

CHAPTER 8 TRANSPORTATION

TABLE OF CONTENTS

CHAPTER 8 - TRANSPORTATION	8-1
Introduction.....	8-1
Inventory of Transportation Facilities	8-1
Streets and Highways.....	8-2
Transit	8-14
Elderly and Disabled Transportation	8-14
Intercity Bus Transportation	8-15
Bicycle Transportation.....	8-15
Rail Service.....	8-16
Air Service	8-17
Harbors and Marinas.....	8-18
Commercial Trucking	8-18
Inventory of Applicable Transportation Plans and Programs.....	8-19
Wisconsin State Highway Plan.....	8-19
<i>Connections 2030</i>	8-19
Six-Year Highway Improvement Plan.....	8-19
State Airport Plans	8-20
Year 2035 Sheboygan Area Transportation Plan (SATP)	8-20
Sheboygan Transit Development Program (TDP).....	8-21
Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP)	8-21
State, Regional and Local Bicycle Plans	8-21
Funding the Town Road System.....	8-22
Transportation Recommendations	8-23
Road Improvements	8-23
Update the Town Pavement Management Program	8-23
Employ Adequate Design Standards	8-23
Apply Traffic Considerations	8-24
Assess Special Transportation Needs	8-24
Recommended Transportation Programs.....	8-24
Technical and Funding Assistance Programs	8-24

Chapter 8 - TRANSPORTATION

INTRODUCTION

This chapter provides an inventory of the existing transportation facilities that serve the Town of Wilson in Sheboygan County. This element of the comprehensive plan also addresses the future transportation needs and concerns of the town. The inventory includes descriptions of the various modal elements of the town's transportation system. Those elements include: the town's street and highway system, public transit systems, elderly and disabled transportation services, intercity bus services, bicycle transportation, rail transportation, air service, waterborne transportation and commercial trucking.

The detailed description of the street and highway system includes the functional classification of streets and highways within the town, average daily traffic or vehicle volumes/traffic counts, traffic flow capacity, vehicle crashes, access controls, and park and ride lots. In addition, this element of the plan compares local plans to transportation plans developed at the state, regional and county levels. At the conclusion of the chapter, specific transportation system recommendations are presented. These recommendations include design standards, recommended improvements, capacity additions to existing facilities, new road alignments, highway expansion projects, and improvements to other transportation modes.

INVENTORY OF TRANSPORTATION FACILITIES

Through its comprehensive planning program, the Town of Wilson seeks to establish a safe and efficient transportation system for motor vehicles, pedestrians and bicycles that is compatible with the town's Comprehensive Plan.

There are approximately 47.56 miles of local function streets and roads within the town, comprising approximately 65.77 percent of the total road mileage within the town. About 9.15 miles of local facilities are under county jurisdiction, while about 38.41 miles of local facilities are under town jurisdiction. The town's jurisdictional responsibility relative to its local streets and roads includes maintenance, repair and reconstruction of the streets and roads as needed. The primary funding source for maintaining, rehabilitating and reconstructing the local road system in the Town of Wilson is the state's disbursement of general transportation aids. The state provides a payment to the town for costs associated with such activities as road and street reconstruction, filling potholes, snow removal, grading shoulders, and marking pavement.

The town's local transportation system is complemented by Interstate 43, by State Highway 28 (at its northwest boundary), and by an extensive county trunk highway system, all of which provide access to the communities located within Sheboygan County, the region and the state.

Currently, the town has a limited number of facilities (bicycle paths, paved shoulders or signed shared use roads) to serve bicyclists. These facilities include County Highway EE/Weeden Creek Road from County Highway KK/South 12th Street to Evergreen Drive (signed shared use road), as well as shared use recreational paths in Kohler Andrae State Parks just east of County Highway V and west of the Black River. In spite of having limited facilities, the town's local street and road system can and does safely and efficiently serve the needs of bicyclists in cases where traffic levels remain low to moderate.

The transportation facility inventory conducted for this plan also determined that the town has access to multimodal transportation services and facilities including: transportation services for

the town's elderly and disabled residents (Sheboygan County Health and Human Services Department – Division on Aging); private intercity bus service (Trailways) from the City of Sheboygan north to Green Bay and south to Milwaukee (with connections to bus service throughout North America from Milwaukee); access to some of the southern routes of Sheboygan Transit within walking distance of the north end of the town; freight rail service (Union Pacific) from the south (Milwaukee) and the north (Village of Cleveland), with terminals or stations in Cedar Grove and Sheboygan; corporate air service at the Sheboygan County Memorial Airport in the Town of Sheboygan Falls; passenger rail service from the Amtrak Station in Milwaukee; and passenger air service from General Mitchell International Airport (Milwaukee) and from Austin Straubel International Airport (metropolitan Green Bay).

Streets and Highways

There are several basic considerations useful in assessing the street and highway system within a community. Those considerations include: the functional classification of the existing street and highway system; annual average daily traffic on streets and highways within the town; and an evaluation of the system's capability to handle present and projected future traffic volumes. In addition, vehicle crash data are useful in determining problem areas pertinent to road safety. This information can provide an indication of the street and highway improvements that may be needed during the planning period.

Functional Classification of Streets and Highways

Streets and highways, which are the principal component of the traffic circulation system, can be divided into three categories: arterial, collector and local facilities. The three categories of streets and highways are determined by the function that the street or highway in question serves in relation to traffic patterns, land use, land access needs, and traffic volumes. The street and highway system for the Town of Wilson shown in Map 8.2 has been functionally classified based on criteria identified in Tables 8.1 (for portions of the town in the Sheboygan Urbanized Area) and 8.2 (for portions of the town classified as "rural").

Arterial Facilities

The function of an arterial facility is to move traffic over medium to long distances, often between regions as well as between major economic centers, quickly, safely and efficiently. Arterial facilities are further categorized into either "principal" or "minor" arterial facilities based on traffic volumes. Since the northeast portion of the Town of Wilson is in the Sheboygan Urbanized Area, arterial facilities are also further classified as "urban" or "rural" arterial facilities in the town. Interstate Highway 43 is the main arterial facility in the town, and it is classified as a principal arterial. Interstate Highway 43 is classified as an urban principal arterial from State Highway 28 to Stahl Road, and is classified as a rural principal arterial from Stahl Road south to County Highway KK (Holland Town Line). Small portions of State Highway 28, which pass through the town, are classified as urban principal arterial. In addition, small portions of County Highways KK and OK north of County Highway EE, which remain in the town, are classified as urban minor arterial.

Collector Facilities

The primary function of streets and highways classified as "collectors" is to provide general "area to area" routes for local traffic. Collector facilities take ("collect") traffic from the local streets and highways (and the land based activities supported by the local streets and highways) and provide relatively fast and efficient routes to farm markets, agricultural service centers, and

larger urban areas. With an overall socioeconomic trend that is characterized by the decline of small and medium agricultural concerns, and a significant increase in the number of rural single-family residential properties, collector facilities generally serve the same function but with different trip purposes. Collector facilities typically serve low-to-moderate vehicle volumes and medium trip lengths between commercial centers at moderate speeds. Collector facilities serve to distribute traffic between local and arterial facilities, between home and the work place, home and the place of worship, home and school, and between the home and those places where business and commerce are conducted.

Collector facilities in the portion of the town in the Sheboygan Urbanized Area are known as “urban collectors.” Urban collectors in (or which pass through) the Town of Wilson include: County Highway EE/Weeden Creek Road from South Taylor Drive to Lakeshore Drive; County Highway KK from County Highway EE/Weeden Creek Road to County Highway V; County Highway V from County Highway KK (alignment of Stahl Road) to County Highway KK (alignment of Moenning Road); County Highway EE from State Highway 28 to the Urbanized Area Boundary; County Highway A from State Highway 28 to the Urbanized Area Boundary; and County Highway OK from County Highway EE/Weeden Creek Road to Stahl Road.

Collector facilities in the portion of the town outside the Sheboygan Urbanized Area are known as “rural collectors.” Rural collectors are divided into rural major and minor collectors. Rural major collectors in the Town of Wilson include: County Highway A from the Urbanized Area Boundary south to County Highway KK; County Highway OK from Stahl Road to County Highway V; and County Highway V from County Highway KK to County Highway A. Rural minor collectors in the town include: County Highway EE from the Urbanized Area Boundary (south of State Highway 28) to South Taylor Drive; County Highway KK from County Highway V to Old Park Road; and Old Park Road from County Highway KK to the Kohler Andrae State Parks entrance.



Table 8.1: Functional Classification Criteria for Urban Streets and Highways

URBAN PRINCIPAL ARTERIALS						
System Continuity (Rural - Urban Interface)		Basic Criteria			Mileage Percent of System Range	
A rural minor arterial remains an urban minor arterial until it meets one of the following:		Must meet Land Use Service or Spacing plus Traffic Volume or Parenthetical Current ADT Alone				
Current ADT Alone	Intersects with an Urban Arterial plus Current ADT	Land Use Service	Spacing	Current ADT*		
≥15,000	≥9,000	A principal arterial should be within one mile of the following land uses: a. Main central business district of the urban area b. Type 1 and 2 airports c. Regional shopping centers d. Major colleges and universities e. Community and regional parks f. Industrial parks g. Large stadia, arenas, or civic centers	Maximum: 1 mile in central business district; 3 to 5 miles in other parts of urbanized area	≥9,000 (≥30,000)	5.0% to 10.0%	

*The roadway or highway segment must be a minimum of a mile long.

URBAN MINOR ARTERIALS						
Basic Criteria					Supplemental Criteria	Mileage Percent of System Range
System Continuity (Rural - Urban Interface)		Must meet Land Use Service or Spacing plus Traffic Volume or Parenthetical Current ADT Alone			Must meet two of the criteria below plus 90% of Current ADT	
A collector remains an urban collector until it meets one of the following:						
Current ADT Alone	Intersects with an Urban Collector or Arterial plus Current ADT	Land Use Service	Spacing	Current ADT*		
≥9,000	≥4,500	<p>A minor arterial should be within a half mile of the following land uses:</p> <ul style="list-style-type: none"> a. Central business districts of each satellite community b. Type 3, 4 and 5 airports c. Community shopping centers d. Junior or community colleges e. Large industrial plants f. High schools g. Large office buildings h. Community hospitals i. Clinics j. Sub-community parks k. Golf courses <p>All commercial retail strip development over one quarter mile in length not on a principal arterial.</p> <p>Interconnection of the main central business district with satellite community central business districts.</p>	<p>Maximum: One half mile in central business district; two miles in other parts of urbanized area</p>	<p>≥4,500 (≥15,000)</p>	<ol style="list-style-type: none"> 1. Bus Route 2. Truck Route 3. Signalization 4. Interchanges with a freeway 5. Major river crossing/ restrictive topography 	10.0% to 15.0%

*The roadway or highway segment must be a minimum of one half mile long.

URBAN COLLECTORS

Basic Criteria				Supplemental Criteria	Mileage Percent of System Range	
Must meet one of the below criteria plus Current ADT or the Parenthetical Current ADT Alone				Must meet two of the criteria below plus 90% of Current ADT		
System Continuity	Land Use Service	Spacing	Current ADT*			
<p>May penetrate each residential neighborhood and connect to nearby arterial.</p> <p>May include the logical street system for traffic circulation in the central business district (relative to land use service).</p> <p>A rural collector remains a collector when crossing into an urbanized area until it meets the urban minor arterial criteria.</p>	<p>A collector should be within a quarter mile of the following land uses:</p> <ul style="list-style-type: none"> a. Elementary, intermediate or middle schools b. Small industrial plants c. Large warehousing d. Neighborhood shopping centers e. Small office buildings f. Neighborhood parks g. Marinas 	<p>Maximum: One quarter mile in central business district; one mile in other parts of urbanized area</p>	<p>≥2,250 (≥9,000)</p>	<ul style="list-style-type: none"> 1. Bus route 2. Truck route 3. Signalization 4. Interchanges with a freeway 5. Major river crossing/restrictive topography 	<p>5.0% to 10.0%</p>	

*The roadway or highway segment must be a minimum of one quarter mile long.

URBAN LOCAL STREETS

All public streets not classified as arterials or collectors.	65.0% to 80.0%	
	68.0% to 73.0% in most urbanized areas	

Source: Wisconsin Department of Transportation, *Functional Classification Criteria*, 2003; and Bay-Lake Regional Planning Commission, 2006.

Table 8.2: Functional Classification Criteria for Rural Streets and Highways

RURAL PRINCIPAL ARTERIALS					
Basic Criteria				Supplemental Criteria	Mileage Percent of System Range
Must meet any two of the criteria below				None	2.0% to 4.0% statewide
Population Service*	Land Use Service	Spacing	Current ADT		
Connect places $\geq 50,000$ with other places $\geq 50,000$ Connect places 5,000 - 49,999 with places $\geq 50,000$	Provide access to major recreation areas of the state.	Maximum: 30 miles between Principal Arterials	$\geq 6,000$		
*A place is considered served by a principal arterial if the principal arterial either penetrates its boundary or comes within 10 miles of the center of the place and penetrating service is provided by a minor arterial.					
RURAL MINOR ARTERIALS					
Basic Criteria				Supplemental Criteria	Mileage Percent of System Range
Must meet any two of the criteria below				Must meet both of the criteria below plus 90% of Current ADT	4.0% to 8.0% statewide
Population Service*	Land Use Service	Spacing	Current ADT		
Connect places 1,000 - 4,999 to places $\geq 50,000$ Connect places 5,000 - 49,999 to other places 5,000 - 49,999 Connect places 1,000 - 4,999 to places 5,000 - 49,999, or with principal arterials	Serve all traffic generating activities with an annual visitation of 300,000, if not served by a principal arterial.	Maximum: 30 miles between Arterials	$\geq 2,000$	1. Alternate population connection 2. Major river crossing/ restrictive topography	
*A place is considered served by a minor arterial if the minor arterial either penetrates its boundary or comes within two miles of the center of the place and a major collector provides penetrating service.					

RURAL MAJOR COLLECTORS*

Basic Criteria				Supplemental Criteria	Mileage Percent of System Range
Must meet any two of the criteria below or the Parenthetical Current ADT Alone				Must meet two of the criteria below plus 90% of Current ADT	
Population Service**	Land Use Service	Spacing	Current ADT***		
Connect places 1,000 - 4,999 to other places 1,000 - 4,999	Land Use Service Index ≥16.	Maximum: 10 Miles between Major Collectors or Higher Function Routes	≥1,000 (≥4,000)	1. Alternate population connection 2. Major river crossing 3. Restrictive topography 4. Interchange with a freeway 5. Parallel to a principal arterial	5.0% to 18.0% countywide Most counties should be at 7.0% to 14.0%
Connect places 500 - 999 to places ≥50,000					
Connect places 500 - 999 to places 5,000 - 49,999					
Connect places 500 - 999 to places 1,000 - 4,999					
Connect places 500 - 999 to other places 500 - 999					
Connect places 100 - 499 to places ≥50,000					
Connect places 100 - 499 to places 5,000 - 49,999					
Connect places 100 - 499 to places 1,000 - 4,999					
Connect places 100 - 499 to places 500 - 999, or with higher function routes					

*Loop routes and stub ended routes less than five miles long and meeting the basic criteria for a major collector should be limited to a minor collector classification.

**A place is considered served by a major collector if the major collector comes within a half mile of the center of the place.

***The roadway or highway segment must be a minimum of a half mile long.

RURAL MINOR COLLECTORS

Basic Criteria			Supplemental Criteria		
Must meet any two of the criteria below or the Parenthetical Current ADT Alone					
Population Service*	Land Use Service (served if within one half mile of place)	Spacing	Current ADT**	Must meet two of the criteria below plus 90% of Current ADT	Mileage Percent of System Range
Connect places 100 - 999 to other places 100 - 999	Land Use Service Index ≥8	Maximum: 10 Miles between Minor Collectors or Higher Function Routes	≥400 (≥1,600)	1. Alternate population connection 2. Major river crossing 3. Restrictive topography 4. Interchange with a freeway 5. Parallel to a principal arterial	5.0% to 10.0% countywide
Connect places 50 - 99 to places ≥50,000					
Connect places 50 - 99 to places 5,000 - 49,999					
Connect places 50 - 99 to places 1,000 - 4,999					
Connect places 50 - 99 to places 500 - 999					
Connect places 50 - 99 to places 100 - 499, or with higher function routes					

*A place is considered served by a minor collector if the minor collector comes within a half mile of the center of the place.
 **The roadway or highway segment must be a minimum of a half mile long.

RURAL LOCAL ROADS

All public roads not classified as arterials or collectors. 65.0% to 75.0% countywide

Most counties should be at 68.0% to 72.0%

Source: Wisconsin Department of Transportation, *Functional Classification Criteria*, 2003; and Bay-Lake Regional Planning Commission, 2006.

Local Facilities

The primary and most important function of local streets and roads is to provide direct access to land adjacent to the street or road. Local streets and roads are constructed to serve individual parcels of land and properties. Local streets and roads also tend to serve the ends of most trips within the town. All streets and roads that are not classified as arterial or collector facilities within the town are classified as local streets and roads.

The functional classification mileage breakdown for all streets and roads in the Town of Wilson is highlighted in Table 8.3. Local streets and roads should be designed to move traffic from an individual lot (usually a person's home or farm) to collector facilities, which in turn serve areas of business, commerce and employment. Local streets and roads should not be designed or located in such a manner that they would or might be utilized by through traffic. There are approximately 47.56 miles of local function streets and roads within the town, comprising approximately 65.77 percent of the total road mileage within the town. About 9.15 miles of local facilities are under county jurisdiction, while about 38.41 miles of local facilities are under town jurisdiction.

Table 8.3: Functional Classification, Town of Wilson, 2006

Functional Classification	Total Mileage	Percent of Total
Urban Interstate	2.03	2.81%
Rural Interstate	4.07	5.63%
Urban Principal Arterial	0.23	0.32%
Urban Minor Arterial	0.29	0.40%
Collector (Urban Collectors and Rural Major and Minor Collectors)	18.13	25.07%
Local (Urban and Rural; includes county highways functionally classified as local roads)	47.56	65.77%
Total	72.31	100.00%

Source: Wisconsin Department of Transportation- WISLR Files for the Town of Wilson; Town Plat Record, 2005; and Bay-Lake Regional Planning Commission, 2007.

Traffic Counts

An analysis of past and present traffic volumes is beneficial in determining the traffic conditions in a community. Traffic volumes are usually presented as an Annual Average Daily Traffic (AADT) figure, and are calculated for a particular intersection or stretch of roadway. The Wisconsin Department of Transportation, as part of its traffic count program, provides highway traffic volumes from selected roads for all communities in the state on a rotating basis.

Traditionally, WisDOT has provided these counts for a community once every three years. However, after the 2005 count cycle, WisDOT decided that only principal arterials and minor arterials with traffic volumes over 5,000 AADT would be counted every three years, with minor arterials under 5,000 AADT and collectors over 5,000 AADT counted every six years, and with collectors under 5,000 AADT counted every ten years. These statewide policy changes occurred

because of cutbacks in the traffic counting program in 2005. However, WisDOT is open to conducting special traffic counts (upon request) when needed for forecasting purposes. For the Town of Wilson (and for all communities in Sheboygan County), traffic volumes were last counted in 2005, although the last published data are for 2002; counts were also taken in 1996 and in 1999.

The average daily traffic volumes for roadways in the town where such data were collected in 1996, 1999 and in 2002 are listed in Table 8.4 and are shown on Map 8.3. This information will be updated as 2005 count data become available. The daily traffic counts are taken for 48 hours, and are reported as a 24 hour average weekday count for a specific data collection period.

Table 8.4: Annual Average Daily Traffic for 1996, 1999, and 2002: Selected Locations in and near the Town of Wilson

Number (on Map 8.2)	Street or Road Name	Count Location	1996	1999	2002	Number Change 1999 - 2002	Percent Change 1999 - 2002
1	IH 43 (southbound)	STH 28 to CTH V	15,200	13,400	12,700	(700)	-5.22
2	IH 43 (northbound)	CTH V to STH 28	13,100	13,700	12,100	(1,600)	-11.68
3	IH 43 (southbound)	CTH V to CTH AA	10,800	13,900	14,700	800	5.76
4	IH 43 (northbound)	CTH AA to CTH V	12,200	12,900	14,500	1,600	12.40
5	IH 43 (southbound)	STH 28 exit ramp	4,100	5,200	5,900	700	13.46
6	IH 43 (northbound)	Entrance ramp from STH 28	3,500	5,200	6,200	1,000	19.23
7	IH 43 (northbound)	STH 28 exit ramp	3,400	3,600	3,900	300	8.33
8	IH 43 (southbound)	Entrance ramp from STH 28	4,300	3,700	3,800	100	2.70
9	IH 43 (southbound)	CTH V exit ramp	1,200	1,200	1,200	0	0.00
10	IH 43 (northbound)	Entrance ramp from CTH V	1,300	1,100	1,200	100	9.09
11	IH 43 (northbound)	CTH V exit ramp	1,400	1,300	1,400	100	7.69
12	IH 43 (southbound)	Entrance ramp from CTH V	1,000	1,100	1,200	100	9.09
13	CTH EE	South of STH 28	1,000	1,200	1,100	(100)	-8.33
14	CTH EE	West of CTH A	1,100	1,300	1,200	(100)	-7.69
15	CTH A	South of STH 28	1,600	1,800	1,900	100	5.56
16	CTH V	East of CTH A	1,300	1,400	1,400	0	0.00
17	CTH OK	South of Stahl Road	3,100	3,600	3,600	0	0.00
18	CTH V	East of CTH OK	1,000	1,100	1,200	100	9.09
19	CTH V	South of CTH KK	870	1,400	1,400	0	0.00
20	CTH KK	South of CTH V	590	630	300	(330)	-52.38
21	CTH A	North of CTH KK	1,200	1,300	1,300	0	0.00
22	CTH A	North of CTH V	1,200	1,500	1,300	(200)	-13.33
23	CTH EE/Weeden Creek Road	West of CTH OK	3,400	4,500	5,000	500	11.11
24	CTH EE/Weeden Creek Road	East of CTH OK	4,600	4,700	5,000	300	6.38
25	CTH EE/Weeden Creek Road	West of CTH KK/South 12th Street	3,400	4,900	4,100	(800)	-16.33
26	CTH EE/Weeden Creek Road	East of CTH KK/South 12th Street	3,000	1,700	2,400	700	41.18
27	CTH KK/South 12th Street	South of CTH EE/Weeden Creek Road	3,700	3,500	4,000	500	14.29
28	Evergreen Drive	South of West Evergreen Drive	1,200	1,100	1,200	100	9.09
29	Indian Mound Road	East of CTH KK/South 12th Street	870	870	1,000	130	14.94

Source: Wisconsin Department of Transportation, *Wisconsin Highway Traffic Volume Data*, 1996, 1999 and 2002; and Bay-Lake Regional Planning 2006.

Traffic Flow Capacity

The roads that serve the state, region, county and the local community are designed and engineered to accommodate a maximum level of traffic, as illustrated in Table 8.5. The maximum total capacity of a multi-lane divided highway (such as Interstate 43) under ideal conditions is 2,000 vehicles per hour per lane, while the maximum total capacity of two-lane, two-way traffic highways (such as County Highways A, EE, KK, OK and V and nearly all town roads) under ideal conditions is 2,000 vehicles per hour in both lanes. Volume-to-capacity ratios used for this measurement are determined by the Peak Hourly Traffic (PHT), regardless of traffic distribution by direction. The maximum capacity values presented in Table 8.5 should be considered the average maximum volume on various types of roads under ideal conditions.

Table 8.5: Uninterrupted Traffic Flow Capacities Under Ideal Conditions

Highway Type	Capacity Peak Hour Traffic
Multi-Lane and Divided Highways	2,000 vehicles per lane
Two-Lane, Two-Way Highways	2,000 vehicles both lanes
Three-Lane, Two-Way Highways	4,000 vehicles all lanes

Source: Highway Capacity Manual (3rd Edition), Transportation Research Board, 1985; and Bay-Lake Regional Planning Commission, 2006.

As the comparison of the recorded average annual daily traffic, peak hourly traffic, and the traffic flow capacities in Table 8.5 indicate, at present, there are no roads or road segments located within the town that have approached or appear to be approaching their design capacity.

Traffic Crashes

Vehicle crash reports (filed with the Sheboygan County Sheriff’s Department and also with the Wisconsin Department of Transportation) provide the detail of the time, location, type and severity of the crash that has occurred. These reports are often excellent indicators of problems with road alignments, roadway construction, and geometric design of the road. The number, location and severity of crashes can often indicate problem areas (in terms of traffic safety) which may be alleviated through a variety of measures. Alterations in the road geometry, enlargement of the intersection turning radii, placement of more prominent signs, relocation of access drives, and speed changes are just a few of the physical alterations and adjustments that can be made to make a specific intersection or area safer.

The crash data are further delineated by non-intersection and intersection crashes and by highway jurisdiction. Non-intersection crashes typically include: crashes between a vehicle and deer; crashes between a vehicle and a fixed object (such as a sign post, mailbox or tree); vehicles leaving the road and sliding into a ditch; and crashes between a vehicle traveling on the roadway striking another vehicle entering or exiting the roadway or stopped to turn into a private property access. Intersection crashes are typically characterized by angle crashes, rear end crashes, and head-on crashes within the immediate area of a particular intersection. Intersection crashes often may be indicators of a problem with the sight triangle at the intersection (visibility), location of and visibility of signs, and/or the geometric configuration of the roadway itself.

The vast majority of the crashes from 2002 through 2004 (255 of 331, or over 77 percent) were property damage only accidents.

Table 8.6 analyzes motor vehicle crashes in the Town of Wilson for calendar years 2002 through 2004. There were 75 injury crashes involving 114 persons injured from 2002 through 2004. The vast majority of the crashes from 2002 through 2004 (255 of 331, or over 77 percent) were property damage only accidents.

Table 8.6: Motor Vehicle Crashes in the Town of Wilson, 2002-2004

Year	Total Crashes	Fatality Crashes	Persons Killed	Injury Crashes	Persons Injured	Property Damage Crashes
2002	106	0	0	27	44	78
2003	103	0	0	22	38	81
2004	122	0	0	26	35	96
Total	331	0	0	75	117	255

Source: Wisconsin Department of Transportation (for all years listed); and Bay-Lake Regional Planning Commission, 2006.

Table 8.7 analyzes intersection and non-intersection crashes by highway jurisdiction in the Town of Wilson for calendar years 2002 through 2004. Nearly 40 percent of the crashes in the town were on Interstate Highway 43, with the vast majority of these being non-intersection crashes (WisDOT coded some crashes at the State Highway 28 and County Highway V interchanges as “intersection crashes.”). More intersection crashes occur on portions of State Highway 28 in the town than do non-intersection crashes, with over 12 percent of the crashes in the town occurring along State Highway 28 over this period. The remainder of the crashes is fairly evenly divided between county highways and local facilities (23 to 25 percent of crashes for each type of facility), with most of these crashes being non-intersection crashes. It should be noted that the number of crashes on local streets and roads may be over-reported, since many of these facilities are also county highways but were coded as local facilities (Weeden Creek Road, South 12th Street, etc.).

Table 8.7: Intersection and Non-Intersection Crashes by Highway Jurisdiction in the Town of Wilson, 2002-2004

Crash Location	Total Crashes	Intersection Crashes	Non-Intersection Crashes
Interstate Highway 43	132	8	124
State Highway 28	41	25	16
County Highways	81	29	52
Local Streets and Roads	77	15	62
Total	331	77	254

Source: Wisconsin Department of Transportation (for all years listed); and Bay-Lake Regional Planning Commission, 2006.

Access Controls

Access management is a means to maintain the safe and efficient movement of traffic along arterial highways by controlling the number and location of intersecting roads and driveways. Interstate Highway 43 was constructed as a freeway where access is totally controlled and prohibited except at interchanges. The Wisconsin Department of Transportation may also purchase access rights or employ various statutory and regulatory access control methods on rural highways (such as State Highway 28) which have sufficiently high traffic.

State statutes allow counties, cities and villages (through an adopted ordinance) to control access on county highways that have traffic counts in excess of 1,000 vehicles daily. At this time, Sheboygan County does not have (nor does it plan to adopt) a Controlled Access Ordinance.

Park and Ride Lots

Situated at various locations along major transportation routes, park and ride lots can be used to form carpools and vanpools and, in some major metropolitan areas, catch a ride on a commuter bus. There are 97 park and ride lots located throughout the state, and all of them are wheelchair accessible. In Sheboygan County, park and ride lots simply offer overnight parking in designated spaces.

There are three park and ride lots in or near the Town of Wilson:

- Interstate 43/County Highway AA exit (Exit 116, just east of Oostburg), southeast quadrant, off of Frontage Road: Lighted asphalt lot with parking for 30 vehicles.
- Interstate 43/County Highway V exit (Exit 120, Town of Wilson), northwest quadrant, off of South Frontage Road: Lighted asphalt lot with parking for 30 vehicles. A gasoline station/convenience store, lodging and dining are located on the east side of the interchange.
- Interstate 43/State Highway 28 exit (Exit 123), southwest quadrant, off of County Highway A: Lighted asphalt lot with parking for 45 vehicles. Shopping and dining are nearby.

Transit

The nearest transit system to the Town of Wilson is the Sheboygan Parking and Transit Utility (Sheboygan Transit). The Sheboygan Parking and Transit Utility is a department of the City of Sheboygan, and contracts with the City of Sheboygan Falls and with the Village of Kohler to provide service. The City of Sheboygan took over the management of operations from a private company in 1973.

In the early 1990s, Sheboygan Transit initiated paratransit services under the Americans with Disabilities Act (ADA). This is a curb-to-curb service that provides transportation to the disabled population in the transit service area that, in many cases, is unable to utilize fixed-route service. Sheboygan Transit operates ADA paratransit service in its transit service area, as well as Sheboygan County's elderly and disabled transportation service throughout the county.

Sheboygan Transit primarily involves a fixed-route, fixed-schedule bus system. The closest Sheboygan Transit routes to the Town of Wilson are Route 7 South (serves the intersection of South 12th Street and Weeden Creek Road), and the Industrial Park Route (serves Weeden Creek Road from South Taylor Drive to County Highway OK). A Transit Development Program (TDP) for Sheboygan Transit is in the process of being completed; early recommendations in the TDP call for improvements to routes on the south side of the City of Sheboygan that may ultimately benefit town residents within walking distance of these routes; these improvements were implemented in November 2006.

Elderly and Disabled Transportation

Elderly and disabled transportation systems refer to those programs that provide rides through scheduled transportation services, volunteer programs with private vehicles, etc. Current transportation services for elderly and disabled persons living in the Town of Wilson are provided through programs coordinated and administered by the Sheboygan County Health and Human Services Department Division on Aging. Transportation is provided to meal sites for 75 cents round trip. Transportation is provided for residents 60 years of age and older and to

disabled residents regardless of age for \$1.50 round trip within a community, and for \$2.50 round trip outside the community of origin but within Sheboygan County. ADA paratransit trips are also handled through this program in the Sheboygan Transit System service area; the cost of these trips is \$3.00 per one-way trip.

Elderly and disabled transportation services are coordinated by a Transportation Coordinating Committee, which makes recommendations to the Health and Human Services Board. The Sheboygan County Board ultimately sets county policy on elderly and disabled transportation matters.

Intercity Bus Transportation

In the past, nearly every small community in the state was connected by an intercity bus service, which traditionally served the elderly, those who could not drive, students, and those individuals unable to afford alternative forms of transportation. Following World War II, intercity bus systems helped to fill a void for “affordable transportation” that was created by the decline of passenger rail service. Unfortunately, intercity bus service suffered the same fate as passenger rail service; as intercity bus ridership decreased, the number of intercity bus routes operating within the state also declined drastically. Intercity bus routes now tend to serve only the largest urban centers and those smaller urban areas that just happen to be adjacent to a route that connects two larger cities.

Intercity bus service via Trailways Bus Lines is available from the City of Sheboygan, with service provided to Milwaukee and to Green Bay. The Trailways station serving Sheboygan is located at the Sheboygan Transit transfer point. The Trailways station is open for ticketing between 9:30 a.m. and 6:00 p.m. on weekdays and between 9:30 a.m. and 4:00 p.m. on Saturdays and closed on Sundays and holidays.

Two northbound buses and two southbound buses serve the Sheboygan area, with the northbound buses leaving the station at 1:00 p.m. and at 8:25 p.m. each day for Green Bay, and with the southbound buses leaving at 5:10 a.m. and at 5:45 p.m. each day for Milwaukee. Passengers coming to Sheboygan arrive at these same times, since this stop is part of a larger service route between Milwaukee and Green Bay. As of January 2006, it cost Sheboygan passengers \$15.50 to travel to Milwaukee and \$20.50 to travel to Green Bay on Trailways.

Bicycle Transportation

Currently, the town has a limited number of facilities (bicycle paths, paved shoulders or signed shared use roads) to serve bicyclists. These facilities include County Highway EE/Weeden Creek Road from County Highway KK/South 12th Street to Evergreen Drive (signed shared use road), as well as shared use recreational paths in Kohler Andrae State Parks just east of County Highway V and west of the Black River.

One additional bicycling opportunity that will be available to town residents in the near future will be the Interurban Trail. This Sheboygan County portion of this trail currently connects Cedar Grove to the Ozaukee County line, where the trail continues to Milwaukee. The Sheboygan County Planning and Resources Department successfully applied for Congestion Mitigation and Air Quality (CMAQ) funding to extend the Interurban Trail north from Cedar Grove to Oostburg. Plans call for on-road connections for bicyclists between Oostburg and the Town of Wilson and other jurisdictions in the Sheboygan Urbanized Area.

In addition, the *Wisconsin Bicycle Transportation Plan 2020* assessed conditions for bicycling in Sheboygan County, including the Town of Wilson.

The *Wisconsin State Bike Map* classifies state and county roads throughout the state in terms of bicycling conditions. The map also identifies bicycle trails and mountain bike facilities, and provides contacts for local bicycle route information. Town roads are not rated for their bicycling conditions, but are identified with their road names and surface type. Each county map highlights the most favorable bicycling conditions while presenting the full continuum of roadways, from narrow town roads to U.S. Highways. This approach enables cyclists of all abilities to select their own routes to meet their individual transportation and recreational needs.

In the Town of Wilson, the following roads are classified as having the best conditions for bicycle travel:

- County Highway KK from South 12th Street to the Oostburg Village Limit;
- County Highway V from Interstate 43 to County Highway KK;
- County Highway OK from County Highway A to Frontage Road west of Interstate 43; and
- County Highway A from the Oostburg Village Limit north to County Highway V.
- County Highway KK/South 12th Street north of County Highway V.

In addition, the following roads are classified as having moderate conditions for bicycle travel:

- County Highway V from County Highway A to Interstate 43, and from County Highway KK (Moenning Road alignment) to County Highway KK (Stahl Road alignment);
- County Highway A from County Highway V to County Highway EE; and
- County Highway EE from State Highway 28 to County Highway A.

The following roads are classified as having undesirable conditions due to high traffic volumes:

- State Highway 28 from County Highway EE to Interstate 43;
- County Highway A from State Highway 28 to County Highway EE;
- County Highway EE/Weeden Creek Road from County Highway A to Interstate 43;
- County Highway EE/Lakeshore Drive north of Weeden Creek Road;
- County Highway OK from County Highway V to County Highway EE/Weeden Creek Road; and

Bicycling is prohibited on Interstate 43. Local roads were not assessed as part of this process, and are generally considered to have suitable conditions for bicycle travel. However, Indian Mound Road, Evergreen Drive and West Evergreen Drive are recognized as “local roads with higher traffic volumes” on the *Wisconsin State Bike Map*.

The Bay-Lake Regional Planning Commission developed the *Bicycle Facility Transportation Plan for the Bay-Lake Region*, which was adopted in 2002. Specific recommendations from that plan applicable to the Town of Wilson are discussed in the “Inventory of Applicable Transportation Plans and Programs” section of this chapter.

Rail Service

Over the last ten years, the amount of Wisconsin track miles owned and operated by railroads has declined, due in large part to the consolidation of railroad operators and the subsequent

elimination of duplicate routes. Four Class I railroads now own approximately 80 percent of the rail lines within Wisconsin. In the Bay-Lake Region, the Canadian National owns approximately 50 percent of the 293 miles of rail lines still in operation, the Escanaba and Lake Superior Railroad owns approximately 37 percent (109 miles), and the Union Pacific Rail Company owns approximately 13 percent (39 miles) of the rail lines still in operation within the Region.

Rail service through the Town of Wilson terminating north of the City of Sheboygan is provided by the Union Pacific Rail Company on track that originates in the City of Milwaukee. Union Pacific lines north of Sheboygan to Cleveland and west of Sheboygan to Plymouth are not currently running but are being discussed with operation expected in 2008-09.

It is the opinion of the plan review committee that improved rail service to and from the town should be investigated, and that local and county governments (in partnership with the state and federal governments) should take action to improve rail service. This opinion is applicable to existing freight rail services as well as for potential passenger rail services.

Air Service

The inventory of air transportation systems and facilities includes both public airports that service the region and also the private or semi-public airport facilities that service private commercial and recreational interests.

Regional Airports

Residents of the Town of Wilson are blessed to have two regional airports for commercial passenger and air freight service: General Mitchell International Airport in Milwaukee, and Austin Straubel International Airport in metropolitan Green Bay.

General Mitchell International Airport

General Mitchell International Airport (MKE) is a medium-hub airport owned and operated by Milwaukee County. Mitchell's thirteen airlines offer roughly 252 daily departures (plus 252 daily arrivals). About 90 cities are served nonstop or direct from General Mitchell International Airport, which is the largest airport in Wisconsin. The airport terminal is open 24 hours a day. Shuttle transportation services often transport Sheboygan County residents to and from General Mitchell International Airport.

Austin Straubel International Airport

Austin Straubel International Airport is located in the Village of Ashwaubenon, part of the Green Bay metropolitan area in Brown County. The airport is owned and operated by Brown County. Austin Straubel International Airport is a full service regional connector that currently provides direct service flights on six airlines to seven major cities, including Atlanta, Chicago, Cincinnati, Detroit, Las Vegas, Milwaukee, and Minneapolis-St. Paul. There are approximately 32 departures and 32 arrivals daily. Austin Straubel is the third largest airport in Wisconsin.

Sheboygan County Memorial Airport

The Sheboygan County Memorial Airport is classified as a Transport/Corporate (T/C) Airport. T/C class airports can serve aircraft weighing as much as 60,000 pounds provided that approach speeds are less than 121 knots, with wingspans less than 80 feet in length. The airport is owned by Sheboygan County, and is maintained by Western Shores Aviation (FBO).

Access to the airport is best achieved by either taking County Highway O (Superior Avenue in the City of Sheboygan) west from the urban area to County Highway TT, or by taking State

Highway 23 west and turning north on County Highway TT. The airport is located on Resource Drive just north of the intersection of County Highways O and TT.

The airport has 175 parking spaces for public parking: 75 spaces for short-term parking and 100 spaces for long-term parking. The airport also has 25 additional spaces for overflow parking. All parking at the Sheboygan County Memorial Airport is free of charge. Visitors to the area can make arrangements with the fixed base operator (FBO - Western Shore Aviation) for car rental, and the FBO can also transport visitors to destinations in the local area upon request.

The primary runway is nearly 5,399 feet in length and 100 feet in width, while the crosswind runway is nearly 4,693 feet in length and 75 feet in width. Lengthening of airport runways is planned over the next few years. Corporate charter and limited commuter service are available at the airport. Available services include fuel, major airframe and power plant repair, charter, rental, sales and instructional services.

Private Recreational Airports

There are also several privately owned airstrips located within Sheboygan County providing general small craft services and/or recreational flights to the public. These small, private airport facilities offer minimal services, and are generally utilized by recreational fliers.

Private airport facilities are required to obtain a certificate of approval or permit from the Wisconsin Department of Transportation's Bureau of Aeronautics. The permit is issued if the Department determines that the location of the proposed airport is compatible with existing and planned transportation facilities in the area. Generally, permits are granted provided that the proposed air strip is located such that approaching and departing aircraft clear all public roads, highways, railroads, waterways or other traverse ways by a height which complies with applicable federal standards. The permit is issued upon satisfactory review of the application by WisDOT, the county, the town in which the proposed facility would be located, and by the applicable regional planning commission.

Private recreational airports are generally characterized by short (2,000 to 3,000 foot) turf covered runways which can accommodate small single engine and light twin engine aircraft. One such airstrip was recorded in WisDOT files (1990) as being situated in Section 16 of the Town of Wilson.

Harbors and Marinas

Commercial port activities are no longer active in the City of Sheboygan. However, a full service marina (Harbor Centre Marina) is located along Lake Michigan in the City of Sheboygan. Services provided at this marina include overnight docking, fuel, repair services, shower facilities, restrooms, a convenience store, deli, boaters lounge, laundromat, pump station and winter storage. The Harbor Centre Marina has 250 slips.

In addition, three boat launch ramps exist along the river and lakefront in the City of Sheboygan. Additional boating locations in the Sheboygan area include the Sheboygan Yacht Club (at Broughton Drive and Pennsylvania Avenue) and the Wharf (on Riverfront Drive).

Commercial Trucking

There are no commercial trucking terminals located within the Town of Wilson. However, such terminals do exist in the City of Sheboygan, Village of Kohler, and the Towns of Sheboygan and Mosel.

INVENTORY OF APPLICABLE TRANSPORTATION PLANS AND PROGRAMS

The following section of this chapter presents information on existing state, regional, county and local transportation related plans that apply within the town.

Wisconsin State Highway Plan

The *Wisconsin State Highway Plan 2020* states that, “Wisconsin's State Trunk Highway system, consisting of approximately 11,800 miles of roads, is aging and deteriorating at the same time traffic congestion is increasing.” In response to this critical issue, WisDOT, in partnership with its stakeholders, developed the *State Highway Plan 2020*, a 21-year strategic plan which considers the highway system's current condition, analyzes future uses, assesses financial constraints and outlines strategies to address Wisconsin's preservation, traffic movement and safety needs. The plan will be updated every six years to reflect changing transportation technologies, travel demand and economic conditions in Wisconsin.

The *Wisconsin State Highway Plan 2020* addresses three key elements or issues of concern relative to the State Highway System:

- Preserving the system by improving or replacing aging pavements and bridges;
- Facilitating movement of people and goods through an efficiently designed system, and with programs that reduce traffic congestion; and
- Improving highway safety through combined strategies of engineering, education and enforcement.

Connections 2030

Connections 2030 will be the statewide long-range transportation plan with a horizon year of 2030. Connections 2030 will address all modes of transportation – roadways, air, water, rail, bicycle, pedestrian and transit – and ways to make the individual modes work better as an integrated transportation system. Connections 2030 will differ from WisDOT’s previous planning efforts. Beginning with the release of Translinks 21 in the mid 1990s, WisDOT has prepared a series of needs-based plans for various transportation modes.

Connections 2030 will be a policy-based plan. The policy recommendations include a series of action steps to be accomplished within two to four years, five to ten years, or more than ten years into the future. WisDOT may also identify critical priorities that metropolitan planning organizations (MPOs) must maintain if funding were to decrease during the timeframe covered by the plan.

While the final plan will include statewide policy recommendations, some of these recommendations may differ by specific corridors in the state. Connections 2030 will also include recommendations on such issues as economic development, land use, transportation finance and the environment. The goal of Connections 2030 is to provide a plan that can aid policy makers in future transportation decisions.

Six-Year Highway Improvement Plan

The Wisconsin Department of Transportation develops a *Six-Year Highway Improvement Plan* which addresses the *rehabilitation* of Wisconsin’s state highways. Rehabilitation falls into three major categories (resurfacing, reconditioning and reconstruction) giving it the often used abbreviation “3-R Program.”

Resurfacing entails provision of a new surface for a better ride and extended pavement life;

Reconditioning entails addition of safety features, such as wider lanes or softening of curves and steep grades; and

Reconstruction entails complete replacement of worn roads, including the road base and rebuilding roads to modern standards.

WisDOT Northeast Region staff has indicated that within the Six-Year Program, there will be ramp work at Interstate Highway 43 and State Highway 28 as well as at Interstate Highway 43 and County Highway V scheduled for 2008. WisDOT Northeast Region staff added that these projects do not involve capacity expansions, but will improve the existing ramps at these locations.

State Airport Plans

The Wisconsin State Airport System Plan 2020 (SASP 2020) provides a framework for the preservation and enhancement of the system of public-use airports adequate to meet the current and future aviation needs of Wisconsin. The plan determines the number, location and type of aviation facilities required to adequately serve the state's aviation needs over the 21-year planning period from 2000 through 2020. The plan defines the State Airport System and establishes the current and future role of each airport in the system.

Year 2035 Sheboygan Area Transportation Plan (SATP)

The *Year 2035 Sheboygan Area Transportation Plan (SATP)* was produced by the Bay-Lake Regional Planning Commission in its role as Metropolitan Planning Organization (MPO) for the Sheboygan metropolitan planning area. While the Sheboygan urbanized area tends to be limited to portions of the town north of County Highway V and east of Interstate Highway 43, the larger metropolitan planning area (urbanized area plus area expected to be urban in nature in the long-range future) covers all but the southernmost tier of sections of the town. The *Year 2035 SATP* was adopted in October of 2006.

The *Year 2035 SATP* addresses street and highway improvements, transit, and bicycle and pedestrian accommodations. In addition, for the first time, the MPO planning process is addressing transport of freight, intercity passenger transportation (Trailways, etc.), and safety and security for all modes of transportation. An air quality conformity analysis is also a part of the planning process.

A travel demand forecast model has been developed for the planning process that covers all of Sheboygan County; this helps the Commission staff, WisDOT staff and their consultants to model projects such as the State Highway 23 expansion project as part of the MPO planning process. Capacity modifying projects that have been recommended in the *Year 2035 SATP* and impact the Town of Wilson include:

- County Highway OK from Washington Avenue (State Highway 28) to County Highway V: Reconstruction from 2 to 4 Lanes (short range);
- South Taylor Drive from County Highway EE (Weeden Creek Road) to County Highway OK: New 4 Lane Facility (short range); and
- South 18th Street from County Highway EE (Weeden Creek Road) to County Highway V: New 2 Lane Facility (long range).

The *Year 2035 SATP* will be amended in the first half of 2007 to fulfill requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which is the latest federal surface transportation legislation. SAFETEA-LU was enacted by Congress and signed by the President in 2005.

Sheboygan Transit Development Program (TDP)

The *Sheboygan Transit Development Program (TDP)* is also being produced by the Bay-Lake Regional Planning Commission in its role as MPO for the Sheboygan metropolitan planning area. The *Sheboygan TDP* completed an “alternatives analysis” process, with the alternative receiving most serious consideration involving restructuring of the routes on the south side of the City of Sheboygan to better serve Deer Trace and the emerging Wal-Mart Supercenter as well as to better connect the south side routes to better connect to one another, making transfers easier. While this process mainly affects City of Sheboygan residents, there are likely residents who reside on the north end of the town and east of Interstate 43 within walking distance of transit routes who might benefit from these changes as well.

Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP)

Another required product of the MPO planning process is the Transportation Improvement Program (TIP). The TIP covers a four year period, and Commission staff normally updates the TIP annually. The TIP includes street and highway projects, transit capital items and operating expenses, county elderly and disabled transportation capital items and operating expenses, and bicycle and pedestrian transportation improvements. The TIP must also go through an air quality conformity analysis and be financially constrained.

State, Regional and Local Bicycle Plans

State Bicycle Plan

The *Wisconsin Bicycle Transportation Plan 2020* has as its two primary goals:

- Increase levels of bicycling throughout Wisconsin, doubling the number of trips made by bicycles by the year 2010 (with additional increases achieved by 2020); and
- Reduce crashes involving bicyclists and motor vehicles by at least 10 percent by the year 2010 (with additional decreases achieved by 2020).

Recommended actions include 1) developing local bicycle transportation plans; 2) providing suitable space for bicyclists when designing roadway projects; 3) following accepted bikeway guidance and standards; and 4) routinely considering bicyclists when developing roadway projects. The Wisconsin Department of Transportation produced a set of maps that identified bicycle conditions on major routes and roads for Sheboygan County. The maps assessed and identified bicycling conditions, planned state highway priority corridors and key linkages between major destination points. An analysis of the bicycling conditions for Sheboygan County can be found under “bicycle transportation” in the “Inventory of Transportation Facilities” section of this chapter.

Regional Bicycle Plan

The *Bicycle Facility Transportation Plan for the Bay-Lake Region* (adopted in 2002) identified a system of connecting routes and needed improvements connecting all municipalities and major destination points throughout the eight-county region, including Sheboygan County and the Town of Wilson. The regional plan proposes transportation facility improvements (paving road shoulders to a usual width of five feet) to provide safe and efficient travel paths between communities located within Sheboygan County and the adjoining communities in adjacent counties. The Regional Bicycle Plan recommends paving road shoulders (five feet in width) on the following roads in the town:

- Town Line Road from County Highway KK to Lake Michigan;
- County Highway OK from County Highway OO (Town of Lima) to Frontage Road;
- County Highway KK from Town Line Road north to the City of Sheboygan;
- County Highway A from County Highway V north to State Highway 28; and
- County Highway V from the Village of Waldo east to County Highway KK.

Map 8.3 shows recommended bicycle facilities in the Town of Wilson from the Regional Bicycle Transportation Plan as well as from bicycle facility recommendations in past MPO bicycle transportation plan elements.

Sheboygan County Non-Motorized Transportation Pilot Program (NMTTP) Bicycle and Pedestrian Transportation Planning

Sheboygan County was selected to be one of four counties or metropolitan areas in the United States to participate in a Non-Motorized Transportation Pilot Program (NMTTP) as the result of the federal SAFETEA-LU act in 2005. As one of the four pilot communities, Sheboygan County is eligible for NMTTP funding to build bicycle and pedestrian facilities during federal fiscal years 2006 through 2009.

Sheboygan County (through its consultant, Bonestroo, Rosene, Anderlik and Associates of Mequon) is currently developing a bicycle and pedestrian transportation plan for the county so that projects selected for the NMTTP conform to a county-wide plan. This plan is expected to be completed in early 2007.

FUNDING THE TOWN ROAD SYSTEM

The cost of constructing, maintaining and operating roads under local jurisdiction (town roads) is defrayed through the provision of General Transportation Aids (authorized in Section 86.30 of the Wisconsin Statutes). General Transportation Aids are distributed to all Wisconsin towns through a highway aids formula administered by the Wisconsin Department of Transportation. Under the formula, local aid is distributed either as a share of eligible highway-related expenditures incurred by the town or on a per-mile basis, whichever is higher.

Eligible expenditures generally include all road construction and maintenance within the right-of-way, as well as a percentage of eligible law enforcement, street lighting maintenance and construction, and storm sewer construction. The share of cost rate is determined by the available funding and the average costs reported by the town. Each town's share of costs is determined by multiplying the six-year average costs by the percentage rate.

The 2006 flat rate has been set at \$1,862 per mile. Transportation Aids for towns, as well as all other local units of government and counties, are derived primarily from motor fuel taxes and vehicle registration fees

TRANSPORTATION RECOMMENDATIONS

Road Improvements

In order to improve traffic safety and to maintain the efficiency of State Highway 28, and major and minor collectors such as County Highways A, EE, KK, OK and V, the Town should continue to direct and promote development that minimizes direct access to these highways to the extent possible. This can be achieved by requiring adequately spaced driveways, by requiring frontage roads that access numerous properties or driveway accesses that can serve more than one property.

Update the Town Pavement Management Program

Town roads are rehabilitated, repaired and maintained with funds provided by the State's Local Roads Improvement Program (LRIP). This program provides each local unit of government in the state with financial support derived from state taxes on gasoline and other transportation/vehicle related surcharges for local road maintenance and repair.

It is recommended that the town continue its "pavement management" system. The system provides a detailed inventory and description of all roads within the town, provides a detailed surface condition survey of those roads, defines the goals and objectives of the town with respect to its road maintenance and repair, and establishes a long-term maintenance schedule which would prioritize the road maintenance and repair needs.

A pavement management program is simply a Capital Improvement Program geared specifically to the town's roads. The pavement management program provides the town with a detailed, defensible document, which will assist elected and appointed officials in making informed decisions regarding road maintenance and repair.

Commission staff assisted the town with pavement management plans in 1991, 1995 and 2001, and since WisDOT now requires biennial updates of pavement management data from local jurisdictions; it is likely that the town is already keeping its Pavement Management Program updated regularly.

Employ Adequate Design Standards

New highways and roads, in the optimum setting, should be designed for their projected and desired use. Design standards should be applied to all new construction and, where possible, existing roads which are to undergo major repair and reconstruction shall undergo this work according to the standards set forth in this plan.

In examining the design of town roads, the "roadscape" of these facilities also should be considered as well. The "roadscape" includes the area adjacent to the road and within the established right-of-way or the ditch that serves as a vegetative buffer between the road and the adjacent lots, a location for traffic signs and for utility lines.

Apply Traffic Considerations

Traffic considerations which the town should take into account when planning for future development may include the following:

1. Adequate vehicular and pedestrian access should be provided to all parcels of land.
2. Local road systems should be designed to minimize through traffic movement.
3. The road pattern should minimize excessive travel.
4. A simple and comprehensible system of road names and house numbering should be provided.
5. Traffic generators located within new subdivisions (such as schools, churches and parks) should be considered in the local circulation pattern.
6. The planning and construction of local residential roads should clearly indicate their function.
7. The local roads should be designed for a relatively uniform and low volume of traffic.
8. Local roads should be designed to discourage excessive speeds.
9. Minimize intersections.
10. Devote a minimal, but adequate amount of space to road uses.
11. Roads are a function of land use, and therefore should not unduly hinder the development of land.
12. Pedestrian and bicycle paths should be separated from vehicle paths where possible.

Assess Special Transportation Needs

Transportation services for elderly and disabled persons are provided by the county and by private nonprofit, and for profit carriers. The town should play as active a role as possible in the support, development and maintenance of special transportation services for the elderly and disabled population of the town.

Recommended Transportation Programs

Work with the Sheboygan County Highway Department, the Wisconsin Department of Transportation, and the Bay-Lake Regional Planning Commission to develop a long-range maintenance and improvement program for town roads.

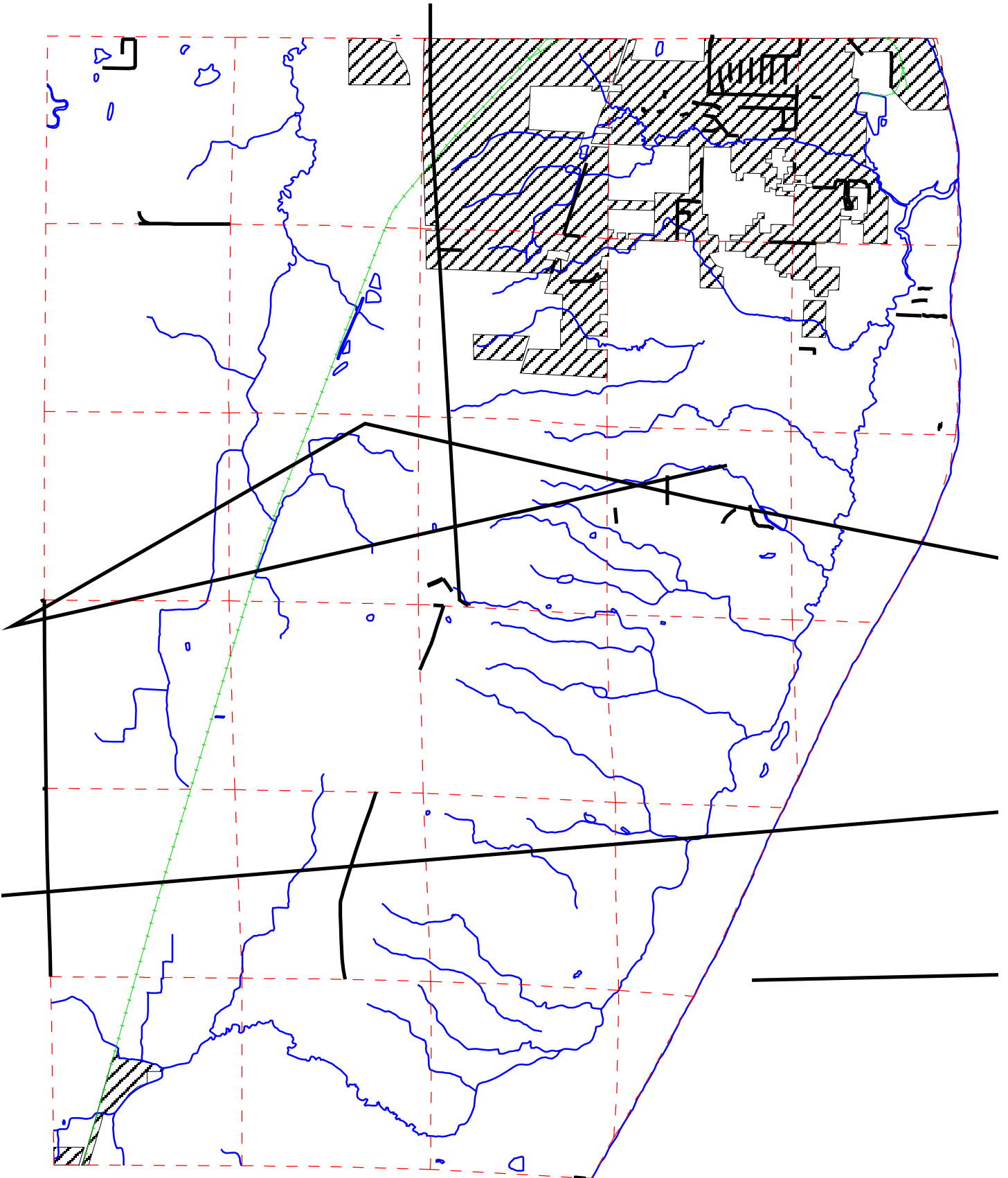
Work with the Sheboygan County Traffic Safety Commission to provide an ongoing assessment of county and town road safety and efficiency.

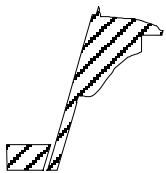
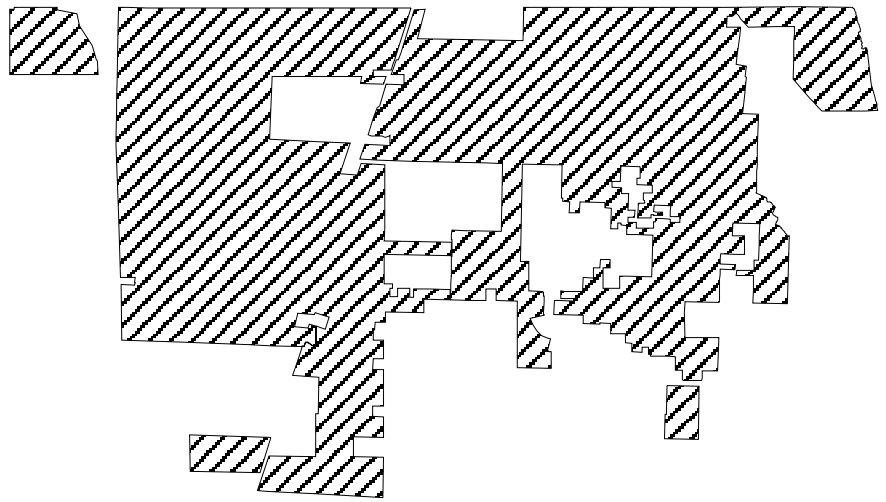
Work with the Sheboygan County Highway Department and the Wisconsin Department of Transportation to ensure safe and efficient access to State Highway 28, all county highways, and all other arterial and collector roads in the town.

The Town Board or a designated committee should continue to conduct an annual assessment of town road pavement conditions, road drainage and ditch maintenance needs, adequacy of existing driveways and culverts relative to safe access and to and from adjoining parcels of land, and determine the adequacy of sight triangles at all road intersections.

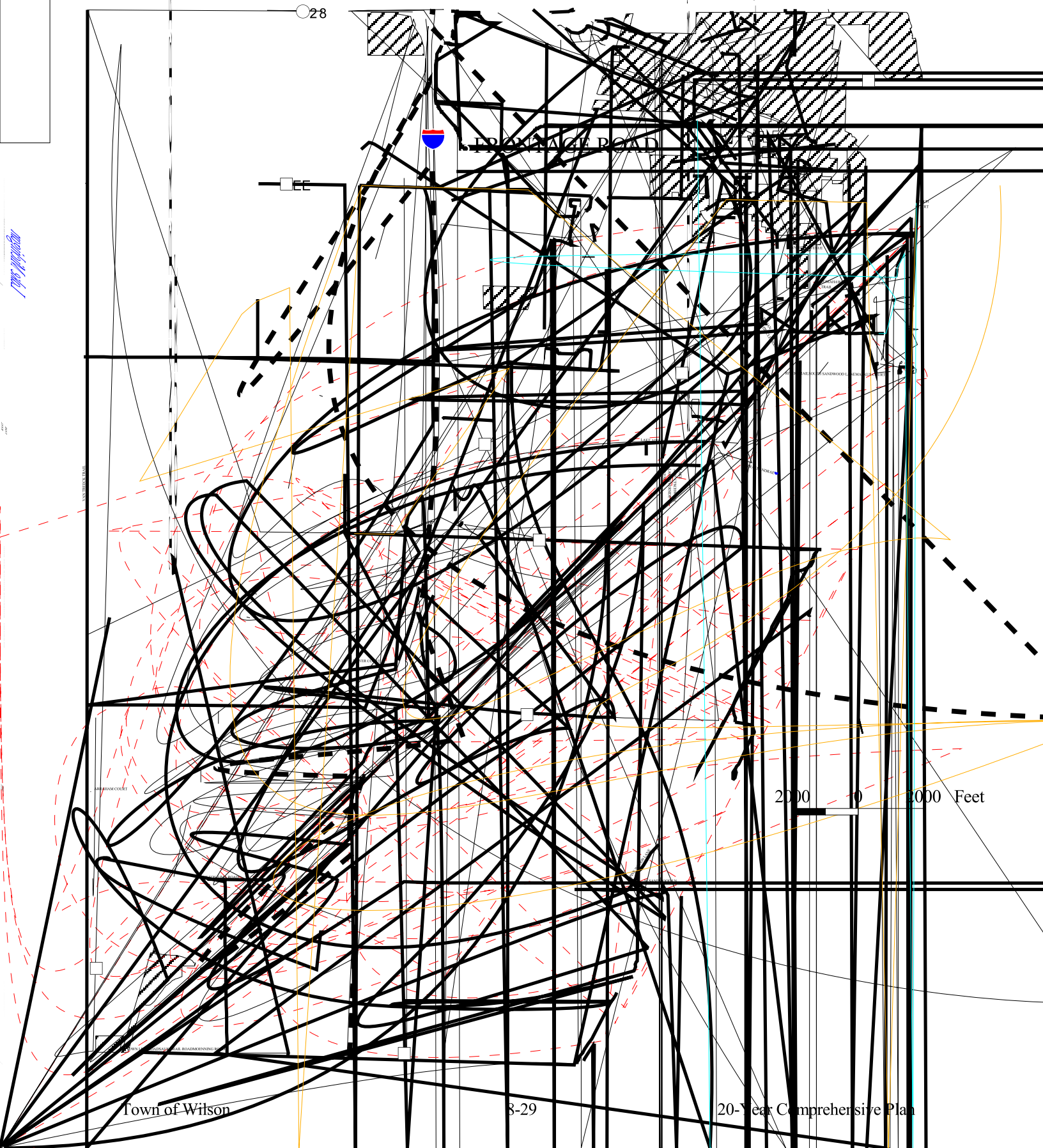
TECHNICAL AND FUNDING ASSISTANCE PROGRAMS

There are a number of Wisconsin Department of Transportation (WisDOT) programs that provide technical and financial support for the operation, maintenance and planning of the region's transportation systems. Please see Appendix J for a list of those programs.





Sheboygan County, Wisconsin



28

FRONTRIDGE ROAD

2000 1000 Feet

Town of Wilson

8-29

20-Year Comprehensive Plan

1/20/15