



Snowmobile Capital of the World ★ ATV/UTV Capital of Wisconsin ★ Hockey Capital of Wisconsin

AGENDA NOTICE (11/1/2024)

THE PLANNING COMMISSION OF THE CITY OF EAGLE RIVER WILL HOLD A MEETING ON THURSDAY, NOVEMBER 7, 2024, AT 5:00 P.M. AT CITY HALL, 525 E. MAPLE STREET IN EAGLE RIVER.

This meeting will be available by Zoom at the following link:

<https://us06web.zoom.us/j/85111695208?pwd=x5pMv8crrbsPuYwefObTYbJG0m83b3.1>

Meeting ID: 851 1169 5208

Passcode: 963936

- 1) Call to Order.
- 2) Roll Call.
- 3) Approval of minutes.
- 4) Public Hearings, discussion and possible action on the following agenda item(s):
 - a) ER Revitalization Program is seeking approval to apply for a Vibrant Spaces grant to construct enhancements for the bike/pedestrian/snowmobile trail crossing on the south side of the bridge leading to Riverview Park.
 - b) Douglas Wendt is requesting permission to store two halves of a modular home at 638 N Hirzel Street, Eagle River, computer number 221-419-009, in accordance with Chapter 106, ARTICLE VII BULK REGULATIONS, Sec. 106-561, Schedule of regulations, (a) (8) Temporary storage for 30 days or more a permit is required. The modular home will be stored until installation in Spring 2025. The property, zoned as R-1 Single Family Residential, and is described as: Sect. 28, T40N,R10E, LOTS 9&10 BLK 4 LAKE PARK ADDN & VACATED ALLEY.
- 5) Adjournment.

Robin Ginner, City Administrator

Please note that, upon reasonable notice, at least 24 hours in advance, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services, or provide a video link for meetings. For additional information to request this service, please contact the City Clerk's Office at 715-479-8682 ext. 224, 525 E. Maple Street, P.O. Box 1269, Eagle River WI 54521.

September 5, 2024

A meeting of the Plan Commission of the City of Eagle River was called to order at 5:00pm by Kim Schaffer.

Roll Call: Adam Grassl, Mike Adamovich, Mary Horant, Deb Brown and Kim Schaffer. Also in attendance; Robin Ginner, Becky Bolte

Motion Grassl, 2nd by Adamovich to approve the minutes of the 8/1/24 meeting. Carried, all with Horant abstaining.

a) Premier Eagle River, LLC architectural plans to construct a multi-family housing complex consisting of up to 36 units, on Parcel #221-1060-05, described as NW-NE, Sect. 34, T40N,R10E, PRT NW NE EXC 507081,547546,593411. The parcel is located at the northeast corner of US Highway 45/East Pine Street, Wall Street, and State Highway 70 East. Ginner presented the Commissioners with a site plan and lighting plan for the proposed building development on parcel 221-1060-05. Ginner addressed concerns by neighboring parcel residents for privacy, stating that the plan shows no windows facing the Numrich/Preuser residence and pointing out the plan shows 24' between the back corner of Numrich/Preuser property and any driveway and approximately 75' between the Numrich/Preuser property and any building. Jaren Schmidt of REL Engineering was available via Zoom and discussed the site plan, stating they are hoping to begin the project late September if all permits are approved, with planned completion in the summer of 2025. Discussion. *Motion by Horant, 2nd by Brown to recommend City Council approval of the lighting and architectural site plans as presented by Premier Eagle River LLC to construct a muliti-family housing complex consisting of up to 36 units on parcel 221-1060-05. Carried, all.*

b) Public Hearing - Northwest Counseling and Guidance Clinic is seeking a conditional use permit to establish a space from 8 am to 4 pm, Monday through Friday, to provide children and adolescents with outpatient day treatment programming at 221 S. Fifth Street, Eagle River, per Ordinance 106-443 (9): Uses permitted by conditional grant: Group care and family care facilities, nursery schools. The property is described as Sect. 33, T40N, R10E, LOT 9 BLK 2 OF J F HABRICH FIRST ADDN F14: Kristi Nelson of Northwoods Counseling & Guidance Clinic was available via Zoom and presented the program is looking to relocate from Rhinelander to 221 S Fifth Street, parcel 221-737. The Eagle River School District approached NW Counseling for their services. Discussion with Nelson on the particulars of the program for youth ages 5-18 years old, with six staff members, stating youth will be transported by clinic staff to and from the schools. Horant verified parking sufficiency. Schaffer opened the public hearing at 5:15PM. Ginner reported that she had one inquiry from a neighboring resident and once given the details, had no objections. Eagle River resident Deb Preuser was in the audience and voiced she was very much in favor. With no other public comments, Schaffer closed the public hearing at 5:20PM. *Motion by Horant, 2nd by Adamovich to recommend to City Council that Northwest Counseling and Guidance Clinic be granted a conditional use permit to establish a space from 9:00AM – 4:00PM, Monday through Friday, to provide children and adolescents with outpatient day treatment programming at 221 S Fifth Street, parcel #221-737. Carried, all.* Nelson reported they are anticipating a September 23, 2024 opening.

c) Public Hearing - Jon T. Keckeisen is seeking a conditional use permit to place one 20' storage container at 1078 E. Wall Street for no more than one year, per Ordinance 106-473 (10): One single shipping container, painted a single color, all advertising removed, subject to existing accessory structure set-backs. The property is described as NW-NW, Sect 34, T40N,R10E, PRT NW NW. Jon Keckeisen presented that has purchased this property at 1078 E Wall for a permanent residence and will be building a garage. Until the garage can be constructed, he is requesting a conditional use permit to place one 20' storage container on the property for no more than one year to keep personal garage contents. Schaffer

opened the public hearing at 5:25PM. Ginner confirmed that no public comments had been received and no public comments were heard from the audience. Horant reminded Keckeisen that the ordinance allows for only for one (1) year. Schaffer closed the public hearing at 5:27PM. *Motion by Grassl, 2nd by Horant to recommend City Council approves a conditional use permit to Jon Keckeisen to place one 20' storage container at 1078 E Wall Street, parcel 221-1075, for no more than one year per Ordinance 1064-473 (10). Carried, all.*

d) Eagle River Revitalization – Request for placement of new shed at the east side of the Ohio/Michigan intersection, and to add additional electrical peds throughout the site for use by Farmers Market vendors: Karen Margelofsky of Eagle River Revitalization/Eagle River Farmers Market presented a site plan with proposed expansion elements for the Eagle River Farmers Market located between Michigan Street and N Railroad Street. Margelofsky presented a mockup of a proposed shed and electrical ped locations. Discussion on electrical, storage, safety, parking, water, shed location and size, snowmobile trail, ROW locations, and ped locations. The market is at the beginning stages of the plan and Margelofsky is asking for direction from the City in how they would like to proceed for her to begin obtaining quotes for the shed and professional services for electrical upgrades. *Motion by Horant, 2nd by Adamovich to recommend to City Council the approval of a permanent shed up to 10'x30' in size, replacing the existing 8'x8' shed, and to proceed with upgrades to electrical, and water hookups as recommended by State and local codes. Discussion. Carried, all.*

Motion by Horant, 2nd by Brown to adjourn at 6:15pm.

Becky J Bolte – Clerk

Project Proposal for Vibrant Spaces Grant

Presented by Karen Margelofsky, Executive Director-Eagle River Revitalization Program, Inc.

Eagle River Highway 45 Multi-Use Crossing and Placemaking Project

1. Project Overview

This project seeks to enhance safety and functionality at a multi-use crossing on Highway 45, south of the Eagle River bridge, while creating welcoming placemaking areas on both sides of the crossing. This transformation will serve a diverse group of users—cyclists, pedestrians, snowmobilers, and UTV/ATV riders—who access downtown Eagle River and the surrounding trails. The proposed placemaking features and wayfinding will not only guide trail users effectively but also foster community engagement and local business support.


2. Location and Key Components

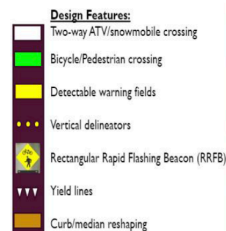
Crossing Location:

Highway 45 south of the Eagle River bridge.

East Side (Triangle Area):

This area primarily serves the bike trail, pedestrian path, and corridor to the downtown business district, and in winter, the snowmobile trail. Proposed features include:

- 
- Public Art on an existing DOT-required fence, visually enhancing the area while maintaining required lighting for the snowmobile path.
 - Wayfinding Signage to guide visitors to downtown Eagle River and highlight local destinations.
 - Public Information Board for trail maps, local events, and safety information.
 - Seating and Bike Service Station to support resting, repairs, and community interaction.



West Side (Edge of Riverview Park):



Serving UTV/ATV trail users and those visiting the river boardwalk. Proposed features include:

- Four-Panel Information Kiosk covering UTV/ATV, Snowmobile, Great Headwaters Bike Trail, and the Eagle River Chain of Lakes.
- Seating and Charging Stations for user convenience.
- Artistic Design to make the kiosk an engaging community hub for area information.

3. Trail Improvements and Safety Markings

To ensure user safety and smooth flow, this project will include improvements to trail markings leading to the crossing:

- **Directional Markings** along roads and parking lot corridors guiding trail users from the downtown area (Depot) and connecting the Three Eagle Trailhead and trails west on Division and Park Streets.

This enhanced guidance will address the safe flow of traffic, particularly for cyclists, by clearly indicating paths and access points for all users.

4. Community Impact

The proposed crossing and placemaking improvements align with the Vibrant Spaces Grant's goals and emphasize Eagle River's commitment to community safety, visual appeal, and economic vitality:

- **Safety as a Priority:** The design prioritizes safe interaction between vehicles and trail users, incorporating advanced



signage, road markings, and traffic flow indicators.

- **Community Pride and Economic Boost:** This crossing will visually communicate Eagle River's dedication to its trail systems, while the placemaking elements increase foot traffic and support nearby businesses.
- **Event and Fundraising Potential:** The space can serve as a trailhead for community events and fundraising activities. For example, benches highlighting the Lions Club's annual Sausage Fest could encourage local contributions, particularly during the high-traffic Labor Day weekend.

5. Community and Partner Support

ERRP will lead the project with strong support from community and organizational partners:

- **City of Eagle River:** Co-applicant, responsible for coordination with DOT and MSA for drafting and project management.
- **Department of Transportation (DOT):** As the crossing is on a state highway, DOT's approval is essential.
- **Great Headwaters Trails and River Trail Commission:** Contributing design and wayfinding expertise.
- **Sno-Eagles & Landover UTV/ATV Clubs:** Representing user groups and providing input for safe design.
- **Eagle River Chamber of Commerce and Vilas County Tourism:** Supporting public engagement and promotional efforts.
- **Lions Club:** Potential partner for commemorative elements, contributing to the space's long-term appeal and use.



Note: MSA would handle drafting and bidding without requiring financial contributions from the City. Matching funds will be secured by partner groups (GHT, Tourism (Room Tax) Grant, Club & Public Donations).

6. Timeline

The project is planned to begin in early 2025. Key milestones include:

1. **Q1-Q3 2025:** Finalize designs, public engagement sessions, and contractor selection.
2. **Q3 2025 – Q1 2026:** Construction of crossing improvements and placemaking installations.
3. **Q2 2026:** Completion and community unveiling.

7. Budget and Funding

The project budget is approximately \$126,900, with a grant request of \$50,000 and matching funds from partner contributions.

Budget Breakdown:

- **Crossing Improvements:** \$96,900
- **Placemaking Elements (including public art and signage):** \$20,000
- **Trail and Directional Improvements:** \$10,000

8. Conclusion

The Eagle River Highway 45 Multi-Use Crossing and Placemaking Project represents a transformative investment in community safety, aesthetics, and connectivity. This crossing will act as a clear message of Eagle River's commitment to its trail systems and as a safe, engaging, and functional space for both residents and visitors. With strong community support and clear benefits to safety and economic vitality, we hope the Vibrant Spaces Grant will help make this vision a reality.





Eagle River State Highway 45/17 Trail Crossing

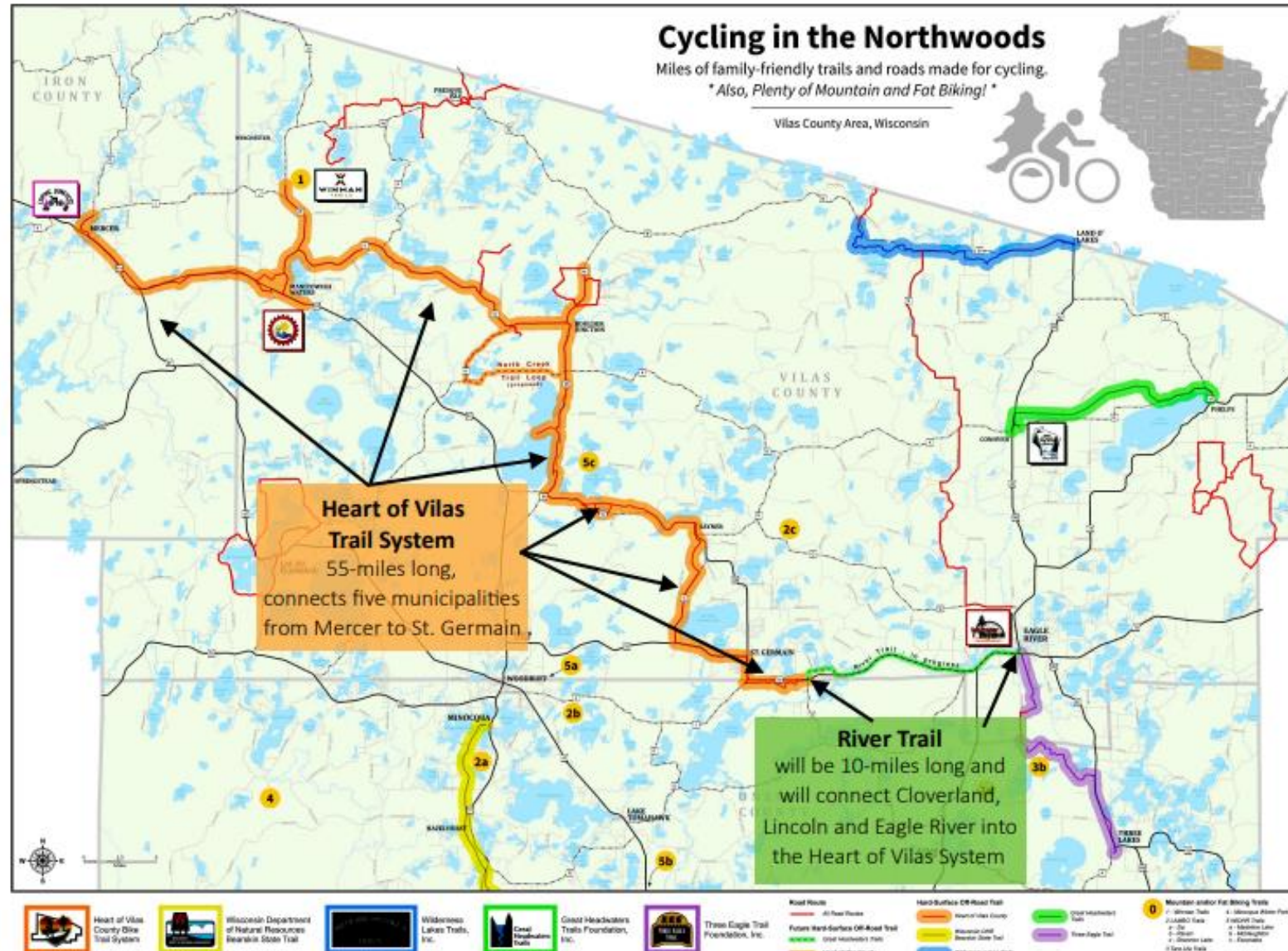
Erich Heath, Danny Bunzel, Olivia
Larsen, Nic Oesau

Overview

- Area of Study
- Project Objectives
- Existing Conditions
- Crossing Locations Considered
 - Alternatives 1 – 3
- Decision Matrix
- Chosen Crossing Design Features
- Conclusions

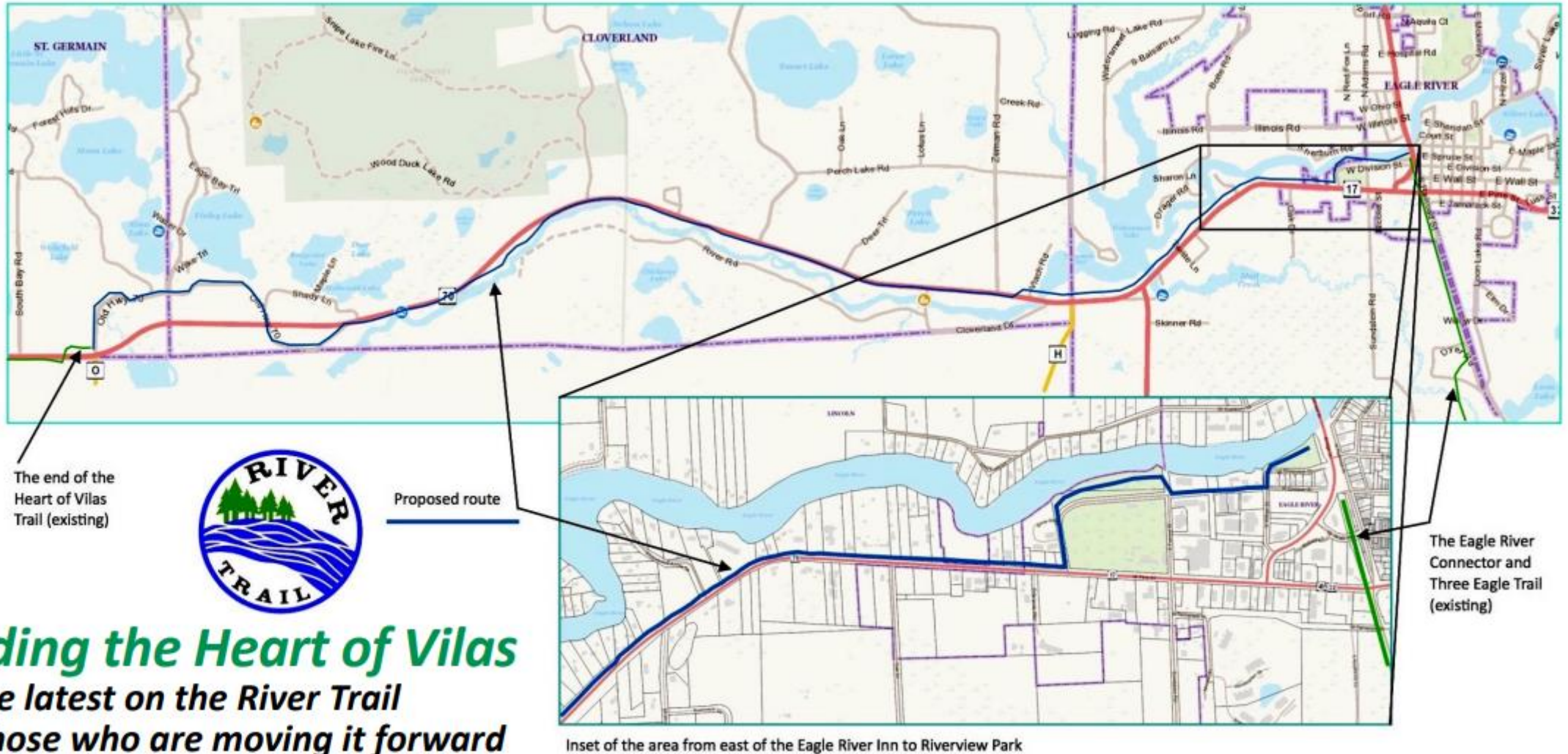


Trail System



- **Heart of Vilas Trails**
- **Wilderness Lakes Trails**
- **Great Headwaters Trails**
- **Three Eagle Trail**
- **Bearskin State Trail**










Trail System – Proposed River Trail



Area Overview



Legend:

-  Crossing taken by bicyclists
-  Crossing taken by pedestrians
-  Crossing taken by ATV/snowmobile (Heads North to Conover)
-  Proposed River Trail (Heads West to St. Germain)
-  Existing Three Eagle Trail (Heads South)
-  Riverview Park
-  Downtown District
-  Industrial District
-  Kwik Trip



Project Objectives

- Design a safe multiuse crossing for STH 45/17
- Provide a pavement marking and signage plan
- Create a construction cost estimate for the selected alternative



Existing Conditions



Cyclists and Pedestrians

- City desires no cyclists ride on the sidewalks
- Pedestrians ignoring designated crossings
- Pedestrians use ATV/Snowmobile crossing





ATV and Snowmobile Users

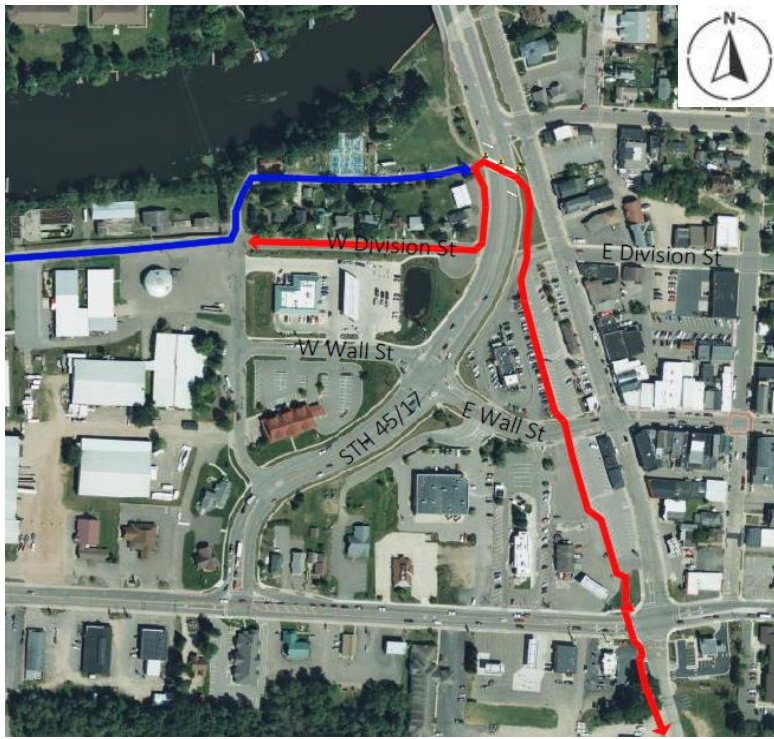
- Asphalt surface delamination
- White thermoplastic deteriorating
- Gravel tracking into the road



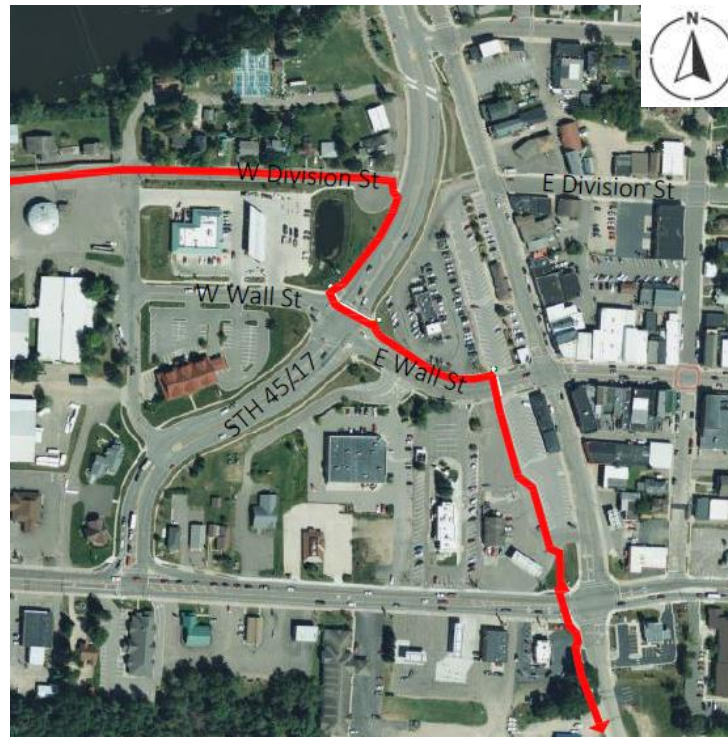


Crossing Locations Considered

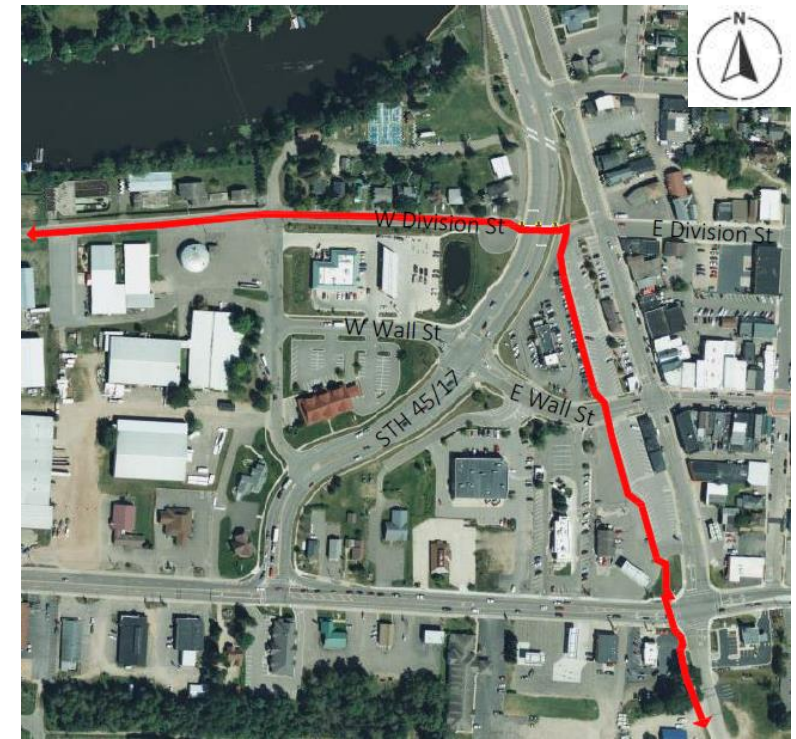
- Alternative 1: Redesign ATV/Snowmobile Crossing
- Alternative 2: Wall St Crossing
- Alternative 3: Division St Crossing



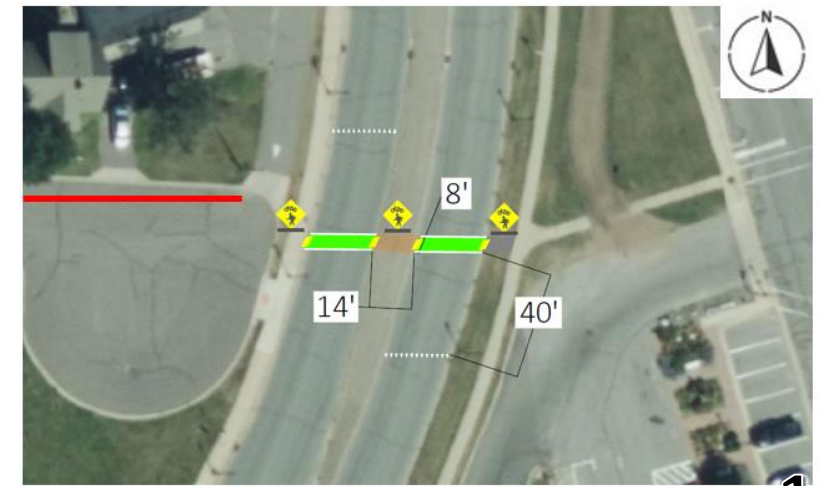
Alternative 1: Redesign ATV/Snowmobile Crossing



Alternative 2: Wall Street Crossing



Alternative 3: Division Street Crossing



Decision Matrix – Criteria

Safety Impacts:

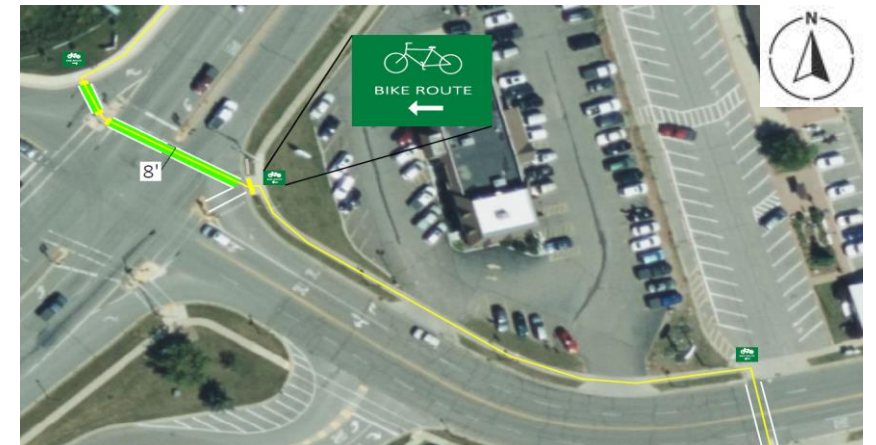
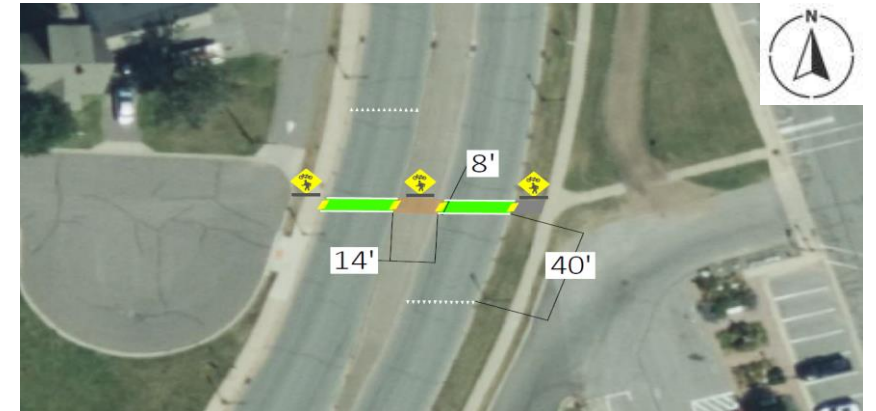
- ATV/Snowmobile Safety
- Cyclist/Pedestrian Safety

Social Impacts:

- Familiarity
- Traffic Queuing Due to Crossing
- Convenience

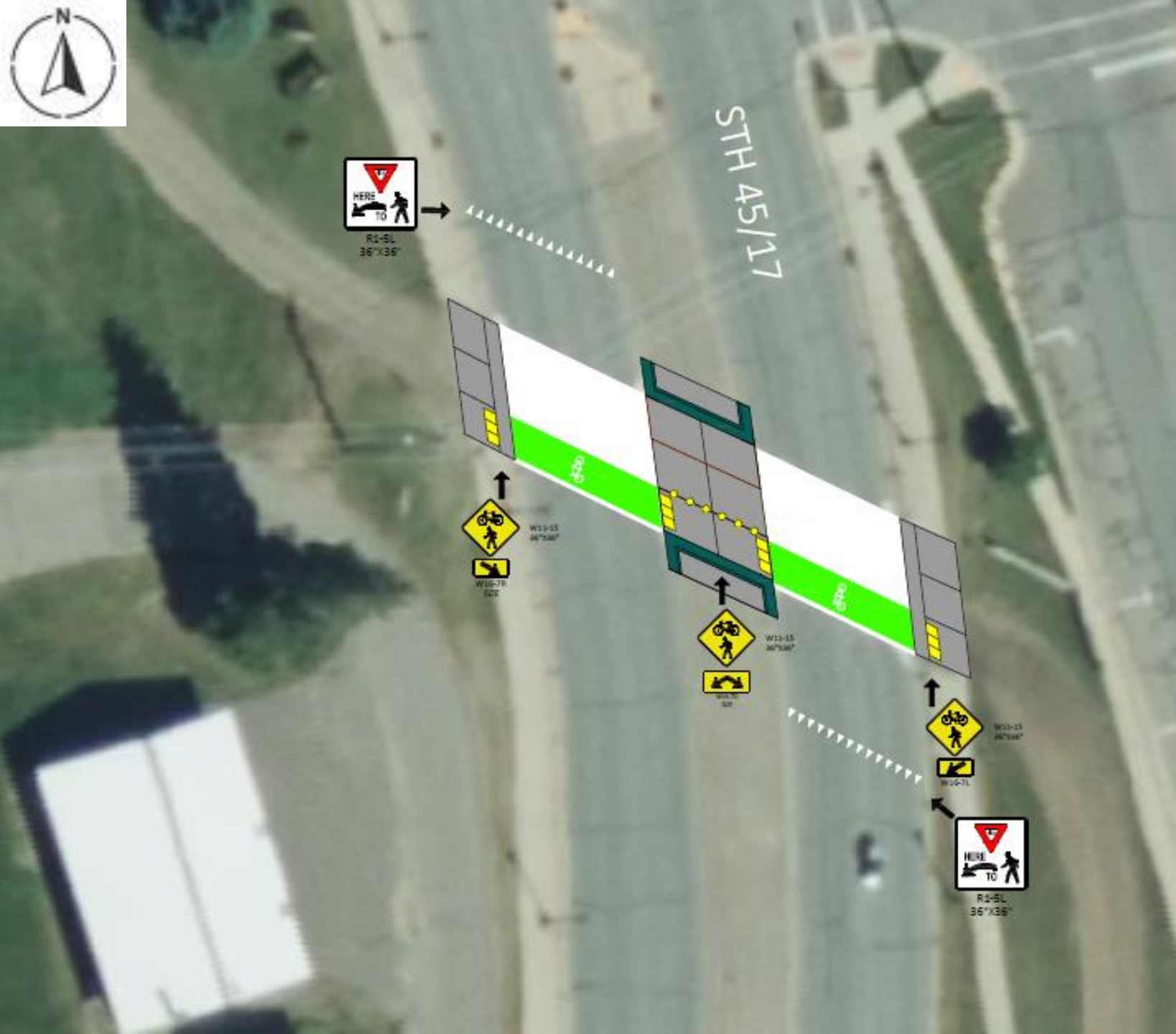
Economic Impacts:

- Construction Cost
- Land Easement Required



Decision Matrix – Results

Decision Matrix for STH 45/17 Crossing			The Higher Score Signifies the Better Option with a Scale of 10 = Best and 1 = Worst								
Criteria	Description	Weight of Each Criteria out of 100%	Alternative 1 (ATV/Snowmobile Crossing)			Alternative 2 (Wall Street)			Alternative 3 (Division Street)		
			Quantity of Descriptor/ yes or no	Rating	Weighted Score	Quantity of Descriptor/ yes or no	Rating	Weighted Score	Quantity of Descriptor/ yes or no	Rating	Weighted Score
Safety Impacts											
ATV/Snowmobile Safety											
Number of lanes required to cross STH 45/17	Number of travel lanes alternative requires users to cross STH 45/17	5	4	10	5	4	10	5	4	10	5
Bicyclist/Pedestrian Safety											
Number of lanes required to cross STH 45/17	Number of travel lanes alternative requires users to cross STH 45/17	10	4	10	10	6	1	1	4	10	10
Slip Lane	Does crossing location require crossing a turn slip lane?	10	NO	10	10	YES	1	1	NO	10	10
Refuge Island	Is there a refuge for pedestrians and cyclists?	10	YES	10	10	NO	1	1	YES	10	10
Illegal Crossing Deterrent											
Physical Barrier	If physical barrier were present, how many opportunities to illegally cross remain	10	0	10	10	1	1	1	1	1	1
Within 3 minutes of destination	Travel time from River Trail to the nearest connection point to Three Eagle Trail is within 3 minutes of desired destination	10	YES	10	10	NO	1	1	YES	10	10
Social Impacts											
Familiarity	Maintain status quo disturbance to site?	10	YES	10	10	YES	10	10	NO	1	1
Frequency of Traffic Stopping	Amount of traffic queueing due to crossing	10	5 cars/ln	1	1	0 cars/ln	10	10	5 cars/ln	1	1
Convenience											
Travel Time	Measured time to travel from River Trail to the nearest connection point to Three Eagle Trail	10	3 minutes	4	4	4 minutes	1	1	30 seconds	10	10
Economic Impacts											
Construction Cost	Cost to complete construction	10	\$ 96,900.00	1	0.5	\$41,600.00	10	5	\$85,900.00	5	2.5
Land Easement Required	Required property to acquire to complete	5	NO	10	5	YES	1	0.5	NO	10	5
Weighted Score Total		100	Alternative 1 (ATV/Snowmobile Crossing) 75.5			Alternative 2 36.5			Alternative 3 65.5		



Chosen Crossing: Alternative 1 Redesigned ATV/snowmobile Crossing



Detectable Warning Field: ADA

3 Adjacent 2'x 2' Plates



Vertical Delineators: WisDOT SDD 15A04-d

4 Anchor Bolts, Normal Bolts & Washers per Delineator



6-IN Thick Type II Portland Cement Concrete
ISU - Institute for Transportation: Guide to Concrete Trails
Trail Crossings of Roadways



Concrete Curb & Gutter Type D - 30"

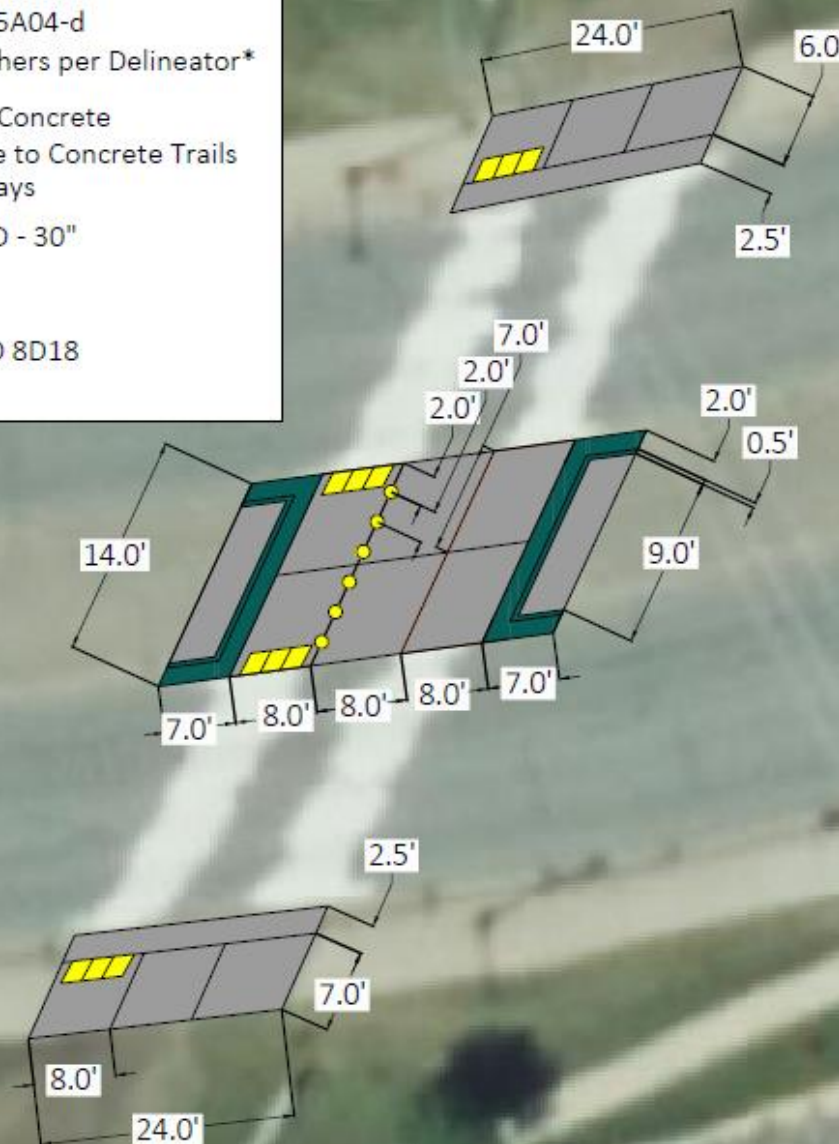
WisDOT SDD 08D01-a



Trail Ramp Type X: WisDOT SDD 8D18

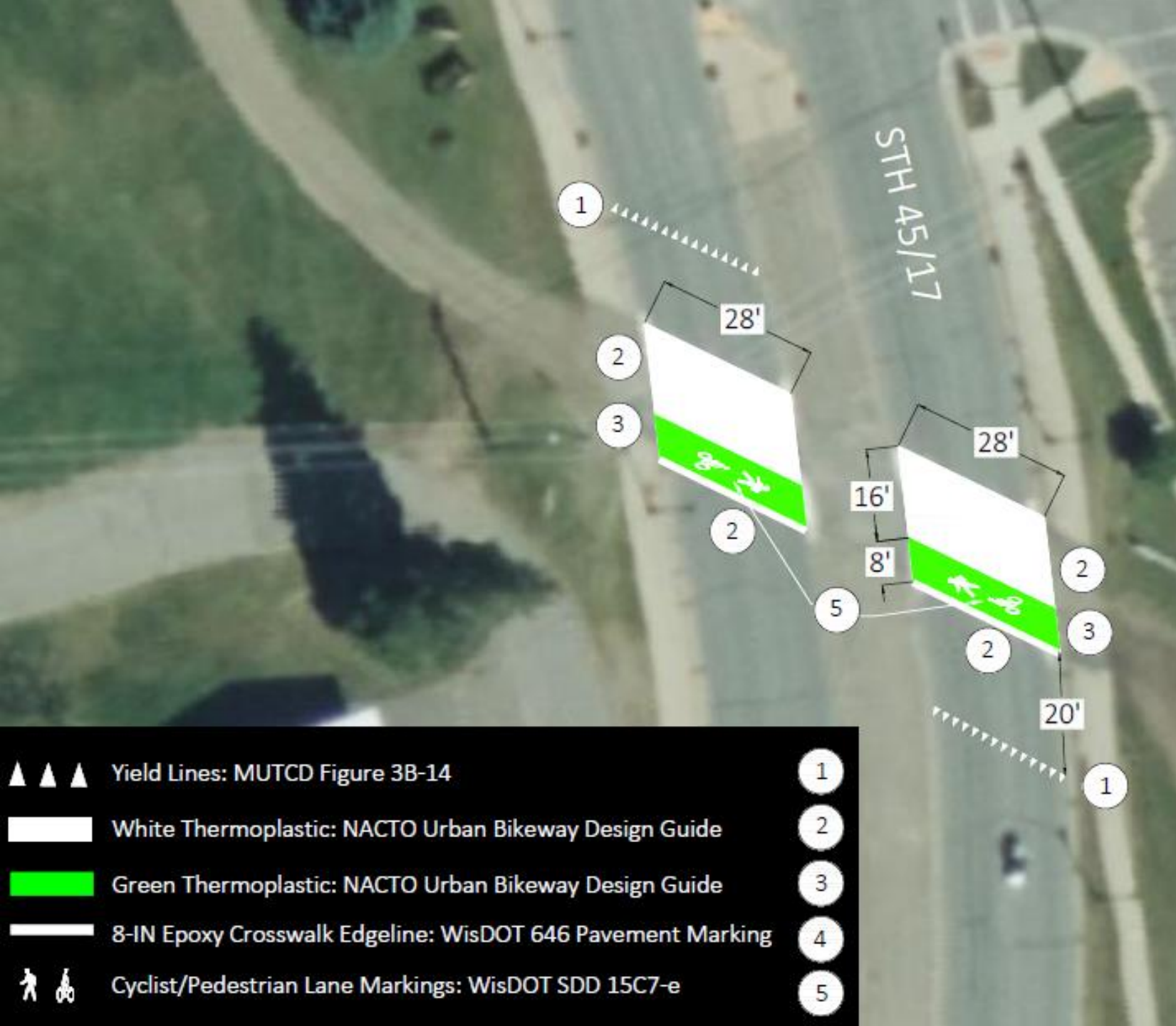


STH 45/17



Design Elements: Pavement Structure

Design Elements: Pavement Markings














Rectangular Rapid Flashing Beacons Example in Platteville, WI

Design Elements: Rectangular Rapid Flashing Beacons

- Minimum offset from nearest controlled pedestrian crossing of 300 ft
- SSD from crossing is 8 times posted speed limit (8 X 25 MPH = 200 ft)
- According to FHWA, RRFBs can reduce pedestrian crashes by 47% ... and increase motorist yielding rates up to 98%

	
W11-15A 36"X36"	R1-5L 36"X36"
	
	
W11-15 36"X36"	R9-7 MOD 12"X18"
	
W16-7L 24"X12"	
	

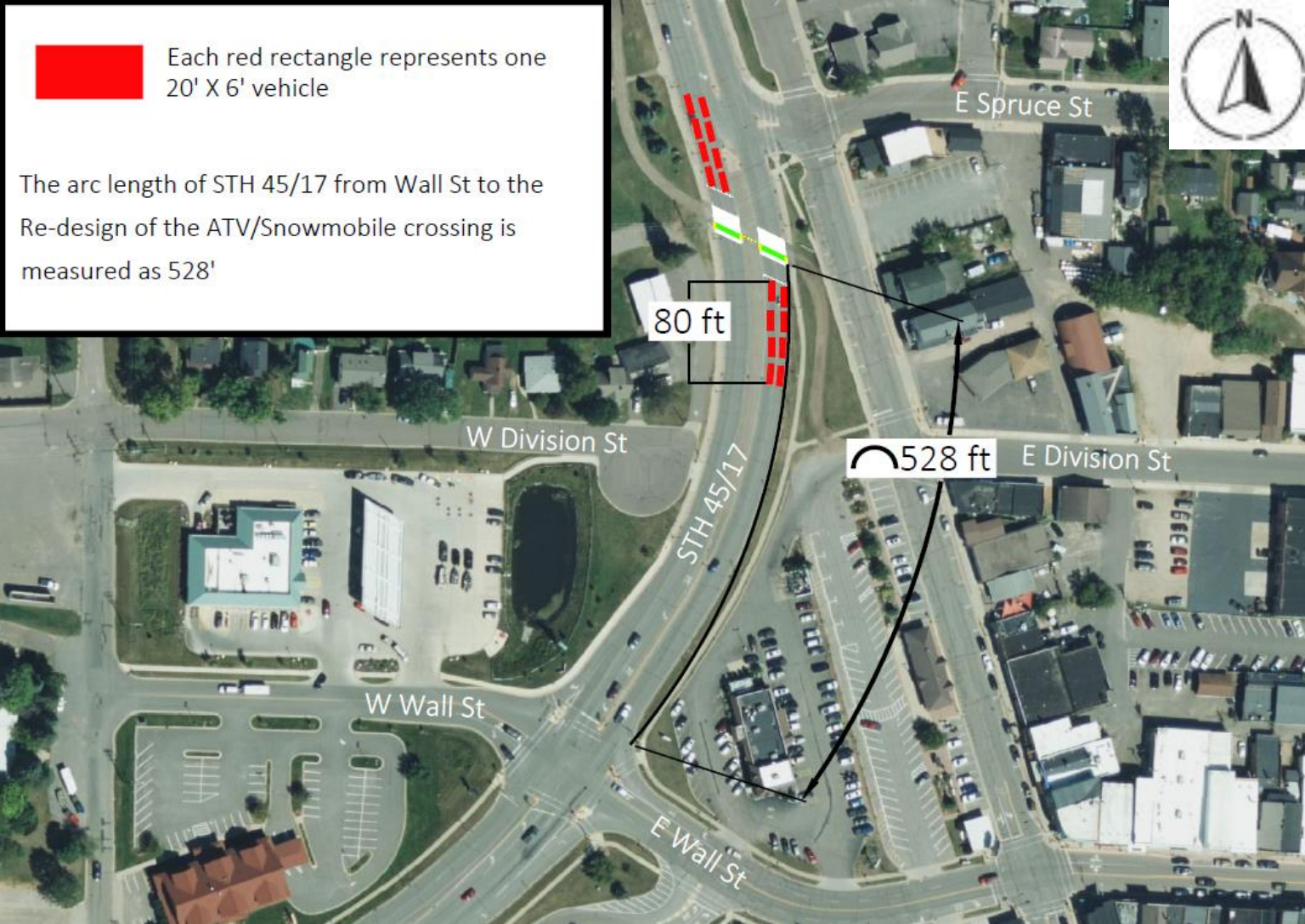


Design Elements: Signage



Each red rectangle represents one
20' X 6' vehicle

The arc length of STH 45/17 from Wall St to the
Re-design of the ATV/Snowmobile crossing is
measured as 528'



Estimated Traffic Impact

- Directional Design Hour Volume (DDHV) = 774 vehicles/hour
- RRFB gives 30 seconds to cross

$$\frac{774 \text{ vehicles/hour}}{60 \text{ minutes/hour}} \times \frac{2 \text{ crossing phase}}{\text{minute}} \times 2 \text{ lanes}$$

Estimated Queuing =
~ 4 veh/lane/crossing phase

$$\text{DDHV} = \text{AADT} * K_{30} * D$$

$$\text{AADT} = 10,500 \text{ vehicles}$$

$$K_{30} = 0.12085$$

$$D = 0.61$$

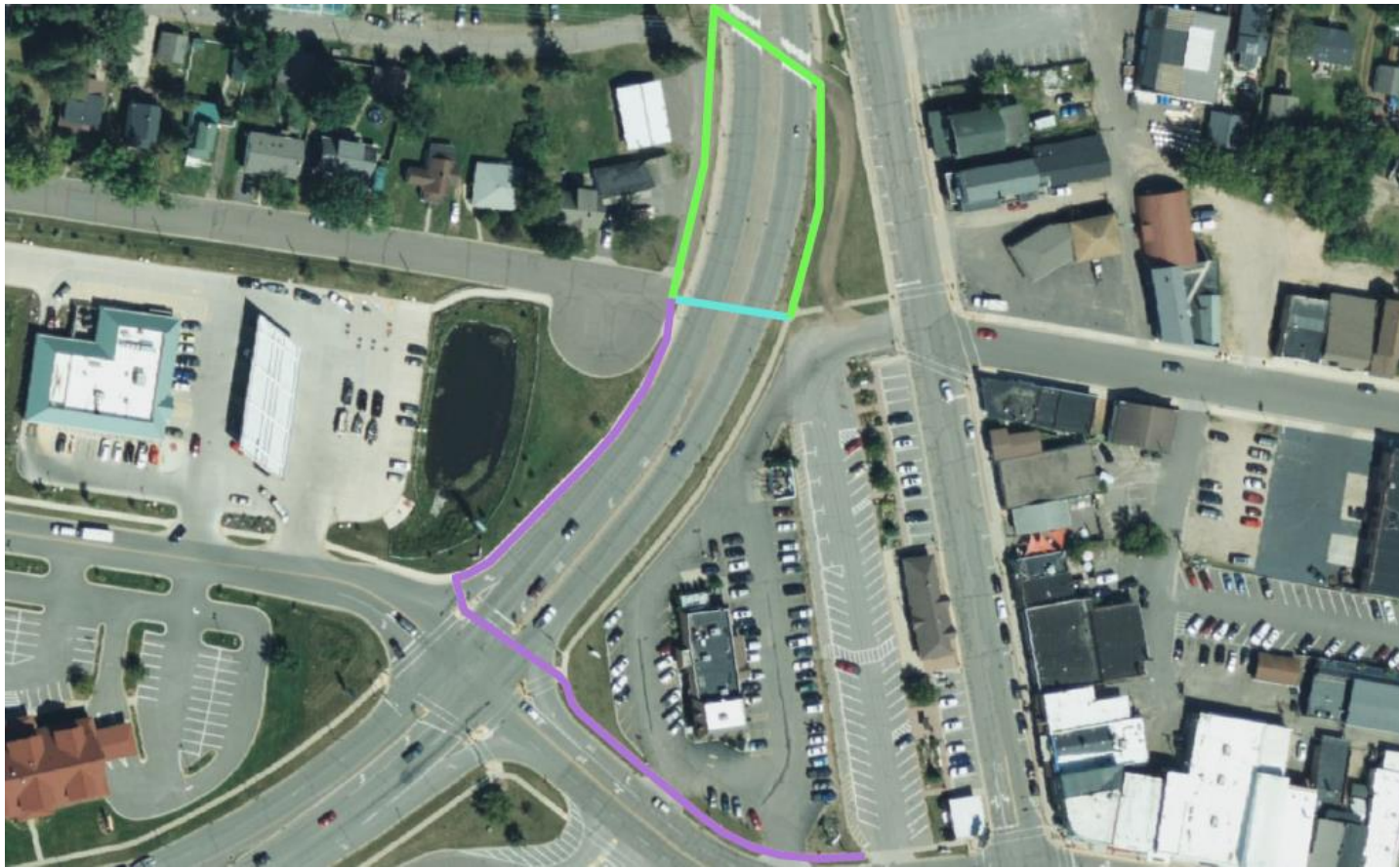
Cost Estimate – Redesign ATV/Snowmobile Crossing

Item Number	Item Description	Unit	Unit Price	Quantity	Total Cost
204.0100	Removing Concrete Pavement	SY	\$5.45	75	\$408.75
204.0110	Removing Asphaltic Surface	SY	\$3.93	36	\$141.48
204.0150	Removing Curb & Gutter	LF	\$4.88	76	\$370.88
305.0120	Base Aggregate Dense 1 1/4 inch	Ton	\$10.93	24	\$262.32
416.0160	Concrete Driveway 6-inch	SY	\$54.29	85	\$4,614.65
601.0110	Concrete Curb Type D	LF	\$40.83	48	\$1,959.84
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	\$45.60	48	\$2,188.80
633.0200	Vertical Delineators	Each	\$61.24	6	\$367.44
637.2210	Signs Type II Reflective H	SF	\$18.29	21	\$384.09
637.2230	Signs Type II Reflective F	SF	\$21.64	18	\$389.52
646.1020	Marking Line Epoxy 8-Inch	LF	\$1.09	56	\$61.04
646.5220	Marking Symbol Epoxy	Each	\$220.16	2	\$440.32
646.6220	Marking Yield Line Epoxy 18-Inch	Each	\$40.17	30	\$1,205.10
690.0150	Sawing Asphalt	LF	\$1.49	132	\$196.68
690.0250	Sawing Concrete	LF	\$2.51	380	\$953.80
-Not Applicable	Green Thermoplastic ¹	SF	\$12.00	448	\$5,376.00
-Not Applicable	White Thermoplastic ¹	SF	\$12.00	896	\$10,752.00
-Not Applicable	Rectangular Rapid-Flashing Beacon Installation²	Each	\$22,250.00	3	\$66,750.00

* Bid items unit prices are priced at WisDOT 2022 average unit prices.

1. Price Source: NACTO
2. Price Source: FHWA

Total	\$96,900
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Travel Time

NACTO'S Urban Bikeway Design Guide:

- Average Walking Speed = 3 ft/s
- Max Walking Time Before Disregarding a Crossing = 3 Minutes

 Alternative 1: Distance = 545 ft ; Travel Time = 3 Min 2 Sec

 Alternative 2: Distance = 730 ft ; Travel Time = 4 Min 34 Sec

 Alternative 3: Distance = 100 ft ; Travel Time = 0 Min 33 Sec

Visibility

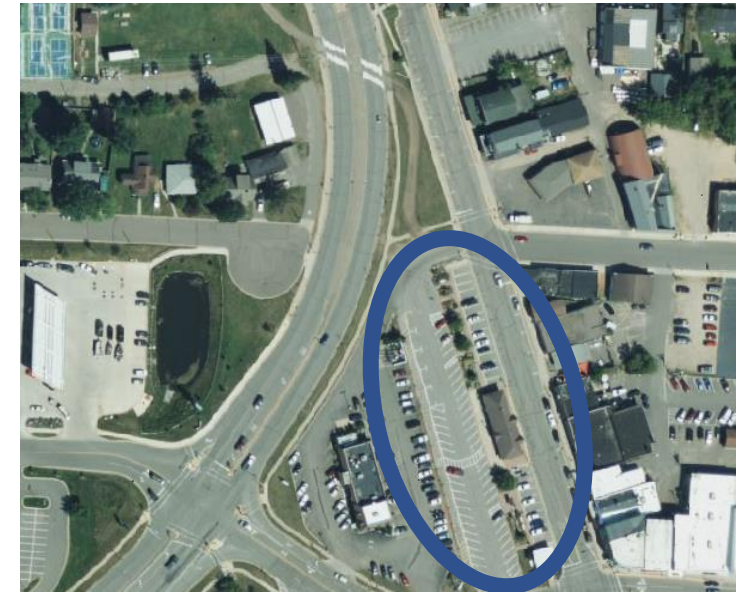
- Alternative 1 – Redesign
ATV/Snowmobile Crossing is more visible than Wall St Crossing from eastern parking lot
- Users more likely to use a crossing that is easily visible



Direct line of sight from parking lot to Wall St. Crossing - obstructed



Direct line of sight to ATV/snowmobile Crossing - clear

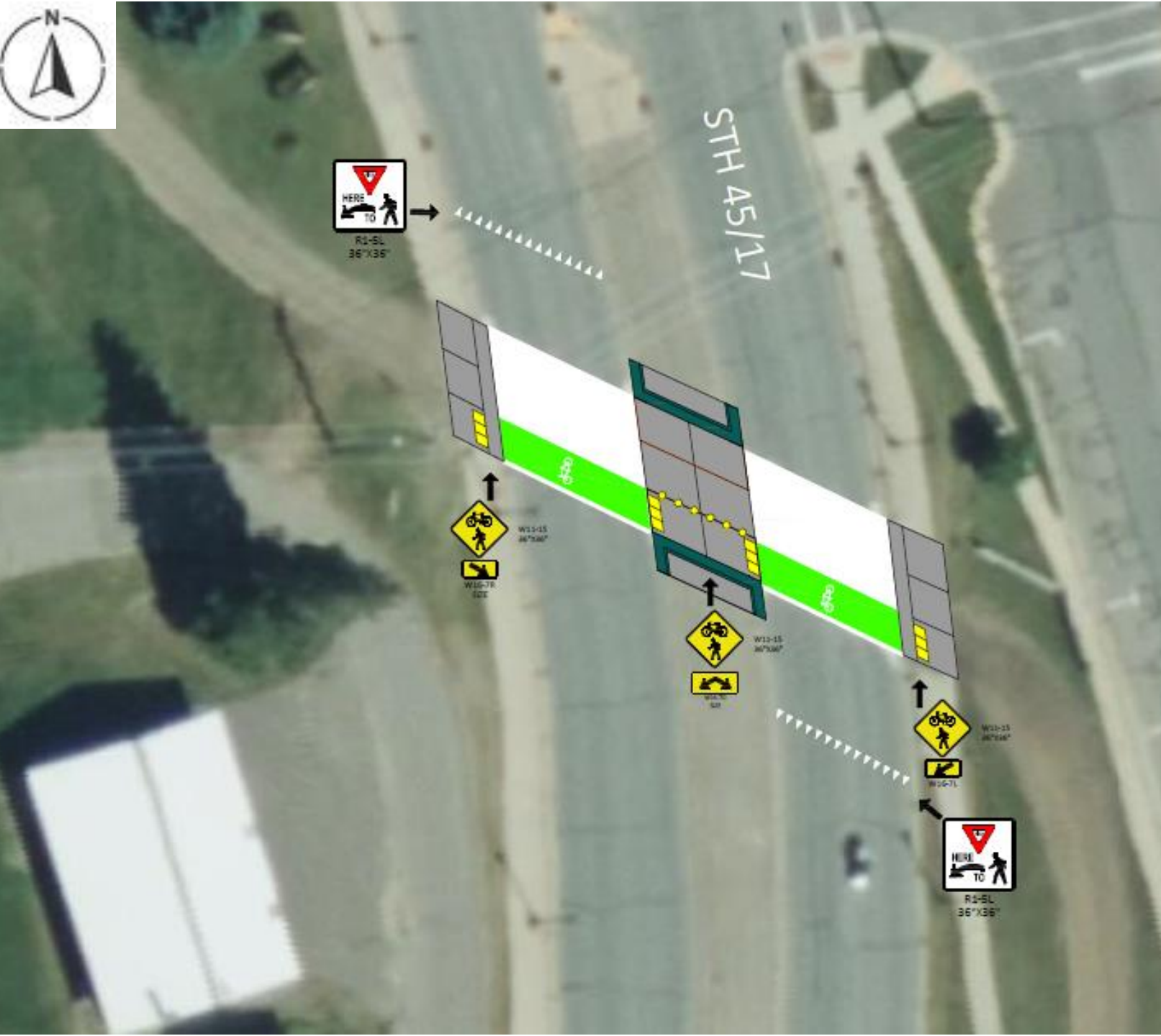


Location of Eastern Parking Lot



Pedestrian Safety

- RRFB impacts:
 - Reduce pedestrian crashes by **47%**
 - Increase motorist yielding rates up to **98%**
- Pedestrians do not have to cross a slip lane at Alt. 1
- Pedestrians cross **at most 2** lanes before refuge at Alt. 1



Conclusion & Recommendation:

- Alternative 1: Redesign ATV/Snowmobile Crossing
 - ✓ Ideal Visibility
 - ✓ Ideal Travel Time
 - ✓ High Familiarity
 - ✓ Materials and labor cost estimated to be \$96,900

Appendix A

Median Barrier Consideration

- Implementation of barrier within median
- Deterrent to pedestrians crossing at any given location
- “Birdsnest Spruce” recommended for its applicable properties



Example: Zwolle, Netherlands



Picea abies 'Nidiformis' (Birdsnest Spruce)

Unmodified R9-7



WMUTCD Sign Placement Distance Table


Posted or 85th- Percentile Speed	Advance Placement Distance ¹								
	Condition A: Speed reduction and lane changing in heavy traffic ²	Condition B: Deceleration to the listed advisory speed (mph) for the condition ⁴							
		0 ³	10 ⁴	20 ⁴	30 ⁴	40 ⁴	50 ⁴	60 ⁴	70 ⁴
20 mph	225 ft	100 ft ⁶	N/A ⁵	—	—	—	—	—	—
25 mph	325 ft	100 ft⁶ 150 ft	N/A⁵ 100 ft ⁶	N/A ⁵	—	—	—	—	—
30 mph	460 ft	100 ft⁶ 200 ft	N/A⁵ 150 ft	N/A⁵ 100 ft ⁶	—	—	—	—	—
35 mph	565 ft	100 ft⁶ 250 ft	N/A⁵ 200 ft	N/A⁵ 175 ft	N/A ⁵	—	—	—	—
40 mph	670 ft	125 ft⁶ 300 ft	100 ft⁶ 275 ft	100 ft⁶ 250 ft	N/A⁵ 175 ft	—	—	—	—
45 mph	775 ft	175 ft⁶ 400 ft	125 ft⁶ 350 ft	100 ft⁶ 300 ft	100 ft⁶ 250 ft	N/A ⁵	—	—	—
50 mph	885 ft	250 ft⁶ 550 ft	200 ft⁶ 425 ft	175 ft⁶ 400 ft	125 ft⁶ 325 ft	100 ft⁶ 225 ft	—	—	—
55 mph	990 ft	325 ft⁶ 750 ft	275 ft⁶ 500 ft	225 ft⁶ 475 ft	200 ft⁶ 400 ft	125 ft⁶ 300 ft	N/A ⁵	—	—
60 mph	1,100 ft	400 ft⁶ 1000 ft	350 ft⁶ 575 ft	325 ft⁶ 550 ft	275 ft⁶ 500 ft	200 ft⁶ 400 ft	100 ft⁶ 300 ft	—	—
65 mph	1,200 ft	475 ft⁶ 1000 ft	450 ft⁶ 650 ft	400 ft⁶ 625 ft	350 ft⁶ 575 ft	275 ft⁶ 500 ft	200 ft⁶ 375 ft	100 ft ⁶	—
70 mph	1,250 ft	550 ft⁶ 1000 ft	525 ft⁶ 650 ft	500 ft⁶ 625 ft	450 ft⁶ 575 ft	375 ft⁶ 500 ft	275 ft⁶ 375 ft	150 ft⁶ 375 ft	—
75 mph	1,350 ft	650 ft⁶ 1000 ft	625 ft⁶ 650 ft	600 ft⁶ 625 ft	550 ft⁶ 575 ft	475 ft⁶ 500 ft	375 ft	250 ft⁶ 375 ft	100 ft ⁶

¹ The distances are adjusted for a sign legibility distance of 180 feet for Condition A. The distances for Condition B have been adjusted for a sign legibility distance of 250 feet, which is appropriate for an alignment warning symbol

FHWA RRFB Crash Prevention and Cost

Rectangular Rapid-Flashing Beacon (RRFB)

SAFE TRANSPORTATION FOR EVERY PEDESTRIAN
COUNTERMEASURE TECH SHEET



Multiple lanes of traffic create challenges for pedestrians crossing at unsignalized locations.

RRFBs can make crosswalks and/or pedestrians more visible at a marked crosswalk.

RRFBs can reduce pedestrian crashes by **47%**

FEATURES:

- Enhanced warning improves motorist yielding

OFTEN USED WITH:

- Crosswalk visibility enhancements
- Pedestrian refuge island
- Advance STOP or YIELD markings and signs

RRFBs are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. Research indicates RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks. However, yielding rates as low as 19 percent have also been noted. Compliance rates varied most per the city location, posted speed limit, crossing distance, and whether the road was one- or two-way. RRFBs are particularly effective at multilane crossings with speed limits less than 40 mph. Consider the Pedestrian Hybrid Beacon (PHB) instead for roadways with higher speeds. FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (HSA-17-072)* provides specific conditions where practitioners should strongly consider the PHB instead of the RRFB.

Rectangular Rapid-Flashing Beacon (RRFB)

EDC-4 STEP: https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm



CONSIDERATIONS

FHWA has issued interim approval for the use of the RRFB (IA-21). State and local agencies must request and receive permission to use this interim approval before they can use the RRFB. IA-21 does not provide guidance or criteria based on number of lanes, speed, or traffic volumes.

RRFBs are placed on both ends of a crosswalk. If the crosswalk contains a pedestrian refuge island or other type of median, an RRFB should be placed to the right of the crosswalk and on the median (instead of the left side of the crosswalk).

RRFBs typically draw power from standalone solar panel units, but may also be wired to a traditional power source. IA-21 provides conditions for the use of accessible pedestrian features with the RRFB assembly. When RRFBs are not in common use in a community, consider conducting an outreach effort to educate the public and law enforcement officers on their purpose and use.

COST

The cost associated with RRFB installation ranges from \$4,500 to \$52,000 each, with the average cost estimated at \$22,250. These costs include the complete system installation with labor and materials.

Queuing Calculations

$$DDHV = AADT * K_{30} * D$$

$$AADT = 10,500 \text{ (WisDOT Traffic Counts)}$$

$$K_{30} = 0.12085 \text{ (WisDOT Geometrics Data Spreadsheet: Group 4 With 4+Lanes, AADT } \sim 12,000)$$

$$D = 0.61 \text{ (WisDOT Geometrics Data Spreadsheet: SFG 6)}$$

$$DDHV = 10,500 * 0.12085 * 0.61 = 774 \text{ veh/hour}$$

30 sec phases for pedestrian crossing

Average traffic passing the crossing every 30 sec interval per lane (2 lanes per direction of travel)

$$\frac{774 \text{ vehicles/hour}}{\frac{60 \text{ minutes}}{\text{hour}}} \times \frac{2 \text{ crossing phase}}{\text{minute}} \times 2 \text{ lanes} = 3.23 \text{ or about 4 vehicles/lane/crossing phase}$$

Cost Estimate – Division Street Crossing

Item Number	Item Description	Unit	Unit Price	Quantity	Total Cost
204.0100	Removing Concrete Pavement	SY	\$5.45	75	\$408.75
204.0110	Removing Asphaltic Surface	SY	\$3.93	100	\$393.00
204.0150	Removing Curb & Gutter	LF	\$4.88	64	\$312.32
305.0120	Base Aggregate Dense 1 1/4 inch	Ton	\$10.93	24	\$262.32
416.0160	Concrete Driveway 6-inch	SY	\$54.29	85	\$4,614.65
601.0110	Concrete Curb Type D	LF	\$40.83	48	\$1,959.84
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	\$45.60	4	\$182.40
637.2210	Signs Type II Reflective H	SF	\$18.29	21	\$384.09
637.2230	Signs Type II Reflective F	SF	\$21.64	18	\$389.52
646.1020	Marking Line Epoxy 8-Inch	LF	\$1.09	240	\$261.60
646.5220	Marking Symbol Epoxy	Each	\$220.16	2	\$440.32
646.6220	Marking Yield Line Epoxy 18-Inch	Each	\$40.17	30	\$1,205.10
690.0150	Sawing Asphalt	LF	\$1.49	132	\$196.68
690.0250	Sawing Concrete	LF	\$2.51	380	\$953.80
1.	Green Thermoplastic	SF	\$12.00	592	\$7,104.00
2.	Rectangular Rapid-Flashing Beacon Installation	Each	\$22,250.00	3	\$66,750.00

Total

\$85,900

1. Price Source: NACTO
2. Price Source: FHWA

Warning Beacon (i.e., RRFBs) Design & Installation

Yellow flashers are to be used with any yellow warning (W-series) signs and school speed limit signs. Actuated blinker signs are supplementary to warning signs. When used, they **shall** be mounted on the same support as the sign which the beacon supplements in accordance with [WisMUTCD 4L.03](#).

At locations where it is determined that the use of warning sign enhancements signs is desirable, a permit *may* be issued for the installation and maintenance of these blinker-type signs. Permitted installations are subject to the approval of the Department and the conditions of this policy. Additionally, permits are revocable at the discretion of the Department.

It is recognized that the use of warning sign enhancements *may* affect STH traffic operations by increasing delay and reducing mobility, especially if used near existing signalized or stop controlled intersections. The following location criteria *should* be met prior to approval:

1. The location is an uncontrolled pedestrian crossing.
2. A minimum volume of 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average day *should* be met. Young (<12), elderly (>85) and disable pedestrians count 2 times toward volume thresholds. Additionally, seasonal day volumes can be used in place of average day volumes if the crossing is in a known tourist area.

3. A minimum vehicular volume of 1,500 vehicles per day.
4. Maximum of four lanes crossed, unless there is a raised median, in which case it can be six lanes.
5. There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration *should* be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location.
6. Adequate stopping sight distance exists based on [FDM 11-10-5](#) or greater than 8 times the posted speed limit.
7. RRFBs **shall** use a much faster flash rate and **shall** provide 75 flashing sequences per minute (except for existing RRFBs that follow FHWA IA-11). According to [IA-21](#), the left and right RRFB indications **shall** operate using the following sequence:








RRFB Flash Pattern												
Beacon	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.05 sec	0.25 sec
Left	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF
Right	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF	ON	OFF	ON	OFF

The use of warning sign enhancements *may not* be appropriate at locations where there is a combination of both high traffic volumes and high pedestrian volumes. In these situations, there *may* be an increase in crashes and/or delay that make the use of the actuated blinker signs inappropriate. Instead a traffic signal or Pedestrian Hybrid Beacon (PHB) *should* be considered, if feasible.

Consideration *should* also be given to spacing between pedestrian crossings – both uncontrolled as well as those supplemented with warning sign enhancements. These blinker-type signs are highly visible and therefore can be confusing or distracting to drivers if there are too many within their field of vision at one time. Historically, 1,200 feet has been a rule of thumb for minimum spacing.

Alternative 1 – Redesign ATV/Snowmobile Crossing






Design Features:

-  Two-way ATV/snowmobile crossing
-  Bicycle/Pedestrian crossing
-  Detectable warning fields
-  Vertical delineators
-  Rectangular Rapid Flashing Beacon (RRFB)
-  Yield lines
-  Curb/median reshaping



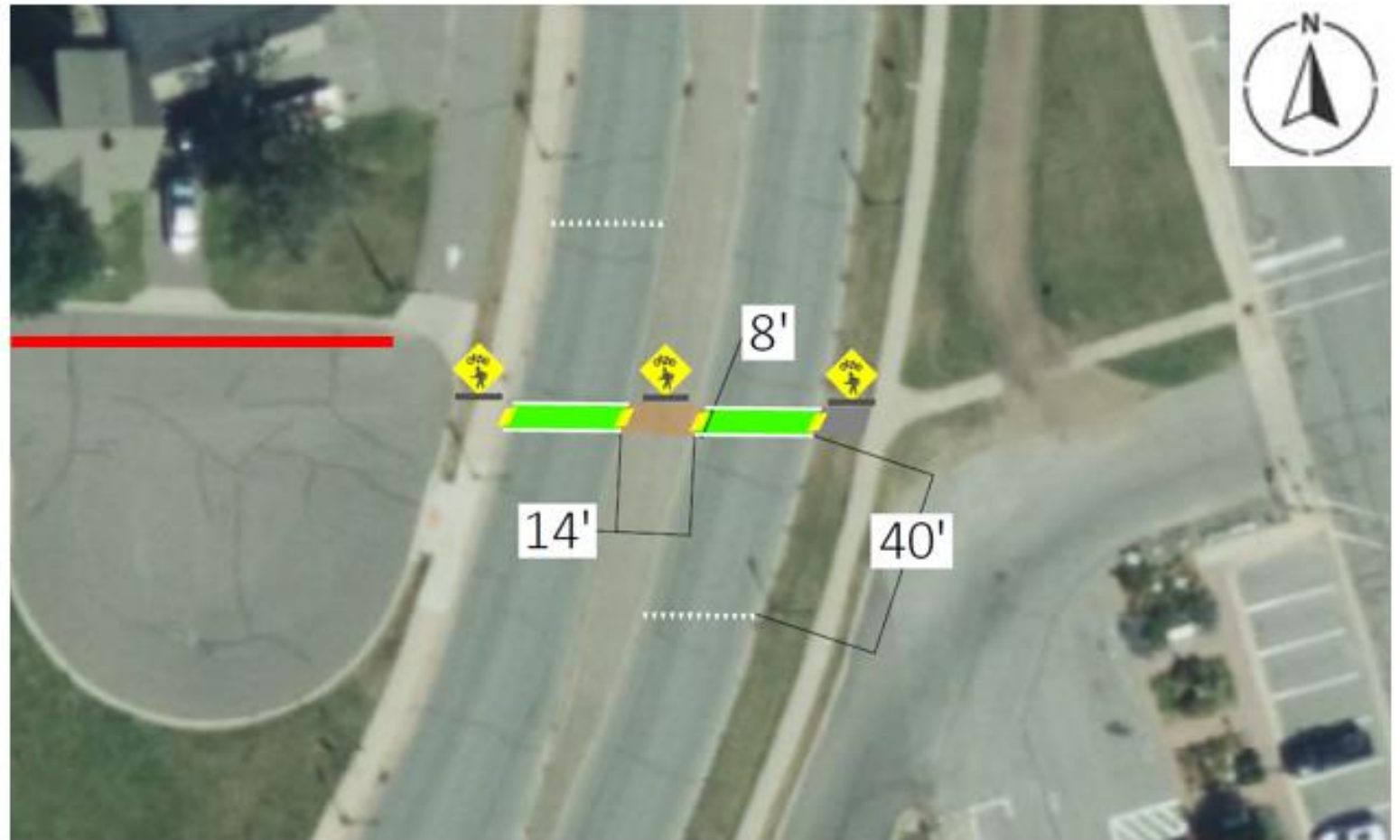
Alternative 2 – Wall Street Crossing

Design Features/User Legend:

-  Repainting Wall St. transverse crossing lines
-  Detectable warning fields
-  Bicycle route sign
-  Pedestrian/bicyclist route
-  Bicycle/Pedestrian crossing

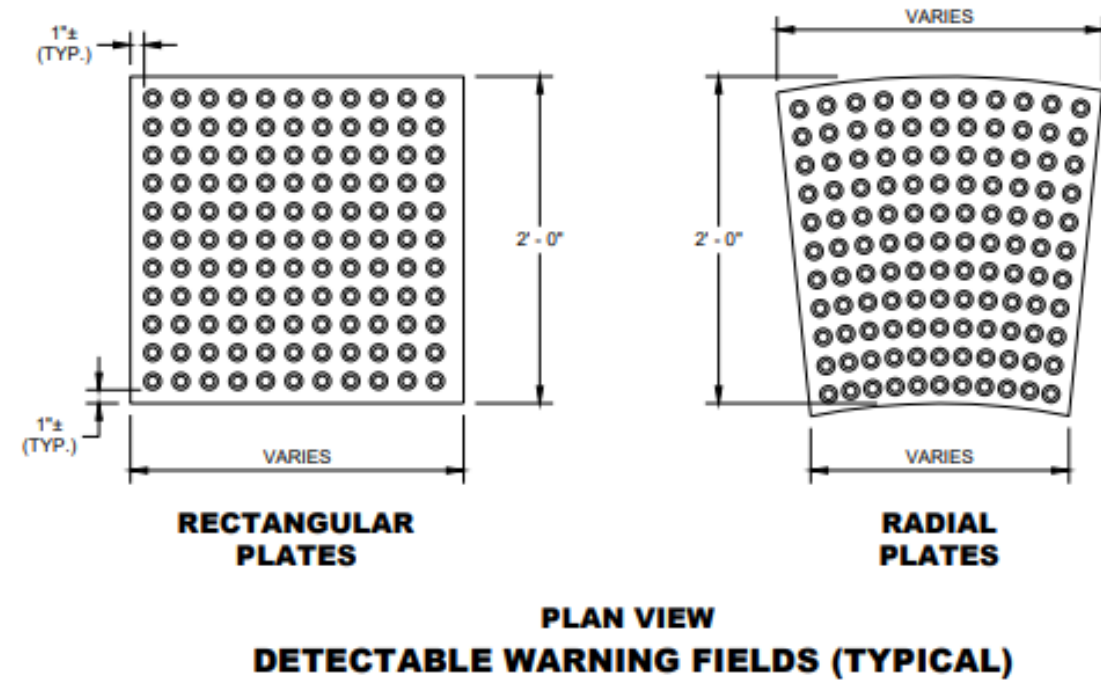
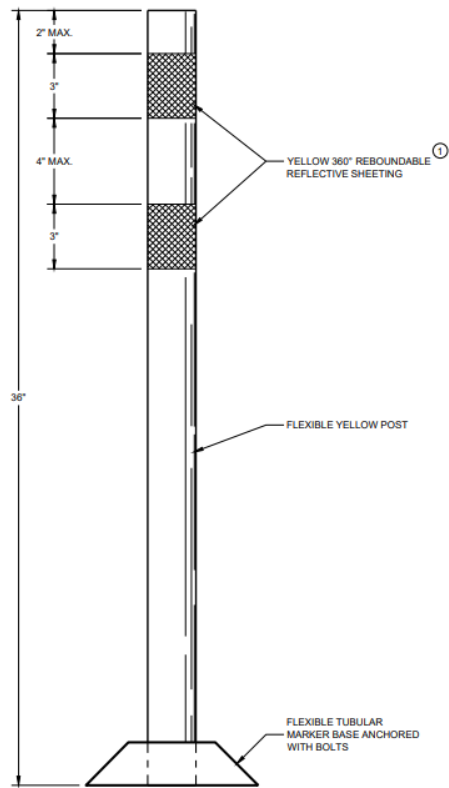


Alternative 3 – Division Street Crossing



Design Elements – Other Design Features

- Vertical Delineator
- ADA compliant Detectable Warning Field



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Vibrant Spaces Grant



APPLICATION CHECKLIST AND INSTRUCTIONS

Program Timeline

Application Released	Applications Due	Applications Reviewed & Scored	Award Announcement
September 16, 2024	December 9, 2024	December 10- January 31	To awardees: March 14 To public: April 25

Network Wisconsin

Applicants will be required to submit applications through Network Wisconsin. Contact your Regional Economic Development Director to receive a grant application and instructions on how to use Network Wisconsin. WEDC Regional Director map and contact info.: wedc.org/regional

Project Deliverables

All project contracts will require:

- Start the project in 2025. End the project and final performance report in 2026.
- Photos of the completed project
- WEDC logo on project signage
- Narrative identifying project impact including: the increase in the number and type of audiences using the space, impact on nearby businesses, number of events held

Application Checklist

- 1) Municipal resolution to apply.
- 2) Relevant community plan, records/minutes indicating previous project identification/discussion and/or letters of support that identify the project as a positive community investment.
- 3) Completed budget and cost estimates.
- 4) Photos and plans for the space (pictures of the amenities to be installed or project renderings).

FREQUENTLY ASKED QUESTIONS

Project Selection

Project elements:

- 1) My space is specifically designed for one use, but will be open to others to use, is it eligible? **Answer:** No, projects must accommodate multiple uses.
- 2) Is a project to build new pickle ball courts eligible? **Answer:** No, because projects must accommodate multiple user groups and activities.
- 3) Is my boat ramp and fishing pier eligible? **Answer:** If the ramp and pier are elements of a projects improving a space accessible and visible from a commercial corridor and are part of a broader project, they are eligible, but standalone waterfront projects or those not adjacent to commercial uses would not be.
- 4) Are streetscaping elements eligible? **Answer:** Landscaping and public amenities within a defined space are eligible. Streetscaping or amenities for an entire corridor are not.
- 5) Are alley improvements eligible? **Answer:** Yes, but the alley should be a defined space that can be programmed for use. Alley improvements over multiple blocks and/or alleys that do not cater to pedestrians are not eligible.
- 6) Can the grant be used to renovate the inside and outside of a building in the space? **Answer:** The only interior renovations allowed inside of buildings are the construction (and renovation) of restrooms. Other renovations to the structure are not eligible (Those elements in the space - e.g. concessions - could be done separately from the grant).
- 7) Can the space be fenced and have operating hours for public use? Can the space be used for private events? **Answer:** Yes, provided that the space is generally accessible to the public, it may be fully/partially fenced to accommodate certain activities. Operating hours (such as nighttime closures of restrooms) are permissible. Private events may also be permitted – as often seen in other municipal public spaces.
- 8) Is fencing an eligible expense? **Answer:** Yes, if it is associated with the space.
- 9) Would relocation of a memorial be an allowable expense as part of the overall project? **Answer:** Site preparation is eligible as a match, so the grading work associated with the relocation would be a match. The relocation itself would be outside of the grant and not eligible as a match expense.
- 10) Would a PA system be eligible? **Answer:** Yes, as long as its use is related to the space.

Project location:

- 11) Can the project be located on privately-owned property? **Answer:** Yes, but the site/property does need to be publicly accessible. If privately-owned, then a multi-year lease agreement or formal Memorandum of Understanding will be needed as well as property owner permission to carry out activities on the site.
 - a. How long does the lease term need to be? **Answer:** Suggestion of two years or more.
- 12) Can the grant be used in a neighborhood park that isn't necessarily in a downtown space? **Answer:** Yes, but only if you can show the impact to neighborhood businesses.

Project Logistics and Funding

Applicants:

- 1) Can previous Vibrant Spaces grant recipients apply? **Answer:** FY23 awardees are not eligible to apply in FY25. Moving forward, municipalities may receive a VS grant every other year.
- 2) How do you define a community? **Answer:** Municipal boundaries define a community. One (1) application per community is allowed due to limited funds.

LOOK FORWARD ►

FREQUENTLY ASKED QUESTIONS, CONT.

- 3) Does the municipality have to be the entity carrying out the project? **Answer:** No, the municipality has to be the applicant and pass a resolution in support of the project, but the space can be built out/managed/programmed by community partners including but not limited to Business Improvement Districts, Chambers, Downtown Associations, Arts Districts, Libraries, etc.
- 4) Can the County or Redevelopment Authority (RDA) apply on behalf of a project in a municipality in the region? **Answer:** Yes, a County or RDA may be the applicant for a project, but only one application per municipal boundary will be accepted regardless of the applicant.
- 5) Can contiguous municipalities submit coordinated applications relating to projects such as a bicycle/pedestrian trail that would connect multiple communities? **Answer:** Trail extension is not eligible, but trail head and gathering spaces along trails that would benefit commercial district businesses, and that will be used for multiple audiences, are eligible. If a space spans municipalities, is recommended that one or both municipalities submit grants for their portion of the project, as contracts will be with a single entity.
- 6) How do we find out who to contact at our local municipality? **Answer:** Contact your WEDC Regional Director and they will provide you with the appropriate community contact information.

Funding:

- 7) Do I have to have all 'match sources' secured at the time of application? **Answer:** No, anticipated match sources need to be identified at the time of application, but funds don't need to be secured until time grant fund disbursement is requested. WEDC will allow a total of two (2) draw requests for the project. Grant funds will be disbursed on a pro-rata basis to match the amount of matching funds identified with the draw(s).
- 8) Is ongoing maintenance of the site eligible? **Answer:** No, but we encourage applicants to have a plan to maintain their project/installation and to address that plan in their application.
- 9) What are eligible grant and match activities? **Answer:** Eligible activities include the following:
 - a. Public Space Enhancements (projects activating alleys, programmable park spaces, vacant parcels, and underutilized parking lots including elements such as public art, landscaping, benches, bike racks, etc.)
 - b. Public Signage (wayfinding, interpretive signage, kiosks and other signage located in and associated with the space)
 - c. Public Infrastructure (restrooms, water features, electrical, lighting, site preparation)
 - d. Seasonal Equipment with the intent to use annually (tables, chairs, umbrellas, heaters)
 - e. Site preparation such as grading, stormwater, etc. (Both grant and match eligible in FY23.)
- 10) What are ineligible grant and match activities? **Answer:** Ineligible activities include the following:
 - a. Building improvements (other than restrooms for public space use) – no interior renovations
 - b. District- or community-wide improvement projects
 - c. Events, staffing, programming, ongoing maintenance
 - d. Private spaces not open and accessible to the public
 - e. Site acquisition costs and lease costs
 - f. Activities otherwise eligible to be funded through other WEDC programs
 - g. In-kind contributions of materials or labor
 - h. Demolition
- 11) Can donated goods or services be used as match for the grant? **Answer:** No, but the value/impact of the donations should be summarized in the narrative.

LOOK FORWARD ➤

FREQUENTLY ASKED QUESTIONS, CONT.

Grant Application and Process

- 1) How long do we have to complete the project? **Answer:** Project must start after the application is accepted into WEDC's Underwriting (anticipated to be sometime in February 2025) and must end by December 31, 2026.
- 2) Is the space design expected to be final by the time of application? **Answer:** No, but a close representation of the future space needs to be provided with the application to have an accurate budget, and stakeholder/partner consensus regarding the project and process must be very well defined within the application.
- 3) If we are planning to start some of the project in 2024, can we still apply? **Answer:** Yes, once a completed application is received (and accepted as complete into WEDC's Underwriting), costs incurred on and after the acceptance date may be considered eligible as match, assuming the grant is awarded. Project elements completed prior to that date will not be eligible for match or reimbursement, but prior progress does not impact the eligibility for funding of the space. Provided sufficient costs remain after the acceptance date to support both match and funding, projects may still apply.
- 4) Can your project be out to bid, but just not have started yet? **Answer:** Yes.
- 5) Is a project eligible to apply that already has site work started? **Answer:** Yes, but the date the application is accepted into WEDC's Underwriting is the "start date" for the project. Only after the "start date" will expenses be considered grant and match eligible.
- 6) If I don't have a community plan that identifies the project, what other documentation would be acceptable to provide? **Answer:** Meeting minutes, news articles, community meeting announcements, and/or documentation of the conversations/meetings that have been had to date with partners/stakeholders regarding the project.
- 7) Are there any requirements or advantages for low-income areas? **Answer:** No.
- 8) If a project has more than one of the eligibility requirements, will it score higher? **Answer:** Yes.

Vibrant Spaces Grant

SCORING MATRIX

Category	Possible Points	Competitive Grant Scoring Matrix
Creation of visible and pedestrian-oriented public space	10	<p>1 – Space is not visible from primary roads and is not walkable from businesses and destinations</p> <p>5 – Space is visible from a primary road but not easily accessible via foot OR space is walkable from business and destinations but not visible to pedestrians and vehicles</p> <p>10- Space is prominently located within a downtown/commercial district and easily walkable to nearby businesses and public amenities</p>
The potential of the space to attract multiple user groups and activities	10	<p>1 – Space serves a single purpose (i.e. sports field)</p> <p>5- Space can accommodate multiple user groups but focuses on single-purpose activities (i.e. several structured elements in one space – fishing pier, play area, shelter, etc.)</p> <p>10 – Space is a flexible space that can accommodate many user groups simultaneously and will also be used by multiple community partners/stakeholders to host events</p>
Impact of the project on the community, district, and nearby businesses	10	<p>1 - Space will be primarily used and programmed by one entity, is not located near complementary businesses, and will serve primarily nearby residents or existing user groups</p> <p>5- Space will accommodate the entire community and will boost traffic to a few nearby businesses or accommodate new events</p> <p>10 - Space is centrally located to multiple businesses and creates foot traffic in a commercial corridor. Space actively encourages interaction between community members, businesses, and visitors</p>
Demonstrated community support for the project (multiple funding partners, civic organization participation). Partnerships and collaboration.	10	<p>1 - Project targets an underutilized space and is supported by one or more community partners/stakeholders, but not included in any previous plan (or history of meetings/discussions about the project) and no formal agreements are in place to carry out the project</p> <p>5 - Project not included in formal plan, but meets identified need in the district, has been discussed by community groups and has support from multiple community partners/stakeholders to help make the project/space successful</p> <p>10 - Project is part of a community or district plan, has support from multiple community partners and will be programmed and developed in conjunction with partners/stakeholders</p>
Budget and match funding preparedness (ie: detailed budget including sources of funds)	10	<p>1 - Budget identifies key elements needed for project and potential sources of funding, less than 25% of project funds have been committed</p> <p>5 - Budget includes detailed cost estimates, at least 50% of funds have been committed and remaining funds have source identified</p> <p>10 – Budget includes detailed site plan, detailed cost estimates, and has 75% of funding sources committed with funds coming from diverse sources</p>
Total	50	

LOOK FORWARD ➤

APPLICATION DEADLINE ALERT

VIBRANT SPACES GRANT



COMMUNITY DEVELOPMENT GRANT FOR PLACEMAKING PROJECTS

Creating vibrant and engaging communities helps communities recruit and retain residents, sustaining a robust labor force, and enhancing the quality of life. Creating public gathering places in the heart of our communities fosters community connections and creates accessible locations for programming and amenities desired by local residents, with the additional benefit of boosting foot traffic for nearby businesses.

If your community has a vacant or underutilized space within a key commercial corridor, this grant could be your opportunity to create a community gathering space.

Competitive projects will:

- Incorporate multiple improvements within or associated with one public space
- Demonstrate community engagement and support via a community document/plan and/or letters of support from public, private, and civic partners
- Be ready to begin construction during 2025
- Increase the number and types of audiences using the space
- Create visible and lasting transformation that fosters public activity

Review criteria:

- Creation of visible and pedestrian-oriented public space
- Potential of the space to attract multiple user groups and activities
- Impact of the project on the community, district, and nearby businesses
- Demonstrated community support for the project (multiple funding partners, civic organization participation)
- Ability of the project to be started in 2025

To learn more, visit the [program webpage](#).

PROGRAM TIMELINE



**GRANTS OF
\$25,000-\$50,000**

to help local communities
develop and enhance
public spaces

KEY PROGRAM FACTS

- 1:1 match required
- **Application deadline:
Dec. 9, 2024**
- Local government
applicants only
- One application
per community
- Competitive application
cycle with up to 50
grants awarded

APPLICATION DEADLINE ALERT

VIBRANT SPACES GRANT



APPLICATION PROCESS

Those interested in applying for the Vibrant Spaces Grant should:

- 1) Talk to your local municipality, since they will need to serve as the lead applicant.
- 2) Attend the informational webinar on Sept. 13 at noon.
- 3) Reach out to your WEDC regional economic development director for a program application. Map and contact info: wedc.org/regional
- 4) Collect relevant documents:
 - a. Municipal resolution to apply
 - b. Community plan, community document and/or letters of support that identify the project as a positive community investment
 - c. Completed budget and cost estimates
 - d. Photos and plans for the space (pictures of the amenities to be installed or project renderings)
- 5) Write a narrative about the space. Who uses it now? What is the vision for the space? How will the district and community benefit from the public space transformation?
- 6) Upload application to Network Wisconsin by 5:00 p.m. Dec. 9, 2024.

THE FINE PRINT

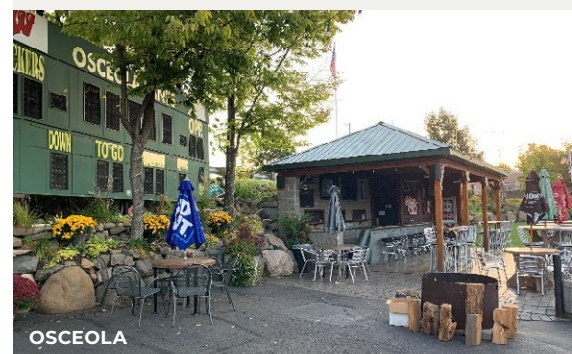
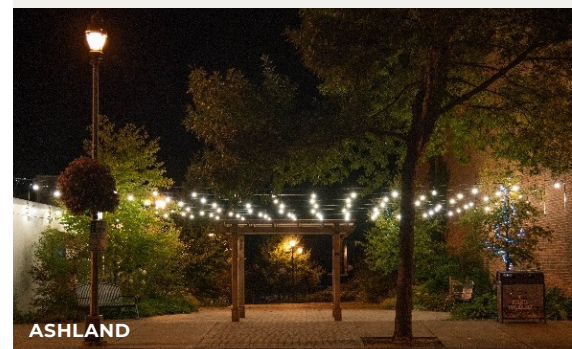
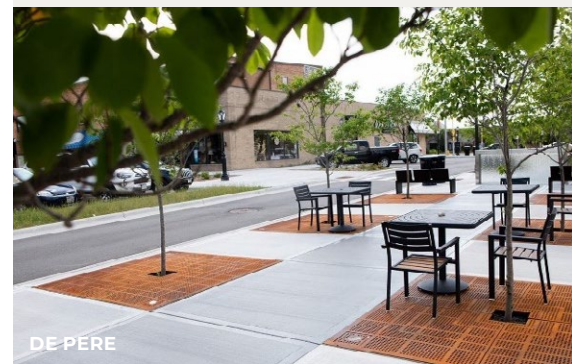
Eligible activities include:

- Public space enhancements for projects activating alleys, programmable park spaces, vacant parcels and underutilized parking lots, including elements such as public art, landscaping, benches, bike racks, etc.
- Public signage (wayfinding, interpretive signage, kiosks, or other signage located on and associated with the space)
- Public infrastructure (site prep, restrooms, water features, electrical, lighting)
- Seasonal equipment with the intent to use annually (tables, chairs, umbrellas, heaters)

Ineligible activities and costs include:

- Building demolition or improvements, other than restrooms for public space use
- District- or community-wide improvement projects
- Events, staffing, programming, ongoing maintenance
- Private spaces not accessible to the public
- Activities eligible to be funded through other WEDC programs
- Ineligible for grant or match: Past costs, in-kind contributions, indirect expenses/soft costs

EXAMPLE PROJECTS



CITY OF
EAGLE RIVER
Wisconsin

Application for a Hearing before Planning Commission

Applicant MUST provide the following information: 638 N. Hirzel

Name Douglas Wendt Phone 920-517-1329

Mailing Address N 7071 Winnabago Dr. Fond Du Lac Wis.

Interest in the Property lots 9 + 10 Hirzel / 638 N. Hirzel

Name of Property Owner Douglas Wendt

Mailing Address N 7071 Winnebago Dr. Fond Du Lac Wis.

The above signed applicant does petition the City Council as follows:

Amend the Zoning Classification or Boundaries of a District

Change may only be initiated by the City Council, Plan Commission or a petition by one or more of the owners or lessees of the property proposed to be changed.

Present Zoning Classification _____

Requested Zoning Classification _____

Applicant must provide the following information

- Legal description and address of the property in question.
- A sketch drawn to a scale of not less than 100 feet to the inch, showing area to be changed, its location, the location of the existing boundaries and the uses within 300 feet of the property proposed to be changed.
- Property owners names, mailing address of all property within 300 feet of the property in question.
- Present use of the property in question.
- Proposed use of the property in question.

Zoning Ordinance Amendment

Change initiated, must be initiated by Zoning Administrator.

Requested Amendment to section: _____

Conditional Use Permit

Zoning Classification of Property R 1

List the requested conditional use, looking to back in
mobile home to store until spring to
put on the lot when foundation is in.

Applicant must provide the following information:

- A legal description and address of the property where the use will take place.
- The names and mailing addresses of the abutting property owners.
- Present uses of the abutting properties.
- A site plan of the property showing distances of structures to property lines, parking areas, landscaping, lighting, traffic line of sight visibilities and any other information which will assist the Planning Commission to make a decision.

Additional information may be requested by the Eagle River Plan Commission or the Eagle River City Council to evaluate your application. The lack of information may in itself be sufficient cause to deny a petition. Failure to provide the above required information may result in additional public hearings, which additional costs will be borne by the applicant.

The completed application must be submitted to the Zoning Administrator's office no less than 30 days before the date of the Planning Commission meeting, 525 E. Maple Street, PO Box 1269, Eagle River, WI 54521.

Applicant or Owner of the property or Agent shall appear before the Planning Commission.

Dated this 10 day of Oct, 20 24

Respectfully submitted by Douglas Wendt Wendt mom 3@yahoo.com

For Office Use Only:

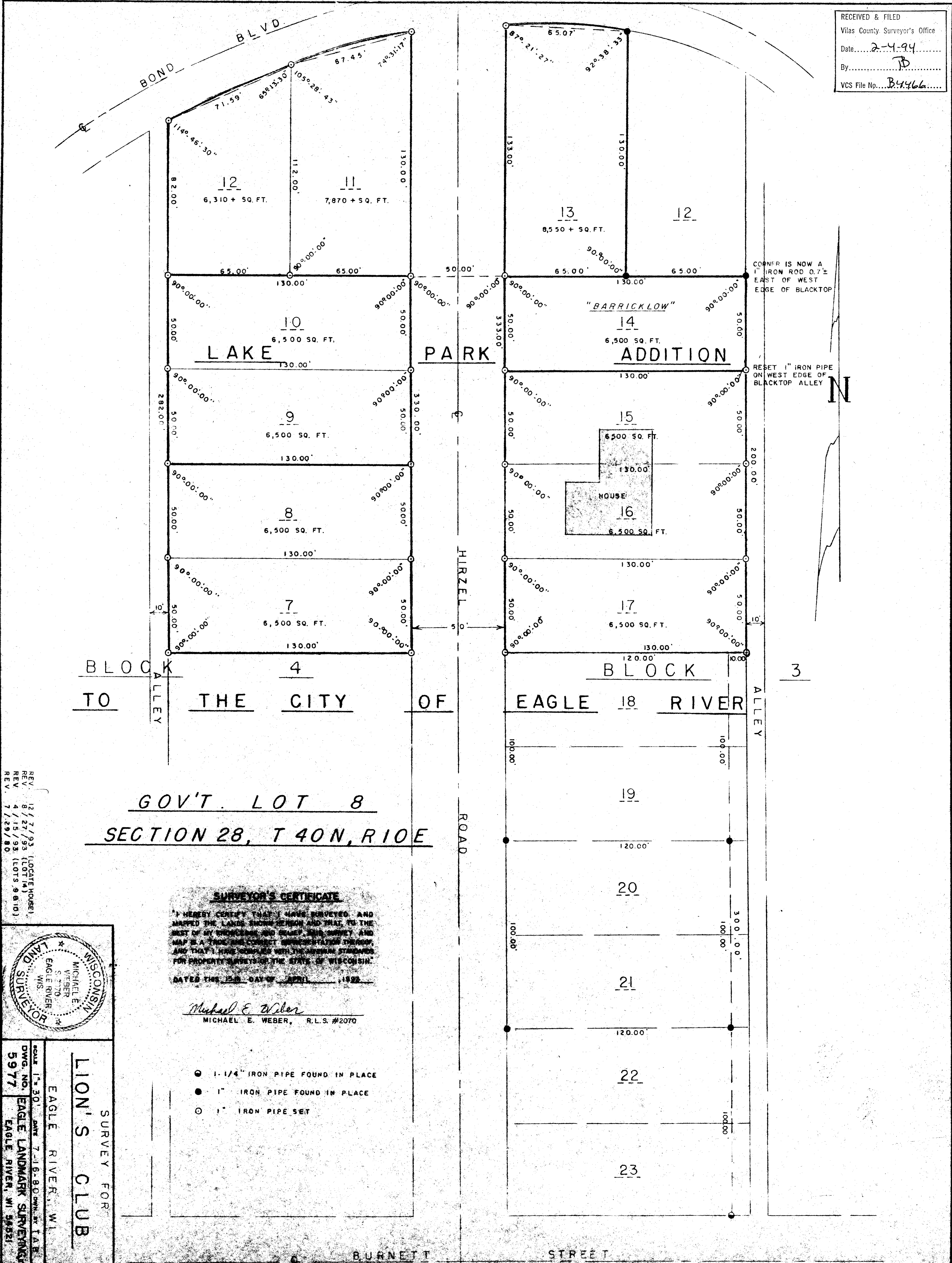
Permit distribution: ☐ Treasurer (w/check) ☐ File ☐ Planning Commission

Payment: \$ _____ ☐ Cash ☐ Check # _____ Date: _____ Admin: _____ Date: _____

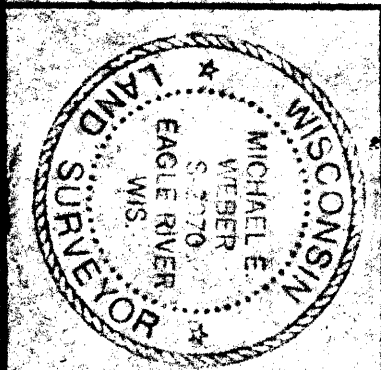


RECEIVED & FILED
Vilas County Surveyor's Office
Date.....2-4-94.....
By.....JB.....
VCS File No.....B4466.....

DESIGN PRODUCTS CO. 1020



REV. 12/7/93 (LOCATE HOUSE)
REV. 8/27/93 (LOT 14)
REV. 4/15/93 (LOTS 8 & 10)
REV. 7/29/80



SURVEY FOR
LION'S CLUB
EAGLE RIVER, WI.
SCALE 1" = 30' DATE 7-16-80 DWN. BY J.A.B.
DWG. NO. 5977
EAGLE LANDMARK SURVEYING
EAGLE RIVER, WI 54801

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT I HAVE SURVEYED AND MARKED THE LANDS SHOWN HEREON AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THIS SURVEY AND MAP IS A TRUE AND CORRECT REPRESENTATION THEREOF AND THAT I HAVE COMPLIED WITH THE MINIMUM STANDARDS FOR PROPERTY SURVEYS OF THE STATE OF WISCONSIN.
DATED THIS 15th DAY OF APRIL, 1992
Michael E. Weber
MICHAEL E. WEBER, R.L.S. #2070

- 1-1/4" IRON PIPE FOUND IN PLACE
- 1" IRON PIPE FOUND IN PLACE
- 1" IRON PIPE SET



Snowmobile Capital of the World ★ ATV/UTV Capital of Wisconsin ★ Hockey Capital of Wisconsin

October 10, 2024

Dear Property Owner –

Douglas Wendt is requesting permission to store two halves of a modular home at 638 N Hirzel Street, Eagle River, computer number 221-419-009, in accordance with Chapter 106, ARTICLE VII. BULK REGULATIONS, Sec. 106-561. Schedule of regulations, (a) (8) Temporary storage for 30 days or more a permit is required. The modular home will be stored until installation in Spring 2025. The property, zoned as R-1 Single Family Residential, and is described as: Sect. 28, T40N,R10E, LOTS 9&10 BLK 4 LAKE PARK ADDN & VACATED ALLEY.

The City of Eagle River Planning Commission will hold a public hearing to review the request on **Thursday, November 7, 2024 at 5:00 p.m.** located at the Eagle River City Hall, 525 E. Maple Street, Eagle River WI 54521. Comments can be made at the public hearing or by mail to City Administrator, PO. Box 1269, Eagle River, WI 54521; by phone (715) 479-8682 x227 or email rcginner@eagleriverwi.gov. Documents will be available for review at City Hall. PETITIONERS, OR THEIR REPRESENTATIVES, SHALL BE PRESENT.

Sincerely,

A handwritten signature in black ink that reads "Robin Ginner".

Robin Ginner
City Administrator

FIGURE 8 CAPITAL LLC
1001 PLEASANTVIEW AVE
LITTLE CHUTE, WI 54140

FIGURE 8 CAPITAL LLC
1001 PLEASANTVIEW AVE
LITTLE CHUTE, WI 54140

MARY C REID
1209 BETHEL NEW RICHMOND
NEW RICHMOND, OH 45157

MARK HELLA TRUST
434 PATRICIA LN
WRIGHTSTOWN, WI 54180

CITY OF EAGLE RIVER
PO BOX 1269
EAGLE RIVER, WI 54521

JAMES D TIDBALL
629 N BOND ST
EAGLE RIVER, WI 54521

CAROL A MEADOWS
655 N BOND ST
EAGLE RIVER, WI 54521

ASHLEY N SAUER
620 HIRZEL
EAGLE RIVER, WI 54521

JOHN D SETCHELL TRUST
1706 LUCILLE LANE
MENDOTA, IL 61342

RONALD L JOHNSON
2778 HE NIS RA LN
GREEN BAY, WI 54304

SUSAN V OWENS
617 N BOND ST
EAGLE RIVER, WI 54521

TIMOTHY M JANSSEN
609 N BOND ST
EAGLE RIVER, WI 54521

NANCY B ROBINS
639 N HIRZEL ST
EAGLE RIVER, WI 54521

STEVEN G ANDERSON JR
W328S1421 N FOREST HILLS
DELAFIELD, WI 53018

JAMES E TOMIC TRUST
631 N DYER PARK
EAGLE RIVER, WI 54521

PATRICIA E MAYO
623 N HIRZEL ST
EAGLE RIVER, WI 54521

WILLIAM J DYCUS
PO BOX 361
RED BOILING SPRINGS, TN 37150

TED D WYDEVEN
1725 E ROELAND AVE
APPLETON, WI 54915

TYLER KRUSICK
626 N HIRZEL ST
EAGLE RIVER, WI 54521

CITY OF EAGLE RIVER
PO BOX 1269
EAGLE RIVER, WI 54521

CITY OF EAGLE RIVER
PO BOX 1269
EAGLE RIVER, WI 54521

MARK G NASCISZEWSKI
3041 N LINDER AVE
CHICAGO, IL 60641

KATHERINE A SULLIVAN
635 BOND BLVD
EAGLE RIVER, WI 54521

MICHAEL J GILDEMEISTER
PO BOX 2336
EAGLE RIVER, WI 54521

RANDY G SOLBERG
3908 MOONBEAN CT
PLANO, TX 75074

JAMES D TIDBALL JR
629 N BOND BLVD
EAGLE RIVER, WI 54521

CYNTHIA S NELSON
606 N HIRZEL ST
EAGLE RIVER, WI 54521

JOY KALKOFEN
631 N HIRZEL ST
EAGLE RIVER, WI 54521

ERIC A MALLOY
617 N HIRZEL ST
EAGLE RIVER, WI 54521

ALICE M ORLICH
1964 MARINER LN
WOODBIDGE, VA 22192

Advertisement – Conditional Use Permit, Modular Home Extended Storage

Publish twice beginning October 14, 2024 – Affidavit requested.

NOTICE OF PUBLIC HEARING
CITY OF EAGLE RIVER PLANNING COMMISSION

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NOTICE OF PUBLIC HEARING

Posted 10/10/2024

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