONEIDA ST	W SPENCER ST	
N CHIPPEWA ST	INVERNESS CIR	ONEIDA CT	N SPICEWOOD LA	
W COLLEGE AV	JUSTIN CT	W PACKARD ST	W SPRING HOLLOW DR	
N COUNTRY RUN DR	W JUSTIN ST	PARK LAWN CT	STAMES DR	
CRESTWAY CT	W KARALYN WAY	W PARKRIDGE AV	STONEHEDGE LA	
N DIVISION ST	KOOLS CT	E PARKVIEW WAY	SUN VALLEY CT	
E EDGEWOOD DR	S KOOLS ST	PARKVIEW DR	N SUNCREST LA	
W EIGHTH ST	W LAWRENCE ST	W PINE ST	N SUNNYVIEW BLVD	
E FIRST AV	N LILAS DR	S PLEASANT ST	W SUNNYVIEW CIR	
W FIRST AV	S LILAS DR	W QUAKER RIDGE LA	W SUNSET AV	

When considering projects within close proximity to schools the Town should focus on the installation of sidewalks. Sidewalks provide a separated and protected space for students to walk to school. Additionally, due to their age and bicycling ability, sidewalks are frequently used by children bicycling. The Town has adopted an ordinance which allows bicyclists to use sidewalks in Grand Chute.

1.9 | Complete Streets

Based on one of the key recommendations from the previous version of the Grand Chute Pedestrian and Bicycle Strategy, the Town Board adopted a Complete Streets Policy in 2013. Included below, the Policy addresses all modes of transportation when new streets are installed or existing streets reconstructed. The Town should continue to implement the Complete Streets Policy when considering future pedestrian and bicycle facilities.

Town of Grand Chute Complete Streets Policy

- 1) In accordance with recommendations in the *Pedestrian and Bicycle Strategy*, the Town will plan for, fund, design, construct, operate, and maintain Complete Streets throughout the community, meaning a transportation system that enables safe, convenient, and comfortable access and travel for pedestrians, bicyclists, public transport users, and auto and truck motorists of all ages and abilities, both within and between modes.
- 2) This Policy covers all development and redevelopment in the public right-of-way. This includes all public transportation projects, such as, but not limited to new street construction, reconstruction, retrofits, upgrades, rehabilitation, and resurfacing. This Policy does not apply to projects that only involve routine or ordinary maintenance activities such as mowing, cleaning, sweeping, spot repaint, concrete joint repair, pothole patching, whose primary purpose is to keep existing infrastructure in serviceable condition.
- 3) The Town recognizes that there are a variety of methods available to “complete” a street. The Town will plan for, fund, design, construct facilities that fit the types, ages, and abilities of existing and/or anticipated users, as well as the context of the street and the surrounding built environment, using recommendations presented in the *Pedestrian and Bicycle Strategy* and other peer-reviewed, professional publications.
- 4) The Town Board may consider exempting a project from this Policy if:
 - a) The Town Board deems a street inappropriate for pedestrian and bicycle facilities; or
 - b) The project is not specifically identified in the *Pedestrian and Bicycle Strategy*; or
 - c) Pedestrians, bicyclists, or transit vehicles are legally prohibited from the street segment; or
 - d) The addition of pedestrian and bicycle facilities is greater than or equal to twenty percent (20%) of the estimated total project cost; or
 - e) Proper and safe pedestrian, bicycle, or transit accommodations can be provided through existing facilities on adjacent properties; or
 - f) A professional engineer (PE) determines that there is insufficient space to properly and safely accommodate new pedestrian, bicycle, or transit facilities within the existing pavement, curb-to-curb, or right-of-way width; or
 - g) An official representative from a federal, state, or county agency determines that new pedestrian, bicycle, or transit facilities will have a significant negative impact on legally-protected natural or cultural resources.
- 5) The Town will implement this Policy through ordinances regarding Subdivision of Land (Chapter 475) and Zoning (Chapter 535) and administratively through its Site Plan Review Committee, Park Commission, Plan Commission, Town Board, and the Capital Improvement Plan. The Town recognizes that while it is primarily responsible for building infrastructure, other public (Outagamie County and the State of Wisconsin), private, and community-based organizations will play a significant role in supporting operation and maintenance of these facilities. They will also have a role in educating users on the proper and safe use of facilities, encouraging people to travel by foot or bicycle, and enforcing rules of the road.

Town of Grand Chute Complete Streets Policy (Continued)

- 6) The Town will measure progress on its Complete Streets through an annual report that measures:
- The percentage of streets that meet or exceed minimum recommended facilities for pedestrians and bicyclists as defined in the *Pedestrian and Bicycle Strategy*; and
 - The total linear feet of sidewalks, paved trails, and cycle tracks; and
 - The total linear feet of bicycle lanes, paved shoulders, and wide outside lanes; and
 - The number of pedestrian and bicyclist improvements to intersections or mid-block crossings.

The National Complete Streets Coalition, a program area of Smart Growth America, maintains an interactive, nationwide atlas that shows complete streets policies and programs. The map to the right shows the existing communities in Wisconsin and surrounding states that have adopted Complete Streets ordinances, resolutions, policies, or plans as of December 2018. The most up-to-date information can be found at:

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/publications/policy-development/policy-atlas/>

As shown on the map below, the only other communities that have adopted a Complete Streets Policy in northeast Wisconsin are the City of Appleton (2016) and City of Manitowoc (2012). The East Central Wisconsin Regional Planning Commission passed a region-wide Complete Streets Policy in 2018.



1.10 | Grand Chute Pedestrian and Bicycle Advisory Committee

In order to provide additional community input, transparency, and equality to decisions regarding future pedestrian and bicycle infrastructure projects, the Town should form a Pedestrian and Bicycle Advisory Committee to provide guidance regarding future projects. The committee should consist of a diverse group of individuals that have an interest and are passionate about the future pedestrian and bicycle network in Grand Chute. Below is a list of organizations/backgrounds that would ideally be represented and should be engaged when forming the committee:

- Residents from Multiple Geographic Areas and Demographic Categories
- Educational Representatives (Appleton Area School District /Hortonville Area School District, Fox Valley Technical College)
- Health Professionals (Private and/or Public)
- Business Leaders
- Tourism Professionals (Fox Cities Visitors and Convention Bureau)
- Students
- Regional/County/State Representatives

The purpose of the Pedestrian and Bicycle Advisory Committee would be to implement the Town of Grand Chute Pedestrian and Bicycle Strategy. The committee would ensure that future development and road reconstruction projects in the Town are consistent with the Strategy through:

- Reviewing public and private development projects and providing input regarding pedestrian and bicycle facilities.
- Reviewing the annual list of Town Capital Improvement projects.
- Providing public outreach by hosting events or generating materials related to pedestrian and bicycle safety.
- Collaborating with and providing input to other jurisdictions, such as Outagamie County and the Wisconsin DOT, regarding future road projects.

2 | Facility Alternatives

The Town will use traffic volume and speed of a street segment, in combination with the built environment and development patterns, to determine the most appropriate pedestrian and bicycle facilities. The matrix below, developed using existing rules and best practices from Wisconsin design manuals¹³ and other best practice manuals¹⁴, recommends minimum accommodations. The Town will assume a higher vehicle average daily traffic (ADT) or speed for segments with inadequate driver sight distances; a high percentage of trucks, buses, or other large vehicles; or a high percentage of vulnerable non-motorized users.

The recommendations below and on the following page should be used as a guide when determining the most appropriate type of pedestrian or bicycle facility for a particular street segment. Additional considerations and existing conditions, examples listed below, may impact the final decision on the best type of facility to be constructed.

- Environmental conditions/constraints
- Lack of right-of-way
- Proximity to popular destinations such as schools, parks, large employers, and commercial areas
- Existing adjacent pedestrian or bicycle facilities
- Density of development

VEHICLE ADT	PEDESTRIAN FACILITIES (1)	BICYCLE FACILITIES (2)			
		25 MPH OR LESS	30 OR 35 MPH	40 OR 45 MPH	50 MPH OR MORE
less than 750	shared travel lane	shared travel lane	shared travel lane	shared travel lane	shared travel lane
750 to 1,500	sidewalk or paved shoulder (3)	shared travel lane	14' wide outside lane or 4' paved shoulder	14' wide outside lane or 4' paved shoulder	6' bicycle lane or 4'-6' paved shoulder (5)
1,500 to 3,000	sidewalk or paved shoulder (3)	15' wide outside lane or 5' paved shoulder	15' wide outside lane or 5' paved shoulder	6' bicycle lane or 5'-6' paved shoulder (5)	6' bicycle lane or 5'-6' paved shoulder (5)
3,000 to 6,000	sidewalk or paved shoulder (3)	15' wide outside lane or 5' paved shoulder	6' bicycle lane or 5'-6' paved shoulder (5)	6' bicycle lane or 5'-6' paved shoulder (5)	6'-8' bicycle lane or 5'-8' paved shoulder (5)
6,000 to 12,000	sidewalk or paved trail (4)	6' bicycle lane or 6' paved shoulder (5)	6' bicycle lane or 6' paved shoulder (5)	6'-8' bicycle lane or 6'-8' paved shoulder (5)	6'-8' bicycle lane or 6'-8' paved shoulder (5)
12,000 and up	sidewalk or paved trail (4)	6' bicycle lane or 6' paved shoulder (5)	6'-8' bicycle lane or 6'-8' paved shoulder (5)	6'-8' bicycle lane or 6'-8' paved shoulder (5)	6'-10' bicycle lane or 6'-10' paved shoulder (5)

2 | Facility Alternatives

This section identifies options that the Town can use to complete the pedestrian and bicycle network. These elements help create more “complete” streets: “roadways designed and operated to enable safe, convenient, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists, and public transport users of all ages and abilities can move along and across a complete street with safety and comfort.”¹⁵ Recommendations came from current and past Wisconsin design manuals¹⁶ and other best practice manuals.¹⁷ Recommendations also follow U.S. Department of Transportation, Federal Highway Administration (FHWA) rules and the Manual on Uniform Traffic Control Devices (MUTCD) guidelines.

This section is divided into two major sub-sections:

- 1) Alternatives that facilitate pedestrian and bicycle travel between destinations.
- 2) Alternatives that help pedestrians and bicyclists cross streets safely.

For each alternative, this document provides a basic description, a visual representation, and guidelines for proper application.

The following guidelines should be used determining which type of pedestrian and/or bicycle facility to install:

- 1) If space limits the ability to construct pedestrian and bicycle facilities, preference will be given to pedestrian facilities.
- 2) Bicycles are legal users of the roadway, so the Town will provide on-street facilities. More vulnerable users may benefit from additional separated facilities on segments with high traffic volume or speeds.
- 3) The Town will install sidewalks in urban and suburban areas where the majority of parcel frontages are small (less than 200'), parcels are more deep than wide, and there are frequent driveway crossings and access points. Sidewalks should be installed on both sides of the street unless unusual circumstances (lack of destinations on one side, environmental concerns, insufficient right-of-way width, etc.) exist. The Town will install paved shoulders in suburban and rural areas where parcel frontages are large (greater than 200'), parcels are more wide than deep, and driveway crossings and access points are infrequent.
- 4) The Town will install sidewalks when pedestrians are using the facility to access places on the segment, parcels are generally an acre or less, and there are frequent driveway crossings and access points. The Town will install paved trails when pedestrians are using the facility to access places beyond the segment, parcels are generally greater than an acre, and driveway crossings and access points are infrequent.
- 5) The Town will install bicycle lanes in urban and suburban areas. The Town will install paved shoulders in suburban and rural areas.

Sidewalks



Sidewalks provide the greatest degree of safety and comfort for pedestrians by providing a space physically separated from vehicles. Sidewalks are appropriate for urban and suburban areas where the majority of properties share the following characteristics:

- Less than an acre in size
- More deep than wide
- Frontages are less than 200'
- There are frequent driveway crossings and access point
- There are pedestrian destinations along the segment

Sidewalks should be at least 5' wide and concrete is the preferred material. On streets with a high traffic volume/speed sidewalks wider than 5' are preferred if there is adequate space. On streets with a very high number of pedestrians and multiple destinations along the segment, sidewalks should be 8' to 12'.

18

Paved Multi-Use Trails



Paved multi-use trails provide a smooth, uninterrupted surface separated from vehicles. They are designed for both pedestrians and bicyclists, though a trail should complement, not replace, on-street bicycle accommodations.

Trails are the preferred facility when streets have limited access points along with high traffic speeds and volumes. Limiting the number of access points along streets with trails increases safety by reducing the number of potential conflicts between trail users and vehicles.

Multi-use trails can be used to provide pedestrian and bicycle connections between street segments disconnected due to development patterns or environmental conditions. Away from street segments, paved trails can provide connections through parks or large parcels.

Trails should be at least 10' wide and at least 5' from the street to provide a buffer from traffic. Asphalt is the preferred paving material as it provides a smooth ride for bicyclists.

19

Cycle Tracks / Protected Bicycle Lane



Cycle tracks, also referred to as protect bicycle lanes, provide a space for bicycles that is physically separated from auto lanes and the sidewalk. Tracks are located to the curb side of on-street parking. They offer a higher level of security and comfort than bike lanes.

The Town may consider cycle tracks on segments with multiple lanes, high speeds, high volumes, or high on-street parking turnover.

At street level, medians, bollards, or on-street parking separates tracks from auto lanes. Provide at least 3' of space between the parking zone and cycle track.

At sidewalk level, different-colored or textured pavement separates tracks from pedestrian areas.

20

Unpaved Multi-Use Trails



Unpaved multi-use trails provide a space physically separated from vehicle traffic. They provide connections through natural and rural settings.

Primary users are recreational.

The Town will build unpaved trails in areas where it is important to preserve the integrity of the natural landscape and limit impervious surfaces in sensitive watersheds.

The Town may consider using a crushed limestone surface as an interim measure before adding sidewalks or a paved trail.

Shared Travel Lanes



Motorists, pedestrians, and bicyclists use the same width of pavement on shared travel lanes. Pedestrians travel in the opposite direction of automobiles; bicyclists in the same direction.

Shared travel lanes may be appropriate for urban and suburban streets in residential areas with low speed limits and traffic of less than 1,500 vehicles per day and rural streets with traffic of less than 750 vehicles per day.

A shared travel lane is not wide enough for motorists, pedestrians, and bicyclists to operate side-by-side, so it is not considered a true pedestrian or bicycle facility for state or federal regulations.

21

Wide Outside Lanes



Also known as wide curb lanes, wide outside lanes provide separation between bicyclists and passing vehicles. Pedestrians travel in the opposite direction of automobiles; bicyclists in the same direction.

The preferred order for wide outside lanes on an urban segment with no parking:

- 2' gutter | 15' outside travel lane
- 1' gutter | 15' outside travel lane
- 2' gutter | 14' outside travel lane
- 15' combined gutter, travel lane
- 1' gutter | 14' outside travel lane

On segments with parking, outside lanes should be 23' or greater.

22

Paved Shoulders



Paved shoulders contain an edge line that provides more definitive separation from automobiles. Pedestrians travel in the opposite direction of automobiles; bicyclists in the same direction.

The addition of paved shoulders along a street segment can reduce pedestrian crashes by 70%.

The preferred order for shoulders on an urban segment with 11' to 12' travel lanes and no parking:

- 2' gutter | 4' paved shoulder
- 1' gutter | 4' paved shoulder
- 2' gutter | 3' paved shoulder
- 1' gutter | 3' paved shoulder

23

Bicycle Lanes



Bicycle lanes use signage, striping, and markings to designate a part of the street for exclusive use by bicycles, which ride in the same direction as automobiles. Lanes are preferred over paved shoulders because they separate pedestrians and raise motorists' awareness.

The preferred order for bicycle lanes on an urban segment with 11' to 12' travel lanes and no parking:

- 2' gutter | 5' bicycle lane
- 6' combined gutter and lane
- 1' gutter | 5' bicycle lane
- 2' gutter | 4' bicycle lane
- 1' gutter | 4' bicycle lane
- 5' combined gutter and lane

24

2.3 | Crossing - Shorten the Distance

Curb Extensions



Also known as bulb-outs, curb extensions shorten the distance pedestrians are in a travel lane at intersections. They increase pedestrian storage space and increase the visibility of pedestrians and motorists to each other. They slow vehicles by reducing turning radii and creating the perception of narrower lanes. Shorter crossing times also reduce motorists' delay.

Install extensions at intersections with high auto traffic volumes.

In areas with on-street parking, build extensions the width of the parking lane. Lengthen them to serve as bus stop.

25

Chokers



Also known as neck-downs, chokers are mid-block curb extensions. They shorten the distance pedestrians are in a travel lane and reduce motorists' speed.

Install chokers on high-speed, high volume segments that are difficult for pedestrians or bicyclists to cross.

On low-speed, low-volume residential streets, it may be appropriate to narrow the street to a single lane.

Install low-level landscaping in planting strips or boxes to enhance aesthetics and make extensions more visible after snowfall.

26

Narrow Travel Lanes



Reducing the width of lanes shortens the distance pedestrians are in a travel lane, provides space for off-street pedestrian and bicycle facilities, and reduces traffic speed.

On most segments, 12' wide lanes can be reduced to 11' without compromising safety. 10' wide travel lanes may be appropriate on low-speed, low-volume segments.

The Town may need to retain wide lanes on some segments to accommodate a high volume of truck or bus traffic. Federally-designated truck routes require at least one 12' travel lane in each direction.

27

Reduce the Number of Travel Lanes



Also known as a "road diet," fewer auto lanes provide space for on-street pedestrian and bicycle facilities. It can lead to a 23% increase in pedestrian volume and a 30% increase in bicyclist volume. A road diet also enhances safety: it can result in a 34% reduction in crashes; a 68% reduction in injuries; and up to 47% reduction in auto speed.

A reduction in lanes is appropriate for segments with traffic of 15,000 vehicles per day or less.

A common application is when 4 lanes are reduced to 3 lanes: one travel lane in each direction with a center two-way left turn lane.

28

2.4 | Crossing - Provide a Refuge

Medians



Medians are vertically-elevated spaces that run between opposing travel lanes. Medians provide pedestrians and bicyclists a refuge so they only have to negotiate one direction of vehicles at a time. The addition of medians can reduce pedestrian crashes by 46% at marked crosswalks and 39% at unmarked ones.

Install medians on streets with few acceptable gaps to cross traffic. Add at intersections or mid-block crosswalks where the crossing distance exceeds 48'.

Make medians with crosswalks at least 6' wide (10' is best) and contain street-level cut-throughs or ramps to a central level landing. It may be appropriate to angle the cut-through so pedestrians face oncoming traffic before making the second half of the crossing.²⁹

Refuge Islands



Refuge islands provide pedestrians and bicyclists a refuge so they only have to negotiate one direction of vehicles at a time.

Install refuge islands on streets with few acceptable gaps to cross traffic. Add at intersections or mid-block crosswalks where the crossing distance exceeds 48'.

Make refuge islands with crosswalks at least 6' wide (10' is best) and contain street-level cut-throughs or ramps to a central level landing. It may be appropriate to angle the cut-through so pedestrians face oncoming traffic before making the second half of the crossing.

30

Splitter Islands



A raised splitter island provides pedestrians more visibility and a shorter crossing distance at right-turn slip lanes. These islands should be installed at intersections with high volumes of right-turning automobiles.

Build porkchop islands at least 6' wide and build street-level cut-throughs or ramps to a central level landing. Install crosswalks perpendicular to slip lane, one car length back from intersection. Properly designed slip lanes have a compound radius (a long radius followed by a short radius) that reduce the speed of turning vehicles. Make the turn lane 2:1 length-to-width; make width equal the turning path of vehicles.

31

Curb Ramps



Curb ramps provide a paved connection between surfaces at different vertical grades. Installed perpendicular to streets, they benefit pedestrians with strollers, walkers, luggage, delivery carts, or other items with wheels.

In order to connect existing or future sidewalks and multi-use trails, install curb ramps on both sides of the street, even if one may be outside of the project limits.

Make ramps at least 5' wide and offset no more than 10' from a sidewalk extension. Make sure all ramps have a slope no steeper than 8.33% and include detectable warning field of truncated domes.

32

2.5 | Paint Markings

Advanced Yield/Stop Lines



Advanced yield and stop lines are painted across travel lanes before crosswalks. They help pedestrians and motorists see each other from all approaches to an intersection.

Install advanced lines at stop or signal-controlled intersections. Make markings 1' to 2' wide, with “sharks teeth” for yield and a solid line for stop. Place no less than 4' in advance of the nearest crosswalk line, and farther back on segments with higher vehicle speeds. Stagger stop lines when there is more than one lane approaching the intersection to reduce multiple-threat crashes.

33

Crosswalks



Marked crosswalks are crossings where motorists must legally yield the right of way to pedestrians. They direct pedestrians towards the best place to cross the street and inform motorists that they are approaching the pedestrian right-of-way.

Install mid-block crosswalks where pedestrians already cross and where adequate sight distance exists. Install them when the next intersection is more than 660' away.

Make crosswalks 6' to 8' wide, up to 10' in areas of high pedestrian volume. Continental, ladder, and zebra markings are ten times more visible to motorists than longitudinal (standard) markings. Enhance effectiveness by reducing speeds and/or adding signs, pavement striping, or signals.

34

Bicycle Guides



Bicycle intersection markings show bicyclists where to proceed through an intersection. Markings help motorists by making bicycle movements more predictable, increasing their visibility and showing that through bicyclists have priority over turning vehicles.

Install in conjunction with bicycle lanes or cycle tracks at wide or complex intersections where the preferred travel path may be unclear.

Paint markings to designate separate or shared bicycle and auto turn lanes. Pick a standard design to avoid confusion.

35

Bicycle Boxes



Bicycle boxes provides a way for bicyclists to get safely ahead of queuing traffic and makes them more visible to motorists. Boxes facilitate bicyclists turning left at intersections and help prevent “right-hook” conflicts with turning vehicles. They group bicyclists together to quickly clear an intersection, which minimizes motorist delay.

Use at signalized intersections with high volumes of bicycles, especially those with high numbers of right-turning vehicles or left-turning bicycles.

Bicycle boxes are often painted green, though they may also be painted red, blue, or not at all.

36

2.6 | Install Signage

Crosswalk



Add crossing signs to crosswalks traversing: 1) multi-lane streets without a median and 12,000 or more vehicles per day; 2) multi-lane streets with a median and 15,000 or more vehicles per day; and any street segment with an average vehicle speed of 40 MPH or more.

Signs may be placed overhead or mounted on posts on the terrace.

37

School Zone



School zone signs regulate vehicle speeds in areas with high volumes of students on foot or bicycle.

Sign text may reference the school, bus stops, pedestrian crossings, reduced speed limits, or higher fines. All signs should be fluorescent yellow-green with black text.

Use uniform controls within the school zone to increase compliance and reduce motorist confusion.

38

Bicycle Awareness



Bicycles are legal users of the roadway (WisDOT 2011, 11-46-1), so they are entitled to use the lane unless expressly prohibited (e.g. limited-access freeways).

Add “bicycles may use full lane” or “bikes sharing roadway” signs to segments where there is no room for bicycles and vehicles to operate side-by-side. Add signs to dangerous segments with a high volume of bicyclists to inform drivers that bicyclists may be in the lane.

39

In-Street Crosswalk



In-street crosswalk signs are placed in the roadway, either on the center line, a lane line, or a median island.

Signs should say “yield to pedestrians” to reflect state law. These signs increase motorists' compliance. They are most effective on segments where drivers travel 30 MPH or less.

Signs should bend over and bounce back if struck by a vehicle.

Remove signs during the winter months if they interfere with plowing snow.

40

2.7 | Install Signals

Add signals to crosswalks traversing: 1) multi-lane streets without a median and 12,000 or more vehicles per day; 2) multi-lane streets with a median and 15,000 or more vehicles per day; and any street segment with an average vehicle speed of 40 MPH or more.

Flashing Yellow Beacon



PBIC

Flashing yellow lights advise drivers to slow down and prepare to stop for possible pedestrians or bicyclists using a crosswalk. They substantially increase motorists' compliance as compared to crosswalks alone.

Continuously operating beacons may blend into the background environment for motorists over time, leading to less awareness and compliance. Therefore, it is preferable that signals are user-activated by pedestrians or bicyclists waiting to cross.

41

Rectangular Rapid-Flash Beacon



A rectangular rapid-flash beacon has yellow LED lights that emit a unique stutter "wig-wag" flash to motorists.

Use rapid-flash beacons at unsignalized intersections or mid-block crosswalks, especially high-volume pedestrian crossings or priority bicycle route crossings. Also use at crossings where motorists do not yield to pedestrians; rapid-flash beacons have increased motorist yield rates from 20% to 80%.

Beacons can be activated by active or passive detection. Lights can be powered by solar panels.

42

Hybrid Beacon



Formally known as a "HAWK" (high-intensity activated crosswalk), a hybrid beacon has two red lenses over a single yellow lens. When a pedestrian activates the signal, yellow lights advise motorists to prepare to stop. A solid red light then requires vehicles to stop and allow pedestrians and bicyclists to cross. A flashing red phase then allows vehicles to proceed through the intersection after stopping.

Hybrid beacons are most commonly implemented at mid-block crossing with a very high volume of pedestrian and/or bicyclist crossing. Also ideally suited at crossings where motorists do not yield to pedestrians; hybrid beacons have generated 90% to 95% motorist compliance.⁴³

In-Street Lighting



PBIC

In-street lights are embedded into the pavement under crosswalks. They increase the visibility of pedestrians in low-light conditions. Lights are generally visible up to 1,500' away, so they allow motorists time to stop.

Pedestrians press a button to activate lights embedded in the roadway on each side of the crosswalk. Lights flash for an amount of time equal to the pedestrian clearance time.

Use in-street lights at mid-block crosswalks, especially high-volume pedestrian crossings or priority bicycle route crossings.

44

2.8 | Slow Automobiles (Traffic Calming)

Reducing auto speeds increasing pedestrian safety. The probability of a pedestrian crash being fatal involving a vehicle is 85% at 40 MPH; 45% at 30 MPH; and only 5% at 20 MPH ⁴⁵. Speed limit reductions need to be accompanied by other traffic calming modifications to be effective.

On-Street Parking



On street-parking slows vehicles by visually narrowing streets. Tree wells in the parking zone can provide a canopy over the street, reducing speeds even more.

On-street parking uses one-third less space than off-street parking. It is the most affordable parking option for businesses.

Head-out/back-in angled parking is the safest type of on-street parking, for it creates a sight line between motorists and other users when pulling out; allows motorists to load trunk from the curb; and open doors direct youth back towards the sidewalk.

46

Street Trees



Street trees slow vehicles by visually narrowing streets.

Plant street trees on any street where there is sufficient room in the terrace area or median. Provide adequate clearance underneath for pedestrians, bicyclists, and vehicles. Avoid areas that obstruct sight lines, interfere with overhead utilities.

Street trees also provide numerous environmental benefits including reducing urban stormwater runoff.

Refer to the *Grand Chute Community Forestry Strategy* for more specific guidelines.

47

Speed Humps/Speed Tables



These features are raised strips of roadway with more gradual slopes than speed bumps. By forcing a vertical shift in vehicles, they slow traffic to 15 to 20 MPH.

Install speed humps on segments with auto volumes of at least 750 vehicles per day. Place humps in series 300' to 600' apart. They may include marked crosswalks.

Speed humps are generally 12' to 14' long and have slopes of 1:16 to 1:20 allow for snow plows to cleanly plow the hump. These features are not ideal on segments that are main emergency routes or have steep slopes.

48

Narrow Travel Lanes



Narrowing travel lanes slows traffic speeds. This can be accomplished through physical features or visual elements that impact the perception of drivers. This is can be achieved through features such as curb extensions, planters, street furniture, adding on-street parking, or other pavement markings. Urbanizing rural street sections by adding curb and gutter can also slow traffic speeds.

These features should be implemented in urban and suburban residential areas with a history of speeding vehicles.

49

2.9 | Intersection Controls

Signs



Signs use words, symbols, and arrows to convey messages about regulations, warnings, and guidance for road users.

The most common way to control an intersection is through the use of “yield” or “stop” signs.

50

Signals



Intersection signals help pedestrians and bicyclists safely cross intersections. More recent signals incorporate countdown timers that display the number of seconds left to safely cross. An actuated signal requires pedestrians or bicyclists to push a button in order to activate the “WALK” phase.

Use at intersections that are complex or irregularly-shaped; have high volumes of turning traffic; vehicular actuation of traffic signals; complex signal phasing; or lots of people with visual impairments. Use actuated signals, or pedestrian or bike detectors, at intersections where pedestrian crossings are infrequent and fixed pedestrian signals makes the intersection inefficient for traffic.⁵¹

Roundabouts



Roundabouts are controlled intersections where all traffic flows counter-clockwise around a center circle and all turning movements are to the right. They reduce motorist delay, increase intersection capacity, and improve safety. Roundabouts have lower operation and maintenance costs than signalized intersections. Roundabouts may, however, pose problems for pedestrians with visual or cognitive impairments.

Splitter islands must be accessible, detectable, and large enough for pedestrian traffic. Set back crosswalks to splitter islands one car length – about 20’ – from yield lines.

Shared-use paths/wide sidewalks should be used to accommodate pedestrians and bicyclists through roundabouts.⁵²

Mini-Circles



Mini-circles are placed in the middle of intersections in residential areas. They slow vehicles by forcing a lateral shift in travel. They help traffic flow more smoothly because there are fewer complete stops.

Not ideal for intersections with high numbers of left-turning vehicles.

53

2.10 | Provide Grade Separation

Overpasses



Use grade-separated crossings to connect buildings, land uses, and transit stations. Use across places with topographic displacement: freeways, expressways, major arterials, rail lines, and bodies of water. Use where signals are unable to be installed for technical reasons.

Pedestrians and bicyclists will often ignore overpasses if they are not convenient. If it takes 50% longer to cross using a grade-separated facility, then very few will use it.

Make pedestrian-only overpasses 8' or more wide, shared-use overpasses 12' or more wide.

Stairs may supplement, but may not replace, ramps connecting the overpass.

Railings are required to prevent pedestrians and bicyclists from falling off.

54

Underpasses



Use grade-separated crossings to connect buildings, land uses, and transit stations. Use across places with topographic displacement: freeways, expressways, major arterials. And rail lines. Use where signals are unable to be installed for technical reasons.

Pedestrians and bicyclists will often ignore underpasses if they are not convenient. If it takes 50% longer to cross using a grade-separated facility, then very few will use it.

Underpasses require generous dimensions to be attractive. Users should be able to see the light at the end of the tunnel. Elevate the roadway slightly. Vandal-resistant lights increase actual and perceived security.

55

3 | Priorities

To make the most effective and efficient investment in pedestrian and bicycle infrastructure and provide the greatest benefit to the community, the Town will build facilities strategically. The following criteria were used to rank street segments or missing connections identified for future pedestrian and bicycle facilities.

Safety: The number of pedestrian and bicycle crashes from 2007-2017 was used to identify segments with the highest number of crashes that could be reduced by installing pedestrian and/or bicycle facilities.

Places: The proximity of segments to schools, parks, and business was used to identify popular destinations for those walking or bicycling.

People: The number of households within a quarter mile of segments was used to identify the highest densities of people that would benefit from future pedestrian and bicycle facilities.

Transit: The proximity of segments to the Valley Transit system was used to identify segments that would provide connectivity and access to the transit system.

Traffic Volume/Functional Classification: Average daily traffic volume (ADT) data and functional classification categories to identify segments with the highest traffic volumes and speeds.

Public Input: Information collected through the Public Participation Process including the public workshop and survey was used to identify corridors identified by the public that are in need of pedestrian and/or bicycle facilities and popular destinations that lacked sufficient or safe access for those walking or bicycling.

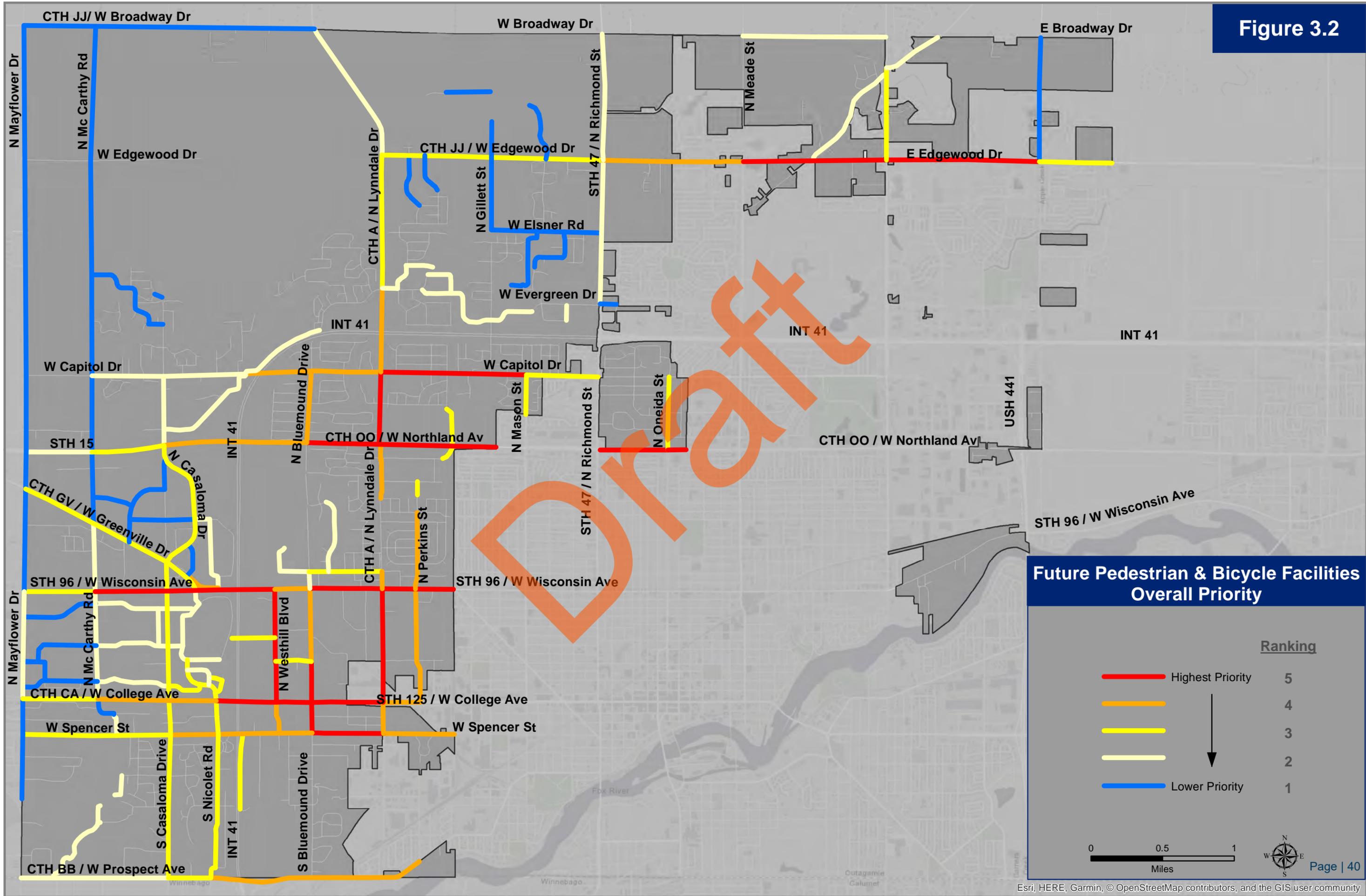
All of the factors listed above were used to rank segments for future pedestrian and bicycle facilities. The map included in Figure 3.2 represents a combination of all factors to produce an overall ranking and identify the highest priority segments in the Town. The table included in Figure 3.1 on the following page identifies the segments that received the top 10 overall scores and lists them from highest to lowest. Maps that illustrate the ranking of each individual factor can be found on the subsequent pages, which include Figure 3.3 - Figure 3.11. This section should be used by the Town to help identify future pedestrian and bicycle infrastructure projects to maximize resources and produce the greatest benefit to residents and visitors. To help determine the appropriate type of pedestrian and/or bicycle facility for each segment refer to Figure 1.6 and 1.7, along with the table and additional information provided on pages 24 and 25 in Section 2.

3 | Priorities

Figure 3.1

Segment Name	From	To	Overall Score	Overall Rank
Northland Avenue (CTH OO)	Richmond Street (STH 47)	Oneida Street	33	1
Wisconsin Avenue (STH 96)	Casaloma Drive	INT 41	32	2
Wisconsin Avenue (STH 96)	INT 41	Westhill Boulevard	32	2
College Avenue (STH 125)	Kools Street / Westhill Boulevard	Bluemound Drive	31	3
College Avenue (STH 125)	Bluemound Drive	Lynndale Drive	31	3
Northland Ave (CTH OO)	Lynndale Drive (CTH A)	Town Municipal Boundary	31	3
Wisconsin Avenue (STH 96)	Bluemound Drive (CTH AA)	Lyndale Drive (CTH A)	31	3
Wisconsin Avenue (STH 96)	McCarthy Road	Casaloma Drive	31	3
Wisconsin Avenue (STH 96)	Lyndale Drive (CTH A)	Town Municipal Boundary	31	3
Northland Avenue (CTH OO)	Bluemound Drive	Lynndale Drive (CTH A)	29	4
College Avenue (STH 125)	Nicolet Road / Mall Drive	Kools Street / Westhill Boulevard	29	4
Bluemound Drive	Spencer Street	College Avenue (STH 125)	28	5
Lyndale Drive (CTH A)	Northland Avenue (CTH OO)	Capitol Drive	28	5
Westhill Boulevard	Woodman Drive	Wisconsin Avenue (STH 96)	27	6
Bluemound Drive	College Avenue (STH 125)	Woodman Drive	27	6
Spencer Street	Bluemound Drive	Lynndale Drive	27	6
Wisconsin Avenue (STH 96)	Oneida Street	Town Municipal Boundary	27	6
Edgewood Drive (CTH JJ)	Meade Street	Ballard Road (CTH E)	27	6
Lyndale Drive (CTH A)	College Avenue (STH 125)	Wisconsin Avenue (STH 96)	27	6
Capitol Drive	Lynndale Drive (CTH A)	Mason Street	26	7
Westhill Boulevard	College Avenue (STH 125)	Woodman Drive	26	7
Edgewood Drive (CTH JJ)	Ballard Road (CTH E)	French Road	26	7
Bluemound Drive (CTH AA)	Woodman Drive	Wisconsin Avenue (STH 96)	24	8
Lynndale Drive	Spencer Street	College Avenue (STH 125)	24	8
College Avenue (CTH CA)	McCarthy Road	Casaloma Drive	24	8
College Avenue (CTH CA)	Casaloma Drive	Nicolet Road / Mall Drive	24	8
Spencer Street	Kools Street	Bluemound Drive	24	8
Spencer Street	INT 41	Kools Street	24	8
Spencer Street	Casaloma Drive	Nicolet Road	23	9
College Avenue (STH 125)	Lynndale Drive	Perkins Street	23	9
Edgewood Drive (CTH JJ)	Richmond Street (STH 47)	Meade Street	23	9
Lyndale Drive (CTH A)	Capitol Drive	Grand Chute Boulevard	23	9
Spencer Street	Lynndale Drive	Whiteman Avenue	22	10
Capitol Drive	Bluemound Drive	Lynndale Drive (CTH A)	22	10
Perkins Street	College Avenue (STH 125)	Wisconsin Avenue (STH 96)	22	10
Lynndale Drive (CTH A)	End of Existing Sidewalk	Northland Avenue (CTH OO)	22	10
STH 15	Casaloma Drive	Interstate 41	22	10
Prospect Avenue (CTH BB)	Van Dyke Road	Bluemound Drive	22	10
Northland Avenue (CTH OO)	INT 41	Bluemound Drive (CTH AA)	22	10
Perkins Street	Wisconsin Avenue (STH 96)	Glendale Avenue	22	10

Figure 3.2



Future Pedestrian & Bicycle Facilities Overall Priority

Ranking	
	Highest Priority 5
	4
	3
	2
	Lower Priority 1

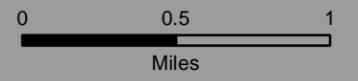
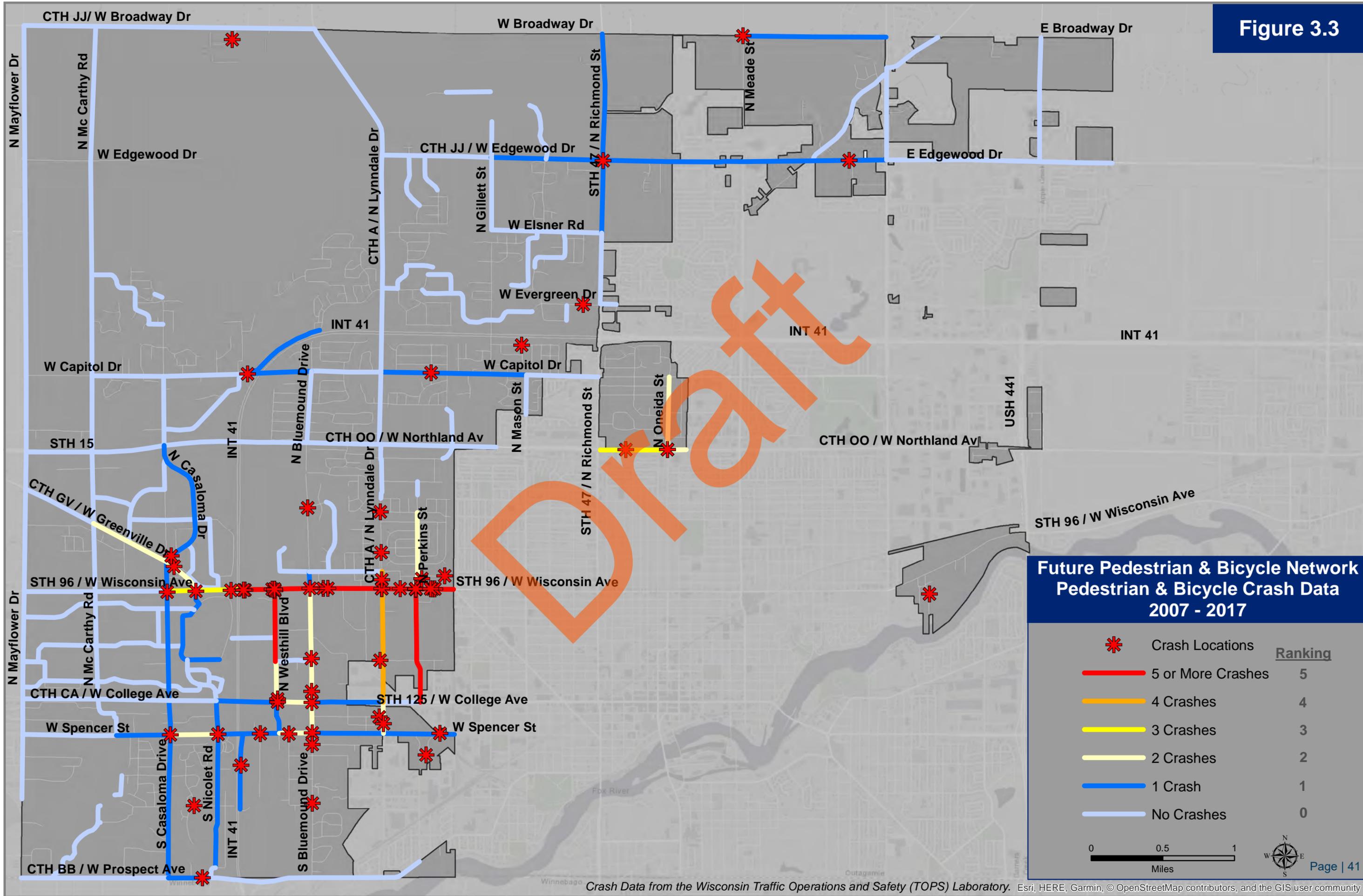
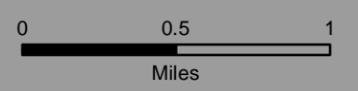


Figure 3.3



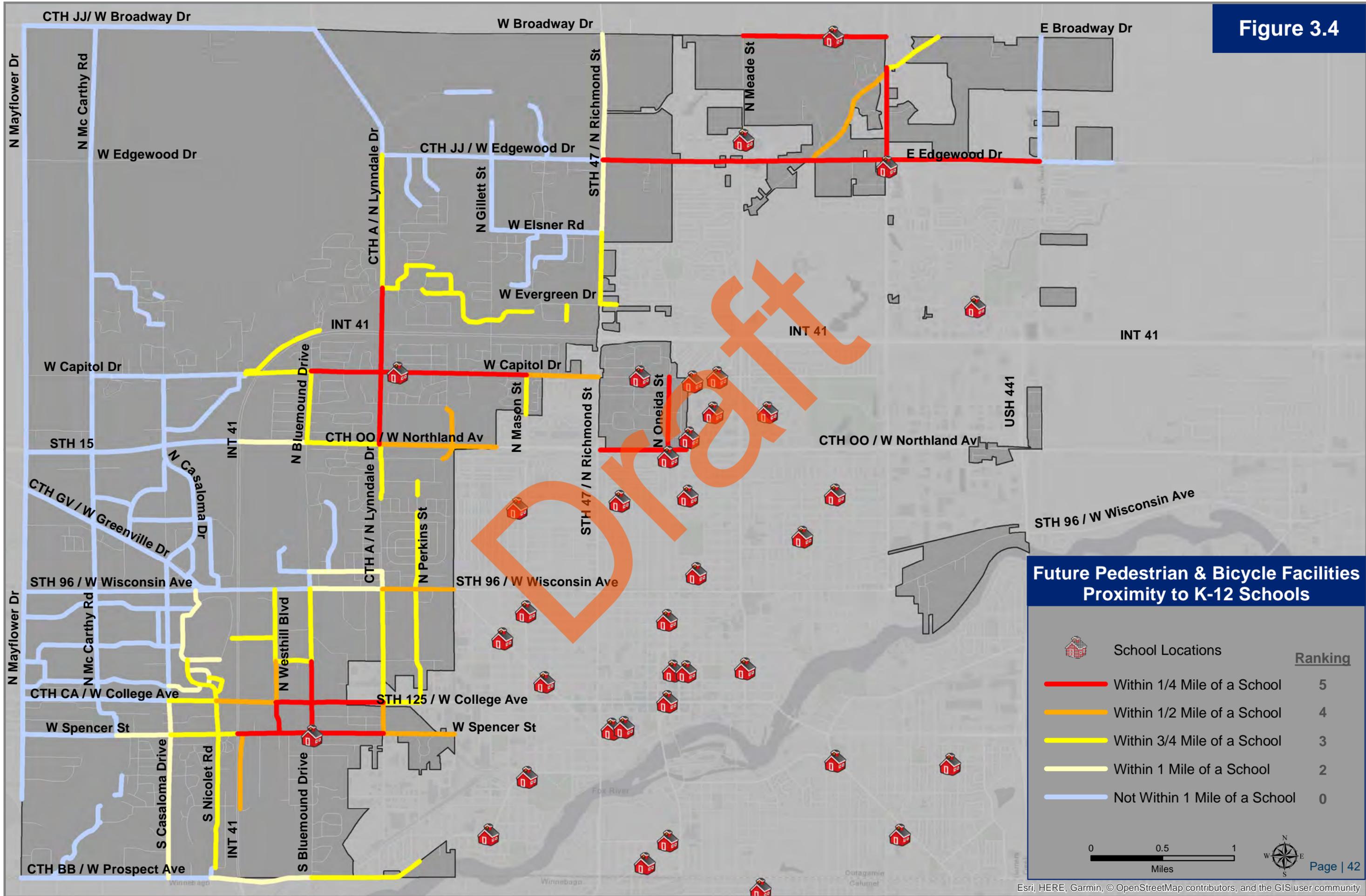
**Future Pedestrian & Bicycle Network
Pedestrian & Bicycle Crash Data
2007 - 2017**

Crash Locations	Ranking
5 or More Crashes	5
4 Crashes	4
3 Crashes	3
2 Crashes	2
1 Crash	1
No Crashes	0



Crash Data from the Wisconsin Traffic Operations and Safety (TOPS) Laboratory. Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

Figure 3.4

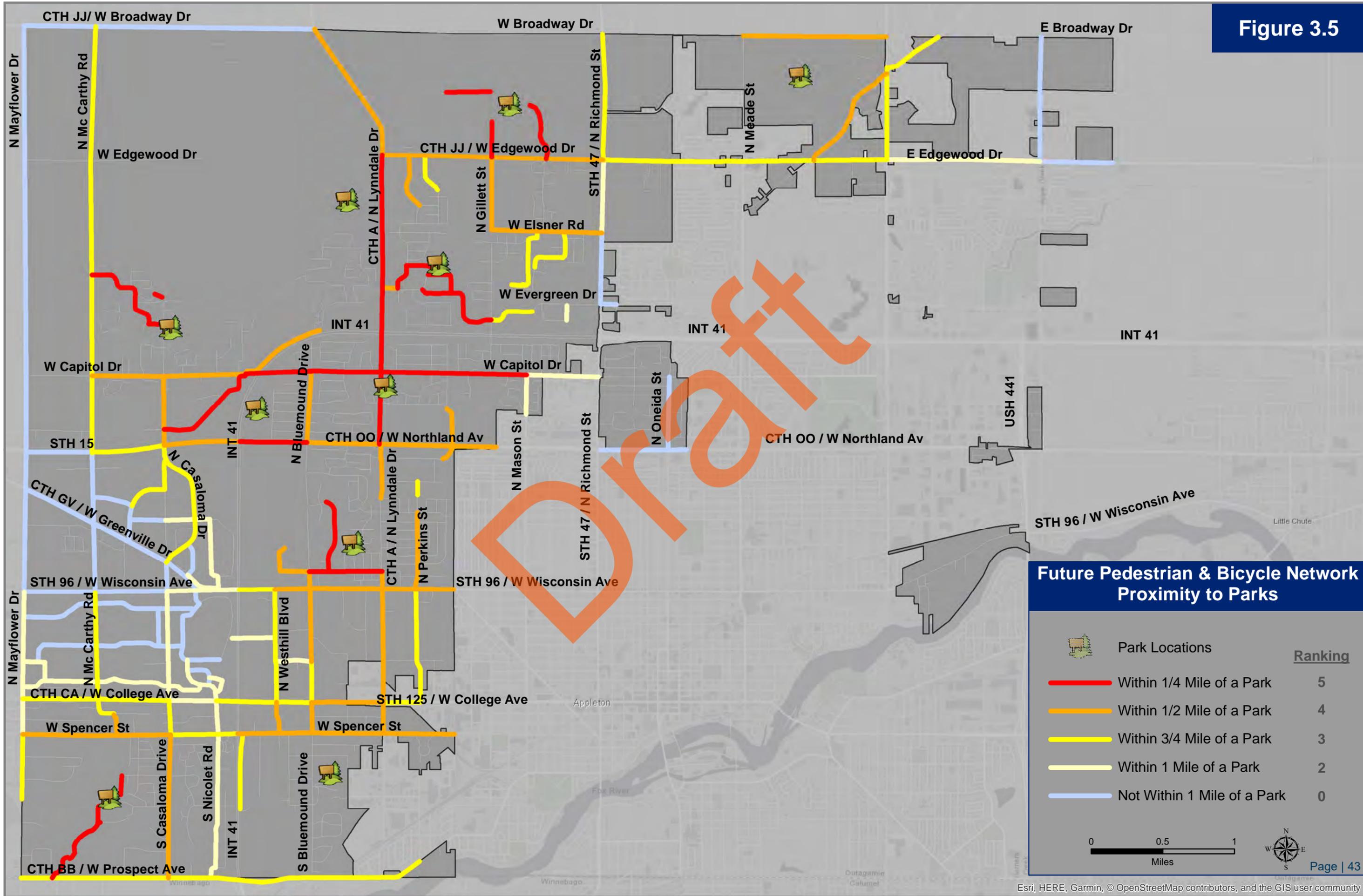


Future Pedestrian & Bicycle Facilities Proximity to K-12 Schools

Symbol	Description	Ranking
	School Locations	
	Within 1/4 Mile of a School	5
	Within 1/2 Mile of a School	4
	Within 3/4 Mile of a School	3
	Within 1 Mile of a School	2
	Not Within 1 Mile of a School	0

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Figure 3.5



Future Pedestrian & Bicycle Network Proximity to Parks

	Ranking
 Park Locations	
 Within 1/4 Mile of a Park	5
 Within 1/2 Mile of a Park	4
 Within 3/4 Mile of a Park	3
 Within 1 Mile of a Park	2
 Not Within 1 Mile of a Park	0

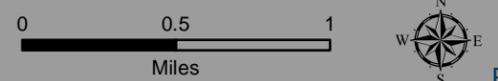
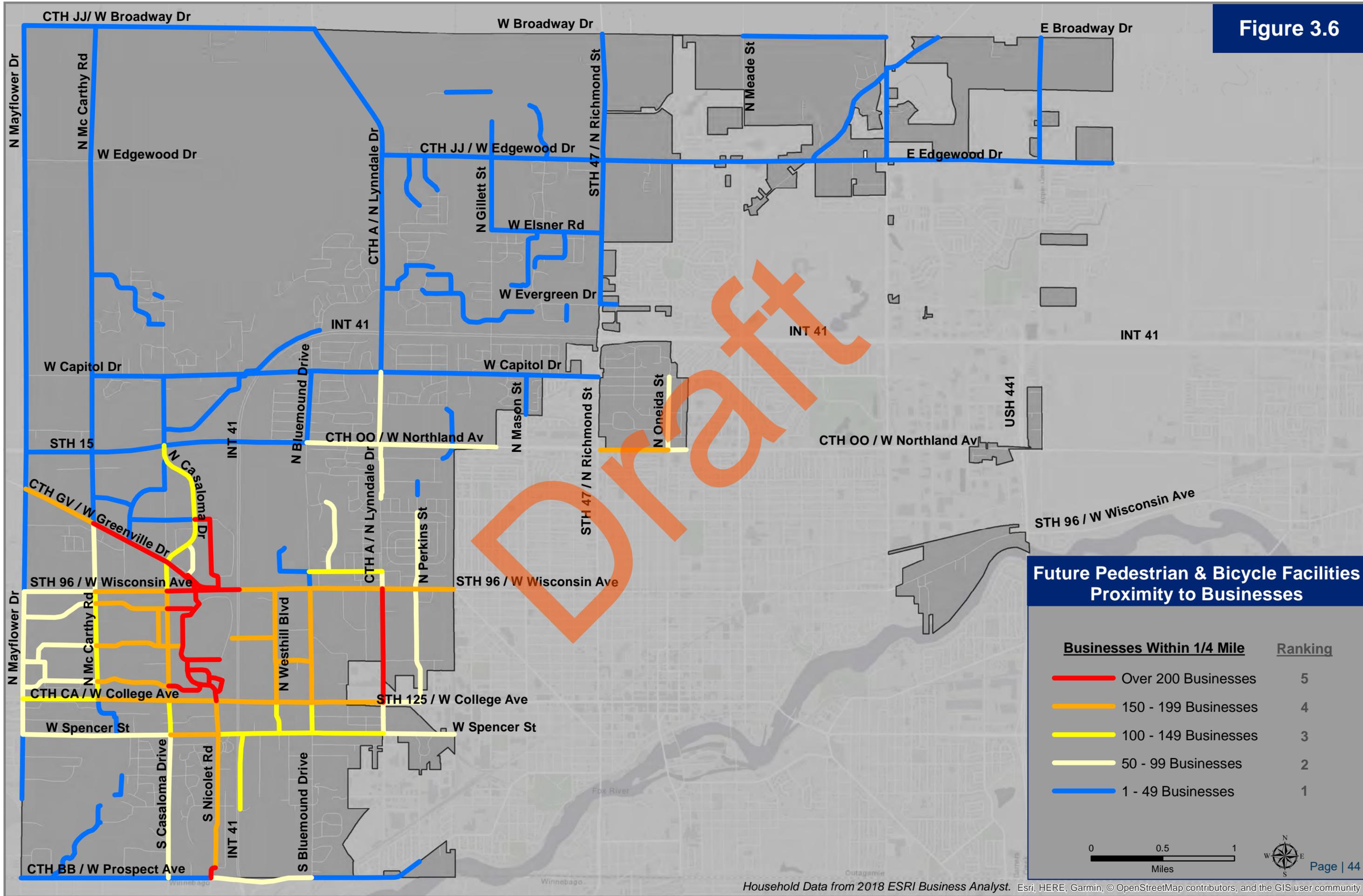


Figure 3.6



Future Pedestrian & Bicycle Facilities Proximity to Businesses

<u>Businesses Within 1/4 Mile</u>	<u>Ranking</u>
Over 200 Businesses	5
150 - 199 Businesses	4
100 - 149 Businesses	3
50 - 99 Businesses	2
1 - 49 Businesses	1

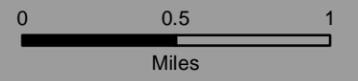


Figure 3.7

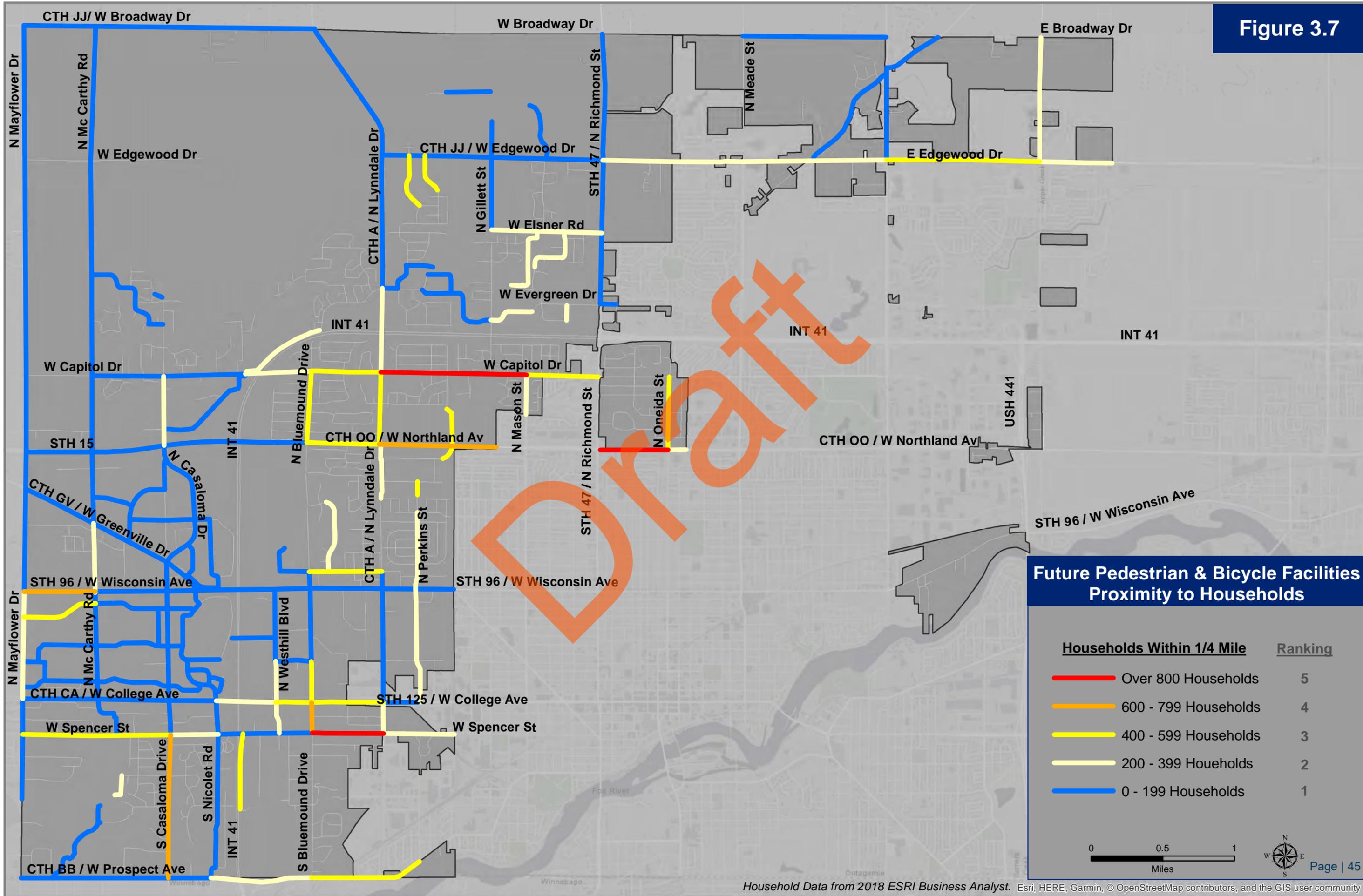


Figure 3.8

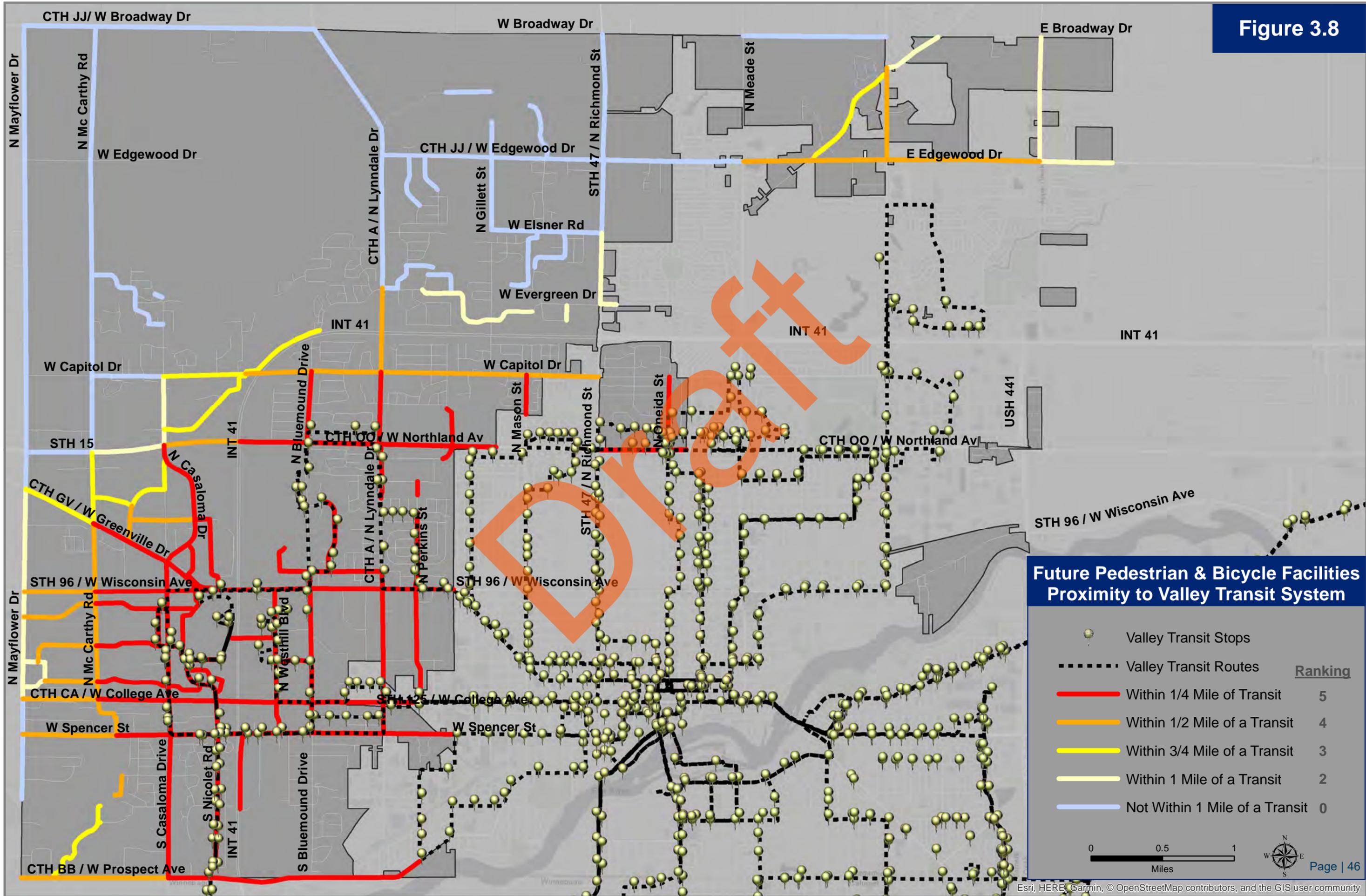


Figure 3.9

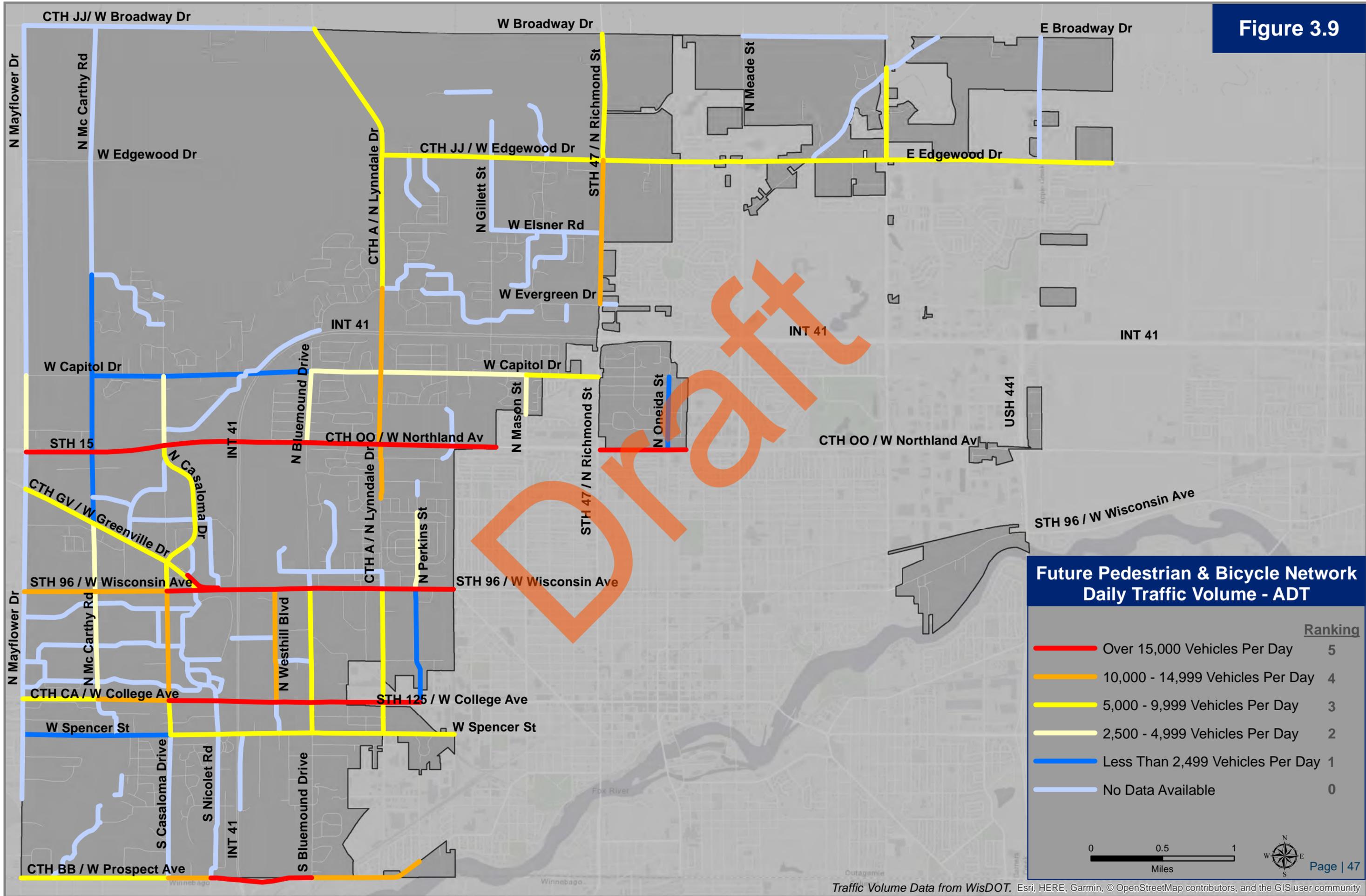


Figure 3.10

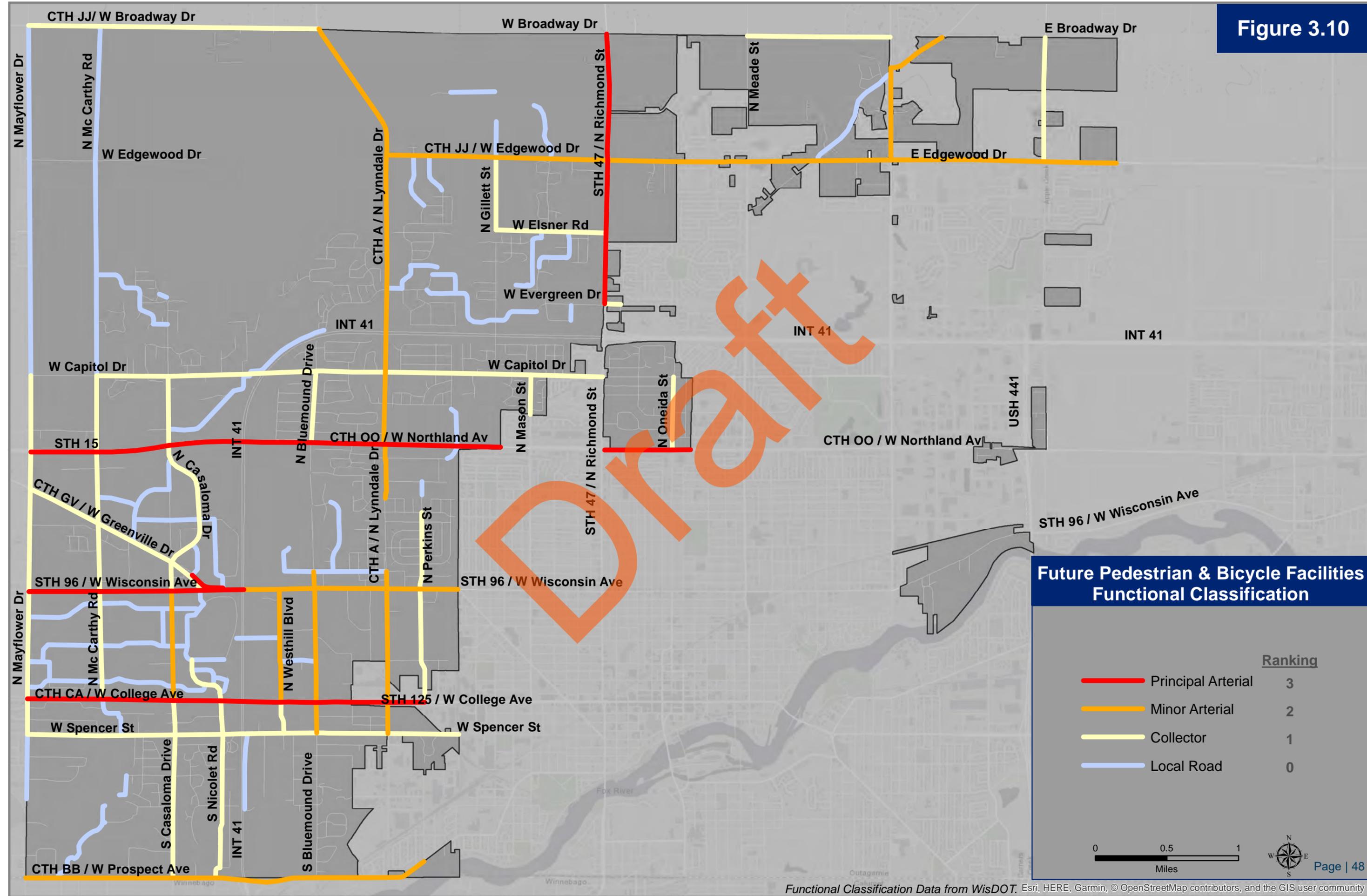
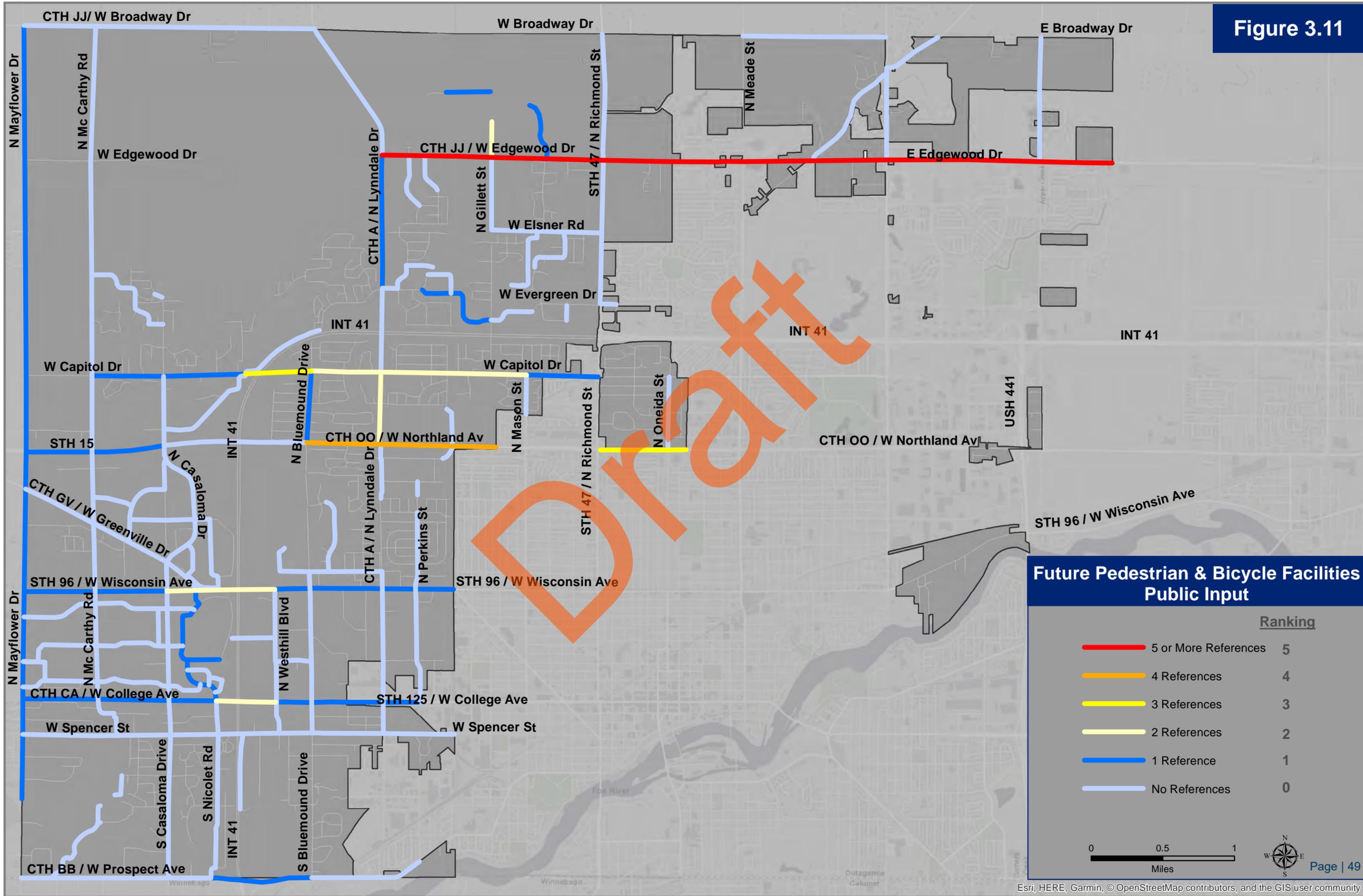
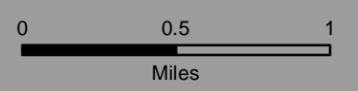


Figure 3.11



**Future Pedestrian & Bicycle Facilities
Public Input**

Ranking	
█	5 or More References 5
█	4 References 4
█	3 References 3
█	2 References 2
█	1 Reference 1
█	No References 0



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Images - All images noted accordingly are from the Pedestrian and Bicycle Information Center's (PBIC) image library website: <http://www.pedbikeimages.org/> . All other images were taken by Town staff.

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Grand Chute Bicycle and Pedestrian Strategy Update

Public Participation Plan

Background Information – Grand Chute Bicycle and Pedestrian Strategy

The Grand Chute Bicycle and Pedestrian Strategy, adopted in 2012, was established to enhance the bicycle and pedestrian network by addressing four focus areas:

1. Creating Connections
2. Broadening Access
3. Enhancing Safety
4. Increasing Capacity

Through the four focus areas, the Strategy identifies and prioritizes key bicycle and pedestrian corridors in the community, and identifies key destinations that would receive the greatest benefit from connectivity to the bicycle and pedestrian network. The Strategy also analyzes and highlights the types of facilities that would be most suitable in different areas throughout the Town. Since the adoption of the Strategy, a great deal of progress has been made to enhance the network of facilities throughout the community. These efforts have been supported by staff, elected officials, developers, and residents.

Update to the Grand Chute Bicycle and Pedestrian Strategy

The update process will evaluate progress that has been made over the past five years regarding implementation of the Strategy. The Town recognizes that even with the recent progress and improvements to bicycle and pedestrian network, opportunities exist to enhance that network and create a community that is even more bicycle and pedestrian friendly. The update process will provide the opportunity for staff and elected officials to refocus efforts to enhance the bicycle and pedestrian network within the Town. Below is a list of key priorities that will be targeted through the update process:

- Update the inventory of existing bicycle and pedestrian facilities within the Town.
- Reevaluate the future bicycle and pedestrian network.
- Identify bicycle and pedestrian facilities best suited for implementation in the Town.
- Identify areas where bicycle and pedestrian safety concerns exist.
- Prioritize the implementation of future bicycle and pedestrian facilities.
- Ensure future bicycle and pedestrian facilities connect to facilities in neighboring communities, creating a cohesive regional network.

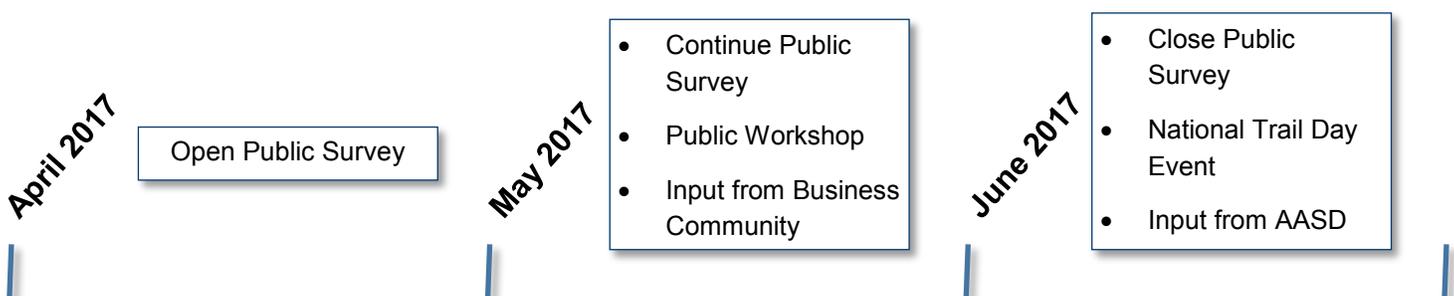
Public Participation Process

The public participation process will engage a wide range of stakeholders to provide input on the update to the Grand Chute Bicycle and Pedestrian Strategy. The process will allow participation through a variety of outreach techniques that aim to reach residents from all demographic groups within the Town. Additional efforts will engage stakeholders from the business and educational sectors to collect input from their prospective. An evaluation component will help to evaluate efforts the Town has taken to enhance the bicycle and pedestrian network within the community over the past 5 years. The evaluation component will also identify areas of the community that lack sufficient bicycle and pedestrian facilities. The public participation process will help prioritize upcoming projects within the Town and prioritize corridors that are in need of bicycle and pedestrian facilities.

Components of Public Participation Process

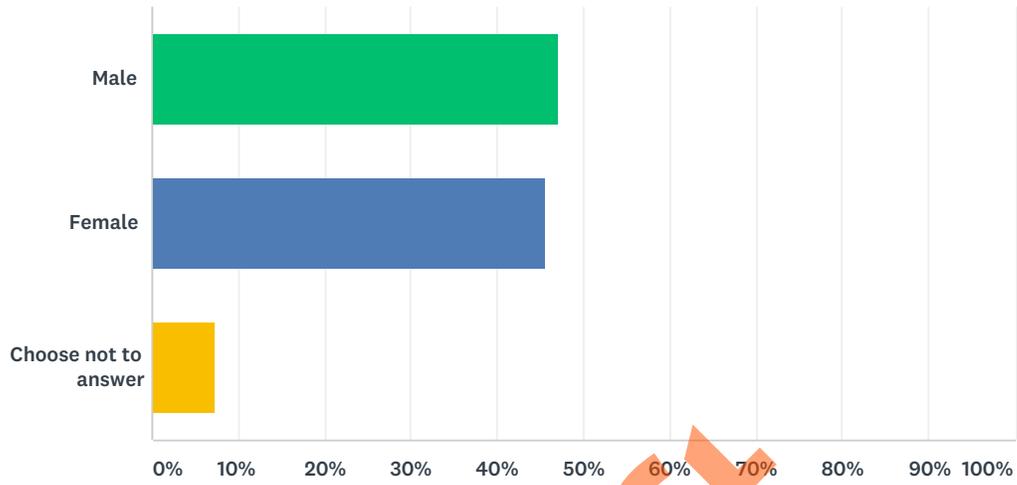
- **Public Survey**
 - * Identify key destinations that lack bicycle and pedestrian access.
 - * Measure how existing facilities are being used.
 - * Prioritize facility types that are preferred by residents.
 - * Identify barriers to connectivity on the bicycle and pedestrian network.
 - * Address bicycle and pedestrian safety concerns.
- **National Trail Day Event**
 - * Outreach event to promote the existing trail facilities within the Town. The event will provide an opportunity to solicit input from residents that are active and regularly use the trail system.
- **Public Workshop**
 - * Interactive session to gain feedback from residents and other stakeholders.
- **Input from Appleton Area School District**
 - * Meet with AASD representatives to address safety concerns and locations/corridors that are most in need of facilities as it relates to students.
- **Input from Business Community**
 - * Meet with business leaders to identify key corridors that lack bicycle and pedestrian facilities. Representatives can also provide input on how bicycle and pedestrian infrastructure could economically benefit their businesses and help prioritize key commercial destinations that need connectivity to the bicycle and pedestrian network.

Public Participation Process Timeline



Q2 What is your gender?

Answered: 68 Skipped: 0

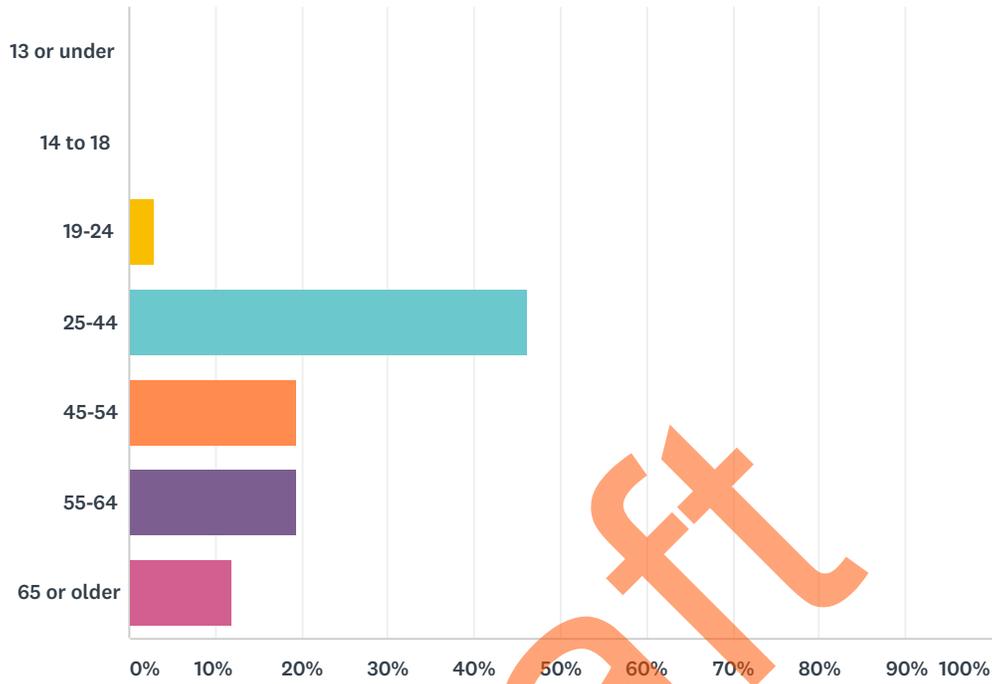


ANSWER CHOICES	RESPONSES	
Male	47.06%	32
Female	45.59%	31
Choose not to answer	7.35%	5
TOTAL		68

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Q3 What is your age?

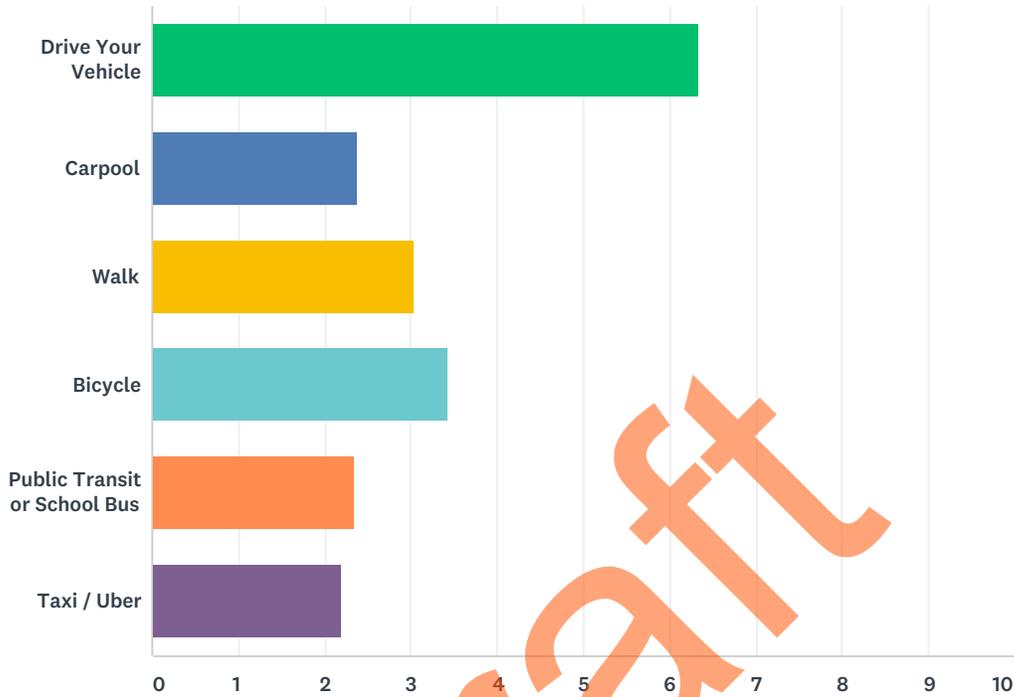
Answered: 67 Skipped: 1



ANSWER CHOICES	RESPONSES	
13 or under	0.00%	0
14 to 18	0.00%	0
19-24	2.99%	2
25-44	46.27%	31
45-54	19.40%	13
55-64	19.40%	13
65 or older	11.94%	8
TOTAL		67

Q4 Typically, how often do you use the following modes of transportation for work or school?

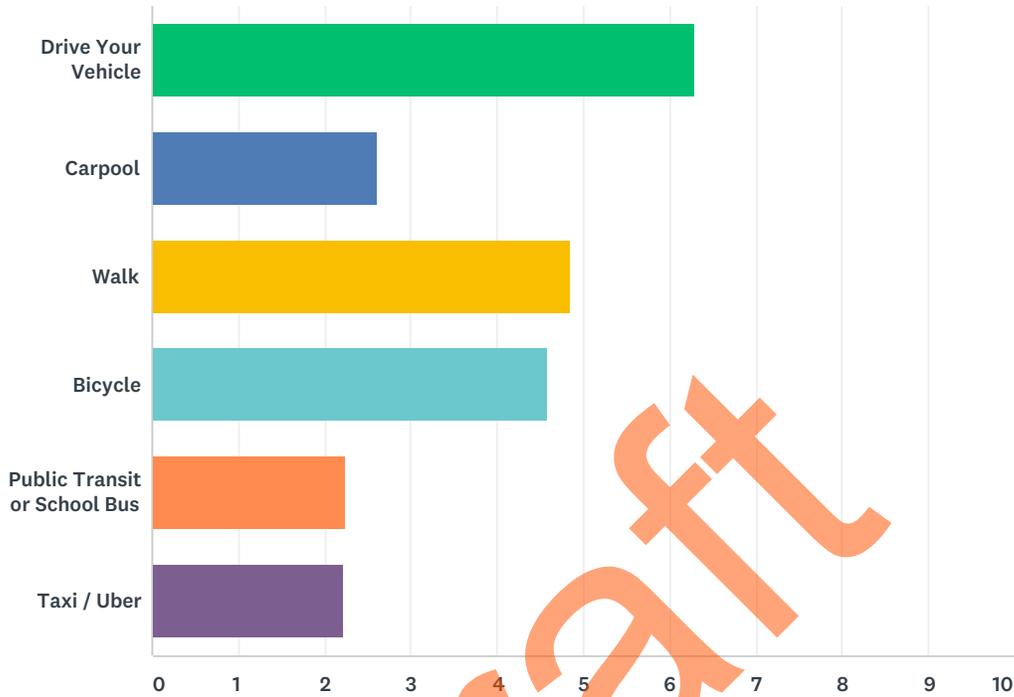
Answered: 66 Skipped: 2



	NEVER	A FEW TIMES A YEAR	ONCE A MONTH	ONCE A WEEK	MULTIPLE TIMES A WEEK	EVERY DAY	TOTAL	WEIGHTED AVERAGE
Drive Your Vehicle	6.06% 4	0.00% 0	0.00% 0	7.58% 5	21.21% 14	65.15% 43	66	6.33
Carpool	73.68% 42	22.81% 13	0.00% 0	0.00% 0	1.75% 1	1.75% 1	57	2.39
Walk	66.67% 40	11.67% 7	0.00% 0	1.67% 1	13.33% 8	6.67% 4	60	3.03
Bicycle	47.54% 29	16.39% 10	6.56% 4	6.56% 4	21.31% 13	1.64% 1	61	3.43
Public Transit or School Bus	88.14% 52	5.08% 3	0.00% 0	0.00% 0	5.08% 3	1.69% 1	59	2.34
Taxi / Uber	88.33% 53	3.33% 2	8.33% 5	0.00% 0	0.00% 0	0.00% 0	60	2.20

Q5 Typically, how often do you use the following modes of transportation to travel for other purposes (recreation, to run errands, etc.)?

Answered: 68 Skipped: 0



	NEVER	A FEW TIMES A YEAR	ONCE A MONTH	ONCE A WEEK	MULTIPLE TIMES A WEEK	EVERY DAY	TOTAL	WEIGHTED AVERAGE
Drive Your Vehicle	1.54% 1	3.08% 2	0.00% 0	3.08% 2	44.62% 29	47.69% 31	65	6.29
Carpool	68.85% 42	16.39% 10	4.92% 3	4.92% 3	4.92% 3	0.00% 0	61	2.61
Walk	9.09% 6	19.70% 13	9.09% 6	10.61% 7	42.42% 28	9.09% 6	66	4.85
Bicycle	13.85% 9	15.38% 10	13.85% 9	13.85% 9	41.54% 27	1.54% 1	65	4.58
Public Transit or School Bus	86.67% 52	10.00% 6	0.00% 0	0.00% 0	3.33% 2	0.00% 0	60	2.23
Taxi / Uber	86.67% 52	6.67% 4	5.00% 3	1.67% 1	0.00% 0	0.00% 0	60	2.22

Q6 Please identify if the following factors that influence your decision to walk or bicycle within Grand Chute.

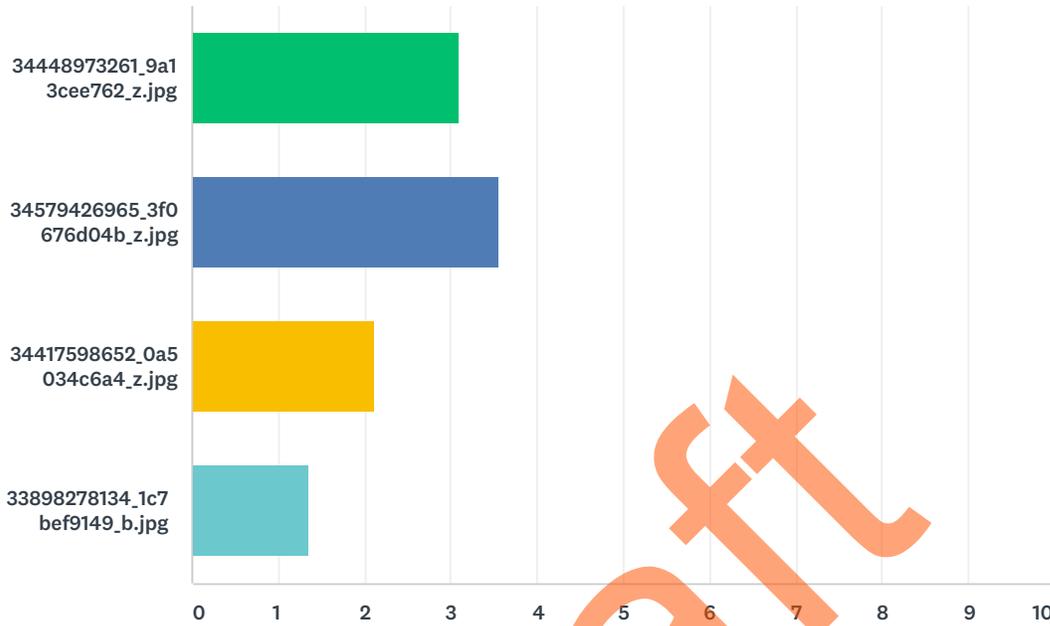
Answered: 67 Skipped: 1



	IMPORTANT FACTOR	SOMEWHAT IMPORTANT	NOT A FACTOR	TOTAL	WEIGHTED AVERAGE
Safety	67.69% 44	23.08% 15	9.23% 6	65	2.42
Availability of bicycle or pedestrian facilities (multi-use trails, sidewalks, bike lanes, etc.)	74.24% 49	13.64% 9	12.12% 8	66	2.38
Distance to destination	56.06% 37	37.88% 25	6.06% 4	66	2.50
Health benefits of physical activity	51.52% 34	42.42% 28	6.06% 4	66	2.55
Costs associated with vehicle ownership/operation	7.58% 5	21.21% 14	71.21% 47	66	3.64
Speed/volume of vehicular traffic	53.03% 35	33.33% 22	13.64% 9	66	2.61
Physical barriers (Interstate 41)	47.69% 31	38.46% 25	13.85% 9	65	2.66

Q7 Please rank the following facilities where you would like to walk from 1 to 4, 1 being the most preferred and 4 being the least.

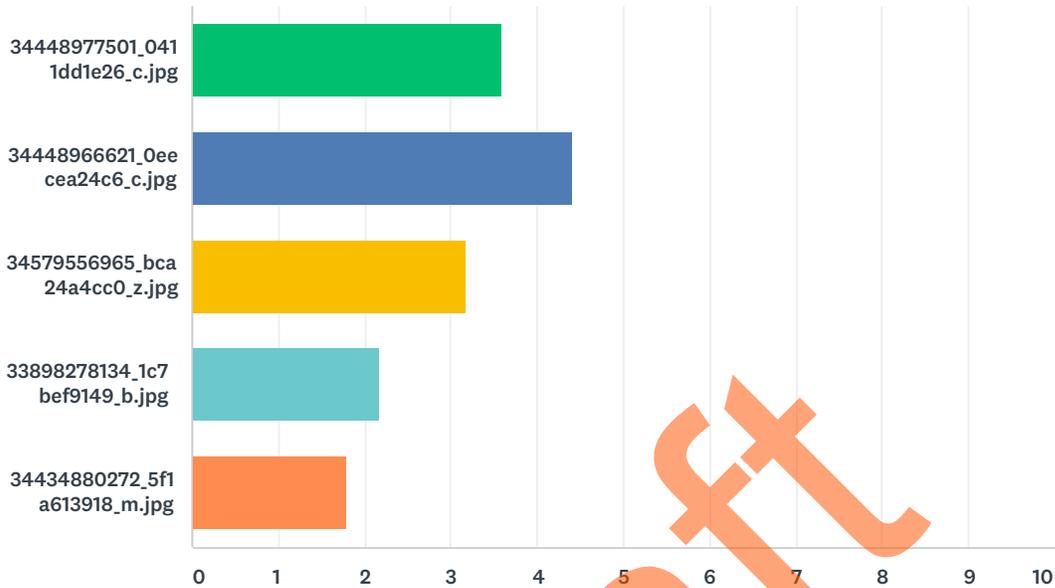
Answered: 68 Skipped: 0



	1	2	3	4	TOTAL	SCORE
	28.13% 18	57.81% 37	9.38% 6	4.69% 3	64	3.09
	65.67% 44	28.36% 19	1.49% 1	4.48% 3	67	3.55
	6.15% 4	7.69% 5	78.46% 51	7.69% 5	65	2.12
	3.03% 2	9.09% 6	7.58% 5	80.30% 53	66	1.35

Q8 Please rank the following facilities where you would like to ride a bicycle from 1 to 5, 1 being the most preferred and 5 being the least.

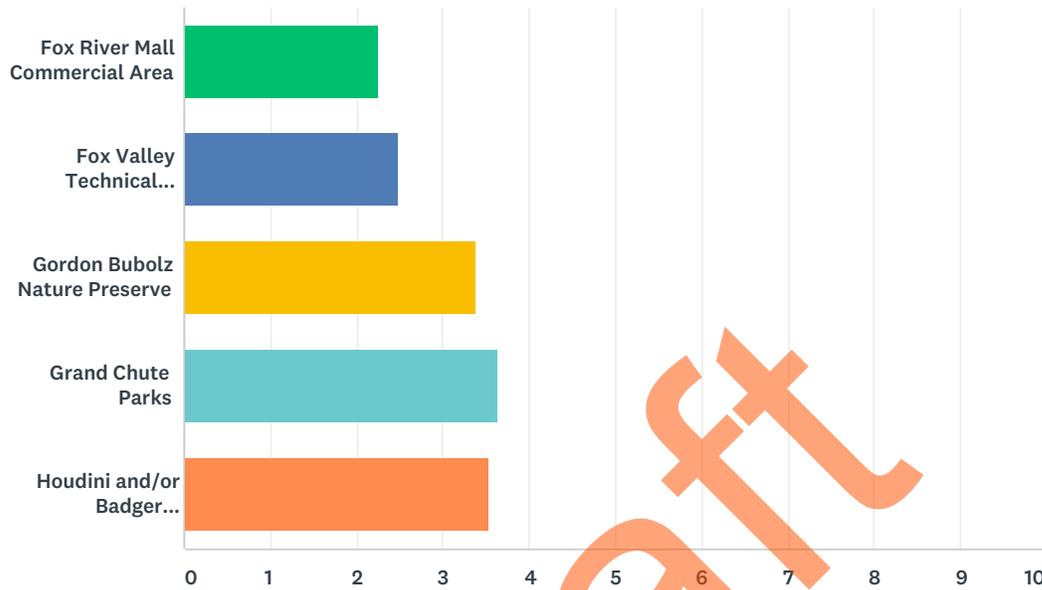
Answered: 67 Skipped: 1



	1	2	3	4	5	TOTAL	SCORE
	20.97% 13	38.71% 24	24.19% 15	11.29% 7	4.84% 3	62	3.60
	69.70% 46	13.64% 9	10.61% 7	1.52% 1	4.55% 3	66	4.42
	7.94% 5	30.16% 19	36.51% 23	22.22% 14	3.17% 2	63	3.17
	1.52% 1	16.67% 11	12.12% 8	36.36% 24	33.33% 22	66	2.17
	3.13% 2	3.13% 2	17.19% 11	23.44% 15	53.13% 34	64	1.80

Q9 Please rank the destinations listed below are most in need of safe bicycle and/or pedestrian access, 1 being the destination most in need of access, 5 the least.

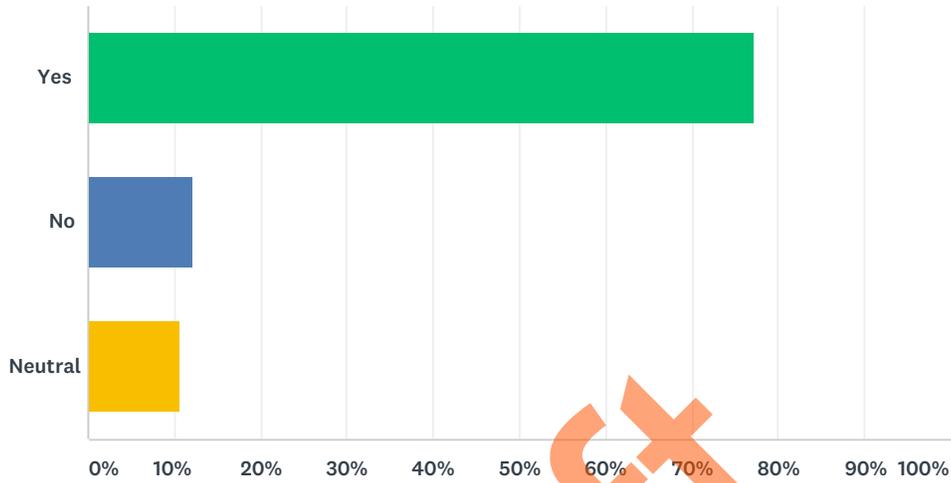
Answered: 66 Skipped: 2



	1	2	3	4	5	N/A	TOTAL	SCORE
Fox River Mall Commercial Area	7.81% 5	12.50% 8	12.50% 8	15.63% 10	39.06% 25	12.50% 8	64	2.25
Fox Valley Technical College	12.50% 8	10.94% 7	10.94% 7	28.13% 18	26.56% 17	10.94% 7	64	2.49
Gordon Bubolz Nature Preserve	24.62% 16	20.00% 13	23.08% 15	12.31% 8	10.77% 7	9.23% 6	65	3.39
Grand Chute Parks	27.69% 18	24.62% 16	20.00% 13	15.38% 10	3.08% 2	9.23% 6	65	3.64
Houdini and/or Badger Elementary Schools	23.08% 15	23.08% 15	23.08% 15	15.38% 10	3.08% 2	12.31% 8	65	3.54

Q14 Do you support the addition of bicycle and pedestrian facilities when streets are reconstructed within Grand Chute?

Answered: 66 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	77.27%	51
No	12.12%	8
Neutral	10.61%	7
TOTAL		66

Draft

**Town of Grand Chute
Site Plan Review
Midwest Properties 1, LLP**

To: Plan Commission
From: Michael Patza, Town Planner
Date: May 2, 2019
Address: 5790 W. Midwest Drive

App. #: SP-07-19

REQUEST

- 1. Proposed Use(s):** Industrial use.
- 2. Project Description:** Construction of a light industrial/storage building and associated site improvements.
- 3. Plat/CSM Accurate parcel lines/lot recorded:** Yes.

ANALYSIS

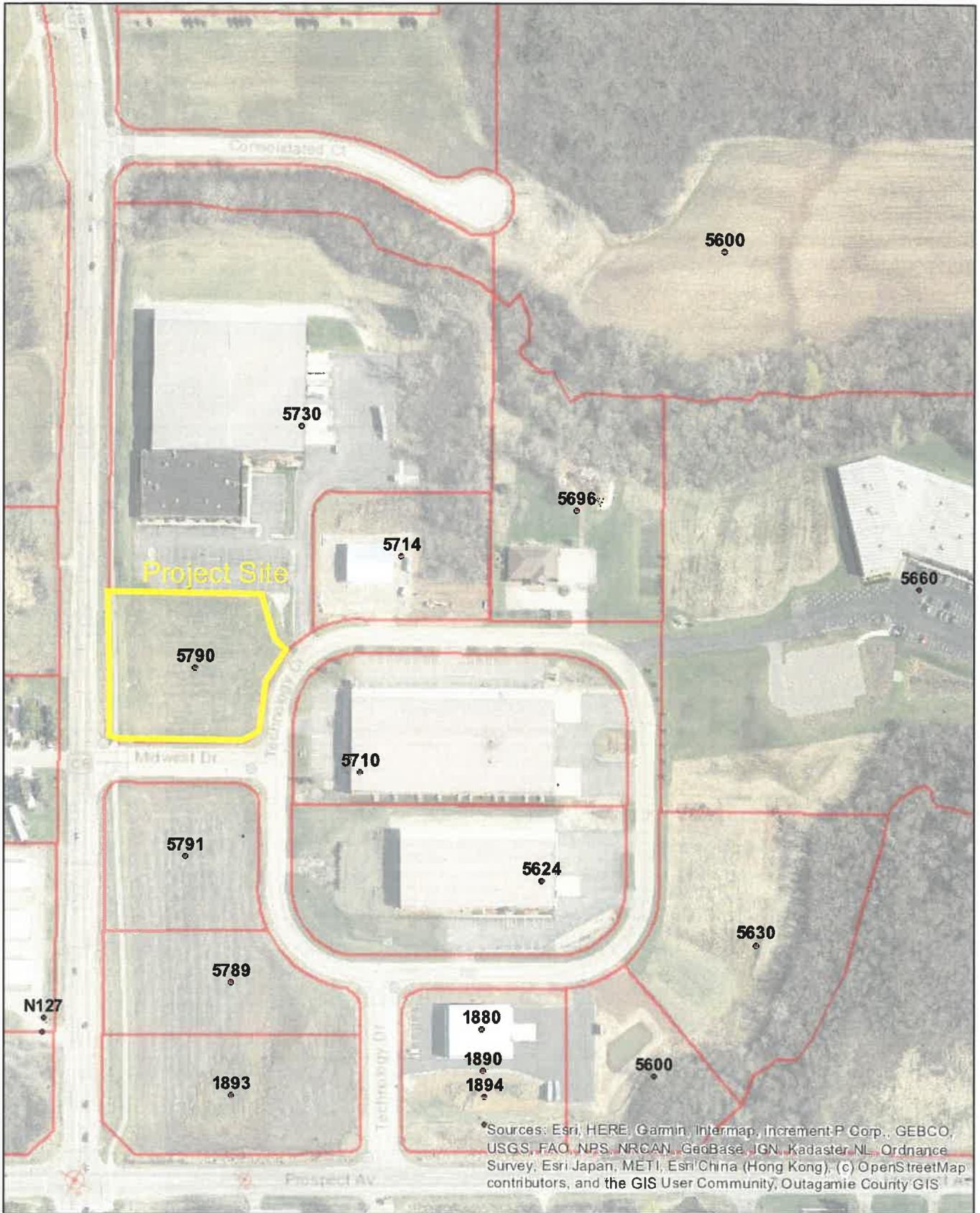
Applicant proposes the construction of a new 17,500 sq. ft. light industrial/storage building and associated site improvements. The property is 2.08 acres in size and is zoned IND – Industrial District. The property has frontage on CTH CB, W. Midwest Drive, and Technology Circle. Access will be provided from W. Midwest Drive and Technology Circle. The building exterior will feature a combination of metal panels and masonry elements, which meet the architectural requirements outlined in the Zoning Code.

The Stormwater Management Plan for the property utilizes overland flow and storm sewer to direct runoff to a new stormwater pond located on the southeast corner of the property. The dimensions of the proposed stormwater pond vary from the detention easement recorded on the Plat of Grand Chute Southwest Business Park. The existing detention easement will be released and corrected through an Affidavit of Correction. Town Board approval of the Affidavit of Correction is a condition of Site Plan approval. Due to the property being within the Airport Overlay District, a Special Exception Permit is required from Outagamie County for the new building and stormwater pond. The Stormwater Management and Erosion Control Plans are being reviewed by the Town Engineer and their approval is a condition of Site Plan approval. The Landscape and Site Lighting Plans have been approved by staff. All other code requirements are met with this request.

RECOMMENDATION

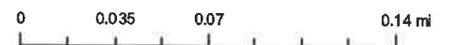
Staff has reviewed and supports Plan Commission approval of the Site Plan (SP-07-19) requested by Midwest Properties 1, LLP, 5790 W. Midwest Drive, for construction of a light industrial/storage building and associated site improvements, subject to: (1) Town Board approval of an Affidavit of Correction to the Plat of Grand Chute Southwest Business Park; and, (2) Town Engineer approval of the Stormwater Management and Erosion Control Plans.

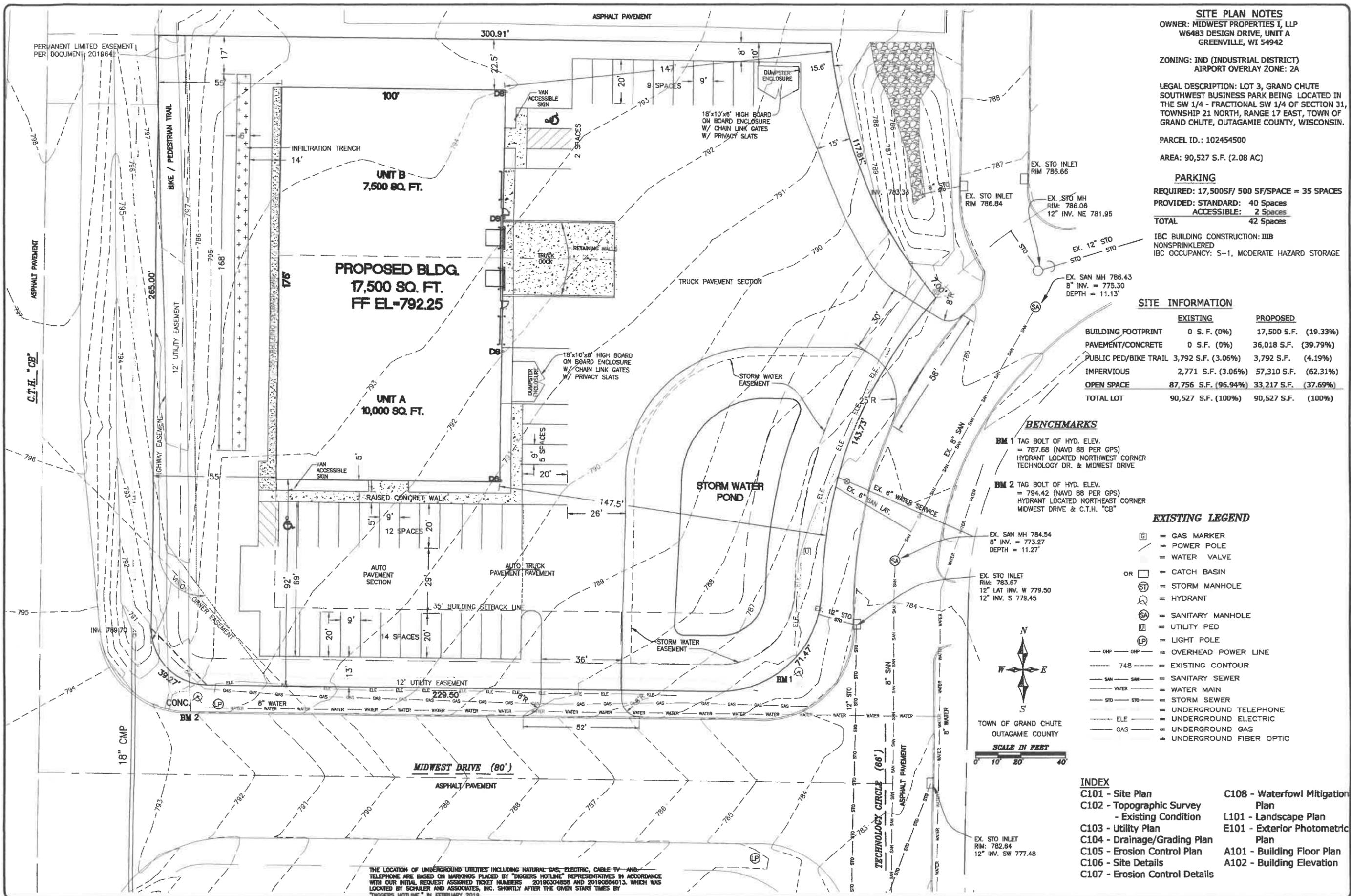
SP-07-19 -- 5790 W. Midwest Drive



Disclaimer: The data provided in the Town of Grand Chute Interactive GIS Map was generated from multiple sources and agencies. Every effort has been made to offer the most accurate data. However, the Town provides this information with the understanding that it is not guaranteed to be accurate, correct, or complete. The Town may make improvements to the Interactive GIS Map periodically. Conclusions drawn from this information are the responsibility of the user. The user agrees that the Town of Grand Chute shall not be held responsible for actions, claims, damages, or judgments made from this data.

Author:
Copyright:





SITE PLAN NOTES
 OWNER: MIDWEST PROPERTIES I, LLP
 W6483 DESIGN DRIVE, UNIT A
 GREENVILLE, WI 54942

ZONING: IND (INDUSTRIAL DISTRICT)
 AIRPORT OVERLAY ZONE: 2A

LEGAL DESCRIPTION: LOT 3, GRAND CHUTE
 SOUTHWEST BUSINESS PARK BEING LOCATED IN
 THE SW 1/4 - FRACTIONAL SW 1/4 OF SECTION 31,
 TOWNSHIP 21 NORTH, RANGE 17 EAST, TOWN OF
 GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN.

PARCEL ID.: 102454500

AREA: 90,527 S.F. (2.08 AC)

PARKING
 REQUIRED: 17,500SF/ 500 SF/SPACE = 35 SPACES
 PROVIDED: STANDARD: 40 Spaces
 ACCESSIBLE: 2 Spaces
TOTAL 42 Spaces

IBC BUILDING CONSTRUCTION: IIBB
 NONSPRINKLERED
 IBC OCCUPANCY: S-1, MODERATE HAZARD STORAGE

SITE INFORMATION

	EXISTING	PROPOSED
BUILDING FOOTPRINT	0 S.F. (0%)	17,500 S.F. (19.33%)
PAVEMENT/CONCRETE	0 S.F. (0%)	36,018 S.F. (39.79%)
PUBLIC PED/BIKE TRAIL	3,792 S.F. (3.06%)	3,792 S.F. (4.19%)
IMPERVIOUS	2,771 S.F. (3.06%)	57,310 S.F. (62.31%)
OPEN SPACE	87,756 S.F. (96.94%)	33,217 S.F. (37.69%)
TOTAL LOT	90,527 S.F. (100%)	90,527 S.F. (100%)

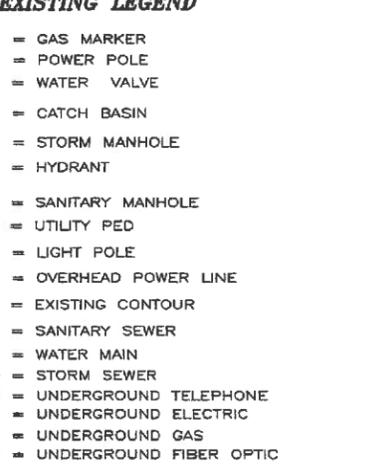
BENCHMARKS

BM 1 TAG BOLT OF HYD. ELEV.
 = 787.68 (NAVD 88 PER GPS)
 HYDRANT LOCATED NORTHWEST CORNER
 TECHNOLOGY DR. & MIDWEST DRIVE

BM 2 TAG BOLT OF HYD. ELEV.
 = 794.42 (NAVD 88 PER GPS)
 HYDRANT LOCATED NORTHEAST CORNER
 MIDWEST DRIVE & C.T.H. "CB"

EXISTING LEGEND

- = GAS MARKER
- = POWER POLE
- = WATER VALVE
- OR □ = CATCH BASIN
- ⊙ = STORM MANHOLE
- ⊙ = HYDRANT
- ⊙ = SANITARY MANHOLE
- ⊙ = UTILITY PED
- ⊙ = LIGHT POLE
- OHP — = OVERHEAD POWER LINE
- 745 --- = EXISTING CONTOUR
- SAN --- = SANITARY SEWER
- WATER --- = WATER MAIN
- STO --- = STORM SEWER
- ELE --- = UNDERGROUND ELECTRIC
- GAS --- = UNDERGROUND GAS
- = UNDERGROUND FIBER OPTIC



REVISIONS

4-12-19	Driveway Entrances
4-25-19	Infiltration Basin Added

SCHULER & ASSOCIATES, INC.
 LAND SURVEYORS & ENGINEERS

2711 N. MASON STREET, SUITE F APPLETON, WI 54914-9188 (920) 704-9107

SITE PLAN

MIDWEST PROPERTIES BUILDING 9
 5790 W. MIDWEST DRIVE
 TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN

FOR: MIDWEST PROPERTIES I, LLP
 W6483 DESIGN DRIVE, UNIT A, GREENVILLE, WI 54942

DRAWN
 CRS

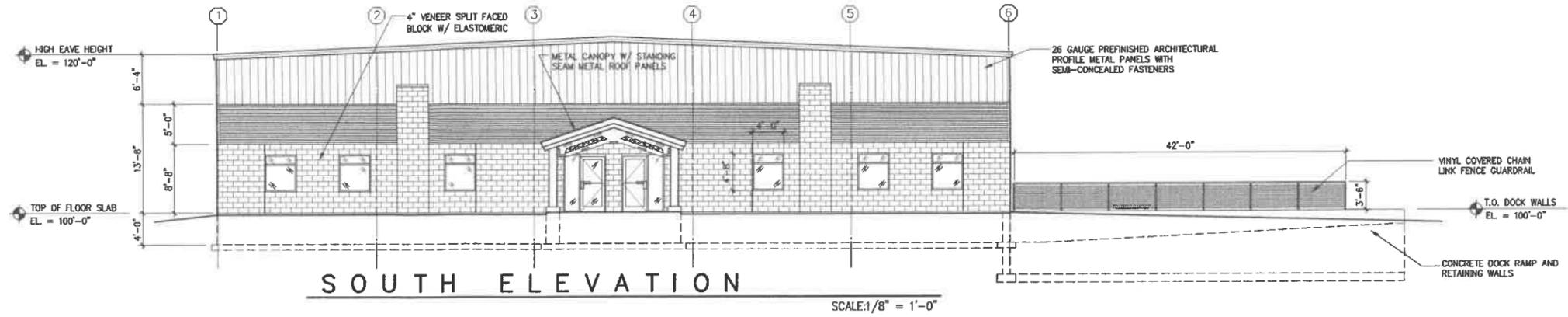
DATE
 04/08/2019

SCALE
 1" = 20'

JOB NO.
 4579

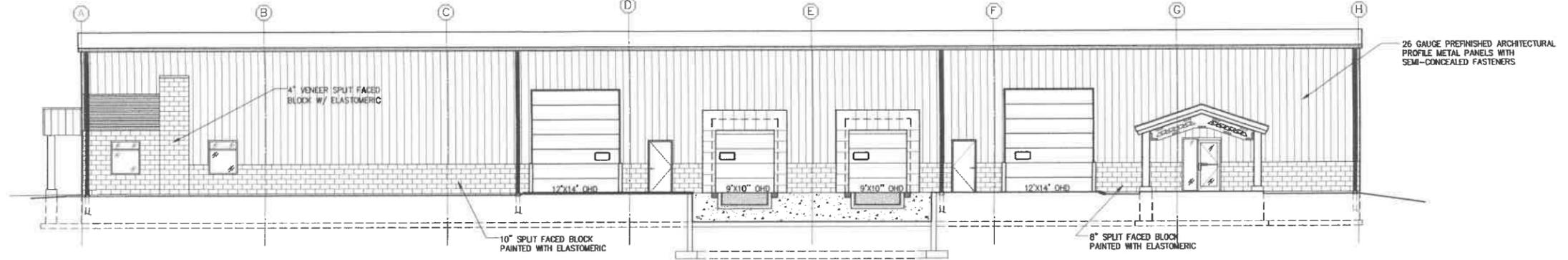
SHEET
 C101

THE LOCATION OF UNDERGROUND UTILITIES INCLUDING NATURAL GAS, ELECTRIC, CABLE-TV AND TELEPHONE ARE BASED ON MARKINGS PLACED BY "DIGGERS HOTLINE" REPRESENTATIVES IN ACCORDANCE WITH OUR INITIAL REQUEST ASSIGNED TICKET NUMBERS 20190304858 AND 20190504013, WHICH WAS LOCATED BY SCHULER AND ASSOCIATES, INC. SHORTLY AFTER THE GIVEN START TIMES BY "DIGGERS HOTLINE" IN FEBRUARY 2019.



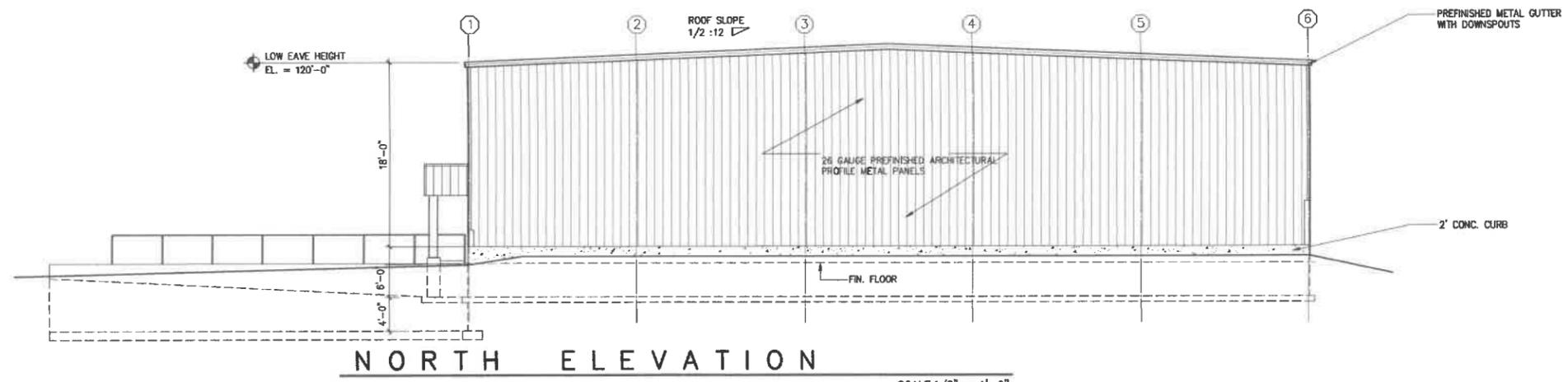
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



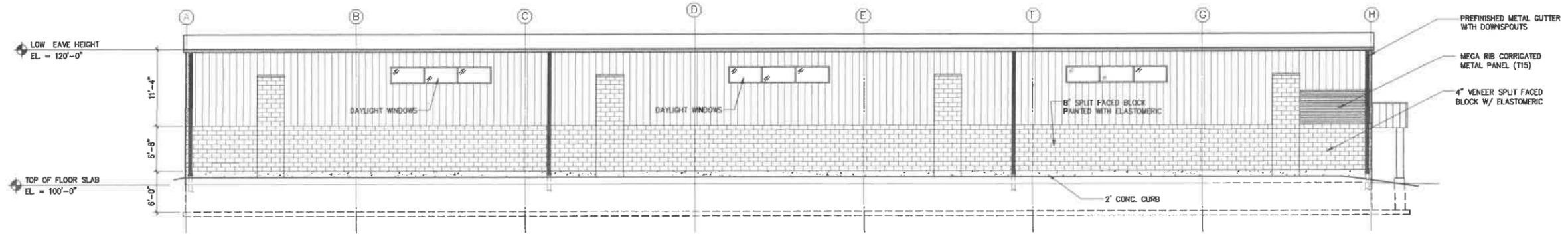
EAST ELEVATION

SCALE: 1/8" = 1'-0"



NORTH ELEVATION

SCALE: 1/8" = 1'-0"



WEST ELEVATION

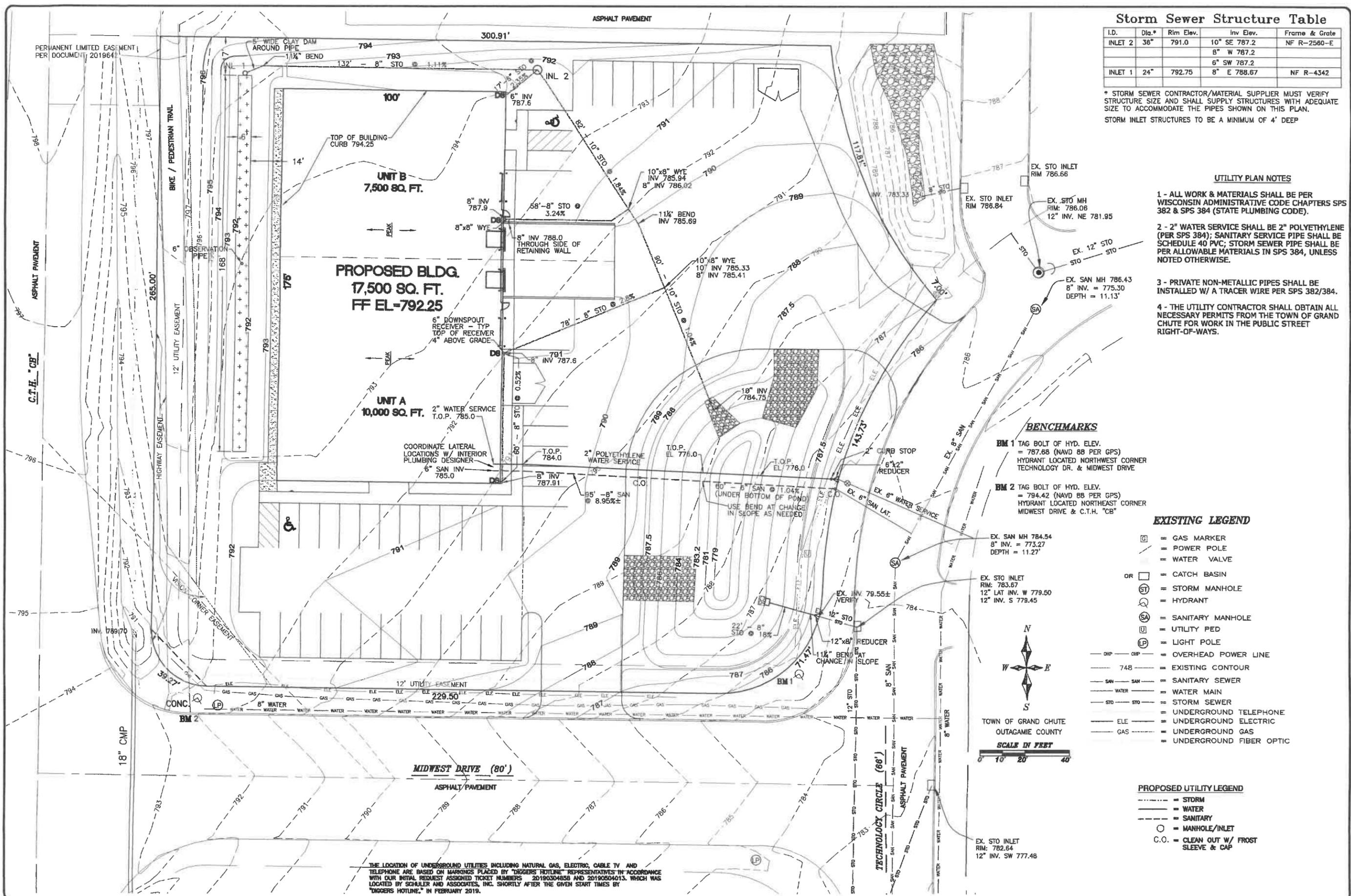
SCALE: 1/8" = 1'-0"

Midwest Design Drive, Unit A
Greenfield, WI, 54622
Phone: 820-994-9954
Toll Free: 800-561-0854
Fax: 820-994-9954
www.midwest-prop.com
paulg@midwest-prop.com
troy@midwest-prop.com

Midwest Properties
-COMMERCIAL-
Midwest
Commercial Management, Inc.

PROPOSED BUILDING FOR: MIDWEST PROPERTIES
MIDWEST PROPERTIES BLD #9
6780 Midwest Dr. Grand Chute, Wisconsin

Revision:
Date:
Issue:
Project Number:	201902
Issue Date:	4-8-19
Drawn By:	PCG
A102	Issue # 1
Elevations	



Storm Sewer Structure Table

I.D.	Dia.*	Rim Elev.	Inv Elev.	Frame & Grate
INLET 2	36"	791.0	10" SE 787.2 8" W 787.2	NF R-2580-E
INLET 1	24"	792.75	8" E 788.67	NF R-4342

* STORM SEWER CONTRACTOR/MATERIAL SUPPLIER MUST VERIFY STRUCTURE SIZE AND SHALL SUPPLY STRUCTURES WITH ADEQUATE SIZE TO ACCOMMODATE THE PIPES SHOWN ON THIS PLAN.
STORM INLET STRUCTURES TO BE A MINIMUM OF 4' DEEP

UTILITY PLAN NOTES

- 1 - ALL WORK & MATERIALS SHALL BE PER WISCONSIN ADMINISTRATIVE CODE CHAPTERS SPS 382 & SPS 384 (STATE PLUMBING CODE).
- 2 - 2" WATER SERVICE SHALL BE 2" POLYETHYLENE (PER SPS 384); SANITARY SERVICE PIPE SHALL BE SCHEDULE 40 PVC; STORM SEWER PIPE SHALL BE PER ALLOWABLE MATERIALS IN SPS 384, UNLESS NOTED OTHERWISE.
- 3 - PRIVATE NON-METALLIC PIPES SHALL BE INSTALLED W/ A TRACER WIRE PER SPS 382/384.
- 4 - THE UTILITY CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FROM THE TOWN OF GRAND CHUTE FOR WORK IN THE PUBLIC STREET RIGHT-OF-WAYS.

BENCHMARKS

- BM 1** TAG BOLT OF HYD. ELEV. = 787.68 (NAVD 88 PER GPS)
HYDRANT LOCATED NORTHWEST CORNER TECHNOLOGY DR. & MIDWEST DRIVE
- BM 2** TAG BOLT OF HYD. ELEV. = 794.42 (NAVD 88 PER GPS)
HYDRANT LOCATED NORTHEAST CORNER MIDWEST DRIVE & C.T.H. "CB"

EXISTING LEGEND

- = GAS MARKER
- = POWER POLE
- = WATER VALVE
- = CATCH BASIN
- = STORM MANHOLE
- = HYDRANT
- = SANITARY MANHOLE
- = UTILITY PED
- = LIGHT POLE
- = OVERHEAD POWER LINE
- = EXISTING CONTOUR
- = SANITARY SEWER
- = WATER MAIN
- = STORM SEWER
- = UNDERGROUND TELEPHONE
- = UNDERGROUND ELECTRIC
- = UNDERGROUND GAS
- = UNDERGROUND FIBER OPTIC

PROPOSED UTILITY LEGEND

- = STORM
- = WATER
- = SANITARY
- = MANHOLE/INLET
- = CLEAN OUT W/ FROST SLEEVE & CAP

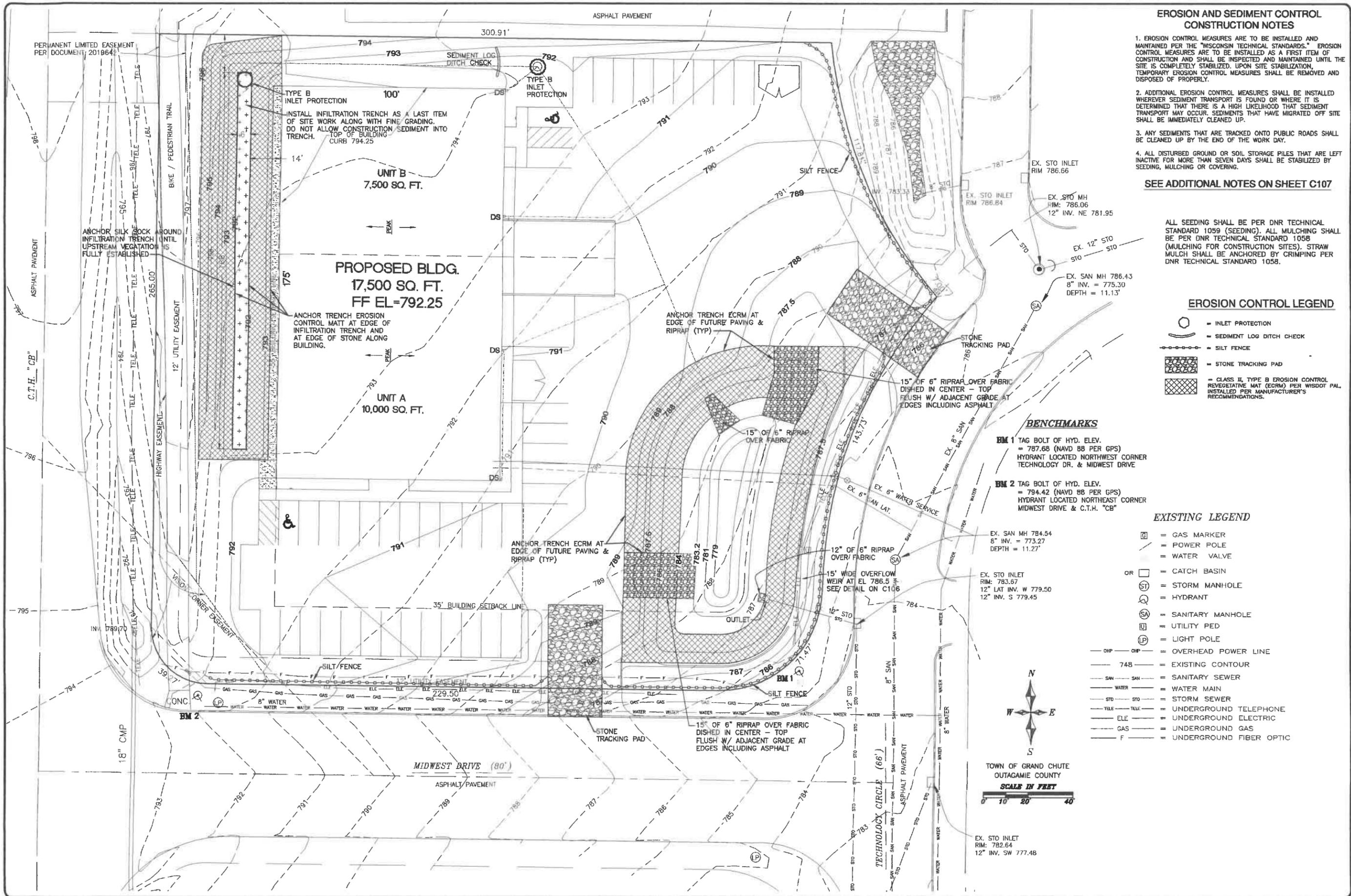
REVISIONS

4-12-19	Driveway Entrances
4-25-19	Infiltration Basin

SCHULER & ASSOCIATES, INC.
LAND SURVEYORS & ENGINEERS
8711 N. MASON STREET, SUITE F APPLETON, WI 54914-2188 (920) 784-9107

UTILITY PLAN
MIDWEST PROPERTIES BUILDING 9
5790 W. MIDWEST DRIVE, OUTAGAMIE COUNTY, WISCONSIN
FOR: MIDWEST PROPERTIES I, LLP
W6483 DESIGN DRIVE, UNIT A GREENVILLE, WI 54942

DRAWN CRS
DATE 4/08/2019
SCALE 1"=20'
JOB NO. 4579
SHEET C103



EROSION AND SEDIMENT CONTROL CONSTRUCTION NOTES

- EROSION CONTROL MEASURES ARE TO BE INSTALLED AND MAINTAINED PER THE "WISCONSIN TECHNICAL STANDARDS." EROSION CONTROL MEASURES ARE TO BE INSTALLED AS A FIRST ITEM OF CONSTRUCTION AND SHALL BE INSPECTED AND MAINTAINED UNTIL THE SITE IS COMPLETELY STABILIZED. UPON SITE STABILIZATION, TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED AND DISPOSED OF PROPERLY.
- ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED WHEREVER SEDIMENT TRANSPORT IS FOUND OR WHERE IT IS DETERMINED THAT THERE IS A HIGH LIKELIHOOD THAT SEDIMENT TRANSPORT MAY OCCUR. SEDIMENTS THAT HAVE MIGRATED OFF SITE SHALL BE IMMEDIATELY CLEANED UP.
- ANY SEDIMENTS THAT ARE TRACKED ONTO PUBLIC ROADS SHALL BE CLEANED UP BY THE END OF THE WORK DAY.
- ALL DISTURBED GROUND OR SOIL STORAGE PILES THAT ARE LEFT INACTIVE FOR MORE THAN SEVEN DAYS SHALL BE STABILIZED BY SEEDING, MULCHING OR COVERING.

SEE ADDITIONAL NOTES ON SHEET C107

ALL SEEDING SHALL BE PER DNR TECHNICAL STANDARD 1059 (SEEDING). ALL MULCHING SHALL BE PER DNR TECHNICAL STANDARD 1058 (MULCHING FOR CONSTRUCTION SITES). STRAW MULCH SHALL BE ANCHORED BY CRIMPING PER DNR TECHNICAL STANDARD 1058.

EROSION CONTROL LEGEND

- = INLET PROTECTION
- = SEDIMENT LOG DITCH CHECK
- = SILT FENCE
- = STONE TRACKING PAD
- = CLASS II, TYPE B EROSION CONTROL REVEGETATIVE MAT (ECRM) PER WISDOT PAL INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

BENCHMARKS

- BM 1** TAG BOLT OF HYD. ELEV. = 787.68 (NAVD 88 PER GPS) HYDRANT LOCATED NORTHWEST CORNER TECHNOLOGY DR. & MIDWEST DRIVE
- BM 2** TAG BOLT OF HYD. ELEV. = 794.42 (NAVD 88 PER GPS) HYDRANT LOCATED NORTHEAST CORNER MIDWEST DRIVE & C.T.H. "CB"

EXISTING LEGEND

- = GAS MARKER
- = POWER POLE
- = WATER VALVE
- = CATCH BASIN
- = STORM MANHOLE
- = HYDRANT
- = SANITARY MANHOLE
- = UTILITY PED
- = LIGHT POLE
- = OVERHEAD POWER LINE
- = EXISTING CONTOUR
- = SANITARY SEWER
- = WATER MAIN
- = STORM SEWER
- = UNDERGROUND TELEPHONE
- = UNDERGROUND ELECTRIC
- = UNDERGROUND GAS
- = UNDERGROUND FIBER OPTIC



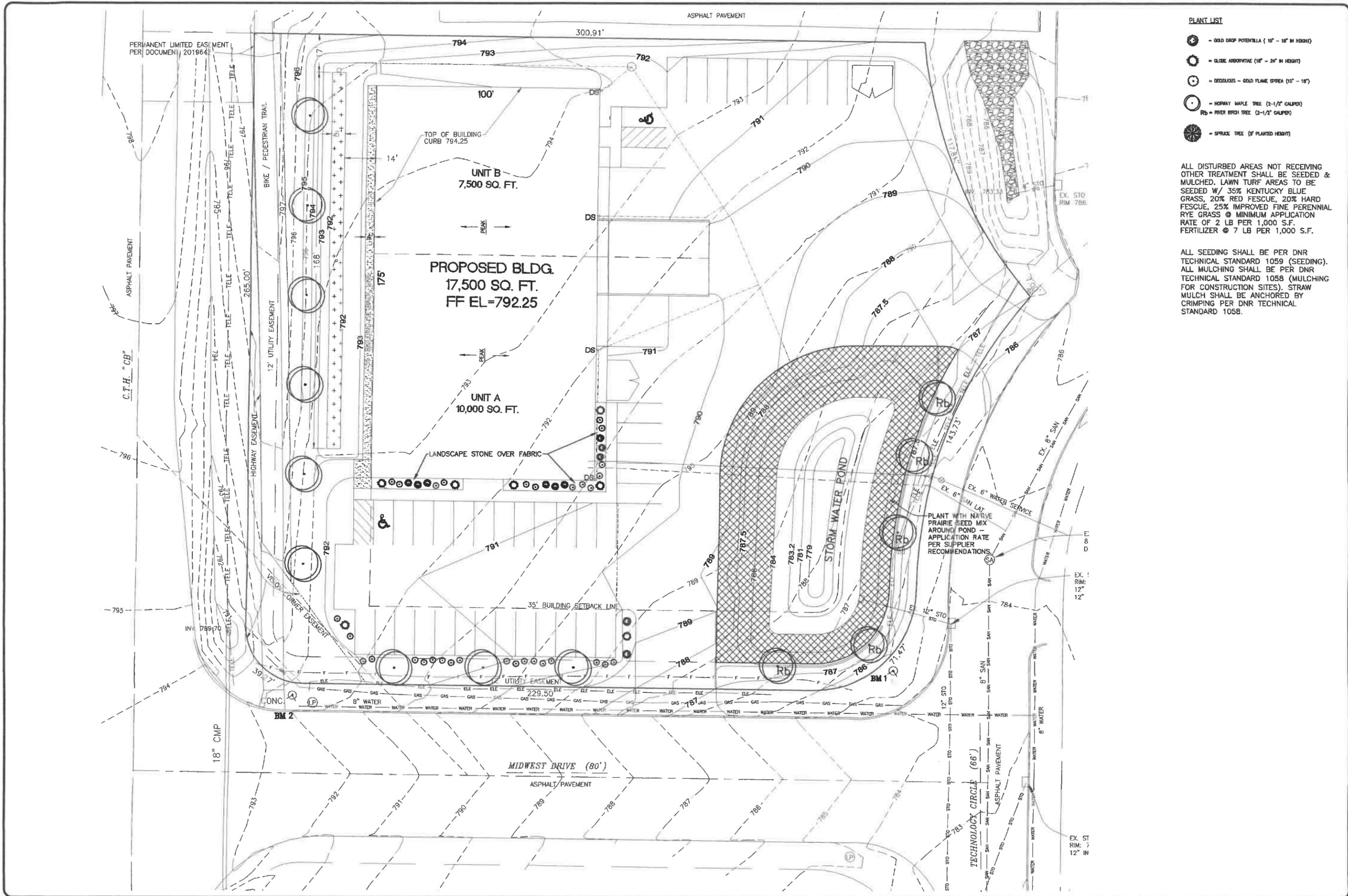
REVISIONS

4-12-19	Driveway Entrances
4-25-19	Infiltration Basin Added

SCHULER & ASSOCIATES, INC.
LAND SURVEYORS & ENGINEERS
2711 N. MASON STREET, Suite F APPLETON, WI 54914-2126 (920) 784-9107

EROSION CONTROL PLAN
MIDWEST PROPERTIES BUILDING 9
5790 W. MIDWEST DRIVE, OUTAGAMIE COUNTY, WISCONSIN
FOR: MIDWEST PROPERTIES I, LLP
W6483 DESIGN DRIVE, UNIT A GREENVILLE, WI 54942

DRAWN	CRS
DATE	4/08/2019
SCALE	1"=20'
JOB NO.	4579
SHEET	C105



PLANT LIST

- GOLD DROP POTENTILLA (15" - 18" IN HEIGHT)
- GLOBE ARBORVITAE (18" - 24" IN HEIGHT)
- REDOUBTFUL - GOLD FLAME SPREA (15" - 18")
- NORWAY MAPLE TREE (2-1/2" CALIPER)
- Rb = RIVER BIRCH TREE (2-1/2" CALIPER)
- SPRUCE TREE (5' PLANTED HEIGHT)

ALL DISTURBED AREAS NOT RECEIVING OTHER TREATMENT SHALL BE SEEDED & MULCHED. LAWN TURF AREAS TO BE SEEDED W/ 35% KENTUCKY BLUE GRASS, 20% RED FESCUE, 20% HARD FESCUE, 25% IMPROVED FINE PERENNIAL RYE GRASS @ MINIMUM APPLICATION RATE OF 2 LB PER 1,000 S.F. FERTILIZER @ 7 LB PER 1,000 S.F.

ALL SEEDING SHALL BE PER DNR TECHNICAL STANDARD 1059 (SEEDING). ALL MULCHING SHALL BE PER DNR TECHNICAL STANDARD 1058 (MULCHING FOR CONSTRUCTION SITES). STRAW MULCH SHALL BE ANCHORED BY CRIMPING PER DNR TECHNICAL STANDARD 1058.

NO.	DATE	DESCRIPTION
1	4-12-18	Driveway Entrance
2	4-25-18	Information Brain Added

SCHULER & ASSOCIATES, INC.
 LAND SURVEYORS & ENGINEERS
 8711 N. MASON STREET, Suite P APPLETON, WI 54914-8188 (920) 794-9107

Landscape Plan
 MIDWEST PROPERTIES BUILDING 9
 5790 W. MIDWEST DRIVE
 TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN
 FOR: MIDWEST PROPERTIES I, LLP
 W6483 DESIGN DRIVE, UNIT A GREENVILLE, WI 54942

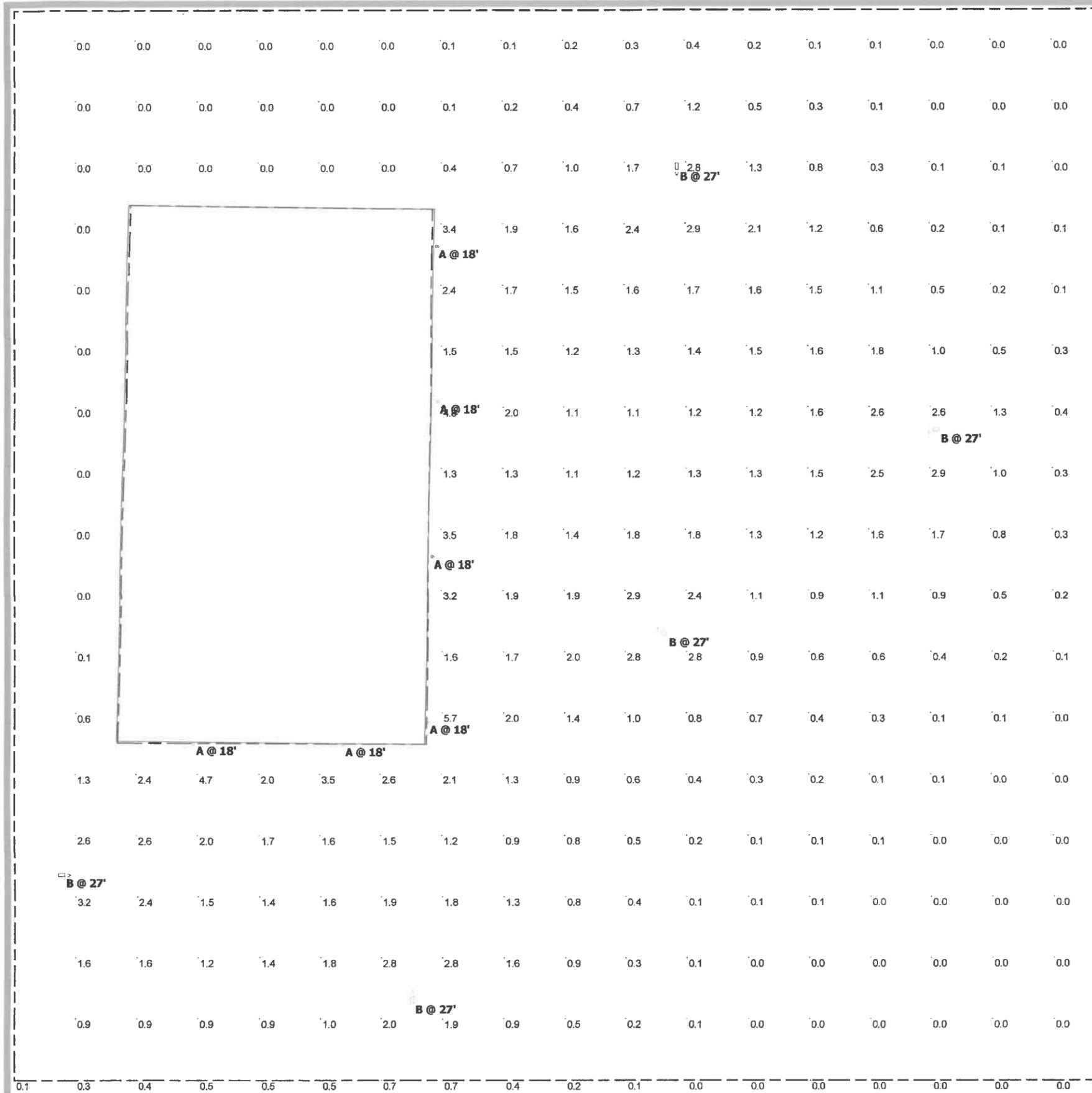
DRAWN
 CRS
DATE
 4/08/2019
SCALE
 1" = 20'
JOB NO.
 4579
SHEET

L101

Designer
Nick Schroeder
Date
4/8/2019
Scale
Not to Scale
Drawing No.

Summary

Schedule				
Symbol	Label	Quantity	Manufacturer	Catalog Number
	A	6	RAB LIGHTING INC.	SLIM37
	B	5	RAB LIGHTING INC.	LOT4T160/D10



E101

**Town of Grand Chute
Affidavit of Correction to Subdivision Plat
Plat of Grand Chute Southwest Business Park**

To: Plan Commission
From: Robert Buckingham, Community Development Director
Date: May 2, 2019
Address: Lot 3 – 5790 W. Midwest Drive

REQUEST

This recorded plat includes detention easements for anticipated on-site stormwater management facilities. The Site Plan (SP-07-19) for the development of Lot 3 (5790 W. Midwest Drive) includes an on-site detention basin with an overall dimension that varies from the recorded easement. This variation from the easement of record requires a correction to the Plat.

ANALYSIS

The attached Affidavit of Correction provides the instrument required to release the existing easement and record a new easement that matches the approved site plan and proposed detention basin. All code requirements are met with this request.

RECOMMENDATION

Staff has reviewed and supports a Plan Commission recommendation for approval of the Affidavit of Correction to the Plat of Grand Chute Southwest Business Park, releasing and correcting a recorded detention easement on Lot 3 (5790 W. Midwest Drive).

AFFIDAVIT OF CORRECTION
GRAND CHUTE SOUTHWEST BUSINESS PARK

Town of Grand Chute
Town Board Certificate of Approval:

We hereby certify that this Affidavit of Correction was approved by the Town of Grand Chute, Outagamie County, Wisconsin and that the Town of Grand Chute hereby approves the corrected location of said Detention Easement as shown on page 4 of 4 of this Affidavit of Correction, on the _____ day of _____, 2019.

Town Chairman

Date

Town Clerk

Date

This Affidavit of Correction has been reviewed and approved by Outagamie County Planning Department and that Outagamie County hereby approves the corrected location of said Detention Easement as shown on page 4 of 4 of this Affidavit of Correction.

Authorized Signature

Date

Owners Certificate:

MIDWEST PROPERTIES I, LLP owners of Lot 3, GRAND CHUTE SOUTHWEST BUSINESS PARK, hereby certify that they caused the land described on this map to be Surveyed and Mapped as represented on this Map.

MIDWEST PROPERTIES I, LLP

BY: _____

TRENT T. NOVOTNY, MANAGING PARTNER

By: _____

RICHARD SWEERE, PARTNER

Subscribed and sworn to before me
this _____ day of _____, 2017

Notary Public

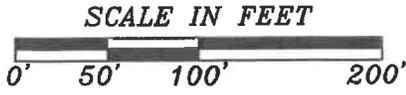
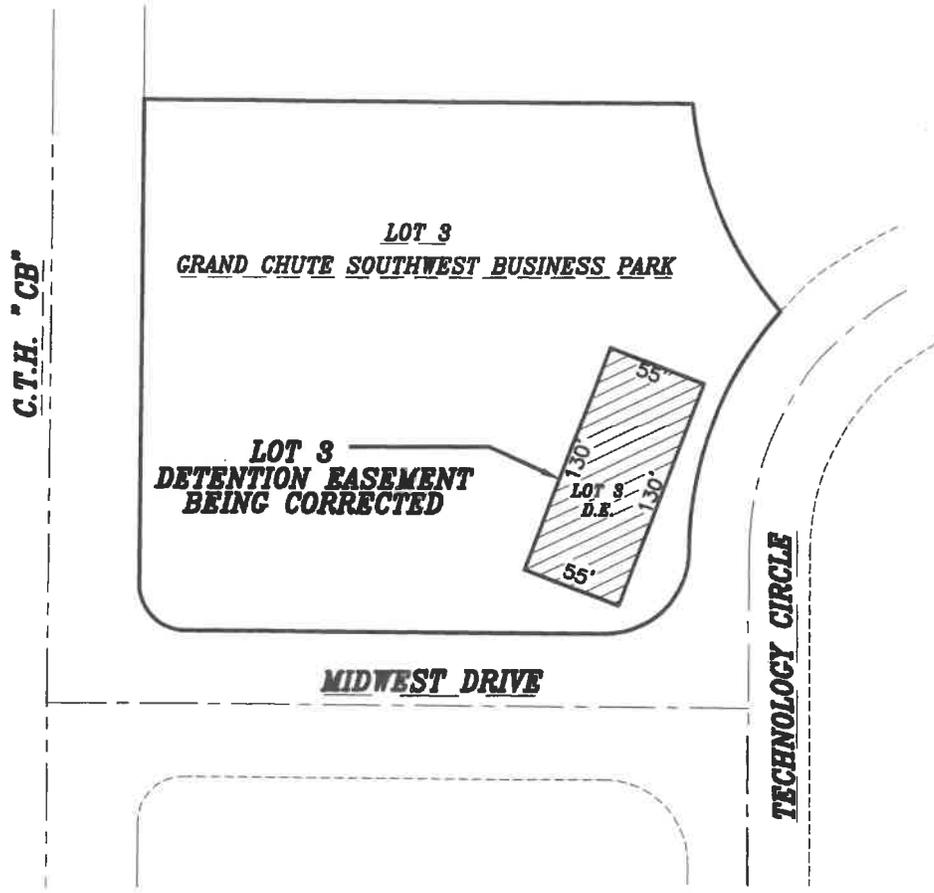
State of Wisconsin

My commission expires _____

AFFIDAVIT OF CORRECTION

"GRAND CHUTE SOUTHWEST BUSINESS PARK"

LOCATED IN THE NE 1/4 - FRACTIONAL SW 1/4, NW 1/4 - FRACTIONAL SW 1/4, SW 1/4 - FRACTIONAL SW 1/4, AND THE SE 1/4 - FRACTIONAL SW 1/4, SECTION 31, TOWNSHIP 21 NORTH, RANGE 17 EAST, TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN



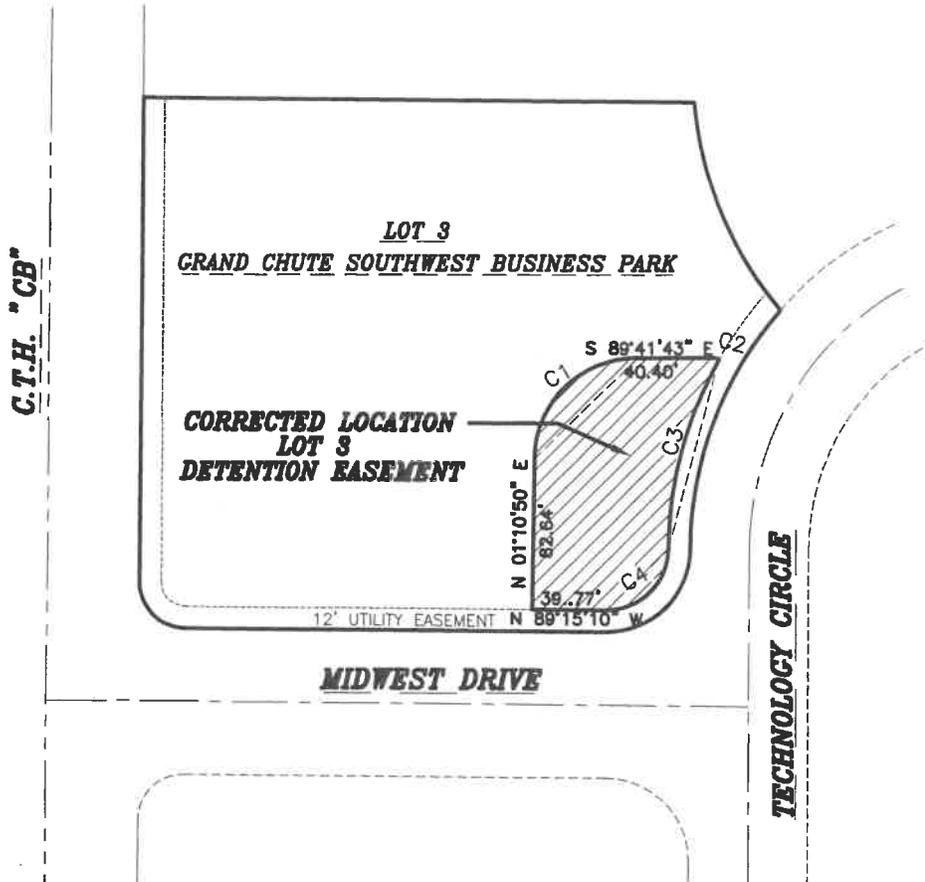
SCHULER & ASSOCIATES, INC.
LAND SURVEYORS & ENGINEERS
2711 N. MASON ST., SUITE F, APPLETON, WI 54914

PREPARED FOR:
MIDWEST PROPERTIES
W6483 DESIGN DRIVE, UNIT A
GREENVILLE, WI 54942

AFFIDAVIT OF CORRECTION

"GRAND CHUTE SOUTHWEST BUSINESS PARK"

LOCATED IN THE NE 1/4 - FRACTIONAL SW 1/4, NW 1/4 - FRACTIONAL SW 1/4, SW 1/4 - FRACTIONAL SW 1/4, AND THE SE 1/4 - FRACTIONAL SW 1/4, SECTION 31, TOWNSHIP 21 NORTH, RANGE 17 EAST, TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN



CURVE DATA TABLE

NUMBER	DELTA ANGLE	CHORD DIRECTION	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT IN	TANGENT OUT
C1	89°07'27"	N 45°44'33.5" E	56.00'	87.11'	78.59'	N 01°10'50" E	S 89°41'43"E
C2	21°48'05"	S 78°47'40.5" E	11.00'	4.19'	4.16'	S 89°41'43" E	S 67°53'38"E
C3	29°27'43"	S 15°28'41.5" W	212.00'	109.01'	107.81'	S 30°12'33" W	S 00°44'50"W
C4	90°00'00"	S 45°44'50" W	33.50'	52.63'	47.38'	S 00°44'50" W	N 89°15'10"W

BEARINGS ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM FOR OUTAGAMIE COUNTY



SCHULER & ASSOCIATES, INC.
LAND SURVEYORS & ENGINEERS
 2711 N. MASON ST., SUITE F, APPLETON, WI 54914

PREPARED FOR:
MIDWEST PROPERTIES
 W6483 DESIGN DRIVE, UNIT A
 GREENVILLE, WI 54942

SCALE IN FEET



19-4579
 SHEET 4 OF 4

**Town of Grand Chute
Certified Survey Map Review
Robert H. and Gladys M. Ebben Revocable Trust**

To: Plan Commission
From: Michael Patza, Town Planner
Date: May 2, 2019
Address: 5625 N. McCarthy Road

App. #: CSM-05-19

REQUEST

The CSM will split the property into two lots of 5.78 acres and 30.59 acres respectively. The CSM provides dedication of 33' of road right-of-way along N. McCarthy Road. Because of the R/W dedication, this CSM needs Plan Commission and Town Board approval.

ANALYSIS

All of the property included in the CSM is zoned AGD General Agricultural District. Agricultural outbuildings are located on Lot 1. The land on Lot 2 is used for agricultural crop production. The CSM meets all Town requirements for division of land.

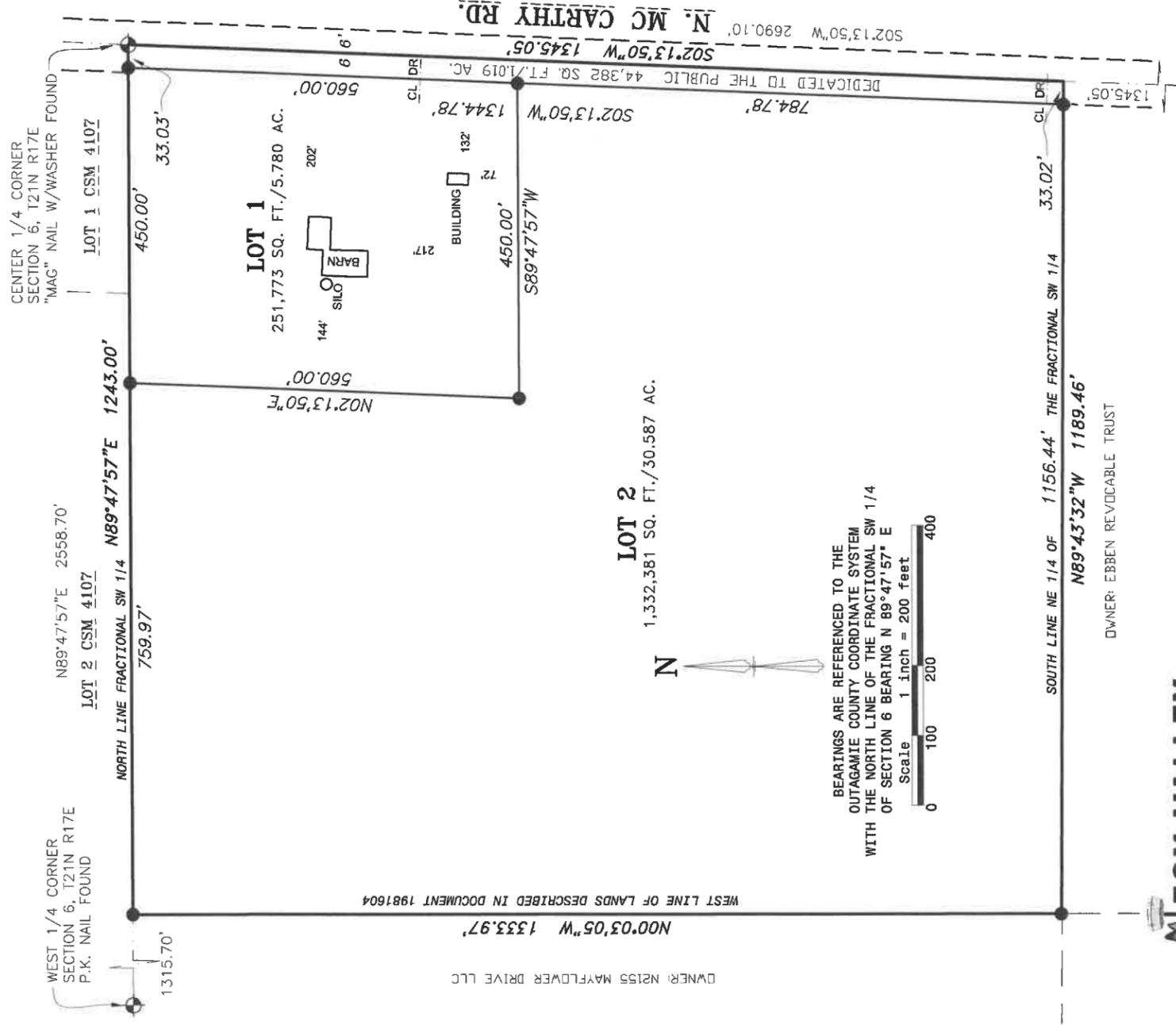
RECOMMENDATION

Staff has reviewed and supports a Plan Commission recommendation for approval of the Certified Survey Map (CSM-05-19) requested by Robert H. and Gladys M. Ebben Revocable Trust, 5625 N. McCarthy Road.

CERTIFIED SURVEY MAP

PART OF THE NORTHEAST 1/4 OF THE FRACTIONAL SOUTHWEST 1/4, IN SECTION 6, TOWNSHIP 21 NORTH, RANGE 17 EAST, TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN.

SURVEY FOR:
BOB EBSEN
P.O. BOX 180
NEW LONDON, WI 54961



4321 W. College Ave., Suite 200
Appleton, WI 54914

(920) 410-3379
(920) 474-5025

mail@foxvalleylandsurveying.com
foxvalleylandsurveying.com

PROJECT NO. 211706-2
SHEET 1 OF 2

LEGEND

- 3/4" SOLID ROUND REBAR SET - 18" LONG, WEIGHING 1.502 LBS./LIN. FT.
- 3/4" REBAR FOUND
- ⊕ GOVERNMENT CORNER
- () RECORDED AS

CTH JJ / W Broadway Dr

W Broadway Dr

Item 16

Items 7/8

Bubolz Nature Preserve

Plamann Park

CTH JJ / W Edgewood Dr

CTH JJ / W Edgewood Dr

W Edgewood Dr

W Elsner Rd

Town Hall

N Mayflower Dr

N Mc Carthy Rd

CTH A / N Lynnndale Dr

N Gillett St

STH 47 / N Richmond St

N Meade St

N Ballard Rd

N French Rd

W Capitol Dr

W Capitol Dr

INT 41

INT 41

INT 41

CTH OO / W Northland Ave

CTH OO / W Northland Ave

STH 15

INT 41

Fox Valley Tech

CTH GV / W Greenville Dr

N Casaloma Dr

STH 47 / N Richmond St

USH 441

STH 96 / W Wisconsin Ave

STH 96 / W Wisconsin Ave

N Mayflower Dr

Fox River Mall

N Bluemound Dr

CTH A / N Lynnndale Dr

Items 9/10/11

Appleton

CTH CA / W College Ave

STH 125 / W College Ave

W Spencer St

W Spencer St

Items 14/15

CTH BB / W Prospect Ave

S Casaloma Dr

S Nicolet Rd

INT 41

S Bluemound Dr

Grand Chute Plan Commission Meeting May 7, 2019

