

Chapter 4 Recommended Changes

Page 71

TRANSPORTATION RECOMMENDATIONS SUMMARY

- ◆ Coordinate with the County and State on STH 29 and other roadway and highway improvements.
- ◆ Maintain the rural flavor of the Town along its roadways ([see page 76](#)).
- ◆ Implement Town Road Standards and ~~a~~ [enforce the existing](#) Driveway ordinance.
- ◆ Provide and promote bicycling facilities, in cooperation with the State and County – including new facilities along County Highways and promoting the Mountain Bay State Trail.
- ◆ Ensure transportation options for all Town residents.

Page 73

Review of State and Regional Transportation Plans

The following are State and regional transportation plans and studies relevant to this *Plan*. There are no conflicts between these State and regional plans and this Town *Plan*.

- ◆—**Shawano County Transportation Improvement Plan** The Shawano County Highway Department maintains an ongoing list of transportation improvements, both short term (5 years or less) and longer term (up to 15 years). Improvements to CTHs ~~G and A G~~ are anticipated as [a short-term projects](#).
- ◆—**East Central Wisconsin Regional Planning Commission Highway 29 Preservation Plan.** The Wisconsin Department of Transportation (WisDOT) has started a process to preserve the right of way that will be needed to ~~keep drivers safe and STH 29 functional long into the future~~ [convert STH 29 to a freeway](#). ~~As part of the right of way preservation effort in Shawano County, the project team will examine existing conditions and identify future needs along the STH 29 corridor. WisDOT will work with communities to identify the locations of future interchanges, overpasses and local road modifications. These solutions are intended to maintain safe and efficient traffic operation on STH 29 well into the future. The Town Board's input in this process recommended an interchanges in the Town of Herman at CTH U, and no interchange at Leopold Road. WisDOT's recommendation at the time this Plan was adopted was to develop interchanges at both CTH U and Leopold Road. (See Map 6) The currently recommended interchanges and frontage roads are shown in Map 6.~~

Page 74

- ◆ **Wisconsin Rail Issues and Opportunities Report.** This report summarizes critical rail transportation issues identified during a public outreach effort The report serves as a point of departure for the rail component of the upcoming Connections 2030, WisDOT's next multimodal transportation plan set for completion in 2006. The report identifies the existing rail line in Shawano County as "light density" carrying less than 3 million gross tons annually. These "light density" lines could require financial assistance in order to preserve rail service and avoid abandonment of track.
- ◆ **Local Roads Issues and Opportunities.** ~~The Town of Herman currently (2016) maintains 38.9 miles of Town Roads, 1.92 miles of which are unpaved. Every two years the Town contracts with Shawano County to perform a road rating survey. The PACER system, which gives each road a rating from 10 (excellent) to 1 (poor), is currently used for this survey. The latest survey, conducted in 2015 showed the average Town of Herman road rating was 5.8. The ratings over the past ten years shows a gradual decrease in the rating from 6.2 to the current 5.8, which indicates the historic maintenance efforts is inadequate to maintain the current quality of our town roads. The current policy of the Town Board is to focus road maintenance on through routes and to do minimal maintenance on dead end roads. This policy probably cannot be continued indefinitely. At some point the dead end roads will need to either be~~

resurfaced or returned to an unpaved condition. Future Town Boards should annually review the maintenance needs of the town roads and create a long range plan to match maintenance needs with budget limitations. State grants for improvement projects (TRIP) can plan an important part in providing extra funds for road maintenance. In 2013 the state legislature approved new (higher) weight limits for Implements of Husbandry (IOH). Several options were available to municipalities as to how they would implement the new weight limits. The Town of Herman, along with the County and most other Towns in Shawano County adopted what is known as Option F which provides that all IOH vehicles may operate on all non-posted town roads at the new weight standards. At the same time a policy was established that the town would not approve weights exceeding the new standards except in extraordinary circumstances. This policy should be reviewed periodically to ensure that the conflicting goals of supporting agriculture and maintaining good roads remains in balance.

Page 74 (cont)

Objectives:

1. Protect the rural character along the Town's scenic roadways (see page 76).
2. Design Town roads to adhere to rural, rather than suburban standards.
3. Continue to participate in WisDOT's right-of-way preservation and access control project along STH 29.
4. Limit any adverse impacts of expanding STH 29, and STH 29 associated frontage roads and overpasses.
5. Maintain a multi-year plan for town road maintenance and improvement. Working with the County, update and implement the Town's Local Road Improvement Program.
6. Provide for adequate roadway capacities and safe conditions in cooperation with the County and State.
7. Consider the feasibility of dedicating facilities for bicycles when town roads are rebuilt. Work with the County and State to dedicate facilities for bicycles when County and State Highways are rebuilt.
8. Continue to promote the Mountain Bay State Trail.
9. Support biking, walking, public transit, and other alternative modes of transportation for those in need, including the disabled.
10. Balance the needs of Agriculture concerning weight limits with the need to maintain the condition of the town roads.

Page 75 Transportation recommendations and Programs

The Town will also work to maintain, upgrade, and ensure safety on roadways that serve the Town by:

- ♦ Working with Shawano County and WisDOT on future STH 29 improvements and on limiting access to STH 29. Map 6 Existing and Future Transportation and Community Facilities depicts proposed changes to STH 29 in Herman including an interchange at CTH U, a potential interchange at Leopold Road, closing access to STH 29 on several Town roads, and constructing frontage roads north and south of the highway to provide access to individual properties. All new roads proposed by WisDOT should be built to acceptable standards (e.g. paved), and meet town width requirements. The Town will strive to continue to be involved in decisions pertaining to STH 29 access and interchanges, particularly related to the Town's concern about a potential interchange proposed by WisDOT for Leopold Road and STH 29.

Page 76

Protect the Rural Character Along Scenic Roadways

Rural character is important to the Town of Herman. In order to ensure that development along its roadways does not detract from its rural flavor, the Town will:

- ◆ Work with the County ~~and State~~ to ~~revisit enforce~~ standards for ~~the design of~~ and quantity of signs; ~~and~~ billboards ~~as specified in the Shawano County Zoning Code,~~ ~~and telecommunications towers along major roadways;~~ ~~exploring ways that the Town may have greater authority over sign review at the Town level.~~



Picturesque, lightly traveled roadways are something the Town of Herman aims to preserve.

- ◆ Work with the County on clarifying and enforcing the zoning ordinance to discourage the accumulation of junk on properties. The County zoning ordinance defines “junkyards” and prohibits them in certain zoning districts. Town officials may consult with the County Planning, Development and Zoning if it believes that certain properties are in violation of the County zoning ordinance.
- ◆ Exploring locally acceptable options to ensure that properties are kept to certain basic standards of repair and maintenance, possibly including a Town property maintenance code.
- ◆ Working with the County and neighboring communities to designate and market scenic driving loops that showcase the area’s unique natural and cultural resources. These may correspond with some of the potential bike routes.
- ◆ Where housing is planned, promoting the placement of new houses in locations that address distance, minimize visibility from the road except for rural address signs and preserve vegetation and topographic features.
- ◆ ~~Encouraging a vegetated buffer along Town roadways to perpetuate the rural, wooded feel of the Town.~~

Page 76 (cont)

Develop Unified Road Improvement Standards

The Shawano County Comprehensive Plan recommends developing unified road improvement standards in conjunction with the towns. The resulting product would be a Town Road Specifications Manual, which would be in effect for newly platted roads in towns that endorsed or accepted it. The Town of Herman will endorse or accept such standards for the Town.

The recommended Town Road Specifications Manual could help ensure that roads are built to function properly, to facilitate maintenance and emergency service provision, and to last as long as possible. Pending further discussions following adoption of the *Comprehensive Plans*, the manual may also address issues such as road right-of-way width, base course and pavement width and thickness, roadside and internal drainage, intersection design, maximum slopes and curves, logical addressing, and/or non-duplicative road naming.

Herman could also ensure that standards for new roads are incorporated into the subdivision ordinance that applies to the Town. The County's subdivision ordinance will be updated to include such standards. If the Town elects to continue to have a separate subdivision ordinance, it should also incorporate road standards into the Town subdivision ordinance. The subdivision ordinance should continue to include standards to ensure proper design and placement of new roads, sidewalks, and paths, and require roads be stubbed to allow for future development, in association with future subdivision plats. The Town will require that all new roads are paved, and a minimum of four rods in width. Before the Town approves any certified survey map, preliminary plat, or final plat; it should ensure that the proposed subdivision is consistent with all subdivision ordinance standards, applicable zoning ordinance standards, and this *Comprehensive Plan*.