

## CHAPTER 10

### De Pere Bicycle and Pedestrian Plan

#### Introduction

The goal of De Pere's Bicycle and Pedestrian Plan is to develop a bicycling and walking culture in the city that enables people of all ages and physical abilities to safely and conveniently travel throughout the community. In its efforts to improve biking and walking conditions, the city has traditionally worked with Brown County, the Wisconsin Department of Transportation (WisDOT), and other partners to create a system of safe and continuous bicycle and pedestrian facilities throughout De Pere that provide direct access to the downtown, secondary and post-secondary schools, major employers, shopping centers, recreation areas, and the surrounding communities. But the city cannot stop at the provision of facilities if it hopes to develop a culture of bicycling and walking. It must also help to inform motorists and non-motorists of their rights and responsibilities, ensure that they are following local and state laws, and provide incentives for residents and visitors to use the facilities for transportation and recreational purposes.

#### Engineering, Education, Enforcement, and Encouragement in Bicycle and Pedestrian Planning

The incorporation of education, enforcement, and encouragement with the provision of bicycle and pedestrian facilities (engineering) is recognized as essential to creating safe and convenient bicycle and pedestrian systems. This "4E" approach to bicycle and pedestrian planning was used to develop Brown County's Bicycle and Pedestrian Plan and is the foundation of WisDOT's Bicycle Transportation Plan. This approach has also been used throughout the country to create comprehensive bicycle and pedestrian systems for many years.

The Land Use, Transportation, and many other chapters of the 2004 De Pere Comprehensive Plan and the 2009 plan update contain several objectives and recommendations that address engineering and encouragement. However, these chapters do not address the education programs and enforcement activities that are necessary to achieve the goal of creating a bicycling and walking culture in De Pere.

This chapter of the comprehensive plan includes the following elements:

**Goal and Objectives.** The chapter states the Bicycle and Pedestrian Plan's goal and addresses many engineering, education, enforcement, and encouragement objectives.

**Existing Efforts and Conditions.** The chapter addresses recent and current engineering, education, enforcement, and encouragement efforts in De Pere. This section of the chapter also summarizes the locations and circumstances of reported bicycle and pedestrian crashes in the city between 2004 and 2008.

**Engineering, Education, Enforcement, and Encouragement Recommendations.** The chapter includes recommendations for each of these elements and identifies specific techniques the city can use to implement the recommendations.

**Specific Intersection Treatments.** The chapter includes a section that shows air photos of specific intersections and recommends modifications that will improve safety and accessibility at the intersections.

**Implementation Matrix.** The chapter includes a matrix that identifies when the city should implement each recommendation, how each recommendation should be implemented (through code or policy modifications, etc.), the entities that are responsible for implementing each recommendation, and grant programs and other resources that can be used to implement the plan's recommendations.

## **Bicycle and Pedestrian Plan Goals and Objectives**

### **Goal**

Develop a bicycling and walking culture in De Pere that enables people of all ages and physical abilities to safely and conveniently travel throughout the community.

### **Engineering Objectives**

- Create a seamless corridor system for bicyclists and pedestrians that will provide safe and efficient access to several activity centers throughout the city.
- Create the most direct and desirable routes possible to allow for safe, attractive, and efficient bicycle and pedestrian travel.
- Develop “**complete streets**” in De Pere by including appropriate provisions for bicyclists and pedestrians when planning, designing, and building all streets in the city. This includes considering bicyclists and pedestrians when designing and building intersections, bridges, pavement surfaces, pavement widths, and other street characteristics.
- Incorporate bicycle lanes and walkways into street and highway projects to minimize the cost of their construction.

### **Education Objectives**

- Educate people of all ages and abilities of the rights and responsibilities of bicyclists, pedestrians, and motorists.
- Teach bicyclists, pedestrians, and motorists the importance of making predictable movements at intersections, driveways, and other conflict points.

### **Enforcement Objectives**

- Ensure that the city's police officers are trained in current bicycle and pedestrian laws and enforcement techniques.

- Expand the police department's bicycle and pedestrian law enforcement presence by encouraging residents to observe and correct the behavior of friends, family members, and others.

### **Encouragement Objectives**

- Ensure that convenient bicycle parking is available at all parks, government buildings, and other city-owned facilities. Also encourage the establishment of convenient bicycle parking at all schools, major employers, shopping centers, and other major activity centers.
- Work with developers to create bicycle- and pedestrian-friendly developments and site designs.
- Include requirements for the provision of direct bicycle and pedestrian access from public streets and sidewalks in the city's codes and community design standards.
- Allow and encourage the mixing of compatible land uses to provide a variety of destinations that can be reached on foot and by bicycle.

## **Existing Efforts and Conditions**

### **Bicycle and Pedestrian Facilities (Engineering Efforts)**

De Pere currently has approximately 4.5 miles of on-street bicycle lanes, one mile of streets designated as bicycle routes, and 4.5 miles of multi-use trails that connect the City to the surrounding communities. De Pere also has the most extensive sidewalk system in Brown County, and the community has worked on its own and with the county and WisDOT for many years to build roundabouts, curb extensions, and other facilities that make bicycling and walking safe and enjoyable. The locations of the City's existing bicycle and pedestrian facilities are shown in Figures 10-1 and 10-2.

### **Sidewalk and Trail System**

The City's sidewalks and trails currently provide access to the downtown, secondary and post-secondary schools, most shopping centers, park and recreation sites, and many other De Pere destinations. However, the relatively rapid extension of the City's boundaries has created gaps in the sidewalk system between Scheuring and Heritage Roads and the southern sections of the City. There are also sidewalk gaps in some of the newer neighborhoods in southern De Pere, and gaps exist in front of undeveloped lots in other parts of the City. These gaps and the City's policy to not install sidewalks along business and industrial park streets make it difficult to walk to Humana and many other large employers in the City.

### **Bicycle Facility System**

The City's existing bicycle facility system is taking shape, and continuous east/west and north/south routes already exist. Many of the City's business and industrial park streets are also very bikeable because they are wide and carry relatively low volumes of

Figure 10-1 Existing City of De Pere Bicycle Facilities

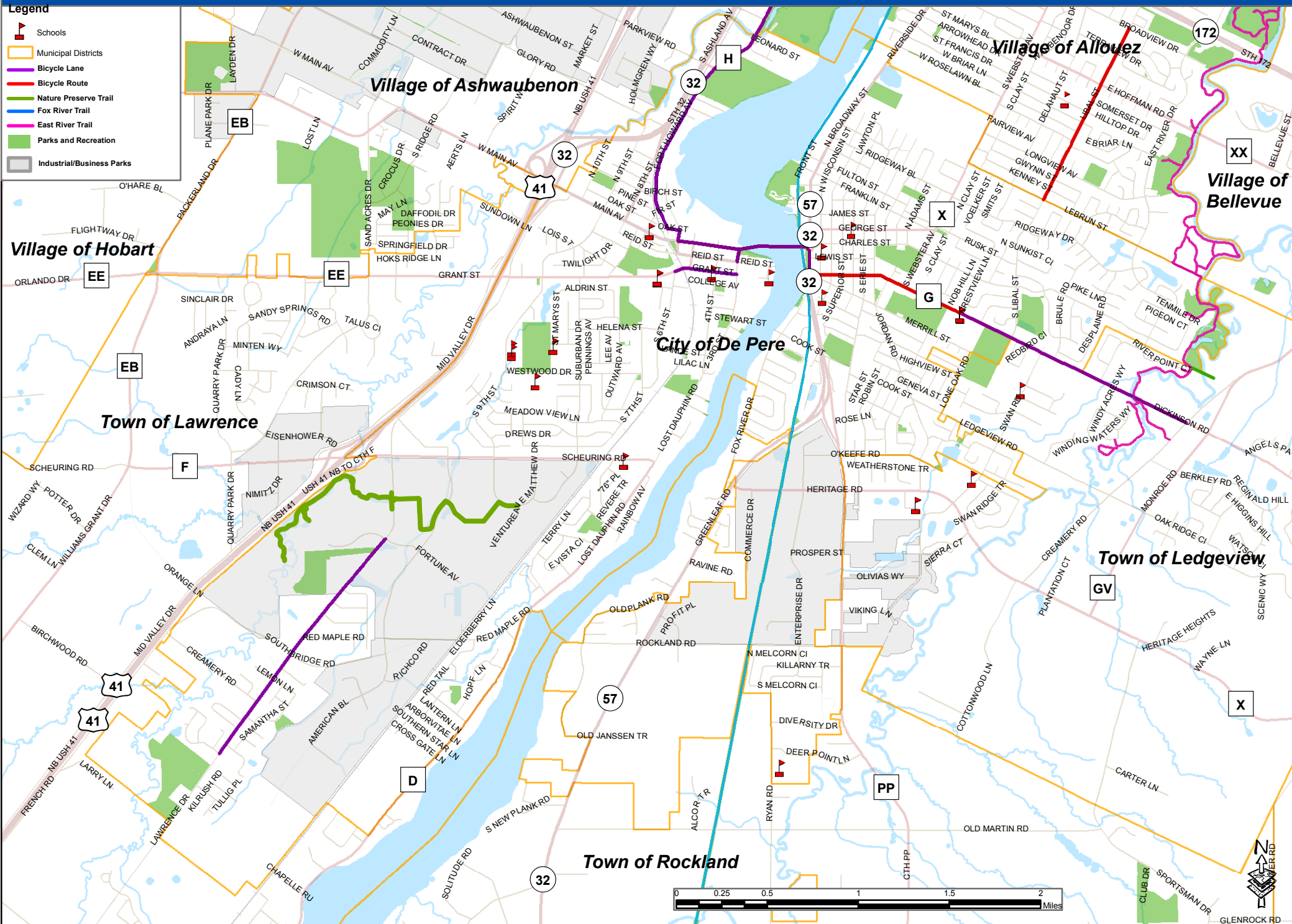
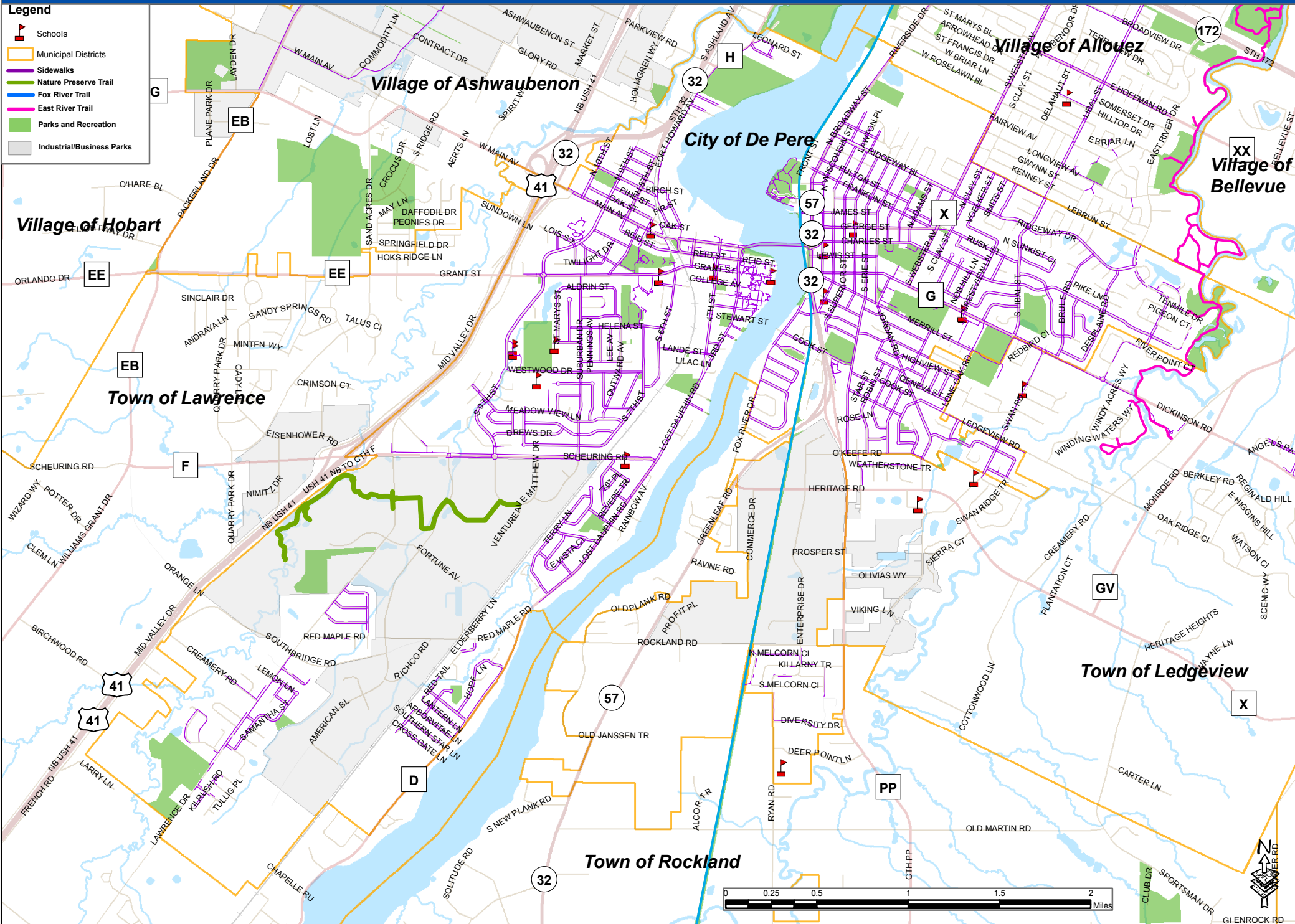




Figure 10-2 Existing City of De Pere Pedestrian Facilities



traffic. However, many major streets throughout the City lack bicycle facilities or route designations, and several gaps exist between major destinations.

### **Education Efforts**

#### **Yield to Pedestrians in Crosswalks Signs**

In 2007, the City began placing signs in crosswalks that remind drivers that they must yield to pedestrians in crosswalks. These signs can now be found throughout the City near schools, parks, and other pedestrian destinations.

#### **Red Flag Program**

In 2008, the City placed red flags at intersections along Broadway that pedestrians can use to capture the attention of drivers when they cross the street. This program was started at the request of a Broadway business owner who noticed that people have a hard time crossing the street near his business.

#### **School-Based Bicycling Education Programs**

The De Pere and West De Pere School Districts have hosted bicycling education programs at schools for students, and local League of American Bicyclists instructors have taught bicycle safety sessions in the past.

#### **Safety Town**

The Brown County Center for Childhood Safety sponsors an event called Safety Town each year. The event is typically held in parking lots in Green Bay and features a “town” that contains small buildings, streets, sidewalks, and other features of a typical community, and volunteers help children learn how to safely travel through the town on bicycles and on foot.

### **Enforcement Efforts**

In addition to enforcing the rules of the road during its daily patrol activities, the De Pere Police Department has conducted targeted enforcement campaigns to improve pedestrian safety, established a bicycle patrol within the downtown area, and distributed bicycle safety updates and training bulletins to its officers. Twelve officers also participated in a training session in 2006 that addressed bicycling safety, enforcement, and other information.

### **Encouragement Efforts**

#### **Sidewalks and Traffic Calming Devices**

For many years, the City has installed sidewalks and other walkways throughout the City to enable and encourage people to walk from place to place. The City has also worked with the county and state to construct roundabouts, curb extensions, and other devices that slow traffic and encourage people to walk and bicycle.

## **Mixing Compatible Land Uses**

The City has allowed some mixing of compatible land uses near the downtown and elsewhere to provide a variety of destinations that can be reached on foot and by bicycle.

## **Pedestrian- and Bicycle-Friendly Site Designs**

Following the adoption of the 2004 De Pere Comprehensive Plan, many of the new developments in the City were designed with short setbacks, parking along the side instead of in front, and other features that enable and encourage many people to travel to them on foot or by bicycle.

## **Bicycle Parking**

The City provides bicycle parking at City Hall, the Community Center, and at major parks and recreation sites. Bike parking is also available along Grant Street near St. Norbert College, at the post office and library, at all K through 12 schools, at some businesses, and elsewhere throughout the City.

## **Bicycle and Pedestrian Crashes in De Pere**

### **Bicycle Crashes**

There were 16 vehicle/bicycle crashes reported in De Pere between 2004 and 2008, which is an average of 3.2 crashes per year. Some notable characteristics of these crashes are summarized below, and the locations of the crashes are shown in Figure 10-3.

- Most of the 16 bicycle crashes appear to have been partially or largely caused by bicyclists making unpredictable or illegal movements.
- In many cases, bicyclists were hit by surprised drivers when the bicyclists rapidly entered intersection crosswalks from sidewalks. There were also crashes that involved bicyclists running into vehicles after suddenly appearing in crosswalks and bicyclists riding on the wrong side of streets.
- Many drivers appear to have been looking for gaps in vehicle traffic and did not see the bicyclists before the crashes.
- Eight of the 16 crashes involved bicyclists who were younger than 15 years of age, and four of these children were hit next to or near schools.
- Six of the eight children involved in bicycle crashes were determined to be either entirely or partially at fault.
- One crash that involved an adult bicyclist could have been caused by the "Right Turn No Stop" control that used to exist at the intersection of Grant Street and Fifth Street.

### **Pedestrian Crashes**

There were 18 vehicle/pedestrian crashes reported in De Pere between 2004 and 2008, which is an average of 3.6 crashes per year. Some notable characteristics of these crashes are summarized below, and the locations of the crashes are shown in Figure 10-4.

Figure 10-3 Bicycle Crashes in De Pere: 2004 - 2008

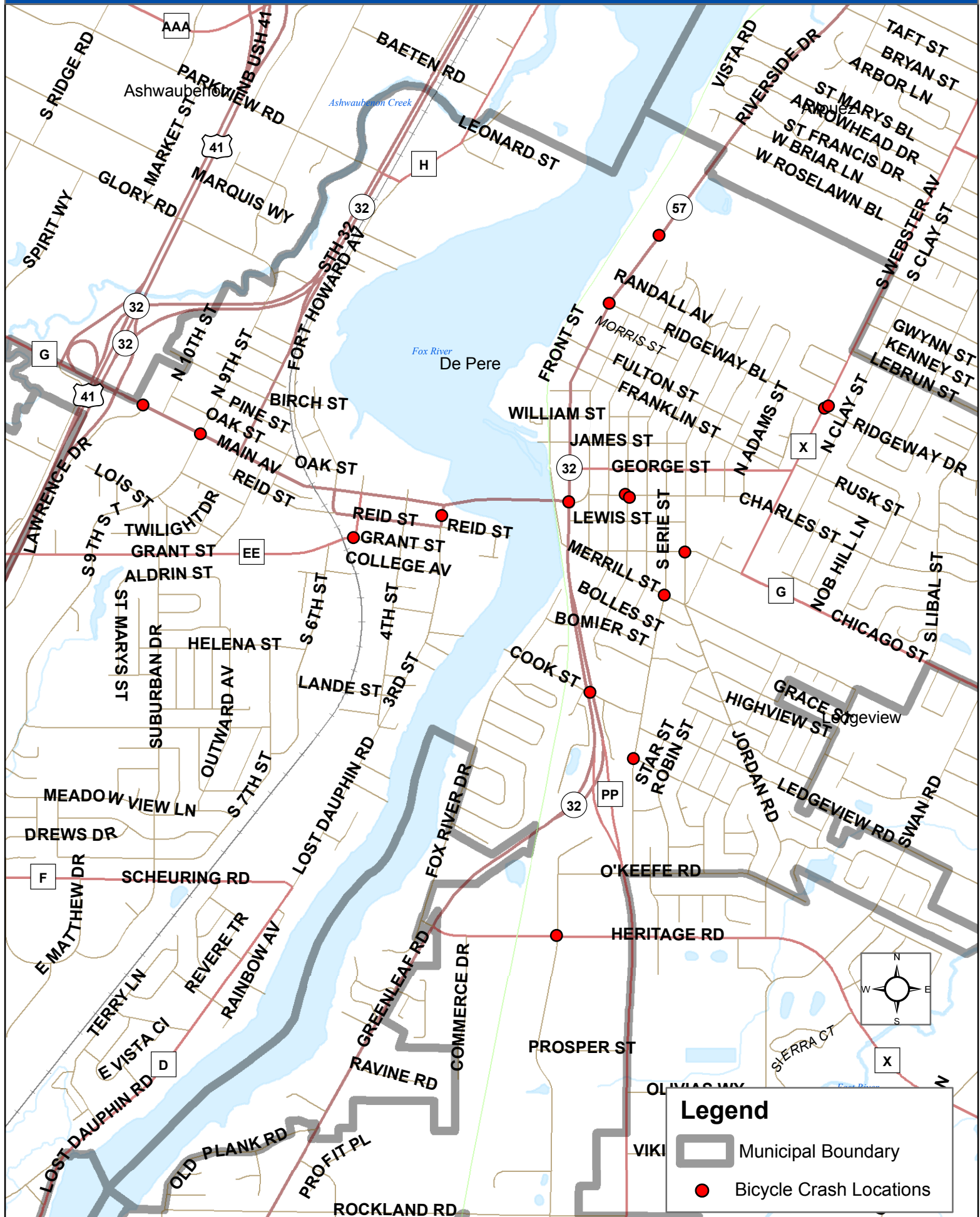
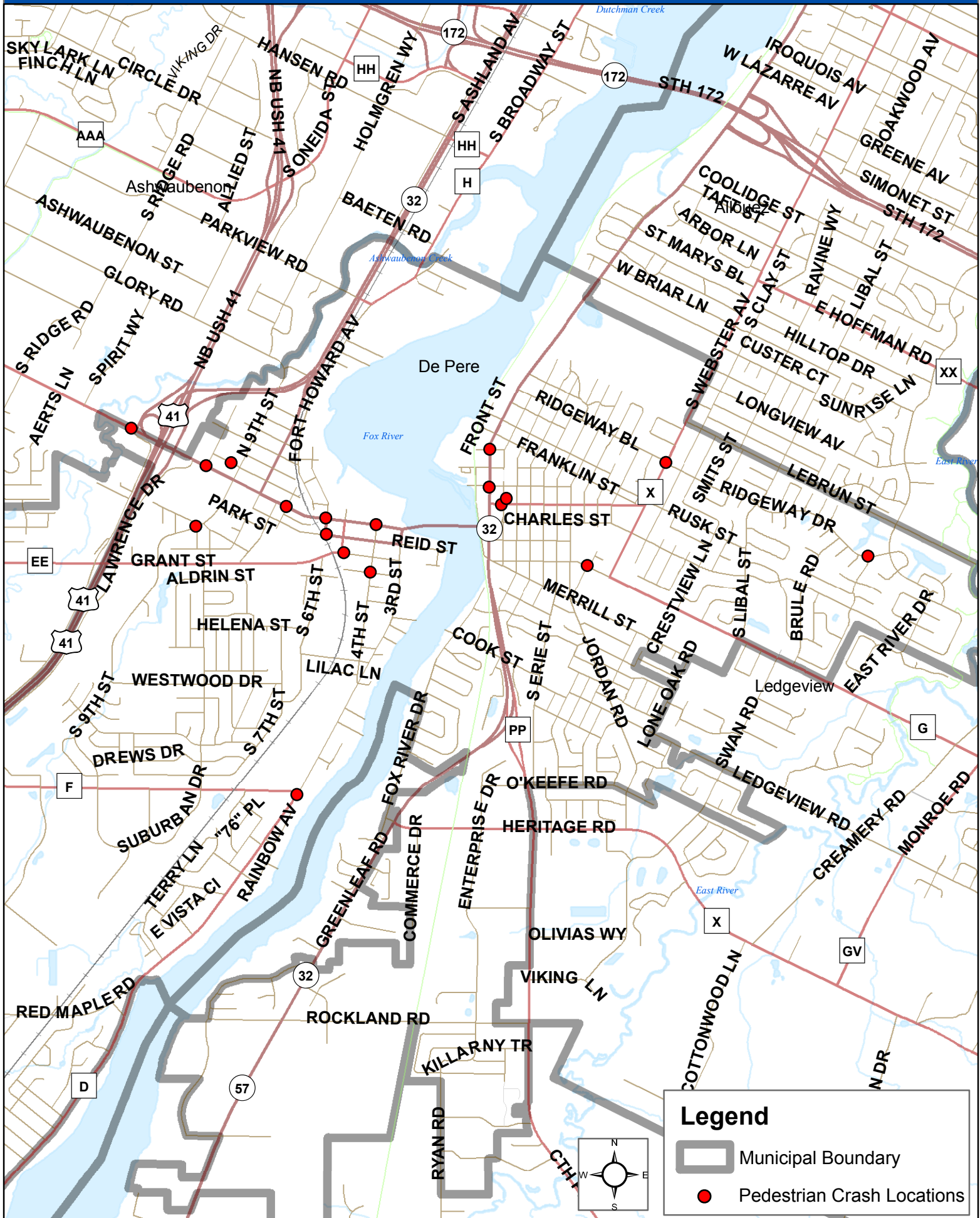




Figure 10-4 Pedestrian Crashes in De Pere: 2004 - 2008



- Most of the pedestrian crashes occurred in or near the center of the City, and the ages of the pedestrians varied significantly.
- Many of the drivers stated that they did not see the pedestrians before they hit them. In many cases, it appears that drivers did not see pedestrians crossing at intersections because the drivers were looking for gaps in traffic prior to making turns.
- Five of the 18 crashes involved drivers or pedestrians who were under the influence of alcohol, and one of these crashes involved a drunk pedestrian and driver.
- Two pedestrians were hit by vehicles backing out of driveways, and two pedestrians were hit after running into traffic between intersections. One of the two pedestrians who ran into traffic died as a result of the collision.
- One pedestrian was hit by a vehicle that passed a vehicle that had stopped to let the person cross a multilane street.

The bicycle and pedestrian crash reports for this five-year period suggest bicyclists often caused or contributed to their crashes and pedestrians typically did not cause or contribute to their crashes. The reports also suggest that the causes of many of the bicycle crashes and at least some of the pedestrian crashes can be addressed by the appropriate application of the “4Es,” and these techniques are addressed in the chapter’s Recommendation section.

### **Bicycle and Pedestrian Plan Recommendations**

The City, school districts, and other entities have worked for several years to enable and encourage people to walk and bicycle. However, there are other engineering, education, enforcement, and encouragement techniques that can and should be used to further improve safety and create a walking and bicycling culture in De Pere.

Many of the specific recommendations in this section of the Bicycle and Pedestrian Plan are based on the engineering and encouragement concepts and recommendations in the comprehensive plan’s Transportation, Land Use, and other chapters. But this chapter also includes several recommendations that address education, enforcement, and other approaches that should be used by the City and its partners to improve safety and create a bicycling and walking culture.

### **Engineering**

#### **Signalized and Signed Intersections**

##### **Install Accessible Pedestrian Signal Activation Buttons at Signalized Intersections**

At signalized intersections that are heavily used by pedestrians, pedestrian signal activation buttons should generally be avoided. Instead, pedestrian signal phases should be built into every green light cycle to ensure that pedestrians have frequent opportunities to cross. But since most of the signalized intersections in De Pere currently experience only occasional pedestrian use, the City should work with the County and State to ensure that signal activation buttons are available.

Most of the signalized intersections in De Pere already have pedestrian activation buttons, but a handful of crosswalks at these intersections do not. Some of the City's existing activation buttons are also unreachable from the sidewalk. To improve these conditions and comply with the requirements of the Americans with Disabilities Act (ADA), the City should work with the State and County to install pedestrian signals and accessible activation buttons at crosswalks that do not currently have them. Specifically, the City should:

- Install a pedestrian crossing signal and activation button at the crosswalk on the north side of the Broadway/Merrill intersection (between the Front Street parking lot and City Hall).
- Relocate pedestrian crossing signal buttons that are inaccessible from sidewalks to posts that can be easily reached by people who use wheelchairs and other mobility devices. Placing the buttons in accessible locations will also make them easier for everyone to reach when snow is piled in the terraces.

*Place buttons here:*



Button that can be reached from the sidewalk.

*Instead of here:*



Button that cannot be reached from the sidewalk.

### **Include Lead Pedestrian Intervals at Wide and Heavily Used Intersections**

To give pedestrians a head start crossing streets and make them more visible to drivers, the City should work with the State to include lead pedestrian intervals at signalized intersections that are very wide and/or have a relatively high number of pedestrians. The lead pedestrian intervals would be triggered when pedestrian signal buttons are activated, and the intervals would last approximately five seconds before motorized traffic receives a green light.

Intersections where lead pedestrian intervals should be established include:

- Broadway and Cook Street
- Broadway and Merrill Street
- Broadway and William Street
- George and Wisconsin Streets



- Reid and Third Streets
- Reid and Fourth Streets
- Reid and Fifth Streets
- Main Avenue and Fourth Street
- Main Avenue and Eighth Street (although these pedestrian signals are not currently button-activated)
- Main Avenue and Ninth Street
- Main Avenue and Tenth Street

### **Replace Existing Pedestrian Signals with Pedestrian Countdown Signals**

The City should work with the State and County to install pedestrian countdown signals at the City's signalized intersections. These signals are already used in Green Bay and other cities to clearly indicate how much time is available for pedestrians to complete their street crossings, and the signals are now required in the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD). The signals can also be used by approaching bicyclists and drivers to avoid entering intersections as lights are turning yellow and red.



### **Discontinue the Use of "Right Turn No Stop" Designations**

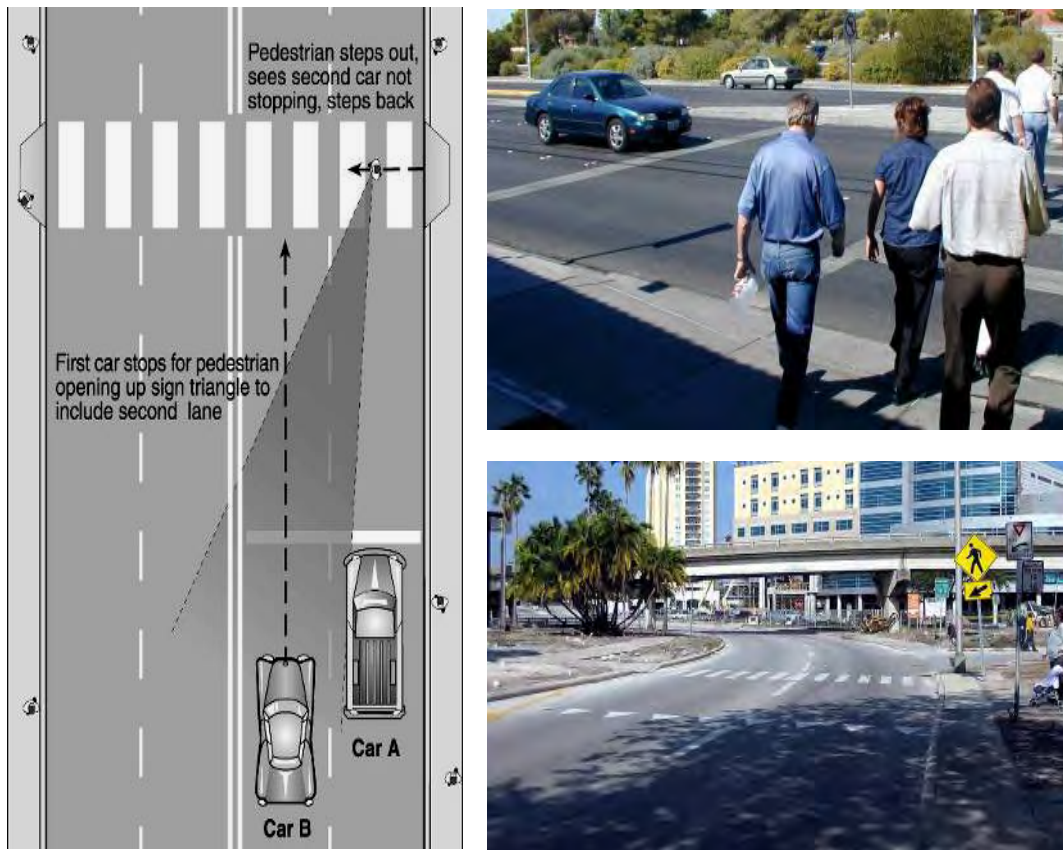
The City should not use "Right Turn No Stop" designations at intersections. These designations can confuse children and others who focus on the stop sign, assume that drivers will stop, and cross without realizing that the stop sign doesn't apply to turning vehicles. These designations can also confuse some drivers and cause them to run the stop sign even if they aren't making right turns (which is what happened shortly after the picture to the right was taken).



## Uncontrolled Intersections and Other Crossings

### Add Advance Stop Bars at Major Uncontrolled Street Crossings

The City should cooperate with the State to add advance stop bars at uncontrolled crossings along four-lane streets. The advance stop bars should be approximately 10 feet behind intersection crosswalks and 20 feet behind mid-block crosswalks to enable approaching motorists to see pedestrians crossing in front of stopped vehicles.



Some examples of where advance stop bars should be added include:

- All uncontrolled intersections along Broadway that have marked crosswalks.
- All uncontrolled intersections along Main Avenue that have marked crosswalks.

**Install Overhead Pedestrian Crossing Signals at the Main Avenue/Seventh Street Intersection and at Other Intersections Where Pedestrians are Difficult to See**

Seventh Street is a direct link between the neighborhoods north of Main Avenue and VFW Park, VFW Pool, the De Pere Community Center, and the sidewalks on the south side of Main. But to reach these destinations, people currently have to cross at an uncontrolled intersection where speeds are often high and it is difficult for approaching drivers to see people crossing the street. The latter condition was a factor in a 2006 pedestrian crash that was caused by a westbound driver passing another driver who had stopped to allow the pedestrian to cross Main Avenue.



It's difficult for westbound drivers to see people crossing at the Main/Seventh intersection...



...but flashing overhead pedestrian crossing signals could be easily seen by approaching drivers.

To improve pedestrian and bicyclist safety at the intersection and encourage more people to walk and bike in the area, the City should work with the State to install flashing overhead pedestrian crossing signals and advance stop bars. The pedestrian-activated signals will:

- Alert westbound drivers to the presence of pedestrians and bicyclists crossing at the top of the hill at Seventh Street.
- Help eastbound drivers realize that pedestrians and bicyclists are crossing in front of them as they focus on merging into Main Avenue's single eastbound travel lane.

The City should also examine other uncontrolled intersections to determine if overhead or post-mounted flashing signs should be installed to improve driver awareness of pedestrians and bicyclists.

## General Street and Walkway Treatments

### Ensure that all Streets are Minimally Acceptable for Bicycling

Most of De Pere's streets do not need special bicycle facility treatments because they experience relatively low traffic volumes and speeds. However, these streets can have seemingly small problems that can create dangerous conditions for bicyclists. To make sure that all of De Pere's streets are safe for bicyclists, the City should address the following details:

#### Drainage Grates

Drainage inlet grates and utility covers are potential problems for bicyclists. When a new roadway is designed, all grates and covers should be kept out of a bicyclist's expected path. On new and reconstructed streets, curb inlets should be used when possible to minimize the exposure of bicyclists to grate inlets. It is important that grates and utility covers be flush with the surface, and this uniformity should be maintained when a road is resurfaced.



Parallel bar grates can be hazardous to bicyclists...



...but perpendicular grates allow bikers to cross them safely.

Parallel bar drainage grate inlets can trap the front wheel of a bicycle, which can result in serious damage to the bicycle wheel and frame and/or injury to the bicyclist. When these grates cannot be immediately replaced with safer models, steel cross straps or bars that are perpendicular to the parallel bars should be added to provide a safe opening between straps. However, this should be considered a temporary correction.

#### Pavement Condition

Pavement surface irregularities can do more than cause an unpleasant ride. For example, gaps between pavement slabs or overlay faults that run parallel to the direction of travel can trap a bicycle wheel and cause a fall, and holes and bumps can cause bicyclists to swerve into the path of motor vehicle traffic as they attempt to avoid these hazards. Therefore, the pavement along the City's streets should be maintained to avoid these problems. This could involve filling joints, adjusting utility covers, and ensuring that resurfacing projects are designed to make streets suitable for bicycling.



### **Railroad Crossings**

When bikeways cross railroad tracks, the crossing should be at a right angle to the rails. When this is not possible, the approaching bicycle lane or shoulder should be widened to allow bicycles to cross the tracks at a right angle without veering into the traffic lanes. The width of these extended lanes should be eight feet if the right-of-way is available.

### **Street Debris**

The cars and other motorized vehicles that travel on the City's streets push a significant amount of gravel, sand, sticks, and other materials to the outside edges of the pavement. Since this is where bicyclists typically travel, this debris can cause riders to lose control and fall into traffic. Although the City periodically sweeps the edges of streets, it is very difficult to keep the City's many streets continually free of debris. However, the City should make sure that the edges of streets that have striped bicycle lanes and are signed as bicycle routes are frequently swept.



Since De Pere contains hundreds of miles of streets but has only a handful of staff to monitor their condition, the City should establish a link on its website that people can access to report these and other hazards that need attention. This link can then be used by City staff to identify problems and prioritize maintenance activities.

### **Repaint Crosswalks in the Spring Instead of Late Summer**

The City should repaint crosswalks in the spring instead of the late summer to maximize the amount of time they are highly visible before snow, salt, chemicals, and plowing cause them to fade. This will enable them to be easily seen for three seasons (spring, summer, and fall) instead of two (summer and fall).



**Continue to Mark Downtown Crosswalks with Colored Pavement**

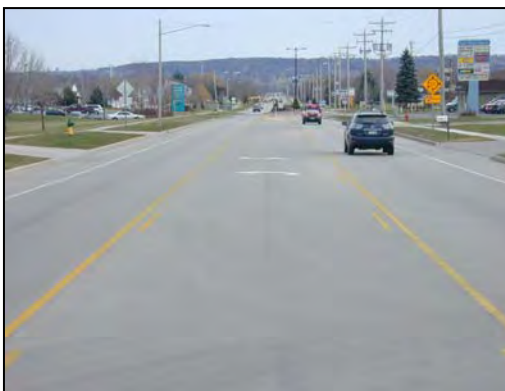
The City should continue to mark signalized and signed crosswalks in downtown with stamped/colored pavement to define the crosswalks and enhance the appearance of street corridors. But to maximize the crosswalks' visibility to approaching drivers (especially at night), the crosswalks should also continue to be defined by reflective white paint.



**Develop a Complete Streets Policy for Street Construction and Reconstruction Projects**

A complete streets policy should be developed for all street construction and reconstruction projects to ensure that bicyclists, pedestrians, and motorists can be safely and conveniently accommodated on all streets within the City. The City should also work with the State and County to ensure that state and county highways in De Pere are built and rebuilt to safely and conveniently accommodate all transportation modes. A complete streets approach to planning, design, and construction would improve accessibility throughout the City and be consistent with Chapter 84.01(35) of the Wisconsin Statutes, which states that bicycle and pedestrian facilities shall be included (with some exceptions) in street construction and reconstruction projects that are partially or entirely funded through state and federal funding programs.

As a part of this effort, the City should continue to work with the county to construct two- and three-lane arterial streets with sidewalks and bicycle facilities instead of streets with four or more lanes. This concept is discussed in greater detail in the comprehensive plan's Transportation Chapter.



Properly designed two- and three-lane arterial streets are efficient for motorists and allow more space for bike lanes, sidewalks, and terraces.

### **Continue to Use Pedestrian Refuge Islands at Pedestrian Crossings**

The City should continue to work with the County and State to install pedestrian refuge islands in the center of arterial streets. In addition to calming traffic and enabling people to cross one direction of traffic at a time, the islands encourage drivers to yield to pedestrians in the crosswalks because their intentions are clear to drivers and it appears that they are already standing in traffic.



Pedestrian refuge islands can be established at controlled intersections (e.g. as roundabout splitter islands or at the end of medians), but they are also very useful at uncontrolled intersections or at mid-block crossings.

### **Restripe Multilane Streets to Create Wider Outside Travel Lanes for Bicyclists**

Many multilane streets do not have enough right-of-way to allow them to be expanded to accommodate bicycle lanes or shared vehicle/bicycle lanes. In these situations, additional space for bicyclists can be created by shifting the dashed lane stripes from the outside of the lane joint to the inside of the joint. This simple and inexpensive treatment can often increase the amount of space available to bicyclists, which provides more room for passing vehicles and allows bikers to avoid riding next to or within curb pans.



### **Avoid Establishing Right Turn "Slip" Lanes at Intersections**

Because right turn "slip" lanes expose pedestrians to vehicles that are able to turn corners at relatively high speeds, the City should work with the State and County to make sure slip lanes are not built at intersections unless they are absolutely necessary along heavy truck routes that have tight corners (e.g. at Main and Eighth).



When slip lanes are necessary, the “pork chop” islands that separate the slip lanes from the other driving lanes should be designed to be easily and safely used by people of all ages and physical abilities. This means that the islands should:

- Be large enough to serve as comfortable pedestrian refuges.
- Have curb cuts at all crosswalk approaches.
- Be designed so that sign posts, signal posts, and other fixed objects do not act as obstacles.



The poor crosswalk continuity, absence of curb cuts, and placement of the sign/signal posts indicate that pedestrian accessibility was not emphasized when these “pork chop” islands were installed.

The islands at the Main Avenue/Third Street and Main Avenue/Sixth Street intersections in downtown De Pere have the three characteristics listed above, but smaller islands in the City do not. Two examples of islands that are not pedestrian-friendly are at the intersections of Lost Dauphin Road/Scheuring Road and Main Avenue/Eighth Street. These intersections should be improved in the following ways:

**Lost Dauphin/Scheuring:** The right-turn slip lane and pork chop island should be removed, and crosswalks should be added to Lost Dauphin Road on the intersection’s north and south sides.

**Main/Eighth:** This slip lane should remain because the streets are State Connecting Highways that are frequently used by large trucks. However, a curb cut should be added to the south crosswalk approach, and the northbound traffic signal post should be moved out of the path of people crossing the island.

Both of these intersections are addressed in greater detail in the chapter’s Specific Intersection Treatments section.

### **Install Curb Extensions in High Priority Areas Throughout the City**

Curb extensions improve pedestrian safety because they help to maximize predictability and minimize speed and exposure at crossings. Specifically, curb extensions:

- Prohibit drivers from using parking lanes as passing or turning lanes at crossings.
- Encourage people to drive slowly through crossings when parked vehicles are not present.
- Minimize pedestrian exposure to traffic by providing short crossing distances.
- Maximize pedestrian visibility to approaching drivers by allowing pedestrians to essentially walk into the street.
- Enable pedestrians to clearly communicate to approaching drivers that they intend to cross the street.



Curb extension near Dickinson  
Elementary School



Curb extension at the  
Grant Street/Fourth Street intersection

Because the curb extensions along George Street, Chicago Street, Grant Street, and other street corridors have made the corridors more accessible and pleasant for pedestrians and bicyclists to use, the City should install curb extensions at what should be considered high priority crossing locations throughout the City. Some of these high priority locations include:

#### **School crossings where guards are posted**

Crossing guards are posted at the following locations during the 2009-2010 school year:

- |                        |                           |
|------------------------|---------------------------|
| • George & Huron       | • Swanstone & Swan        |
| • Webster & Charles    | • Michigan & Merrill      |
| • Chicago & Washington | • Charles & Huron         |
| • Merrill & Jordan     | • Charles & Superior      |
| • Jordan & O'Keefe     | • Suburban & Westwood     |
| • Erie & Charles       | • 1100 Westwood           |
| • Michigan & Bolles    | • Suburban & Lourdes      |
| • Ledgeview & Swan     | • Grant & Apollo/Suburban |

As of October of 2009, only the George/Huron and Chicago/Washington intersections were equipped with curb extensions, but other crossings would benefit from them when school is in and out of session. Although all of these crossings should be studied to determine if curb extensions would be beneficial, the following intersections could have the greatest need for them and should be examined first:

*Webster & Charles*, which is a difficult intersection to cross because the Webster approaches are not regulated by stop signs. This relatively wide crossing must be used by people of all ages and physical abilities to reach Legion Park and Pool, Dickinson Elementary School, Notre Dame School, and other destinations because it is one of the only connections to the neighborhoods east of Webster Avenue. This intersection would benefit from curb extensions at all four corners, but the City will have to work with the county to install the extensions because Webster is currently a county highway.

*Grant & Apollo/Suburban*, which is an offset intersection along a portion of Grant Street that is not regulated by stop signs. This intersection should be studied to determine if the Grant Street crosswalk at Apollo should remain where it is or if it should be moved to the west side of Suburban to minimize the number of street crossings that must occur to reach the public and private schools south of Grant Street. If the Grant Street crossing is moved to the west side of Suburban, the City should work with the county to add curb extensions at the north and south ends of the crossing.

**Intersections near pools, parks, bus stops, and other places that tend to attract a high number of pedestrians and bicyclists of various ages and physical abilities.**

The City contains other intersections and long blocks where curb extensions would be beneficial. Examples of intersections that should also be studied include:

*Ninth & Lois*, which is a relatively wide intersection on a slight curve that is used by residents of Nicolet Terrace and others to reach the bus stop on the west side of Ninth. This intersection is addressed in greater detail in the chapter's Specific Intersection Treatments section.

*Ninth & Westwood*, which also does not have a painted crosswalk despite being very near West De Pere Middle School and Westwood Elementary School.

## Directly Align Curb Ramps with Crosswalks

The City should construct pedestrian curb ramps so they are aligned with the crosswalk in each direction to allow people in wheelchairs, pushing strollers, and others to stay within the crosswalks when they enter and exit the crossings. The best approach is to build perpendicular ramps that directly connect to each crosswalk, but well-placed single ramps can also work in certain situations.

*Bad ramp alignment:*



*Better ramp alignment:*



*Best ramp alignment:*



At intersections where motorized and/or non-motorized traffic is low, the City can wait to adjust poorly aligned curb ramps until work is scheduled at the intersections. However, there are several poorly aligned curb ramps at high-traffic intersections that are used by pedestrians every day, and these curb ramps should be fixed as soon as possible.

### Continue to Develop the City's Sidewalk System

- The City should continue to develop its sidewalk system as the community grows over the next 20 years by building sidewalks along both sides of public streets. When sidewalks are on both sides of streets, pedestrians of all ages and physical abilities can



Sidewalks were installed on only one side of this street in a relatively new De Pere subdivision, and other streets within this subdivision have no sidewalks.

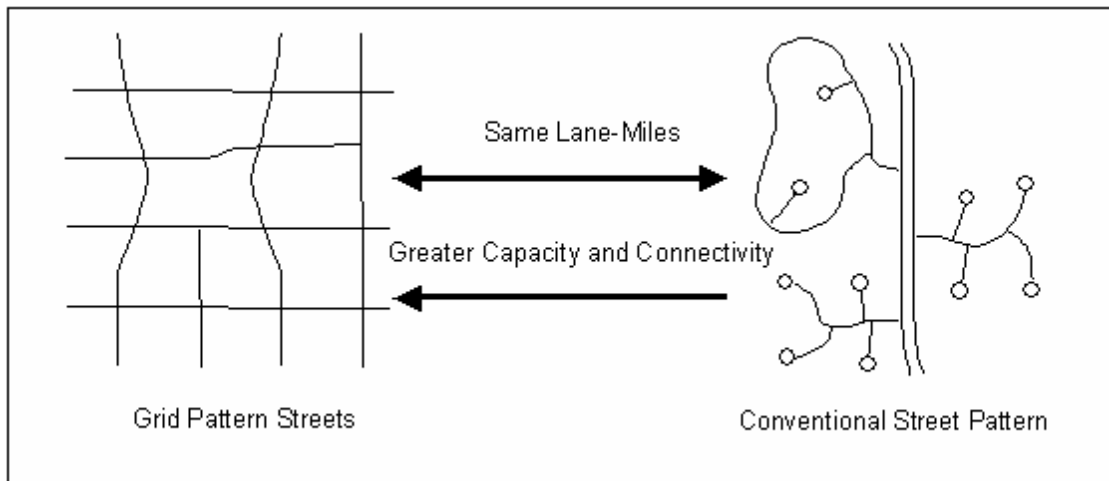
avoid crossing motor vehicle traffic to reach walkways. Placing sidewalks on both sides also eliminates the need to make what are often controversial decisions about where the single sidewalk should be constructed.

- The only situation where sidewalks should not be required on both sides of a street is when physical or environmental constraints exist. In these situations, sidewalks should be required on at least one side of the street. The City should also

enhance pedestrian access within and near its business and industrial parks by installing sidewalks or trails along Heritage Road, Enterprise Drive, and other major streets.

### Develop Well-Connected Street Systems Throughout the City

To enable and encourage people to walk and bicycle throughout the City and the adjacent communities, De Pere should require well-connected street patterns within new developments that have frequent connections to the existing street system. The City should not allow cul-de-sacs and loop streets when physical or environmental constraints do not exist, but if these constraints prohibit street connections, the City should allow the development of cul-de-sacs near the constraints.



Because cul-de-sacs often force people to walk and bike long distances to reach nearby destinations and can unnecessarily channel bicyclists and pedestrians onto major streets, they should not be allowed unless physical or environmental barriers prevent streets from being connected. To ensure that cul-de-sacs are built only when necessary, the City code should be revised in the following manner:

- The following should be added to Sec. 22-5(e) of the City code:

**Cul-de-sac streets shall not be constructed unless physical or environmental constraints prohibit street connections.**

- The City should also remove the reference to cul-de-sacs from Section 46-4(b)(3)c. of the City code. By removing this reference, the statement would become:

**The reasonable and intelligent use of curvilinear streets is encouraged.**

#### **Provide Bicycle and Pedestrian Connections when Cul-De-Sacs are Necessary**

If streets cannot be connected, the City should continue to require the designation of public rights-of-way at or near the end of the cul-de-sacs, horseshoe roads, and other streets for multi-use paths that connect to neighboring subdivisions, schools, parks, and other destinations.





Walkway connection to VFW Park from Seventh Street



Walkway connection to De Pere Middle School

### **Require Sidewalks to be Installed When Streets Are Constructed**

De Pere currently has the most comprehensive sidewalk system in Brown County, and this feature is likely one of the reasons that many people choose to live in De Pere. In addition to providing a place for people of all ages and physical abilities to travel safely, the City's sidewalks are a place for friends and neighbors to interact with each other, for children to play, and for commerce to occur. The sidewalks also provide the "street life" that helps to enhance neighborhood security.

The City's existing policy requires the installation of sidewalks when occupancy permits are issued for structures, and this policy works when entire subdivisions and other developments are completely occupied. But since it often takes many years for entire subdivisions to develop, some neighborhoods contain sidewalk gaps that are barriers to many people.



Sidewalk system gap created by a single vacant lot



Entire sidewalk network available from the start



To allow people to utilize gap-free sidewalk networks before occupancy permits are issued for all of the lots within developments, the City should change Sec. 22-5(e) of its code from:

**...requiring installation of sidewalks prior to issuance of any occupancy permit.**

to

**...requiring installation of sidewalks when streets are constructed.**

After this policy is changed, the City should ensure that the sidewalks are cleared in the winter by placing the responsibility on the people who own the abutting properties. If the abutting owners do not clear their sidewalks, the City should notify them by letter that the sidewalks need to be cleared. If the sidewalks are still not cleared, the City should clear them and bill the abutting owners for the work.

### **Allow and Encourage the Use of Residential Alleys**

In the late 1990s, De Pere vacated many alleys behind homes that have driveways that directly connect to streets. Although residential alleys are viewed by some as redundant, dangerous, and expensive to maintain, alleys can significantly improve pedestrian and bicyclist safety by eliminating street and sidewalk conflicts at driveways. They can also be designed to be attractive neighborhood features and used to allow homes to face streets where driveway access is prohibited.

To enable alleys to be included in residential development proposals, the City should:



Residential alleys can improve pedestrian and bicyclist safety while serving as attractive neighborhood features.

- Change Sec. 46-4(d)(2) of the City code from “Alleys shall not be approved in residential areas unless necessary because of topography or other exceptional circumstances” (a situation where residential alleys are assumed to be bad) to a statement that treats residential alleys as beneficial in certain residential settings.

### **Establish Tight Curb Radii Standards on Streets Where Trucks are Prohibited**

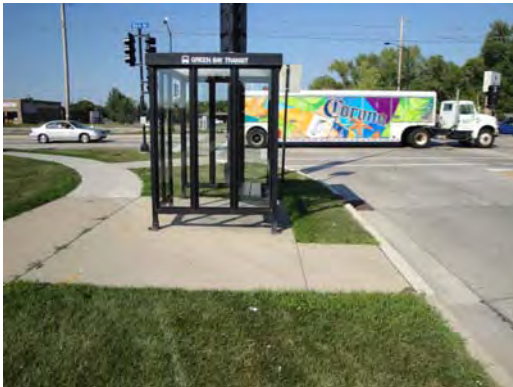
To slow vehicles as they turn and minimize pedestrian crossing distances, the City should modify Sec. 46-4(b)(8) of its code to establish tight curb radii standards for streets where trucks are prohibited. The City should also work with the County and State to reduce curb radii on county and state highways in De Pere. Examples of intersections where curb radii should be reduced are shown in the chapter's Specific Intersection Treatments section.



### **Work With Green Bay Metro to Provide Paved Landings at Heavily Used Bus Stops**

Paved bus stop landings provide a stable place for disabled and other passengers to enter and exit the bus. On the other hand, bus stops that lack paved landings force disabled passengers to use streets and driveway aprons while waiting for, entering, and exiting the bus. Unpaved stops are also difficult and undesirable for everyone else to use during poor weather conditions.

*Do This:*



Paved bus stop landing with shelter at Main & Ninth.

*To Avoid This:*



Disabled passenger waiting in street for bus at Ninth & Lois.

To maximize safety and accessibility at bus stops in De Pere, the City should work with Green Bay Metro to ensure that heavily used bus stops have paved landings for people in wheelchairs and others as they enter and exit the buses. To implement this recommendation, the City should:

- Work with Green Bay Metro staff to identify stops along the #17-De Pere bus route that are frequently used by disabled and other transit passengers. An example of a stop that should be examined is at the northwest corner of Ninth Street and Lois Street, but other stops should be examined as well.
- Cooperate with Metro and (if necessary) abutting property owners to pave landings and possibly place shelters at the stops.

### **Education**

Several methods should be used to educate people about the rights and responsibilities of bicyclists and pedestrians. Some examples of these methods are below.

#### **Offer Bicycle Safety Training in Physical Education Classes**

Between 2004 and 2008, there were 16 bicycle crashes reported in De Pere. Half of these crashes involved children below the age of 15, and nearly all of these crashes were partially or largely caused by the kids making illegal or unpredictable movements at intersections. Although some of these crashes could be attributed to “kids being kids,” it is likely that most children do not know how dangerous it is to ride against traffic, dart into crosswalks at intersections, and travel at high speeds on sidewalks that are intersected by driveways. In fact, chances are that some kids are mistakenly informed by their parents and other adults that the sidewalk is always the safest place to ride.

To maximize the likelihood that children will learn and retain the information they need to be safe bicyclists, bicycle safety training should be offered in grades K through 12 as a unit in gym classes. This program would be similar to many driver education programs in that it would combine classroom instruction with on-road experience. For the younger students, the emphasis would be placed on educating them about bicycle safety and the rules of the road. However, the older students would also be able to practice what they learn on a course situated on the school grounds or along actual streets. The bicycles for the on-road training could be donated to schools by local law enforcement agencies and maintained by De Pere and West De Pere High School students in exchange for the community service credits they need to graduate.

Figure 10-5 Recommended City of De Pere Pedestrian Facilities

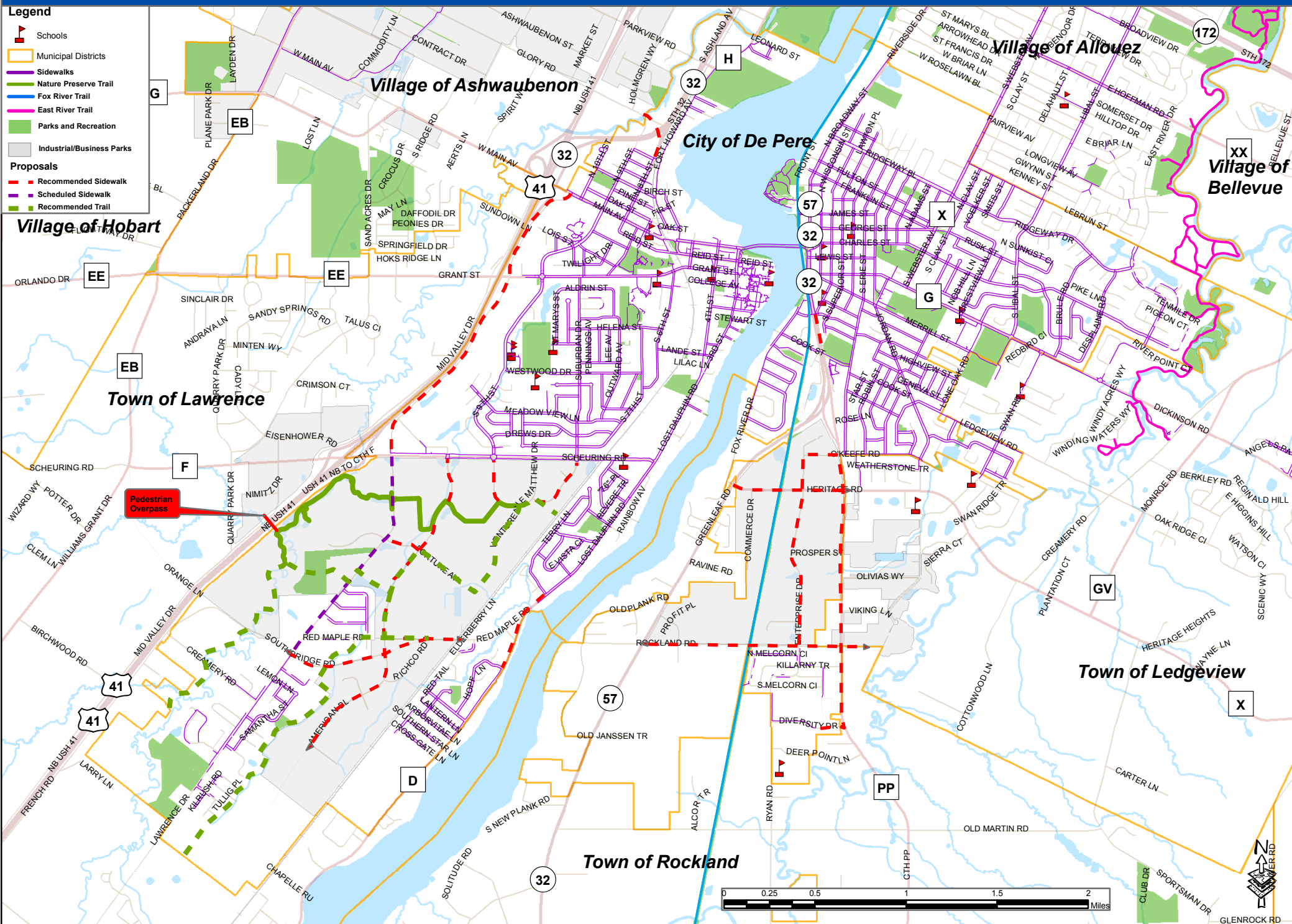
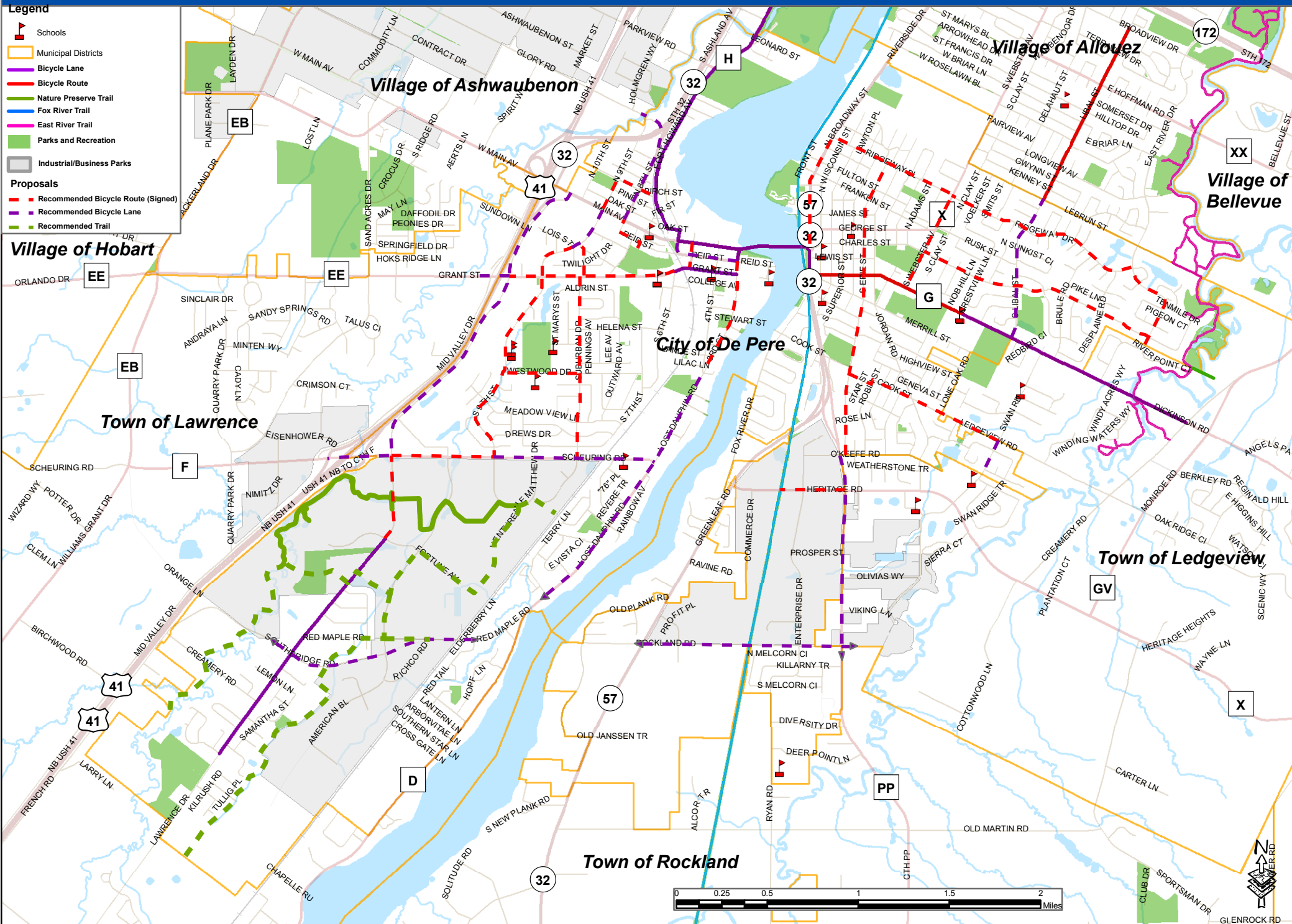




Figure 10-6 Recommended City of De Pere Bicycle Facilities



### **Continue to Offer Pedestrian and Bicycle Safety Programs at Schools**

Special presentations at schools, bicycle education programs, and education and enforcement programs should continue to be offered at the De Pere and West De Pere schools. De Pere's three school liaison officers could also speak to classes or entire schools about bicycle and pedestrian laws and safety.

### **Ensure that Driver Education Courses Address how to Interact with Bicyclists and Pedestrians**

The driver education courses offered through the De Pere and West De Pere School Districts should include units that address how to safely and lawfully interact with bicyclists and pedestrians. For example, young drivers should be taught that they must share the road with bicyclists and yield to pedestrians at marked and unmarked crosswalks.

### **Use the City's Cable Access Channel to Distribute Bicycle and Pedestrian Safety Information**

For many years, the City has used its cable access channel to inform residents about a variety of events, educational opportunities, and issues. The channel has aired information about roundabouts and the Green Bay Metro transit system, but it has not been used to broadcast pedestrian and bicycling information to residents.

There are a variety of videos and other resources available from the Wisconsin DOT and other sources concerning bicycling and pedestrian safety, so the City should:

- Contact the Green Bay DOT office, obtain bicycling and pedestrian safety videos, and air the videos on the City's cable channel.
- Develop slides that can be flashed on the screen that remind people to yield to pedestrians in crosswalks, share the road with bicyclists, ride their bikes on the right side of streets, and follow the other rules of the road that affect pedestrians and bicyclists.

### **Develop a Pedestrian Crosswalk Sign Placement Policy**

The Yield to Pedestrians in Crosswalks signs are becoming increasingly common in De Pere, and they are often installed after a difficult or dangerous crossing situation is observed and reported to City officials. But instead of reacting to problems, the City should identify crosswalks throughout the City where these signs would be beneficial and place the signs in the crosswalks before receiving requests. An example of where signs could be placed is at all intersections that have crossing guards, and these signs could remain when school is not in session so drivers are constantly reminded that they need to yield to pedestrians at these locations.

### **Install Share the Road with Bicycles Signs Along Bicycle Routes and Other Streets Where Bicycling is Common**

The City should install “Share the Road with Bicycles” signs along its signed bicycle routes and on other streets where bicycling is common to remind drivers to look for bikes and that bicyclists belong on the streets.

### **Install Signs at Controlled Intersections that Remind Drivers to Look for Crossing Pedestrians**

Many of the pedestrian crash reports that were studied for this plan stated or suggested that drivers did not see the pedestrians before hitting them. In many cases, it appears that drivers did not see pedestrians crossing at intersections because the drivers were only looking for gaps in traffic prior to making turns.

To remind drivers that pedestrians could be present, the City should post signs at controlled intersections that tell the drivers to look for crossing pedestrians before proceeding. The City should start by posting these signs at the intersections where pedestrians were hit between 2004 and 2008, and this program should be extended in the future to other intersections that are identified as potential hazards for pedestrians.



These are only a few examples of education efforts that the City should pursue, and other efforts should also be explored and attempted over the life of the plan.

### **Enforcement**

#### **Develop a Bicycle and Pedestrian Law Enforcement Plan for the City**

The Existing Efforts and Conditions section of this chapter addressed some of the police department’s recent bicycle- and pedestrian-related enforcement and training efforts. To expand on what it is already doing, the police department should develop a bicycle and pedestrian law enforcement plan that identifies additional enforcement activities, training opportunities, and other actions that will help to achieve the plan’s goal of developing a walking and bicycling culture in the City.

#### **Treat Enforcement Actions as Education and Outreach Opportunities**

As the City’s pedestrian and bicycle systems continue to be developed and residents are being educated on how to use them properly, the police department should support these efforts by enforcing the rules of the road as they apply to drivers, pedestrians, and



bicyclists. These enforcement activities should initially be treated as education outreach programs where officers see offenses, stop the offenders, explain what they did wrong, and give them a leaflet or other piece of literature. The department could issue citations for serious violations and repeat offenses, but most ticketing should not occur until after the outreach element has been in place for several months.

### **Encourage Residents to Correct Unsafe Driving, Walking, and Bicycling Behavior**

De Pere currently has 34 sworn police officers on staff, and only a handful of these officers patrol the City's streets at a time. Since the City has more than 23,000 residents and these officers have to enforce *all* laws, it is impossible for the department to correct most of the unsafe driving, walking, and bicycling behavior throughout the City.

To help the police department with this effort, the City should encourage its residents to tactfully remind their friends, families, neighbors, and others that:

- Bicyclists must ride with traffic and stop at stop signs and signals.
- Drivers must yield to pedestrians in crosswalks.
- Pedestrians and bicyclists must provide drivers enough time to yield to them in crosswalks.
- Bicyclists belong on the street and should not be harassed by passing drivers.
- Drivers need to look for pedestrians before proceeding through intersections.

Although these and other friendly reminders will likely be received a little coldly at first, over time they will help to accomplish the plan's goal of establishing a walking and bicycling culture in the City.

### **Encouragement**

#### **Mix Compatible Land Uses to Enable and Encourage Walking and Biking**

To enable and encourage people to make additional walking and bicycling trips in De Pere, the City should implement the Land Use Chapter's recommendations for mixing compatible land uses within the downtown and elsewhere to increase the number of destinations that can be easily reached by pedestrians and bicyclists.



## Require Bicycle- and Pedestrian-Friendly Site Designs

To enable and encourage people to travel to destinations in the City with and without motorized vehicles, the City should modify its design standards (Article XII of the zoning code) to ensure that new and redevelopment projects have buildings with zero or minimal setbacks, parking along the side or in the rear, and other features similar to those recommended in the plan's Land Use Chapter.



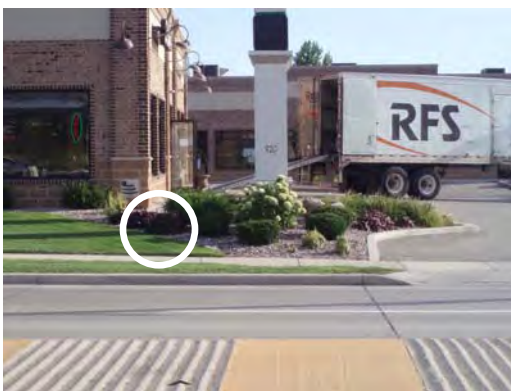
This grocery store is easily accessible by walkers and bikers because the parking is on the side and an entrance directly accesses the sidewalk.



On the other hand, this grocery store is difficult for walkers and bikers to reach because the sidewalk and street are separated from the building by a large parking lot.

## Require Direct Walkway Connections Between Buildings and Sidewalks

Over the last five years, many buildings that have been constructed in De Pere have been built with minimal setbacks. These projects have occasionally included direct connections to adjacent sidewalks, but many new buildings can still only be reached by traveling a short distance through parking lots. While this is much better than having to cross large parking lots on foot, by bike, or using a wheelchair or other mobility device, the need to interact with vehicles at all could have been easily and inexpensively avoided by adding direct connections to sidewalks.



Good building placement, but no direct sidewalk connection.



New construction without a direct sidewalk connection.

To enable people to reach their destinations without having to travel through parking lots on foot, by bike, and using wheelchairs or other mobility aids, the City should modify Section 46-4(g) of its code to require direct sidewalk connections to all developments except one- and two-family homes. Requiring these connections will also help to advance Objective 2a of Section 14.60 of the City's Development and Design Standards.

### **Establish Bicycle Parking Standards for Public and Private Developments**

The City provides bicycle parking at City Hall, the Community Center, and at major parks and recreation sites. Bike parking is also available along Grant Street near St. Norbert College, at the post office and library, at all K through 12 schools, at many businesses, and elsewhere throughout the City.



Dickinson Elementary has a significant amount of convenient bike parking at the north and south ends of the school.



The community center's bike parking is convenient, but there aren't many spaces near the east and west entrances.

Although bicycle parking exists throughout the City, there are still many destinations that have very little or no bike parking. Since secure and convenient bicycle parking is one of the most significant incentives for people to use bicycles, the City should:

- Ensure that an appropriate amount of convenient bicycle parking is provided at all city-owned buildings, parks, and other facilities.
- Use its site plan review process to require new developments to have appropriate amounts of convenient bicycle parking.
- Encourage the owners of existing developments to add appropriate amounts of convenient bicycle parking.

The definition of an "appropriate amount" of bicycle parking can vary from place to place, but a summary of common parking standards is shown on the following page.

Type of Establishment	Minimum Number of Parking Spaces
Primary or Secondary School	10% of the number of students plus 3% of the number of employees
College or University	6% of the number of students plus 3% of the number of employees
Dorms, Fraternities, and Sororities	1 space per 3 students
Shopping Mall	5% of the number of automobile spaces
Commercial Street	1 space per 3,000 sq. ft. of commercial space
Sport and Recreational Center	12% of the number of automobile spaces
Office Building	10% of the number of automobile spaces
Government Building	10% of the number of automobile spaces
Movie Theater or Restaurant	5-10% of the number of automobile spaces
Manufacturing Plant	4% of the number of automobile spaces
Multifamily Housing	1 space per 2 apartments
Public Transit Station (Transitway)	20 spaces minimum
Other Land Uses	5-10% of the number of automobile spaces

Source: Bicycle Facility Planning: A Resource for Local Governments, American Planning Association.

These guidelines should be used by the City to establish bicycle parking requirements within its existing bicycle parking ordinance (Sec. 130-4). The City should also:

- Require fewer vehicle parking spaces for new developments that establish adequate amounts of bicycle parking.
- Allow the conversion of non-disabled parking stalls to bicycle parking areas.
- Allow developments to satisfy the bicycle parking requirements through shared parking arrangements and other methods that are consistent with the requirements.

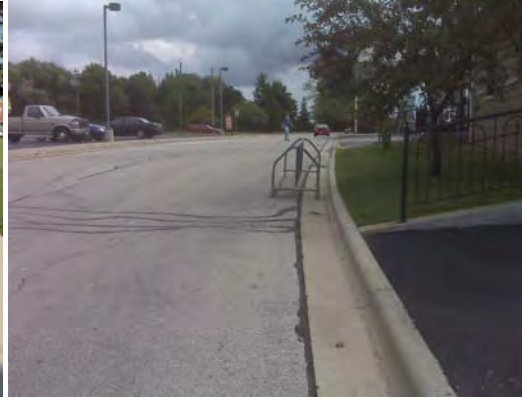
### **Establishing Bicycle Parking**

When establishing bicycle parking, it is important to make sure that:

- The parking is placed on concrete, asphalt, brick pavers, or similar surfaces. Bicycle parking should not be placed on grass, mulch, dirt, or other soft surfaces.
- The parking does not obstruct pedestrian or vehicle traffic.
- The parking is situated in a way that provides a six-foot clear zone for bicycles.



A good example of bicycle parking placement in De Pere...



...and a not-so-good example.

### **Conduct an Inventory of Bicycle Parking in De Pere**

After the City establishes bicycle parking standards, it should conduct an inventory of existing bicycle parking to determine where parking currently exists, how much parking is available, and if additional parking would be beneficial.

### **Organize Walk and Bike to School Days**

To educate students and their parents about safe walking and bicycling practices and encourage parents to allow their children to frequently walk and bike to school, the City's SEEDS group should work with the Unified School District of De Pere and West De Pere School Districts to organize walk and bike to school days at some or all of the schools within the districts. These events could be held in October to coincide with international walk and bike to school day events, and the SEEDS group could use resources from the National Center for Safe Routes to School to develop, publicize, and judge the success of the events.

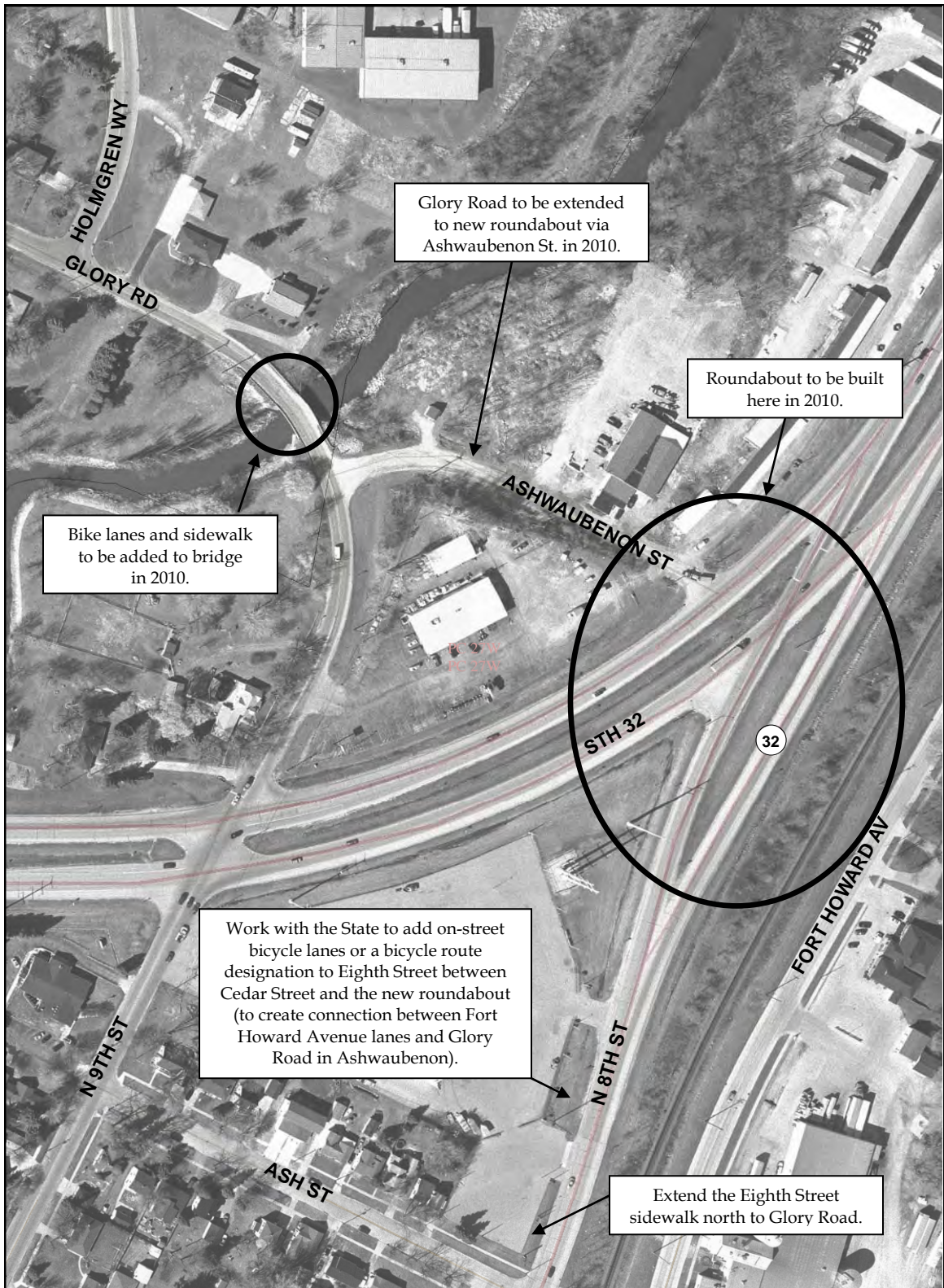




# **Specific Intersection Treatments**

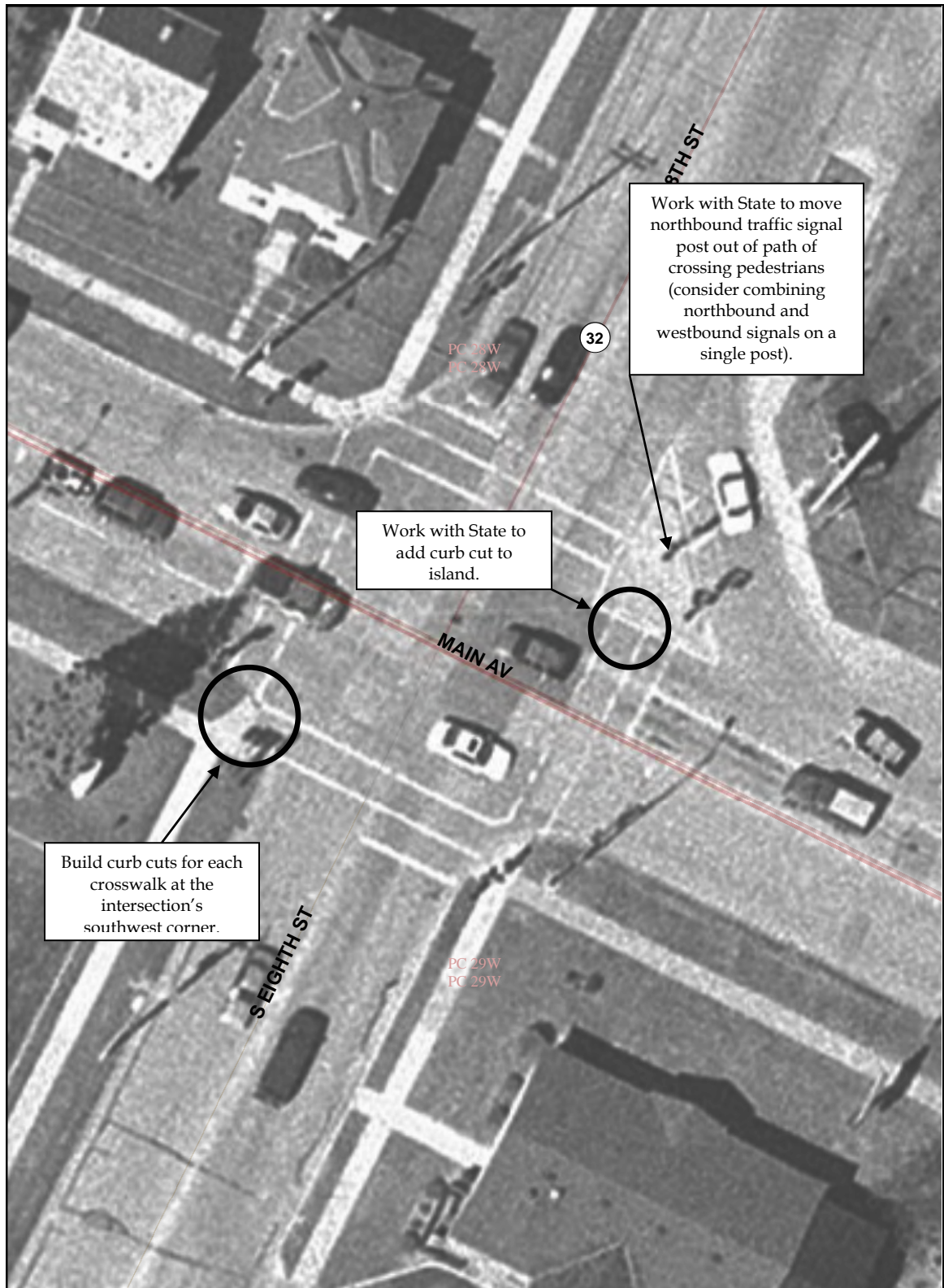


## Bicycle and Pedestrian Improvements in the Ashland Avenue/Eighth Street Area

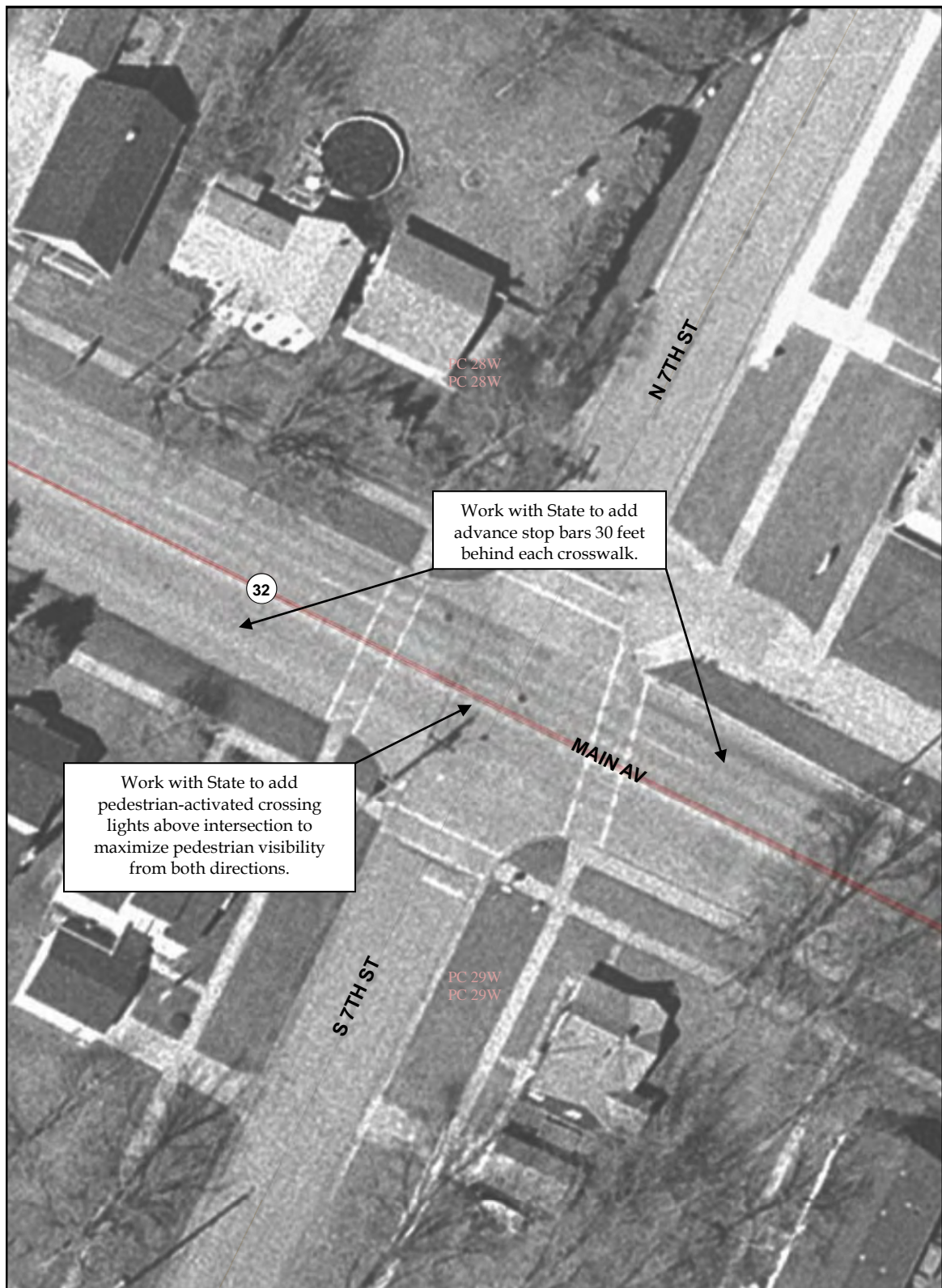




## Bicycle and Pedestrian Improvements at the Main Avenue/Eighth Street Intersection

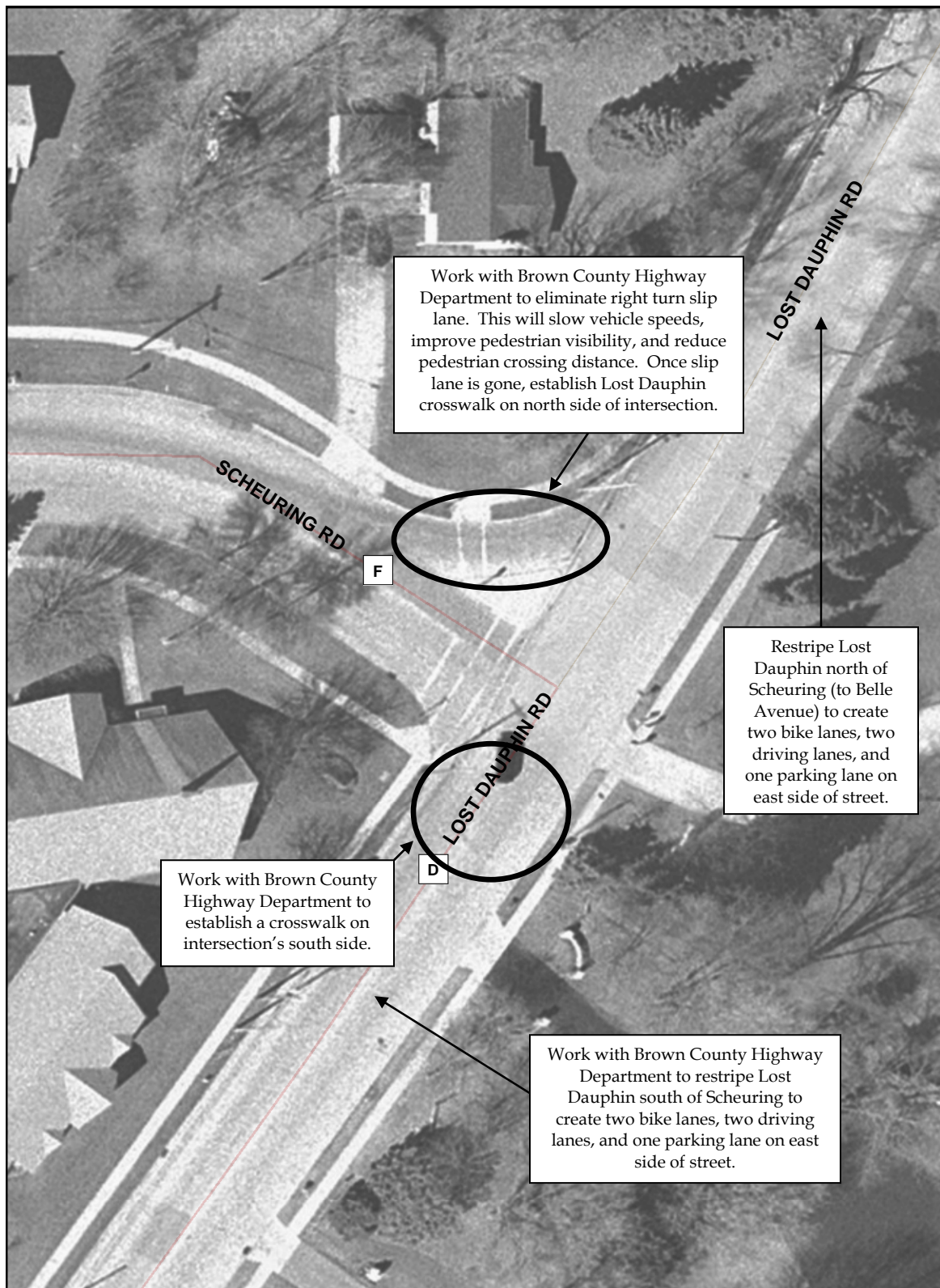


## Bicycle and Pedestrian Improvements at the Main Avenue/Seventh Street Intersection

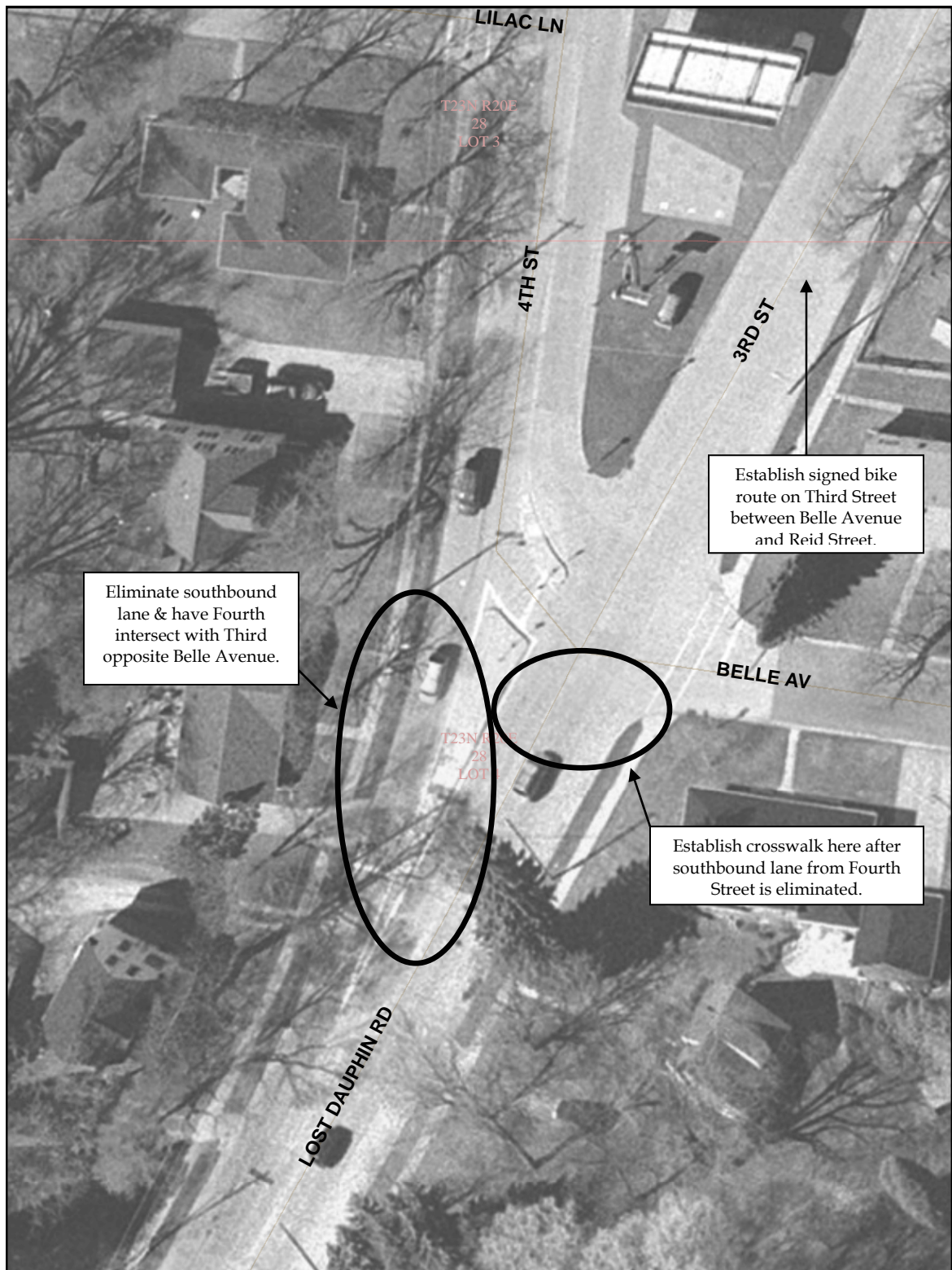




## Bicycle and Pedestrian Improvements at and Near the Scheuring Road/Lost Dauphin Road Intersection

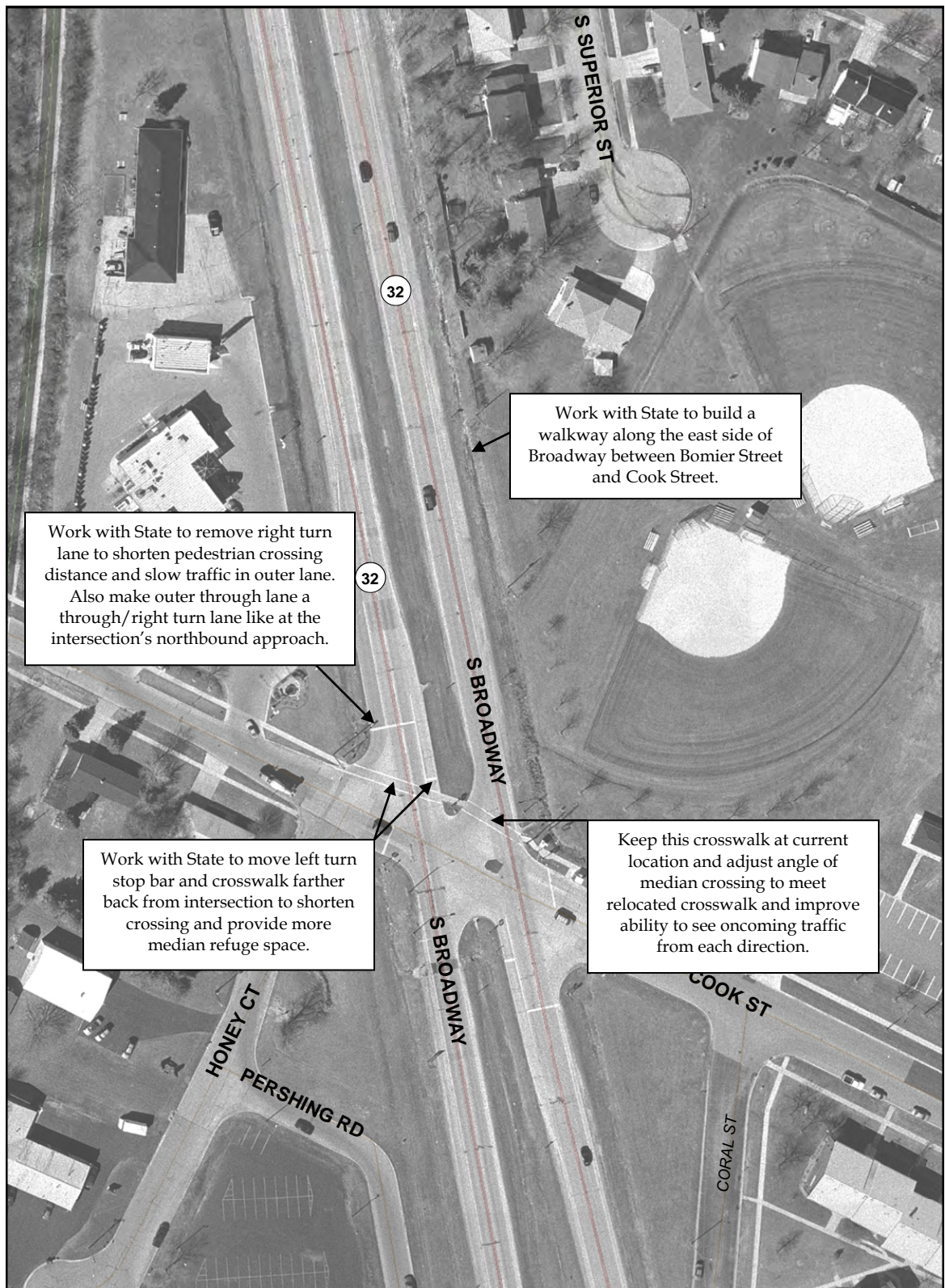


## Bicycle and Pedestrian Improvements at the Lost Dauphin Road/Fourth Street/Third Street Intersection

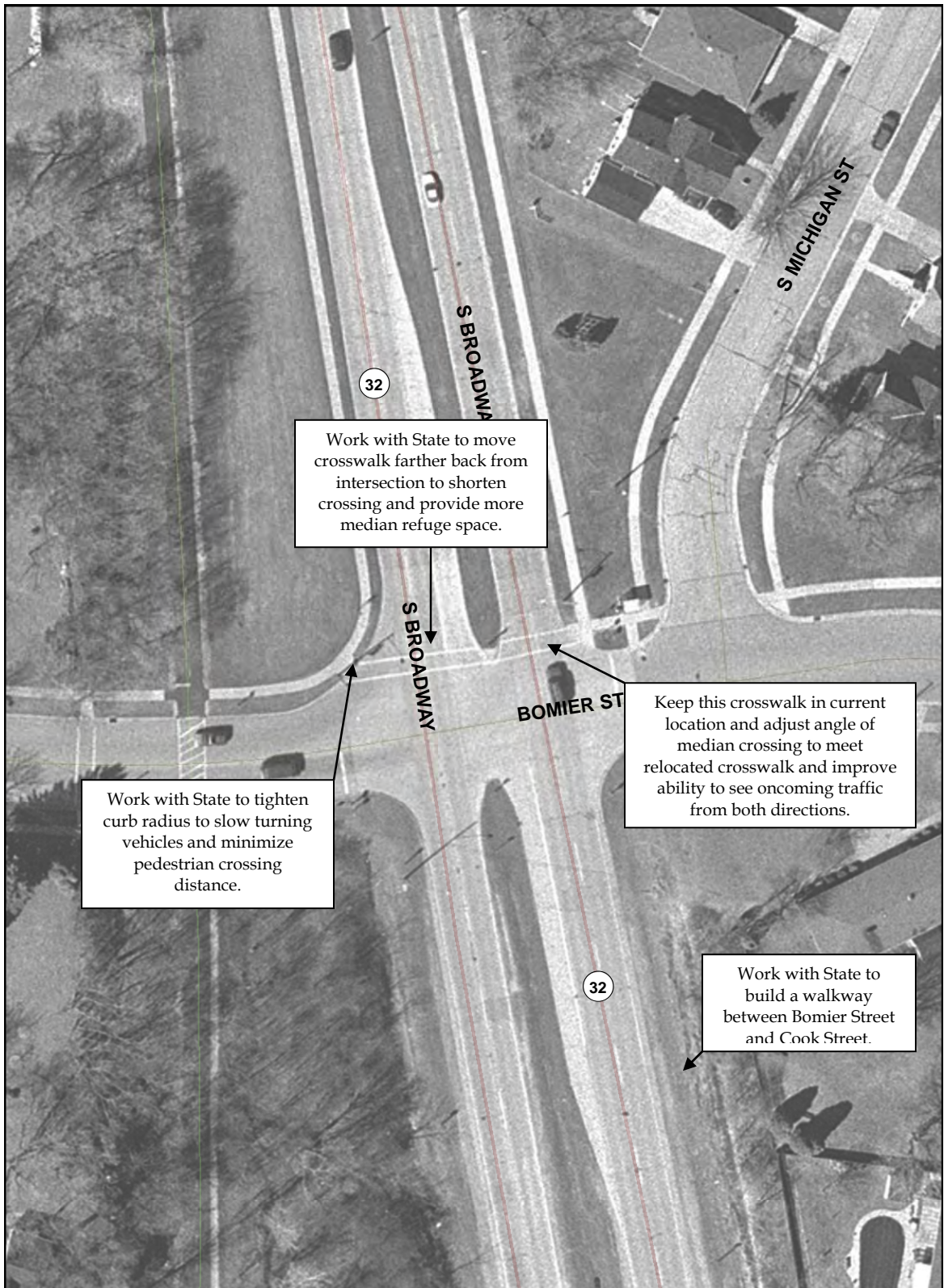




## Bicycle and Pedestrian Improvements at the Broadway/Cook Street Intersection

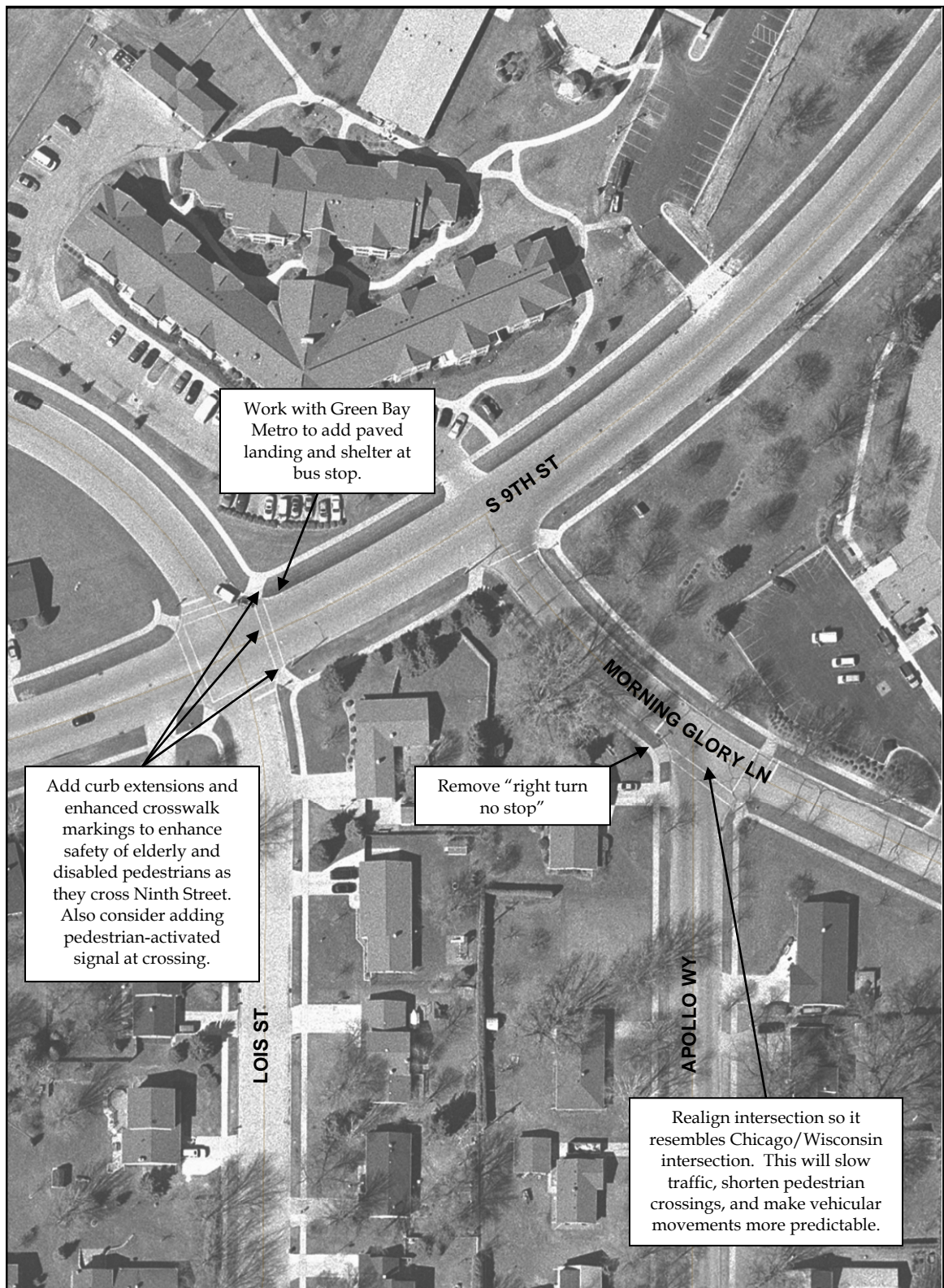


## Bicycle and Pedestrian Improvements at the Broadway/Bomier Street Intersection

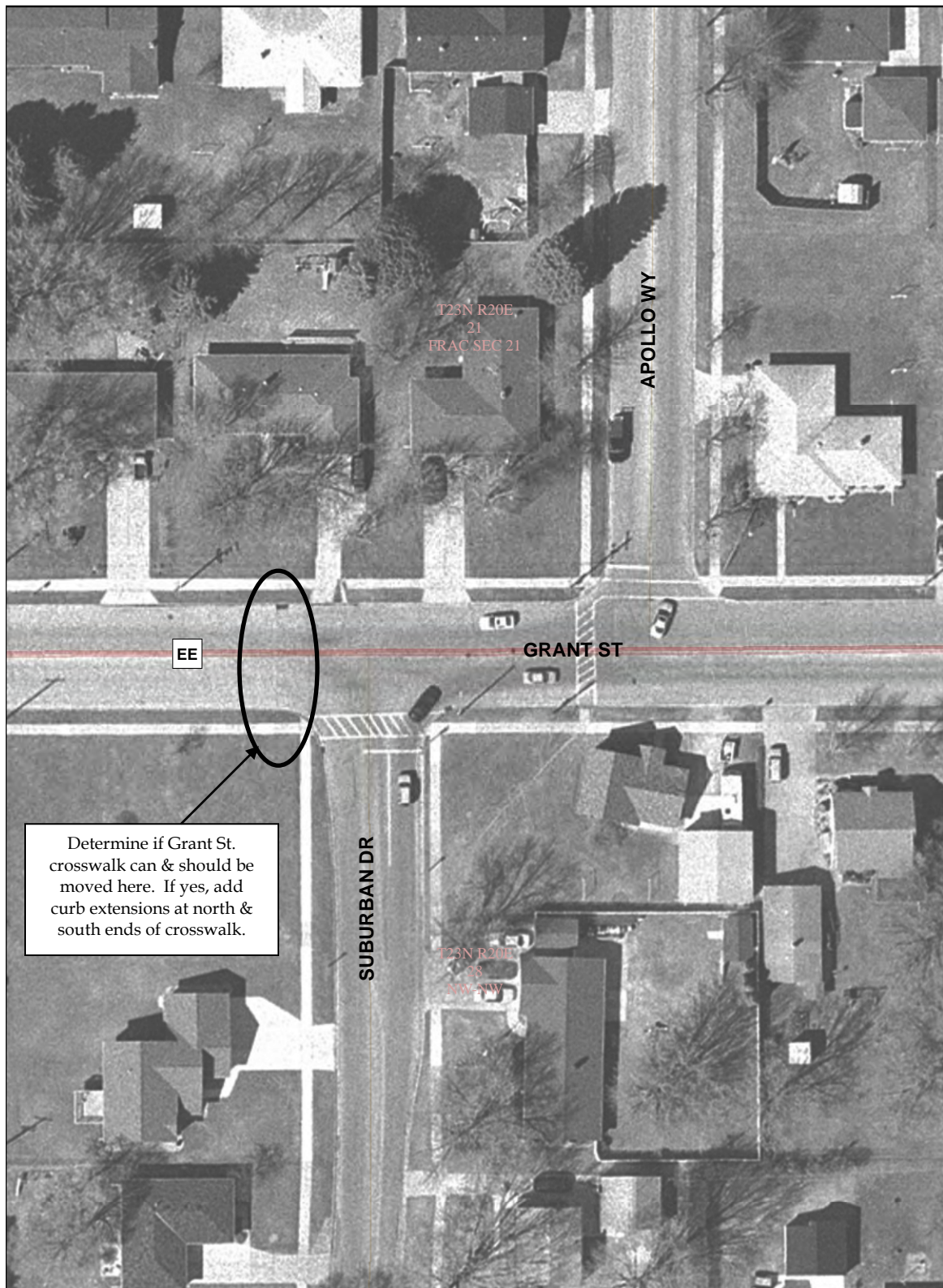




## Bicycle and Pedestrian Improvements at the Ninth/Lois and Morning Glory/Apollo Intersections



## Bicycle and Pedestrian Improvements at the Grant and Apollo/Suburban Intersection







## Bicycle and Pedestrian Safety Plan Implementation Summary

Recommendations	Implementation Method	Implementation Schedule	Responsible Entities/Departments	Possible Implementation Resources
<b>Engineering</b>				
Install Accessible Pedestrian Signal Activation Buttons at Signalized Intersections	Move buttons to accessible locations	Begin when funding is available	De Pere DPW, Board of Public Works, City Council	
Include Lead Pedestrian Intervals at Wide and Heavily Used Signalized Intersections	Modify signal timing	Immediately	De Pere DPW, Brown County Highway Dept.	
Replace Existing Pedestrian Signals with Pedestrian Countdown Signals	Replace existing signals	Replace as funding becomes available	De Pere DPW, Brown County Highway Dept.	Focus on Energy grants
Discontinue the Use of "Right Turn No Stop" Designations	Remove signs	Immediately	De Pere DPW	
Add Advance Stop Bars at Major Uncontrolled Multilane Street Crossings	Paint stop bars at intersection approaches	Spring 2010	De Pere DPW, Brown County Highway Dept.	
Install Overhead Pedestrian Crossing Signals at The Main/Seventh Intersection	Purchase & install overhead signals	When funding is available	De Pere DPW, Board of Public Works, City Council	Transportation Enhancement Program
Ensure that all Streets are Minimally Acceptable for Bicycling	Continue to sweep streets & monitor condition	During street sweeping seasons	De Pere DPW	
- Establish a Link on City Website for Reporting Bicycling Hazards	Create email link on city home page	Immediately	De Pere Information Services Department	
Repaint Crosswalks in the Spring Instead of Late Summer	Change painting schedule	Spring 2010	De Pere DPW	
Continue to Mark Downtown Crosswalks with Colored Pavement	Continue crosswalk paving method	Continue current practice	Depends on street jurisdiction	
Develop a Complete Streets Policy for Street Construction and Reconstruction Projects	Develop and approve policy	Complete by fall of 2010	De Pere Planning & Public Works Departments	
Continue to Use Pedestrian Refuge Islands at Pedestrian Crossings	Identify locations & install refuges	When streets are built or rebuilt	Depends on street jurisdiction	Transportation Enhancement Program
Restripe Multilane Streets to Create Wider Outside Travel Lanes for Bicyclists	Paint dashed lanes inside lane joints	When lane lines are repainted	Depends on street jurisdiction	
Avoid Establishing Right Turn "Slip" Lanes at Intersections	Remove or modify existing lanes/islands	Begin in spring of 2010	Depends on street jurisdiction	
Install Curb Extensions in High Priority Areas Throughout the City	Identify locations & install extensions	Begin in spring of 2010	Depends on street jurisdiction	
Directly Align Curb Ramps with Crosswalks	Identify & modify poorly located ramps	Begin in spring of 2010	De Pere DPW	
Continue to Develop the City's Sidewalk System	Require sidewalks on both sides of streets	Immediately	DPW, Board of Public Works, & City Council	
Develop Well-Connected Street Systems Throughout the City	---	---	---	
- Modify Sec. 22-5(e) of the city code to prohibit cul-de-sacs unless necessary	Code revision	Spring 2010	DPW, Board of Public Works, & City Council	
- Remove the reference to cul-de-sacs from Section 46-4(b)(3)c. of the city code	Code revision	Spring 2010	DPW, Board of Public Works, & City Council	
Provide Bicycle and Pedestrian Connections when Cul-De-Sacs are Necessary	Establish during development approval process	Development review & approval process	Planning Dept, Plan Commission, & City Council	
Require Sidewalks to be Installed When Streets are Constructed	---	---	---	
- Change Sec. 22-5(e) of city code to require sidewalks when streets are constructed	Code revision	Spring 2010	DPW, Board of Public Works, & City Council	
Allow and Encourage the Use of Residential Alleys	---	---	---	
- Change Sec. 46-4(d)(2) of city code to allow alleys in residential developments	Code revision	Spring 2010	Planning Dept, Plan Commission, & City Council	
Establish Tight Curb Radii Standards on Streets Where Trucks are Prohibited	---	---	---	
- Modify Sec. 46-4(b)(8) of city code to establish tight curb radii standards where trucks are prohibited	Code revision	Spring 2010	DPW, Board of Public Works, & City Council	
- Work with the county and state to reduce curb radii on county and state highways in De Pere	Meet with WisDOT & BC Highway staff	Spring 2010	De Pere DPW	
Work With Green Bay Metro to Provide Paved Landings at Heavily Used Bus Stops	Identify stops, work with Metro to pave landings	Spring 2010	DPW, Green Bay Metro, possibly BC & WisDOT	
<b>Education</b>				
Offer Bicycle Safety Training in K-12 Physical Education Classes	See Page 31 of Bicycle & Pedestrian Chapter for details	Begin in fall of 2010	DP & WDP School Districts, Bike/Ped. Cmte., SEEDS	See P. 31 of Bicycle & Ped. Plan
Continue to Offer Pedestrian and Bicycle Safety Programs at Schools	Continue current practice, investigate new programs	Begin in spring of 2010	DP & WDP School Districts, Bike/Ped. Cmte., SEEDS, Police Dept.	WE BIKE, BC Center for Childhood Safety
Ensure that Driver Education Courses Address how to Interact with Bicyclists and Pedestrians	Review curriculum & modify as necessary (with Wisconsin DPI)	Begin in spring of 2010	Wisconsin DPI, DP & WDP School Districts, Bike/Ped. Cmte., SEEDS	
Use the City's Cable Access Channel to Distribute Bicycle and Pedestrian Safety Information	Obtain/create videos & slides for cable channel	Immediately	Bike/Ped. Cmte., SEEDS, De Pere's cable channel coordinator	Wisconsin DOT, PedSafe, WE BIKE, other communities
Develop a Pedestrian Crosswalk Sign Placement Policy	Create sign placement policy	Begin in spring of 2010	De Pere DPW, Planning, Police, and Health Departments	
Install Signs at Controlled Intersections that Remind Drivers to Look for Crossing Pedestrians	Create signs, place at hazardous controlled intersections	Begin in spring of 2010	De Pere DPW	
Install Share the Road with Bicycles Signs Along Bicycle Routes and Other Streets Where Bicycling is Common	Create signs, place along bicycle routes & other streets where biking is common	Begin in spring of 2010	De Pere DPW	
<b>Enforcement</b>				
Develop a Bicycle and Pedestrian Law Enforcement Plan for the City	See Page 33 of Bicycle & Pedestrian Chapter for details	Begin in Spring of 2010	De Pere Police & Planning Departments	WE BIKE
Treat Enforcement Actions as Education and Outreach Opportunities	See Page 33 of Bicycle & Pedestrian Chapter for details	Immediately	De Pere Police Department	
Encourage Residents to Correct Unsafe Driving, Walking, and Bicycling Behavior	See Page 33 of Bicycle & Pedestrian Chapter for details	Immediately	De Pere Police Department, Bike & Ped. Cmte., SEEDS, Mayor & Council	
<b>Encouragement</b>				
Mix Compatible Land Uses to Enable and Encourage Walking and Biking	Modify zoning code to encourage mixing	Spring 2010	De Pere Planning, Plan Commission, City Council	
Require Bicycle- and Pedestrian-Friendly Site Designs	Modify Article XII of zoning code (design standards)	Spring 2010	De Pere Planning, Plan Commission, City Council	
Require Direct Walkway Connections Between Buildings and Sidewalks	Modify Section 46-4(g) of city code	Spring 2010	DPW, Board of Public Works, & City Council	
Establish Bicycle Parking Standards for Public and Private Developments	Modify Section 130-4 of city code	Spring 2010	DPW, Board of Public Works, & City Council	
Conduct an Inventory of Bicycle Parking in De Pere	Conduct on-street inventory of bicycle parking (location, amount, & type of parking)	Summer 2010	Bike & Ped. Cmte., SEEDS, student interns	
Organize Walk and Bike to School Days	Develop program with De Pere and West De Pere Schools	Begin in Spring of 2010	SEEDS, De Pere & West De Pere School Districts	National Center for Safe Routes to School, WisDOT grants
<b>Specific Intersection Treatments</b>				
Ashland Avenue/Eighth Street Area	Project is in WisDOT's 6-Year Construction Program	Project to be completed in 2010	WisDOT, De Pere	
Main Avenue/Eighth Street Intersection	Add/modify curb cuts, consult with WisDOT to move traffic signal post	Spring/summer 2010	De Pere DPW	
Main Avenue/Seventh Street Intersection	Contact Green Bay's Traffic Engineer about costs & specs. for overhead signals	Contact in Spring of 2010	De Pere DPW	Transportation Enhancement Program
Scheuring Road/Lost Dauphin Road Intersection	Contact BC Highway Department about modifying intersection	Contact in Spring of 2010	De Pere DPW	
Lost Dauphin Road/Fourth Street/Third Street Intersection	Include in city's Capital Improvements Program (CIP)	Add to CIP when funds are available	De Pere DPW	Federal Surface Transportation Program (STP) funds
Broadway/Cook Street Intersection	Contact WisDOT about modifying intersection and adding walkway	Contact in Spring of 2010	De Pere DPW	
Broadway/Bomier Street Intersection	Contact WisDOT about modifying intersection and adding walkway	Contact in Spring of 2010	De Pere DPW	
Ninth/Lois and Morning Glory/Apollo Intersections	Include in city's Capital Improvements Program (CIP)	Add to CIP when funds are available	De Pere DPW	Federal Surface Transportation Program (STP) funds
Grant and Apollo/Suburban Intersections	Contact BC Highway Department about modifying intersection	Contact in Spring of 2010	De Pere DPW	



**APPENDIX A: ORDINANCE ADOPTING THE CITY OF  
DE PERE COMPREHENSIVE PLAN 2010  
UPDATE**

