

Village Policy: LPD-2

Date Approved: June 14, 1999

POLICY TITLE: Bicycle, Pedestrian, and In-Line Skate Plan

AUTHORIZATION: Village Board Adopted Plan June 14, 1999

POLICY STATEMENT:

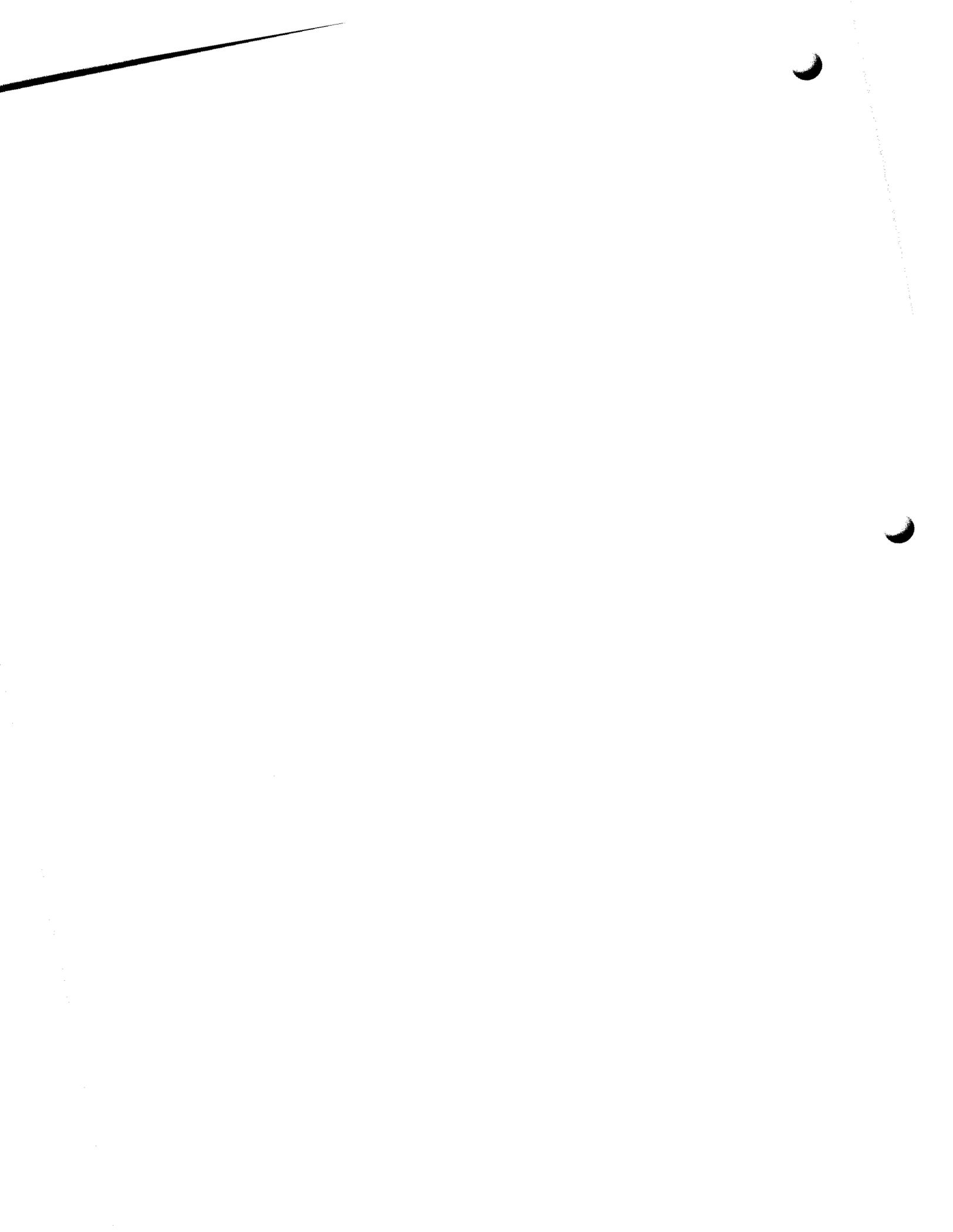
Village of Howard

Bicycle, Pedestrian, and In-Line Skate Plan



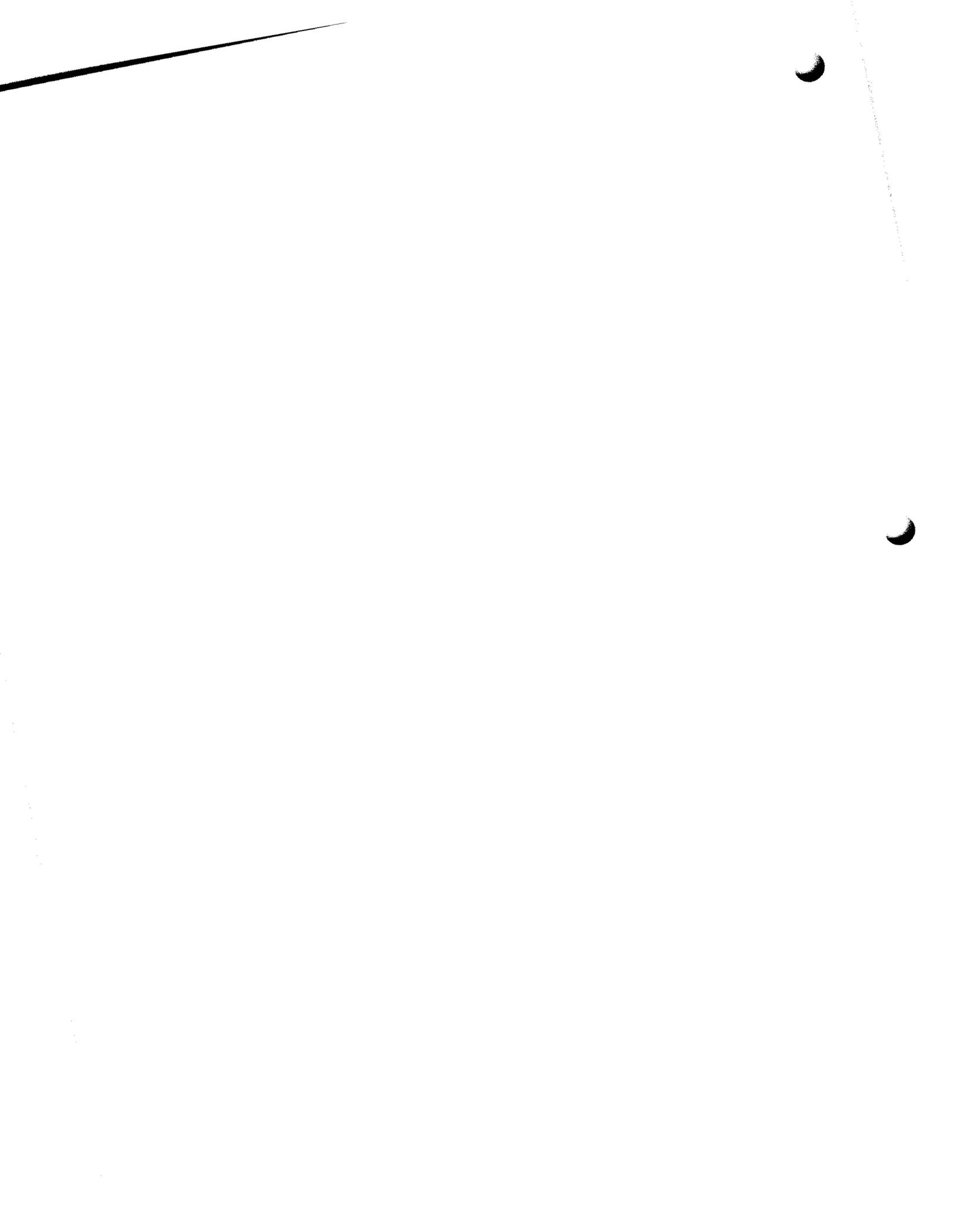
Mission Statement

To create safe, enjoyable recreation and transportation corridors for youth and families to travel throughout the Village of Howard. These corridors should be readily accessible to walkers, runners, bicyclists and in-line skaters with efforts made to connect residential neighborhoods to schools, churches, parks and shopping areas and follow aesthetic environmental and utility corridors.



Goals

1. To provide the opportunity for recreation and transportation benefiting walkers, bikers, and in-line skaters with safe and convenient access to local neighborhoods, schools, and recreational sites.
2. Recognize that the cost of implementation is within the existing tax structure.
3. Develop a cost-effective multi-modal facility.
4. Identify cost-effective links of existing and future centers so Howard can be an enjoyable and safe place to bike and walk.



Purpose and Background

The intent of this plan is to present long-range recommendations which the public and private sector can utilize as a guide when making development and infrastructure decisions. This plan is to be considered a supplement to the Brown County Bicycle and Pedestrian Plan and the Howard Outdoor Recreation and Open Space Plan. In some instances the Village of Howard Plan varies from the Brown County Plan to address the local concerns over traffic, safety, and implementation costs. It recommends specific routes that provide transportation and recreation corridors for pedestrians, in-line skaters, and bicyclists to major destinations within the Village of Howard. These routes are classified into two categories: (1) On-Street (2) Off-Road. Destinations include schools, churches, shopping areas, parks, and major employers. The On-Street component consists of providing signs, striping, or a combination of both on existing, future, and reconstructed roadways. The Off-Street component will consist of paved asphalt trails or oversized sidewalks.

On-Street Routes

CARDINAL LANE

- SECTION A

Termini: Mountain Bay Trail to Lineville Road

Existing Surface: 30 feet rural

Reconstruction: 1999

Proposed Surface: 45 feet back of curb
41 feet pavement

Implementation Method:

One 8' parking lane, two 11½' driving lanes, two 5' bike lanes.

CARDINAL LANE

- SECTION B

Termini: Glendale Avenue to Mountain Bay Trail

Existing Surface: 44 feet back of curb
40 feet pavement

Implementation Method:

One 8' parking lane, two 11' driving lanes, and two 5' bike lanes.

WOODALE AVENUE

- SECTION C

Termini: Cardinal Lane to Hillcrest Heights

Existing Surface: 45 feet back of curb
41 feet pavement

Implementation Method:

One 8' parking lane, two 11½' driving lanes, two 5' bike lanes.



HILLCREST HEIGHTS

- SECTION D

Termini: Evergreen Avenue to Sunray Lane
Existing Surface: 41 feet back of curb
37 feet (pavement)

Implementation Method:

One 7' parking lane, two 4' bike lanes, and two 11' driving lanes.

HILLCREST HEIGHTS

- SECTION E

Termini: Glendale Avenue to Evergreen Avenue
Existing Surface: 45 feet back of curb
41 feet pavement

Implementation Method:

One 8' parking lane, two 11½' driving lanes, two 5' bike lanes.

GLENDALE AVENUE

- SECTION F

Termini: Cardinal Lane to Hillcrest Heights
Existing Surface: 44 feet back of curb
40 feet pavement

Implementation Method:

One 8' parking lane, two 11' driving lanes, and two 5' bike lanes.

HILLCREST HEIGHTS

- SECTION G

Termini: End of Rural Section to Glendale Avenue
Existing Surface: 44 feet back of curb
40 feet pavement

Implementation Method:

One 8' parking lane, two 11' driving lanes, and two 5' bike lanes.

HILLCREST HEIGHTS

- SECTION H

Termini: Shawano Avenue to Beginning of Urban Section
Existing Surface: 24 feet rural
Reconstruction: 2000
Proposed Surface: 44 feet back of curb
40 feet pavement

Implementation Method:

One 8' parking lane, two 11' driving lanes, and two 5' bike lanes.

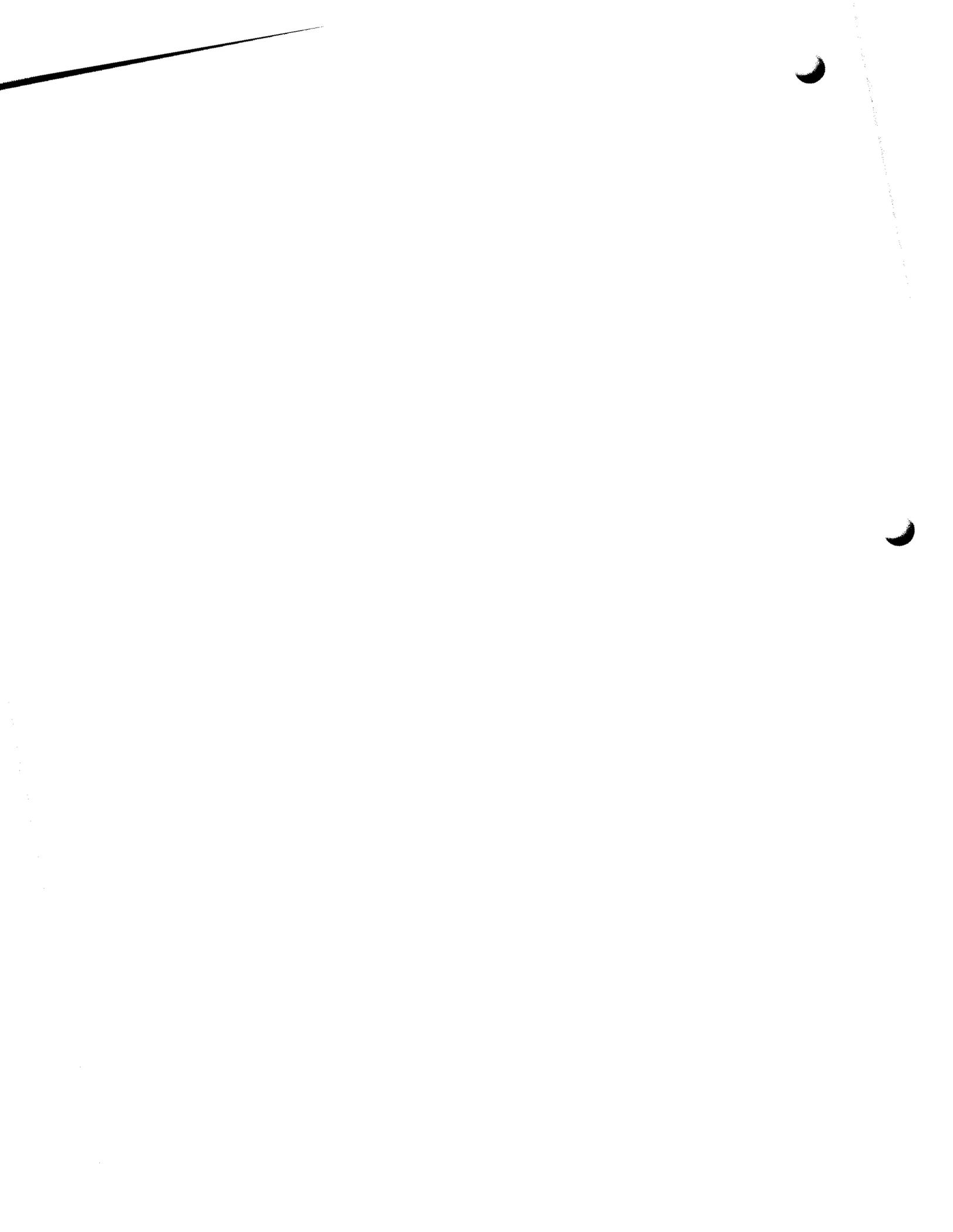
RIVERDALE DRIVE

- SECTION I

Termini: South Riverview Drive to Shawano Avenue
Reconstruction: 1999
Proposed Surface: 57 feet back of curb
52 feet (pavement)

Implementation Method:

Four 11' driving lanes and two 4' bike lanes. County's current plan.



SHAWANO AVENUE

- SECTION J

Termini: Rivergrove Avenue to South Riverview Drive

Existing Surface: 30-32 feet pavement rural

Bridge Width: 24 ½ feet

Implementation Method:

Leave as is and install signs as a Bike Route.

HILLSDALE COURT

- SECTION K

Termini: Shawano Avenue to South Cardinal Lane

Existing Surface: 20-22 feet pavement rural

Proposed Surface: 37 feet back of curb
33 feet (pavement)

Implementation Method:

Two 11' driving lanes and two 5 ½' bike lanes

RIVERVIEW DRIVE

- SECTION L

Termini: Velp Avenue to Cardinal Lane

Existing Surface: 22 feet rural

Reconstruction: 1999

Proposed Surface: 37 feet back of curb
33 feet pavement

Implementation Method:

Two 11' driving lanes and two 5 ½' bike lanes.

WIETER DRIVE

- SECTION M

Termini: Military Avenue to Public Access

Existing Surface: 23 feet average rural

Implementation Method:

Leave as is and install signs as a Bike Route.

MILITARY AVENUE

- SECTION N

Termini: Lenwood Avenue to Wieter Drive

Existing Surface: Velp Ave Intersection 59 feet

45 feet Average

46 feet across bridge (5 foot walk across bridge south side)

Implementation Method:

Leave as is and install signs as a Bike Route.*

*further study needed for Military and Velp intersection

LENWOOD STREET

- SECTION O

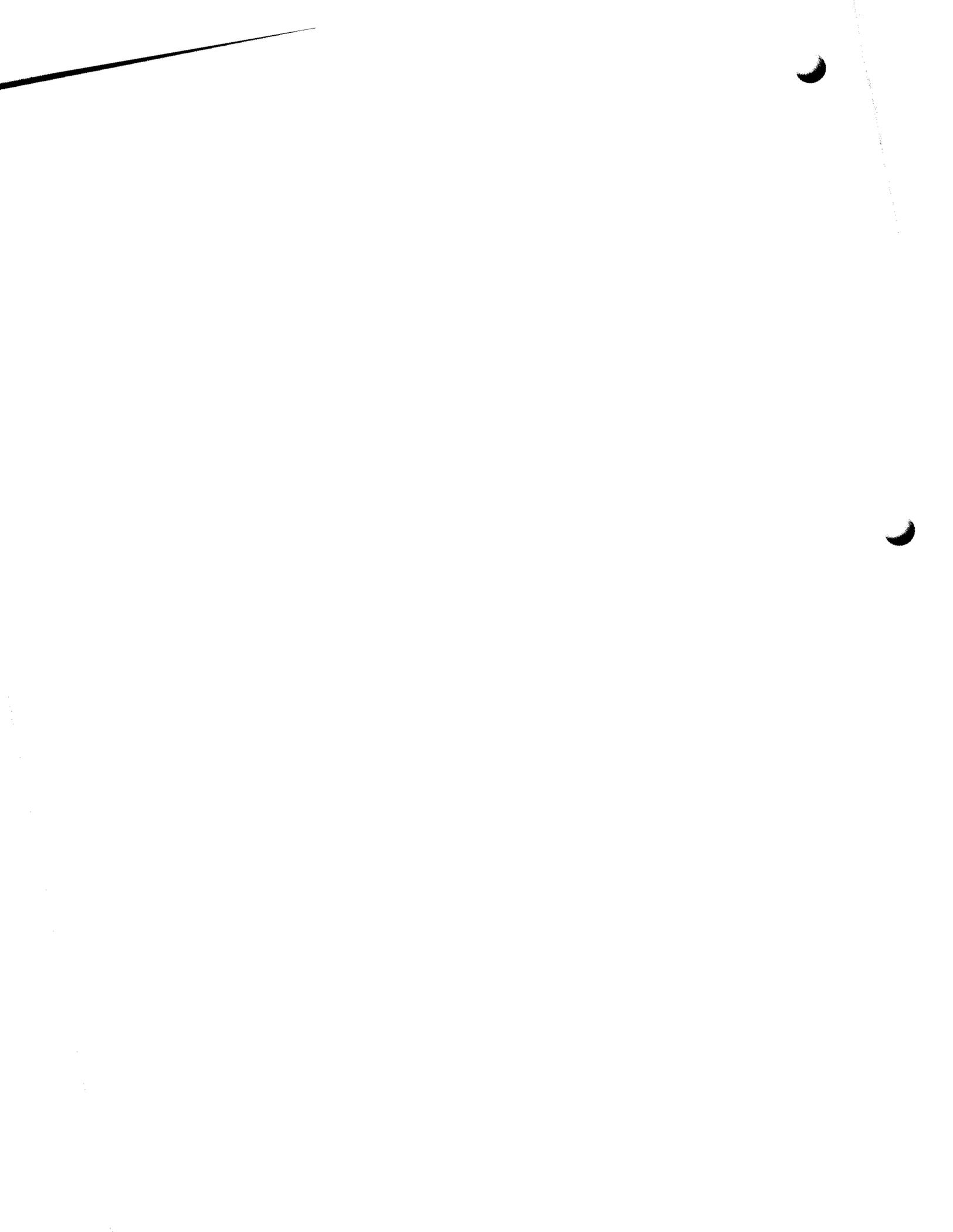
Termini: Melody Street to Military Avenue

Existing Surface: 41 feet back of curb

37 feet pavement

Implementation Method:

One 7' parking lane, two 4' bike lanes, and two 11' driving lanes.



LENWOOD STREET

- SECTION P

Termini: Memorial Drive to Melody Street

Existing Surface: 37 feet back of curb
33 feet pavement

Implementation Method:

Two 11' driving lanes and two 5 ½' bike lanes.

MELODY STREET

- SECTION Q

Termini: Taylor Street to Lenwood Street

Existing Surface: 41 feet back of curb
37 feet pavement

Implementation Method:

One 7' parking lane, two 4' bike lanes, and two 11' driving lanes.

TAYLOR STREET

- SECTION R

Termini: Vincent to Melody Street

Existing Surface: 41 feet back of curb
37 feet pavement

Implementation Method:

One 7' parking lane, two 4' bike lanes, and two 11' driving lanes.

TAYLOR STREET

- SECTION S

Termini: Bond Street to Vincent Road

Existing Surface: 22 feet rural

Implementation Method:

When reconstructed to 40 feet pavement.

One 8' parking lane, two 11' driving lanes, and two 5' bike lanes.

TAYLOR STREET

- SECTION T

Termini: Dousman Street to Bond Street

Existing Surface: 44 feet back of curb
40 feet pavement

Implementation Method:

One 8' parking lane, two 11' driving lanes, and two 5' bike lanes.

MEMORIAL DRIVE

- SECTION U

Termini: Lenwood Avenue to Vincent

Existing Surface: 49 feet back of curb
45 feet pavement

Implementation Method:

Two 11' driving lanes, Two 5' bike lanes, two 6.5' parking lanes.



MEMORIAL DRIVE

- SECTION V

Termini: Velp Avenue to Lenwood Avenue

Existing Surface: 49 feet back of curb
45 feet pavement

Implementation Method:

Two 11' driving lanes, Two 5' bike lanes, two 6.5' parking lanes.

VELP AVENUE TO MT. BAY TRAIL

- SECTION W

Termini: N. Riverview Drive to Glendale Avenue to Lakeview Drive

Existing Surface: 23 feet - 25 feet Rural

Implementation Method:

Leave as is and install signs as a Bike Route.

Off-Road Routes

VILLAGE PATH

- SECTION 1 & 2

Termini: Riverview Drive to Lineville Road

The pathway follows the Escanaba & Lake Superior Corridor and WPS Power Lines.

Existing Surface: Active railroad track and natural surface.

Implementation Method:

10' of asphalt pavement.

VILLAGE PATH

- SECTION 3

Termini: Southern Cross Road to Mt. Bay Trail

The pathway follows an existing foot path.

Existing Surface: Natural

Implementation Method:

10' of asphalt pavement.

VILLAGE PATH

- SECTION 4

Termini: AMS Business Park to Mt. Bay Trail

The pathway follows the Lancaster Brook corridor through Meadow Brook Park.

Existing Surface: Natural and existing paved paths.

Implementation Method:

10' of asphalt pavement.

VILLAGE PATH

- SECTION 5

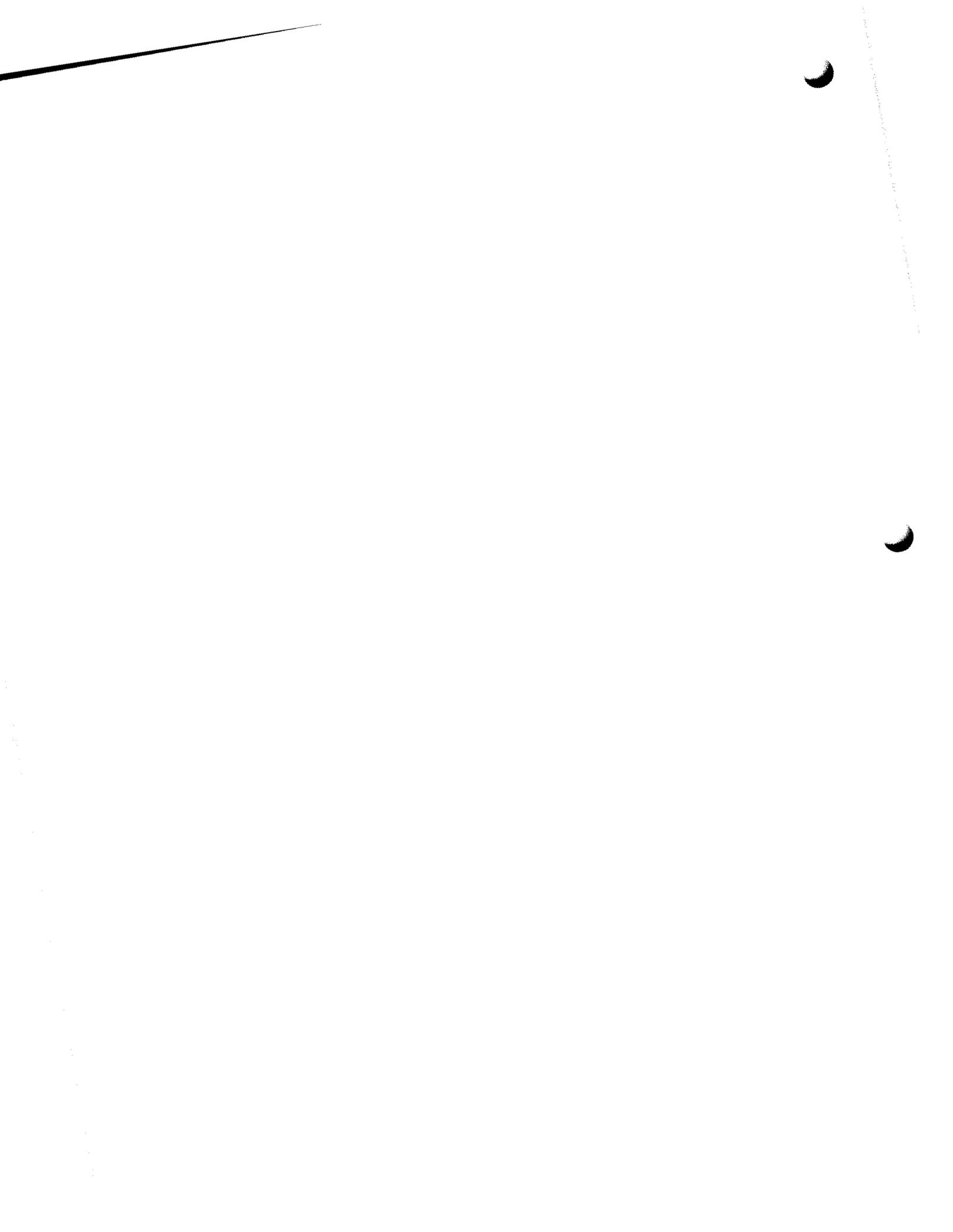
Termini: Memorial Drive to Meadow Brook Park.

The pathway follows Cardinal Lane.

Existing Surface: Natural

Implementation Method:

10' of asphalt pavement and oversized sidewalk.



VILLAGE PATH

- SECTION 6

Termini: Pamperin Park to Barney Williams Park

The pathway follows the Duck Creek corridor.

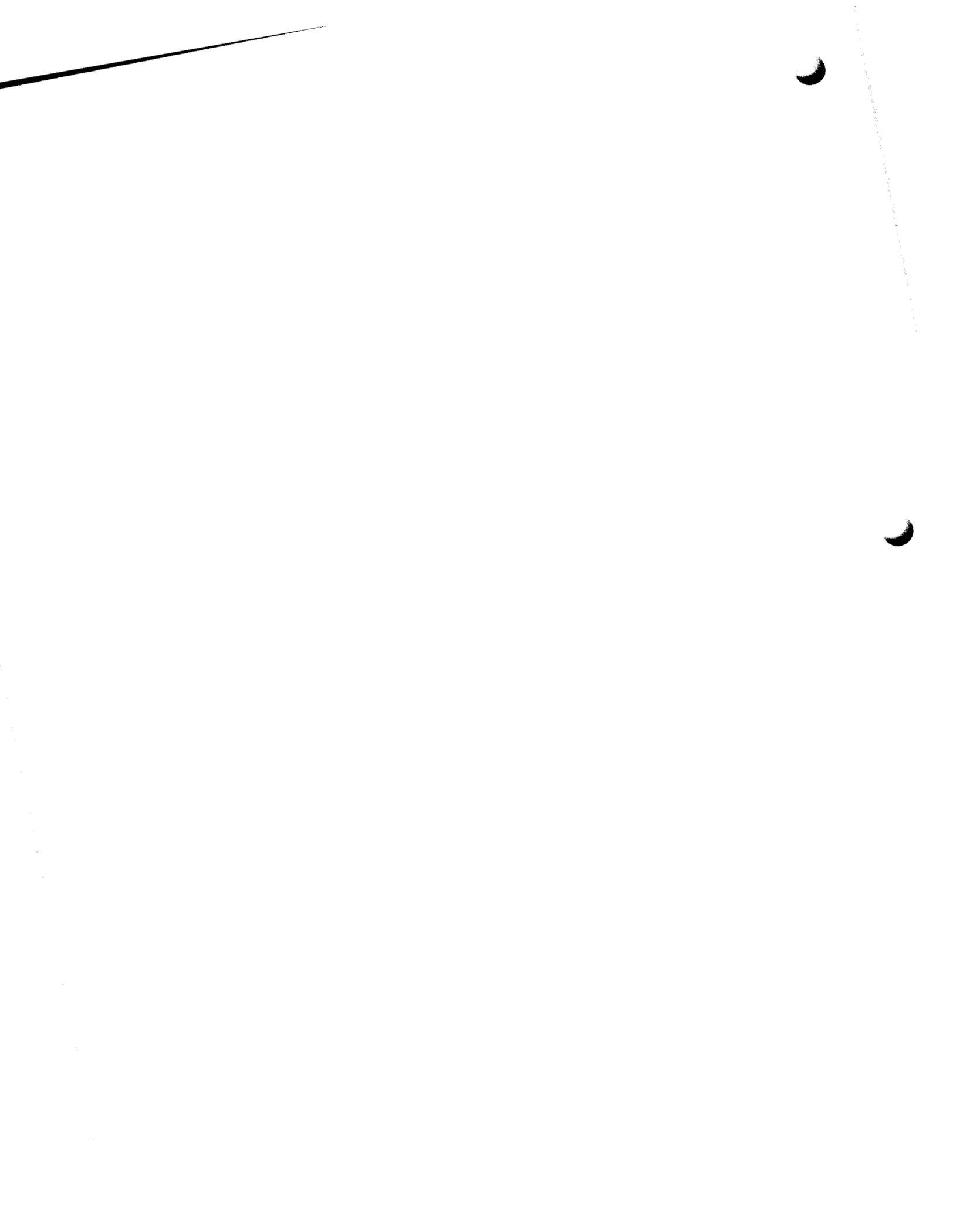
Existing Surface: Natural

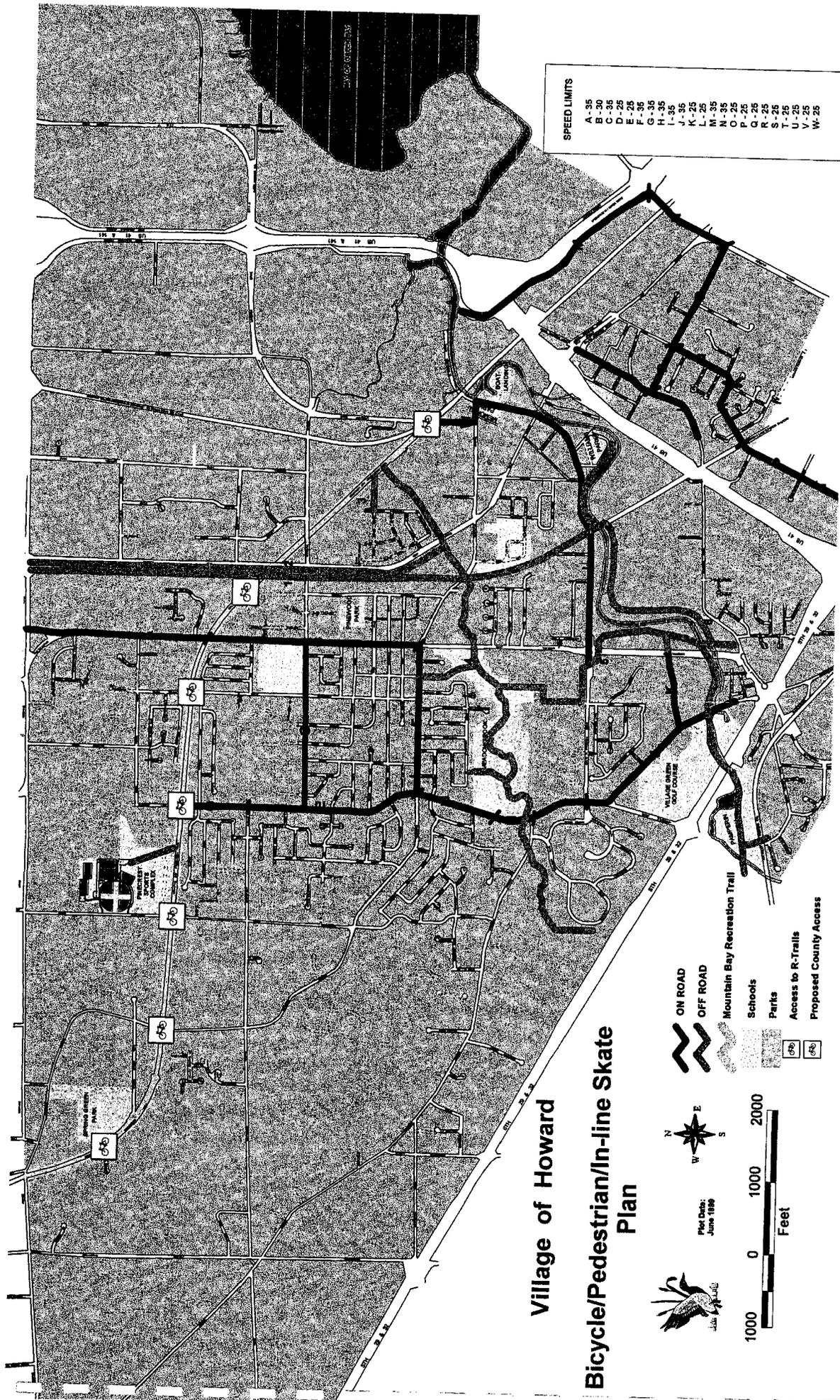
Implementation Method:

10' of asphalt pavement.

Other Recommendations

- The Village of Howard should adopt a policy regarding road construction. New roads or reconstructed roads should be designed to specific widths depending on traffic volume. These roadways should incorporate facilities for bikes, pedestrians, and in-line skaters or off-street pathways.
- Cost-sharing should apply to multi-jurisdictional roads and paths.
- As the Village of Howard continues to grow in a Western direction, routes should be looked at for rural sections of road. These roads would include Pinecrest Road, Evergreen Avenue, and Glendale Avenue.
- The Village should incorporate a sidewalk policy for all roads which are arterials or collectors.





SPEED LIMITS

A - 35
B - 30
C - 35
D - 25
E - 25
F - 35
G - 35
H - 35
I - 35
J - 35
K - 25
L - 25
M - 35
N - 35
O - 25
P - 25
R - 25
S - 25
T - 25
U - 25
V - 25
W - 25

Village of Howard Bicycle/Pedestrian/In-line Skate Plan

Legend:

- ON ROAD (Double arrow symbol)
- OFF ROAD (Single arrow symbol)
- Mountain Bay Recreation Trail (Wavy line symbol)
- Schools (Building icon)
- Parks (Grass icon)
- Access to R-Trails (Arrow symbol)
- Proposed County Access (Box with bicycle icon)

Scale: 1000 0 1000 2000 Feet

North Arrow: N, S, E, W

Plan Date: June 1989

