3. Transportation

3.1 Introduction

The transportation system which serves the Town of Herman provides for the transport of goods and people into, out of, and within the Town. The transportation system contains multiple modes involving air, land, and water transport. Many elements of the system are not located in the Town itself; however the Town's proximity to these elements is an important consideration in evaluating and planning for the Town's transportation system.

3.2 Transportation Programs

PASER Program

The PASER (Pavement Surface Evaluation and Rating) Program is a system for communities to evaluate and schedule road maintenance on local roads. The program requires Town officials to evaluate the condition of Town roads based on observing characteristics of the road such as the texture of the road surface or the spacing of cracks. The officials then assign a rating on a scale of 1 to 10. These ratings, along with information on traffic volumes, are used to schedule the maintenance and reconstruction of Town roads.

Dodge County Capital Improvement Program

Dodge County annually updates a Capital Improvement Program. The program prioritizes the allocation of financial resources for various projects over a five year time frame. In terms of the Town of Herman, two transportation projects are scheduled to receive funding under the program. The two projects consist of the engineering of CTH S, between CTH WS and CTH P, and between CTH P and the east county line in 2006. The section of CTH S between CTH WS and CTH P is scheduled for resurfacing in 2007.

Town of Herman Land Divisions

The Town of Herman's land divisions are administered by Dodge County Planning and Development. The Dodge County Land Use Code regulates the division of land within the Town. It also provides standards for the construction of new roads such as street width and grade requirements. Under the County's Land Use Code, streets/roads within Herman are classified into three separate categories; Arterial Streets, Collector Streets, and Minor Streets. Paved roads, except cul-de-sacs, are required to have a width of 24 feet. Additionally, four feet of shoulder area is mandatory on both sides of the road, unless curb and gutter are required. Additional road construction standards are included within the Dodge County Land Use Code.

3.3 State and Regional Transportation Plans

State and regional transportation plans that affect the Town of Herman are the responsibility of the Wisconsin Department of Transportation. The DOT has capital improvement plans for each county in the state. There is only one state highway in the Town of Herman, STH 33. There are no plans in the 2002-2007 Highway Improvement Plan for STH 33 in the Town of Herman.

Dodge County is not served by a Regional Planning Commission.

3.4 Functional Classification of Highways

Vehicular travel on the public highway system is the transportation mode for the vast majority of trips by Town of Herman residents. Road and highway transportation systems primarily serve two basic functions, - to provide access to adjacent properties and to provide for the movement of vehicular traffic. Roads and highways are grouped into three functional classes (local, collector, and arterial streets) which are described below. Map 3-1, Appendix, shows the location of local, collector, and arterial roadways in the Town.

Local Roads

Local roads primarily provide access to adjacent properties and only secondarily provide for the movement of vehicular traffic. Since access is their primary function, through traffic should be discouraged. Traffic volume is expected to be light and should not interfere with the access function of these streets. Illinois Road and Rock Road are examples of local roads in the Town of Herman.

Collector Roads

Collector roads and highways carry vehicular traffic into and out of residential neighborhoods and commercial and industrial areas. These streets gather traffic from the local streets and funnel it to arterial streets. Access to adjacent properties is a secondary function of collector streets. Collector streets are further divided into major or minor collectors depending on the amount of traffic they carry. CTH P and CTH S are examples of major collector highways in the Town. Also, CTH AY is an example of a minor collector highway.

Arterial Highways

Arterial highways serve primarily to move through traffic. Traffic volumes are generally heavy and traffic speeds are generally high. Arterial highways are further divided into principal or minor arterials depending on the traffic volume and the amount of access provided. STH 33 is an example of a principle arterial highway in the Town of Herman.

3.5 Traffic Volumes

Traffic volume is also an important consideration for land use planning. The volume of traffic on a particular roadway and the associated noise, fumes, safety level, and other such concerns are considerations that need to be addressed in deciding how land should be used. Map 3-2, Appendix, shows the average daily traffic counts of major traffic corridors within the Town.

Traffic volumes vary considerably on the different roadways within the Town. STH 33 being the major thoroughfare in the Town carrying the largest volume of traffic. CTH P also carries considerable traffic. The volume of traffic on a particular roadway can be significantly influenced by its intersection with other roadways. For example, the average daily traffic

volume on STH 33 decreases by 100 vehicles west of its intersection with CTH P and increases by 300 vehicles west of its intersection with CTH AY.

3.6 Traffic Safety

Traffic safety at particular intersections can be a concern within the Town of Herman. No particular intersection was listed on the Dodge County Accident Listings; however, a total of 237 accidents occurred within the Town between January 1997 and December of 2002. Over that six year period, there was an average of 39.5 automobile accidents per year. The Town may wish to address these issues through contacting County highway officials about improving safety at intersections and increasing the level of speed limit enforcement.

Traffic safety and efficiency in the Town can also be improved by discouraging the creation of new parcels that require access to County Trunk Highways or Town roads where sight distance is limited. This practice restricts the access points to these roadways, thereby reducing accident potential and the need to reduce speed limits to improve safety. New parcels should be encouraged only where access can be provided by an existing Town road or where a new Town road will be constructed by the subdivider.

Safety concerns on heavily traveled highways in the Town can also be addressed by examining the role the particular highway plays in the transportation network of the County.

3.7 Town Road and County Highway Standards

Subsection 7.6.3 of the Dodge County Land Use Code shows the street design standards for roadways in the County. The design standards vary among roadways, as different roads serve different functions within the transportation system. These standards are outlined in Table 3-1.

TABLE 3-1
Dodge County Minimum Street Design Standards

Street Type	Right-of-Way Minimum Width	Minimum Pavement Width
Arterial or Highway	120 feet	Dual 24 feet, two 5-foot outside shoulders, 4-foot inside shoulders (20-foot median)
Collector	80 feet	24 feet, two 5-foot outside shoulders
Minor (local)	70 feet	24 feet, two 4-foot outside shoulders

The minimum street design standards, outlined in Table 3-2 below, are those set forth by Wisconsin State Statute 86.26 (1).

TABLE 3-2
State of Wisconsin Minimum Street Design Standards

Street Type	Right-of-Way Minimum Width	Minimum Pavement Width
Arterial or Highway	66 feet	24 feet, two 5-foot outside shoulders
Collector	66 feet	22 feet, two 4-foot outside shoulders
Minor (local)	49.5 feet	16 feet, two 4-foot outside shoulders

Substandard Roadways

Town road and County highway standards are designed to require that roadways be constructed to minimum standards that will provide adequate levels of service based on current transportation needs. The level of service needed on a particular type of road is based on the amount of traffic the road carries as well as other issues. However, many of the existing Town roads and County highways were developed at an earlier time when the levels of service requirements were not as great as today. As a result many roadways within the Town have some form of deficiency when compared to the State of Wisconsin's minimum street design standards.

One standard that is used to identify deficiencies is right-of-way width. The Wisconsin State Statutes list minimum right-of-way widths of 49.5 feet for local roads, and 66 feet for collector roads. Where it is practical, acquisition of additional right-of-way should be done. It should be noted that it may not always be practical or desirable to attempt to widen the right-of-way of some of the substandard roadways within the Town. All new roads and highways should be required to meet current right-of-way width standards before they are accepted by the Town.

Another standard that can be easily used to identify deficiencies in roadways is pavement width. The Wisconsin State Statutes establish minimum pavement widths of 16 feet for local roads, and 22 feet for collector roads. Where it is practical, road pavement should be widened to the required standard as it is reconstructed. However, it may not be practical or desirable to widen the pavement on all of the roadways. Likewise, the damage done to existing developed areas by widening the pavement would destroy the character of the area. Furthermore, all new Town roads and County highways should be required to meet the current minimum pavement width before they are accepted by the Town.

Shoulder width is a third standard used for identifying roadway deficiencies. The Wisconsin State Statutes list minimum shoulder widths of two four-foot outside shoulders for local roads and collector roads. Road shoulders should be widened to the required standard as they are reconstructed when it is a practical option. However, it may not be practical or desirable to widen the shoulder area on all of the roadways. Likewise, the damage done to existing developed areas by widening the shoulders of the existing road would destroy the character of the area. It should be required that all new Town roads and County highways meet the current minimum shoulder width before they are accepted by the Town.

3.8 The Transportation System

The transportation system which serves the Town of Herman provides for the transport of goods and people into, out of, and within the Town. Many elements of the system are not located in the Town itself. While the Town has little direct influence on transportation links outside its boundaries, it may be in its best interest to influence the improvement of these links to better serve the residents of the Town of Herman. The transportation system operates in the air and on land and water. Land based transport includes pedestrian, bicycles, and rail as well as highway.

Seaports

Water born transport of goods is efficient, but the waterway systems in the Town of Herman are not suitable for commercial transportation. The nearest international seaport is the Port of Milwaukee, approximately 45 miles from the Town of Herman.

Airports

Air transportation for both goods and people is very fast. Its use is substantial and increasing. Convenient access to at least a general airport is critical to many businesses. The nearest general airport is the Hartford Airport, located about four miles from the Town of Herman. Dane County Regional Airport in Madison provides commercial aviation services. It is approximately 40 miles southwest of the Town of Herman. General Mitchell Field in Milwaukee also offers commercial airline service, but is also an international airport. It is located about 45 miles southeast of the Town.

Railroads

In the southwest corner of the Town of Herman the Union Pacific Railroad crosses the Town in a northwest-southeast direction between Milwaukee and Minneapolis metropolitan areas. Rail transportation is an efficient and inexpensive method of transporting goods long distances. Many manufacturers favor railroad access for their plants.

Two at-grade railroad crossings interrupt traffic on a county highway and a local roadway in the Town. The most important of these is the crossing at CTH WS, near the unincorporated village of Woodland. A grade separation at this location is not feasible at this point, but the crossing is well marked.

Appendix, Map 3-1, shows the location of railroads in the Town of Herman.

Trucking

Trucking on the highway system is the preferred method of transporting freight, particularly for short hauls. Several trucking companies are located in the area.

Public Transit

The nearest bus services are provided by Greyhound in Fond Du Lac and Milwaukee, and Badger Bus Lines in Johnson Creek. There are no taxi services in the Town of Herman.

Bicycles

Bicycle traffic is quite limited in the Town of Herman. Shoulder areas on Town roads are usually narrow and unpaved making bicycle travel difficult. County highways in the Town tend to have wider shoulders, but traffic levels on these roads make bicycle traffic unsafe or undesirable. The Wild Goose State Trail is approximately nine miles west of the Town and is the closest bicycle transportation facility in Dodge County. The Town of Herman could also designate bike routes throughout the Town on lightly traveled roads. Once designated, shoulder areas on these roads could be widened as the roads are periodically reconstructed.

The Dodge County Bike and Pedestrian Plan was designed to promote and improve conditions for bicycling and walking throughout Dodge County. The intention of the Bike and Pedestrian Plan is to increase transportation safety for pedestrians, bicyclists, and motorists. Infrastructure improvements such as designated bikeways, bike lanes, paved shoulders, improved crosswalks, and traffic and informational signs are among the type of facilities being recommended to improve conditions for bicyclists, walkers, and motorists alike.

In the Town of Herman, the Dodge County Bike and Pedestrian Plan identifies CTH AY, Illinois Road, and N. Astor Road as bicycle routes to receive bicycle route improvements.

Pedestrian Transportation

No pedestrian transportation system exists in the Town of Herman. The dispersed nature of the Town prohibits the development of an effective pedestrian transportation system. However, the Dodge County Bike and Pedestrian Plan does suggest pedestrian friendly design standards for creating a walkable Dodge County.

Transportation for the Disabled

The Dodge County Human Services Department provides transportation for the disabled in the Town of Herman. This department has volunteer drivers who use their own cars, as well as county employed drivers in county owned wheelchair accessible vans that provide transportation to the disabled. These drivers also provide transportation to people who are unable to drive due to a medical condition, are in nursing homes, or receive W-2.

3.9 Transportation Trends

The future transportation system will be effected by a number of factors including demographics, the economy, and overall development patterns. The following are anticipated trends that can affect the transportation system in the Town of Herman over the planning period:

- Reduced funding for transportation projects is anticipated due to county, state, and federal budget constraints.

- As vehicle ownership continues to increase and trips become longer, congestion on major roadways is anticipated to increase.

- The demand for para-transit services will increase as the population ages and the baby-boomers move into older age groups.
- There will be continued demand for quality trucking routes as manufacturing continues to be a major sector of the economy.
- Routes between cities and villages are likely to continue to grow in traffic volume.
- Concerns raised by local residents are likely to center around controlling traffic speeds and intersection safety.
- Major highway intersections will continue to be target locations for new commercial and industrial development.
- New driveways onto town and county roads will continue to increase.
- Issues regarding agricultural transport, such as milk and manure hauling, may increase.
- Conflicts between automobiles and slower farm equipment are likely to increase.
- Interest in designating local roads for ATV and snowmobile use is likely to increase.