

CHAPTER 5 – TRANSPORTATION

INTRODUCTION

The way we live — getting to and from work, moving products to market, visiting friends and relatives, traveling for recreation and vacation — depends upon good transportation infrastructure that includes roadways, transit, trails, and other modes. Because we live in a mobile society, we demand a transportation network that is safe, efficient, and dependable. Considerations of clean air, economic development, congestion management, transportation control measures, and a changing town have greatly increased the importance of well planned transportation facilities and policies.

66.1001(2)(c)

Transportation element. A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

CHAPTER SUMMARY

The transportation facility inventory conducted for the Town of Lima has established that the Town currently has 75.91 miles of county and town roadways. The Town's internal transportation system of town roads is complemented by STH 28, STH 32, and 16 county trunk highways providing access to the local roads within the Town as well as other roads within Sheboygan County, the region, and the state.

Currently, the Town only has 3-foot paved surfaces on CTH V and STH 32 for bicyclists and pedestrians. However, as long as traffic levels remain moderate to low, a portion of the Town's existing local road system and several area county trunk highways should be able to safely and efficiently serve the needs of bicyclists. There are sidewalks in Hingham, along Main St., Church Rd. and South St.

The recommendations in this plan call for a safe and efficient transportation system for the Town. A pavement management system tied to a capital improvement program should be a priority. Specific issues that are likely to need attention during the planning period include managing access to STH 28 and STH 32 and ensuring the safety of vehicles using these increasingly busy highways.

INVENTORY OF TRANSPORTATION FACILITIES

Highways

Approximately 5.9 miles of STH 28, a two-lane, two-way highway, runs primarily east-west through the northern portion of the Town of Lima, and 6.2 miles of STH 32, a two-lane, two-way highway, runs north-south through the eastern half of the Town. County highways total approximately 40.3 miles in the Town and include CTH A, CTH F, CTH I, CTH M, CTH N, CTH U, CTH V, CTH W, CTH CC, CTH EE, CTH GW, CTH IW, CTH KW, CTH OK, CTH OO, CTH VN and CTH PPP. See Figure 5.1 for the locations of these highways.

Roads

There are 35.6 miles of town roads within the Town of Lima. See Figure 5.1 for the locations of these roads.

Inter-City Bus Service & Transit & Elderly/Disabled Transportation

Elderly and disabled transportation systems refer to those programs that provide rides through scheduled bus services with paid or volunteer drive and volunteer programs with private vehicles and unpaid drivers. Current transportation services for elderly and disabled persons living within the Town of Lima are provided through programs coordinated and administered by the Sheboygan County Health and Human Services Department, Division of Aging. Long-distance medical transport options include Superior Medical Transport, headquartered in Oostburg.



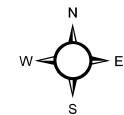
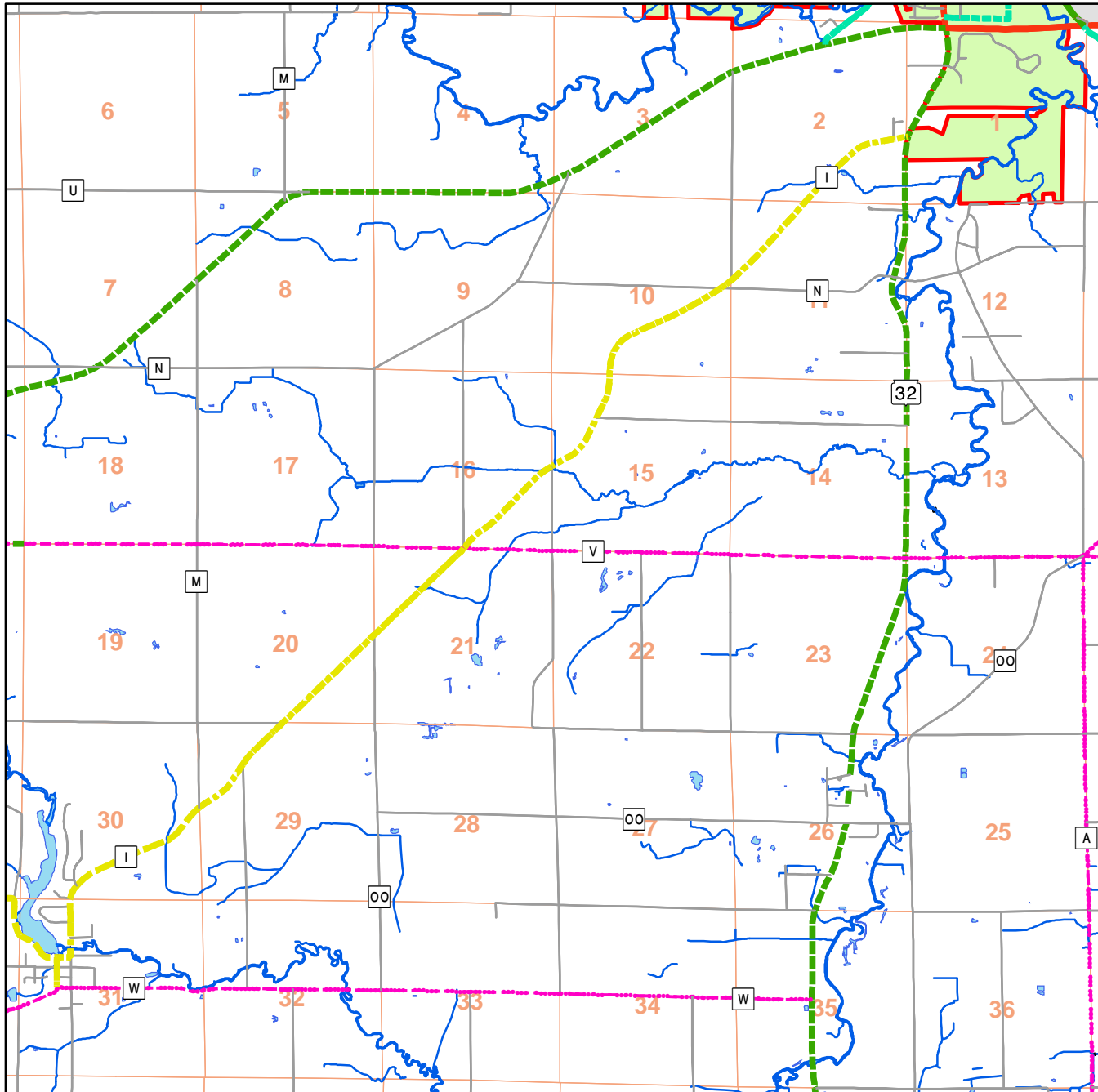
Sheboygan County and the City of Sheboygan provide a shared service known as regional Transit Connection (RTC). There are two separate services that are provided through RTC: the Sheboygan County Elderly and Disabled Transportation and the Paratransit Service for people with disabilities. The paratransit service is required by the Americans with Disabilities Act (ADA) and is meant to be complementary to the Sheboygan Transit fixed-route bus system. This service provides transit service to areas within three-fourths of a mile of a fixed bus route in the City of Sheboygan, Village of Kohler, and City of Sheboygan Falls. In 2008, the fare for this service was \$3.00 for each one-way trip on weekdays, and \$2.50 on weeknights and Saturdays.

The Sheboygan County Elderly and Disabled Transportation service provides safe, reliable, and affordable means of transportation, serving any person 60 years old and older and any person with a disability (anyone under 60 must have a physician's authorization certification completed and approved before service can be provided). In January 2009, the County's fare was \$2.00 round trip for meal site trips and \$2.00 one-way for all other trips. Both of these services are operated by Sheboygan Transit and serve part of the County, including Oostburg, Plymouth, Sheboygan, Sheboygan Falls, the Town of Sheboygan, Kohler, and a few other locations. RTC operates eight buses that service the paratransit and elderly and disabled transportation programs. There are over 70,000 trips a year through RTC, and currently, seven to eight people are turned away daily because the service is at capacity. For more information on either program, please contact the RTC at (920) 459-3420.

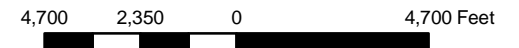
Figure 5.1
Functional Classification
of Roads
Town of Lima
 Sheboygan County, WI

Legend

-  Principal Arterial - Interstate
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Road or Street
-  Principal Arterial
-  Collector
-  City of Sheboygan Falls
-  Village of Kohler
-  Bridges
-  Dams
-  Railroads
-  Rivers, Streams
-  Road / Bridge
-  Section Lines
-  Lakes



1" equals 4,700'



The Health and Human Services Board of the Sheboygan County Board has been designated by the County Board Chairman as the Transportation Coordination Board. This board is composed of six County Board Supervisors and three citizens, and is a standing board of the County Board. Sheboygan County has a high degree of coordination of transportation services for elderly and disabled persons. All other groups who operate transportation programs are aware of the Health and Human Services Transportation Program, and contact the Sheboygan County Health and Human Services Department office to supplement their service. Some specific examples of coordinated service include daily service to the Rehabilitation Center of Sheboygan (RCS), handling all requests for transportation services and daily service to nursing homes for visitors.

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. Unfortunately, intercity bus service suffered the same fate as passenger rail service; as intercity bus ridership decreased the routes ended service. Town of Lima residents may utilize the following intercity bus transportation options.

There are two intercity bus lines that run through Sheboygan. The first is the Indian Trail Bus Line. The route starts in Calumet, Michigan and stops in places like Houghton, Marquette, Escanaba, Marinette, Green Bay, Manitowoc, and Sheboygan. The route ends in Milwaukee, where it stops at the Intermodal Station, where passengers can ride the train or bus to Chicago. The fares for these routes vary depending upon the departure and destination cities. In 2008, a bus running south leaves Sheboygan at 6:30 in the morning, while a bus heading north leaves Sheboygan at 11:00 pm and travels, through the night, to the north.

The Jefferson Line runs from Minneapolis, Minnesota through St. Paul, Eau Claire, Chippewa Falls, Stanley, Wausau, Wittenberg, Shawano, Green Bay, Manitowoc, Sheboygan, and ends in Milwaukee. The bus running from Minneapolis arrives in Sheboygan between 2:00 and 4:00 in the afternoon depending upon the day, while the bus running to Minneapolis arrives at 11:30 in the morning. In the planning period, there may be a continued increase in intercity bus transportation.

Electric Personal Assistive Mobility Devices (EPAMD)

As of 2004, there were approximately 160,000 people in the U.S. who used electric powered wheelchairs or scooters. As baby boomers become senior citizens and mobility becomes a concern for this large population, the use of these aids is expected to rise.

Most wheelchairs are designed for use on sidewalks, driveways, and hard, even surfaces. Newer designs are more similar to scooters than to the traditional design of the wheelchair. The impetus for this new design has been people's desire for more independence and mobility, to the point of being able to mount curbs and travel over rough ground.

Because of safety concerns, some communities have begun regulating EPAMDs by requiring reflectors and a headlamp during non-daylight hours, not allowing them on roads with speed limits higher than 25 mph, or restricting them to sidewalks and bike paths. Regulations in the Town of Lima have been unnecessary thus far. This could be due to a lack of individuals owning such devices, or it could be related to the lack of sidewalks, paved trails, and connections between roads with low speed limits.

Air Service

Regional

At the regional level, the primary commercial-passenger and air freight service for residents of the Town of Lima is provided by General Mitchell International Airport located south of the City of Milwaukee. General Mitchell is a medium-hub airport owned and operated by Milwaukee County. Mitchell's 13 airlines offer roughly 194 daily departures (plus 190 daily arrivals). Approximately 90 cities are served nonstop or direct from Mitchell International. This service is considered adequate to meet the air travel needs of most Town residents. In 2008, there were 7,956,968 passengers that arrived and/or departed from this airport.

Local

Chartered air service and air freight services are available at the **Sheboygan County Memorial Airport**, which is located within the Town of Sheboygan Falls. Sheboygan County Memorial Airport (SCMA) is owned by Sheboygan County. This airport is classified as a Transport/Corporate (T/C) Airport. Transport class facilities can serve aircraft weighing as much as 60,000 pounds, provided that approach speeds are less than 121 knots and wing spans are less than 80 feet in length. The primary runway is 6,800 feet in length and 100 feet in width. The primary runway was upgraded and extended in the Summer of 2009. The second runway is nearly 5,000 in length and 75 feet in width and is scheduled for upgrades in the coming years. Corporate charter and limited commuter services are available at the County's airport. This airport facility is capable of handling precision instrument approach operations. There is one fixed-based operator (FBO) at the airport. A FBO means any person, firm, corporation, or association carrying persons or property for hire or furnishing aeronautical services, supplies, or instruction and conducting such business from a particular municipal airport. This FBO provides fuel, car rentals, pilot training, aircraft repair, aircraft sales, restaurant services, a pilots' room, hotel accommodations, and many other services. Aircraft based at the facility increased from 110 in 1995 to 134 in 2008.

The future is looking bright for SCMA. SCMA's most current project includes the building of another office/hangar facility for an aircraft company that one day plans to turn their aircraft design facility into a manufacturing plant for aircraft. This project could possibly bring up to 2,000 jobs to this site. In anticipation of this, the airport is preparing a site in the northwest portion of the airport for construction. The airport will also need to have municipal sewer service extended to it in order for the manufacturing plant to operate.

Private airstrips offer minimal services and are generally utilized by recreational fliers. Such facilities are required to obtain a certificate of approval or permit from WisDOT'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 airstrip is located to allow approaching and departing aircraft to clear all public roads, highways, railroads, waterways or other traverse ways by a height that complies with applicable federal standards. The permit is issued upon an application review by WisDOT, the county, and the municipality in which the facility is located, and by the appropriate regional planning commission.

While there are no privately owned airstrips in the Town of Lima. However, there is a nearby 2,300 foot runway near the Village of Oostburg. There are two more nearby private airstrips in the Town of Wilson as well.

There are two **helipads** within Sheboygan County, all associated with medical facilities. The first of these is owned by St. Nicholas Hospital in Sheboygan, the second helipad is owned by the Aurora Sheboygan Memorial Medical Center in Sheboygan.

Waterborne Transportation

There are no commercial port, harbor, or marina facilities located within the Town of Lima. However, due to its location relative to Lake Michigan, the marina and harbor facilities located within a short driving distance from the Town are considered adequate for residents' needs.

Rail Transportation

There are no railroad tracks in the Town of Lima. However, due to the agricultural nature of the Town of Lima, rail service indirectly supports the continuation of agricultural operations within the Town. Many farmers use neighboring Co-ops and other agricultural businesses that do directly rely on rail to transport supplies and new goods into the area.

Funds from the current 2007/2009 biennial budget were used to acquire the rail line from Plymouth to Sheboygan Falls. The Secretary of WisDOT has included RR15 (Rail Restoration) in WisDOT's 2009/2011 biennial budget, to pay for the rail restoration between Plymouth and Sheboygan Falls. This was passed in the budget, so the re-opening of the rail line between the City of Plymouth and City of Sheboygan Falls is an opportunity for continued success for neighboring businesses, co-ops and farming operations.

Bike & Pedestrian

Bicycle Facilities

The Wisconsin Bicycle Transportation Plan 2020 identifies general bicycling conditions on the state and county highways located within the Town of Lima, as well as Sheboygan County overall. The volume of traffic and the paved width of roadway were the two primary variables by which roads were classified for cycling. The WisDOT indicates that bicycling on portions STH 28, STH 32 and CTH V provide "moderate conditions for bicycling". Many of the County roads within the Town of Lima were identified as providing the "best conditions for bicycling." Roads designated as providing suitable conditions for bicycling generally have moderate to light traffic volumes, adequate sight distances, and minimal truck traffic. The interurban trail is planned for expansion along CTH A, from the Village of Oostburg. This location will provide quick access to the trail for Town of Lima residents.

As of 2007, the only recognized dedicated bicycle facilities within the Town of Lima were the 3-foot paved shoulders on CTH V, STH 32 and a small segment on STH 28.

Pedestrian

As of 2008, the only pedestrian facilities within the Town of Lima were located in Hingham, on Main Street, Church Road and South Street. The Town uses the Sheboygan County Subdivision Ordinance for land divisions. The ordinance gives the Town Board the authority to require a sidewalk on one side of all frontage streets and sidewalks on both sides of all streets within new subdivisions, but the Board is under no obligation to exercise this authority.

EVALUATION OF CURRENT INTERNAL TRAFFIC CIRCULATION SYSTEM

Functional Class

Roads, which are the principal component of the circulation system, may be divided into three categories: arterial, collector and local. The three categories of roads are determined by the function that the road serves in relation to traffic patterns, land use, land access needs and traffic volumes. The road system for the Town of Lima has been functionally classified based on criteria identified by the Wisconsin Department of Transportation (WisDOT). See Figure 5.1 for the map of the functional classification of roads within the Town of Lima.

Arterial Roads

The function of an arterial road is to move traffic over medium to long distances, often between regions as well as between economic centers, quickly, safely and efficiently. To improve safety and to enhance efficiency, land access from arterial roads should be limited to the greatest extent possible. Arterial roads are further categorized into either principal or minor arterial roads based on traffic volumes. Within the Town of Lima, STH 28 and STH 32 are functionally classified as Minor Arterials.

Collector Roads

Roads classified as collectors primarily provide general area-to-area routes for low to moderate volumes of local traffic at moderate speeds. Collector roads take traffic from the local roads (and the land-based activities adjacent to the local roads) and provide relatively efficient routes to farm markets, agricultural service centers, and larger urban areas. As small and medium agricultural uses have declined, and the number of rural single-family residences have increased, collector roads continue to serve the same function but with different trip purposes. Collector roads are further delineated by classification as *major or minor* collectors.

Within the Town of Lima, CTH A, south of CTH V; CTH W, west of STH 32; and CTH V are classified as Major Collectors. CTH I is the only Minor Collector within the Town of Lima.

Local Roads

The primary and most important function of local roads is to provide direct access to the lands adjacent to the road. Local Roads are constructed to serve individual parcels of land and properties. Local Roads should be designed to move traffic from an individual lot (e.g., a person's home, cottage, or farm) to Collectors that in turn serve areas of business, commerce, and employment. Local Roads should not be designed or located in such a manner that they would or might be used by through traffic. All roads not classified as Arterial or Collector are classified as Local Roads.

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. Traffic counts are taken on a rotating basis with traffic being counted on principal arterials and minor arterials with volumes over 5,000 every 3 years. Traffic is counted on minor arterials, with volumes less than 5,000, and collectors, with volumes over 5,000, every 6 years with half being counted in the even years and half in the odd years. Collectors, with volumes under 5,000, are only counted every 10 years. See Figure 5.2 for a detailed count of vehicles.

Figure 5.2 – Annual Average Daily Traffic, Town of Lima, for 2002 and 2005				
Highway Vehicle Counter Location	2002	2005	Change	Percent Change
STH 28				
between STH 32 and Brusse Rd	4,200	N/A	0	0%
between CTH M and Humphrey Rd	N/A	3,900	0	0%
STH 32				
south of CTH OO	2,000	N/A	0	0%
between CTH V and CTH N	N/A	1,400	0	0%
CTH A	1,300	N/A	0	0%
CTH I				
north of CTH V	890	N/A	0	0%
south of CTH V	790	N/A	0	0%
CTH V				
east of CTH I	1,500	N/A	0	0%
west of CTH I	1,700	N/A	0	0%
CTH W				
east of CTH KW	640	N/A	0	0%
west of CTH GW	730	N/A	0	0%

Source: Wisconsin Department of Transportation, Wisconsin Highway Traffic Volume Data 2002, 2005.

The recorded annual average daily traffic numbers in Figure 5.2 show no changes. It is unlikely that any roads or road segments located within the Town are near road design capacity. As determined by the Peak Hourly Traffic (PHT), the capacity peak *per hour* on two-lane, two-way highways is 2,000 vehicles in both lanes. The highest number of vehicles on any road within the Town in 2005 was only 6,600 *per day*. It should be noted that a locally observed temporary decrease of traffic on STH 28 took place due to construction of a roundabout at the intersection of STH 28 and 32 around the 2005 count. Traffic counts on STH 28 and STH 32 are anticipated by local officials to continue to increase. It should also be noted that the counts, in both years 2002 and 2005, did not take place at the same intersections.

Source: Highway Capacity Manual, Highway Research Board of the Division of Engineering and Industrial Research, 1985; Bay-Lake Regional Planning Commission, 2002.

Traffic Crashes

Vehicle crash reports, filed with the Sheboygan County Sheriff's Department and also with WisDOT, are excellent indicators of problems with road alignments, roadway construction, and geometric design of a road. Alterations in road geometry, enlargement of intersection turning radii, sign placement, sight lines, speed changes, and access limits are just a few of the physical alterations and adjustments that can be made to make a specific intersection or stretch of roadway safer.

Year	Total Crashes	Fatalities	Bike/Pedestrian	Deer/Animal	Alcohol Related
2004	57	2	0	22	6
2005	47	1	0	21	8
2006	56	0	0	21	6
Total	160	3	0	64	20

Source: Wisconsin Department of Transportation, 2007 (intersection and non-intersection crashes only).

From January 1, 2004 through December 31, 2006, 0% of the reported crashes in the Town of Lima involved bicycles or pedestrians; 40% involved a deer or other animal; and 12.5% involved alcohol. A total of 47.5% did not involve any of these factors. For comparison's sake, the same categories for all of Sheboygan County's towns as a whole were 0.2% bicycles or pedestrians; 43% deer or other animal; and 5.4% alcohol. A total of 51% did not involve any of these factors.

Looking at the statistics in Figure 5.3 and the subsequent paragraph, road safety data in the Town of Lima does not show any obvious shortcomings when compared to other towns in the County. While alcohol related crashes were somewhat higher in the Town of Lima, this does not necessarily point to poor road design or conditions. The Town notes that the number of severe traffic crashes on STH 32 is a concern, primarily due to poor vision triangles. The WisDOT lists STH 32 on the 2006 High Accident Listing for The Town of Lima.

Road Pavement Condition

Figure 5.4 summarizes the results of the Pavement Surface Evaluation and Rating (PASER) system, where pavement is rated on a scale from 1 to 10, with 1 representing "failed" and 10 representing "excellent," and compares the Town of Lima to a sample of nearby towns. Average road ratings in the Town of Lima were a bit higher than those in other towns, in the "Very Good" range. There were, however, a high number of roads rated fair/poor.

Town	Average PASER Rating	Scale Description	Roads Rated < 5	
			Number	Percentage
Lima	7.0	Very Good	7	10%
Plymouth	6.4	Good	11	26%
Sheboygan	7.7	Very Good	9	4%
Sheboygan Falls	5.5	Fair-Good	13	29%

Source: Wisconsin Information System for Local Roads (WISLR), 2008

Access Controls

Access management is a means to maintain the safe and efficient movement of traffic along arterial and major collector highways by controlling the number and location of intersecting roads and driveways. 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.

Currently, neither Sheboygan County nor the Town of Lima has a Controlled Access Ordinance. The State has an access control ordinance along STH 28 and STH 32 known as Trans 233. Trans 233 is part of the Wisconsin Administrative Code and defines requirements that must be met when subdividing lands abutting the state highway system. WisDOT is responsible for enforcing Trans 233 to preserve traffic flow, enhance public safety, and ensure proper highway setbacks and stormwater drainage.

The rule (as revised by a Wisconsin legislative committee in 2004) applies to landowners who intend to divide land abutting a state highway into five or more lots that are each 1.5 acres or less in size within a five-year period.

Driveway Permits

Driveways to local town roads may also impair vehicle safety, if improperly sited and/or designed. Wisconsin State Statutes allow towns to issue permits for all new driveways; these permits can allow a town to prohibit driveways that due to location (at the base or top of hills, within a specified distance from an intersection, etc.) are deemed unsafe. The permit process can also regulate the size and design of driveway culverts. Improperly designed and sized culverts can pose traffic safety problems and impede drainage from the road surface.

The Town of Lima adopted Chapter 8, Ordinance 4-01 of their Town Municipal Code to regulate the construction of all new driveways in the Town. Landowners must stake out in the field the location and size of their driveway for review by the Town of Lima and the Sheboygan County Highway Department. Upon acceptance of the location by all parties, a permit will be issued.

Along all state highways, WisDOT has jurisdiction of any new driveways to be constructed. This is covered under Trans 231 and a permit is necessary for construction.

Speed Limit Controls

Local units of government can change speed limits for their roads under the authority and guidelines of the Wisconsin Statutes. Local officials play a key role in setting speed limits. They must balance the competing concerns and opinions of a diverse range of interests, including drivers (who tend to choose speeds that seem reasonable for conditions) and landowners or residents (who frequently prefer and request lower speed limits than those posted), law enforcement agencies with statutory requirements, and engineering study recommendations.

The prevailing speed — the one most drivers choose — is a major consideration in setting appropriate speed limits. Engineers recommend setting limits at the 85th percentile speed, which is the speed 85% of the freely flowing traffic travels at or below. An engineering study measuring average speeds is required to determine the 85th percentile. Another consideration is the road's design limit, which is the highest and safest speed the road was designed for and takes into account the road type, geometry, and adjoining land uses.

Speeds should be consistent, safe, and reasonable; and enforceable. When 85% of the drivers voluntarily comply with posted speed limits, it is reasonable to enforce the limits with the 15% who drive too fast. Unreasonably low speed limits, however, tend to promote disregard for posted limits and make enforcement much more difficult. Such limits may also promote a false sense of security among residents and pedestrians expecting the speeds of drivers to decrease.

INTEGRATION OF THIS PLAN WITH TRANSPORTATION PLANS OF OTHERS

The following section compares the Town of Lima's objectives, policies, goals and programs to state and regional transportation plans and identifies how this Plan will incorporate state, regional, and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans, and rail plans into its own planning.

State Highway Plan

Connections 2030: Wisconsin's long range transportation plan is a statewide multimodal policy-based plan that will help the state maintain and enhance its transportation system to meet the needs of the 21st century and fulfill WisDOT's vision of an integrated multimodal transportation system that maximizes the safe and efficient movement of people and products throughout the state, enhancing economic productivity and the quality of Wisconsin's communities while minimizing impacts to the natural environment. Upon passing of this plan, the other state transportation plans on the following will become obsolete.

The *Connections 2030 Plan* addresses seven key elements or issues of concern relative to the state highway system:

- Preserve and Maintain Wisconsin's Transportation System
- Promote Transportation Safety
- Foster Wisconsin's Economic Growth
- Provide Mobility and Transportation Choice
- Promote Transportation Efficiencies
- Preserve Wisconsin's Quality of Life
- Promote Transportation Security

Connections 2030 identifies 37 system-level priority corridors in Wisconsin, as well as the Metropolitan Planning Organizations (MPOs) within the State. These multimodal corridors are critical to serving Wisconsin's current and future travel patterns and to supporting the state's economy. The corridor maps illustrate how the plan might be implemented during the next 20 years.

The Town of Lima is within the Kettle Country Corridor running between Fond du Lac and Sheboygan and the Tiletown Corridor running between Green Bay and Milwaukee. The Kettle Country Corridor, as well as the Tiletown corridor and an MPO area run through Sheboygan County and include short-, mid-, and long-term transportation activities. Some of these short-term activities that will impact the Town of Lima include: completing a corridor plan for STH 23 from STH 67 to STH 32, support the construction of the trail along STH 23 from US 151 to the Old Plank Road Trail, and support connection to the Interurban trail between Oostburg and the City of Sheboygan. Some of the mid-term activities include: Support a new intercity bus service between Madison and Sheboygan with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac and Plymouth, provide urban and rural bicycle/pedestrian accommodations along STH 32 from STH 42 to CTH V. Some of the long-term activities include: converting STH 23 to a freeway from STH 67 to STH 32, reconstruct the interchange at I-43 and CTH V/OK if supported by environmental document, and

support construction of a multi-use path along STH 28 from Brusse Rd to CTH PPP. There are also recommended activities to be completed over the entire planning period. For more information and maps on these areas, access WisDOT's *Connections 2030 Plan* (<http://www.dot.wisconsin.gov/projects/state/connections2030.html>).

The Town of Lima's transportation goals and policies compare favorably with the policies of the *Connections 2030 Plan*, and none of the Town's objectives, policies, goals, or programs intentionally conflict with the state highway plan.

Regional Transportation System Plan

There is no current regional transportation plan that includes the Town of Lima; however, the *2030 Regional Comprehensive Plan* for the Bay-Lake Region, adopted in 2005, contains the following regional transportation goal:

- To provide an efficient, integrated and intermodal transportation system for the Bay-Lake Region.

Supporting this goal are six objectives and 54 policies. None of the Town of Lima's goals, objectives, policies, or programs intentionally conflict with the regional objectives or policies that are applicable to the Town.

Transportation Corridor Plans

While there are currently no existing transportation corridor plans for any part of the road system within the Town of Lima, the Wisconsin Department of Transportation is preparing the WIS 23 Freeway Designation and Corridor Preservation study to prepare a long-range plan showing the ultimate transportation facility including access locations and types. This plan will show long-range transportation improvements (will be designed and officially mapped from County P to the freeway section near WIS 32) and the development of a freeway designation and corridor preservation plan for the WIS 23 Corridor. There will be two processes: the study process and the engineering process.

The goal of this study is to preserve the public investment in WIS 23 by planning for long-term mobility and safety. The objectives are: to map the right-of-way needed for the eventual conversion of WIS 23 to a controlled-access freeway; to avoid and minimize local impacts; to avoid and minimize environmental impacts; and finally, to work in a collaborative manner with local officials, stakeholders, and the public throughout the study process. The Town of Lima anticipates the possibility of CTH TT being connected to STH 28 sometime in the future if access to STH 23 is restricted. Town officials anticipate this connection to take place in Section 3 of the Town of Lima.

County Functional and Jurisdictional Studies

There is one existing county functional or jurisdictional transportation plans for the road system within the Town of Lima; however, an updated study for the surrounding area is long overdue. During a key stakeholder forum held November 30, 2004 in the Village of Adell, the Sheboygan County Highway Commissioner said functional/jurisdictional classifications should be reviewed periodically. Roads can change from town to county and vice versa. The County Smart Growth Implementation Committee intends to put a policy/program in the Sheboygan County Comprehensive Plan to complete a jurisdictional study. As of summer 2009, there are not the personnel or funds available to complete this study. Changes are generally based on traffic numbers and types of vehicles.

Rural Transportation Plans

There are no rural transportation plans for the road system located within the Town of Lima.

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 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 a 21-year planning period, 2000 through 2020. The plan defines the State Airport System and establishes the current and future role of each airport in the system.

Sheboygan County Memorial Airport is listed as a Transport/Corporate airport, and according to the Plan is forecast to remain a Transport/Corporate airport through at least 2020. This could change depending on the success of the airplane design facility that is proposed. The airport has recently received funding for runway extensions from both the federal and state governments. There are no specific recommendations in the Wisconsin State Airport System Plan 2020 that apply to the Town of Lima.

State Railroad Plans

In lieu of an update to the *State Rail Plan*, the *Wisconsin Rail Issues and Opportunities* report was recently completed. This report highlights key rail issues, but it defers specific recommendations until the *Connections 2030* plan is completed.

There are no specific recommendations in the report that apply to the Town of Lima.

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).
- Reduce crashes involving bicyclists and motor vehicles by at least 10% by the year 2010 (with additional increases achieved by 2020).

Some issues and concerns that were raised during this planning process included the fact that Wisconsin as a whole lacks bicycle facilities, lacks safe road-sharing practices by motorists, it lacks safe bicycle crossings over major new highways, and needs greater recognition that new land development practices spread destinations too far apart to make it practical to bike. This plan addresses these concerns with some implementation strategies. These strategies include:

- Plan and design State Highway systems with a strong consideration of bicycle accommodations.
- Make WisDOT offices good examples of workplace bicycle accommodations.
- Recommend that counties consider the needs of bicyclists in all road projects and build facilities accordingly.
- Propose that counties adopt a shoulder paving policy.
- Suggest that counties promote land-use policies that are bicyclist friendly.

- Educate law enforcement on share-the-road techniques and enforcement strategies for specific high-risk bicyclist and motorist infractions of the law.
- Encourage Wisconsin communities to consider the needs of bicyclists in all street projects.
- Propose that communities promote bicycle-friendly development through plans, zoning, and subdivision ordinances.
- Support communities in their efforts to encourage business involvement as a means to increase bicycle commuting and other functional trips.
- Others

None of the Town's objectives, policies, goals, or programs intentionally conflict with the state bicycle plan, although due to the rural, low-density nature of the Town it may not be practical to double the number of trips made by bicycles by the year 2010.

Regional Bicycle Plan

The *Bicycle Facility Transportation Plan for the Bay-Lake Region* identifies 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 Lima. The regional plan proposes transportation facility improvements (paving road shoulders to a width of four or five feet) to provide safe and efficient travel paths between communities located within Sheboygan County. None of the Town's objectives, policies, goals, or programs intentionally conflict with the regional bicycle plan.

Sheboygan County Pedestrian/Bicycle Plan

The *Sheboygan County Pedestrian/Bicycle Comprehensive Plan 2035* was adopted by the County in 2007. The purpose of the Plan is to identify and recommend programs and actions that guide and encourage the development of pedestrian and bicycle facilities and ultimately increase both walking and bicycling as viable modes of transportation throughout the County. Eight major goals are included, and none of the Town's objectives, policies, goals, or programs intentionally conflict with the County goals.

Specific non-motorized recommendations of the County Plan for the Town of Lima include 4-foot paved shoulders on portions of both sides of STH 28 by 2027; 3-foot paved shoulders on CTH V, CTH W and STH 32 by 2027; and the designation of CTH I, CTH M and Brusse Road as shared roadways (bicycle routes) by 2027. These recommendations are contingent upon Non-Motorized Transportation Pilot Program funding and are not incompatible with Town of Lima objectives, policies, goals, or programs.

TRANSPORTATION FUNDING PROGRAMS

There are a wide variety of state and federal programs for funding local transportation projects, including:

- Airport Improvement Program
- Congestion Mitigation and Air Quality Program (CMAQ)
- Connecting Highway Aid
- Freight Railroad Infrastructure Improvement Program (FRIIP)
- Freight Railroad Preservation Program (FRPP)
- Harbor Assistance Program

- General Transportation Aid (GTA)
- Local Roads Improvement Program (LRIP)
- Local Bridge Program
- Statewide Transportation Improvement Program (STIP)
- Rural and Small Urban Area Public Transportation Assistance Program – Section 5311
- Federal Discretionary Capital Assistance Program
- Rural Transit Assistance Scholarship Program
- State Urban Mass Transit Operation Assistance
- Flood Damage Aids
- Local Transportation Enhancement Program (TE)
- Bicycle and Pedestrian Facilities Program (BPPF)
- Specialized Transportation Assistance Program for Counties – Section 85.21
- Elderly and Disabled Transportation Capital Assistance Program
- Surface Transportation Program – Rural (STP-R)
- Surface Transportation Program – Urban (STP-U)
- Safe Routes to School
- Wisconsin Employment Transportation Assistance Program (WETAP)
- Transportation Economic Assistance (TEA) Grant Program

Additional information about these programs is available in Appendix 6.

Six-Year Highway Improvement Program: 2008-2013

Administered by WisDOT, this highway improvement program 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.
- *Reconstruction* entails complete replacement of worn of roads including the road base and rebuilding roads to modern standards.

There are no scheduled projects in the Six-Year Highway Improvement Program within the Town of Lima. This project is consistent with Town of Lima objectives, policies, goals, or programs.

TRANSPORTATION STRATEGY AND RECOMMENDATIONS

The Town of Lima will seek direction for this element from the vision and goals identified through the public participation process:

Vision

“We envision the Town of Lima as an area dominated by agriculture in harmony with a strong natural resource base. Situated between the two communities of Sheboygan Falls and Oostburg, the town does and will continue to provide a safe, quiet country atmosphere with friendly people. To preserve and maintain its uniqueness, careful planning is essential for continued slow, managed growth.”

Goals, Objectives, Policies, Programs

1) The Town of Lima will provide safe, well-maintained roads.

- a) *Policy/program:* In order to promote traffic safety and maintain the efficiency of arterials, the Town should work within WisDOT and County policies to minimize, as much as possible, direct access to arterials. This can be achieved by requiring adequately spaced access points, frontage roads for access to numerous properties, connections between adjacent parking lots, and driveway accesses that are able to serve more than one property.
- b) *Policy/program:* Strive to keep vision triangles and “arcs” at intersections and roundabouts clear of obstructions.
- c) *Policy/program:* Support County and State efforts to improve or replace aging pavement and bridges.
- d) *Policy/program:* Periodically monitor accident rate data compiled by the Sheboygan County Sheriff’s Department and support improvements to curtail abnormally high accident rates at problem locations.
- e) *Policy/program:* Continue to utilize the Wisconsin Information System for Local Roads (WISLR) pavement management system to monitor the physical condition of roadways. Strive to tie this data into a long-term maintenance schedule, using a capital improvement program and outside funds to address ongoing needs.

2) Lima town government will actively participate in transportation activities (state, county, and rail-related) that impact the town.

- a) *Policy/program:* The Town should obtain copies of State, Regional, and County transportation plans, and should strive to become aware of future projects that could impact the Town.
- b) *Policy/program:* As the need arises, the Town should share its comprehensive plan with appropriate transportation agencies in order to encourage future transportation improvements to be consistent with the Town’s vision and land use goals.
- c) *Policy/program:* The Town will actively provide input on the need for the designs, engineering, and construction of any proposed roundabouts or similar facilities to accommodate truck traffic and the vehicles and equipment of the businesses operating in the Town.

3) The Town of Lima supports the continuation of rail service in Sheboygan County to service Lima businesses and agriculture.

- a) *Policy/program:* The Town of Lima will strive to remain involved and active in proposed changes and/or additions to rail service.
- b) *Policy/program:* Support businesses and farmers in the Town that actively rely on direct and indirect rail service.

4) The Town supports the development of County nonmotorized transportation facilities.

- a) Policy/program:* The Town will strive to remain knowledgeable on the Sheboygan County nonmotorized transportation facilities.
- b) Policy/program:* The Town will identify areas within the Town that are in potential need of a designated nonmotorized transportation facility.