

EAST RIVER TRAIL EXTENSION PLAN

ADOPTED BY THE BROWN COUNTY PLANNING COMMISSION
BOARD OF DIRECTORS

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East River Trail Extension Plan

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I. Introduction

The first paved segment of the East River Trail was constructed in the Village of Allouez in 1990 and extensions have occurred in the village and Town of Bellevue periodically since this time. Throughout this period, the trail has been used as a recreational facility that allows people to reach riverside parks, take walks and bike rides along the water, and generally enjoy nature in an urban setting.

The East River Trail currently ends immediately north of the Allouez/De Pere boundary along Lebrun Street, but the City of De Pere and Town of Ledgeview are planning to construct trail segments to link with the existing trail. Prior to this plan, the assumption was that the trail would follow the meander of the East River through the city and town to the south. While following the meander would create a pleasant nature walk for people in the area, it would be inconvenient for people wishing to travel between their homes and area destinations and could result in the trail being cut off if the river's channel changes in the future. Therefore, this plan recommends methods of developing a trail that will withstand changes in the river's course and safely accommodate a significant amount of use by a wide variety of transportation- and recreation-oriented users. The plan also recommends a connection to the Fox River Trail north of Rockland Road in De Pere to create a continuous trail system and enable people to travel safely and enjoyably throughout the southern portion of the metropolitan area.

II. Trail Alignment

Main Trail

The existing trail in Allouez and Bellevue is an attractive recreation route because it runs very close to the banks of the East River. However, the trail's meander makes it an unattractive route for people wanting to use it for transportation trips and the erosion of the river's banks is beginning to cause the trail to crack and ripple in some places. To make the trail attractive to transportation users and more resistant to floods, erosion, and changes in the river's course, the trail extension should have fewer bends and should be situated outside the floodway whenever possible.

Map 1 shows the recommended alignment for the main segment of the trail. This alignment generally follows the floodway boundary along the west side of the East River and avoids all wetlands that are identified on the Wisconsin Wetlands Inventory Map. The trail crosses the floodway boundary in a few places, but this cannot be avoided without creating significant bends in the trail. The map also shows how the trail is recommended to parallel the southern bypass segment that is scheduled to be constructed by the Brown County Highway Department in 2003 and 2004 before connecting to the Fox River Trail.

Alignment Alternatives between Ledgeview Road and CTH X

Purchase of Trail Easements from Property Owners

To avoid having to construct two additional bridges over the East River and enter a large wetland area near the river's east bank, Ledgeview should attempt to purchase trail

easements from the property owners along the east side of Swanstone Circle. These easements, which could run along the inside of the floodway boundary (and far away from the homes), would likely be less expensive than two bridges and the boardwalk trail that would have to be built through the wetland area. Keeping the trail on the west side of the river would also be more convenient for users. This route is identified as Alternative A in Maps 1, 2, and 3 of the plan.

Alternative Trail Routes

If the homeowners along Swanstone Circle are not willing to sell the trail easements, the trail could follow the alignment alternative identified by the Ledgeview Town Board (Alternative B in Maps 1, 2, and 3) or the route identified as Alternative 3 in Maps 1 through 3.

Scenic Trail Extensions

It is also recommended that the scenic trail extensions shown on Map 1 be constructed to enable people to recreate near the river. These extensions will provide access to the river and the recreation facilities planned for the parkway while allowing work commuters and other transportation-oriented trail users to complete their trips quickly and conveniently.

III. Trail Surface and Width

Surface

Because the East River Trail extension will be used by people of all ages for several purposes, it is important to build the trail to accommodate as many transportation- and recreation-oriented users as possible. This would best be accomplished by paving the trail with asphalt for the reasons discussed below.

1. Maximization of Trail Uses

Limestone is an appropriate surface for walkers, joggers, and mountain bikers. However, a smooth and firm asphalt surface can also safely and quietly accommodate in-line and other skates, touring bikes (with narrow wheels), strollers, bicycles with training wheels, wheelchairs and other mobility aids, and other devices that would be difficult or dangerous to use on a limestone trail. Asphalt also provides a reasonably soft surface for walkers and joggers.

2. Maximization of Trail Users

A smooth and firm asphalt trail can easily be used by people of all ages and skill levels because it offers very little resistance. A limestone trail, however, requires people to exert more energy to travel on the looser, rougher surface. This resistance would make it very difficult and less pleasurable for children, the elderly, people in wheelchairs, and many young adults to participate in the variety of activities that will be popular on the East River Trail extension.

3. *Attractiveness*

An asphalt trail can be easily placed on minor slopes and blended into the surrounding landscape. It is also possible to easily and inexpensively color an asphalt trail using a polymer pigment or colored aggregate to further blend with the area. In addition, asphalt trails maintain their shape and do not crumble into surrounding properties as limestone trails tend to do.

4. *Minimization of Noise*

An asphalt trail is much quieter than a limestone trail. This will be important to trail users during periods of even light use, but it will be especially important to people that live near the trail. Since some homes will be located close to the trail, a surface that minimizes noise will be appreciated by the people that will experience all of the daily trail traffic.

Width of Trail Extension

The trail extension should be 12 feet wide to conform with the current American Association of State Highway and Transportation Officials (AASHTO) standard for multi-use trails. A trail this wide allows walkers, bicyclists, in-line skaters, and other users to share the trail comfortably. A 12 foot wide trail also accommodates authorized motor vehicles (maintenance vehicles, ambulances, etc.) easier than a narrower trail.

Width of Existing Trail

The existing trail in Allouez is very narrow (approximately eight feet or less in many places) and has difficulty safely handling the number of people that currently use it. Because the number of users and uses will likely increase along the Allouez segment when the trail is extended thorough De Pere and Ledgeview, it is important that the existing trail be able to accommodate the new traffic. Therefore, the existing segment should be expanded to 12 feet wide where possible and to no less than 10 feet wide to maximize user safety, enable emergency vehicles to travel comfortably to isolated areas of the trail, conform with AASHTO standards for multi-use trails, and be consistent with the width of the new segment to the south.

Page for Map 1

IV. Parking Areas/Public Access Points

Parking Areas

According to the *1995 Brown County Sewage Plan*, the development of impervious surfaces such as parking lots is not usually allowed within Environmentally Sensitive Areas (ESAs) due to the possibility of adverse water quality impacts. Because the entire East River Parkway appears to be within the East River ESA, the development of an asphalt or concrete parking lot within the floodway portion of the ESA would not likely be allowed by the county. However, because this is a public parkway, the county would likely allow De Pere and Ledgeview to place impervious surface lots outside the floodway portion of the ESA.

Parking for the East River Trail extension is recommended at the following locations (see Map 2 for details):

1. *Lebrun Street (Allouez and De Pere)*

A large asphalt parking lot should be constructed south of Lebrun Street in De Pere to serve trail users and people using the recreational facilities planned for the East River parkway in De Pere. This lot should be built outside the East River floodway (and floodplain, if possible) to avoid placing an impervious surface within an Environmentally Sensitive Area (ESA).

2. *Charles Street (De Pere)*

De Pere should construct an asphalt parking lot at the end of the Charles Street extension west of the main trail. The parking lot should be built west of the trail so vehicles will not have to cross the trail to reach the lot and to keep the asphalt surface out of the floodway.

3. *Park south of CTH G (Ledgeview)*

Ledgeview should construct an asphalt parking lot in the park south of CTH G to create a convenient trail access point for people traveling to the trail from the east and west. This lot should also be built west of the trail for the reasons identified above.

4. *Lot southwest of CTH X (Ledgeview)*

Ledgeview should construct an asphalt parking lot on the southwest side of CTH X across from Swan Ridge Trail to provide convenient trail access to people traveling from the east and west in this area. This lot would also be located outside the floodway.

Page for Map 2

5. *Lot east of Viking Lane (Ledgeview)*

The town should consider constructing a parking lot at the end of Viking Lane to serve people that will use CTH PP to reach the trail. The development of this lot should be coordinated with the planned connection of Viking Lane to Swan Road to ensure that the lot will not have to be relocated in the future.

Additional Public Access Points

In addition to the parking lots identified above, people will be able to access the trail at the following locations:

- Lebrun Street
- CTH G (Dickinson Road)
- Ledgeview Road
- Public trail easement in De Pere south of Ledgeview Road
- CTH X
- CTH PP
- Enterprise Drive
- Fox River Trail
- All public trail easements between subdivision lots
- Any other public property that abuts the trail

The public trail easements should be no more than 500 yards apart to allow several opportunities for people to access the trail.

Entrance Barriers

The trail access points should be constructed to keep out unauthorized motor vehicles. This can be accomplished by erecting barrier posts or gates on the trail's edges and possibly removable posts in the center of the trail at each access point. These barriers will enable bicycles, strollers, wheelchairs, emergency and maintenance vehicles, and other authorized uses to enter the trail through the gaps between the gates or posts while prohibiting unauthorized motor vehicles.

If posts are used along the existing East River Trail and the trail extension, the barriers should have the following characteristics according to AASHTO and the North Carolina Department of Transportation:

1. The center posts should be drop-down bollards or removable posts that will allow emergency, maintenance, and other authorized motor vehicles to enter the trail.
2. The center posts should be at least five feet from the outer posts to allow bicyclists and other authorized users to enter the trail and to prohibit unauthorized motor vehicles.

3. The posts should be at least three feet high and reflectors or reflector tape should be placed on the posts to make them visible at night.

Alternative barrier designs have been presented by AASHTO and the Ohio Department of Transportation, but gates and/or the barriers described above should be sufficient for the East River Trail.

V. Access to Adjacent Subdivisions

One of the reasons the East River Trail extension is being planned now is to allow it to be incorporated into plans for subdivisions in this part of De Pere and Ledgeview. In addition to including the trail alignment in these plans, it is recommended that developers identify 20 foot easements between a few lots (possibly at each cul-de-sac bulb) to enable people that do not live next to the trail to reach the trail quickly and conveniently without having to drive to the nearest parking lot.

VI. Uses Allowed on the Trail

The following uses are recommended for the existing and new portions of the trail:

1. Bicycling
2. Walking/jogging
3. In-line skating/roller-skating
4. Child mobility devices (strollers, tricycles, etc.)
5. Mobility aids & service animals
6. Cross country skiing
7. Authorized motorized vehicles

These uses are discussed below.

Bicycling

Bicycling is one of the most popular transportation and recreation activities on the existing East River Trail and it will likely become even more popular after the trail is extended to the south. Bicycles enable people to quickly travel to several destinations inside and outside of the metropolitan area along the safe and scenic trail while generating very little noise, dust, and other negative impacts in the immediate area.

Walking/jogging

Like bicycling, walking is a viable transportation and recreation mode that generates very little noise and other negative impacts on surrounding property owners and natural habitats. Jogging is another activity that is very popular and does not impose on the surrounding area.

In-line skating/roller-skating

In-line skating has been a popular form of recreation for several years. However, in-line skating is quickly becoming a mode of transportation used by work commuters and

others throughout the country. Because the East River Trail will eventually be located near several homes in De Pere and Ledgeview, the trail will be a very viable route for current skaters and those that would be willing to skate if an appropriate facility were available. Roller-skating is also a popular form of recreation and transportation that should be allowed on the trail.

Child Mobility Devices

Mobility devices used by children (and parents of children) such as strollers, tricycles, and bicycles with training wheels will be allowed on the trail.

Mobility Aids & Service Animals

The East River Trail extension will comply with Americans with Disabilities Act (ADA) standards for recreation and transportation trails, and people that use mobility aids and service animals will be allowed to use them on the trail.

Cross Country Skiing

Cross country skiing is allowed on the existing East River Trail and will be allowed on the Fox River Trail when it is constructed, so cross country skiing will also be allowed on the East River Trail extension.

Authorized Motorized Vehicles

Motorized vehicles pose a danger to trail users, generate a significant amount of noise and other pollutants, and are capable of severely damaging the trail. Therefore, only mobility aids (mentioned above), emergency vehicles (ambulances, etc.), and other authorized vehicles (maintenance, etc.) should be allowed on the trail.

VII. Prohibited Uses

It is recommended that the following uses not be allowed on the trail:

1. Hunting
2. Camping
3. Fires
4. Non-authorized motorized vehicles
5. Animals (except service animals)

VIII. Hours of Operation

The Mountain-Bay Trail is currently open from sunrise until sunset, which is a sufficient amount of time for a recreational trail. The East River Trail, however, will presumably be traveled by work commuters and others that use the trail for transportation purposes. Therefore, the East River Trail should remain open between 6:00 a.m. and 11:00 p.m. all week to accommodate commuters and people that want use the trail recreationally after dark and to be consistent with the operation hours for each community's parks.

IX. Lighting and Marking

It is important that the trail be open for a sufficient amount of time each day and that it be lighted for it to be an effective transportation route. A lighted trail will allow people to safely travel to a destination when it is dark, but the most important function of the lighted trail will be to enable people to return home from destinations to which they traveled during daylight hours. The best example of this situation is when people return home from work in the evening. If the trail is not open and lighted, people that do not leave work until nightfall will not use the trail because they will not have access to the facility for their trips home.

The East River Trail extension will be relatively straight and well defined; however, because portions of the trail will run near the river and will be very dark at night, lighting will be necessary to define the trail, illuminate street crossings and other access points, and enable people to see other trail users.

The following lighting guidelines are recommended:

1. The communities should install conventional street lights at all street crossings that do not already have lights. This type of light should also be considered for the other access points, but the lights might not have to be as bright as those used for street crossings.
2. Low wattage light fixtures that concentrate light on the trail should be installed at various locations by the communities to illuminate the trail. These fixtures should be high enough so as not to shine in the eyes of bicyclists, in-line skaters, and other trail users.
3. Post lighting (bollards) should be installed at various locations by the communities to define the trail. These lights should also be low wattage and no more than three feet high to minimize neighbor and trail user inconvenience. These lights should generally be placed on the west side of the trail to direct the light away from nearby homes.
4. The outer edges of the trail's asphalt segment should be striped with reflective paint or tape to enhance trail visibility. If this is not feasible along the entire segment, reflective paint or tape should be placed along the edges in poorly lighted areas.
5. Allouez, De Pere, and Ledgeview should seek assistance from local utilities to purchase and install the trail lights. This approach was used to light trails in the Fox Cities and could be an appealing outreach project in this area as well.

X. CTH G Underpass

The CTH G bridge over the East River in Ledgeview will be replaced when the street is reconstructed in 2001, and the Brown County Highway Department will extend the span to allow the trail to run under the bridge along the east side of the river.

XI. CTH X Underpass

The CTH X crossing in Ledgeview could be hazardous because of the high vehicle volumes and speeds in this area. To make this crossing safer, a bridge extension project similar to the one along CTH G should be considered to allow the trail to go under the road when CTH X is reconstructed in 2004. The structure will, however, need to have a sufficiency rating of below 50 to make it eligible for the federal bridge replacement funds that will likely be necessary to pay for the additional cost of extending the bridge to accommodate the trail.

XII. Southern Bypass Underpass

A grade-separated southern bypass crossing should be considered immediately west of the East River when the bypass is constructed to enable people to cross the bypass safely. This crossing would be especially useful if the Unified School District of De Pere constructs a school south of the bypass in the future.

XIII. Connection to the Fox River Trail

A logical connection point between the East River and Fox River Trails is immediately north of where the Fox River Trail will cross the southern bypass in De Pere. The two trails would be connected by running the East River Trail along the north side of the bypass between the East River and Fox River Trail within the bypass right-of-way. This connection would establish the southern portion of what will eventually become a complete trail loop along the Fox and East Rivers in Ledgeview, De Pere, Allouez, and Green Bay.

XIV. Trail Patrols

Some people that own property near proposed trails are concerned that loitering, littering, vandalism, and other crimes will increase substantially if a trail is built behind their homes. However, studies completed for several trails throughout the country have shown that trails do not encourage crime. In many places, crime significantly decreased after trails were constructed because the seclusion that acted as a catalyst for these problems was removed.

In July of 1998, the Brown County Planning Commission completed an analysis that examined crime along the Mountain-Bay Trail in Brown County, the existing East River Trail in Allouez, the Ahanapee Trail in Kewaunee County, and the Gillett to Wabeno Trail in Oconto County. This analysis found that crime was virtually non-existent on each of these trails and that the trail neighbors do not have any concerns about criminal activity.

The Mountain-Bay Trail is currently patrolled by a ranger employed by the Brown County Park Department and the *Fox River Trail Development Plan* recommends that a ranger patrol this facility once it is built. This approach might not be feasible for the existing and planned East River Trail segments, but Allouez, De Pere, and Ledgeview should consider the following security measures:

1. The communities should work together to develop a security management plan. This plan would discuss procedures for responding to emergency calls along the trail, patrol schedules, and other security details.
2. The communities should consider assigning police officers to occasionally ride the East River and Fox River Trails to enhance security.
3. De Pere and Allouez police officers and Brown County Sheriff's Department deputies should periodically drive past the trail access points and other points where the trail is visible from the street to deter criminal behavior.
4. The communities should form volunteer patrols for their portions of the trail. The volunteer patrols would be similar to neighborhood watch groups in that they would monitor the trail and report violations to their local law enforcement agencies.

XV. Public Restrooms/Other Facilities

It is recommended that public restroom facilities be constructed at the following locations:

- Next to the recommended Lebrun Street parking lot in De Pere
- Next to the recommended parking lot in the Ledgeview park south of CTH G
- Next to the recommended parking lot along CTH X in Ledgeview

These facilities could also contain concession areas, indoor seating for events, and other amenities for trail and park users.

Like the asphalt parking lots, these facilities should be built outside the East River ESA to allow water to flow freely during floods.

XVI. Trail Maintenance

Adopt-A-Trail Program

Each community will be responsible for maintaining its portion of the East River Trail. However, it is recommended that groups and individuals be encouraged to participate in an Adopt-A-Trail program similar to the one offered by the Wisconsin Department of Natural Resources. Many groups and individuals currently participate in the Mountain-Bay Trail's Adopt-A-Trail program, and many people would likely adopt portions of the East River Trail extension once it is constructed. A detailed description of the state program and the guidelines used by the Brown County Park Department for its trails are included in Appendix 1 of the plan.

XVII. Signs Along the Trail

As few signs as possible should be placed along the trail to minimize user confusion and the impact on natural surroundings. However, the following signs should be installed along the trail:

1. Advance notice signs that identify intersecting streets and all other public access points.
2. Signs that identify the location of bicycle facilities in the *Brown County Bicycle and Pedestrian Plan Update* that intersect with the trail (e.g. Allouez Avenue in Allouez, CTH G in De Pere, and CTH X in Ledgeview).
3. Adopt-A-Trail signs (two per adoption segment).
4. Signs that identify each community (at boundaries).
5. Signs that identify hazards, bridges, stops, and curves.

The signs' designs should conform to the standards in the Wisconsin Department of Natural Resources Trail Signing Handbook.

XVIII. Estimated Project Costs & Funding Methods

The new segment of the East River Trail between Lebrun Street and the Fox River Trail will be approximately 3.8 miles long, 12 feet wide, and will include at least two bridges over the East River (near CTH G). To ensure that the trail is durable, it must be constructed with an adequate base, subgrade reinforcement in areas of unstable soils, and an asphalt thickness of at least two inches.

A cost per square foot estimate from the Brown County Highway Department was used to calculate the assumed costs for the East River Trail extension. The square foot estimate, which includes the costs of excavation, base, asphalt, and other components of the trail project, is based on the actual costs associated with constructing an asphalt trail parallel to CTH EB in 1999. The East River Trail extension cost calculations are included in Appendix 2 of the plan.

Trail from Lebrun Street to the Fox River Trail

The estimated costs for the trail between Lebrun Street and the Fox River Trail are below. These cost estimates were developed assuming that Alternative A would be chosen between Ledgeview Road and CTH X. The total costs will likely be higher if Alternative B or C is developed instead.

Item	Estimated Cost
Asphalt trail, base, etc.	\$408,240
Two bridges over East River (at CTH G)	\$111,680
TOTAL ESTIMATED COST	\$519,920

If each community's trail development cost is based on the amount of trail in each community, the costs would be as follows:

- Allouez: \$19,440 (12,000 square feet of trail and no bridges)
- De Pere: \$85,536 (52,800 square feet of trail and no bridges)
- Ledgeview: \$414,944 (187,200 square feet of trail and two bridges)

Phased Trail Development

Because the entire trail would be expensive to develop at one time and the cost to Ledgeview would be especially high, the communities could choose to develop the trail in two phases. If this approach is chosen, it is recommended that the first phase be between Lebrun Street and Ledgeview Road and that the remaining segment between Ledgeview Road and the Fox River Trail be constructed in the future as phase two (see Map 3 for the recommended phases). This approach would enable De Pere and Ledgeview to pay for the trail over a longer period of time while providing timely trail access to the most rapidly developing areas of the city and town.

If this approach is chosen, each community's costs for phases one and two would be as follows:

Phase 1

- Allouez: \$19,440 (12,000 square feet of trail and no bridges)
- De Pere: \$57,543 (35,520 square feet of trail and no bridges)
- Ledgeview: \$209,657 (60,480 square feet of trail and two bridges)

Phase 2

- De Pere: \$27,994 (17,280 square feet of trail and no bridges)
- Ledgeview: \$205,286 (126,720 square feet of trail and no bridges)

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Federal and State Assistance for Trail Development

Even if the trail is developed in phases, the Town of Ledgeview will have to pay for a significant portion of the facility and the entire cost of the two East River bridges near CTH G. To reduce the financial burden on the town (as well as the village and city), it is recommended that the communities apply for federal and/or state assistance to pay for a large portion of the trail and bridges. Some of the federal and state assistance programs that the communities should consider are addressed below.

Statewide Multimodal Improvement Program (SMIP)

The Local Transportation Enhancements Program and Surface Transportation Discretionary Program are federally funded programs that are administered by the Wisconsin Department of Transportation as the Statewide Multimodal Improvement Program (SMIP). These two reimbursement programs are designed to promote activities that enhance a transportation project and to foster alternatives to single occupant vehicle trips, and the East River Trail extension would be an eligible project for both programs because it is designed to be a transportation facility. Each program is capable of funding up to 80 percent of the trail development costs if the project is approved by the state, which would reduce each community's share to the following amounts:

Scenario	Total Cost	SMIP Share (80%)	Allouez	De Pere	Ledgeview
Entire Trail	\$519,920	\$415,936	\$3,888	\$17,108	\$82,988
Phase I	\$286,640	\$229,312	\$3,888	\$11,509	\$41,931
Phase II	\$233,280	\$186,624	\$0	\$5,599	\$41,057

Wisconsin DNR Outdoor Recreation Grant Programs

The Wisconsin Department of Natural Resources (WisDNR) offers several recreation grant programs for trails and other activities related to recreation. These programs would be capable of funding up to 50 percent of the East River Trail extension development costs, but the communities would still be responsible for at least the other half. However, the recreation grant programs that are state funded could also be used to cover the local match required for the two SMIP programs discussed above, which would enable the trail to be developed at no cost to the communities.

XIX. Summary of Recommendations

Trail Alignment

Main Trail

The trail extension should have fewer bends and should be situated outside the floodway whenever possible to make the trail attractive to transportation users and more resistant to floods, erosion, and changes in the river's course.

Alignment of Trail between Ledgeview Road and CTH X

To avoid having to construct two additional bridges over the East River and enter a large wetland area near the river's east bank, Ledgeview should attempt to purchase trail easements from the property owners along the east side of Swanstone Court. This route is identified as Alternative A in Maps 1, 2, and 3 of the plan.

If the homeowners along Swanstone Circle are not willing to sell the trail easements, the trail could follow the alignment alternative identified by the Ledgeview Town Board (Alternative B in Maps 1, 2, and 3) or the route identified as Alternative 3 in Maps 1 through 3.

Scenic Trail Extensions

The scenic trail extensions shown on Map 1 should be also constructed to enable people to recreate near the river.

Trail Surface

The main trail should be paved with asphalt.

Trail Width

Width of Trail Extension

The East River Trail extension should be 12 feet wide to conform with the current AASHTO standard for multi-use trails.

Width of Existing Trail

The existing East River Trail should be expanded to 12 feet wide where possible and to no less than 10 feet wide to conform with the AASHTO multi-use trail standard.

Parking Areas/Public Access Points

Parking Areas

- Lebrun Street (Allouez and De Pere)
- Charles Street (De Pere)
- Park South of CTH G (Ledgeview)
- Southwest of CTH X (Ledgeview)
- East of Viking Lane (Ledgeview)

Additional Public Access Points

- Lebrun Street
- CTH G (Dickinson Road)
- Ledgeview Road
- Public trail easement in De Pere south of Ledgeview Road
- CTH X
- CTH PP
- Enterprise Drive
- Fox River Trail
- All public trail easements between subdivision lots
- Any other public property that abuts the trail

Public trail easements should be located no more than 500 yards apart to provide several opportunities for people to access the trail.

Entrance Barriers

Unauthorized motor vehicles should be kept off of the trail by erecting barrier posts or gates on the trail's edges and possibly removable posts in the center of the trail at each access point.

Access to Adjacent Subdivisions

Developers in De Pere and Ledgeview should identify 20 foot easements between a few lots in each subdivision (possibly at each cul-de-sac bulb) to enable people to reach the trail without having to drive to a parking lot.

Uses Allowed on the Trail

- Bicycling
- Walking/jogging
- In-line skating/roller-skating
- Child mobility devices (strollers, tricycles, etc.)
- Mobility aids & service animals
- Cross country skiing
- Authorized motorized vehicles

Prohibited Uses

- Hunting
- Camping
- Fires
- Non-authorized motorized vehicles
- Animals (except service animals)

Hours of Operation

The East River Trail should remain open between 6:00 a.m. and 11:00 p.m. all week to accommodate commuters and people that want use the trail recreationally after dark and to be consistent with the operation hours for each community's parks.

Lighting and Marking

The trail should be lighted and marked to define the trail, illuminate street crossings and other access points, and enable people to see other trail users.

CTH G Underpass

The planned underpass at CTH G will be constructed in 2001.

CTH X Underpass

To make this crossing safer, a bridge extension project similar to the one along CTH G should be considered to allow the trail to go under the road when CTH X is reconstructed in 2004.

Southern Bypass Underpass

A grade-separated southern bypass crossing should be considered immediately west of the East River when the bypass is constructed to enable people to cross the bypass safely.

Trail Patrols

Allouez, De Pere, and Ledgeview should consider the following security measures:

- The communities should work together to develop a security management plan. This plan would discuss procedures for responding to emergency calls along the trail, patrol schedules, and other security details.

- The communities should consider assigning police officers to occasionally ride the East River and Fox River Trails to enhance security.
- De Pere and Allouez police officers and Brown County Sheriff's Department deputies should periodically drive past the trail access points and other points where the trail is visible from the street to deter criminal behavior.
- The communities should form volunteer patrols for their portions of the trail. The volunteer patrols would be similar to neighborhood watch groups in that they would monitor the trail and report violations to their local law enforcement agencies.

Public Restrooms/Other Facilities

Public restroom facilities should be constructed at the following locations:

- Next to the recommended Lebrun Street parking lot in De Pere
- Next to the recommended parking lot in the Ledgeview park south of CTH G
- Next to the recommended parking lot along CTH X in Ledgeview

Trail Maintenance

Adopt-A-Trail Program

Groups and individuals should be encouraged to participate in an Adopt-A-Trail program similar to the one offered by the Wisconsin Department of Natural Resources.

Signs Along the Trail

The following signs should be installed along the trail:

- Advance notice signs that identify intersecting streets and all other public access points.
- Signs that identify the location of bicycle facilities in the *Brown County Bicycle and Pedestrian Plan Update* that intersect with the trail (e.g. Allouez Avenue in Allouez, CTH G in De Pere, and CTH X in Ledgeview).
- Adopt-A-Trail signs (two per adoption segment).
- Signs that identify each community (at boundaries).
- Signs that identify hazards, bridges, stops, and curves.

Estimated Project Costs and Funding Methods

The communities should apply for federal and state funds to fund the construction of the East River Trail extension.

APPENDIX 1: BROWN COUNTY PARK DEPARTMENT ADOPT-A-TRAIL PROGRAM DESCRIPTION AND GUIDELINES

Groups and individuals interested in volunteering to help maintain portions of state trails in Brown County can gain recognition for their efforts under the Wisconsin Department of Natural Resources (WisDNR) Adopt-A-Trail program.

The Adopt-A-Trail program is patterned after the highly successful Adopt-A-Highway program offered by the department of transportation. Groups and individuals can volunteer to help maintain a designated segment of trail. Typical volunteer activities include litter pick up, minor maintenance, wildlife habitat improvement, and planting of wildflowers and trees along the trail corridor.

Under the program, groups and individuals enter into at least a two year agreement with the county and WisDNR to maintain a certain segment of trail, which is usually one to two miles. Groups and individuals also agree to conduct several clean-up activities each year.

There is a \$15.00 application fee for the program that covers the cost of producing recognition signs that are posted on the trail indicating a group or individual has adopted that segment. Persons or organizations interested in participating in the program should complete an application form and return it to the Brown County Park Department with the application fee made payable to the Wisconsin Department of Natural Resources.

For more information, contact the Brown County Park Department.

Program Guidelines

1. Sponsors are to be considered volunteers and are not officers, employees, or agents of the state of Wisconsin, Wisconsin Department of Natural Resources, Brown County, or the Brown County Park Department. Any injuries, claims, liabilities, suits, or costs relating to this permit shall be the sole responsibility of the sponsor.
2. The sponsor agrees to indemnify and hold harmless the state of Wisconsin, WisDNR, Brown County, and the Brown County Park Department from any injury, cost, suit, liability, or award arising from issuance or exercise of this permit, or because of any adverse effect upon any person or property attributed to the works of the sponsor.
3. Participants in the group agree to obey and abide by all the laws and regulations relating to safety and such terms and conditions as may be required by the department and the county for special conditions that may exist on a particular adopted trail segment.
4. Sponsorship approvals are at the discretion of the county and WisDNR.

5. The county will assign designated trail segments to sponsors at its discretion. The county may assign specific segments to those sponsors requesting such on a first come, first served basis.
6. Sponsors will participate in a minimum of three activity days per year. Activity dates are to be mutually agreeable to the sponsors and county. Sponsors will agree to work during daylight hours only.
7. Sponsors will provide appropriate training prior to any activity day to ensure the safety of all participants. Safety rules will be reviewed each activity day before proceeding to the trail segment.
8. Sponsors will ensure there is one adult supervisor present for every 10 minors.
9. The county will supply trash bags for litter pickup and instructions for disposal of litter filled bags. Recyclable items must be separated from non-recyclable items. The sponsor may keep recyclable materials.
10. Closed containers or items suspected to be hazardous will not be touched. Removal of such items, along with large or heavy articles, should be noted on the Activity Report Card. Any items/situations found by the sponsors that need further attention from the county staff should be noted on the Activity Report Card.
11. Sponsors will complete Activity Report Cards at the end of each activity day and return them to the trail manager.
12. Adopt-A-Trail sponsors will be recognized by WisDNR approved signs on the trail. The location of these signs will be at the discretion of the county. The DNR and county reserve the right to refuse or revise acronyms or group names when preparing signs.
13. A \$15.00 fee to cover costs of producing signs is due from the sponsor upon application. Checks or money orders should be made payable to the Wisconsin Department of Natural Resources. If a sponsor is not approved, the check will be returned. Applications and payment should be sent to the Brown County Park Department for processing.
14. Partisan political groups (groups of people with common political opinions and purposes organized for gaining political influence and governmental control and for directing government policies) shall not be permitted to participate in the Adopt-A-Trail program.

APPENDIX 2: ESTIMATED COST CALCULATIONS FOR THE
EAST RIVER TRAIL EXTENSION

Estimated cost per square foot: \$1.62 (Brown County Highway Department estimate from recently completed CTH EB trail)

Entire Trail (Lebrun to Fox River Trail)

Square Footage

21,000 foot length x 12 foot width = 252,000 square feet

Total Cost for Project

Trail

252,000 square feet x \$1.62/square foot = \$408,240

Bridges (steel with wood planking)

Assuming a 480 square foot bridge (40 feet long, 12 feet wide)

Assuming bridge cost = \$83.00/square foot (BC Highway estimate)

Assuming ADA compliant bridge approach = \$8,000 per approach

(480 square feet x \$83.00/square foot) + \$16,000 = \$55,840 per bridge

Two bridges over the East River: \$55,840 x 2 = \$111,680

TOTAL ESTIMATED COST FOR TRAIL & BRIDGES = \$519,920

Allouez Share: (12,000 sq. ft. x \$1.62/sq. ft.) + \$0 bridge cost = **\$19,440**

De Pere Share: (52,800 sq. ft. x \$1.62/sq. ft.) + \$0 bridge cost = **\$85,536**

Ledgeview Share: (187,200 sq. ft. x \$1.62/sq. ft.) + \$111,680 bridge cost = **\$414,944**

Cost if SMIP Funds Cover 80% of Project

Enhancement Share: \$519,920 x 80% = \$415,936

Local Share: \$519,920 x 20% = \$103,984

Allouez share of local costs: \$3,888 (20% of Allouez portion of trail + 0 bridges)

De Pere share of local costs: \$17,108 (20% of De Pere portion of trail + 0 bridges)

Ledgeview share of local costs: \$82,988 (20% of Ledgeview portion of trail
+ 20% of cost of 2 bridges)

Cost for Phase 1 (Lebrun Street to Ledgeview Road)

Square Footage – Phase 1

9,000 foot length x 12 foot width = 108,000 square feet

Total Cost for Phase 1

Trail

108,000 square feet x \$1.62/square foot = \$174,960

Bridges (steel with wood planking)

Assuming a 480 square foot bridge (40 feet long, 12 feet wide)

Assuming bridge cost = \$83.00/square foot (BC Highway estimate)

Assuming ADA compliant bridge approach = \$8,000 per approach

(480 square feet x \$83.00/square foot) + \$16,000 = \$55,840 per bridge

Two bridges over the East River: \$55,840 x 2 = \$111,680

TOTAL ESTIMATED COST FOR TRAIL & BRIDGES – PHASE 1 = \$286,640

Allouez Share: (12,000 sq. ft. x \$1.62/sq. ft.) + \$0 bridge cost = **\$19,440**

De Pere Share: (35,520 sq. ft. x \$1.62/sq. ft.) + \$0 bridge cost = **\$57,543**

Ledgeview Share: (60,480 sq. ft. x \$1.62/sq. ft.) + \$111,680 bridge cost = **\$209,657**

Cost if SMIP Funds Cover 80% of Phase I

Enhancement Share: \$286,640 x 80% = \$229,312

Local Share: \$286,640 x 20% = \$57,328

Allouez share of local costs: \$3,888 (20% of Allouez portion of trail + 0
bridges)

De Pere share of local costs: \$11,509 (20% of De Pere portion of trail
+ 0 bridges)

Ledgeview share of local costs: \$41,931 (20% of Ledgeview portion of
trail +20% of cost of 2 bridges)

Cost for Phase 2 (Ledgeview Road to Fox River Trail)

Square Footage – Phase 2

12,000 foot length x 12 foot width = 144,000 square feet

Total Cost for Phase 2

Trail

144,000 square feet x \$1.62/square foot = \$233,280

Bridges (steel with wood planking)

No bridges are necessary.

TOTAL ESTIMATED COST FOR TRAIL & BRIDGES – PHASE 2 = \$233,280

De Pere Share: (17,280 sq. ft. x \$1.62/sq. ft.) + \$0 bridge cost = **\$27,994**

Ledgeview Share: (126,720 sq. ft. x \$1.62/sq. ft.) + \$0 bridge cost = **\$205,286**

Cost if SMIP Funds Cover 80% of Phase II

Enhancement Share: \$233,280 x 80% = \$186,624

Local Share: \$233,280 x 20% = \$46,656

De Pere share of local costs: \$5,599 (20% of De Pere portion of trail
+ 0 bridges)

Ledgeview share of local costs: \$41,057 (20% of Ledgeview portion of
trail + 0 bridges)