



TRANSPORTATION

Chapter 3

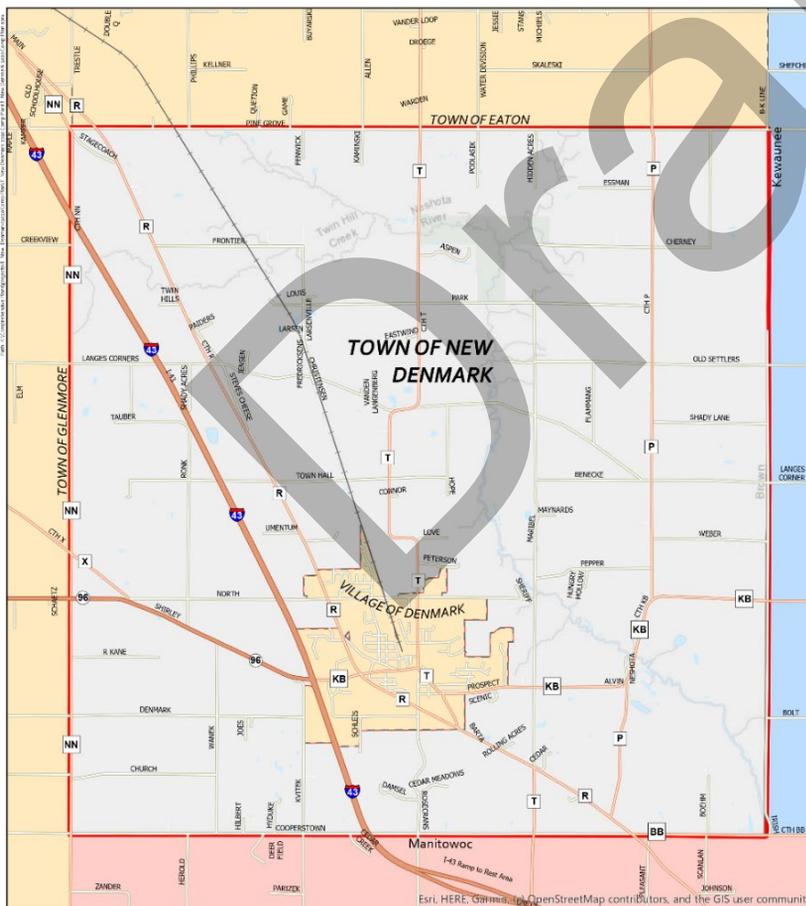
INTRODUCTION

Transportation is a very important community component, and the network provides connectivity for people to move around, transport goods and services, conduct business, recreate, attend school, and visit friends and family. The network also connects to the regional and national transportation networks, allowing people to travel beyond the town. This section analyzes the existing transportation system in the town, and identifies the goals, objectives, policies, programs, and recommendations to enhance the multi-modalism of that system.

Streets and Highways

New Denmark's existing street network contains 66.5 miles of local roads, providing all the local community connections. Town roads also connect to town roads in Kewaunee and Manitowoc counties. Interstate 43 runs through the west side of the town, and the other main external connections come from STH 96 and 26.9 miles of county roads.

Map 3-1: Town of New Denmark Existing Transportation Network



Comprehensive Plan Goal #2 - Transportation Goal

New Denmark will plan for and continue to provide a safe, efficient, and cost-effective transportation system for the movement of people and goods throughout the town.

Transportation-Related Community Goals

(numbers correspond with top ten community goals)

4. Improve road conditions.
8. Long-term plan for improving roads is needed. Implement annual allocation in town budget, not piecemeal.
9. Increase maintenance of town roads.

This is a compilation of records and data located in the Brown County Planning and Land Services Office, and is to be used for reference purposes only. The map is based on data sources that are believed to be accurate and reliable, but Brown County disclaims this information on an "As Is" basis. No warranties are implied. User: Devin.Todor Date: 5/20/2020 3:24 PM



EXISTING TRANSPORTATION SYSTEM – STREETS AND HIGHWAYS

Functional Classification System

A component of a street and highway system is the functional classification network. Functional classification groups streets and highways according to the character of service they are intended to provide, typically based on traffic volumes, land uses, road spacing, and system continuity. The four general functional classifications are freeways, arterials, collectors, and local streets.

Freeways: Freeways are fully controlled-access highways that have no at-grade intersections or driveway connections. Interstate 43 is the only freeway in the town.

Arterials: Principal and minor arterials carry longer-distance vehicle trips between activity centers. These facilities are designed to provide a very high amount of mobility and very little access. STH 96 is an example of an arterial street in New Denmark.

Collectors: Collectors link local streets with the arterial street system. These facilities collect traffic in local areas, serve as local through routes, and directly serve abutting land uses. CTH KB, T, BB, R, and a portion of NN are rural major collectors. CTH P is a rural minor collector.

Locals: Local roads and streets are used for short trips. Their primary function is to provide access to abutting land uses, and traffic volumes and speeds are relatively low.

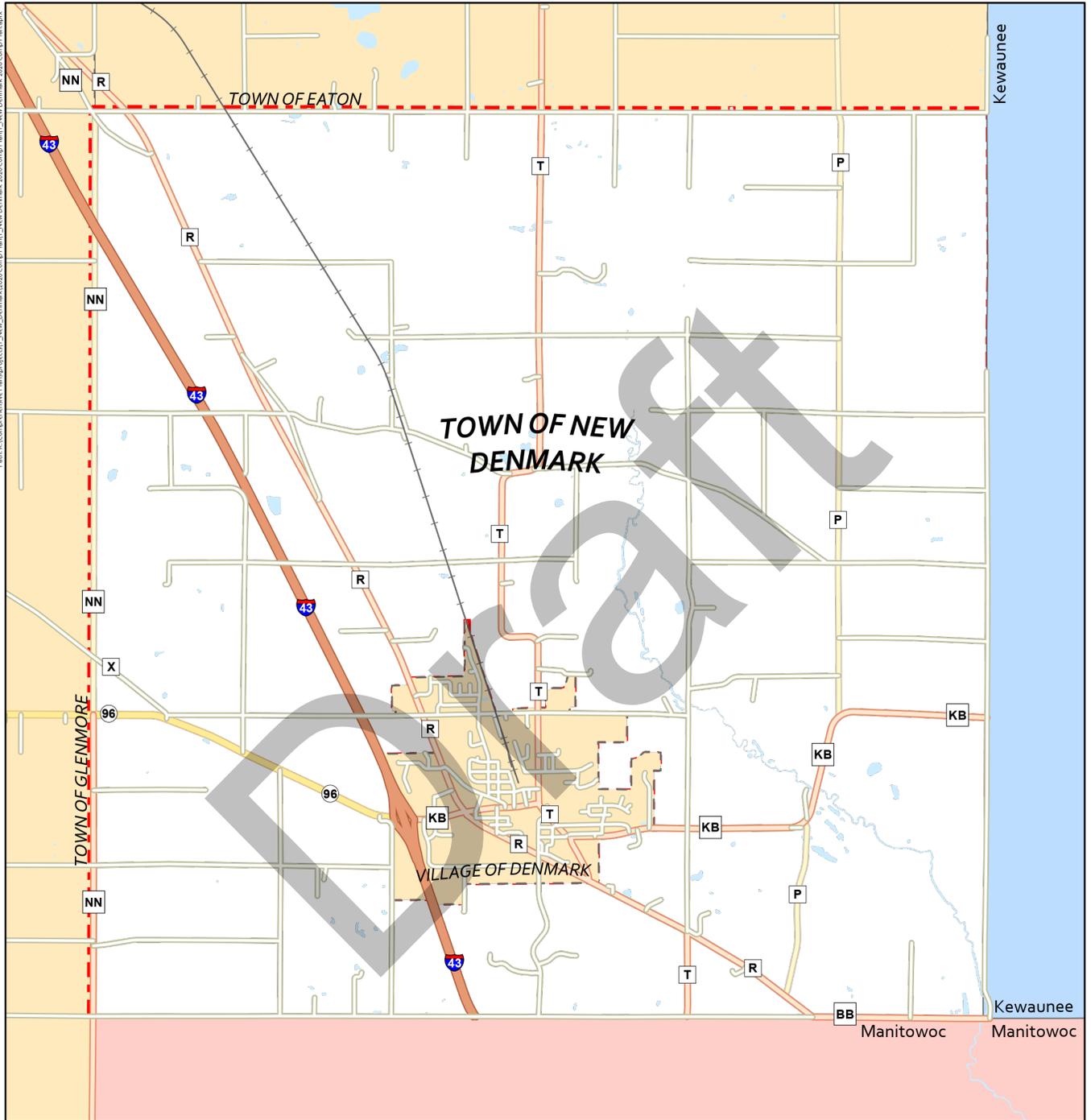
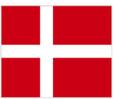
One of the main street features in the town is that Interstate 43 travels southeast through the town, and town roads only cross it at three places. The Canadian National rail bed also travels southeast through the town into the Village of Denmark, and is also a barrier in the town. Map 3-2 on the following page shows the town's existing functional classification system.

Wisconsin's Pavement Surface Evaluation and Rating (PASER) System

Inventorizing and analyzing the town road pavement conditions help accurately assess the town's pavement maintenance and improvement needs. The Wisconsin Department of Transportation (WisDOT) maintains the pavement ratings for state highways, Brown County is responsible for assessing county highways, and the Town of New Denmark is responsible for rating town roads. Map 3-3 (after following page) details the town road pavement ratings. The Wisconsin Information System for Local Roads (WISLR) provides the pavement ratings, and is a system that is maintained by WisDOT to collect and provide local road data, and the roads are evaluated and rated every two years.

New Denmark has about 14.3 miles of pavement that is rated "Failed", "Very Poor", or "Poor" by the PASER Sufficiency Rating, and those street segments are labeled in dark red on Map 3-3. Those include both town and county roads.

Map 3-2: New Denmark Functional Street Classifications

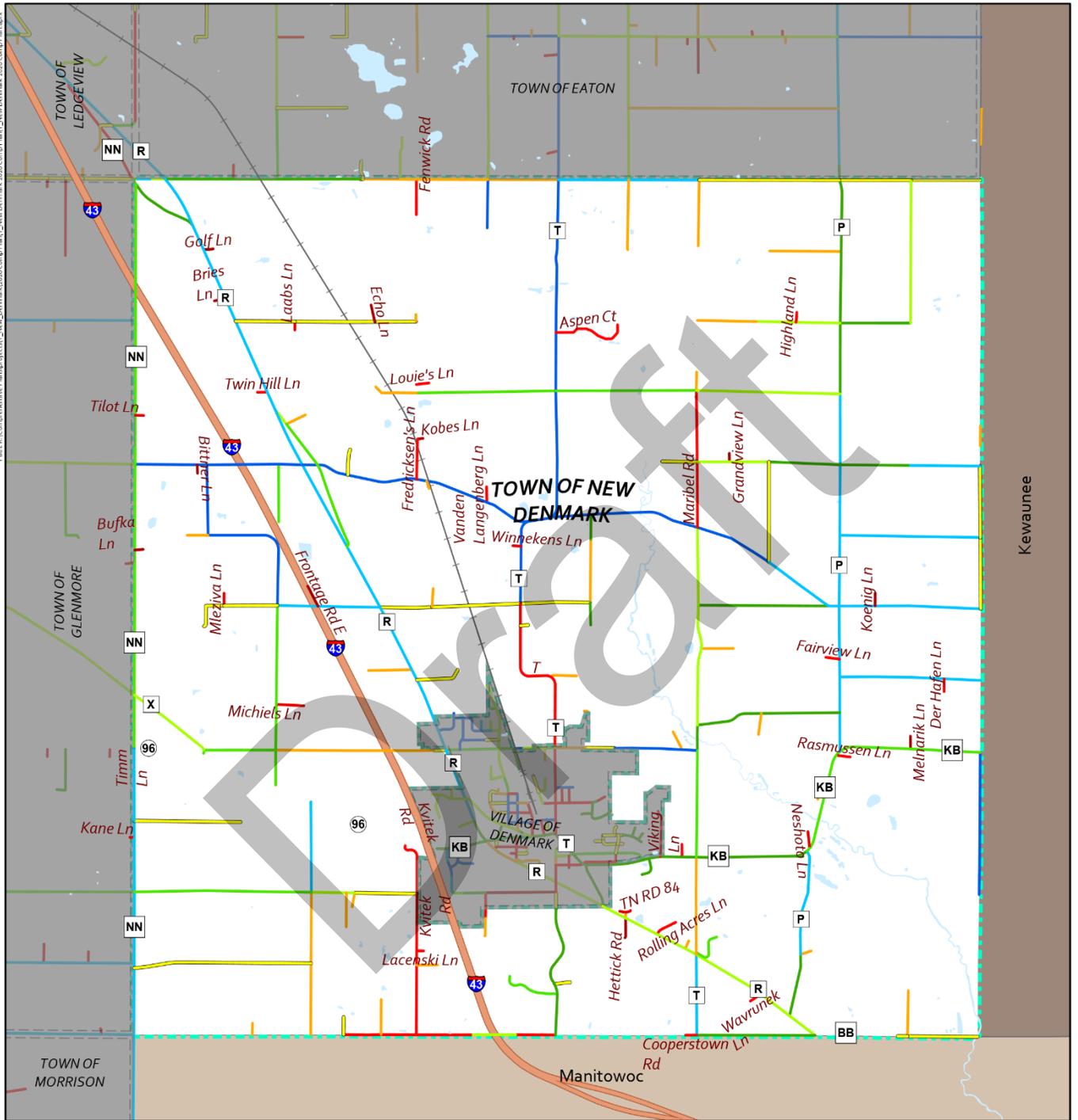
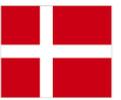


- | | | | |
|--------------------------------|-----------------------|----------------------|---------------|
| Street Centerline | Rural Minor Collector | Other Municipalities | Surface Water |
| Principal Arterial | Local | Adjacent Counties | Railroad |
| Minor Arterial WISLR Certified | Municipalities | Manitowoc | |
| Rural Minor Arterial | Town of New Denmark | Kewaunee | |
| Rural Major Collector | | | |

This is a compilation of records and data located in the Brown County Planning and Land Services Office, and is to be used for reference purposes only. The map is based on data sources that are believed to be accurate and reliable, but Brown County distributes this information on an "As Is" basis. No warranties are implied. User: Devin.Yoder Date Saved: 3/5/2020 10:16 AM



Map 3-3: New Denmark Pavement Ratings



WISLR Sufficiency Rating

- Excellent (10)
- Excellent (9)
- Very Good (8)
- Good (7)
- Good (6)
- Fair (5)
- Fair (4)
- Poor (3)
- Very Poor (2)
- Failed (1)
- Interstate Highway

Other Municipalities

Surface Water

Railroad



Source: WisDOT Wisconsin Information for Local Roads (WISLR)

This is a compilation of records and data located in the Brown County Planning and Land Services Office, and is to be used for reference purposes only. The map is based on data sources that are believed to be accurate and reliable, but Brown County distributes this information on an "As Is" basis. No warranties are implied. User: Devin.Yoder Date Saved: 3/5/2020 10:30 AM



EXISTING TRANSPORTATION SYSTEM – PEDESTRIAN, BICYCLE, TRANSIT, AND FREIGHT NETWORK

Pedestrian and Bicycle Facilities

New Denmark's existing transportation system is largely comprised of town roads and county highways, along with both a state and federal highway. The town's existing pedestrian and bicycle system is shown in Map 3-4. The proposed facilities shown on the map are based on where future improvements would enhance the existing network.

Sidewalks

The town does not currently have any sidewalk facilities. The only existing sidewalk facilities near the town are in the Village of Denmark. While not specifically pedestrian travel facilities, Neshota Park does have six miles of trails for walking, hiking, and cross country skiing.

Bicycle Facilities

The town currently does not have any dedicated on-street bicycle facilities. The town would have a potential for more on-street bicycle facilities when Brown County completes roadway improvements on its facilities.

Devil's River State Recreational Trail

The trail exists on a former rail bed and runs in a north-south direction from the Village of Denmark to the Village of Rockwood in Manitowoc County. Approximately 1.5 miles of the 14.5 mile trail are located in Brown County, with most of that in the town. The remainder runs through Manitowoc County, ending southeast of the Village of Francis Creek, just east of the intersection of County Road R and Rockwood Road.

Snowmobile Trails

The town has more than 20 miles of snowmobile trails running through it, connecting to trails outside of the town in all four directions. The Devil's River State Recreational Trail also serves as a snowmobile trail in the winter.

Transit

Specialized Transportation Services for the Elderly and People with Disabilities

Green Bay Metro

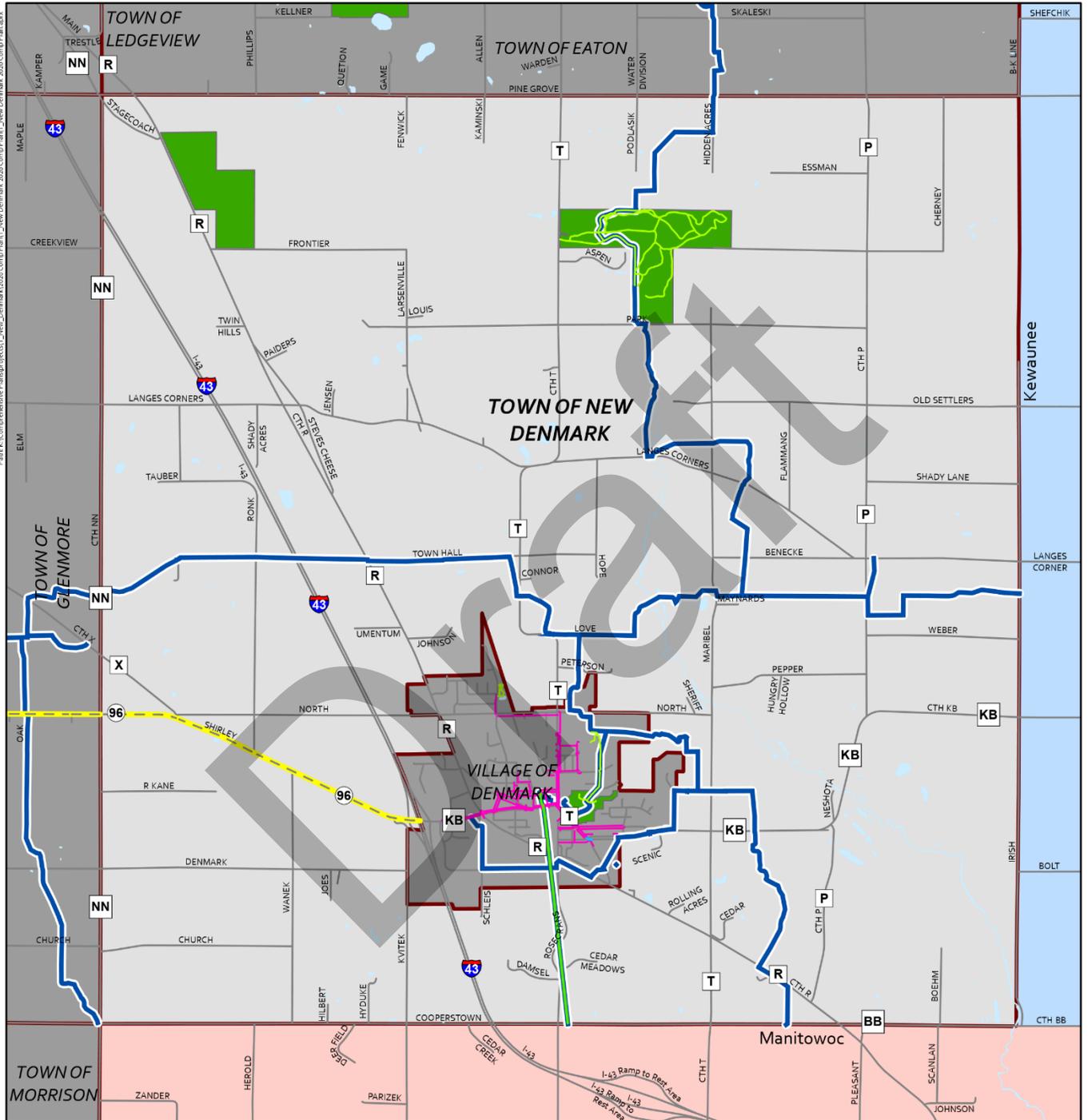
Green Bay Metro's elderly and people with disabilities transportation provider does not currently serve New Denmark because the town is not included in Metro's fixed route transit service area (shown in Map 3-5).

Green Bay Metro does have a Mobility Management Program, which contributes to the long-range planning goals of Brown County and has a network of partners to help transport individuals at an affordable price. The program also has a Mobility Coordinator that serves as a resource for local communities and residents to help them understand the available transportation options and how to access them. Please note, the program itself does not provide the transportation services, and the Mobility Coordinator does not schedule rides for people.

County Elderly and Disabled Transportation Assistance

The County Elderly and Disabled Transportation Assistance program is a state-funded program supplying counties with financial assistance to provide transportation services to individuals over 60 years of age, and for individuals with disabilities.

Map 3-4: New Denmark Bicycle and Pedestrian Map



- | | | | |
|-----------------------------|-----------------------------|--------------------------|-----------------------|
| Bicycle Facilities | Wide Curb Lane, Existing | Wide Curb Lane, Proposed | Surface Water |
| 5' Paved Shoulder, Existing | 5' Paved Shoulder, Proposed | Snowmobile Trail | Parks |
| Bicycle Lane, Existing | Bicycle Lane, Proposed | Sidewalk | Municipalities |
| Bicycle Route, Existing | Bicycle Route, Proposed | Street Centerline | Town of New Denmark |
| Multi-Use Trail, Existing | Multi-Use Trail, Proposed | | Other Municipalities |
| Trail, Existing | Trail, Proposed | | |

This is a compilation of records and data located in the Brown County Planning and Land Services Office, and is to be used for reference purposes only. The map is based on data sources that are believed to be accurate and reliable, but Brown County distributes this information on an "As Is" basis. No warranties are implied. User: Devin.Yoder Date Saved: 3/5/2020 10:46 AM

0 1/4 1/2 1 1 1/2 Miles

The Brown County Planning Commission administers the program for Brown County, with several contracted agencies providing the actual transportation, including the following: Curative Connections, Salvation Army, and Brown County Human Services.

Rural Driver Escort Program

The Brown County ADRC sponsors a limited number of volunteer drivers to transport seniors over 60 years of age and persons with disabilities from the rural parts of Brown County when clients have no other transportation options. The volunteer drivers are currently typically reimbursed based on mileage. The client must be able to travel in a regular vehicle and not require assistance getting in and out of the vehicle. The client is asked to provide a small donation based on mileage to offset some of the cost of the program.

Wisconsin Medicaid and BadgerCare Plus Non-Emergency Medical Transportation (NEMT)

This program is a public transportation and shared ride service. Most rides for town residents will likely be in specialized medical vehicles or other types of vehicles depending on medical and transportation needs.

As the non-emergency medical transportation manager, MTM Inc. schedules and pays for rides to covered Medicaid and BadgerCare Plus appointments if you have no other way to get a ride to your medical appointment.

Commuter Options

Park and Ride

Brown County residents do have some commuting options beyond just driving solo for longer commutes. While the town does not currently have any Park and Ride lots, there are a couple on Green Bay's east side. In Bellevue, WisDOT has a Park and Ride located just south of STH 172 and CTH GV, across from the Brown County Sheriff's Office. WisDOT also offers a Park and Ride lot off of STH 54/57, just south of Algoma Road on Maloney Road. Both lots offer free lighted parking and handicap-accessible parking stalls. If the Town of New Denmark and the Village of Denmark would have enough demand for a new park and ride facility, both municipalities should consider lobbying WisDOT for a new park and ride in the area near STH 96/CTY KB, and Interstate 43.

Wisconsin's Rideshare Program

The State of Wisconsin offers a free service through its Rideshare program to search for and connect with other commuters to carpool. This could be an option for people driving either north to Green Bay, or south to the Fox Cities if they are looking for different ways to get around, and potentially save some money in the process.

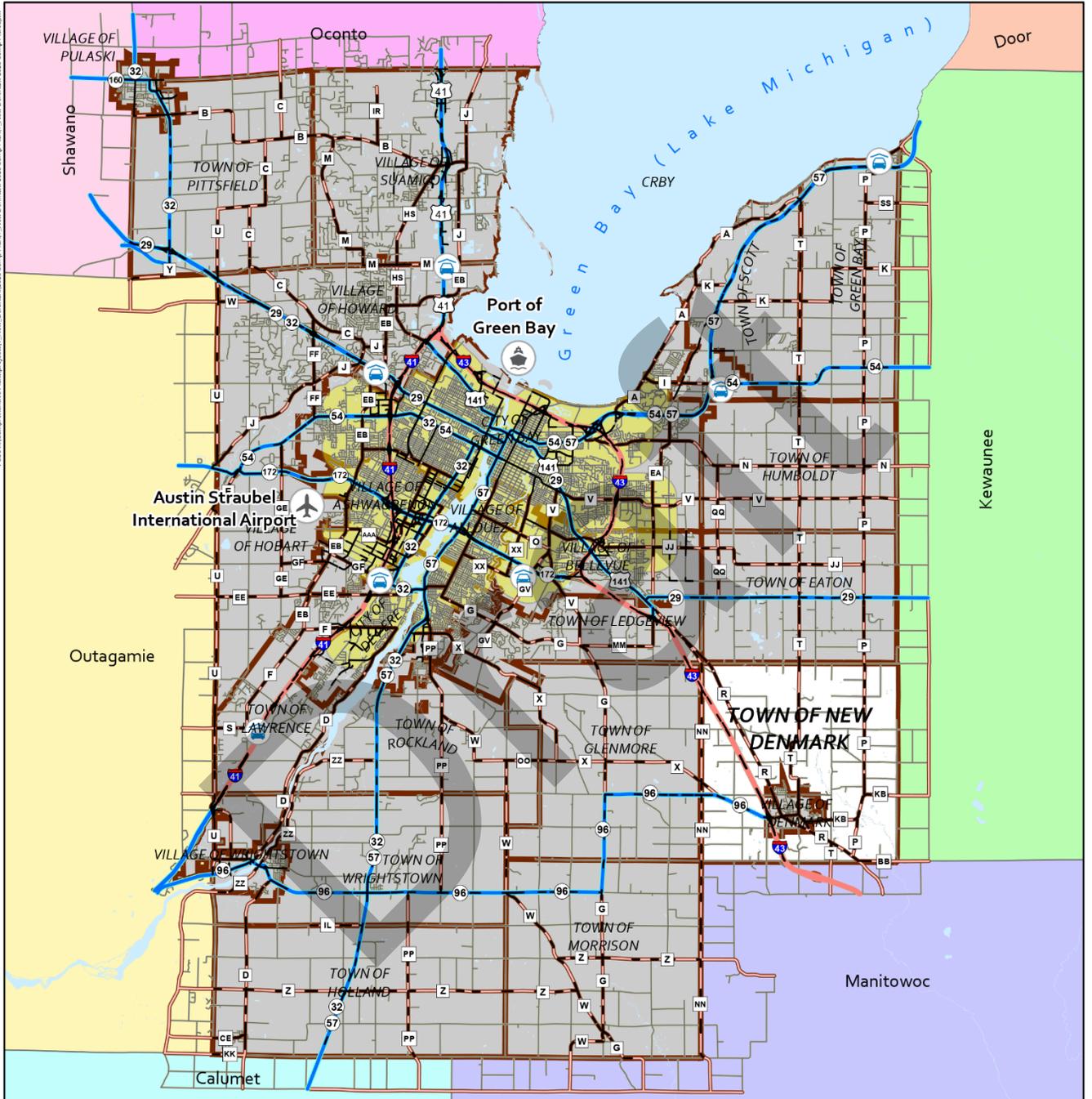
Rail Transportation

New Denmark currently has one active rail line that runs through the town. The line is owned and operated by Canadian National Railway (see Map 3-1 for the location of the rail line) and currently serves two businesses in the Village of Denmark. The Office of the Commissioner of Railroads (OCR), a state agency, enforces regulations related to railway safety and investigates the safety of highway/rail crossings. Wisconsin State Statute §86.12 (Highway railroad grade crossings; construction and repair) requires the railroad to maintain all at-grade crossings in good condition for travel. The OCR outlines the process for rough crossing repairs on the OCR website under the [FAQ's section](#).

Air Transportation

The Green Bay Austin Straubel International Airport is about 17 miles northwest of New Denmark (Map 3-5). American Airlines, United Airlines, Frontier Airlines, and Delta Airlines currently provide commercial service. A number of different charter services offer flights in and out of Austin Straubel, and the airport also handles commercial cargo. Austin Straubel is a Transportation Security Administration regional operations base, serving the Northern half of Wisconsin and Michigan's Upper Peninsula. Additionally, the airport has a U.S. Customs office stationed within the main terminal for those who wish to enter or exit the United States.

Map 3-5: Regional Transportation Map



Municipalities

- Town of New Denmark
- Other Municipalities

- - Brown County Designated Truck Routes

Street Centerline

- Interstate Highway
- State, U.S. / State, or U.S. Highway
- County Highway
- Local Road or Street

Ramp

- Surface Water
- Park and Ride Lots
- Paratransit Buffer



This is a compilation of records and data located in the Brown County Planning and Land Services Office, and is to be used for reference purposes only. The map is based on data sources that are believed to be accurate and reliable, but Brown County distributes this information on an "As Is" basis. No warranties are implied. User: Devin.Yoder Date Saved: 3/5/2020 10:46 AM



Truck Transportation

Various businesses and industries within the town rely on truck trips to import and export goods. The town is well-suited for truck traffic because of the county and state highways in and out of New Denmark. The only entrance/exit ramps for I-43 in the town are where STH 96 crosses the highway by the Village of Denmark, otherwise the next I-43 entrance/exit to the north is at USH 141/CTH MM, or to the south at CTH Z/STH 147 in Manitowoc County. Refer to Map 3-5.

Water Transportation

The Port of Green Bay is about 15 miles northwest of New Denmark. The Port of Green Bay provides facilities and infrastructure to move commodities effectively and efficiently to other parts of the nation. Some of the key products coming into the port include limestone, coal, salt, and petroleum and wood products. Port tenants will use those items for their production, and will also send outbound port cargo, including petroleum products and limestone. Refer to Map 3-5.

Consistency with Related Transportation Plans and Projects

The following section reviews county, state, and regional transportation plans, studies, and proposed projects relevant to New Denmark. While the list is not exhaustive, it will identify transportation priorities and opportunity areas that the town should consider.

2016 Brown County Bicycle and Pedestrian Plan Update

The plan identifies the STH 96 corridor from Greenleaf to CTH R as a recommended route on the county and state trunk highway system. The town would have an opportunity to enhance this potential connection by working with Brown County on adding paved shoulders on the county highways in the town.

Wisconsin Bicycle Transportation Plan 2020 (1998)

The plan's goals are to increase bicycling levels in Wisconsin, and to reduce the number of crashes. The recommendations in New Denmark's plan are consistent with the state plan's goals.

Green Bay Metropolitan Planning Organization (MPO) 2045 Long-Range Transportation Plan

The Green Bay MPO Long-Range Transportation Plan's purpose is to facilitate the safe and efficient movement of people and freight in the Green Bay area through 2045. The plan does not specifically address the town because New Denmark is not in the Green Bay urbanized area. However, the plan does monitor infrastructure in the urbanized area that town residents may frequently use, and safety and efficiency improvements will also benefit town residents that work and shop in the urbanized area.

Connections 2030 – Wisconsin Statewide Long-Range Transportation Plan (2009)

The plan's key implementation short-term priorities are to support the state's economy, and address transportation safety. Over the long-term, the plan prioritizes addressing unfunded needs and seeking sufficient funding and appropriate statutory program changes to fully implement the plan. To help realize this vision at the local level, the town should:

- Work to coordinate corridor- and project-level decisions to minimize and mitigate potential conflicts, such as highway access;
- Maintain and enhance partnerships and agreements with other agencies and governments; and
- Respond to transportation incidents by planning and coordinating communication needs with agencies and local law enforcement agencies.

2018 Wisconsin State Freight Plan

WisDOT created the plan with goals to enhance safety, ensure system preservation and enhancement, and to improve system mobility, operations, reliability, efficiency, and connectivity. While the plan does not have a direct impact on the town, it does identify freight recommendations and priorities for future investment, which would have a regional impact. The town's comprehensive plan is consistent with the freight plan, and the town should support any efforts to improve regional freight transportation.

Wisconsin Rail Plan 2030 (2014)

The rail plan identifies priorities and strategies to establish a basis for future rail investments, and emphasizes safety and security, system preservation, investment optimization, and responsiveness to trends. The plan recommends implementing the Wisconsin component of the Midwest Regional Rail System (MWRRS). The proposed route would travel from the Fox Cities up the Fox River Valley, so would not directly impact the town.

Wisconsin State Airport System Plan 2030 (2015)

The plan's purpose is to establish a vision, and develop and evaluate system goals for the Wisconsin Airport System. The plan recognizes the Green Bay Austin Straubel International Airport as an important commercial airport in the state's airport system. The town's plan is consistent with this vision. The town should continue to support the airport and Brown County's efforts to enhance the airport and its services because of the airport's positive regional impact.

Wisconsin Pedestrian Transportation Plan (2002)

Guiding the plan is the vision, "To establish pedestrian travel as a viable, convenient, and safe transportation choice throughout Wisconsin." The plan's goals are to increase walking, reduce crashes and fatalities, and share pedestrian facility expertise. The recommendations in New Denmark's plan are consistent with the state plan's goals.

Draft

TRANSPORTATION POLICIES, PROGRAMS, AND RECOMMENDATIONS

New Denmark's land use pattern and transportation system are currently heavily oriented toward motorized vehicles. This section of the transportation plan identifies the major aspects of the town transportation system and recommends methods of developing them over the next 20 years to create a safe and efficient transportation system. This section also discusses the land use patterns that will need to be developed during this period to create this system.

Transportation Recommendations, Programs, and Policies

Streets and Highways

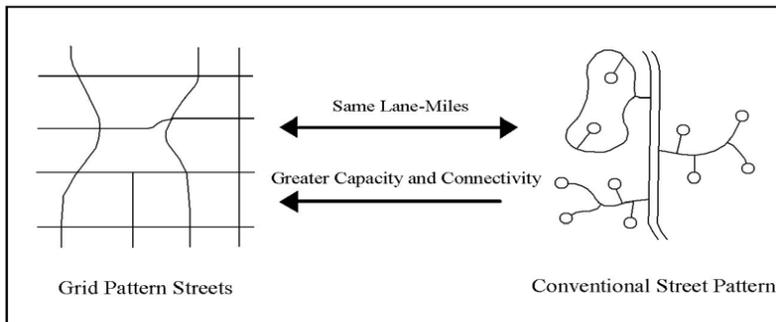
To continue to enable people to safely and efficiently navigate the town's streets and highways with and without personal vehicles, the town needs to:

- Maximize accessibility and safety at intersections and other potential conflict points.
- Encourage people to drive at appropriate speeds.
- Minimize barriers to pedestrian and bicycle travel.
- Continue to foster communication with the Wisconsin Department of Transportation, Brown County Planning Commission, Brown County Public Works Department, and surrounding communities in order to coordinate future improvements.
- Apply for grants to help fund the development of the town's transportation system.

This section will address those methods.

Develop Well-Connected Street Patterns

The town's existing street network is generally in a grid pattern, based on the quarter-section layout. At the time of writing this plan, the town does not have any residential subdivisions. If and when new residential subdivisions are developed, the town should seek street connectivity and intersection frequency by requiring developers to design subdivisions that include well-connected street patterns that offer motorists several route options, and avoid concentrating traffic on relatively few streets (see the example in Figure 3-1). The exception to this is when the physical landscape constrains that design possibility.



A grid pattern does not have to be perfectly square for it to function properly. Figure 3-1 shows how street connections may be maintained while accommodating curvilinear streets, whether as a design element or because of a physical constraint. Adding curves to streets also provides traffic calming benefits.

Figure 3-1: Comparison of Well-Connected and Conventional Street Patterns

Well-connected patterns encourage and enable people to walk and bicycle to and from various destinations within the town. Well-connected street patterns also distribute vehicular traffic more evenly, are more easily plowed and maintained by public works departments, provide more options for law enforcement and public safety responses, and enable communities to create efficient sewer and water systems. However, there are situations where streets will not be able to be connected due to the presence of physical or environmental constraints. In these situations, the construction of cul-de-sacs should be allowed. To maximize connectivity in these neighborhoods, the cul-de-sacs should have public rights-of-way or easements reserved at the bulbs to enable pedestrians and bicyclists to travel easily throughout the area. This connectivity concept is discussed in more detail later in this chapter. Figure 3-2 shows a similar example, and that even an irregular square pattern with multiple street connections will allow for shorter travel distances and greater route options.

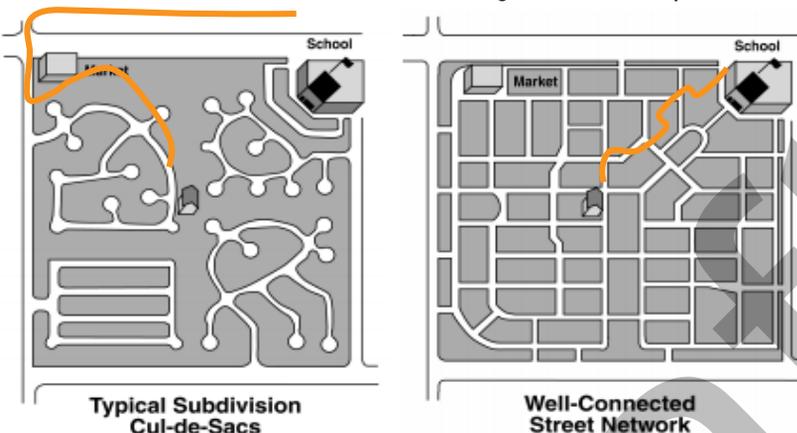


Figure 3-2: Travel Distance Comparison Source: Neighborhood Street Design Guidelines, Transportation and Growth Management, State of Oregon.

Avoid Expanding Streets to Four or More Lanes

Although it is unlikely that the town's streets will be considered for future widening, some two-lane highways might be seen as candidates for widening if traffic levels rise over the next 20 years. However, street widening has proven ineffective as a long-term traffic relieving method for traffic congestion. Maintaining streets as two-lane facilities would also minimize barriers to pedestrian and bicycle travel and encourage people to drive at appropriate speeds through the town.

Roundabouts in Brown County

Roundabouts have made a significant impact on Wisconsin and Brown County roadways. One of the more significant benefits documented by Brown County and WisDOT has been the decrease in serious crashes at intersections where roundabouts have been installed. Brown County and WisDOT also reported a significant reduction in total crashes. In addition to reducing congestion and increasing safety, roundabouts eliminate the hardware, maintenance, and electrical costs associated with traffic signals. The town should coordinate with the Wisconsin Department of Transportation and Brown County Public Works Department to provide educational materials to town residents if/when a roundabout is proposed in New Denmark.

Maintenance/Reconstruction/Construction

County Projects

According to Brown County's current 6-Year Capital Improvement Plan (July 10, 2019) there are no county highway projects scheduled in the town through 2025. However, the plan is updated every year, so town projects could be scheduled before the next comprehensive plan update.

County-level projects present opportunities to incorporate pedestrian and bicycle facilities into them. The town should always work with the county on these projects to fully take advantage of the opportunities.

Official Mapping

If development in the town increases from present levels, it is important for the town to review future vehicular needs to ensure that the existing street network can adequately address these future vehicular access needs throughout the town. One of the tools available to communities to help them create efficient road systems is the state's official mapping statute (62.23(6)). This statute grants communities the power to identify the locations of their future roads.

It is the responsibility of the Town of New Denmark Plan Commission to identify the need for future roads and to require the identification of roads prior to approving development proposals. This road planning may be done by the town, or required of developers as part of their developmental responsibility. To add roads to an official map, the process identified in the state statutes must be followed and the modifications to the official map must be approved by the town board.

The town should identify existing "T" intersections where road extensions could occur in the future and show the potential extensions on its official map. This will enable the town to preserve the land in case the extensions are necessary in the future.

Agricultural Equipment and Roadways

When the town has safety or maintenance issues with agricultural equipment on town roads, it has several options to consider. According to state law, local governments have local control to issue permits and post roads and bridges under their control, as they have under prior law. Some of the options local governments have include:

- To allow farm vehicles (tractors and trucks) to exceed weight limits on locally-controlled roads.
- To post weight limits on roads or bridges in their jurisdiction.
- Pass an ordinance or resolution to:
 - Set a higher weight limit for all roads in their jurisdiction than the State's Implement of Husbandry (IoH,)/Ag Commercial Motor Vehicle (CMV) Weight Limitations Chart;
 - Designate some roads for overweight agricultural vehicles;
 - Require all agricultural vehicles to follow the State's IoH/CMV Weight Limitation Chart; and
 - To establish GVW limits and axle weight, and get a permit.

Also, the town may have issues with road debris from time to time. Chapter 82 of state statutes regulates town highways, and does not contain any language limiting towns creating rules regarding roadway debris. Chapter 92 covers Soil and Water Conservation and Animal Waste Management. Section 92.11 allows towns to enact ordinances for the regulation of land use, land management and pollutant management practices. Based on the regulations in these two chapters, the town could consider exploring this topic further if it ever is an issue.

Capital Improvement Plan

A capital improvement plan (CIP) is a short-range plan, usually spanning four to ten years, and is an important tool for implementing comprehensive plans. The CIP process is typically done through a recurring cycle that identifies capital project needs, provides a planning schedule, and identifies options for funding. New Denmark should consider planning road maintenance through this process.

The CIP can work in conjunction with the comprehensive plan as an implementation and monitoring tool, and ensure that proposed capital projects meet this plan's recommendations. The CIP also helps provide town residents with an open and realistic picture of capital needs, costs, and timelines.

Pedestrian and Bicycle Facilities

The town's current land use pattern and lack of pedestrian and bicycle facilities make walking and bicycling difficult. This is not uncommon in rural areas because of the sparse amounts of development.

Develop a Pedestrian Walkway System

In the Streets and Highways section, the plan recommends methods of making the town's streets and intersections safer and more accessible for motorists, pedestrians, and bicyclists. These improvements should be accompanied by a pedestrian walkway system that can be created through the following process:

Require sidewalks within new subdivisions. If the town approves a subdivision with curb and gutter streets, it should consider requiring developers to install sidewalks on both sides of the streets. The only situation where sidewalks should not be required on both sides of a street within these areas is when physical or environmental constraints exist. In these situations, sidewalks should be required on at least one side of the street. When cul-de-sacs must be built and development and physical barriers are not present, the town should consider requiring the designation of public rights-of-way at or near the end of the cul-de-sacs for multi-use paths that connect to neighboring subdivisions, schools, parks, and other destinations. These paths should be between 10 and 12 feet wide and paved to accommodate pedestrians, bicyclists, skaters, and other non-motorized uses.

Develop a pedestrian and bicycle trail system in the town. The Devils River Trail in the southern portion of the town provides opportunities for walkers and hikers. Additionally, snowmobiles are allowed on the portion of the trail located south of the Village of Denmark. If the Canadian National Railroad should ever abandon its tracks in the town, additional lengths could possibly be added to the Devils River Trail. If a recreational trail is developed along the rail line, the trails within and near developments should connect to the multi-use trail. In addition to serving destinations within New Denmark, these efforts would enhance the town's connections to the surrounding communities and improve intercommunity mobility.

Work with the Brown County and WisDOT to Pave County and State Highway Shoulders

The village should work with the Brown County Public Works Department over the next 20 years to pave county highway shoulders consistent with the recommendations in the current Brown County Bicycle and Pedestrian Plan. When reconstructing county highways, the Brown County Planning Commission recommends adding a paved shoulder to each side of the road. The Brown County Public Works Department has a policy on paving shoulders on county highways, which states that the county is responsible for the first three feet of pavement and anything in addition to that will be at the community's expense. This policy has one exception: the five foot paved shoulder facilities identified in the Brown County Bicycle and Pedestrian Plan will be covered by Brown County. These facilities are important for the development of a bicycle network, but they also provide a place for motorists to park and swerve during emergencies and provide additional room for agricultural implements if/when traveling through the village. As shown in Map 3-5, the only proposed route at the time of this document was five foot paved shoulders on STH 96.



Figure 3-3: Paved shoulder. Source: Cornell Local Roads Program.



Figure 3-4: Paved shoulder with rumble strip. Source: *Small Town and Rural Multimodal Networks*, U.S. DOT FHWA.

Encourage Residents to Utilize the Devils River Trail

To avoid pedestrian and traffic conflicts at intersections where the Devils River Trail will cross the town's roads, the roads should have early warning signs and noticeable pedestrian/bicycle crossings to warn passing motorists.

Depending on the amount of residential development in the southern end of the town, New Denmark should consider working with the WDNR to install a trailhead for better trail access for town residents. A feeder trail system could also be developed to encourage pedestrians and bicyclists to use the Devils River Trail, such as adding paved shoulders, and establishing various public trail rights-of-way within and between developments that would connect to the trail.

Areas where subdivision cul-de-sacs abut the multi-use trail should have public rights-of-way connecting from the bulb ends to the trail right-of-way (see Figure 3-5).

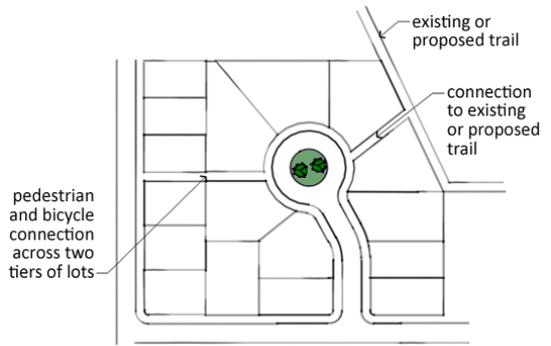


Figure 3-5: Example of a cul-de-sac with pedestrian and bicycle connections. Source: City of Durango Land Use and Development Code.

Expand Multi-Use Trail System if Canadian National Abandons Rail Line

The CN rail line that runs through the Town of New Denmark to the Village of Denmark currently carries few trains, and none of these trains serve any New Denmark destinations. The town should monitor activity on the rail line and contact WDNR if the line is ever proposed for abandonment. If abandonment is proposed by the railroad, the town should urge the DNR to purchase the right-of-way to enable the rail bed to be converted to a multi-use trail.

Mixing Land Uses

If the town develops a “town center”, it should consider creating a compact area of mixed land uses to enable and encourage people to make walking and bicycling trips. Mixing residential, commercial, and institutional uses enables people of all ages and physical abilities to travel from place to place without a motorized vehicle, which would improve mobility for town residents that live in the area, and help to minimize traffic.

Figure 3-6 compares a conventional land use and street pattern with a mixed land use and well-connected street pattern. This shows that a greater number and variety of destinations are easily reachable on foot (and by bicycle) when land uses are mixed and streets are frequently interconnected.

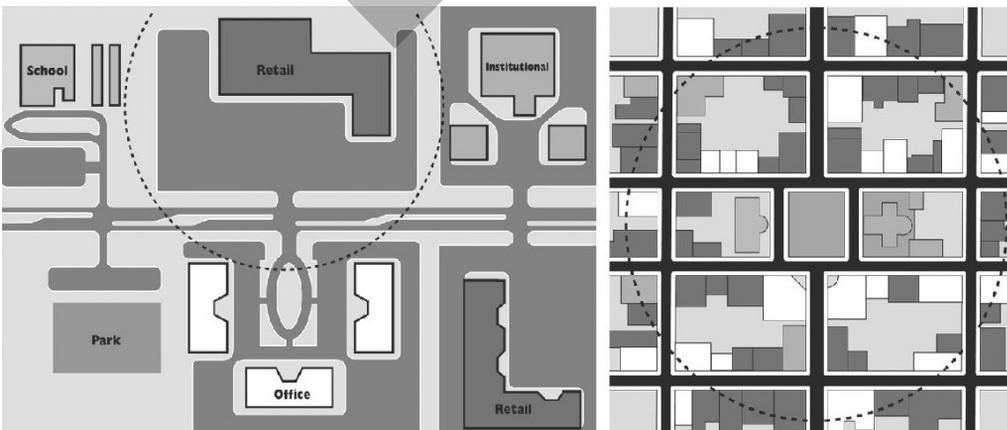


Figure 3-6: Segregated land uses vs. mixed uses with high connectivity. The dotted circle represents a 500-foot radius, a distance most people are comfortable walking.

Transit

Since mass transit requires a dense commercial and residential development pattern and streets that frequently interconnect for the service to be attractive and efficient, the current land use and street patterns in the Town of New Denmark do not suit a transit system. To make mass transit an attractive and economically-feasible transportation option, the town would need to establish the population densities, pedestrian system, street network, and land use pattern that are necessary to efficiently support mass transit. A development pattern like what's shown in Figure 3-6 on the previous page would help achieve this. However, since this will not likely happen during the next 20 years, and the town is several miles from the existing Green Bay Metro service area, it is safe to assume that mass transit will not be extended to New Denmark in the near future. Again, there are other options for people 60 and over and people with qualifying disabilities (Curative, etc.).

Rail Transportation

Freight Rail

The rail line that runs through the town currently carries few trains, and none of these trains serve any New Denmark destinations. The town should monitor activity on the rail line and contact the Wisconsin Department of Natural Resources if the line is proposed for abandonment in the future. If abandonment is proposed by the railroad, the town should urge the DNR to purchase the right-of-way to enable the rail bed to be converted to a multi-use trail.

Passenger Rail

The Green Bay Metropolitan Area does not currently have access to passenger rail service, but the Midwest Regional Rail Initiative (MRRI) report includes discussion of a high speed passenger rail line to be extended to Brown County from Milwaukee. Although this service is unlikely to be implemented soon, it could provide another option for New Denmark residents to travel throughout the Midwest without using their personal vehicles.

Air Transportation

Austin Straubel International Airport will continue to provide air service to New Denmark residents over the life of the plan.

Truck Transportation

The town does not currently have a formal system of local truck routes because nearly all of the existing heavy truck trips occur on the county and state highways. New Denmark should consider identifying any town roads where heavy trucks are allowed to travel. The town should consider designating these (if any) as truck routes. These truck routes should be designed to minimize impacts on residential areas and inform truck drivers of the most efficient routes into and out of the town.

Water Transportation

The town should contact port representatives to discuss any intention to utilize the port over the next 20 years to ensure that the New Denmark's current and future interests are considered by port representatives.

POSSIBLE TRANSPORTATION FUNDING RESOURCES

To help the town fund the development of its transportation system, it should apply for transportation grants from various sources over the next several years. Some examples of these programs are identified in this section.

Surface Transportation Block Grant Program – Rural (STBG-Rural)

The STBG-Rural program allocates federal funds to complete a variety of improvements to rural highways (primarily county highways) that are located outside of urbanized areas. These projects must be used for streets classified as major collectors or higher., and these funds can cover up to 80% of a project's cost.

Transportation Alternatives Program (TAP)

TAP provides funding for a variety of alternative transportation projects including construction, planning, and design of on-road and off-road facilities for pedestrians, bicyclists, and other non-motorized forms of transportation and safe routes to school programs and facilities. TAP grants for smaller communities located outside of the urbanized area (like New Denmark) are available through the state-wide TAP program (the Brown County Planning Commission, as the area's MPO provides the grants for the urbanized area). TAP grants can cover up to 80% of a project's cost.

Highway Safety Improvement Program (HSIP)

The town should apply for grants from the Highway Safety Improvement Program (HSIP) administered by WisDOT to correct existing documented transportation safety problems. Other grant programs through WisDOT's Bureau of Transportation Safety should also be investigated by the town to address safety issues.

CMAQ Program

If Brown County is designated as an air quality non-attainment area in the future, the county and the county's communities should seek funds from the Congestion Mitigation and Air Quality (CMAQ) Program administered by WisDOT to implement projects that will improve the area's air quality.

Knowles-Nelson - Stewardship Program

The Wisconsin Legislature created the Knowles-Nelson Stewardship Program in 1989 to preserve valuable natural areas and wildlife habitat, protect water quality and fisheries, and expand opportunities for outdoor recreation. The conservation and recreation goals of the Stewardship Program are achieved through the acquisition of land and easements, development of recreational facilities (such as off-street trails), and restoration of wildlife habitat. Stewardship Program grants can cover up to 50% of a project's cost.

Brown County and the County's communities should continue to apply for funds from the Knowles – Nelson Stewardship Program to assist in funding the construction of off-street trail systems. Interested parties are encouraged to contact the Wisconsin Department of Natural Resources for information about the Stewardship Program.

TRANSPORTATION GOALS AND OBJECTIVES SUMMARY

Comprehensive Plan Goal #2 - Transportation Goal

New Denmark will plan for and continue to provide a safe, efficient, and cost-effective transportation system for the movement of people and goods throughout the town.

Objectives

1. Continue to enable people to safely and efficiently navigate the town's streets and highways with and without personal vehicles.
 - a) The town should promote well-connected street patterns when considering new residential subdivision proposals. The connectivity provided by these street patterns will aid in public safety response times, operational efficiency, and improve residents' abilities to move around.
 - b) The town should work to avoid expanding roads to four lanes when possible.
 - c) If the town needs to build a new intersection, it should consider a roundabout design.
 - d) The town should work to enhance access and connections to the Devils River Trail when opportunities arise, and promote safe crossings when a town road intersects the trail.
 - e) The town should consider developing a feeder trail system to encourage Devils River Trail use.
 - f) The town should consider applying for transportation grants from various sources to help the town fund development of a multi-modal transportation system.
 - g) The town should support any regional efforts to improve freight transportation, including rail transportation.
 - h) In the event that the rail line is ever proposed to be abandoned, the town should work with the DNR to preserve the corridor as a multi-use trail.
2. Continue to maintain and improve the town street network.
 - a) The town should continue to coordinate with Brown County on any roadway improvements to county highways in the town to pave the rest of the county highway shoulders in the town.
 - b) The town should work to create a capital improvement plan (CIP) to manage street and road maintenance needs.
 - c) The town should adopt an official map by following the process identified in Wisconsin Statute 62.23(6).
3. Incorporate community design principals that enhance connections and all types of mobility.
 - a) If the town considers approving any new residential subdivision that has curb and gutter streets, it should require developers to install sidewalks on both sides of the street, unless physical or environmental constraints prevent doing so.
 - b) If the town ever develops around a central town center, it should develop in a grid-like pattern with mixed uses to maximize connectivity.
 - c) If the town is reviewing any new residential subdivision proposal that includes cul-du-sacs and is adjacent to a trail, it should require a direct pedestrian through-connection to improve access.