

TOWN OF GRAND CHUTE  
OUTAGAMIE COUNTY, STATE OF WISCONSIN  
RESOLUTION TBR-01-2022

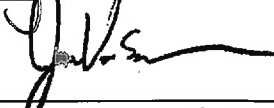
A RESOLUTION OF THE TOWN BOARD OF THE TOWN OF GRAND CHUTE  
TO ADOPT A STREET POLICY.

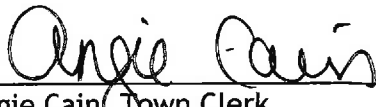
WHEREAS, The current Policy for Urban Roadways was approved by the Town Board on September 16, 2008.

WHEREAS, The Town Board desires to repeal and replace the current Policy with a new Policy which is provided in Exhibit A and attached to this resolution.

NOW THEREFORE, BE IT RESOLVED, THAT THE TOWN BOARD OF THE TOWN OF GRAND CHUTE ESTABLISHES A STREET POLICY AS REFLECTED IN EXHIBIT A, WHICH IS ATTACHED FOR REFERENCE.

Passed and approved this 1 day of February, 2022.

  
\_\_\_\_\_  
Jason Van Eperen, Town Chairman

  
\_\_\_\_\_  
Angie Cain, Town Clerk

VOTED FOR: 4  
VOTED AGAINST: 0



## Street Policy February 1, 2022

The Town contains two types of street cross sections:

1. Rural street cross sections consist of grass swale and culvert drainage systems. During 2019, the Town was comprised of 57.6 miles of rural streets (47%).
2. Urban street cross sections consist of curb and gutter and storm sewer drainage systems. During 2019, the Town was comprised of 63.9 miles of urban streets (53%).

### A. Reconstructed Streets

PASER Rating - Streets are typically scheduled for reconstruction when the street condition reaches a point in which maintenance will no longer maintain the pavement structure's integrity and the current PASER rating is a 3 or less (1 is worst and 10 is best). Streets with a PASER rating of 4 or higher are typically considered for reconstruction if recommended by Town Engineer or if planned in conjunction with a nearby project.

Capital Improvement Plan - Reconstructed streets in the 5-year Capital Improvement Plan (CIP) are based on the Town's standard street cross sections and the same type of cross section (i.e. rural or urban) as the current street unless one of the following:

1. The Pedestrian and Bicycle Strategy identifies a trail or sidewalk along the street.
2. The street is classified as collector or arterial (west of STH 47).
3. Transit routes or bus shelters along the street indicate an urban cross section is safer.
4. Town Engineer recommends an alternate cross section due to public safety, space limitations, or nuisance drainage.

On a case-by-case basis, the Town Board can modify a default street cross section in the 5-Year CIP after considering public input, public health, public safety, environmental or regulatory concerns, costs, grant funding, and the greater needs of the community.

Public Input - After a 30% design is completed, the Town holds a public informational meeting with adjoining property owners to discuss the 30% design. On a street-by-street basis, the Town Board can modify the 30% design after considering public input, public health, public safety, regulations, costs, grant funding, and the greater needs of the community.

### B. New Streets

New streets within plats and subdivisions typically have an urban cross section. Town Staff may exempt new streets from an urban typical section particularly if the new plat or subdivision is located within the Bear Creek Watershed, which has a stringent total phosphorus reduction standard. Exemptions are

typically on a case-by-case basis and based on an engineering evaluation of stormwater infiltration feasibility, depth to groundwater, and other engineering related environmental considerations.

### **C. Complete Streets**

Complete Streets are defined as roadways that enable safe, convenient, and comfortable access and travel for pedestrians, bicyclists, motorists, and public transit users of all ages and abilities. The purpose of complete streets:

1. Help create more direct connections between places, provide transportation options for significant segments of our population, enhance safety for all types of users, and increase the capacity of the overall transportation system.
2. Provide residents greater opportunities for everyday exercise, which effectively combats obesity, diabetes, heart disease, and stroke, and improves overall community health.
3. Provide residents more affordable transportation options, allow households to control transportation expenses when fuel prices spike, and stimulate economic development.
4. Encourage more residents to travel by foot or bicycle for short-distance trips, thereby reducing carbon monoxide, nitrogen oxides, sulfur dioxide emissions from automobiles, which improves overall air quality and the environment.

The Town of Grand Chute Comprehensive Plan states that the Town will encourage development and expansion of cost-effective and affordable transportation alternatives. The Town of Grand Chute Pedestrian and Bicycle Strategy provides the vision for a potential future pedestrian and bicycle network, a toolbox of alternatives that can be used to complete this network, and a framework for identifying areas most in need of facilities.

This Policy covers all new 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.

Town Board can modify this policy in the future or deviate from portions of policy on a case-by-case basis.