

Village of

**Little Chute**

## AGENDA

### VILLAGE OF LITTLE CHUTE PLAN COMMISSION MEETING

PLACE: Little Chute Village Hall – Village Board Room

DATE: Monday, May 16, 2016

TIME: 6:00 p.m.

- A. Call to order
- B. Roll Call
- C. Public Appearance for Items Not on the Agenda

1. Approve Minutes from the Plan Commission Meeting of April 18, 2016
2. Discussion/Recommendation—Little Chute Annexation
3. Discussion—Comprehensive Plan
4. Discussion—Hartzheim Drive
5. Discussion/Possible Action—Doyle Park Court Plans
6. Unfinished Business
7. Items for Future Agenda
8. Adjournment

Requests from persons with disabilities who need assistance to participate in this meeting or hearing should be made with as much advance notice as possible to the Clerk's Office at 108 West Main Street, (920) 423-3852

## MINUTES OF THE PLAN COMMISSION MEETING – APRIL 18, 2016

### Call to Order

The Plan Commission meeting was called to order at 6:00 p.m. by President Vanden Berg

### Roll Call

PRESENT: President Vanden Berg  
Larry Van Lankvelt  
Roy Van Gheem  
Bill Van Berkel  
Brian Huiting  
Richard Schevers

ALSO PRESENT: Community Development Director Jim Moes, Parks, Recreation & Forestry Director Adam Breest, Ken Jaworski from Martenson & Eisele, Inc.

### Public Appearance for Items Not on the Agenda

None

### Approve Minutes from the Plan Commission Meeting from March 14, 2016

*Moved by Commissioner Van Lankvelt, seconded by Commissioner Van Gheem to Approve the Minutes of March 14, 2016*

Ayes 6, Nays 0 – Motion Carried

### Discussion/Recommendation—CSM for Legion Park

Director Moes stated that this takes the pieces and parts of the property at the safety center and Legion Park and names two parcels. It also dedicates Legion Parkway and Alley. Staff recommends approving this so it can go to the Village Board.

*Moved by Commissioner Huiting, seconded by Commissioner Van Berkel to recommend to the Village Board the approval of CSM for Legion Park as noted*

Ayes 6, Nays 0—Motion Carried

### Discussion/Recommendation—CSM Chuck Hietpas-Zero Lot Line

Director Moes stated that this is a duplex that was built by Chuck Hietpas. He wants to divide this into two units. Staff recommends to the Village Board to approve CSM for Chuck Hietpas Zero Lot Line.

*Moved by Commissioner Van Lankvelt, seconded by Commissioner Van Gheem to recommend to the Village Board to approve CSM for Chuck Hietpas-Zero Lot Line*

Ayes 6, Nays 0—Motion Carried

### Discussion/Recommendation—CSM for RRR-Appleton LLC

Director Moes stated that this proposed CSM combines 2 parcels and divides them into three lots. All lots meet the zoning requirements.

*Moved by Commissioner Van Lankvelt, seconded by Commissioner Schevers to recommend to the Village Board the approval of CSM for RRR-Appleton LLC*

Ayes 6, Nays 0—Motion Carried

**Discussion/Recommendation—Heesakker Park Shelter**

Director Breest gave an overview of the proposed shelter at Heesakker Park. The Village received a donation from Cheesefest for the shelter. Jim Moes stated that it meets the zoning codes.

*Moved by Commissioner Van Gheem, seconded by Commissioner Van Lankvelt to recommend to the Village Board the approval of installation of the Heesakker Park Shelter.*

Ayes 6, Nays 0—Motion Carried

**Discussion/Review—Comprehensive Plan**

Ken Jaworski from Martenson & Eisele, Inc. went over updates that have made to the packet and maps. They continue to put together appendices which will include items such as the park plan, strategic plan and economic development. If there is any input regarding the maps or the packet, please be in contact with Jim Moes. It was noted that Map 8 has Town of Vandenbroek listed even though it does not currently exist. At the May meeting, the final three elements will be presented. At the June meeting, the collective package will be presented. The last step will consist of a public hearing and a resolution.

*Moved by Commissioner Van Berkel, seconded by Commissioner Van Gheem to remove Town of Vandenbroek from Map 8.*

Ayes 6, Nays 0 – Motion Carried

**Unfinished Business**

Administrator Fenlon spoke concerning Hartzheim Drive and the fact that the village is going to retain the right of way. In May, staff plans to have a recommendation. We are looking for an economical option for the Village of Little Chute and also for the business community to want to be on board. If a lot of maintenance is put into Randolph drive, it might determine how the footprint is going to be for that area. Staff will develop a formal recommendation as we move forward.

**Items for Future Agenda**

None

**Adjournment**

*Moved by Commissioner Van Lankvelt, seconded by Commissioner Van Berkel to adjourn the Plan Commission Meeting at 6:35 p.m.*

Ayes 6, Nays 0 – Motion Carried

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**VILLAGE OF LITTLE CHUTE**

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By: Michael Vanden Berg, Village President

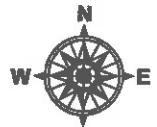
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Attest: Laurie Decker, Village Clerk

Village of Little Chute

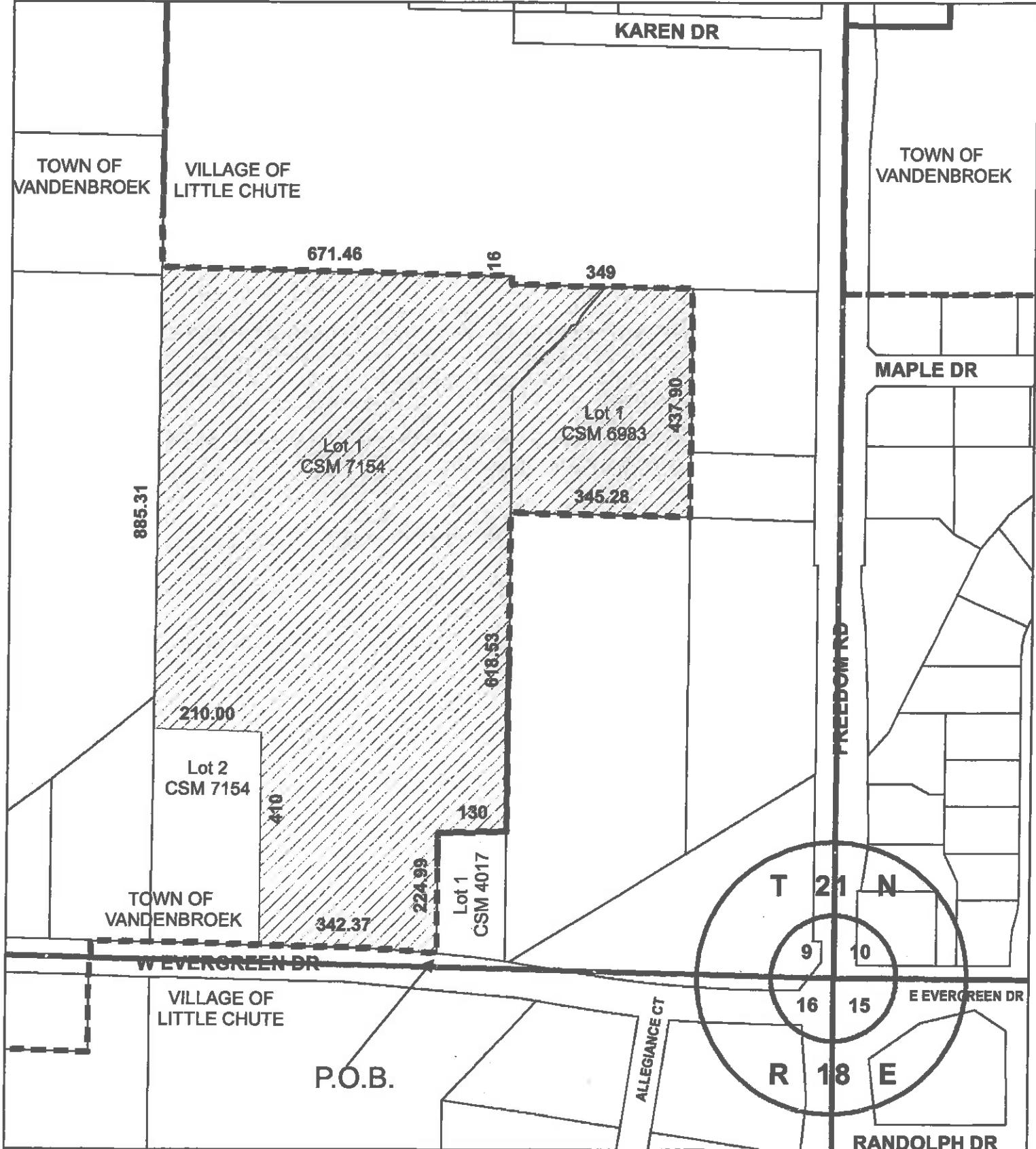
## Proposed Annexation

May 2016



1 inch = 250 feet  
0 50 100 200 300 Feet

- Proposed Annexation
- Parcel
- Municipal Boundary
- PLSS Section Boundary



## LITTLE CHUTE/BURKLUND ANNEXATION

### PETITION FOR DIRECT ANNEXATION BY UNANIMOUS APPROVAL PURSUANT TO SECTION 66.0217(2), WISCONSIN STATUTES WHERE NO ELECTORS RESIDE IN TERRITORY

We, the undersigned, constituting all the owners of real property in the following territory of the Town of Vandenbroek, Outagamie County, Wisconsin, lying contiguous to the Village of Little Chute, petition the Village Board of the Village of Little Chute to annex the territory described below and shown on the attached scale map to the Village of Little Chute, Outagamie County, Wisconsin:

Described as: Commencing at the Southeast corner of Section 9 T21N R18E, West 766.32 feet, North 33.01 feet to the North line of Evergreen Drive and to the Point of Beginning, Said Point of Beginning being the Southwest corner of Lot 1 CSM #4017, North 224.99 feet to the Northwest corner of said Lot 1 CSM #4017, East 130 feet to the Northeast corner of Lot 1 CSM #4017, North 618.53 feet to the Southwest corner of Lot 1 CSM #6983, East 345.28 feet to the Southeast corner of Lot 1 CSM #6983, North 437.90 feet to the Northeast corner of Lot 1 CSM #6983, West 349 feet along the North lines of CSM #6983 and CSM #7154, North 16 feet, West 671.46 feet to the Northwest corner of Lot 1 CSM #7154, South 885.31 feet along the West line of CSM #7154 to the Northwest Corner Lot 2 CSM #7154, East 210 feet to the Northeast Corner of Lot 2 CSM #7154, South 410 feet to the North line of Evergreen Drive, East along the North line of Evergreen Drive 342.37 feet to the Point of Beginning. Described area containing 21.008 Acres M/L

The current population of such territory is zero.

We, the undersigned, elect that this annexation shall take effect to the full extent consistent with outstanding priorities of other annexation, incorporation or consolidation proceedings, if any.

\*Check each that applies.

Signature of Petitioners   Date of Signing   Owner\*   Elector\*   Address or Description of Property

_____	_____	YES	NO	Lot 1 of CSM 6983
_____	_____	YES	NO	Lot 1 of CSM 7154

MAP ON REVERSE SIDE OF PETITION

# Transportation

## Transportation System Characteristics

### Streets and Highways

The street and highway system in the Village of Little Chute consists of principal arterials, minor arterials, collectors, and local streets (see Map 5A). These classifications are from the Wisconsin Department of Transportation (DOT) and are based on which primary function the street or highway serves – the movement of vehicles through an area or to provide access to adjacent land. Arterials accommodate the movement of vehicles while local streets provide direct access to individual parcels of land. Collectors serve both local and through traffic by providing a connection between arterials and local streets.

- ❖ USH 41, CTH "OO", and CTH "N" (south of USH 41) are principal arterials. Principal arterials carry traffic that is going through, rather than to, the community and should have limited direct access to adjoining properties.
- ❖ STH 96 and CTH "N" (north of USH 41) are Minor Arterials. Minor arterials also carry through traffic and have a higher level of direct access than a principal arterial.
- ❖ Collector streets in the Village of Little Chute include N. Washington Street; Madison Street; Depot Street, East Lincoln Avenue; Riverside Drive; Buchanan Street; Sanitorium Road; Rosehill Road; East & West Florida Avenue; East & West Elm Drive; Moasis Drive; Randolph Drive; East and West Evergreen Drive; Holland Road; and French Road. Collector streets provide access between local streets and both the principal and minor arterials.
- ❖ All of the other streets in the Village of Little Chute are local streets. Local streets provide direct access to residential, commercial, and industrial uses within the city.

All streets and highways shown on the DOT Classification System are eligible for federal funding, the formula for which is complex. Generally, all U.S. highways like USH 41 and state highways like STH 96 are funded with a combination of state and federal dollars. County roads like CTH "N" are typically funded with county dollars, although they are eligible for various state and federal programs. Local streets not classified are funded locally, although all municipalities receive state General Transportation Aids based on various formulas. A funding match, usually 20 percent, is required for federal and state funding programs. Locals may be asked to participate in funding state, or county projects, if the community wants a higher standard of construction beyond that deemed necessary. For example, the construction of parking lanes, turning lanes, sidewalks, storm sewers, etc, may be something the local community would be asked to cost-share.

One of the tools available to a community to help in planning for future streets is an official map ordinance and map. The mapping of the streets provides guidance to those interested in developing land in that area. It also reserves the right of way for future planned roads to be constructed.

### Traffic Counts

Traffic flows through the Village have seen wide fluctuations over the last fifteen years, due primarily to the opening of STH 441.

**Table 13**  
**Traffic Count Changes - 1985-2013**

	"OO" from Appleton	"96" from Appleton	"N" from USH 41	"N" from Kimberly
1985	13,140	8,330	8,040	18,790
1988	11,670	8,280	8,600	15,010
1991	12,510	8,820	12,220	19,780
1997	9,300	6,500	8,700	13,600
2000	9,800	5,500	9,200	13,400
2010	9,200	3,600	7,700	13,400
2013	10,600	4,800	8,100	14,200

Source: DOT Traffic Reports 1985, 1988, 1991, 1997, 2000, 2010, 2013 (Average Daily Traffic Counts)

Traffic counts of major entryways into the Village of Little Chute show variation of traffic flow in almost every roadway. Traffic count data from the WDOT (Table 13) shows a variety of trends. From 1985 to 2010, traffic counts decreased at most traffic count locations. Reasons vary but could include impacts of the recession, change in travel preferences of area construction altering travel routes. However, traffic counts increased at all locations in 2013. The increases would parallel an economic upturn which may have put more vehicles back on the roads. For more detailed traffic count data at locations throughout the Village, please refer to Map 5B.

The question could be raised why traffic counts showed such variations. The most obvious is the opening of STH 441 in 1994, which relieved a substantial amount of traffic on either side of the Fox River from having to go through Kimberly and Little Chute to reach the other side of the Fox River. The decreased traffic count can be looked as having "pluses" and "minuses". From a "plus" standpoint, not as much traffic on incoming roadways provides future traffic capacity and less impact on road surfaces on Village streets. From a negative standpoint, not as much traffic flowing through the village is detrimental to local businesses that benefit from "impulse buying".

STH 441 provides a direct entrance to the Village of Little Chute from the west via CTH "OO". With the physical location of STH 441 to the west (within one mile) and USH 41 within the Little Chute corporate limits, the village offers excellent access to existing and future industrial/commercial areas of Little Chute. The recent improvement of the diamond shaped interchange of STH 41 and CTH "N" and a substantial amount of vacant land available for development gives the village a very competitive position in the Fox Cities to attract business and industry.

## PASER

A tool available to the Village of Little Chute in determining budget priorities for street construction and repair is PASER (pronounced pacer). PASER is a simplified pavement management program communities use to evaluate pavement surface condition. The PASER rating reflects the physical condition of the street. The highest possible rating is 10. The streets with a low rating should be the focus of budget decisions made by the Village of Little Chute regarding street repair and maintenance.

### Trucks

YRC is the only major trucking firm with a terminal in the Village of Little Chute. However, NESTLE on W. North Avenue, Trilliant Nutrition, General Beer, Bel Kaukauna cheese, Warehousing of Wisconsin (WOW) in industrial park are major truck users generating a significant amount of truck traffic.. In addition, Feeding America and Marmon Keystone on Evergreen Drive are also major truck users. Map 6 shows the major truck routes that are located on federal, state and county streets and highways as well as additional truck routes designated within the village. As shown by Map 6, these routes are equally distributed throughout the village and provide a good transportation backbone for the movement of goods and services throughout the village.

Vehicles defined as "heavy traffic" are required to use these routes. Heavy traffic means all vehicles not operating completely on pneumatic tires and all vehicles or combination of vehicles, other than motor buses, designed or used for transporting property of any nature and having a gross weight of more than 6,000 pounds.

The movement of raw materials and finished products by truck continues to increase, resulting in a heavy dependence on a good road system. A combination of federal, state, county and local funds will need to be invested in major road system improvements over the next twenty-year planning period to accommodate this demand.

An analysis of where significant amounts of truck traffic are generated shows that these areas are well located with respect to streets and highways constructed to meet this type of vehicular movement. Most are located immediately adjacent to, or within a few blocks of, the major and/or minor arterials in the village.

Access to major and minor arterials should be a key factor when the Village reviews development proposals for projects that are anticipated to generate significant amounts of truck traffic.

### Train

The Canadian National provides freight railroad service in the Village of Little Chute. The village is located on a major north-south route that runs from Chicago to Green Bay. A connection to a major east-west route is available in the Neenah-Menasha area. Any changes to the service levels would be determined by customer demand. There are no improvements planned to the tracks themselves in the near future.

There is no passenger rail service in the Village of Little Chute.

### Transit

Transit service is provided to the Village of Little Chute by Valley Transit, which is owned and operated by the City of Appleton, and funded by the state and federal governments and by the local communities in which service is provided. The "Route 20" bus enters the Village of Little Chute on CTH "N" from Kimberly, turns east on Main Street and stays on Main Street into Kaukauna. It returns from Kaukauna on Main Street and turns south on CTH "N" to go back through Kimberly.

Buses are now equipped with bike racks which allow riders to use the transit system in conjunction with bike routes.

Lift-equipped buses are available on the regular Valley Transit fixed routes. The lift service gives passengers who have difficulty using the steps a safe and easy way to get on board. In addition, some individuals with severe disabilities may require an attendant for assistance when riding the bus. These necessary care attendants may ride free.

The Valley Transit II system offers paratransit services for those who need to be picked up and taken to a specific location. The service requires a one-day notice. People who 60 years old or older and certified as disabled are eligible for this service.

More information on the Valley Transit System can be found on their web site at: <http://appleton.org/residents/valley-transit/maps-schedules>.

### **Specialized Transportation**

Outagamie County provides specialized transportation services for the developmentally disabled that work at Valley Packaging. Services are provided through Valley Transit and Kobussen Buses Ltd. The County also offers a program for individuals participating in the W-2 program. Services are provided through a local private transportation company.

### **Sidewalks**

The Village of Little Chute has a policy that sidewalks are installed within one year of the street being constructed.

### **Trails**

#### ***Background***

The issue of multi-use trails and paths is becoming more important as an alternate transportation mode and as a recreational amenity. Groups and governmental agencies are finding that the acquisition, dedication, or official mapping of trails is a very difficult process in existing neighborhoods, and there is a critical need for advance planning of trail locations in future growth areas.

Trails should not only connect residential neighborhoods with parks, schools, shopping, places of employment, and other land uses, but also make connections to longer regional trails. Just like the roadway system has arterial, collector, and local streets, trails could be defined in the same way.

The presence of trails often increases the value of properties adjacent to the corridors, especially those through residential neighborhoods. The National Association of Home Builders cites trails as the second or third most important amenity that would influence people to move to a new location.

Trails also provide a quality of life aspect that is becoming an increasingly important factor in attracting and retaining businesses in a community. Corporations bring jobs to communities and help support other businesses. Additionally, health improvement, due to outdoor exercise, can help control company medical costs in the long run.

By providing safe and pleasant places to walk, bicycle and in-line skate, trails encourage people to use non-motorized means of getting to work, school, play, and shopping, resulting in reduced traffic congestion, noise, and air pollution. The *Wisconsin Bicycle Transportation Plan 2020* states: "the most frequent, comfortable, and practical trips for bicyclists, those under five miles, produce the greatest environmental benefits, since automobile trips under five miles in length are the least fuel efficient and produce the highest emissions per mile."

Trails provide pleasant places for people to walk, run, bicycle, ski, skate, or do other exercises, all of which help control weight, blood pressure and cholesterol levels, build strength and endurance, and help prevent osteoporosis, diabetes and depression.

Trails can offer more than just the typical health and economic benefits. A trail corridor may be useful as a non-intrusive communications linkage for fiber optic or underground utility systems to enhance communications.

Trails can provide a sense of place and a source of community pride. When integrated with features such as historic sites, commercial or residential areas, and parks, they can improve the overall character of a region. Trail corridors can become outdoor classrooms where children and adults can observe and learn about their natural and cultural environment. Portions of the trail corridor may be also be used for natural resource management and observation, prairie restoration, endangered species protection, and wetland protection where possible.

#### ***Trails in Little Chute***

The vision for the community includes a trail system that connects the parks along the Fox River with other parks in the village, in other communities and Outagamie County.

The Village of Little Chute participated and had input in the overall Bicycle & Pedestrian Component of the Long Range Transportation and Land Use Plan, an update of which was prepared by the East Central Wisconsin Regional Plan Commission. This plan identifies Village of Little Chute bicycle & pedestrian routes (on and off-road trials) that either exist now or could be designated as routes in the future.

Trail planning for the Village of Little Chute is addressed in the Village of Little Chute Comprehensive Outdoor Recreation Plan (CORP) which is included by reference in the Village of Little Chute Comprehensive Plan. The CORP includes an assessment of existing and future trails for the village and should be consulted for more detailed planning relative to trail and park development in the village. One project noteworthy to mention is the proposed Fox River Trail Crossing which would include an approximate 1250 foot boardwalk connecting the Village of Little Chute with the City of Kaukauna. Specifically, the boardwalk would connect the Little Chute Island Park Trail with the Fox River Trail in Kaukauna. More detailed plans of the project can be seen in Appendix 5.

Outagamie County's Planning Department is responsible for planning, designing and implementing greenways and trail systems throughout Outagamie County. This is accomplished with a series of inter-connected recreational/transportation corridors between points of interest and population concentrations.

Fox Cities Greenways, Inc. is a private non-profit organization with the mission of fostering the development of a regional network of trails and greenways that will preserve the natural beauty of the environment and provide safe recreation and transportation opportunities for people throughout the Fox Cities region. They have a web site at:

<http://foxcitiesgreenways.org/>

To help achieve the planning vision for the community, the Village of Little Chute should consider how trails can be included in areas of new development and added to areas of existing development. Some areas that may be suitable for trails are along the Fox River between Sanitorium Road and Monroe Street, along Apple Creek in the northern part of the village, and possibly to connect with the new TDS Sports Complex just outside the village to the northwest. The Village should consider potential trail locations in reviewing development proposals and should map the trails on the Village's Official Map according to the recommendations of the Village of Little Chute Comprehensive Outdoor Recreation Plan.

#### **Air Service**

The closest, regularly scheduled air service available to the residents of the Village of Little Chute is at the Appleton International Airport (AWT) formerly known as the Outagamie County Regional Airport. It is located in the Town of Greenville on the far west side of the Fox Cities. Encompassing nearly 1,500 acres of land at the intersections of USH 45, STH 96 and CTH CB, the regional airport serves the Fox Cities Metro Area and the surrounding counties with commercial airline service. In addition to the commercial passenger service, air freight, chartered flight service, car rentals and aviation technological services are also provided at the airport.

The AWT airport has experienced major upgrades over the past ten years including runway and terminal expansions. The AWT will continue to implement facility improvements following the recommendations of a Long Range Development Plan.

Austin Straubel International Airport is located in Green Bay, twenty miles to the northeast of Little Chute. It is the third largest airport in the state of Wisconsin and operates 24 hours per day, seven days per week. It provides the physical facilities for up to 90,000 take-off and landings annually, serving approximately 720,000 commercial passengers and thousands of sport and general aviation enthusiasts.

#### **Water**

Those in need of water transportation for commercial shipping purposes have access to the Port of Green Bay, located in Brown County. These shipping facilities are located along the Fox River near the confluence with the Bay of Green Bay. The Port of Green Bay is located approximately 20 miles northeast of the Village of Little Chute. Seasonal passenger and car ferry service is provided through the Lake Michigan Port of Manitowoc, located about fifty miles southeast of

the Village of Little Chute. Service levels will probably remain constant for the foreseeable future.

### Bridges

The largest bridge in the Village of Little Chute is the CTH "N" or Community Bridge. The bridge was reconstructed in 2000-2001 as a four-lane bridge with accommodations for pedestrian and bicycle traffic. There are several smaller bridges that span small creeks and drainageways. Bridges are evaluated and rated annually by the Village and other agencies. Improvements are recommended based on the evaluations and captured in the Villages Capital Improvement Program.

## Transportation Plans and Programs

### Village of Little Chute

The Village of Little Chute annually prepares a five-year Capital Improvements Program that includes transportation projects. The capital improvement program process helps the community prioritize projects. Table 14 shows the projects with a projected cost of over \$100,000 listed in the 2016 Village of Little Chute Capital Improvement Plan. Please note that the annual Capital Improvement Program is included by reference into the Comprehensive Plan. Please note that road improvement, trail and other transportation related projects may change as annually evaluations occurs. This is the reason Village Leaders should consult the Capital Improvement Program for the most recent conditions and recommended improvements.

**Table 14**  
**Little Chute Transportation Improvements – 2016-2020**

Year	Project	From	To	Amount
2016	Annual Paving Program			\$3,176,500
2017	Annual Paving Program			\$2,568,580
	Taylor Street	Coolidge Avenue	Briarwood Avenue	\$902,200
	Harvest Trail (Village North Subdivision)			\$468,000
2018	Annual Paving Program			\$2,064,950
	Hartzheim Drive	Buchanan Road	Randolph Drive	\$1,211,000
2019	Annual Paving Program			\$1,880,000
	French Road	Main Street	CTH "OO"	\$3,660,700
2020	Evergreen Drive	French Road	Holland Road	\$3,751,000
	Evergreen Drive	Holland Road	Vandenbroek Road	\$2,031,450
	Evergreen Drive	Vandenbroek Road	CTH "N"	\$1,148,550
	Vandenbroek Intersection Realignment			\$250,000
	Lincoln Street Extension			\$163,000
	Fox Point Lane	Fox Point Drive	Fox Point Drive	\$130,000

Source: Village of Little Chute Department of Public Works

## Outagamie County

The Capital Improvement Program for Outagamie County has seven transportation related projects that are in, or near, the Village of Little Chute.

**Table 15**  
**Transportation Projects**

Project Name	Description	Year	Projected Cost
Bridge B-44-0027 CTH "OO" over Bongers Creek	The proposed project is a bridge repair for a structure with load restrictions due to significant overburden	2016 - 2017	\$230,000
Bridge B-44-0084, CTH "N" over Apple Creek	The proposed project is to do a concrete deck overlay. It will be let as part of a larger project with similar bridge work	2016 - 2017	\$90,000
Bridge, Mill St. Lift Bridge Demolition/Reconstruction	The proposed project is the demolition of the Mill St. Lift Bridge	2015 - 2016	\$323,300
CTH "N" – Maple St. to CTH "E"	The proposed project is to improve the existing asphaltic surface by reclaiming and installing a new asphalt pavement for this segment	2016	\$1,696,000

Source: Outagamie County Capital Improvements Program, 2016 - 2020.

## Regional, State, and Federal

### East Central Wisconsin Regional Planning Commission

East Central has adopted their Long-Range Transportation/Land Use Plan for the Fox Cities Urbanized Area. The plan currently includes the following projects recommended for construction or programming (implementation date is shown in parentheses).

- ❖ CTH "OO" – Holland Road to Freedom Road, Reconstruct 4 lane urban section
- ❖ CTH "OO" – Washington Street to Buchanan Road, Reconstruct (2014+)

These projects are recommended for additional study:

- ❖ French Road – construct a four lane urban section.
- ❖ Holland Road Overpass – construct new bridge to freeway standards.

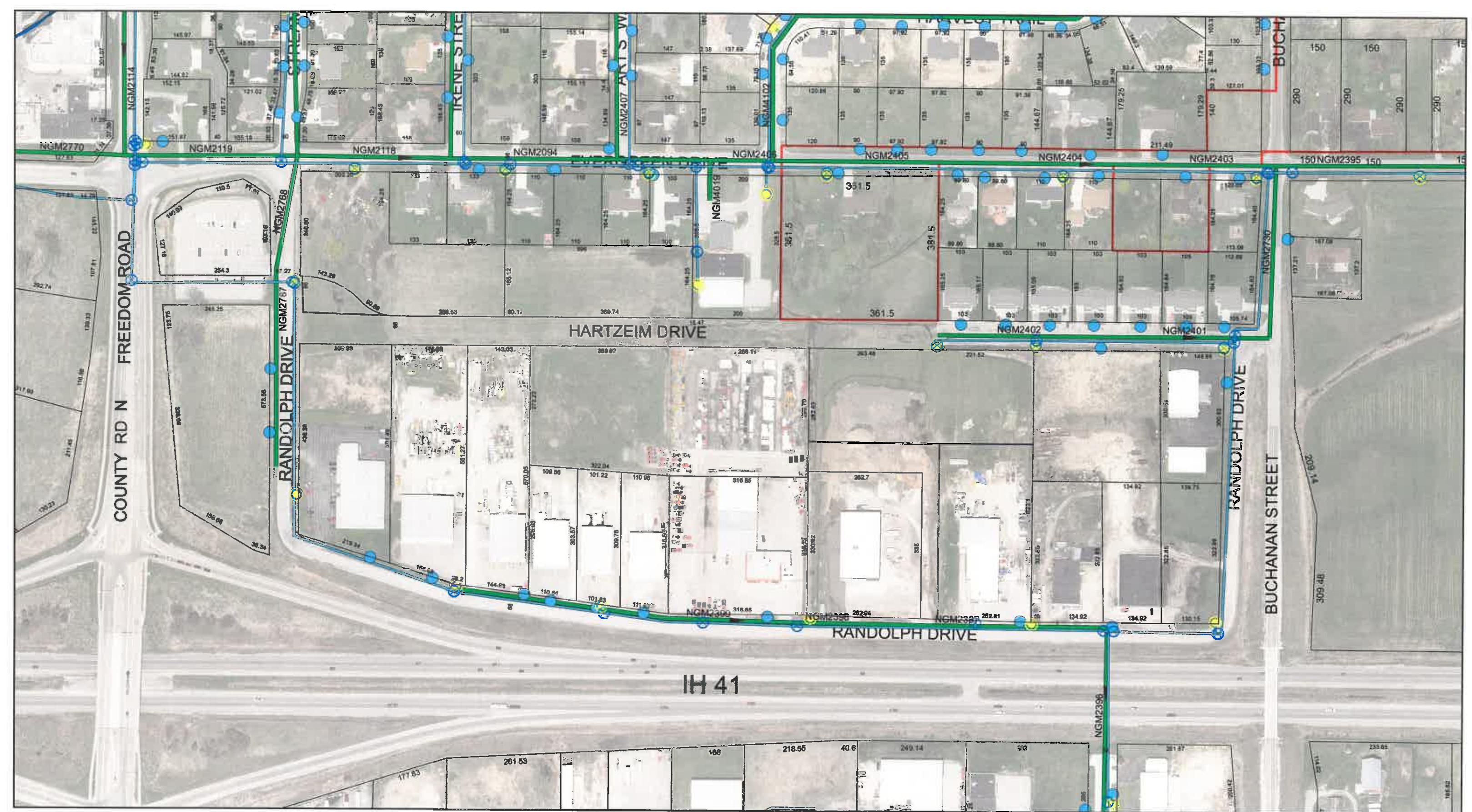
### Wisconsin Department of Transportation – District 3

According to the Wisconsin Department of Transportation District 3 Office, the following project is projected for improvement over the next five years:

- ❖ WIS 55, (Lawe St. to USH 41) Reconstruction, Kaukauna – Outagamie County

## Findings and Recommendations

- ❖ The Wisconsin Department of Transportation (DOT) classifies streets and roads based primarily on the number of vehicles that use the street or road. The Village of Little Chute should communicate on an annual basis with the DOT to learn where traffic counts will be taken and where additional counts desired by the Village may be possible.
- ❖ Official mapping of future streets should be undertaken to provide for a local arterial and collector system.
- ❖ Official mapping of trails should be undertaken so property owners and developers are made aware of the possible need for a trail. The trail locations should be determined by the recommendations found within the Village of Little Chute Comprehensive Outdoor Recreation Plan.
- ❖ The Village of Little Chute should continue to use PASER and the Capital Improvement Program to help prioritize improvements to the existing street system.
- ❖ The Village of Little Chute should consult the Official Map when development proposals are submitted to the Village for review and approval.
- ❖ The Village should pursue the joint development of the Fox River Crossing Boardwalk to improve the local and regional trail system.



0 185 370 740 1,110 1,480 1,850 2,220  
Feet

1 inch = 200 feet

\*Not a survey\*

