



Active Transportation Plan

Village of Germantown Hills

What is an Active Transportation Plan?

Active Transportation Plans (ATP) help to create a network for non-motorized transportation including walking, bicycling, and rolling throughout the community. An ATP uses community input to guide future active transportation infrastructure, safety investments, policy recommendations, and provides a framework for implementation.

Why does Germantown Hills need this plan?

Public engagement for the last two Comprehensive Plans for the Village, dating back to 2014, have shown that a safer walking environment is a top priority for the residents of Germantown Hills. As there has been a desire for increased safety for those walking and bicycling in the Village, a formalized effort to address these concerns led to the ATP project starting. The process for the creation of the ATP helps to identify and prioritize which areas of the Village should receive improvements to walking and bicycling infrastructure that ultimately end up in the plan document.

What is the process for creating this plan?

The ATP has been shaped by input from the community and technical research. The project has been underway since January with engagement being conducted from February throughout this Spring. Following more opportunities for community involvement, the project is expected to be completed in Fall 2026.

Plan Goals

1

Improve safety and comfort for all pedestrians and bicyclists

2

Increase the accessibility and convenience of the pedestrian and bicycle network to expand mobility options for everyone

3

Develop a road map for implementation of active transportation projects

4

Create an environment where Germantown Hills residents and visitors can walk or bike as an alternative to motor vehicle transportation

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS) uses various inputs to determine how stressful a roadway is for those who choose to ride their bike on or alongside it. Inputs include traffic speed, traffic volume, number of lanes, and existing bicycle facilities. BLTS ranges from 1 to 4 with 1 being the least stressful environment and 4 being the most stressful environment.

BLTS 1

Roadways or trails that are suitable for most children, inexperienced adults, or families with small children.

BLTS 2

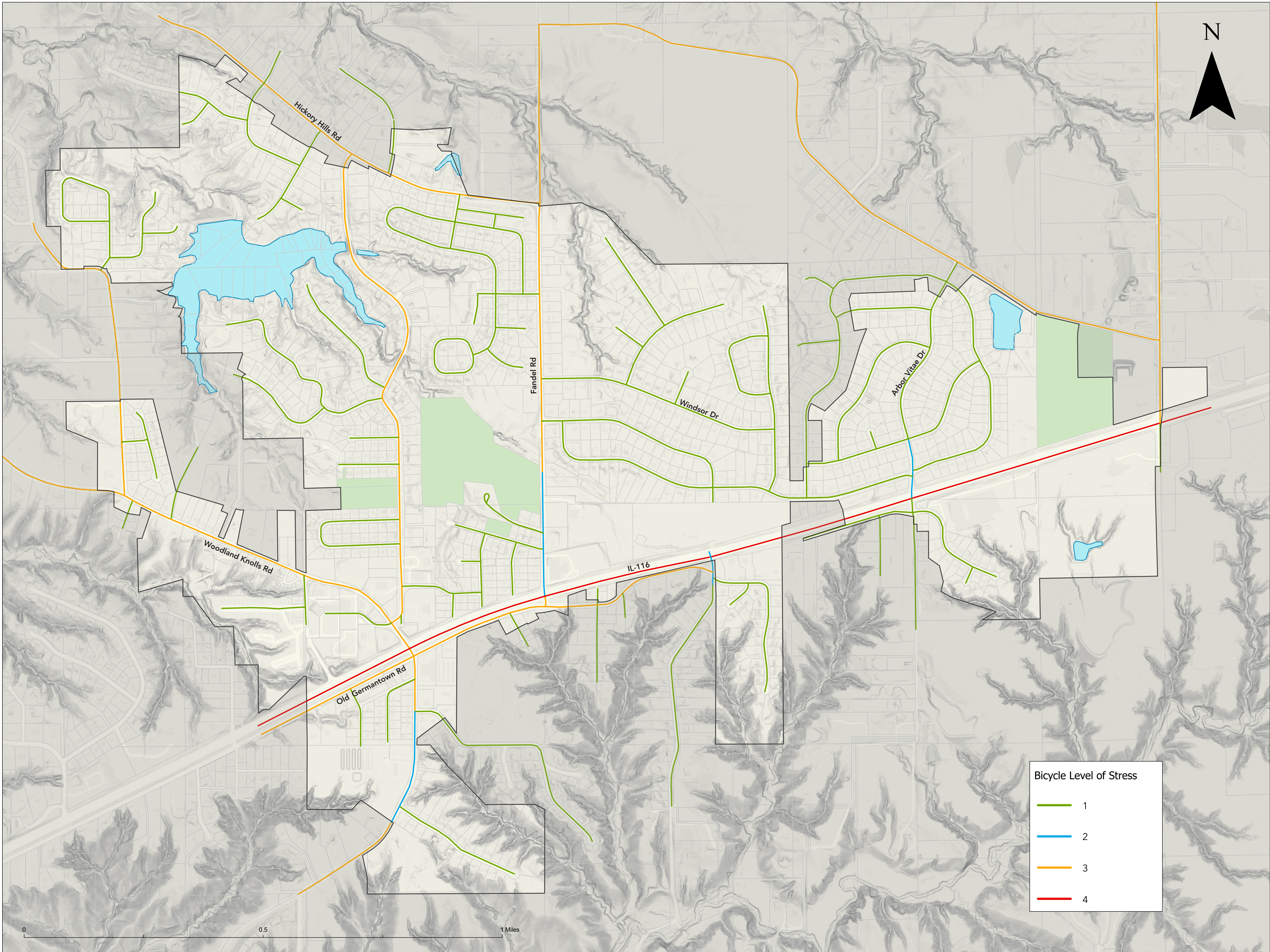
Roads that are comfortably ridden by the general adult population.

BLTS 3

Interaction with moderate speed or multilane traffic, or proximity to higher speed traffic. Acceptable to those that are confident riders.

BLTS 4

Very stressful to bicyclists who better tolerate roadways with higher motorized traffic volumes and speeds.



Pedestrian Level of Traffic Stress

Pedestrian Level of Traffic Stress (PLTS) is a tool that can be used to represent pedestrians’ comfort around motor vehicle traffic of roadways. Like BLTS, PLTS takes into consideration traffic speed, traffic volume, number of lanes, and existing pedestrian facilities. PLTS ranges from 1 to 5 with 1 being the least stressful environment and 5 being the most stressful environment.

PLTS 1

Little to no stress environment that is generally comfortable for all users including children and people with mobility limitations.

PLTS 2

Low stress environment that is generally comfortable for children over 10 years old and adults.

PLTS 3

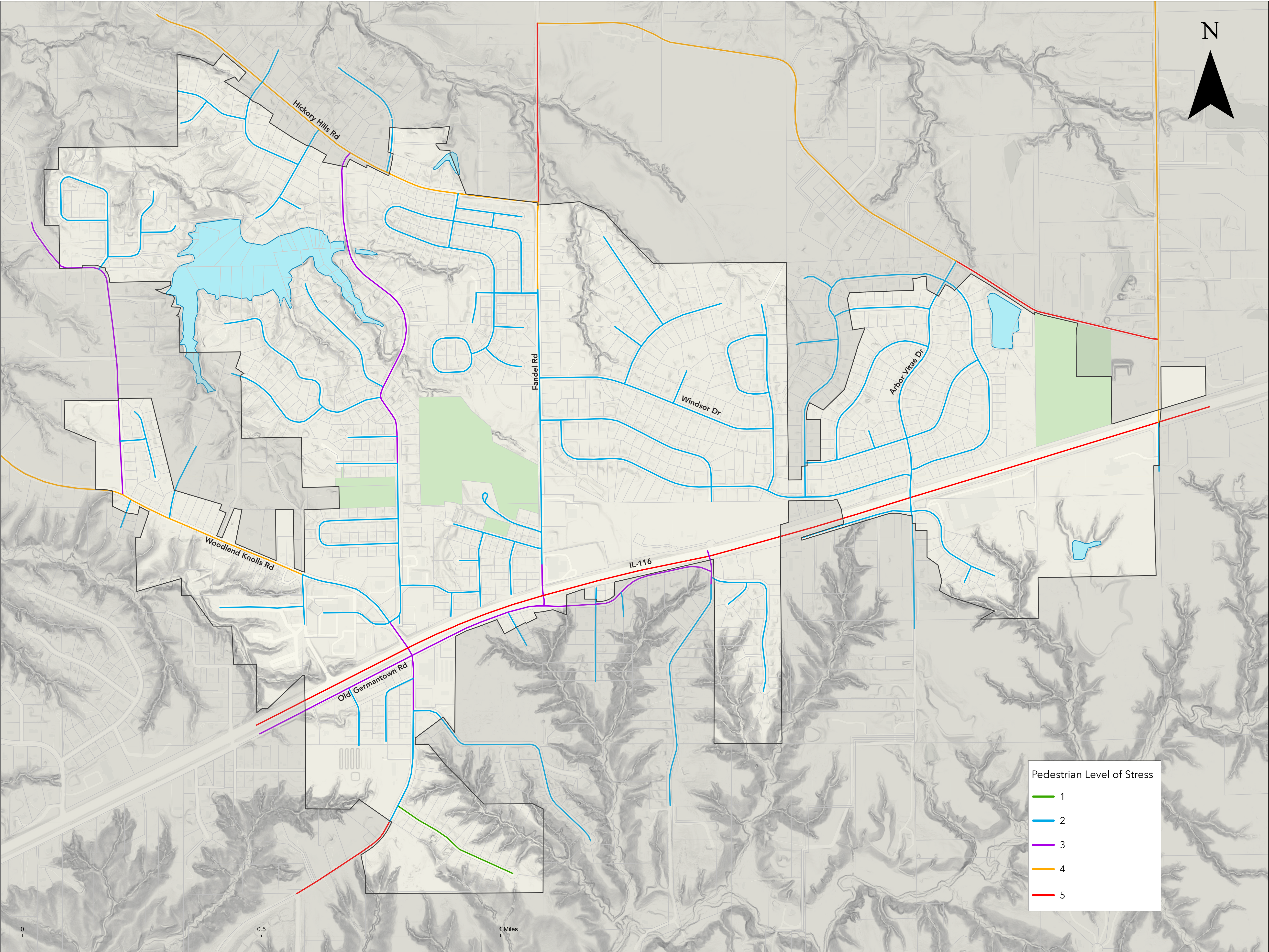
Somewhat uncomfortable for able-bodied adults. Children and people with mobility limitations may experience significant challenged using these facilities.

PLTS 4

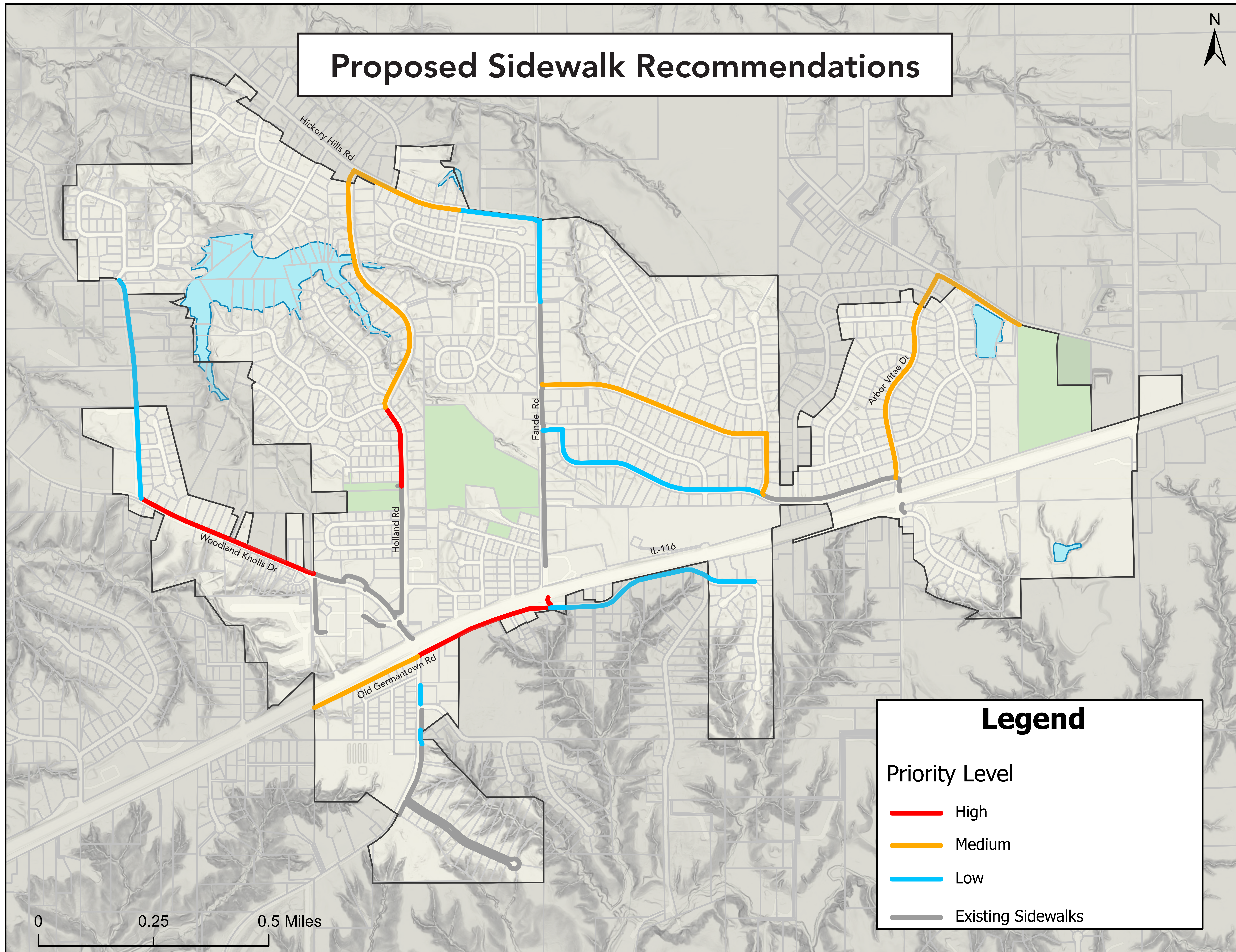
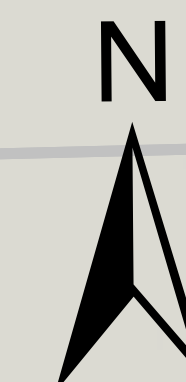
Uncomfortable environment for most able-bodied adults.

PLTS 5

High stress environment uncomfortable for most users. Children and people with mobility limitations will typically want to avoid these facilities.



Proposed Sidewalk Recommendations



Legend

Priority Level

- High
- Medium
- Low
- Existing Sidewalks

Proposed Sidewalk Recommendations

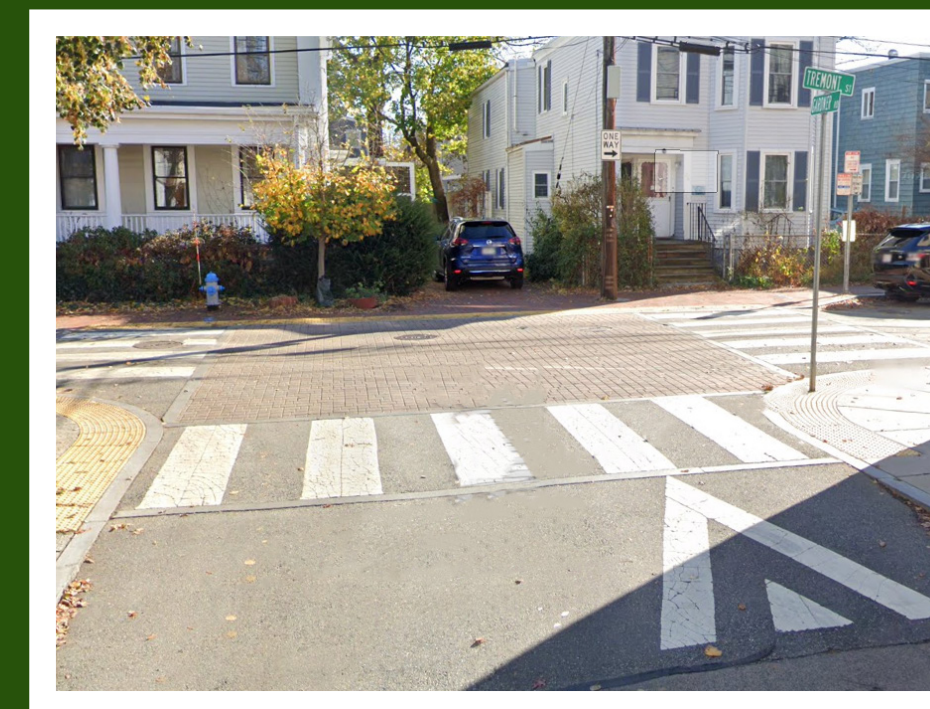
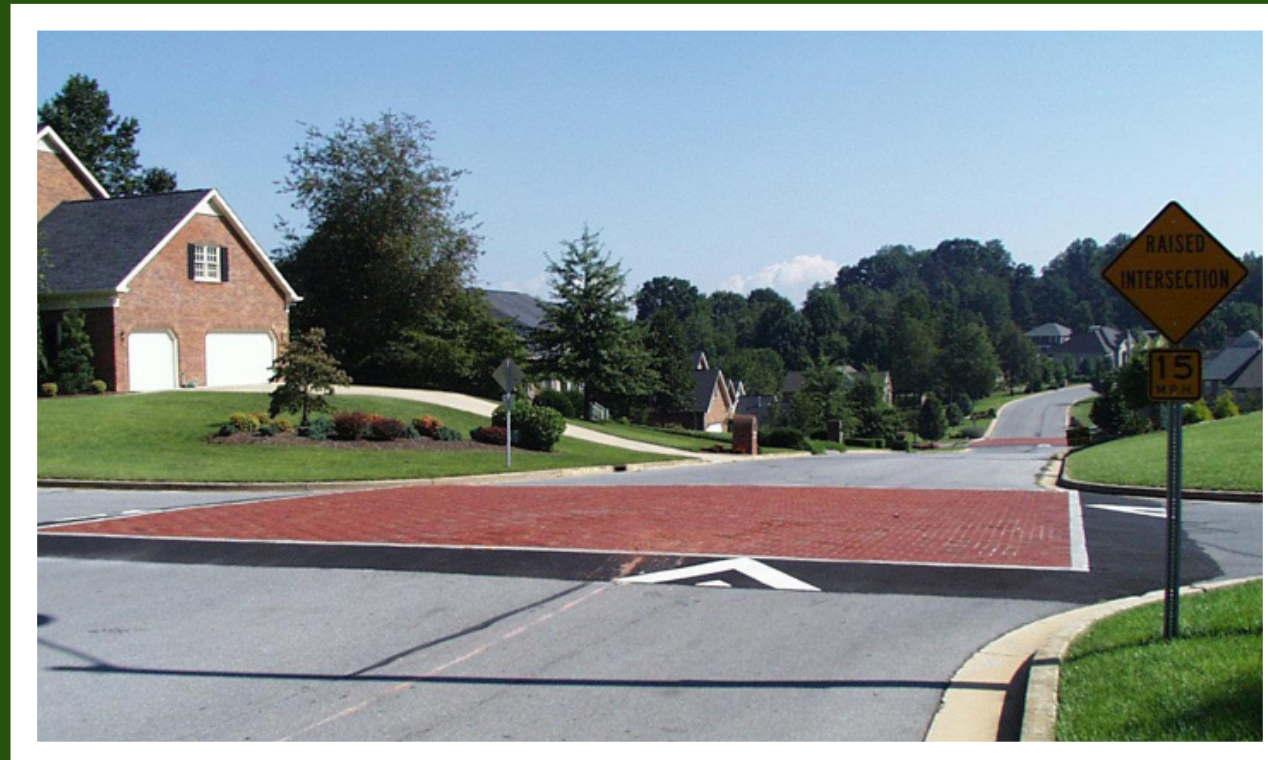
Road Name	Start and End	Priority Level
Holland Rd	JR White Park to Bayside Dr	High
Old Germantown Rd	Ten Mile Creek Rd to Fandel Rd	High
Woodland Knolls Rd	Anker Ln to Forrest Dr	High
Arbor Vitae Dr	Somerset Dr to Town Hall Rd	Medium
Town Hall Rd	MTCO Park to Arbor Vitae Dr	Medium
Windsor Dr and Westminster Rd	Somerset Dr to Fandel Rd	Medium
Hickory Hills Rd	Holland Rd to Heather Oak Ave	Medium
Holland Rd	Bayside Dr to Hickory Hills Rd	Medium
Old Germantown Rd	Village limits to Ten Mile Creek Rd	Medium
Ten Mile Creek Rd	Water tower to Germantown Grill	Low
Fandel Rd	Wildflower Ave to Hickory Hills Rd	Low
Forrest Dr	Woodland Knolls Rd to Winterberry Ave	Low
Somerset Dr	Westminster Rd to Fandel Rd	Low
Hickory Hills Rd	Heather Oak Ave to Fandel Rd	Low
Old Germantown Rd	Fandel Rd to Elizabeth Pointe Dr	Low

Traffic Calming

Traffic calming slows down vehicles through the placement of infrastructure in the roadway.



Which three traffic calming treatments would you prefer for Germantown Hills? Place your dots next to the ones that you like the most.



Raised Intersection

A flat, raised area covering an intersection that increases visibility of pedestrian.



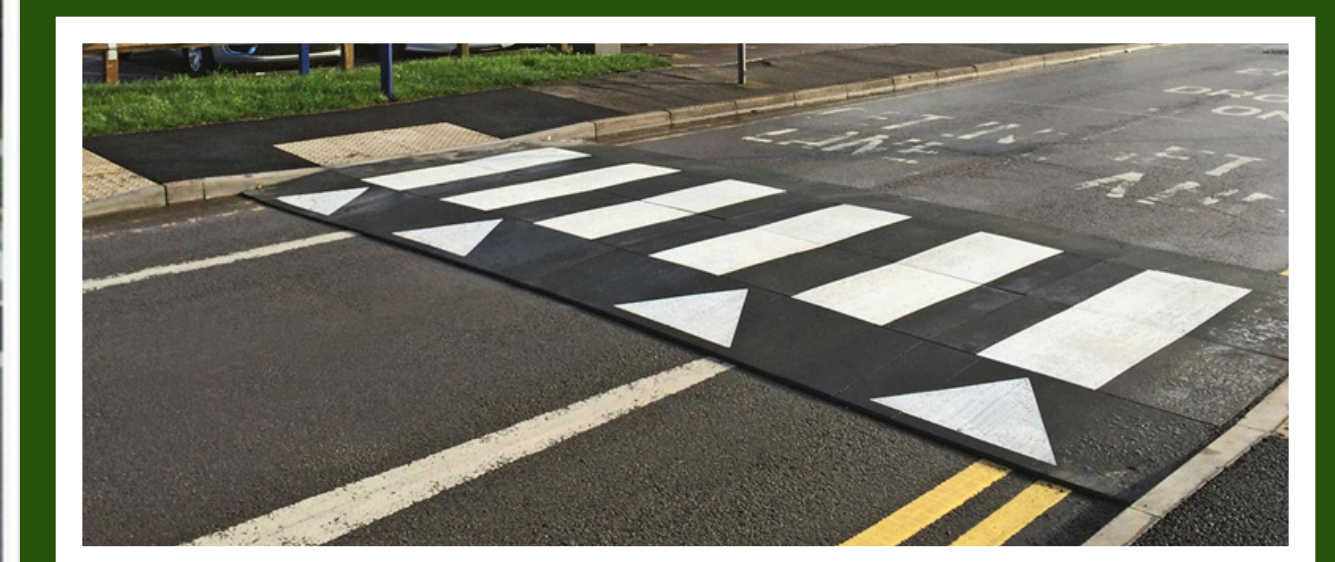
Speed Table and Hump

Raised surfaces that are spaced at even intervals along the roadway.



Chicanes

Alternating curves in the roadway. A variety of materials can be used as chicanes.



Crosswalk

Various methods to highlight pedestrian visibility through signage, raised walking surfaces, or simple painted lines.



Traffic Circle

Small raised islands in the middle of an intersection. Can include landscaping.