

HOUSING ELEMENT

General Overview

Why Housing?

Unlike some of the other required elements of a comprehensive plan, the purpose of a housing element may not be readily apparent. This is because local governments are not seen as housing developers and builders.

Yet, local governmental units do finance and develop certain types of housing when it is required to address an unmet need. And most importantly, local governmental units do directly influence the provision of decent and affordable housing through the land use regulations and development standards they adopt and the type of services they provide. For example, the land use element of this plan will control what types of housing units (single-family / multi-family) are constructed and at what density. In addition, transportation and public utility plans can certainly affect the timing of residential development. Therefore, it will be necessary to ensure that each of the elements in this plan form a consistent framework and support each other where they overlap.



Background Issues

Affordable and decent housing has long been considered a basic element of one's quality of life. Yet it is not always possible to find housing that is both decent and affordable¹. The lack of affordable housing is an issue that exists even in times of relative economic prosperity.

According to a recent study of housing in the United States, finding affordable housing is a growing problem for many families, especially renters as illustrated by the following:

- The number of affordable rental units decreased 5 percent from 1991 to 1997.
- Rents increased at 2 times the rate of inflation from 1997 to 1998.
- The number of renters at or below 30 percent of the median income continues to increase.

According to another study of housing in Wisconsin, a worker earning the federal minimum wage of \$5.15 per hour would have to work 81 hours per week in order to afford a 2-bedroom unit with a rent of \$543. Put another way, a worker would have to earn \$10.44 per hour for a 40-hour week to afford that unit. Based on statewide data collected in 1999 for the 2000 census, more than 17 percent of homeowners and more than 32 percent of renters spent more than 30 percent of their income on housing. The bottom line is the lack of affordable housing extends to all corners of Wisconsin.

Objective of Element

The intent of this element is to provide basic information on the housing stock in the community, analyze trends and identify potential problems and opportunities so that taken as a whole, this plan will accommodate the varied housing needs of current and new residents (Exhibit D-1).

¹ A dwelling unit is considered affordable if it costs no more than 30 percent of the total household income.

Another important product of this element is the projections for the number of additional households that will form over the next 20 years. These projections will then be used in the Land Use Element to determine the amount of land that should be allocated for residential purposes.

Exhibit D-1. Basic Objectives of the Housing Element

- Assess local housing conditions.
- Understand the local housing market to assess whether housing needs are being met.
- Understand the various roles in the housing delivery system and the community's role in it.
- Review various state and federal housing programs.
- Project how many new households will be added over the next 20 years.
- Identify problems and opportunities.
- Develop goals, objectives and policies that will accommodate the needs of current and future residents.

Existing Conditions

Types of Housing Units

In 2000, there were 242 housing units (Table D-1) in the Town. Single-family units accounted for 90.5 percent of the total, which is a substantially higher percentage than for the state and county (69.4 and 73.2 percents, respectively). Housing units in duplex buildings constituted the second most common type of housing, accounting for 4.9 percent of the total, followed by manufactured home units.

Table D-1. Housing Units by Type; Williamstown, Dodge County and Wisconsin: 2000

Housing Type	Williamstown	Dodge	Wisconsin
	Percent	County Percent	Percent
Single-Family (220)	90.5	73.2	69.4
Duplex (12)	4.9	7.7	8.2
Multi-Family (2)	0.8	14.4	18.0
Manufactured Home (9)	3.7	4.7	4.4
Other (0)	0.0	0.1	.10
Total (243)	100.0	100.0	100.0

Source: US Census of Population and Housing 2000
 Note: Percent column may not add up to 100 due to rounding.

Occupancy Status

The number of dwelling units available for rent or purchase in a community can represent the difference between a community with intense pressure for housing and inflated housing costs and a community in decline with abandoned homes. The supply of available dwelling units must be sufficient to allow for the formation of new households within the existing population, absorb in-migration of new households and permit existing households to reform because of a change in size or status. If the supply is insufficient, it is likely housing costs will rise making it more difficult for many residents to find affordable housing.

The general rule is that the overall vacancy rate should not exceed 3 percent (1.5 percent for owned units and 4.5 percent for rentals). At this rate, there are generally enough dwelling units to maintain an adequate housing choice among consumers.

Of the 242 housing units in the Town in 2000, 235 were occupied, while the other 7 units were unoccupied (Table D-2). During 2000, the occupancy rate (97.1%) in the town of Williamstown was slightly higher when compared to Dodge County (93.3%) and over 7 percent higher than all of Wisconsin (89.8%).

Table D-2. Occupancy and Vacancy Status; Williamstown, Dodge County and Wisconsin: 2000

Occupancy Status	Williamstown		Dodge County	Wisconsin
	Number	Percent	Percent	Percent
Occupied Units	235	97.1	93.3	89.8
Unoccupied Units	7	2.9	6.7	10.2
Total	242	100.0	100.0	100.0

Source: US Census of Population and Housing

Note: Percent column may not add up to 100 due to rounding.

Of the 7 housing units vacant in 2000, most of them were for sale or rent. None of the vacant units were for recreational, seasonal or occasional use.

Housing Tenure

During 2000, almost 85 percent of the occupied housing units in the Town were owner-occupied. This rate was substantially more than the occupancy rate in the county (73.4%) and all of the state (68.4%) (Table D-3). The comparatively high home ownership rate in Dodge County is affected in part by the fewer number of rental units available in the county.

Table D-3. Occupied Housing Units by Tenure; Williamstown, Dodge County and Wisconsin: 2000

Tenure	Williamstown		Dodge County	Wisconsin
	Number	Percent	Percent	Percent
Owner-Occupied	199	84.7	73.4	68.4
Renter-Occupied	36	15.3	25.6	31.6
Total	235	100.0	100.0	100.0

Source: US Census of Population and Housing

Note: Percent column may not add up to 100 due to rounding.

With the relatively low interest rates and the relative economic prosperity during the past decade, homeownership has significantly increased statewide since the 1990 census. However, in the town of Williamstown, homeownership increased only slightly from 83.3 percent to 84.7 percent of the occupied housing units.

Household² Size

The number of people living in a dwelling unit has implications for the number of housing units needed in the future. Even if the population were to remain stable, the declining trend in household size would suggest more housing units would be needed to accommodate the same population.

Nationally, the average number of individuals living in a dwelling unit has been declining for the last 30 years. Many factors have contributed to this trend, including: increasing number of single-parent homes, decreasing number of children per household and increasing life expectancy, especially for females. Although the decline in household size has been fairly steady for several decades, it is anticipated the downward trend will moderate in the future and remain somewhat stable.

Table D-4. Average Household Size Williamstown, Dodge County, and Wisconsin: 1990 and 2000

	1990	2000	Percent Change
			1990 to 2000
Williamstown	3.0	2.75	-9.2
Dodge County	2.8	2.56	-9.1
Wisconsin	2.6	2.50	-4.2

Source: US Census of Population and Housing

During 2000, the average household size in the Town was 2.75 compared to 2.56 for all of Dodge County and 2.5 for the State (Table D-4). Even though the Town currently has a slightly

² A household consists of all those individuals living in a dwelling unit. Some households consist of one person, a traditional family, unrelated individuals or any combination of families and individuals.

larger household size, the reduction over the past decade (-9.2 %) is comparable to the County and is significantly greater than the State (-4.2%).

Age of Housing Stock

The age of the housing stock in a community is one measure of quality, although one must not assume that as the age of a home increases, its quality declines. Age of a building only suggests that as a home gets older it may be necessary to spend more time and money on upkeep and maintenance.

Table D-5. Year of Construction; Willamstown, Dodge County and Wisconsin

Year Constructed	Town of Willamstown Percent	Dodge County Percent	Wisconsin Percent
1999 to March 2000	1.6	1.7	2.2
1995 to 1998	10.7	9.0	7.3
1990 to 1994	4.1	6.8	7.3
1980 to 1989	7.8	8.0	10.8
1970 to 1979	16.0	14.9	16.9
1960 to 1969	8.6	9.3	11.9
1940 to 1959	3.7	15.6	20.3
Prior to 1940	47.3	34.7	23.4
Total	100.0	100.0	100.0

Source: US Census of Population and Housing: 2000
 Note: Percent column may not add up to 100 due to rounding.

If basic maintenance is not done on a continual basis, older homes will soon become a liability rather than an asset. The costs of maintenance can be especially burdensome on low-income households who may not have the necessary resources.

In addition, some of the older homes that become sub-standard may need to be torn down or abandoned and would then need to be replaced in order to maintain the same number of units in the available housing stock.

As shown in Table D-5, the greatest percentage (47.3 %) of housing construction occurred in the Town prior

to 1940. This was followed by 16.0 percent of the construction between 1970 and 1979. Slightly more than 10 percent of the current housing was built between 1995 and 1998. Very few homes were constructed from 1940 to 1959, 1990 to 1994, and the smallest number since 1999 to the present. It is evident that the Town has been a predominately agricultural area with homes built long ago on individual farmsteads and limited new housing construction and development for almost the past decade.

A visual inspection of the Town’s housing stock confirms the fact that the majority of the homes are in good repair. However, it is important that the Town periodically assess housing conditions to identify future areas of declining maintenance.

Residential Construction

During the five-year period from 1998 – 2002 there were 29 single-family homes added to the housing stock in the Town (Table D-6). The year 2002 experienced the greatest amount of new housing construction. The combined value of these 29 housing units was in excess of \$4 million dollars.

Table D-6. New Residential Construction: Town of Willamstown: 1998 to 2002

Year	New Homes	Value	Average Cost Per Unit
1998	5	\$633,500	\$126,700
1999	4	\$625,000	\$156,250
2000	4	\$560,000	\$140,000
2001	3	\$530,000	\$176,667
2002	13	\$1,898,500	\$146,038
Total	29	\$4,247,000	\$146,448

Source: Town of Willamstown

Value of Owner-Occupied Dwelling Units

Slightly more than 49 percent of the dwelling units in the Town during 2000 had values between \$50,000 and \$149,999 (Table D-7). The remaining 51 percent were in the range of \$150,000 to \$499,999. These data suggest that there are a reasonable number of lower cost housing units available within the town of Willamstown.

Table D-7. Value of Owner-Occupied Dwelling Units; Williamstown, Dodge County and Wisconsin: 2000

Value	Town of Williamstown Percent	Dodge County Percent	Wisconsin Percent
Less than \$50,000	0.0	2.9	6.5
\$50,000 to \$99,999	14.7	42.5	35.4
\$100,000 to \$149,999	34.5	35.1	30.6
\$150,000 to \$199,999	25.0	13.0	15.5
\$200,000 to \$299,999	23.3	5.6	8.5
\$300,000 to \$499,999	2.6	0.8	2.7
\$500,000 to \$999,999	0.0	0.1	0.7
\$1,000,000 or more	0.0	0.1	0.1
Total	100.0	100.0	100.0
Median Value	\$151,600	\$105,800	\$112,200

Source: US Census of Population and Housing
 Note: Percent column may not add up to 100 due to rounding.

Housing Affordability

As briefly mentioned earlier, housing affordability is a problem that affects many low-and moderate-income residents throughout Wisconsin. To gauge the affordability of owner-occupied homes in 2003, five home sales in the Town were analyzed to see how many current households could afford to buy and live in one of these houses. These houses are listed in Table D-8 along with estimates for a mortgage payment, property tax, homeowner’s insurance and utilities. For the purpose of this analysis, a home is considered affordable if the total monthly housing cost does not exceed 30 percent of the average monthly household income.

Table D-8. Housing Costs for Selected Single-Family Detached Homes; Town of Williamstown: 2003

ID	Description	Sales Price	Monthly Mortgage Payment ¹	Monthly Property Tax	Total Monthly Housing Cost ²
1.	2 story, older (1923) Farm House, 3 bdr, 2 bath	\$118,900	\$570	\$117	\$847
2.	2 story Country Farm House, 4 bdr, 1.5 bath	\$134,000	\$643	\$168	\$971
3.	1.5 story on 5 acres (1975), 3 bdr, 1.5 bath	\$181,000	\$868	\$213	\$1,241
4.	2 story Contemporary (1979), 3 bdr, 2.5 bath	\$179,500	\$861	\$260	\$1,281
5	Newer Ranch (1996), 3 bdr, 2 bath	\$212,500	\$1,019	\$280	\$1,459

¹ Based on a 30-year fixed rate mortgage, a down payment of 20 percent and an interest rate of 6.0 percent
² Includes \$60 for energy, \$35 for insurance, and \$65 for water and sewer service.

The total monthly housing costs are then compared to various categories of low and moderate-income residents based on their monthly incomes and household size (Table D-9). Also listed are the percentages of households that fall within each low and moderate-income category, as estimated from the results of the 2003 community survey (Appendix C).

In the town of Williamstown approximately 34 percent of all the households that responded to the survey constitute the LMI (low/moderate income) group. As shown, 17.7 percent of these LMI households in the town of Williamstown could afford the least expensive house with a monthly cost of \$847, which also means that 16.3 percent of the LMI households could not even afford the least expensive home. Only 7.5 percent of all the LMI households could afford the second home while 3.5 percent could afford the third and fourth homes. The most expensive home at \$1,459 per month was not affordable to any of the LMI households in the town of Williamstown.

Viewed another way, less than 2 out of ten of the LMI households in the town of Williamstown could only afford the first house in their area. For almost half of the low and moderate-income households in the Town a moderately priced home within their own community was not affordable.

**Table D-9. Housing Affordability (LMI Households) by Family Size and Income:
Town of Williamstown: 2003**

Percent of Households In Each LMI Category ¹	30% of Monthly Income ²	Home ³				
		#1 \$847	#2 \$971	#3 \$1,241	#4 \$1,281	#5 \$1,459
3.6	1 person LI = \$507					
4.6	2 persons LI = \$580					
1.5	3 persons LI = \$653					
1.5	4 persons LI = \$725					
0.5	5 persons LI = \$783					
3.6	1 person MI = \$813					
1.0	6 persons LI = \$841					
0.0	7 persons LI = \$899					
10.2	2 persons MI = \$928					
0.0	8 persons LI = \$958					
1.0	3 persons MI = \$1,044					
3.0	4 persons MI = \$1,160					
1.5	5 persons MI = \$1,253					
2.0	6 persons MI = \$1,345					
0.0	7 persons MI = \$1,439					
0.0	8 persons MI = \$1,531					

1. Estimates based on the results of the Community Survey (Appendix C)
2. LI stands for Low Income and MI stands for Moderate Income
3. Homes refer to those listed in Table D-8.

During 2002, there were only 10 single family residential sales in the town of Williamstown. Of these, 20 percent were valued at less than \$130,000.

There were 3 homes sold at a cost between \$130,000 and \$149,999 and 2 that were between \$150,000 and \$179,999. There were 2 homes in the \$180,000 and higher price range.

Given the prices of these residential home sales during 2002 their affordability would be limited to less than half of the LMI households in the Town.

Table D-10. Single-Family Home Sales: Williamstown: 2002

Sales Price Category	Number Sold	Percent of Total
\$30,000 to \$49,999	0	0.0
\$50,000 to \$69,999	0	0.0
\$70,000 to \$89,999	1	10.0
\$90,000 to \$109,999	0	0.0
\$110,000 to \$129,999	1	10.0
\$130,000 to \$149,999	3	30.0
\$150,000 to \$169,999	1	10.0
\$170,000 to \$179,999	2	20.0
\$180,000 and higher	2	20.0
Total	10	100.0

Note: Percent column may not add up to 100 due to rounding.

Special Housing Needs

As the age of the population grows disproportionately older, the special

housing needs of the elderly must be an important part of a community's commitment to provide appropriate housing options for all of its residents. The availability of special facilities is especially important to residents who want to stay in the community they are most familiar with and remain near family and friends. Maintaining the connection is a critical component of their individual well-being.

The Wisconsin Department of Health and Family Services (DHFS), Division of Supportive Living licenses a number of residential settings for the elderly along with facilities for the physically and developmentally disabled. Table D-11 lists various residential settings and the total number of facilities and beds available in the town of Williamstown and also in all of Dodge County. It should be noted that most of these facilities are filled to capacity and maintain waiting lists. There are no facilities for the identified special need populations in the Town. However, there are 46 various Community Based Special Needs Housing Residential Facilities in Dodge County with a combined capacity to serve approximately 1,780 individuals.

Table D-11. Special Needs Housing; Williamstown and Dodge County: 2002

Facility Type	Description	Williamstown	Dodge County
		Number of Facilities	Number of Facilities
Adult Family Homes (AFH) (Licensed by the State)	A place where 3 or 4 adults receive care, treatment, or services (above the level of room and board) and that may include up to 7 hours per week of nursing care per resident.	0	3
Community Based Residential Facility (CBRF)	A place where 5 or more unrelated people live together in a community setting. Services provided include room and board, supervision, support services and may include up to 3 hours of nursing care per week.	0	26
Facility for the Developmentally Disabled (FDD)	A residential facility for 3 or more unrelated persons with development disabilities.	0	1
Nursing Home	A residential facility that provides 24-hour services, including room and board to 3 or more unrelated persons. These persons require more than 7 hours a week of nursing care.	0	10
Residential Care Apartment Complex (RCAC)	Independent apartment units in which the following services are provided: room and board, up to 28 hours per week of supportive care, personal care and nursing services.	0	6

Source: Wisconsin Department of Health and Family Services, Division of Supportive Living

Review of Existing Federal and State Housing Programs

As a result of a number of unmet housing needs, various governmental and nongovernmental efforts have developed over the years. These programs are intended to help provide decent and affordable housing, especially for low- and moderate-income persons, or persons with special housing needs (physically disabled, developmentally disabled, homeless and elderly). Exhibit D-2 is a summary of some available federal and state housing programs. It should be noted this information is general and intended to show the range of options and available resources. Each of the programs has certain limitations and procedures for providing assistance.

Exhibit D-2. Summary of Selected Federal and State Housing Programs and Revenue Sources

<p>Wisconsin Department of Administration, Division of Housing and Intergovernmental Relations (DHIR)</p> <p>Community Development Block Grant (CDBG) Program. Provides funds to local units of government on a competitive basis for rehabilitation, acquisition, site development and handicapped accessibility improvements for low- and moderate-income households. Funded through the U.S. Department of Housing and Urban Development (HUD).</p> <p>HOME Rental Housing Development (RHD). Provides funds to nonprofit organizations, housing authorities and local governments for acquisition, rehabilitation and new construction of rental housing projects for low-income persons. For-profit developers may participate in the program as co-owners with a nonprofit or local governmental entity or directly through the Wisconsin Housing and Economic Development Authority (WHEDA).</p> <p>Local Housing Organization Grant (LHOG) Program. Provides funds, with a one to one match, to housing authorities, Indian tribes and nonprofit housing organizations to improve their capacity to provide affordable housing for low-income persons.</p> <p>Low-Income Weatherization Program. Provides funds through local weatherization programs for units occupied by low-income persons.</p> <p>Rental Rehabilitation Program (RRP). Provides funds to owners of rental housing for repairs and improvements. Funded by HUD Home Investment Partnership Program.</p> <p>Home Program. Provides below market rate mortgages to first time homebuyers.</p>
<p>Federal Home Loan Bank of Chicago</p> <p>Affordable Housing Program (AHP). Provides loans or grants to not-for-profit organizations or public entities to finance the purchase, construction or rehabilitation of affordable rental housing.</p> <p>Community Investment Program (CIP). Provides funds at below-market interest rate advances for financing the purchase or rehabilitation of rental housing.</p>
<p>U.S. Department of Housing and Urban Development (HUD)</p> <p>Section 202/811. Provides capital advances under an annual competition to nonprofit organizations for rehabilitation or construction of affordable multi-family rental and co-op housing for elderly persons and persons with disabilities.</p> <p>Multi-Family FHA Mortgage Insurance. Provides federal mortgage insurance for private lenders to finance construction or rehabilitation of multi-family properties, nursing homes, intermediate care facilities or board and care homes.</p>
<p>Wisconsin Housing and Economic Development Authority (WHEDA)</p> <p>Affordable Housing Tax Credit Program. Provides federal income tax credits for construction, rehabilitation and preservation of affordable rental housing.</p> <p>Foundation Grant. Provides grant funds to nonprofit sponsors to help meet the housing needs of low- and moderate-income elderly, disabled or persons in crisis.</p> <p>Home Improvement Loan Program (HILP). Provides mortgage loan funds for rehabilitation and improvements for one- to four-unit owner-occupied dwellings.</p> <p>Multi-Family Homeless Mortgage Loan. Provides non-recourse mortgage loans for projects benefiting individuals or families who are currently homeless or in danger of becoming homeless.</p> <p>Multi-Family Wisconsin Affordable Housing Alliance, LLC. Provides long-term, non-recourse mortgage loans. Commonly used by developers of tax credit projects.</p> <p>Multi-Family Tax-Exempt Revenue Bond Loan. Provides construction and long-term financing for new construction, purchase or rehabilitation of existing buildings for multi-family rental housing.</p> <p>Home Program. Provides below market rate mortgages to first time homebuyers.</p>

Source: 2000 Consolidated Plan and others
 Compiled by: Mid-America Planning Services, Inc.

Review of Local Efforts

Most residents take great pride in their homes and yards and routinely take care of those things that need attention. As always, the Town will need to monitor the situation in to the future. As the housing stock ages and inflation plagues those on fixed incomes, the situation may change.

Future Housing Needs

Based on the overall intent of this plan, the population of the Town over the next 20 years is expected to increase at an annual rate of .6 percent, resulting in a total increase of 85 residents (Table D-12). To project the number of households over the next 20 years, the total projected population was divided by the anticipated average household size for that time period. For the purpose of this plan, it is anticipated that the average household size will remain constant at 2.75 persons through 2023.

Exhibit D-3. Factors Affecting the Number of Households

- 1. Change in Population – It can increase or decrease in number.
- 2. Change in Average Household Size – It can increase or decrease. The general trend in the U.S has been to decrease.

By 2023, the number of households in the town of Williamstown should approach 266. Between 2004 and 2023, it is anticipated that approximately 31 new households will form, or on average about 6 new households in each of the 5-year increments.

Exhibit D-4. Factors Affecting the Number of Housing Units

- 1. Change in Households – They can increase or decrease in number.
- Change in 2. Change in Vacancy Rate – The number of vacancies can increase or decrease.
- 3. Number of Residential Units Lost from Housing Stock – Housing units are lost to obsolescence, conversions or demolition.

As the number of households in a community rises, the number of housing units should also increase. The number of dwelling units available should exceed the number of households given the fact that a certain percentage of the units will be vacant at any point in time. A reasonable vacancy rate allows consumers a choice when newcomers move into an area and when residents create new households or decide to move within the community due to a change in household status, housing requirements or lifestyle. In addition, more

housing units will need to be constructed to replace housing units that are destroyed, demolished or converted to nonresidential uses.

The number of housing units was calculated by applying a vacancy rate to the projected number of households for each of the time periods. For the purpose of this plan, it is assumed the occupancy rate will hold fairly steady at about 96 percent over the next 20 years. Although it is likely some of the existing housing units may taken out of the housing stock, this amount will likely be insignificant and was not factored in the projections. Over the next 20 years, about 32 new housing units will need to be added to accommodate the growth rate of .6 percent.

Table D-12. Projections for Population, Households, and Housing Units; Town of Williamstown: 2004 to 2023

	Year	Population	Households	Housing Units
Total Number	2000	646	235	245
Number Added During Period	2004 to 2008	25	9	9
	2009 to 2013	20	7	7
	2014 to 2018	20	8	9
	2019 to 2023	20	7	7
	2004 to 2023	85	31	32

Notes

- 1 Population from 2004 to 2023 is based on a growth rate of .8 percent each year.
- 2 The number of households is calculated by subtracting those residents living in group quarters from the total population and then dividing by the average household size for that time. It is assumed that the household size will remain constant at 2.75 through 2023.
- 3 The number of housing units is calculated by applying a vacancy rate. It is assumed that the vacancy rate will be 4.0 percent throughout the planning period. It is further assumed that no existing housing units will be lost from the housing stock due to fire, demolition or conversion to other nonresidential uses.

Goals, Objectives, Policies and Recommendations

The goals, objectives, policies and recommendations for this element are found in Chapter B.

TRANSPORTATION ELEMENT

General Overview

Town residents depend on the transportation facilities in their community and the region to connect them to other areas of the state and to the rest of the nation and the world. The type, quality and location of transportation facilities are an important component in residents' quality of life and in developing and maintaining a sustainable economy.

There is a significant relationship between transportation and land use. New development or changes in existing land uses, whether incremental or sudden, directly affects the safety and functionality of roadways and the demand for additional transportation facilities. On the other hand, the creation of new or improving existing transportation corridors can have a significant distributional affect on the type and timing of development within a community and/or a region. Thus, this element and the Land Use Element should support and complement one another.

For the foreseeable future, the private automobile will continue to dominant all modes of transportation. However, it is important to recognize that people have different needs and capabilities and that a good transportation system should include a variety of transportation choices.

Objective of Element

The intent of this element is to provide basic information on the existing transportation network in the Town and in the region (Exhibit E-1). Next, statewide planning efforts are reviewed to assess how these efforts may or may not affect transportation facilities within and around the Town. State programmatic budgets are reviewed to determine what transportation projects, if any, are anticipated. The final section presents a future transportation network plan for the Town. Taken together this review will help to better define issues, problems and opportunities that need to be addressed to accommodate residents' needs. As an end product, the future transportation plan will guide development of the road network over the planning period. In addition, this element is intended to form the basis for transportation goals and objectives.

Exhibit E-1. Basic Objectives of the Transportation Element

- Assess existing transportation facilities.
- Review statewide planning efforts.
- Review state programmatic budgets for transportation projects.
- Develop a long-term plan for transportation facilities in the community.
- Develop goals and objectives that will accommodate the needs of current and future residents.

Existing Conditions

Local Road Network

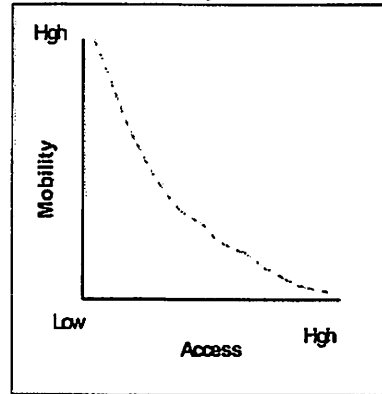
Roadways serve 2 competing functions: access to individual properties and traffic mobility. These needs compete in that as the number of property accesses increases along a route, traffic mobility decreases (Exhibit E-2).

To help plan for current and future traffic conditions, it is useful to categorize roads based on their primary function. Arterials accommodate the movement of vehicles, while local streets provide the land access function. Collectors serve both local and through traffic by providing a connection between arterial and local roads.

Highways in Wisconsin are classified by the DOT as principal arterials, minor arterials, major collectors, minor collectors and local highways. Map E-1 shows the various roads in the Town and how they are classified according to the Department of Transportation (DOT).

Principal Arterials. State Trunk Highway (STH) 28 provides the major east-west arterial for transportation in Williamstown, running between Horicon and Theresa. It is the most heavily trafficked highway in the Town. The STH 67 provides the major arterial for north-south movement (south of Mayville) and east-west movement east of Mayville. STH 33 is also a major east-west arterial that is actually located to the south of the Town boundary.

Exhibit E-2. General Relationship Between Access and Mobility



Minor Arterials

County Trunk Highway (CTH) Y running north-south, north of Mayville serves as a minor arterial.

Major Collectors

CTH V north of Mayville is classified as a major collector. In addition, CTH TW serves as a major collector for Williamstown, running north-south.

Minor Collectors

There are no designated minor collectors in the town of Williamstown.

Local Streets. All other public roads in the Town that are not classified by the DOT are considered to be local roads.

Current Road Proposals

At the present time there are no formal proposals under consideration that would significantly alter the roadways within and through the town of Williamstown.

Maintenance Responsibility

Within the town of Williamstown there are roughly 41.17 miles of public roads. Of this total, the Town is responsible for maintaining approximately 26.64 of those miles or 64.7percent of the total (Table E-1).

Table E-1. Roads Located in the Town by Maintenance Responsibility: 2003

	Length (miles)	Percent of Total
State of Wisconsin	0	0.0
Dodge County	14.53	35.3
Williamstown	26.64	64.7
Total	41.17	100.0

Source: Department of Transportation

Traffic Conditions

As part of a statewide system, the Wisconsin Department of Transportation monitors traffic flow at selected locations on 3-year cycles. Map E- 1 shows the locations of these counts taken in or near the Town during 2001. Traffic on STH 28 is the highest with an annual average daily traffic count of 5,900 trips per day. STH 67, south of Mayville, averaged 4,700 trips, CTH TW had an average of 1,800 and CTH V south of Mayville averaged 690 daily trips. STH 28 is the dominant east-west route serving the town of Williamstown.

Surface Conditions

Periodically the Town inspects all of the public roads it maintains and assigns a rating for the physical appearance of each road by segment. The system is referred to as PASER (Pavement and Surface Evaluation Rating). Recent data from 2004 are shown in Table E-2. Over 37percent of the road miles do not need any type of maintenance at this time (rating 9 or 10). Routine maintenance (rating 7 or 8) is needed on 18.75 percent of the road miles, while another 31.25 percent of the roads are in need of preservative treatments (rating 5 or 6). There are no roads with a rating of 1 or 2 that would require reconstruction.

Table E-2. Condition of Roads Located in the Town: 2004

PASER Rating	Warranted Maintenance	Percent of Total
1 or 2	Reconstruction	0.00
3 or 4	Structural Improvements and leveling – overlay	12.50
5 or 6	Preservative Treatments	31.25
7 or 8	Routine Maintenance – crack sealing and minor patching	18.75
9 or 10	None required	37.50
Total		100.0

Source: Town of Williamstown

Note: The PASER rating scheme is described in Appendix D.

Rustic Road Conditions

In 1973, the state legislature created the Rustic Roads System to help citizens and local units of government preserve what remains of Wisconsin’s scenic, lightly traveled country roads for the leisurely enjoyment of bikers, hikers and motorists. Throughout the state, there are over 680 miles in the system with 84 designated roadways.

There are no roads that have been designated as rustic roads in the town of Williamstown or in Dodge County.

There are however, several sections of local Town roads that often carry heavy traffic volumes of visitors to the Horicon Marsh. In recognition of this the DNR occasionally provides nominal reimbursement to the Town for the costs of maintaining these roadways.

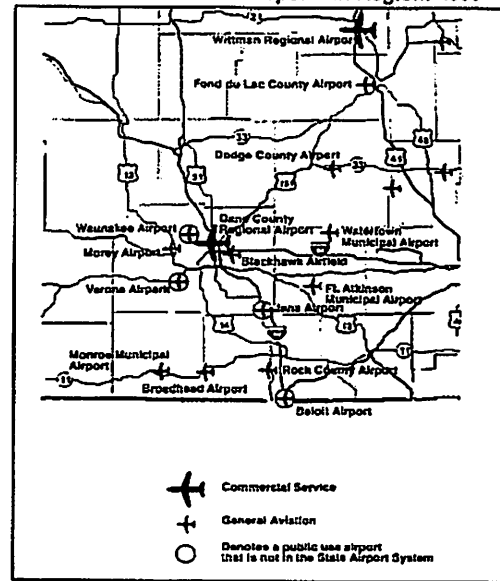
Page reserved for Map E -1 -- Functional Classification and traffic counts

Air Transportation

Within Dodge County there is one municipal airport located 2NM north of the city of Juneau as shown in Exhibit E-3. This airport is classified as a T/C, Transport Corporate facility. It is intended to serve corporate jets, small passenger and small cargo jet aircraft used in regional service and small airplanes used in commuter air service. The Dodge County airport recently expanded by building a \$1.2 million facility including a 120-foot by 120-foot by 24-foot hanger. This allows Wisconsin Aviation to hangar numerous planes during inclement weather and provides much greater flexibility to the facility than previously available. The airport has two runways that provide four instrument approaches.

During 2003 the Governor approved two projects for the Dodge County airport. In March, a proposed \$120,000 design project was approved that provides for planned improvements including an extension of a parallel taxiway, a hanger area and taxi lanes, and airport access road. In July, \$500,000 was approved to construct the designed improvements.

Exhibit E-3. Public Use Airports in Region: 2000



The Dane County Regional Airport is approximately 40 miles southwest of the town of Williamstown and is the closest airport with full commercial service and general aviation facilities. Local residents may also utilize the Wittman Regional Airport, 45 miles to the northeast of the Town, in Oshkosh. This facility also offers full commercial service and general aviation facilities. In addition, some residents may prefer to use General Mitchell International Airport in Milwaukee, which is approximately 65 miles away.

Other aviation facilities in the area include the Watertown Municipal airport, classified as a Transport Corporate facility and the Fond du Lac County airport, also classified as a Transport Corporate facility.

Table E-3. Projected Aviation Operations for Airports in State Airport System in Region: 2000 to 2020

Airport Name	2000	2010	2020	Percent Change 2000 - 2020
Dodge County Airport	27,900	29,800	31,000	11.1
Wittman Regional Airport	83,970	87,770	90,470	7.7
Watertown Municipal Airport	49,820	53,420	57,120	14.6
Fond du Lac County Airport	47,850	48,450	51,950	8.6
Dane County Regional Airport	167,400	176,000	183,700	9.7
General Mitchell International	215,000	268,440	303,100	41.0

Based on projections contained in the Wisconsin State Airport System Plan – 2020 these airports are expected to experience increased traffic levels in varying degrees as shown in Table E-1. Of

the airports shown, only General Mitchell International is expected to see a larger percentage increase in aviation operations² than the statewide average of 16.4 percent.

¹ A reliever airport is a general aviation airport in a metropolitan area that general aviation pilots can use as an alternative landing area to more congested commercial service airports.

² An aviation operation is defined as either a landing or a takeoff. A plane that takes off and returns would account for two operations.

Railroad Facilities

There are a number of freight railroads operating in the region (Exhibit E-4). The Wisconsin & Southern Railroad Company, Northern Division, operates 147 miles of ex-Milwaukee Road branch lines from Horicon to Cambria, Mayville and Milwaukee. The Wisconsin & Southern provides direct access to shippers via the Chicago, Illinois gateway. Lumber and fertilizer are commonly shipped on this line.

Amtrak provides passenger service between Minneapolis - St. Paul and Milwaukee and points beyond. The 2 closest Amtrak Stations available to the town of Williamstown residents are located in Columbus and Milwaukee.

Water Transportation

The town of Williamstown does not have immediate access to any major waterway or harbor that would offer water transportation options.

Bicycle / Walking Trails

In Wisconsin there are currently 16 state bike trails that have been developed for use by residents of the state. The closest trail to the town of Williamstown is the Wild Goose State Trail. This trail is the first cooperative state trail that is a multi-use

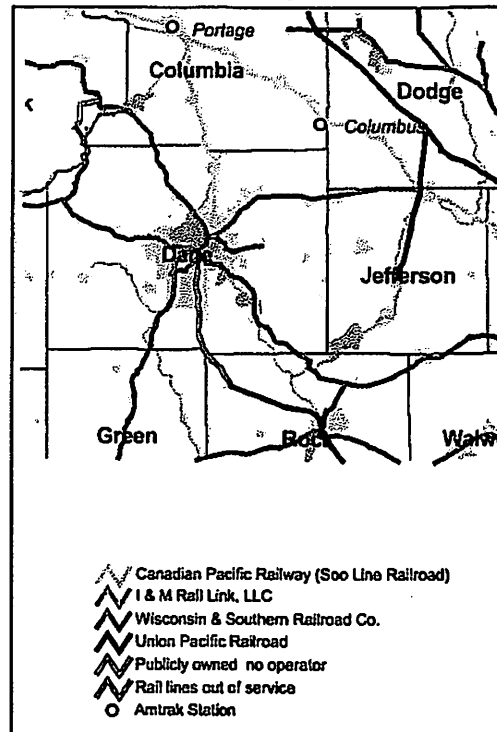
recreational route located in Dodge and Fond du Lac Counties on an abandoned Chicago and Northwestern railroad corridor. The trail is owned by the Wisconsin Department of Natural Resources, while Dodge and Fond du Lac Counties develop, maintain and operate the trail. The trail runs from the southern trailhead at STH 60, four miles south of the city of Juneau in Dodge County to the northern trailhead at Rolling Meadows Drive in the city of Fond du Lac. The trail offers a safe and leisurely route through the countryside and offers bikers access to wildflowers, woodlots, wildlife, prairie remnants, farm fields and the Horicon National Wildlife Refuge and State Wildlife Area with over 250 bird species. The main trail is 34 miles of compacted limestone screenings and is used for biking, walking, hiking, jogging and cross-country skiing on a year round basis.

In addition, various roadways within the Williamstown area have been classified as on-road bicycle facilities. However, traffic volumes and road widths on many of these roads allow limited bicycle traffic and bicyclists are urged to familiarize themselves with these local conditions before using them. Those portions of STH 28 in the Town are classified as mostly high volume and are not recommended for bicycling. Such roadways typically have heavy traffic volume, no paved shoulders or narrow paved shoulders, and many have moderate to high truck traffic. STH 67 and CTH V are both classified as having moderate traffic volumes and conditions for bicycling. CTH Y is classified as having moderate to high traffic volume. The best local conditions for bicycling in the Williamstown area can be found on CTH TW, which has light volumes of traffic and other favorable factors such as good sight distance and minimal truck traffic.

Special Transit Facilities

Within the Town there are no public transit facilities. The Dodge County Department of Human and Health Services administers two transportation programs for the elderly and people with disabilities. The Driver Escort Program staffed exclusively by volunteer drivers offers transportation services to older adults for personal and medical needs. Individuals using the service make donations based on the mileage driven. In addition, the Department offers

Exhibit E-4. Railroads in Region: 2000



transportation in handicapped vans to ensure that the elderly and people with disabilities have access to medical appointments, services, and nutrition related services at congregate meal sites. Other than medical appointments that may be eligible for reimbursement through Medical Assistance, individuals using this service also make donations based on the mileage driven.

Review of Existing Transportation Plans

There are a number of statewide transportation planning efforts that will have a bearing on the presence or absence of transportation facilities and services in the region (Exhibit E-5). Most of these efforts developed umbrella policy documents that provide general goals and policies covering the state. The following sections provide a brief overview of the plans that have been completed or that are in a draft phase and how they might affect area residents and the preparation of this Plan.

TransLinks 21

Exhibit E-5. Statewide Transportation Plans

Title	Responsible State Agency	Status
Translinks 21	Department of Transportation	Adopted - 1994
Wisconsin Bicycle Transportation Plan - 2020	Department of Transportation	Adopted - December, 1998
Midwest Regional Rail System	Department of Transportation	Published – February, 2000
Wisconsin State Highway Plan 2020	Department of Transportation	Adopted - February, 2000
Wisconsin State Airport System Plan 2020	Department of Transportation	Adopted – February, 2000
State Recreational Trails Network Plan	Department of Natural Resources	Adopted January, 2001
Wisconsin Pedestrian Plan	Department of Transportation	Proposed completion – 2001
State Rail Plan	Department of Transportation	Proposed completion - 2002

Compiled by: Mid-America Planning Services, Inc.

Beginning in 1994, the Department of Transportation began a planning process to develop a comprehensive, intermodal transportation plan as mandated by the federal government in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The resulting plan, *Translinks 21*, is intended to guide transportation policies, programs and investments through the year 2020.

It outlines an aggressive program, estimated to cost \$39 billion over a 25-year period, which is about \$8.9 billion over projected spending levels. *Translinks 21* is intended to provide policy level guidance on the preparation of individual modal plans for highways, airports, railroads, bikeways and transit. Key programmatic elements are shown below in Exhibit E-6.

Exhibit E-6. Tranlinks 21 -- Major Programmatic Elements

- State Highways**
 - Complete construction of the multilane Corridors 2020 Backbone network (more fully described below).
 - Fund a new \$175 million Country Roads Program to maintain less-traveled state highways and provide habitat and landscape improvements to enhance the scenic, historic and other attractions surrounding the highway.
- Passenger Rail**
 - In conjunction with Amtrak, develop new high-speed passenger rail service to various locations in the state.
- Air service**
 - Invest \$50 million in airports to replace anticipated shortfalls in the federal Airport Improvement Program.
- Intercity Bus**
 - Invest \$160 million to maintain existing intercity bus service and provide service to communities over 5,000.
 - Invest \$25 million to help communities establish intercity passenger transportation stations connecting intercity bus, rail, auto and in some cases air services with each other and with municipal bus, taxi, or elderly and disabled services.
- Public Transit**
 - Implement five new initiatives to maintain, improve and expand use of public transit in larger communities.
- Other**
 - Increase funding for the Local Road Improvement Program (LRIP), which helps local communities pay for needed improvements on local routes.

Compiled by: Mid-America Planning Services, Inc.

Wisconsin State Highway Plan – 2020

The State Highway Plan 2020 outlines investment needs and priorities for the state's investment needs and priorities for the state's 1,800 miles of State Trunk Highway through the year 2020. Given the financial realities of maintaining this extensive road network (need exceeds anticipated funds), the plan establishes priorities for funding. Most of the funding is allocated to Corridors 2020 backbone and collector routes as shown in Exhibit E-7.

Interstate 94 and 90 are considered part of the backbone of Corridors 2020 and will continue to receive a high degree of maintenance and improvement when needed.

Wisconsin Bicycle Transportation Plan – 2020

The Wisconsin Bicycle Transportation Plan – 2020 presents a blueprint for developing and integrating bicycling into the overall transportation system. In an effort to promote bicycling between communities, the plan analyzed the condition of all county trunk and state trunk highways in the state and produced maps showing the suitability of these roads for bicycle traffic. Suitability criteria were based primarily on road width and traffic volumes with secondary consideration given to pavement condition, passing opportunities and percent and volume of truck traffic.

The plan also identified state trunk highways suitable as "Priority Corridors and Key Linkages" that connect communities over 5,000 population and other major bicyclist destinations. Although these mapped routes currently occur only on state trunk highways, the plan anticipates that the routes will be extended to include other segments of County Trunk Highways as Smart Growth Plans are prepared and adopted in the future.

Midwest Regional Rail System

Since 1996, transportation officials from 9 Midwest states, Amtrak and the Federal Railroad Administration have been developing a proposal to bring more efficient high-speed passenger rail to Midwest residents. The recently adopted, Midwest Regional Rail Initiative, lays out a general framework for developing and improving the 3,000-mile rail network, known as the Midwest Regional Rail System (MWRRS) (Exhibit E-8). The overall

Exhibit E-7. Corridors 2020

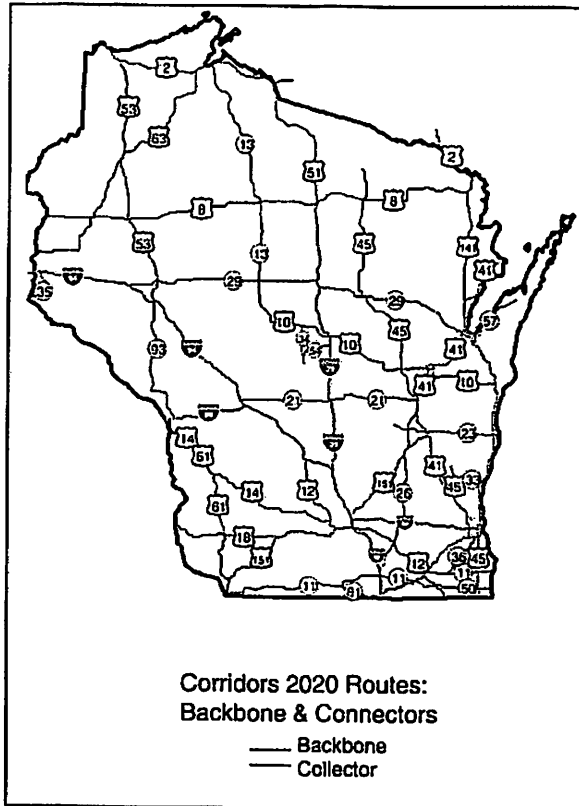
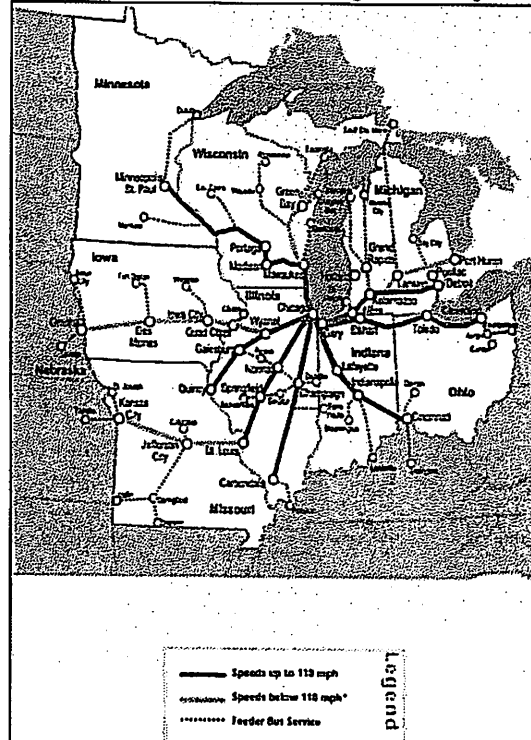


Exhibit E-8. Proposed Midwest Regional Rail System



project would cost more than \$4 billion and would be implemented over 10 years. Although representatives from the participating entities jointly developed the proposal, individual states will need to implement and fund specific projects within their state's jurisdiction. As of this date, the state has not authorized any specific projects. Implementation of all or part of the MWRSS in Wisconsin will likely be addressed in the state's Rail Plan currently under development.

As proposed, passenger railroad service would be more accessible for area residents, with a line running through the Madison area. Up to 10 round trips per day is anticipated between Madison and Milwaukee. Construction of this route as proposed in the plan would occur in years 2 and 3 of an 11-year implementation schedule.

Wisconsin State Airport System Plan - 2020

The Wisconsin State Airport System Plan – 2020 has a 21-year planning horizon and provides a framework for the preservation and enhancement of public-use airports that are part of the State Airport System. Of the 143 public-use airports in the state, 100 are part of the system. Based on coverage of existing airports and anticipated demand, the plan recommends that no new airports be brought into the System and that no existing airport be eliminated.

The plan categorizes needed improvements into three groups: pavement, instrument capability and airport service level. The recommended set of policy scenarios generates a statewide total of estimated project costs for the 21-year planning period of nearly \$1.1 billion (1999 dollars). Although estimated costs were developed for each of the airports in the system, the plan did not itemize the costs for each airport so it is difficult to determine which airports have been identified as needing improvements over the next 21 years.

State Recreational Trails Network Plan

The Wisconsin Department of Natural Resources is currently in the process of preparing the State Recreational Trails Network Plan, which will be an amendment to the Wisconsin State Trail Strategic Plan. This plan identifies a network of trail corridors throughout the state referred to as the "trail interstate system" that potentially could consist of more than 4,000 miles of trails. These potential trails follow highway corridors, utility corridors, rail corridors and linear natural features (e.g. rivers and other topographic features).

Given the scope of the plan and the inter-jurisdictional nature of linear trails, the DNR will need to work in partnership with the Department of Transportation, affected counties and other local units of government and interested user groups. The department would act as a facilitator helping with acquisition and in some instances development, as funding permits. This Plan and the DOT's Pedestrian Plan (discussed above) should be seen as complementary as there is often little distinction between recreational use of a trail and using the trail as a means of inter-city transportation. Even though a proposed trail corridor may not run through a community, the plan encourages communities and counties throughout the state to develop additional trails linking to the statewide trail system.

Programmed Transportation Improvement Projects

State and County Trunk Highways

The Department of Transportation makes improvements to State Trunk Highways as listed in the 6-Year Highway Improvement Program. As shown in the current budget there are no major projects anticipated in the town of Williamstown.

Airports in State Airport System

Sponsors of airports in the State Airport System are eligible to apply for state and federal funding to help augment the cost of airport improvement projects that range in scope from very small improvements to major development and reconstruction projects. The Bureau of Aeronautics programs airport improvement projects around the state based on state and federal priority ratings, state and federal funding availability and other factors. The result is a Five-Year Airport Improvement Program that is updated every year. The projects listed in the first two years of the program are programmed for completion, while those in latter years are tentative.

During 2003 there were two projects approved for the Dodge County Municipal Airport at a combined estimated cost of \$620,000 for planned improvements to that facility.

Future Transportation Plan

The town of Williamstown is not anticipating any major improvements to the roads in the area.

Goals, Objectives, Policies and Recommendations

The goals, objectives, policies and recommendations for this element are found in Chapter B.

UTILITIES AND COMMUNITY FACILITIES ELEMENT

General Overview

People and communities need a whole host of community-type facilities and services. Some of these services are needed to provide basic levels of health and safety, while others help to maintain a high quality of life, foster job creation and create a sustainable economy.

Historically, the distinction between private-sector services and those provided by the public sector was quite clear. However, this distinction can be quite different from community to community and can shift within a community over time. With the trend of privatization, private-sector companies now offer some services that historically were provided by government. Likewise, some services typically thought of as private-sector ventures, are now in the realm of the public sector.

The provision of community-type services is a key element of this Plan and follows the general direction established by the Land-Use Element. As the population of a community grows, it may be necessary to build more facilities or consider providing new services.

Objective of Element

The intent of this element is to provide basic information on the community-type services currently offered in the town of Williamstown with the exception of transportation related facilities, which are addressed in another separate element of this Plan (Exhibit F-1). The location, use, capacity and extent of services are identified for both public- and private-sector utilities and services.

All of this will help to identify what public services should be expanded or rehabilitated and what if any new services could be provided to address an unmet need.

Exhibit F-1. Basic Objectives of the Utilities and Community Facilities Element.

- Identify and describe the full range of community-type services currently provided.
- Identify the capacity of these services.
- Identify unmet community wide needs.
- Identify what public facilities will need to be expanded in the future to accommodate additional residents and commercial and industrial uses.
- Develop goals and objectives that will accommodate the needs of current and future residents.

Existing Facilities and Services

Water and Wastewater Facilities

The residents of the town of Williamstown receive their water from individual well systems maintained on their properties. All wastewater from the residents of the town of Williamstown is treated by individual septic systems or mound systems that exist at the residences. Results from the recent 2003 Community Survey indicate that 47.6 percent use below ground drain fields, 36.4 percent use mound drain fields, 9.1 percent use holding tanks and 7.0 percent indicated that they used some "other" system or did not know what they use for this purpose.

The majority of soils in the Town are very poorly drained and generally have severe limitations for the successful operation of septic systems. At the present time both the village of Kekoskee and the city of Mayville operate their own sewage treatment plants. In the recent 2003 community survey when asked if “the Town should create a sanitary sewer district adjacent to the city of Mayville, 62.9 percent of the residents who responded to the question said “no.” Furthermore, when asked if “the Town should create a sanitary sewer district adjacent to Mayville, Horicon or Kekoskee, knowing that it would involve the construction of a collection system and contracting with Horicon, Mayville, or Kekoskee to treat the sewage, almost 82 percent of the residents who responded said “no”.

Storm water Management Facilities

The town of Williamstown recognizes the need to manage its storm water drainage. The handling of the drainage is done through the use of roadside ditches or natural drainage ways. The drainage in the Town’s subdivisions has not been a problem to date.

Solid Waste Disposal / Recycling

The town of Williamstown utilizes the Onyx Glacier Ridge Landfill for the collection and disposal of their solid waste. Local residents can either contract with the landfill for the pickup and removal of their solid waste or residents can deliver it directly to the landfill. In the recent 2003 Community Survey, 71.3 percent of the residents who responded felt that the present waste disposal system and the hours of operation of the landfill were adequate. The Onyx Glacier Ridge Landfill is also responsible for the handling of the recyclables for the town of Williamstown. It is also important to note that 71.3 percent of those residents who responded to the 2003 Community Survey also felt that the Town should do what it can to stop any future sanitary landfills from being developed.

The annual Clean Sweep Operation conducted by Dodge County also affords local residents the opportunity to dispose of their hazardous materials appropriately.

Recreation Facilities

The availability of parks, recreational facilities and open space are all factors that contribute to the quality of life in the community. It is important to recognize the value of these facilities in planning for the current and future uses of land in the town of Williamstown.

According to the 1997 Dodge County Economic Development Plan the town of Williamstown has only 4.9 acres of land dedicated to recreational use. This shortage of park facilities is due, in part, to the largely rural and agricultural nature of the area. Within the boundaries of the Town there is a small park located at the entrance to the Horicon Marsh and a park located along the STH 28 at the Horicon Marsh Education Center. Local residents can also enjoy the 83-acre Ledge Park located between Horicon and Mayville, off CTH TW.

Half of the town of Williamstown land mass makes up the southeast quadrant of the Horicon National Wildlife Refuge which offers numerous recreational, hiking, and nature oriented recreational activities to local residents as well as thousands of annual visitors to the Horicon National Wildlife Refuge.

As part of the 2003 Community Survey local residents were asked if the Town should develop a Town recreation area. Of the 182 individuals who responded to this question almost 66 percent indicated they did not support such development. In addition, residents were also asked if the Ledge County Park was an asset to the Town. Of the 183 individuals who responded to this question almost 78 percent believe that it is certainly an asset.

Library Services

The local residents of town of Williamstown have access to public library services provided in a number of the surrounding communities. These local libraries are part of the Wisconsin

Federated Library System. The libraries offer local residents a wide array of services, publications and access to on-line Internet access and computer services.

Those public libraries in closest proximity to the town of Williamstown include locations in Mayville, Horicon, Lomira and Theresa. The Mayville and Horicon Public Libraries are the largest in the immediate area. The Mayville Public Library has over 39,500 books, 1,000 audio materials, 1,600 video materials and over 120 serial subscriptions. The Horicon Public Library has over 27,000 books, 1,400 audio materials, 1,600 video materials and 73 serial publications. All of the libraries throughout Dodge County also offer free Internet access through WiscNet.

Police Services

The town of Williamstown does not operate its own Police Department. As such, any requests for law enforcement service and intervention are directed to the Dodge County Sheriff's Department for response and handling. There are occasions when the Sheriff's Department may redirect such calls to other law enforcement agencies in the immediate area of the town of Williamstown for mutual aid response.

Fire Protection

All fire protection services are provided to the town of Williamstown under an intergovernmental contractual agreement with the Kekoskee District Fire Department for all but three sections in the southern area of the Town that receive both their EMS and fire protection responses under a similar agreement with the city of Horicon.

Emergency Medical Service

All emergency medical services are provided to the town of Williamstown under an intergovernmental contractual agreement with the Kekoskee District Fire Department (First Responders) and the city of Mayville EMS (ambulance) for all but three sections in the southern area of the Town that receive their EMS services from the city of Horicon.

Municipal Buildings

The town of Williamstown has a new Town Hall/Community Center that it owns and maintains. It is located just to the east of the village of Kekoskee on CTH TW.

Electric Utility and Natural Gas Transmission

Residents of the town of Williamstown receive their electrical service from the Alliant Energy Company, which is privately owned and located in Madison. The Alliant Energy Company also provides natural gas to the residents of the town of Williamstown.

Telecommunications Facilities and Fiber Optics

Ameritech provides telephone service to town of Williamstown residents and Charter Cable and Dodge County Cablevision provide the cable TV service. Cellular phone service is offered by a number of companies. The Town currently also has access to fiber optic lines/DSL service.

Health Care Facilities

Although there are no hospitals, clinics or physician offices actually located in the town of Williamstown, a number of health care and medical facilities exist in many of the surrounding areas. There are four General Medical-Surgical Hospitals (GMS) in the area including the Waupun Memorial Hospital, the Beaver Dam Community Hospital, Inc., the Aurora Medical Center of Washington County, and the Watertown Memorial Hospital. All of these facilities are within approximately 20 miles of the town of Williamstown. In addition, the city of Mayville is home to a number of health care related facilities. These include the Fond du Lac Regional Clinic, Beacon Health Care SC, Affiliated Dentistry of Mayville, Mark Brieman, DDS, and the Barnes Chiropractic Clinic.

The Beaver Dam Community Hospital, Inc. also offers a continuum of care that includes Hillside Hospital, a 125 bed acute care facility; Hillside Manor, a 123 bed skilled nursing facility; Eagle’s Wings, Juneau Terrace, and Remembrance Home which are community based residential facilities; Stone Terrace, an assisted living retirement center, Lakeview Community Wellness Center, the Sports Medicine Center, and the Kid’s Care Child Care Center.

Child Care Facilities

With increasing numbers of families being headed by a single parent and as more women enter the workforce, the number of children needing day care is an important consideration for families and employers alike. Within the town of Williamstown there are no group or family day care facilities. However, there are a limited number of childcare facilities in other communities that are close to the Town (Table F. 1). In the city of Horicon there are 3 group facilities and 1 family facility; in the village of Iron Ridge there is one group facility; in the village of Lomira there are 2 group facilities and 2 family child care facilities; and in the city of Mayville there are two group facilities.

Within the greater Dodge County area there are a total of 33 group childcare facilities and 24 family childcare facilities currently licensed by the State of Wisconsin, Department of Health and Family Services. The greatest concentration of group childcare facilities can be found in city of Beaver Dam and the city of Waupun. The greatest concentration of family childcare facilities is also in the city of Beaver Dam. Throughout Dodge County the total capacity for group childcare facilities is 1,481 children and for family childcare facilities the total capacity is 192 children.

Table F-1. Child Care Facilities in Proximity to Williamstown: 2003

Facility	Class	Capacity	Age Served
Marsh Moppets Preschool- Horicon	Group	24	3Y-5Y
St. Stephen Child Care Center – Horicon	Group	35	2Y-12Y
Kids Come First – Presbyterian CCC – Horicon	Group	49	6W-12Y
Willows Christian CCC, Inc. – Iron Ridge	Group	48	6W-12Y
Mary Linsmeier School – Lomira	Group	40	6W-12Y
Quad Care – Lomira	Group	86	6W-12Y
Pattycakes LLC Daycare – Mayville	Group	39	6W-12Y
Richies Little Rascals - Mayville	Group	40	2Y – 12Y
Gray Hair Day Care – Horicon	Family	8	6W-7Y
Debble’s Day Care – Lomira	Family	8	6W-12Y
Tammy’s Tots Family Daycare - Lomira	Family	8	2Y-12Y

Source: Division of Children and Family Services, Bureau of Regulation and Licensing, Wisconsin Department of Health and Family Services

In addition to the licensed daycare facilities, St. John’s Lutheran in Mayville and St. Stephen’s in Horicon also offer local residents access to pre-kindergarten childcare programs.

Cemeteries

In addition to Norton or Greenbush Cemetery that is located in the Town, there are a number of cemeteries in the area surrounding the town of Williamstown. The vast majority of them can be found in and around the city of Mayville. These include the Mayville or Graceland Cemetery, St. Mary’s Catholic Cemetery, St. John’s Cemetery, the Calvary or Old St. Mary’s Catholic Cemetery, and Kekoskee or Tidyman Cemetery located near Kekoskee.

Schools

The children living in the town of Williamstown are served by two different school districts, the city of Mayville and the city of Horicon, depending on the residential area where they live. The city of Mayville operates Mayville High School, grades 9-12, Mayville Middle School, grades 4-8, and Parkview Elementary, grades Pre-Kindergarten-3. The city of Horicon operates the Horicon High School, grades 9-12, the Horicon Junior High School, grades 7-8, and the Horicon Elementary School, grades Kindergarten-6.

In addition there are three private/parochial schools within the immediate area that are available to local residents. These include: St. Stephen’s Lutheran located in Horicon, grades

Pre-kindergarten-8, St. John's Lutheran in Mayville, grades Pre-kindergarten-8, and St. Mary's Parochial, located in Mayville, grades 1-8.

Post high school opportunities are available in Beaver Dam, Hartford, Mayville, Watertown and Waupun. Beaver Dam offers Moraine Park Technical College and Wayland Academy. Hartford, Mayville and Waupun have branches of the Moraine Park Technical College. Watertown provides opportunities through Madison Area Technical College and Maranatha Baptist Bible College.

Community Facilities Plan

A number of questions were included in the 2003 community survey to gauge resident's satisfaction with selected community services (see Appendix B). Of the services/facilities listed (Table F-2) over 91 percent of the respondents felt that the fire protection and 89.3 percent felt that the EMS services were adequate. Approximately 78.7 percent also felt that the police protection was adequate.

The residents overall assessment of the adequacy of the available recreational facilities for the majority of the age groups was greater than 40 percent for all the age groups represented in the survey question. There were also fairly high percentages of the residents who did not have an opinion regarding the recreational facilities in the Town. Further, when asked in the 2003 Community Survey whether "the Town should establish additional services, 11.4 percent of those who responded said "yes", 59.5 percent of the respondents said "no", and 29.2 percent had "no opinion" on this issue.

Table F-2. Community Services; Town of Williamstown: 2003

Service/Facility	Adequate	Not Adequate	No Opinion
Fire Protection	91.0 %	4.7 %	4.2 %
Police Protection	78.7 %	10.9 %	10.4 %
EMS Service	89.3 %	2.1 %	8.6 %
Recreation Facilities 0-5 year olds	41.0 %	12.9 %	46.1 %
Recreation Facilities 6-13 year olds	43.6 %	13.4 %	43.0 %
Recreation Facilities 14-18 year olds	43.5 %	14.1 %	42.4 %
Recreation Facilities 19-64 year olds	49.2 %	11.9 %	39.0 %
Recreation Facilities 65 and over	44.1 %	10.7 %	45.2 %

Source: 2003 Community Survey (Question 15)

Goals, Objectives, Policies and Recommendations

Goals, objectives, policies and recommendations for this element are found in Chapter B.

Map F-2 Utilities and Community Facilities Plan 2003 to 2023

UTILITIES AND COMMUNITY FACILITIES ELEMENT

General Overview

People and communities need a whole host of community-type facilities and services. Some of these services are needed to provide basic levels of health and safety, while others help to maintain a high quality of life, foster job creation and create a sustainable economy.

Historically, the distinction between private-sector services and those provided by the public sector was quite clear. However, this distinction can be quite different from community to community and can shift within a community over time. With the trend of privatization, private-sector companies now offer some services that historically were provided by government. Likewise, some services typically thought of as private-sector ventures, are now in the realm of the public sector.

The provision of community-type services is a key element of this Plan and follows the general direction established by the Land-Use Element. As the population of a community grows, it may be necessary to build more facilities or consider providing new services.

Objective of Element

The intent of this element is to provide basic information on the community-type services currently offered in the town of Williamstown with the exception of transportation related facilities, which are addressed in another separate element of this Plan (Exhibit F-1). The location, use, capacity and extent of services are identified for both public- and private-sector utilities and services.

All of this will help to identify what public services should be expanded or rehabilitated and what if any new services could be provided to address an unmet need.

Exhibit F-1. Basic Objectives of the Utilities and Community Facilities Element.

- Identify and describe the full range of community-type services currently provided.
- Identify the capacity of these services.
- Identify unmet community wide needs.
- Identify what public facilities will need to be expanded in the future to accommodate additional residents and commercial and industrial uses.
- Develop goals and objectives that will accommodate the needs of current and future residents.

Existing Facilities and Services

Water and Wastewater Facilities

The residents of the town of Williamstown receive their water from individual well systems maintained on their properties. All wastewater from the residents of the town of Williamstown is treated by individual septic systems or mound systems that exist at the residences. Results from the recent 2003 Community Survey indicate that 47.6 percent use below ground drain fields, 36.4 percent use mound drain fields, 9.1 percent use holding tanks and 7.0 percent indicated that they used some "other" system or did not know what they use for this purpose.

The majority of soils in the Town are very poorly drained and generally have severe limitations for the successful operation of septic systems. At the present time both the village of Kekoskee and the city of Mayville operate their own sewage treatment plants. In the recent 2003 community survey when asked if “the Town should create a sanitary sewer district adjacent to the city of Mayville, 62.9 percent of the residents who responded to the question said “no.” Furthermore, when asked if “the Town should create a sanitary sewer district adjacent to Mayville, Horicon or Kekoskee, knowing that it would involve the construction of a collection system and contracting with Horicon, Mayville, or Kekoskee to treat the sewage, almost 82 percent of the residents who responded said “no”.

Storm water Management Facilities

The town of Williamstown recognizes the need to manage its storm water drainage. The handling of the drainage is done through the use of roadside ditches or natural drainage ways. The drainage in the Town’s subdivisions has not been a problem to date.

Solid Waste Disposal / Recycling

The town of Williamstown utilizes the Onyx Glacier Ridge Landfill for the collection and disposal of their solid waste. Local residents can either contract with the landfill for the pickup and removal of their solid waste or residents can deliver it directly to the landfill. In the recent 2003 Community Survey, 71.3 percent of the residents who responded felt that the present waste disposal system and the hours of operation of the landfill were adequate. The Onyx Glacier Ridge Landfill is also responsible for the handling of the recyclables for the town of Williamstown. It is also important to note that 71.3 percent of those residents who responded to the 2003 Community Survey also felt that the Town should do what it can to stop any future sanitary landfills from being developed.

The annual Clean Sweep Operation conducted by Dodge County also affords local residents the opportunity to dispose of their hazardous materials appropriately.

Recreation Facilities

The availability of parks, recreational facilities and open space are all factors that contribute to the quality of life in the community. It is important to recognize the value of these facilities in planning for the current and future uses of land in the town of Williamstown.

According to the 1997 Dodge County Economic Development Plan the town of Williamstown has only 4.9 acres of land dedicated to recreational use. This shortage of park facilities is due, in part, to the largely rural and agricultural nature of the area. Within the boundaries of the Town there is a small park located at the entrance to the Horicon Marsh and a park located along the STH 28 at the Horicon Marsh Education Center. Local residents can also enjoy the 83-acre Ledge Park located between Horicon and Mayville, off CTH TW.

Half of the town of Williamstown land mass makes up the southeast quadrant of the Horicon National Wildlife Refuge which offers numerous recreational, hiking, and nature oriented recreational activities to local residents as well as thousands of annual visitors to the Horicon National Wildlife Refuge.

As part of the 2003 Community Survey local residents were asked if the Town should develop a Town recreation area. Of the 182 individuals who responded to this question almost 66 percent indicated they did not support such development. In addition, residents were also asked if the Ledge County Park was an asset to the Town. Of the 183 individuals who responded to this question almost 78 percent believe that it is certainly an asset.

Library Services

The local residents of town of Williamstown have access to public library services provided in a number of the surrounding communities. These local libraries are part of the Wisconsin

Federated Library System. The libraries offer local residents a wide array of services, publications and access to on-line Internet access and computer services.

Those public libraries in closest proximity to the town of Williamstown include locations in Mayville, Horicon, Lomira and Theresa. The Mayville and Horicon Public Libraries are the largest in the immediate area. The Mayville Public Library has over 39,500 books, 1,000 audio materials, 1,600 video materials and over 120 serial subscriptions. The Horicon Public Library has over 27,000 books, 1,400 audio materials, 1,600 video materials and 73 serial publications. All of the libraries throughout Dodge County also offer free Internet access through WiscNet.

Police Services

The town of Williamstown does not operate its own Police Department. As such, any requests for law enforcement service and intervention are directed to the Dodge County Sheriff's Department for response and handling. There are occasions when the Sheriff's Department may redirect such calls to other law enforcement agencies in the immediate area of the town of Williamstown for mutual aid response.

Fire Protection

All fire protection services are provided to the town of Williamstown under an intergovernmental contractual agreement with the Kekoskee District Fire Department for all but three sections in the southern area of the Town that receive both their EMS and fire protection responses under a similar agreement with the city of Horicon.

Emergency Medical Service

All emergency medical services are provided to the town of Williamstown under an intergovernmental contractual agreement with the Kekoskee District Fire Department (First Responders) and the city of Mayville EMS (ambulance) for all but three sections in the southern area of the Town that receive their EMS services from the city of Horicon.

Municipal Buildings

The town of Williamstown has a new Town Hall/Community Center that it owns and maintains. It is located just to the east of the village of Kekoskee on CTH TW.

Electric Utility and Natural Gas Transmission

Residents of the town of Williamstown receive their electrical service from the Alliant Energy Company, which is privately owned and located in Madison. The Alliant Energy Company also provides natural gas to the residents of the town of Williamstown.

Telecommunications Facilities and Fiber Optics

Ameritech provides telephone service to town of Williamstown residents and Charter Cable and Dodge County Cablevision provide the cable TV service. Cellular phone service is offered by a number of companies. The Town currently also has access to fiber optic lines/DSL service.

Health Care Facilities

Although there are no hospitals, clinics or physician offices actually located in the town of Williamstown, a number of health care and medical facilities exist in many of the surrounding areas. There are four General Medical-Surgical Hospitals (GMS) in the area including the Waupun Memorial Hospital, the Beaver Dam Community Hospital, Inc., the Aurora Medical Center of Washington County, and the Watertown Memorial Hospital. All of these facilities are within approximately 20 miles of the town of Williamstown. In addition, the city of Mayville is home to a number of health care related facilities. These include the Fond du Lac Regional Clinic, Beacon Health Care SC, Affiliated Dentistry of Mayville, Mark Brieman, DDS, and the Barnes Chiropractic Clinic.

The Beaver Dam Community Hospital, Inc. also offers a continuum of care that includes Hillside Hospital, a 125 bed acute care facility; Hillside Manor, a 123 bed skilled nursing facility; Eagle's Wings, Juneau Terrace, and Remembrance Home which are community based residential facilities; Stone Terrace, an assisted living retirement center, Lakeview Community Wellness Center, the Sports Medicine Center, and the Kid's Care Child Care Center.

Child Care Facilities

With increasing numbers of families being headed by a single parent and as more women enter the workforce, the number of children needing day care is an important consideration for families and employers alike. Within the town of Williamstown there are no group or family day care facilities. However, there are a limited number of childcare facilities in other communities that are close to the Town (Table F. 1). In the city of Horicon there are 3 group facilities and 1 family facility; in the village of Iron Ridge there is one group facility; in the village of Lomira there are 2 group facilities and 2 family child care facilities; and in the city of Mayville there are two group facilities.

Within the greater Dodge County area there are a total of 33 group childcare facilities and 24 family childcare facilities currently licensed by the State of Wisconsin, Department of Health and Family Services. The greatest concentration of group childcare facilities can be found in city of Beaver Dam and the city of Waupun. The greatest concentration of family childcare facilities is also in the city of Beaver Dam. Throughout Dodge County the total capacity for group childcare facilities is 1,481 children and for family childcare facilities the total capacity is 192 children.

Table F-1. Child Care Facilities in Proximity to Williamstown: 2003

Facility	Class	Capacity	Age Served
Marsh Moppets Preschool- Horicon	Group	24	3Y-5Y
St. Stephen Child Care Center – Horicon	Group	35	2Y-12Y
Kids Come First – Presbyterian CCC – Horicon	Group	49	6W-12Y
Willows Christian CCC, Inc. – Iron Ridge	Group	48	6W-12Y
Mary Linsmeler School – Lomira	Group	40	6W-12Y
Quad Care – Lomira	Group	86	6W-12Y
Pattycakes LLC Daycare – Mayville	Group	39	6W-12Y
Richies Little Rascals - Mayville	Group	40	2Y – 12Y
Gray Hair Day Care – Horicon	Family	8	6W-7Y
Debbie's Day Care – Lomira	Family	8	6W-12Y
Tammy's Tots Family Daycare - Lomira	Family	8	2Y-12Y

Source: Division of Children and Family Services, Bureau of Regulation and Licensing, Wisconsin Department of Health and Family Services

In addition to the licensed daycare facilities, St. John's Lutheran in Mayville and St. Stephen's in Horicon also offer local residents access to pre-kindergarten childcare programs.

Cemeteries

In addition to Norton or Greenbush Cemetery that is located in the Town, there are a number of cemeteries in the area surrounding the town of Williamstown. The vast majority of them can be found in and around the city of Mayville. These include the Mayville or Graceland Cemetery, St. Mary's Catholic Cemetery, St. John's Cemetery, the Calvary or Old St. Mary's Catholic Cemetery, and Kekoskee or Tidyman Cemetery located near Kekoskee.

Schools

The children living in the town of Williamstown are served by two different school districts, the city of Mayville and the city of Horicon, depending on the residential area where they live. The city of Mayville operates Mayville High School, grades 9-12, Mayville Middle School, grades 4-8, and Parkview Elementary, grades Pre-Kindergarten-3. The city of Horicon operates the Horicon High School, grades 9-12, the Horicon Junior High School, grades 7-8, and the Horicon Elementary School, grades Kindergarten-6.

In addition there are three private/parochial schools within the immediate area that are available to local residents. These include: St. Stephen's Lutheran located in Horicon, grades

Pre-kindergarten-8, St. John's Lutheran in Mayville, grades Pre-kindergarten-8, and St. Mary's Parochial, located in Mayville, grades 1-8.

Post high school opportunities are available in Beaver Dam, Hartford, Mayville, Watertown and Waupun. Beaver Dam offers Moraine Park Technical College and Wayland Academy. Hartford, Mayville and Waupun have branches of the Moraine Park Technical College. Watertown provides opportunities through Madison Area Technical College and Maranatha Baptist Bible College.

Community Facilities Plan

A number of questions were included in the 2003 community survey to gauge resident's satisfaction with selected community services (see Appendix B). Of the services/facilities listed (Table F-2) over 91percent of the respondents felt that the fire protection and 89.3 percent felt that the EMS services were adequate. Approximately 78.7 percent also felt that the police protection was adequate.

The residents overall assessment of the adequacy of the available recreational facilities for the majority of the age groups was greater than 40 percent for all the age groups represented in the survey question. There were also fairly high percentages of the residents who did not have an opinion regarding the recreational facilities in the Town. Further, when asked in the 2003 Community Survey whether "the Town should establish additional services, 11.4 percent of those who responded said "yes", 59.5 percent of the respondents said "no", and 29.2 percent had "no opinion" on this issue.

Table F-2. Community Services; Town of Williamstown: 2003

Service/Facility	Adequate	Not Adequate	No Opinion
Fire Protection	91.0 %	4.7 %	4.2 %
Police Protection	78.7 %	10.9 %	10.4 %
EMS Service	89.3 %	2.1 %	8.6 %
Recreation Facilities 0-5 year olds	41.0 %	12.9 %	46.1 %
Recreation Facilities 6-13 year olds	43.6 %	13.4 %	43.0 %
Recreation Facilities 14-18 year olds	43.5 %	14.1 %	42.4 %
Recreation Facilities 19-64 year olds	49.2 %	11.9 %	39.0 %
Recreation Facilities 65 and over	44.1 %	10.7 %	45.2 %

Source: 2003 Community Survey (Question 15)

Goals, Objectives, Policies and Recommendations

Goals, objectives, policies and recommendations for this element are found in Chapter B.

Map F-2 Utilities and Community Facilities Plan 2003 to 2023