



Town of Grand Chute Street Policy

Adopted: February 1, 2022

Revised: April 9, 2026

The Town is committed to developing and maintaining a safe, efficient, and resilient transportation system that serves all users and supports long-term community goals. This policy establishes the framework for the planning, design, reconstruction, and construction of streets within the Town, including guidance on appropriate cross sections and the integration of Complete Streets principles. Street design decisions shall balance public safety, mobility, fiscal responsibility, environmental stewardship, and the context of surrounding land uses, while remaining adaptable to changing community needs over time.

The Town will plan, design, construct, operate, and maintain streets that provide safe, accessible, and efficient travel for all users, consistent with Complete Streets principles and the Town's long-term transportation goals.

A. New Street Construction

All new developments shall require an urban cross section for new streets including curb and gutter and storm sewer as a condition of approval. Multimodal transportation facilities (sidewalks, trails, bicycle lanes, etc.) shall be required for all new developments to provide a connection to existing or planned facilities as identified in the Town of Grand Chute Pedestrian and Bicycle Strategy. Town staff may exempt new streets from an urban typical section if the new development is located within the Bear Creek Watershed, which has a stringent total phosphorus reduction standard. Exemptions shall be on a case-by-case basis and be based on an engineering evaluation of stormwater infiltration feasibility, depth to groundwater, and other engineering related environmental considerations.

B. Reconstructed Streets

Streets are typically scheduled for reconstruction when the pavement condition has deteriorated to a point where routine maintenance and rehabilitation measures are no longer sufficient to maintain structural integrity. Streets with a PASER rating of 3 or less shall be evaluated for reconstruction. Final determination shall be based on assessment of the pavement structure, including the condition of the underlying base and subgrade. Streets with a PASER rating of 4 or higher may also be considered for reconstruction when structural deficiencies are identified or when coordinated with adjacent capital improvement projects.

Reconstructed streets in the 5-year Capital Improvement Plan (CIP) shall generally follow the Town's standard street cross section and maintain the same type as the existing street (i.e. rural or urban). The factors below may be considered in evaluating whether a different cross section is appropriate, but the presence of any single factor does not automatically require a change:

1. The Town of Grand Chute Pedestrian and Bicycle Strategy identifies a trail or sidewalk along the street.
2. The street is classified as a collector or arterial (west of STH 47).
3. Transit routes or bus shelters along the street indicate that an urban cross section is safer.
4. An alternate cross section is recommended due to public safety, space limitations, or nuisance drainage. Nuisance drainage considerations may include:
 - a. The proposed roadway ditch flowline slope is generally less than 0.5%.
 - b. The proposed roadway foreslope or backslope of the ditch exceeds a 3:1 ratio.
 - c. The proposed ditch does not maintain a minimum depth of one foot below the subgrade shoulder point of the roadway.
 - d. Areas where sump pumps operate continuously and the installation of a mini-storm sewer system is not feasible.

After a preliminary design is completed for a project that involves adding new trail or sidewalk facilities, the Town shall hold a public informational meeting with adjoining property owners to gather feedback.

The Town Board may modify the default cross section or preliminary design based on public input, public health, public safety, regulatory requirements, project costs, grant funding, and the overall needs of the community.

C. Complete Streets

Complete Streets are roadways that enable safe, convenient, and comfortable access and travel for pedestrians, bicyclists, motorists, and public transit users of all ages and abilities, both within and between modes. Their purpose is to:

1. Provide safe, direct, and accessible connections for all users, supporting multiple modes of transportation.
2. Promote public health through increased opportunities for walking, bicycling, and other forms of active transportation.
3. Encourage more affordable and efficient transportation options, reduce congestion, and support economic development.
4. Reduce environmental impacts by encouraging non-motorized travel and decreasing vehicle emissions.

The Town of Grand Chute Comprehensive Plan and Pedestrian and Bicycle Strategy provide the vision for a future pedestrian and bicycle network, and guide the planning, design, construction, operation, and maintenance of Complete Streets throughout the community.

Street designs shall be developed and implemented consistent with the Town's Comprehensive Plan, recommendations in the Town's Pedestrian and Bicycle Strategy, accepted professional guidance, and sound engineering judgment. Design considerations shall include the context of surrounding land uses, anticipated users, public safety, fiscal responsibility, environmental constraints, and the Town's long-term community goals.

The Town recognizes that multiple approaches may be used to achieve Complete Streets objectives. Facilities and design elements will be selected to balance safety, mobility, accessibility, and long-term community needs while adapting to the context of the street and surrounding built environment.