
Introduction

A community's transportation infrastructure supports the varied needs of its residents, local businesses, visitors, and through-traffic. This chapter summarizes the existing transportation system and, based on local input, provides a 20-year plan that will serve as a resource guide and implementation tool for creating a comprehensive multi-modal transportation system within the Village.



Courtesy WisDOT

A multi-modal system accommodates pedestrians, bicyclists, transit services, and rail travel in addition to motor vehicles. Although not all of these options may be feasible in Hobart, a diversified, well-balanced transportation system is a major factor affecting growth and quality of life. Planning for the various modes of transportation is one of the most important components of the Village of Hobart Comprehensive Plan. Opportunities for multi-modal enhancements to the current transportation system include bicycle and pedestrian facilities, equestrian facilities, *Complete Streets* planning, streetscape improvements and traffic calming, among others. Since Hobart spans a large geographical area, another important component of the plan is to maintain connectivity and a sense of community between the northern and southern portions of the Village.

Heightened growth within the Village of Hobart and the surrounding area has added increased traffic volume to local highways and streets. Some of which may not have been designed to handle such loading. Finding solutions to current challenges, as well as planning to avoid future ones, is a primary goal of the Transportation Chapter of this plan.

Comprehensive Planning Law

Wisconsin's Comprehensive Planning Law (Section 66.1001(2)(c), Wis. Stats.) requires that the transportation element of a comprehensive plan contain all of the following:

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- A compilation of objectives, policies, goals, maps and programs to guide the future development of various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking, and water transportation.
 - A comparison of the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans.
 - The identification of highways within the local governmental unit by function.
 - The incorporation of state, regional and other applicable transportation plans including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

Beyond the requirements identified above, the planning law recommends that all communities address fourteen planning goals when preparing a comprehensive plan. Those related to transportation include:

- Encourage neighborhood designs that support a range of transportation choices.
- Encourage land uses, densities, and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs.
- Encourage coordination and cooperation among nearby units of government.
- Build community identity by revitalizing main streets and enforcing design standards.
- Provide adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial and industrial uses.

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- Balance individual property rights with community interests and goals.
 - Provide an integrated, efficient and economical transportation system that affords mobility, convenience, and safety, and that meets the needs of all citizens, including transit-dependent and disabled citizens.

Transportation Vision

The Village of Hobart will develop and maintain a diverse multi-modal transportation network balancing a residential system that fosters a sense of neighborhood and community with efficient access for commerce and industry.

Current Transportation System

A variety of transportation facilities serve the Village of Hobart and its surrounding area. These include the local street network, trails, and nearby access to air, rail, and water transport, among other facilities.

Highways and Streets

The highway network in the Village of Hobart consists of state highways, numerous county highways, and Village roads. The roads largely serve traffic internal to the Village and provide direct access to land uses. In contrast, the main purposes of county and state highways are to connect the village with the nearby Green Bay Urbanized Area and to facilitate travel through the village.

Functional Classification System

An important component of highway planning is the establishment of a functional classification road network based on traffic volumes, land uses, road spacing, and system continuity. Functional classification is essentially the grouping of highways and streets into categories based on the type of service they provide. Travel generally involves the movement of vehicles through a network of highways and streets that have varying characteristics. Functional classification is a means of defining the purpose of each highway and street.

The four general functional classifications are freeways, arterials, collector roads and streets, and local roads and streets.

Freeways

Freeways are fully controlled access highways that have no at-grade intersections or driveway connections.

Arterials

Principal and minor arterials carry longer-distance traffic flows between activity centers. These facilities are the backbone of a highway system and are designed to provide a high amount of mobility with limited access.

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.

Locals

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

Highway Network

Following is an inventory and description of the state and county highways in the village. The *Village of Hobart Transportation Network Map* is presented on page 3-7.

State Highways

- State Trunk Highway (STH) 29 carries traffic along an east-west corridor between Kewaunee and Chippewa Falls. The highway runs through the Green Bay Urbanized Area, through the Green Bay Central Business District (CBD) and west along the northern boundary of the Village of

Hobart. The section of STH 29 in Hobart runs concurrently with STH 32. STH 32, on the statewide scale, is a north/south highway extending from the Illinois state line near the Lake Michigan shoreline to the upper peninsula of Michigan north of Eagle River, Wisconsin. Within Brown County, STH 32 serves an arterial role through Pulaski, Howard, Green Bay, Ashwaubenon, and De Pere.

- STH 54 (West Mason Street) bisects the Village of Hobart on its trans-state route between the Mississippi River near Winona, Minnesota and Algoma, on the Lake Michigan shore. Within Hobart, STH 54 enters through the east boundary with the City of Green Bay through the Village to the Town of Oneida in Outagamie County. It is a two-lane facility.
- STH 172 (Airport Drive) extends from STH 54, on the west side of the Village, crosses the Fox and proceeds to its termination at I-43 in the Town of Bellevue. While much of USH 172 is a freeway facility with six lanes and major interchanges at I-41, the portion in Hobart is a two-lane rural cross section facility.

County Highways

- CTH “E” (Freedom Road) is located in west-central Hobart, extending approximately one and a quarter mile, terminating at an intersection with STH 54.
- A small segment of CTH “EB” (Packerland Drive) passes through the eastern portion of the Village of Hobart.
- CTH “EE” (Orlando Road) runs east/west across southern Hobart. To the east, CTH EE terminates at the I-41 frontage road in the neighboring Town of Lawrence. To the west, CTH EE extends out of the Village into Outagamie County.
- CTH “FF” (Hillcrest Road) plays an important role for much of the residential development in the northern portions of the Village. The highway acts as a feeder for the residential properties to both STH 29/32 and STH 54. The highway is a two-lane facility.

- In Hobart, CTH “G” (Fernando Road) connects CTH EB to CTH GE. To the east in Ashwaubenon, the highway continues on to an interchange at I-41. The road serves the Ashwaubenon Industrial Park and carries a significant amount of truck traffic to the east of the Hobart Village line. Within Hobart, CTH G serves rural residential traffic with a two-lane facility.
- CTH “GE” (Pine Tree Road) runs along the western boundary of Austin Straubel International Airport and north to STH 54. The facility is a two-lane rural highway.
- CTH “J” (Riverdale Drive) connects STH 29/32 in the western portion of the Village with CTH U. It provides access to residential development in northern Hobart from STH 29/32.
- Most of the western boundary of the Village of Hobart is aligned with CTH “U” (County Line Road). The only exception is in the vicinity of Oneida, where CTH U strays into Outagamie County. CTH U is a two-lane, rural highway.
- CTH “VV” (Triangle Drive), within Brown County, extends for a little more than a mile from the west county line (CTH U) to an at-grade access to STH 29/32. CTH VV continues to the west into Outagamie County. The facility is a two-lane highway.

Pedestrian and Bicycle Facilities

The Village of Hobart’s existing transportation system is largely comprised of local streets, county highways, and federal/state highways. The Village has a pedestrian trail located within the Four Seasons Park but it does not have any designated bicycle trails within its boundaries. Several County Highways are listed as having a 3’ paved shoulder suitable for bicycling, including: CTH EE, CTH GE, CTH J, and CTH U.

Transportation Map will be inserted here

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Transit Service

The Village of Hobart does not possess transit service. The nearest such services are provided by Green Bay Metro. GB Metro's nearest services are located in the City of Green Bay, Village of Ashwaubenon, and City of De Pere.

Transportation Facilities for Elderly / Disabled

The Village of Hobart does not provide transportation facilities for the elderly or disabled. The nearest service is provided by Green Bay Metro's ADA Paratransit Service; although the Oneida Tribe provides senior transit services to its enrolled members.



Railroad Service

Rail service in the area is provided by Canadian National Railroad. The nearest active rail lines are located in the Village of Howard and the Town of Lawrence.



Courtesy GB Metro

Aviation Service

Austin Straubel International Airport is located in the Village of Hobart. The airport provides regular passenger and airfreight service to many cities. The airport also serves general aviation (GA) needs.



Courtesy Austin Straubel Intl. Airport

Austin Straubel is classified as a *Small Hub/Commercial Service* facility. Small hub airports are those that enplane between .05 percent and .25 percent of total U.S. passenger enplanements. Commercial service facilities support regularly scheduled year-round commercial airline service and support the full range of GA activity and international destinations.

Water Transportation

The main source of water transportation in the area is the Port of Green Bay. These port facilities allow access to world trade routes. Utilization of the port by industrial occupants of the Village would require rail or truck service to the port facilities, located six miles to the north.



Courtesy Port of Green Bay

Trucking

Hobart's truck routes are mainly the state and county highways that run through the Village.

Transportation Plan

Hobart's land use pattern and transportation system are largely oriented toward motorized vehicles. This section of the Transportation Chapter identifies the major aspects of the Village's transportation network and recommends methods of developing it over the next 20 years to accommodate a comprehensive multi-modal transportation system. The chapter also discusses the land use patterns that should be promoted during this period to create the desired system.

Streets and Highways

The existing cul-de-sacs, lack of sidewalks, and separation of land uses in the Village limits most travel to personal vehicles since alternative transportation modes are either unavailable or impractical. To enhance the ability of residents and visitors to safely and efficiently navigate Hobart's street system with and without personal vehicles, the Village should consider:

- Increasing street connectivity and intersection frequency when possible.
- Minimizing barriers to pedestrian and bicycle travel and encourage people to drive at appropriate speeds by installing traffic calming devices on existing streets as needed.

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- Improving accessibility and safety at intersections and other potential conflict points.
 - Developing a north/south and east/west transportation route that utilizes: Overland, Pine Tree (north/south), Trout Creek, Orlando, and Fernando (east/west).

Connectivity

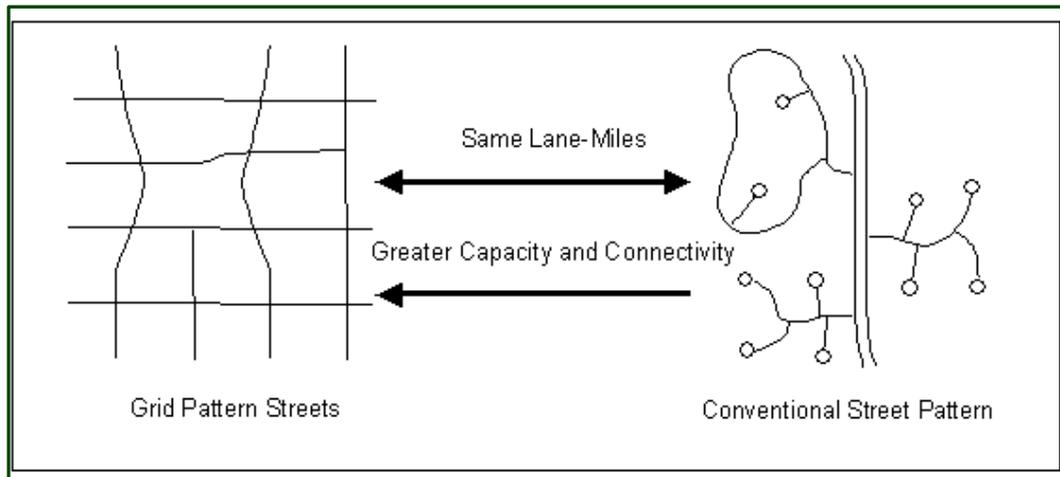
In order to increase opportunities for walking and bicycling in the Village, Hobart should encourage well-connected street patterns within new urban developments that connect to the existing transportation network. In addition to increasing multi-modal transportation opportunities, these systems provide motorists multiple with route options thereby minimizing traffic congestion. A comparison of well-connected and conventional street patterns is shown in *Figure 3.1*.

Well-connected street systems: enable traffic to be distributed evenly; are accessible to a variety of transportation system users; are easier to maintain; enable communities to create efficient sewer and water systems (requiring fewer stubs); and, provide efficient routes for fire departments and other emergency responders. However, circumstance may exist where streets cannot be connected due to physical or environmental constraints. If constraints prohibit street connections, the Village should allow the development of cul-de-sacs near such constraints. When cul-de-sacs are used they should include public rights-of-way or easements reserved at the bulbs to enable pedestrians and bicyclists to travel throughout the area easily.

Traffic Calming

Traffic calming is a method of street design, using physical measures (in concert with signage), to encourage people to drive more slowly. It creates physical and visual cues that induce drivers to travel at slower speeds. In essence, it is self-enforcing. The design of the roadway results in the desired effect without relying on enforcement or compliance with traffic control devices such as signals and signs.

Figure 3.1: Comparison of Well-Connected and Conventional Street Patterns



While elements such as landscaping and lighting cannot force a change in driver behavior, they do provide visual cues that encourage people to drive more slowly. Traffic calming tools include edgelines, chokers, chicanes, traffic circles, and raised crosswalks. In commercial areas, such measures can provide increased economic opportunities since drivers, once slowed down, are more likely to stop and shop than those driving at higher rates of speed.



Courtesy Autoevolution

Complete Streets¹

A design strategy growing increasingly popular in America's cities and towns is the *complete streets* movement. Complete streets aim to better integrate people and transportation systems (primarily roads). Incomplete streets – those designed with only cars in mind – limit



Courtesy HART TMA

¹ Much of this section was excerpted from Let's Complete America's Streets, www.completestreets.org, 2009.

transportation choices by making walking, bicycling, and taking public transportation inconvenient, unattractive, and, too often, dangerous. Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

- Complete streets make economic sense. A balanced transportation system that includes complete streets can bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations. Complete streets can reduce transportation costs and travel time while increasing property values and job growth. Research shows that building walkable streets and lowering automobile speeds can improve economic conditions for both residents and business owners, and anecdotal evidence indicates that home values increase on streets that have received complete streets treatments.
- Complete streets improve safety. They reduce crashes through safety improvements. One study found that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian risk by 28%. Complete streets also improve safety indirectly, by increasing the number of people bicycling and walking. A recently published international study found that as the number and portion of people bicycling and walking increases, deaths and injuries related to motor vehicle accidents decline.
- Complete streets encourage more walking and bicycling. Public health experts are encouraging walking and bicycling as a response to the obesity epidemic, and complete streets can help. One study found that 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels, while just 27% of those without safe places to walk were active enough. Residents are 65% more likely to walk in a neighborhood with sidewalks.
- Complete streets can help ease transportation woes. Streets that provide travel choices can give people the option to avoid traffic jams, and increase the overall capacity of the transportation network. Several smaller cities have adopted complete streets policies as one strategy to

increase the overall capacity of their transportation network and reduce congestion.

- Complete streets help children. Streets that provide room for bicycling and walking help children get physical activity and gain independence. More children walk to school where there are sidewalks. And children who have and use safe walking and bicycling routes have a more positive view of their neighborhood.
- Complete Streets are good for air quality. Air quality in our urban areas is poor and linked to increases in asthma and other illnesses. Yet if each resident of an American community of 100,000 replaced one car trip with one bike trip just once a month, it would cut carbon dioxide (CO₂) emissions by 3,764 tons of per year in the community. Complete streets allow this to happen more easily.
- Complete streets make fiscal sense. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.

Streetscaping

The term ‘streetscape’ generally refers to the visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees and open spaces that, when taken in their entirety, form the street's character. The goal of a streetscape plan is to develop and promote a set of design guidelines based upon existing and desired architectural elements and the historic character of a community that, when implemented, will create an attractive, high quality commercial environment. A well-designed streetscape plan will improve the quality of life for residents; expand economic viability, and increase the desirability of a community as a destination. The main elements of a streetscape plan include:



Courtesy Mogavero Notestine Associates

- Architectural design recommendations and guidelines for structures located along primary Village transportation corridors, and street enhancements to provide increased safety to pedestrians.
- Landscaping elements to be utilized within the Village core, at key entry points, and throughout the community.
- Integrated pedestrian and bicycle amenities, including resting areas, street furniture, Wi-Fi hotspots, bike racks, planters, water fountains, and trash receptacles, among others.
- A wayfinding system intended to assist visitors in navigating between key destinations.

Pedestrian and Bicycle Facilities

Since the majority of Hobart's streets do not include sidewalks many of the activities that would normally occur on them take place in driving areas. On any given day, residents walk on Village streets, neighbors talk to one another in front of their homes while being avoided by passing vehicles, and people engage in other activities that should occur outside of the street. Less-experienced bicyclists, particularly children, may also have trouble sharing streets with motorized vehicles. To create a pedestrian and bicycle system that complements Hobart's street system, the Village should:



Courtesy Friends of Mountain Bay Trail

- Expand the development of land use patterns that enable and encourage walking and bicycling.
- Create a safe, continuous pedestrian system throughout the Village.
- Enable people to easily reach developments in the Village on foot or by bicycle.

Pedestrian & Bicycle Plan

The primary mechanism for creating a pedestrian and bicycle system is a Bicycle & Pedestrian Master Plan. Such a plan would identify existing and desirable bicycle routes and pedestrian improvements within the Village and would be linked to adjoining communities and regional trails. It would also identify and prioritize pedestrian/bicycle facility needs and provide references for best practices in planning, designing, implementing, and maintaining those facilities. A Bicycle & Pedestrian Master Plan would serve as a blueprint for continuous improvement of pedestrian and bicycling conditions throughout Hobart.

Mixed Land Uses

To enable and encourage people to take to travel without the need of a car the Village of Hobart should implement the Land Use Chapter's recommendations for mixing land uses to create destinations that are easily reached by pedestrians and bicyclists. The mixing of residential, commercial, institutional, and recreational uses will enable people of all ages and physical abilities to travel from place to place without a motorized vehicle. This would significantly improve mobility for residents and minimize traffic on the existing street system. The primary area to encourage this type of mixed land uses is within and adjoining the *Centennial Centre at Hobart* development.

Centennial Centre at Hobart

Centennial Centre at Hobart is a mix of homes, jobs, and commerce with lush greenery and multi-modal pedestrian pathways located along STH 29 in the Village. The development has a hierarchy of streets based on the function each street serves. There are four major streetscape types within the development: a six lane, four lane, three lane, and local roads. Each street type has a specific organization and set of amenities depending on its location and use.



Courtesy: Village of Hobart.

Figure 3.2: Segregated Land Uses vs. Mixed Uses with High Connectivity

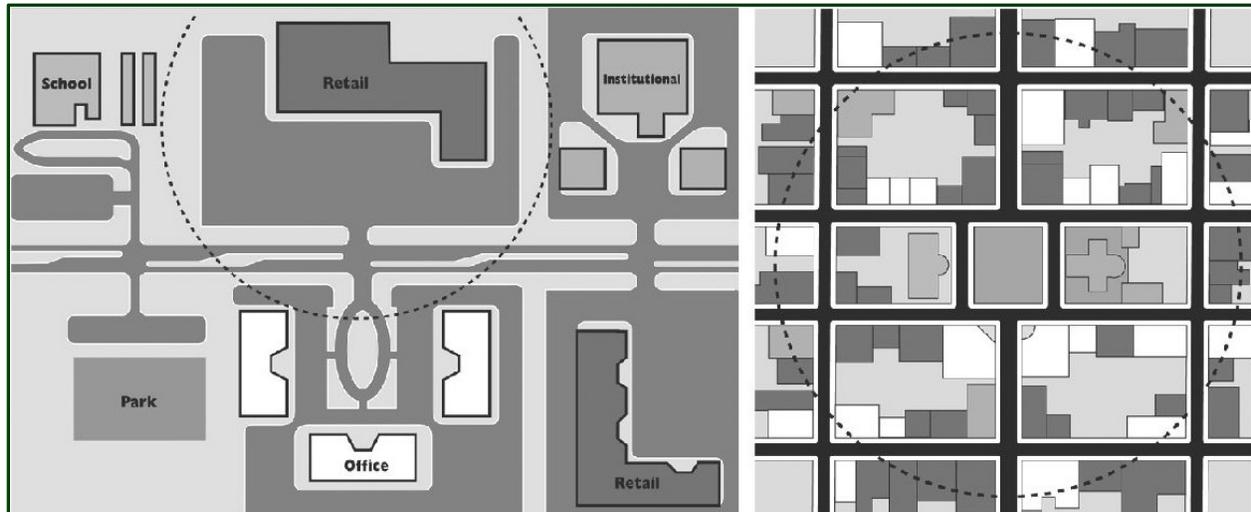


Figure 3.2 compares a conventional land use and street pattern with a mixed land use and grid street pattern. The dotted circle on the diagram represents a 500-foot radius, which is a distance that most people feel comfortable walking. This diagram demonstrates that a greater number and variety of destinations are easily reachable on foot (and by bicycle) when land uses are mixed and streets are interconnected. A well-connected street system allows people to travel much shorter distances to reach their destination.

Residential Connectivity

A well-connected street pattern may not be feasible in all parts of the Village due to the presence of existing development or physical constraints. When cul-de-sacs must be built and development and physical barriers are not present, Hobart 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.

Developing land use patterns that enable and encourage walking and bicycling, creating a safe and continuous pedestrian system, and enabling people to easily reach developments from the streets and walkways will increase mobility for everyone in Hobart. This enhanced mobility and choice of viable transportation modes will also help attract new residents to the Village,

improve access to Village businesses, and allow the Village's existing and future street system to handle traffic efficiently.

STH 29 / CTH VV Interchange

The Village of Hobart and adjoining communities have initiated an effort to secure vehicular access via the interchange at STH 29 and CTH VV. Utilizing a position paper developed by the Village and its neighbors, the communities have engaged with other stakeholders to undertake a comprehensive lobbying effort with WisDOT, State Legislators and the Governor's office regarding the need for direct highway access at the interchange abutting *Centennial Centre at Hobart*.

Equestrian Trails

As the Village develops its pedestrian and bicycle trails, consideration should also be given to other modes of transportation and recreation including equestrian trails. Future trails for this mode of transportation should be coordinated with existing and future recreational facilities.

Transit

Fixed-route transit service is not currently available in the Village. However, as the area around the *Centennial Centre at Hobart* develops fixed-route transit service may become marketable. The growth and population density of these areas should be monitored over the long-range planning period to determine if a bus route should serve them in the future.

Elderly and Disabled Transit

By participating in the Green Bay Metro system elderly and disabled residents in Hobart would have access to the service offered by Metro's ADA Paratransit Service. Although there are other companies in Brown County that offer the same service, Metro's ADA Paratransit Service is able to offer clients a very low per-trip rate. The Metro ADA Paratransit Service is also obligated to pick up and drop off clients within time limits specified in a contract with Metro (which is based on standards in the Americans with Disabilities Act), so the service is very reliable.

Infrastructure for Electric Vehicles

Plug-in hybrid and full electric vehicles are becoming increasingly common on America's roads and highways. Electric plug-in stations are being constructed in cities around the country. These systems may be installed by state and local government or provided by business owners as value-added options at local coffee shops and shopping centers. The Village may consider working with local businesses to consider providing the infrastructure to support electric vehicles.



Courtesy Envision Solar

Electric plug-in stations are available that do not require extensive infrastructure support. Examples, like the EV-ARC shown in the image at right, are intended to fit inside a standard parking space. They can generate as much as 16 kWh from solar power each day and store up to 22 kWh in on-board batteries. The solar arrays on these systems are capable of tracking the sun's movement to ensure maximum electrical generation.

Rail Transportation - Passenger Rail

The Green Bay Metropolitan Area does not currently have access to passenger rail service. The Midwest Regional Rail Initiative, a cooperative, multi-agency effort that began in 1996 and involves nine Midwest states (Indiana, Illinois, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin) as well as the Federal Railroad Administration, has a plan to develop a passenger rail system that offers business and leisure travelers shorter travel times, additional train frequencies, and connections between urban centers and smaller communities. Should this service be implemented, it would provide opportunities for travel throughout the Midwest without using personal vehicles.

Air Transportation

Austin Straubel International Airport will continue to provide air service to people traveling to and from the village. Hobart should work with representatives of the airport over the next 20 years to support the retention

and, if possible, expansion of air carriers that offer passenger and freight service.

Truck Transportation

The Village does not currently have a formal system of truck routes since the bulk of heavy truck trips occur on the county and state highways. However, as commercial and other truck-generating land uses develop during the next 20 years the Village should consider identifying streets where heavy trucks are allowed to travel. These routes should be designed to minimize impacts on residential areas and inform truck drivers of the most efficient routes into and out of the Village.

Once this system is identified, the Village should mark the truck routes with street signs that distinguish them from the other Village streets. One method of doing so is to paint the truck route street signs a unique color easily identified by truck drivers. This approach has proven effective in the Village of Ashwaubenon.

Water Transportation

The Village may consider participating in the Port of Green Bay's plan implementation process. Engaging in this effort would enable Hobart to inform planners of the community's intentions to utilize the port and ensure that modifications to the port's policies and facilities were consistent with the Village's long-term economic development strategy.

Official Map

Adopted by a municipality, an Official Map delineates existing and future streets, highways, and other public facilities such as parks and drainage systems. The purpose of the map is to ensure the proper location and economical acquisition of streets applies and other public places. Where, for example, the map is required to show the location of drainage systems, parks, and other public improvements, it tends to preserve these locations for future development and to minimize costs. The official map is an effective tool for actively implementing the community transportation visions identified in this plan. It also lends some stability to the overall development process.

Consistency with State and Regional Transportation Plans

Wisconsin Statutes §66.1001(2)(c) requires communities to compare the local governmental units objectives, policies, goals and programs to state and regional transportation plans. It also requires communities to incorporate applicable state, regional and other transportation plans into their Comprehensive Plan. The goals, objective, policies, and programs of this chapter are consistent with and implement all relevant sections of the following plans and programs:

Wisconsin Bicycle Transportation Plan 2020

WisDOT completed the *Wisconsin Bicycle Transportation Plan 2020* in 1998. The plan establishes goals, objectives, and policies for both urban and rural bicycling, and recommends strategies and actions for WisDOT, local governments, and others to take to implement the plan. The goals of this plan include encouraging bicycling and increasing the number of bicyclists in Wisconsin.

The Wisconsin Pedestrian Policy Plan 2020

The *Wisconsin Pedestrian Policy Plan 2020*, created by the WisDOT, was established to make pedestrian travel a viable, convenient and safe transportation choice throughout Wisconsin. While the Policy Plan primarily aims to minimize the barrier to pedestrian traffic flow from State Trunk Highway expansions and improvements, it provides guidance to local communities on how to encourage pedestrian travel through the creation of pedestrian plans, increasing enforcement of pedestrian laws, adopting and implementing sidewalk ordinances, and addressing pedestrian issues through the public participation component of Comprehensive Smart Growth Planning.

Brown County Bicycle and Pedestrian Plan Update—2011

The Village will take into consideration the *Brown County Bicycle and Pedestrian Plan* as it reviews neighborhood developments.

Local Roads Improvement Program

The *Local Roads Improvement Program* (LRIP) assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. The competitive reimbursement program pays up to 50% of total eligible costs with local governments providing the balance. The program has three basic components: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP).

Pavement Surface Evaluation & Rating

Software tools help jurisdictions to prioritize their transportation projects. Information collected as part of the *Pavement Surface Evaluation & Rating* (PASER) system helps establish budget parameters, select possible projects, and evaluate the implications of maintenance decisions. This information is submitted to WisDOT every two years and is integrated into the *Wisconsin Information System for Local Roads* database.

Transportation Budgeting

Capital Improvements Plan

Road maintenance and improvement costs are a major expense and can consume a large share of the local budget. The Village is in the process of developing a Capital Improvements Plan (CIP). A CIP assists in planning for major project costs by creating a multiyear scheduling plan for physical public improvements including transportation. The schedule is based on the projection of fiscal resources and prioritization of improvements five to six years into the future. Capital improvements include new or expanded physical facilities that are relatively large in size, expensive, and permanent.

A transportation-oriented CIP outlines a community's capital item needs and purchase plans, including:

- Park acquisition and improvements
- Public buildings improvements and maintenance

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- Emergency vehicle purchase and replacement
 - Trail development
 - Street improvements (e.g. widening, crosswalks, signalization, corridor studies, etc.)

Capital items are generally defined as those items that are expensive (cost \$5,000 or more) and will last at least 3-5 years. The CIP also includes improvement projects required for the community's future and the appropriate timeline and funding to be followed to implement the improvements. The CIP process helps to ensure that improvements are made in a logical order and do not surprise local officials or taxpayers. It allows the community to focus on needs and goals and establish rational priorities.

Funding to Develop the Transportation System

To help fund the development of its multi-modal transportation system, the Village should apply for transportation grants from various sources over the next several years. Some examples of these programs are identified below.

Knowles-Nelson Stewardship Program

The *Knowles-Nelson Stewardship Program* is administered by WDNR to preserve natural areas and wildlife habitat, protect water quality and expand outdoor recreation. The Village may apply for funds from the program to assist in funding the construction of the recommended off-street trail system. The Village may contact WDNR for more information.

Highway Safety Improvement Program

The *Highway Safety Improvement Program* (HSIP) is administered by WisDOT and the funds are used for highway safety projects at locations that have a high crash history. The objective of the HSIP is to develop and implement stand-alone safety projects that will reduce the number and severity of crashes. The funding ratio for this program is 90% federal and 10% local match.

Local Road Improvement Program

Administered by WisDOT, the Local Road Improvement Program is a reimbursement program that will assist local governments in improving county highways, town road, and city and village streets that are severely deteriorated.

Transportation Alternative Program

The Transportation Alternatives Program (TAP) for the Green Bay Urbanized Area is administered by the Brown County Planning Commission/Green Bay MPO. Funds can be used for projects that include on-road and off-road facilities for pedestrians and bicyclists, conversion of railroad corridors to trails for pedestrians, bicyclists and other non-motorized users, environmental mitigation, Safe Routes to School and community improvement activities.

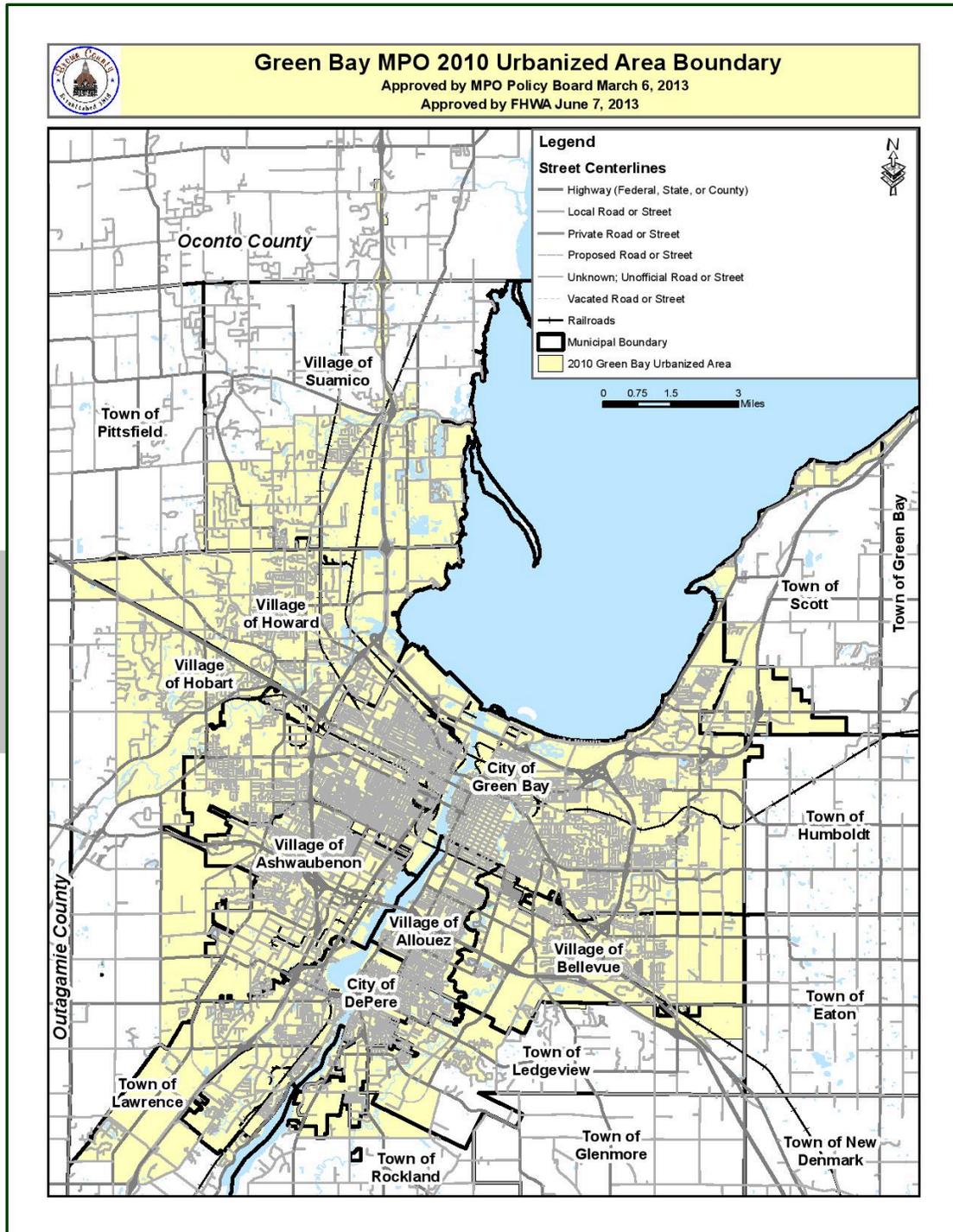
TAP projects in Hobart that are within the GB Urbanized Area would be reviewed and approved by the BCPC/GB MPO. See map on following page for the portion of Hobart that is within the GB Urbanized Area.

Bicycle and Pedestrian Facilities Program

The Bicycle and Pedestrian Facilities Program is a grant program under TAP that provides funding to construct or plan for bicycle or bicycle-pedestrian facility projects. State statutory language specifically excludes pedestrian-only facilities such as sidewalks and streetscape projects. Construction projects costing \$200,000 or more are eligible for funding, as are planning projects costing \$50,000 or more. Additionally, completed projects must be usable and not staged so that additional money is needed to create a useful project. Project sponsors must pay for a project and then seek reimbursement from WisDOT. Federal funds will provide up to 80% of project costs, while the sponsor must provide at least the other 20%.

CMAQ Program

Should Brown County be designated an air quality non-attainment area in the future, the Village may seek funds from the Congestion Mitigation and Air Quality Program (administered by WisDOT) to implement projects that would improve the area's air quality.



Implementation Plan

The goals, objectives, and policies related to transportation are presented in *Chapter 9: Implementation*.

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