

PLAN COMMISSION  
MEETING MINUTES  
TOWN OF GRANT  
March 29, 2016

**Present:** Jim Wendels (chairman), Nathan Wolosek, Ron Becker, Lori Ruess, Sharon Schwab, (Committee Members), Kathy Lee (Secretary)

**Excused:** Marty Rutz

**Guest:** Kristin Johnson (Portage Co. P & Z)

### **CALL TO ORDER**

The meeting was called to order at 6:37 pm by Jim Wendels.

### **STATE OF PUBLIC NOTICE**

It was stated that the agenda was posted at two posting stations (Grant Town Hall and the Grant transfer station) and on the town's website on 2-15-2016.

### **APPROVAL OF MINUTES**

Edits were suggested to specify 87<sup>th</sup> Street when discussing pro's and con's or suggested routes. Phase one was clarified to include "Town Line Road" when listing townships. It was moved by Nathan Wolosek and seconded by Sharon Schwab to approve the March 8, 2016 minutes with the recommended edits/clarifications. The motion passed with unanimous ayes.

### **CITIZEN INPUT**

Jim Wendels has received citizen comments regarding ATVs. Mary Keidrowski would like the Town to "start small" when developing an ordinance. Charlie Gussel had a question regarding Lake Road as a route and was told that Lake Road is not being considered for a route at this time. An unsigned letter was received stating "do not use 90<sup>th</sup> Street" and offering a suggestion to seek a landowner easement between Pine and Mill on 110<sup>th</sup> Street. An attached map include a route on Lake Rd., Mill Rd., and Town Line Road.

Jim Wendels has initiated a contact between Jim Mortenson and Matthew Fleming regarding the proposed Portage County Emergency Communication Tower site.

### **COMPREHENSIVE PLAN**

**Chapter 1** - Revisions were made to Chapter 1 (page 22) based on input from the 2-17-2016 meeting. Kristen Johnson summarized the revisions fewer families with young children and an increase in the medium age. The revisions were accepted and **Chapter 1 was completed.**

**Chapter 2** – K. Johnson summarized changes made to draft 2 of Chapter 2.

- The fact that some data is based on estimates was emphasized. Based on data supplied by Marty Rutz (T. of Grant Zoning Administrator), the housing permit information was revised. A change in housing value was attributed to appreciation and home additions.
- Objectives were reviewed. Two new objectives had been added regarding protecting groundwater and new homes being served by individual wells & on-site septic.

- Policies were reviewed. Five policies had been added. These included minimum lot sizes to accommodate private wells/septic systems, lot averaging, promoting new development adjacent to existing development, preserving prime agricultural land, and encouraging regular testing of private wells.
  - **Change policy #11 by striking all words after “areas.”**
  - **Add policy #13 – Preserve housing values in residentially zoned districts by limiting number of visible unlicensed vehicles allowed on the property.**
- A final review of Chapter 2 will occur at the April 20<sup>th</sup> meeting.

**Chapter 3**

K. Johnson described proposed revisions to Chapter 3. The committee members provided feedback.

- Wording from the State Statute 66.1001 that applies to Chapter 3 were inserted at the start of the chapter to clarify what is covered in the chapter.
- There are now two road functional classifications (urban and rural). So the road rural needed to be added in several areas.
- The only Rural Principal Arterial is a short section of STH 54 in the northwest corner of the Town. Traffic volume has increased since the last Comprehensive Plan.
- Questions arose about whether County U (80<sup>th</sup> Street) is a rural minor collector versus a rural major collector. The road functional class map available online is from 2007 (developed prior to the current classification system). On the 2007 map County U is classified as “Major” except for an area classified as an urbanized area from County FF south to Griffith Ave. Ron Becker said County U connects a major highway (STH) to a recreational area (South Wood County Park – site of the State Waterski Show Tournament) and it deserves the rural major collector rating.
  - **K. Johnson will check with Rod Sutter regarding the correct classification of County U including the area listed as an urbanized area. The section of County U in Kellner may be an urban minor arterial. This needs to be confirmed.**
- Town Road counts were completed in 2004. J. Wendels will send that information in table form to K. Johnson. J. Wendels recommended using a table and not adding the numbers to the map because the data is old. The DOT only does road travel counts on functionally classified roads and does not collect data on town roads. It may be possible to collect updated traffic count information on Lake Road by using a roadside speed indicator. The Sheriff’s department owns a speed indicator and it is stored by the County Highway Department. A trail cam with a time/date stamp could also be used to collect traffic count info.
- J. Wendels stated Lake Road missed being a functional class road by just a few criteria. Ron Becker added he was told by Bob Wagner that they didn’t want to have two functional class roads so close to each other. Those roads being Lake Road and County WW.
- Rural Minor Arterials (#3) was reviewed. There were questions regarding who regulates driveway access. It was thought to be WisDOT only, and not WisDOT and Portage County.
  - **K. Johnson will verify who regulates access. If it is only WisDOT, the sentence regarding regulation will be changed to “WisDOT regulates public and private road and driveway access unto this facility.”**
- Rural Major Collectors (#4) was reviewed. There were questions why County D would be a rural major collector and not County U. County F is a road that has a lot of truck traffic. Nathan Wolosek would like to see the lane width widen and a paved shoulder. R. Becker stated paved shoulders are more cost effective in the long run. Shoulder drop-offs are avoided. As previously discussed, K. Johnson will verify the correct classification of County U.

- Rural Minor Collectors (#5) **A correction will be made changing ADT to AADT.** It is preferred to refer to County U instead of 80<sup>th</sup> Street to differentiate jurisdiction. The addresses use 80<sup>th</sup> Street, but we will use County U in the Comp Plan.
  - **Changes will be made so there is consistent use of County U on the map and in the text.**
- Rural Local Roads (#6) Suggested revisions regarding the driveway permit were accepted.
  - **Add table regarding town road use counts at this point in the document.**
- Item B. Transit and Transportation Facilities for the Disabled and Elderly- The name of the county agency providing services to the elderly has changed to Aging & Disability Resources Center. There is a fee for some of the services offered. A comment regarding the Disabled American Veterans was included.
- Item C. Bicycle/Walking Routes and Trails – A comment about the 2014 county-wide plan was added.
  - It was recommended to add something about ½ mile paved shoulder on Lake Road. **“The T of Grant has invested in a 4-foot paved shoulder along Lake Road from County U to 85<sup>th</sup> Street.”** This connects to the Lake Wazeecha trail system. **Add the word “future” to ‘any routes developed’.**
- Railroads (D) was discussed including the need for lights and a gate at 90<sup>th</sup> Street. No changes were made to “D.”
- The revisions to Air Transportation (E) were reviewed. Typos were corrected. Information included is facts and no changes were made to the recommended updates.
- Trucking (F) was reviewed. Information was added about weight restrictions.
  - **In the first sentence add “County F” as a trucking route (connecting 54 and 73.**
  - **Add the map of road weight restriction.**
  - **Add the current IoH map.** The Town opted for option D.
- Six-Year Highway Improvement Plan (Section 3.3 A.)
  - **Add a comment that the town voiced a preference for the ‘expanded median option’ for the 2016 temporary fix to the County U and STH 54 interchange.**
  - **In the policy section add a preference for the diamond interchange which is anticipated in 2030.**
- Five-Year Improvement Plan (B)
  - **Add something about the Town’s Two-Year Plan which is revised annually.**
- Sections C & D – Reviewed recommended changes. No additional changes were recommended.
- Section E – Bike Plan – Reviewed recommended changes. Recommend to refer to the Portage County plan, but not to insert the table.
- Section 3.5 Transportation Issues was reviewed.
  - **Remove the word “way” from first bullet point.**
  - **Total amount of town roads should be 116 miles. The budgeted amount is \$250,000 per year. The DOT map states 116.17. The total road miles will also need to be corrected in Section 3.2 A.**
- Section 3.6 – Goals, Objectives, and Policies: S. Schwab stated it is important to clearly state there is a need to consider soil types, subsurface and drainage when fixing roads. N. Wolosek added that certain soils cannot handle traffic of any kind. R. Becker added poor subsoils require expensive road improvements.
  - **Objective #9 - Correct drainage and subsurface problems interfering with road conditions.** A policy will also need to be added.

- New policy #13 – **Remove poor subgrade materials and replace with suitable base or geogrid and other current technology.**
- New Objective 2 – **Work with DOT for a diamond interchange at County U and STH 54 as long range solution.**
- Current objective 5 – **Start with a verb (Seek)**
- Current objective 2 – **Start with a verb (Give priority to maintaining)**
- Current objective 6 – **Add wording about pedestrians. Support the development of bicycle and pedestrian accommodations on county highways and local roadways where bicycle/pedestrian and vehicle traffic warrant.**
- **Remove current objective #7.**
- **Add the words “and Zoning” to objective 8.**
- Current objective 10 – **Start with a verb (Ensure).**
- Policy 1 – **Change “authorities” to “agencies.” The words “to clear” will replace the words “on cleaning.” The second use of the word “road” will be removed.**
- Policy 2 – **Start with the verb pursue by removing “The Town should.” No specific measures will be mentioned.**
- Policy 3 – **Make the word “crossing” plural.**
- Policy 4 - **Both PASER and WISLR should be mentioned.**
- Policy 5 - **Add “persons with disability” between “elderly” and “others in need.” Strike “of such services.”**
- Policy 7 – **Remove the policy**
- Policies 8 & 9 – no change
- Policy 10 – **Start with a verb and be specific about subdivisions. “Update subdivision road and driveway ordinances to keep current.....”**
- Policy 11 – no change
- Policy 12 – **Start with verb – Continue to improve and upgrade unsurfaced roads to surfaced roads where appropriate and feasible.**

April 20<sup>th</sup> meeting – Review changes made to Chapters 2 & 3. Review recommended updates to Chapter 4. Kristen. Johnson will begin work on Chapter 5. We will work on that chapter as time allows.

#### **ADJOURN**

Moved by Ron Becker and seconded by Lori Ruess to adjourn. The motion passed with unanimous ayes. Meeting adjourned at 9:11 pm.

Respectfully submitted:

Kathleen D. Lee, Plan Commission Secretary

Approved 04/06/2016