

Report of the **Town Wilson Long Range Plan [LRP] Ad Hoc Committee** meeting held Monday, May 23, 2011 in the Town Wilson Office Building.

Agenda for this meeting was posted at the TW Office, TW Maintenance Building and TW Fire Department on Tuesday, May 17, 2010 between the hours of 8:30am and 9:15am. Property owners / residents of the CTH OK / South Business Drive (aka OK Corridor) were notified by First Class Mailing from the TW Office on May 17<sup>th</sup>. Attendance list is available from Pearce.

Meeting convened at 6:30pm. Present: Co-Chairs Bob Werner and Marge Pearce. Kevin Struck – UW Extension. Twenty persons were in attendance – eleven of whom were from the Corridor

#### **Status Reports.**

**Wind Siting Rules.** As of this date the Legislature has not acted on the PSC proposed wind-siting rules. The matter remains ‘in limbo’ and the current state statutes and local ordinances in-place. TW requires a Conditional Use Permit [after presentation to the TW Plan Commission] for installation of any towers in the residential area.

**Agriculture Land Preservation Program.** The revisions to the Program as proposed require state funding which is not included in the current State Budget proposal. Local municipalities are being advised to ‘put things on hold’ and wait to see what the Counties do as they administer the Program.

Meetings will be held to update residents and property owners when information becomes available. Until that time the TW LRP will ‘put them on the back burner’ and proceed with other tasks.

**Topic: CTH OK / South Business.** For purposes of this Report it will be identified as ‘The Corridor’  
**Greg Schnell, Sheboygan County Highway Superintendent.**

- **Intersection of Corridor with CTH EE/ Weeden Creek Road.** Construction of the round-a-bout is slight behind schedule due to weather conditions. However, utility lines have been re-located. Excess ground is being hauled to the School property on the northeast corner for the planned construction of a soccer field. The hill to the west had been lowered to give a better vision field for the round-a-bout approach. It is anticipated the work will be completed by early July.
- **North to railroad track bridge.** Corridor will be widened to two (2) twelve foot (12’) travel lanes and a center fourteen foot (14’) turning lane. Five foot (5’) bike paths will be added to both travel lanes. A sidewalk will be added to the east side beyond the bike lane. All mailboxes will be moved to the west side.

#### **Corridor south of CTH EE.**

- Traffic counts on The Corridor in 2005 [which are periodically updated based on information provided by the Highway Commission and Planning Department] were 7,500 vehicles per day north of CTH EE and 4,500 per day south of CTH EE. It was noted there is a likely increase due to the TW residential construction to the southeast which has to be factored in. It takes a count of 20,000 vehicles per day to make a road eligible for Federal Funding.
- There is currently no design in-place nor is the south Corridor in the County Plan. It takes eighteen-to-twenty-four (18-24) months to design a roadway, do the detailed pre-construction work and acquire right-of-way [r-o-w] if necessary. According to town records, the south Corridor r-o-w was dedicated June 27, 1849 and is sixty-six feet (66’). Therefore, the earliest a re-build could be anticipated would be 2015.
- Availability of Federal Funding could influence the type of work to be done. Such funding is “drying up” and monies may have to come from county tax monies.
- In all probability, the Plan would continue with the same design as is north of CTH EE. Two travel lanes, center turn lane, added bike lanes and sidewalk. Based on the north construction, a total of forty-eight feet (48’) would be required.
- Though several of the current buildings would be close to the r-o-w it is thought only one might infringe. Chair Gartman pointed out that roads are not always on center and could shift to accommodate available space in some cases.

#### **Discussion**

- Who shovels the sidewalks? Are being designed so the county can slightly lift its plows to include the sidewalk areas, though they would not be as clear as when done by residents.
- Who maintains the open space within the round-a-bout. County is responsible but can only cut once a season or when there is a vision obstruction. The town of Sheboygan has taken over cutting of those on HWY 42.
- With paved areas over so much of the r-o-w, how is run-off addressed? Has to be considered in design.
- If Federal Funds are not used, can the Design be modified to cut costs? Yes, bike lanes or sidewalks could be eliminated.
- At this time there are four primary safety concerns:
  - 1) The low area south of Edler Trucking which floods in heavy rain and spring. Bob Albrecht stated Edler has added culvert and that seems to have corrected the problem.
  - 2) The deep dip north of the intersection with The Corridor and Stahl Road which creates a vision blockage.
  - 3) The intersection of Stahl Road and The corridor, especially with the increased traffic due to construction.
  - 4) The dip south of the town hall hill which creates a vision obstruction at the town hall driveway.

- It was suggested the speed limit be lowered to 35mph [currently 45mph] from V north.

Schnell said he was aware of the areas of concern and would take under consideration the comments

Jim Kummer, reported the TW Plan Commission has appointed an AdHoc committee to look at feasibility of an Architectural Design overlay for the areas designated 'business or commercial' in the town zoning ordinance and long range plan. The intent to make them eye-appealing while meeting the setbacks etc. under the current zoning ordinance.

Gartman stated the Village of Oostburg and Sheboygan County Planning have changed the designated bike routes into and through TW. Action was taken without input from the town.

Werner pointed out the 'red areas' in the TW Long Range plan as being those designated as business or commercial uses in the future. The primary among those is The Corridor. It is for that reason this series of meetings has been scheduled – to encourage residents and property owner input and keep them informed as to what is or may occur.

**Next Meeting. June 27<sup>th</sup>.** TW belongs to the Sheboygan Economic Development Corporation. Executive Director Patrick Drinan has been invited to explain the role of the corporation in Sheboygan County and how TW could benefit.

Types of businesses on or near the corridor at this time will be identified and comments as to what would be 'the best fit' for future development will be invited. What would the current owners/residents like for neighbors?

There being no further business the meeting adjourned at 7:50pm.

TWLRP Co-Chairs

Marge Pearce 920-458-2000

Bob Werner 920-458-4992

5.25.11