

Transportation

3.1 Introduction

Broadly speaking, a transportation system can be defined as any means used to move people and/or products. A community relies on its transportation system daily to transport people and goods effectively and efficiently. It should also have the ability to link the community to neighboring communities and beyond. Additionally, the system should be able to accommodate a variety of transportation modes.

Roads and highways account for the majority of a transportation system and are probably the most common paths, however, are not the only component. Rail lines, waterways, airways, and trails can also contribute to the entire transportation system. Taken together, these individual transportation options create a community's transportation system.

The following sections discuss in more detail, specific information about Sherwood's transportation system.

3.2 Existing Road System

Primary roadways within the village include the following:

1. WIS 55/114
2. CTH B
3. CTH M
4. Pigeon Road
5. Stommel Road

Table 3-1 shows the total miles of roadway in Calumet County by municipality and by type of roadway.

Table 3-1: Miles of Road by Municipality, Calumet County, 2017

Municipality	US Highways	State Highways	Ramps	County Highways	Town Roads	City Roads	Village Roads	State Park Roads	Alleys	Private Roads	Total
T. Brillion	4.9	6.6	0.0	11.5	57.8	1.5	0.0	0.0	0.0	0.0	82.3
T. Brothertown	6.6	0.1	0.0	17.4	53.2	0.0	0.0	0.0	0.0	2.0	79.3
T. Charlestown	4.7	3.3	0.0	8.5	36.5	0.4	0.0	0.0	0.0	0.0	53.4
T. Chilton	2.3	5.4	0.0	13.9	46.6	0.2	0.0	0.0	0.0	0.5	68.9
T. Harrison	2.0	0	1.2	0.4	3.7	0.0	0.0	0.0	0.0	0.2	7.5
T. New Holstein	0.0	3.3	0.0	20.1	48.1	0.2	0.0	0.0	0.0	0.0	71.7
T. Rantoul	0.0	0.7	0.0	14.6	44.9	0.0	0.0	0.0	0.0	0.2	60.4
T. Stockbridge	2.1	7.3	0.2	10.1	57.9	0.0	0.0	0.0	0.0	1.7	79.3
T. Woodville	4.0	4.0	0.0	15.8	44.6	0.0	0.0	0.0	0.0	0.0	68.4
V. Hilbert	0.0	1.8	0.0	0.0	0.0	0.0	8.2	0.0	0.0	0.0	10.0
V. Harrison	10.9	13.7	1.2	5.6	0.0	0.0	92.5	0.0	0.1	2.4	129.3
V. Potter	0.0	0.0	0.0	1.5	0.0	0.0	1.3	0.0	0.0	0.0	2.8
V. Sherwood	0.0	2.3	0.0	1.2	0.0	0.0	21.5	2.9	0.0	0.0	25
V. Stockbridge	0.0	1.3	0.0	2.3	0.0	0.0	7.8	0.0	0.0	0.0	11.4
C. Appleton*	0.4	5.4	1.5	3.8	0.0	0.1	46.6	0.0	0.1	3.8	61.6
C. Brillion	2.0	0.0	0.0	2.1	0.0	19.3	0.0	0.0	0.0	0.0	23.4
C. Chilton	3.0	1.4	0.0	3.2	0.0	25.4	0.0	0.0	0.3	0.0	33.3
C. Kiel*	0.0	0.5	0.0	0.3	0.0	2.8	0.0	0.0	0.1	0.0	3.7
C. Menasha	0.7	4.1	0.0	0.7	0.0	15.1	0.0	0.0	0.0	0.0	20.6
C. New Holstein	0.0	2.2	0.0	2.4	0.0	21.7	0.0	0.0	1.6	0.0	27.9
Calumet County	43.6	63.4	4.1	135.4	393.3	86.6	169.7	2.9	2.2	10.8	912

*Only includes roads in Calumet County.

Source: Calumet County Planning Department.

There is a total of 25 miles of roadway in the Village of Sherwood. The majority is comprised of village streets which make up a total of 86% of the village's total roadways. This total does not include approximately 500 feet of private roadway located in the village.

3.3 Road Functional/Jurisdictional Classification

For planning and design purposes, roadways are divided into different classes, such as arterials and collectors, which relate to the function of the roadway. Factors influencing function include traffic circulation patterns, land use, the land access needs, and traffic volumes.

Roadways can be further defined by the entities that have authority over the roadway. These provide jurisdictional classifications. State and federal roads are commonly classified as arterials and county highways as collectors. In addition to arterial and collector roads providing for movement between communities, local roads provide public access to private property.

Although a community may not have direct jurisdictional authority over a specific roadway, the development and land use decisions surrounding the roadway impact the roadway users, the community where the roadway is located, and the communities that are linked through the roadway. Additionally, local street system decisions regarding local travel directly impact the

amount of traffic that is diverted onto state and/or county facilities. The functional classification of roads in Sherwood is detailed below.

Urban Principal Arterials

Principal arterials generally accommodate interstate and interregional trips. These routes generally serve all urban areas greater than 5,000 population.

There are 2.2 miles of principal arterials in the Village of Sherwood.

Urban Minor Arterials

Urban minor arterials serve important economic activity centers, have moderate average daily traffic and serve intercommunity trip length desires interconnecting and augmenting the principal arterial system.

There are 0.2 miles of urban minor arterials in the Village of Sherwood.

Urban Collector

Collectors provide service to moderate-sized communities and other intra-area traffic generators, and link those generators to nearby larger population centers or higher function routes.

WIS 55 is a major roadway linking north to south in Calumet County. Within Calumet County, this highway enters east of Darboy and links Sherwood to Stockbridge and connects to U.S. 151 in the southern portion of the county. This route generally parallels the eastern shoreline of Lake Winnebago.

WIS 114 is located in northwest Calumet County and travels from Menasha in coordination with U.S. 10 to Sherwood jointly with WIS 55. The route then turns south from Sherwood and then east, providing access to the Village of Hilbert. Statutory Access Controls are in place for WIS 55/114 from USH 10 to the Village of Sherwood.

WIS 55 and 114 are separate at the north and south ends of the village but run concurrently for most of the length of the village. Much of the commercial activity in the village is located along these roadways. The commercial heart of the village is located at the intersection of WIS 55/114, CTH M, and Clifton Road.

CTH B runs east from WIS 55/114. CTH M starts near WIS 55/114 and termination point of Clifton Road and bears northeast from 114 to USH 10.

CTH M, also known as Military Road, terminates at USH 10. Golf Course Road runs from the southwest to the northeast and is located in the western part of the village. It runs through High Cliff Golf Course. State Park Road is located in the western part of the village and connects residential neighborhoods with High Cliff State Park to the south.

Stommel Road is located in the western part of the village. It runs north-south between WIS 55/114 and the intersection of Golf Course and Palisades Trail.

Urban collectors in the Village of Sherwood total 6.1 miles.

Since the Village of Sherwood was added to the Urbanized Area of the Appleton Metropolitan Planning Organization all roads are considered to be of urban classification.

Local Roads

Local roads provide access to adjacent land and provide for travel over relatively short distances. All roads not classified as arterials or collectors are local function roads.

The Village of Sherwood has 16.14 miles of local roads.

Table 3-2: Miles of Road by Functional Classification, Village of Sherwood, 2017

Classification	Miles	% of Total
Urban Principal Arterial	2.2	8.9%
Urban Minor Arterial	0.2	.08%
Urban Collector	6.1	24.8%
Urban Local	16.1	65.4%
Total	24.6	100.0%

Source: Wisconsin Information System for Local Roads (WISLR), 2017

3.4 Traffic Volume Trends

Annual average daily traffic (AADT) counts are taken every three years for various roadways in Calumet County. Counts are calculated by multiplying hourly traffic counts by seasonal, day-of-week, and axle adjustment factors. The daily hourly values are then averaged by hour of the day and the values are summed to create the AADT count.

Table 3-3: AADT Counts, Village of Sherwood, 2010 and 2016

Location	2010	2016	# Change 2010-2016	% Change 2010-2016
CTH M, just north of STH 55	1,600	1,600	0	0%
CTH M, between CTH B and STH 55	7,800	7,800	0	0%
CTH M, just south of CTH B	8,300	7,800	-500	-6.1%
Stommel Road, just south of STH 114	1,100	1,100	0	0%
State Park Road, just east of Pigeon Road	900	720	-180	-20%

Source: Wisconsin Department of Transportation. Annual Average Daily Traffic counts, 2010, 2016.

3.5 Crash Types and Locations

The Wisconsin Traffic Operations and Safety Laboratory indicates the Village of Sherwood has had 203 crashes between 2005-2015. Of these crashes, a majority are along WIS 55/114.

In addition to that area there are four other intersections which are perceived to be dangerous either in the village or in the Village of Harrison. They are:

1. Intersection of STH 55/114 and Pigeon Road - Village of Harrison
2. Intersection of STH 114 and State Park Road - Village of Harrison

3. Intersection of STH 55/114 and Forrest Avenue - Village of Sherwood
4. South intersection of STH 55 and STH 114 - Village of Sherwood

It is suggested that the village work with the Village of Harrison and Wisconsin Department of Transportation to consider undertaking traffic studies that can quantify potential dangers in these areas. The resulting findings will dictate specific courses of action which are deemed necessary to rectify any existing problems.

3.6 Additional Modes of Transport

Trucking

Trucking is an integral part of the Calumet County and local economies and depends on a safe and efficient highway system as well as adequate local roads and streets. The manufacturing and agricultural industries are particularly dependent on trucking.

According to the Wisconsin Department of Transportation truck operator maps, officially designated highways in Calumet County include U.S. 10 and 151, STH 32/57, and CTH PP. Roads identified as other state trunk highways include STHs 114 and 55. There are no state rest areas or private truck parking areas in Calumet County.

Air Service

The only airport located in Calumet County is the New Holstein Municipal Airport. This airport is identified by the WisDOT as a Small General Aviation (Small GA) airport, and does not offer commercial passenger service. Small GA airports primarily support single-engine GA aircraft but may also accommodate small twin-engine GA aircraft and occasional business aircraft activity.¹ This classification means that the airport is designed to accommodate aircraft of less than 12,500 pound gross weight, with approach speeds below 121 knots and wingspans of less than 49 feet. Along with a 3,600 foot paved primary runway, facilities at the New Holstein Municipal Airport include a 2,970-foot turf airstrip. In 2004, the New Holstein Municipal Airport received a \$200,666 FAA grant (\$220,000 total project cost) that provided grading for a new hangar site, installation of a runway end lighting system, and replacement and relocation of the airport's rotating navigational beacon. As the New Holstein Municipal Airport is the only air facility in the county, the improvements are as much a valuable economic development tool as they are safety enhancements.

According to the WisDOT *Wisconsin State Airport System Plan 2030*, the New Holstein Airport will remain under its Small-GA classification until the year 2030. In terms of passenger service, the nearest commercial service airports are in Green Bay at Austin Straubel International and Appleton International Airport. Appleton International Airport is the closest air passenger facility to Calumet County, located in the Town of Greenville, approximately 10 miles to the northwest. The regional airport serves the Fox Cities Metro Area and the surrounding counties with commercial airline service. The airport is currently served by three commercial airlines (Allegiant, American, Delta and United), and provides approximately 14,000 air carrier enplanements annually (arrivals and

¹ <http://wisconsindot.gov/Documents/projects/multimodal/air/sasp5-ch3.pdf>

departures). In addition to the commercial passenger service, air freight, chartered flight service, car rentals, and aviation technological services are also provided at the airport.

Rail Service

There are several Canadian National rail lines that travel through Calumet County. One line enters the county through Kiel and travels through New Holstein and Chilton up to Hilbert. Another line enters Hilbert from the east. At Hilbert, these two lines join and then continue west towards Sherwood and Menasha. Both lines allow up to a 286,000 pound rail cart limit. Within these lines there are two road crossings within Sherwood. No passenger or freight service is provided to any properties or development in Calumet County.

Table 3-4 details the miles of railroad found in Calumet County by municipality.

Table 3-4: Railroad Miles, Calumet County, 2017

Municipality	Miles	Percent of Total
C. Appleton*	0.0	0.0%
C. Brillion	0.0	0.0%
C. Chilton	1.5	3.6%
C. Kaukauna*	0.0	0.0%
C. Kiel*	0.5	1.1%
C. Menasha*	0.0	0.0%
C. New Holstein	1.3	3.2%
V. Harrison	7.4	18.2%
V. Hilbert	2.4	5.9%
V. Potter	0.6	1.5%
V. Sherwood	0.9	2.2%
V. Stockbridge	0.0	0.0%
T. Brillion	1.0	2.5%
T. Brothertown	0.0	0.0%
T. Charlestown	4.3	10.6%
T. Chilton	5.4	13.2%
T. Harrison	0.0	0.0%
T. New Holstein	3.8	9.4%
T. Rantoul	6.8	16.8%
T. Stockbridge	0.0	0.0%
T. Woodville	4.7	11.6%
Total	40.4	100.0%

*Data provided are for rail located in Calumet County

Source: Calumet County Planning Department.

The Village of Sherwood is home to just under a mile of railroad. The rail line in Sherwood is generally located in the northeast portion of the village and abuts a significant amount of agricultural land as well as some commercial properties. There are no businesses in the village that currently use the rail.

Water Transport

Calumet County shares the majority of its western border with Lake Winnebago. While there are a number of marinas and boat landings on its shores, there are no commercial ferries or cruise lines offering passage on the lake.

Calumet County is also relatively close to the Bay of Green Bay and Lake Michigan. Both of these water bodies offer commercial services and ports. The Port of Manitowoc handles bulk commodities, newly constructed yachts, and offers a car ferry. The Port of Green Bay is served by a major railroad

and several nationally known truck lines providing overnight delivery of goods within a 400-mile radius.

There is a marina at High Cliff State Park and one other boat ramp- Harrison Boat Ramp- located just south in Village of Harrison.

The lakefront of the village allows access to the Fox River Lock System which is a system of 17 locks and 12 dams built in the mid 1800's connecting the Great Lakes to Lake Winnebago and the Lower Fox River.² The state took ownership of these locks in 2004 from the Corps of Engineers and is in the final stages of rehabilitating the locks, allowing both commercial and recreational boats to travel between Lake Winnebago and Green Bay. The gradual rehabilitation of this lock system is expected to be a great boon to the tourism industry in the area.

Pedestrian and Bicycle Corridors

Pedestrian travel is an integral part of the total transportation picture. Many people rely on walking for exercise as well as for travel from their homes to work, school, or shopping. For the elderly, children, and those who are disabled, having safe and convenient pedestrian facilities is often essential to daily activities. The Village of Sherwood is home to 8.65 miles of trails that connect portions of the village's downtown area, residential subdivisions, and High Cliff State Park. Additionally, 2.32 miles of sidewalks enable pedestrians to safely travel throughout the Village. Additional trails are planned and developed in accordance with new residential subdivision development. The village has a long term trail development plan that will ultimately connect the village to surrounding communities.

The City of Menasha, Village of Harrison, and Village of Sherwood are working with the Calumet County Parks Department to extend a trail from Menasha to High Cliff State Park, approximately seven miles. The trail is called the Northshore Extension of the Friendship State Trail. The Friendship Recreation Trail currently connects Brillion and Forest Junction along Hwy 10 and passes through woods and scenic farmland. The trail can be used for hiking, biking, and horseback riding. No motorized vehicles are permitted during the hiking, biking, and horseback riding season. A completion of the Trestle Trail, one link of the Friendship Recreation Trail, connects the City, Town of Menasha and Village of Fox Crossing and features a unique lift bridge over the Menasha lock. The trail, when fully completed, will ultimately run from Stevens Point to Manitowoc.

Regional bicycle and pedestrian connections are emphasized in the *Appleton (Fox Cities) Transportation Management Area and Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan*, which was approved by East Central Wisconsin Regional Planning Commission in 2014. This plan identifies gaps in bicycle and pedestrian connections between the communities in the Appleton (Fox Cities) and Oshkosh metropolitan planning organizations and proposes facilities to connect those gaps. Creating connections between communities is important to promote physical activity and active transportation. Ensuring that people can move between communities by foot or on bicycle provides opportunities for all community members, regardless of their mode of transportation.

² <http://www.friendsofthefox.org/explore/geography/>

The Appleton (Fox Cities) Transportation Management Area and Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan recommends the following connections in or around the Village of Sherwood: STH 55 from STH 96 to Village of Sherwood and CTH M from STH 55 to USH 10.

Transit

There are currently no public transportation systems or bus services in Sherwood. There are urban bus services available in Fox Cities, Green Bay, Oshkosh, and Fond du Lac.

Transportation for Persons with Disabilities

Specialized public transportation services for the elderly, disabled, and other persons with similar needs for more accessible vehicles is referred to as paratransit. There are currently limited services for individuals requiring paratransit within Calumet County. Taxi services are available in Menasha and other Fox Cities communities. There is a volunteer transportation service coordinated through the Calumet County Aging and Disability Resource Center (ADRC) that links volunteer drivers with people in need on a request basis. The volunteer transportation service provides limited wheelchair accessible services- Mon-Fri 8:00- 4:30 pm to persons throughout County, which are funded through 85.21 (State of Wisconsin), 5310 (Federal Transit Administration) and county levy. Calumet County also has five wheelchair accessible vehicles operated on a reserve a ride basis. There are no locally funded specialized transportation services in the Village of Sherwood.

Commute Mode Share

The American Communities Survey (ACS) collects data on commuting characteristics for workers aged 16 years and older to reflect how people travel to work. According to the ACS data for 2011-2015, a majority of residents in the Village of Sherwood travel to work via vehicle.

Table 3-5: Means of Transportation to Work

Type	Percent
Car, truck, or van	88.7%
Drove alone	84.3%
Carpooled	4.5%
Public transportation (excluding taxicab)	0.0%
Walked	0.0%
Bicycle	0.2%
Taxicab, motorcycle, or other means	0.0%
Worked at home	11.1%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, Table S0801

There are no locally funded specialized transportation services in the Village of Sherwood.

3.7 Existing State and Regional Transportation Plans and Coordination

Coordinated development is an essential component to maintaining roadway functionality. Assessing the impacts on the transportation system through development review and impact analysis prior to development approval is becoming more important at all levels of jurisdictional authority, not just in the heavily populated areas.

State Plans

The Wisconsin Department of Transportation maintains several plans with statewide policies and recommendations regarding various aspects of transportation. These plans should be taken into consideration when making future transportation decisions.

These plans have been reviewed and coordinated throughout the planning process.

1. Connections 2030
2. Wisconsin State Highway Plan 2020
3. Wisconsin Bicycle Transportation Plan 2020
4. Wisconsin State Airport System Plan 2030
5. Wisconsin State Pedestrian Policy Plan 2020
6. State Freight Plan
7. Wisconsin State Rail Plan 2030
8. Wisconsin Department of Transportation Access Management System Plan
9. Wisconsin DNR State Trails Network Plan
10. Statewide Transportation Improvement Plan
11. Six-Year Highway Improvement Program

Regional Plans

The East Central Wisconsin Regional Planning Commission (ECWRPC) is the official comprehensive planning agency for the East Central Wisconsin Counties of Calumet, Fond du Lac, Green Lake, Marquette, Menominee, Outagamie, Shawano, Waupaca, Waushara, and Winnebago. Services provided by the Commission include land use, comprehensive, and transportation planning for the region. The Transportation Program of the Commission addresses the Transportation element of the comprehensive planning requirements and also has three major functional work elements: the Long Range Transportation Plans for the Fox Valley Area Transportation Study area, the Transportation Improvement Program for the urbanized areas, and the Regional Transportation Plan. Existing regional plans were reviewed and coordinated throughout the planning process. As noted above, ECWRPC has developed and is implementing *Appleton (Fox Cities) Transportation Management Area & Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan - 2014* to guide non-motorized transportation development.

Local Plans

In 2005, a study entitled “Intersection Analysis: Intersection of STH 55/114, Clifton Road and CTH M” was completed. This study looked at various ways to improve traffic operations at that critical intersection in the community. The report looked at numerous ways to deal with the problems in this

area. Solutions ranged from adding in signals to minimal reconfiguration to constructing a roundabout.

3.8 Planned Transportation Improvements

State Transportation Projects

Six Year Highway Improvement Program: 2017-2022

The WDOT currently invests approximately \$750 million each year towards improving and rehabilitating roads. The Six-Year Highway Improvement Program details roads that are scheduled for improvements within each WDOT region. The following are remaining projects identified for Calumet County that affect the Village of Sherwood as well as known project provided by the WDOT District:

1. Intersection resurface, WIS 114/USH 10. planned for 2017.
2. WIS 55, USH 10 – Ridgecrest Lane maintenance planned for 2017.

Regional Plans

Long-Range Transportation/Land Use Plan, Fox Cities Urbanized Area, 2015

This plan, prepared by the East Central Regional Planning Commission, was a requirement due to the location of a Metropolitan Planning Organization (MPO) in the Fox Cities urbanized area. The study area included approximately 274 square miles including the cities of Menasha and Appleton and a portion of the Village of Harrison. The plan includes adopted goals, objectives, and policies, an inventory of existing conditions, a land use plan with several alternatives, recommendations, environmental review, and a financial plan. As of 2010, the Village of Sherwood is part of the Fox Cities urbanized area. Roads within the Village that were under the rural functional class now fall under the urban functional class. State and federal transportation funding as part of the Fox Cities MPO can be leveraged by the Village.

The Long-Range Transportation/Land Use Plan also recommended further study for two areas in Calumet County. The first, which affects the Village of Sherwood, was for STH 114, from US 10/STH 114 split to the STH 55/STH 114 split south of Sherwood. The proposed project would be to study a capacity expansion to four lanes. The second area recommended for further study is CTH N, STH 114 to US 10. The proposed project would be to study a capacity expansion to four lanes. It should be noted that Sherwood opposes a four lane expansion as it would not be consistent with the long-term goals identified by the village.

County Transportation Projects

The Calumet County Highway Department develops and/or revises a five-year capital improvement plan every year. There are no planned projects for 2017 through 2020 that will affect the Village of Sherwood.

Local Transportation Projects

Sherwood uses PASER (Pavement Surface Evaluation and Rating) to plan for local road

improvements. PASER uses visual assessment to rate the conditions of roads within a community. This data, combined with economic analysis is a useful way to generate short and long term maintenance plans for the roads in the village.

A designation of #1 indicates that a road has failed and needs total reconstruction. A designation of #2 indicates that roads are severely deteriorated and need reconstruction. These roads have more than 25% alligator cracking or severe distortion as well as potholes or extensive patches in poor condition. A designation of #3 indicates that structural improvement is required. Cracking is extensive, patches are in fair to poor condition and there is moderate distortion and occasional potholes.

Currently the following roads were graded in 2015 as being in “poor” condition.

Rating of #1 (Failed):

1. There are no streets in the village that are currently rated #1.

2. Rating of #2 (Very poor):

3. There are no streets in the village that are currently rated #2.

4. Rating of #3 (Poor):

5. State Park Road from Pigeon Road to Lakeshore Lane.

The following improvements are scheduled in 2017:

1. Nuthatch Trail - reconstruct.

3.9 Transportation Goals and Objectives

Following are the goals and objectives developed by the Village of Sherwood regarding transportation.

Goal T1: Provide a safe and efficient transportation system that meets the special needs of pedestrians, motorists, trucks, and trains in a cost effective manner.

Objectives

1. Balance competing community desires (i.e., scenic beauty, direct highway access, etc.) with the need to provide for safe roads, intersections, interchanges, rail crossings, and other transportation features.
2. Improve safety at high potential accident locations.
3. Maintain safe locations and designs for access onto local public roadways.
4. Continue to require developers to the entire cost for the improvement or construction of transportation system (road, bike paths, sidewalks, public transportation, etc.) needed to serve new development unless the CDA chooses otherwise.

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5. Direct location of new roads and development in conjunction with site plans, Area Development Plans, and utility coordination.
 6. Monitor the effectiveness of existing, and enhance opportunities for new, shared service agreements for providing local road development and maintenance.
 7. Improve deficient roadways.
 8. Work to achieve a traffic circulation network that conforms to the planned functional classification of roadways.
 9. Direct future residential, commercial, and industrial development to roadways capable of accommodating resulting traffic.
 10. Direct truck traffic to appropriate routes and plan cooperatively with affected communities.
 11. Maintain adequate public parking facilities.
 12. Discourage high traffic volumes and speeds in residential neighborhoods (Village of Sherwood Land Use Plan, 2000).
 13. Provide safe and convenient access connecting neighborhoods, employment centers, schools, service centers, and recreational centers (Village of Sherwood Land Use Plan, 2000).

Goal T2: Support the development and use of multiple modes of transportation.

Objectives

1. Allow for bicycling and walking to be viable, convenient, and safe transportation choices in the community.
2. Improve accommodations on pedestrian facilities for people with disabilities (i.e., curb cuts, minimizing inclines and slopes of sidewalks, ensuring sidewalk connectivity, and increasing signal times at crossings, etc.).
3. Encourage regional transit service (Village of Sherwood Land Use Plan, 2000).
4. Require pedestrian-oriented neighborhood designs as new developments are platted (Village of Sherwood Land Use Plan, 2000).
5. Require pedestrian-oriented neighborhood designs as existing neighborhoods are revitalized (Village of Sherwood Land Use Plan, 2000).
6. Complete Northshore Extension of the Friendship State Trail.
- 7.

8. Partner with Sacred Heart School to develop a Safe Routes to School program to increase student's ability to walk and bicycle to school.
9. Partner with Calumet County Public Health's U-CAN (Calumet Activity and Nutrition) coalition to build and embrace healthy lifestyles through education and wellness opportunities.

3.10 Transportation Policies and Recommendation

Policies and recommendations build on goals and objectives by providing more focused responses and actions to the goals and objectives. Policies and recommendations become the tools that the community should use to aid in making land use decisions. Policies and recommendations that direct action using the words "will" or "shall" are advised to be mandatory and regulatory aspects of the implementation of the comprehensive plan. In contrast, those policies and recommendations that direct action using the word "should" are advisory and intended to serve as a guide.

1. Annually update the 5-year Road improvement Program, including funding sources and priorities for identified improvement projects.
2. Area Development Plans shall be required as part of the submittal of any residential development plans (i.e., subdivisions). This will allow the community to assess the future connection and traffic flow impacts on surrounding properties.
3. The community will consider bicycle and pedestrian safety needs when new roads are proposed or when roadway improvements are made.
4. The village should encourage all new residential, commercial, institutional and mixed use developments to be served with sidewalks and/or off-road pedestrian/bike paths.
5. Dead-end roads and cul-de-sacs shall be avoided to the extent practicable.
6. All proposed access to local roads shall require an access permit.
7. Developers shall bear an equitable share of the costs for improvements and extensions to the transportation network.
8. Street design standards (intersection design, signal phasing, and roadway width) shall give priority to and enhance the safety of pedestrians and minimize conflict with motorists. Priority for installation or construction should be given to those routes that are used by school children, senior citizens, physically challenged persons and/or commuters.
9. Transportation related issues which have effects in neighboring areas will be jointly discussed and evaluated with that neighbor and the Wisconsin Department of Transportation if necessary.
10. Residential development proposals will be designed to include an efficient system of internal circulation for all vehicles and pedestrians including the provision for external collector streets, and trails where applicable, to feed all traffic onto external arterial roads and highways.

11. The existing road network and public facilities and services will be utilized to accommodate new development to the maximum extent possible.
12. Whenever feasible, promote the separation of truck and through-traffic from local traffic and reroute truck traffic around the community as much as possible.
13. Actively pursue all available funding, especially federal and state sources, for needed transportation facilities. Funding for multimodal facilities should be emphasized.
14. The community shall protect the visual quality of major community thoroughfares by requiring all development and redevelopment along these entry corridors to include site plan and design review.
15. Public streets shall not be used for parking trucks.
16. Require pedestrian facilities as land is developed based on standards for the street classification.
17. Ensure that the transportation needs of all are met.
18. The village and county shall cooperatively prepare a transportation system plan for the area designating corridors for major facilities (arterials, collectors, transit corridors, etc.)
19. Pursue a joint traffic study with the Village of Harrison that can quantify potential roadway dangers in the area.
20. Explore a Complete Streets policy for the village. Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.
21. Explore the development of a bicycle and pedestrian plan for the village.

3.11 Transportation Programs

The following programs are currently utilized by the community or are available for use by the community to implement the goals, objectives, policies, and recommendations identified.

Local Roads Improvement Program (LRIP)

Established in 1991, the Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. A reimbursement program, LRIP pays up to 50% of total eligible costs with local governments providing the balance. The program has three basic components: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP). Three additional discretionary programs (CHIP-D, TRIP-D and MSIP-D) allow municipalities to apply for additional

funds for high-cost road projects. For more information contact the WDOT.

Surface Transportation Program-Urban (STP-U)

The Surface Transportation Program - Urban (STP-U) allocates federal funds to complete a variety of improvements to federal-aid-eligible roads and streets in urban areas. The objective of the STP-U is to improve federal-aid-eligible highways within urban areas. Projects must meet federal and state requirements. Communities are eligible for funding on roads functionally classified as collector or higher.

Freight Railroad Programs

The Wisconsin Department of Transportation offers two programs to help preserve and improve Wisconsin's freight rail service: The Freight Railroad Preservation Program (FRPP) and the Freight Railroad Infrastructure Improvement Program (FRIIM). These programs provide local units of government, industries, and railroads the assistance they need to preserve essential rail lines and encourage improvements to existing rail lines. Typical projects include track rehabilitation, spur construction, track acquisition, and storage facility construction. For further information contact the Bureau of Railroads and Harbors of the WDOT.

Pavement Surface Evaluation and Rating (PASER)

PASER is a simple method of rating asphalt and concrete roads on a scale of 1 to 10 and gravel roads on a scale of 1 to 5, based on visual inspection. PASER manuals and a video explain how and why roads deteriorate, and describe proper repair and replacement techniques. PASER ratings can be put into PASERWARE, an easy to use pavement management software. PASERWARE helps to inventory roads and keep track of their PASER ratings and maintenance histories. It also helps to prioritize road maintenance and improvement needs, calculate project costs, evaluate the consequences of alternative budgets and project selection strategies, and communicate those consequences to the public and local officials. Both PASER and PASERWARE are available from the University of Wisconsin's Transportation Information Center at no charge. The Center also offers free training courses.

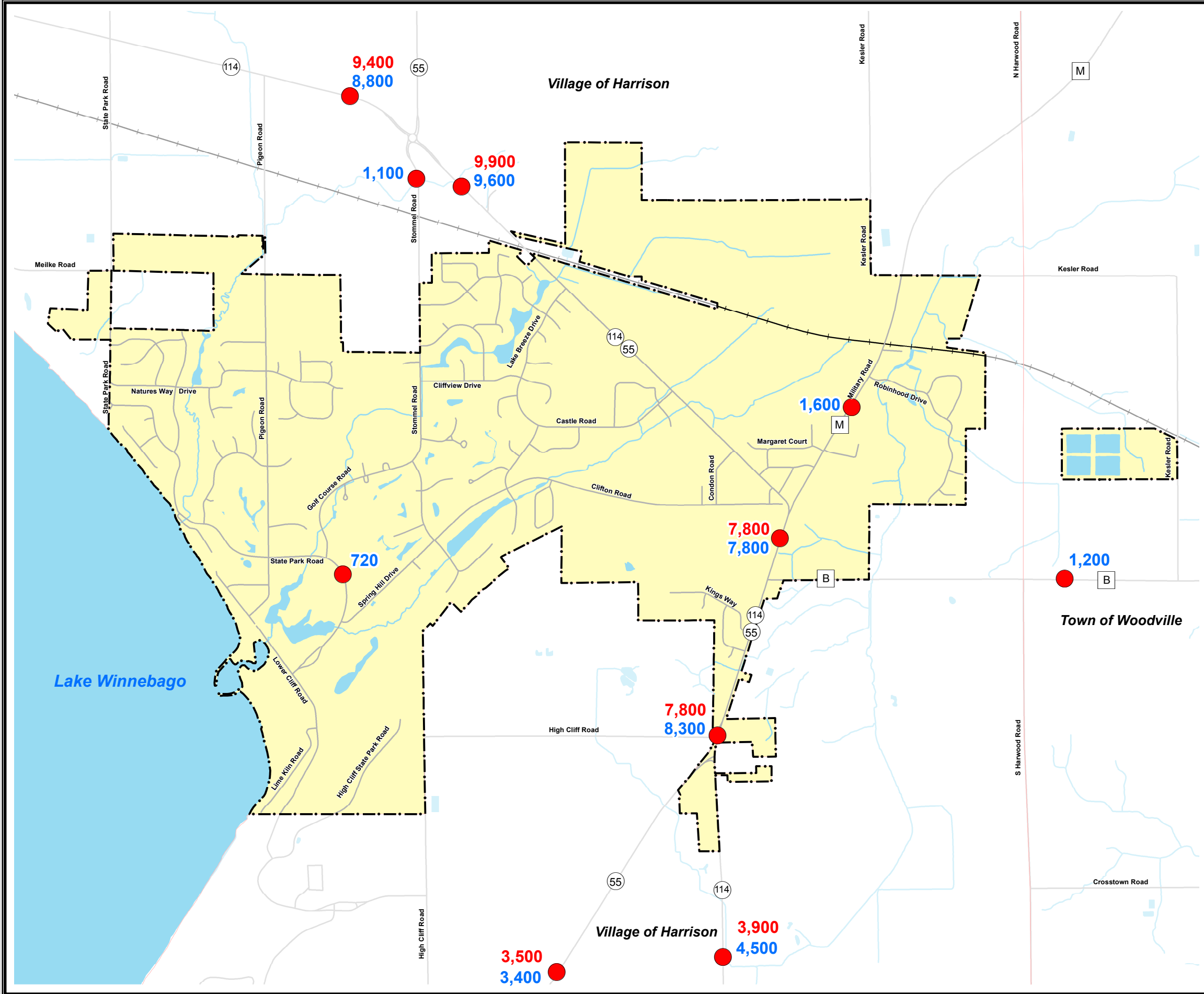
Transportation Economic Assistance (TEA) Program

The Transportation Economic Assistance program provides 50% state grants to governing bodies, private businesses, and consortiums for road, rail, harbor, and airport projects that help attract employers to Wisconsin, or encourage business and industry to remain and expand in the state. Grants of up to \$1 million are available for transportation improvements that are essential for an economic development project. It must be scheduled to begin within three years, have the local government's endorsement, and benefit the public. For more information about this program, contact: Wisconsin Department of Transportation, Division of Transportation Investment Management, phone: (608) 266-3488.

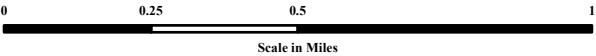
Map 3-1 Village of Sherwood Comprehensive Plan Update Average Annual Daily Traffic

Legend

● AADT 2016
● 2010



Source:
Base Data provided by Calumet County 2016.
AADT provided by WIS DOT 2016.



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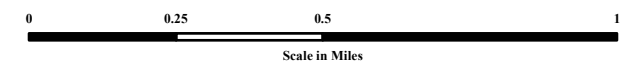
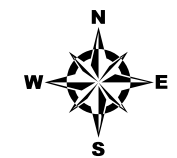


Map 3-2 Village of Sherwood Comprehensive Plan Update Functional Classificaiton

Legend

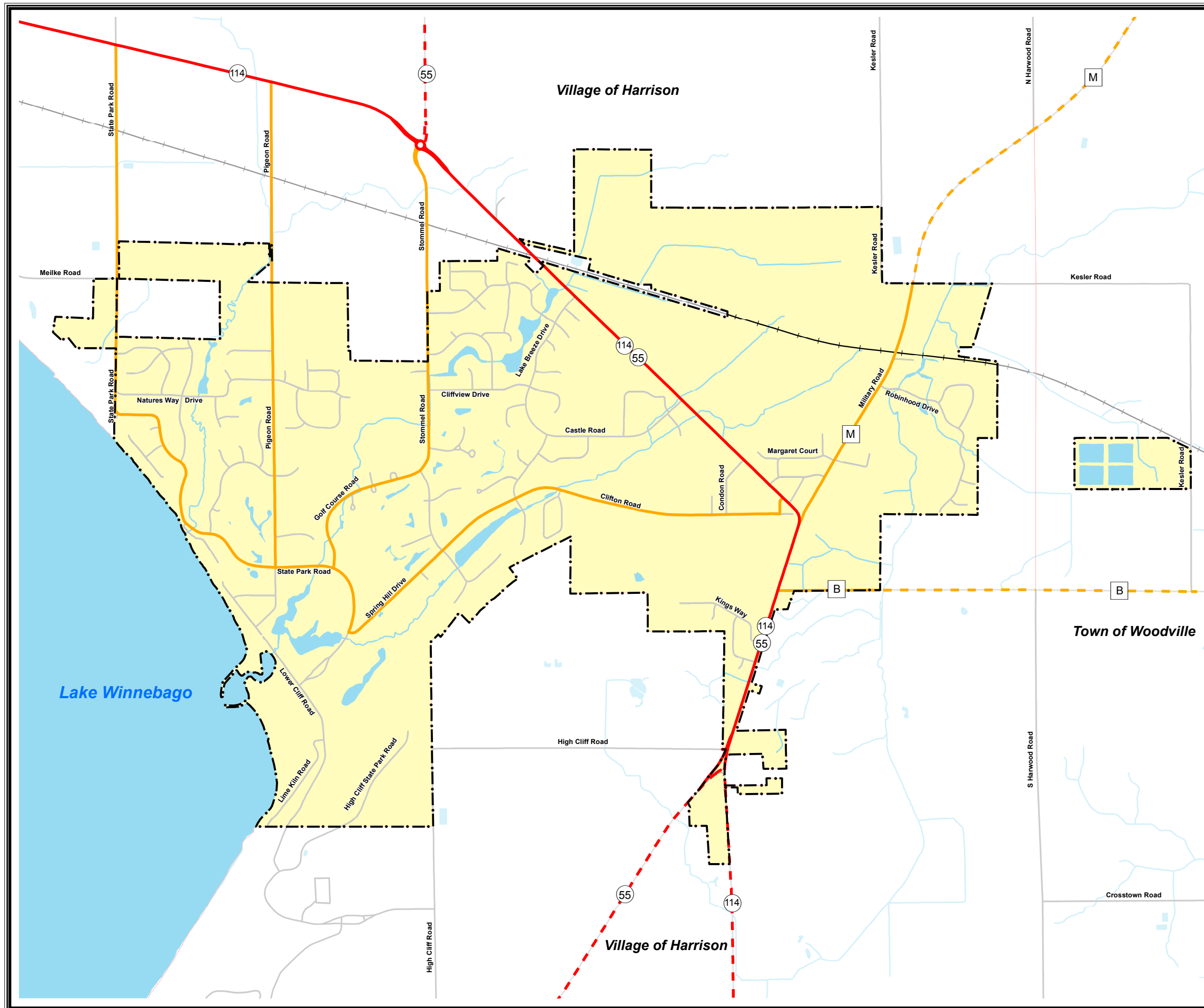
- Urban Principal Arterial
- Urban Collector
- - - Rural Principal Arterial
- - - Rural Major Collector
- Local Road

Source:
Base Data provided by Calumet County 2016.
Functional Class provided by WIS DOT 2016.



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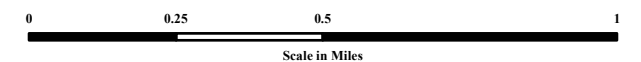
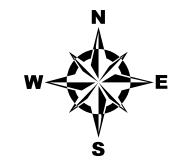


Map 3-3 Village of Sherwood Comprehensive Plan Update PASER Ratings 2015

Legend

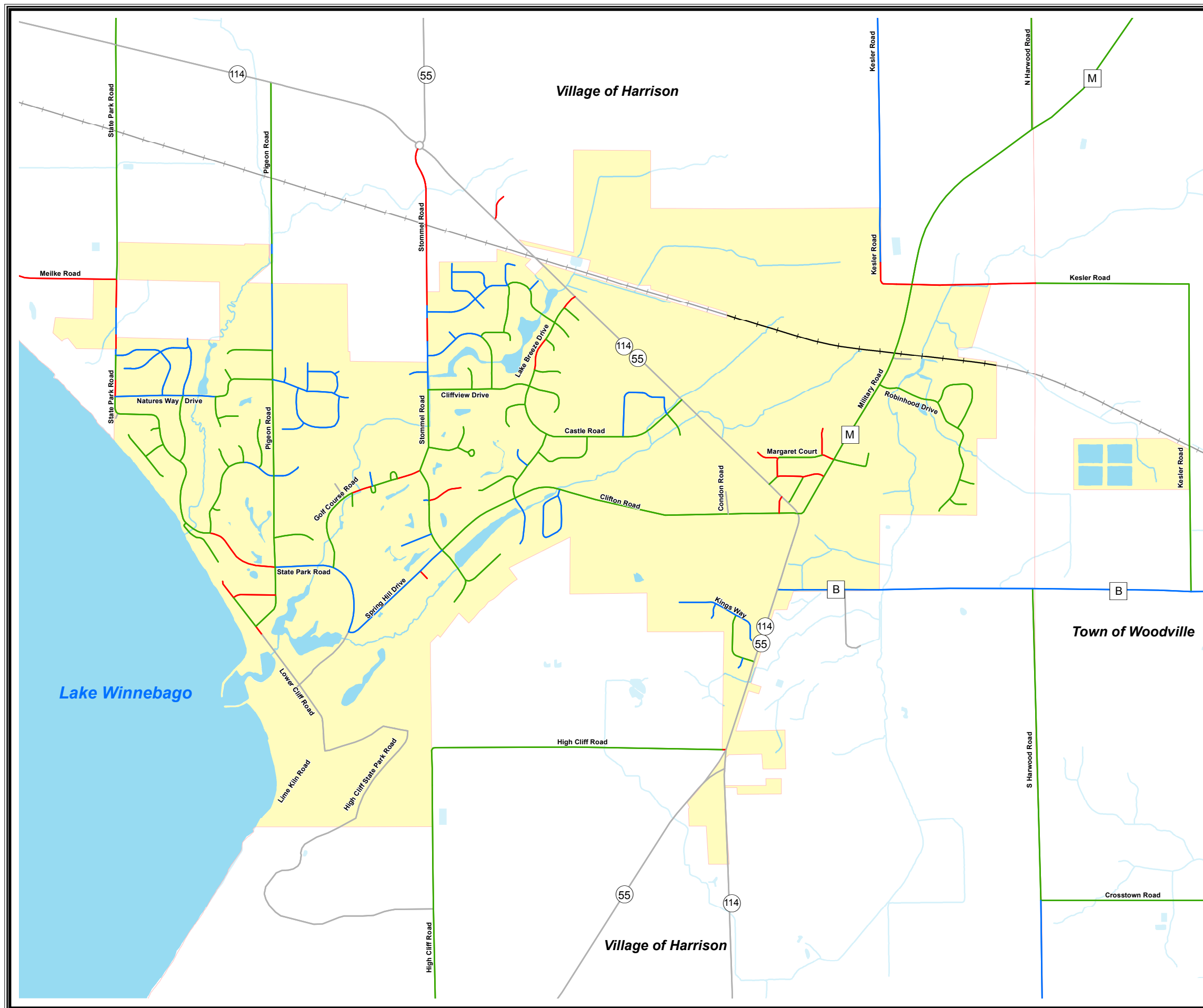
- Excellent to Very Good
- Good to Fair
- Fair to Failed
- Not Rated

Source:
Base Data provided by Calumet County 2016.
PASER provided by WIS DOT 2015.



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Regional Planning Commission
ECWRPC

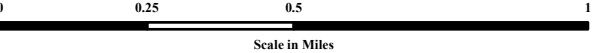


Map 3-4
Village of Sherwood
Comprehensive Plan Update
Shipping & Freight Terminals

Legend

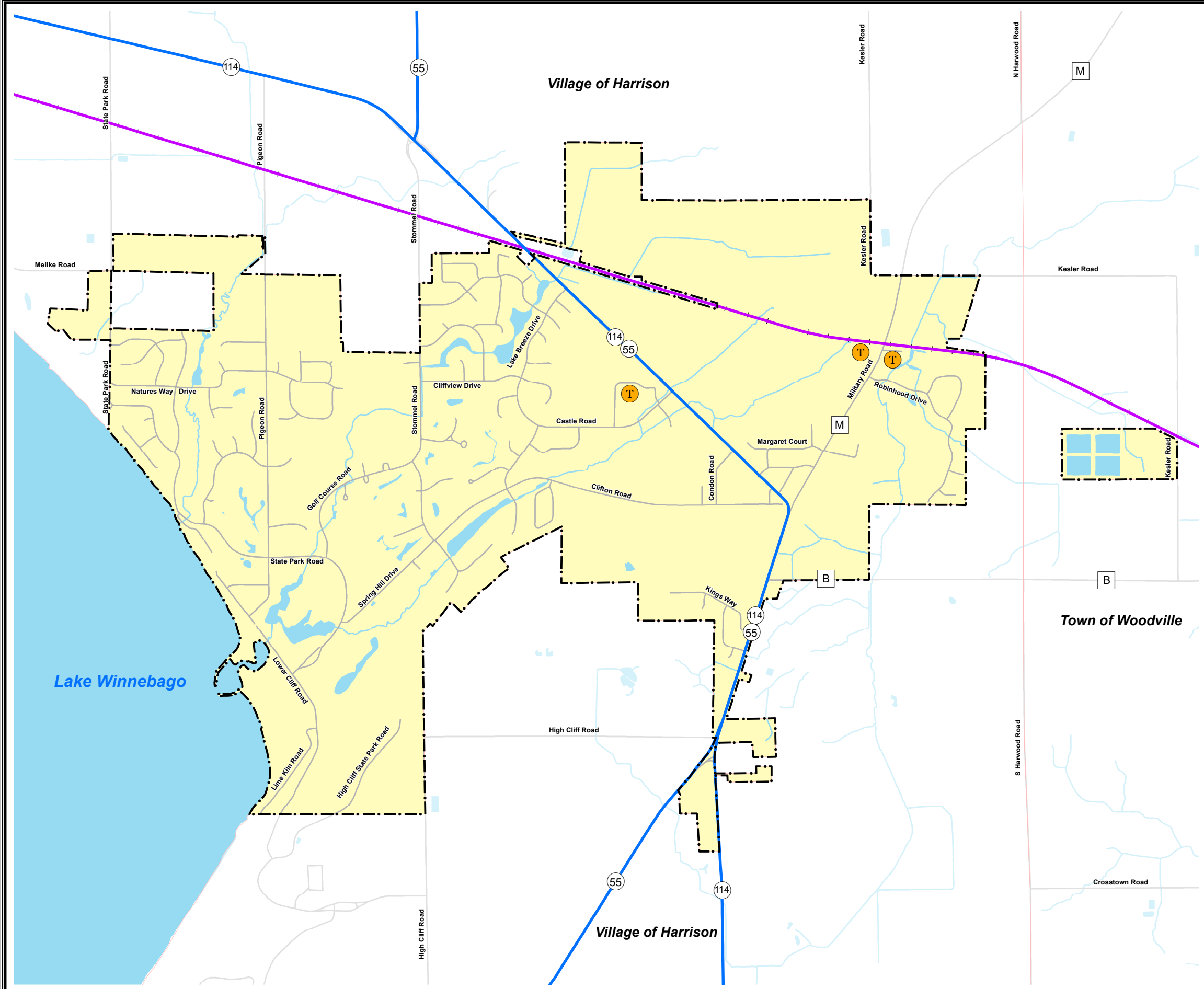
- None
- 75"
- 65"
- 286,000 Pound Rail Cart Limit
- 263,000 Pound Rail Cart Limit
- Trucking Terminals

Source:
Base Data provided by Calumet County 2016.
Trucking Routes provided by WIS DOT 2016.
Freight Terminals provided by ECWRPC 2016.



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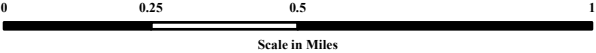


Map 3-5 Village of Sherwood Comprehensive Plan Update Bicycle & Pedestrian Facilities

Legend

- Paved Off Road Shared Use Path
- Unpaved Off Road Shared Use Path
- Sidewalk

Source:
Base Data provided by Calumet County 2016.
Bicycle & Pedestrian Facilities provided by
Calumet County, Village of Sherwood, and ECWRPC



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