

# Transportation

## Introduction

The transportation network is the backbone upon which a community bases its economy, accesses its resources, and connects to other communities thus forming a critical link to continued development and growth. Maintenance and repair, in addition to periodic additions and enhancements to the transportation system, is essential for its use by permanent and seasonal residents, visitors, and businesses. Keeping pace with changes in transportation trends and network use are also essential to anticipate needed improvements and potential additions to the transportation network. As it is within all other towns in Sawyer County, vehicular (automotive) travel is presently the predominant mode of travel.

## Roads and Highways

The local road and highway system makes up approximately 124 miles of interconnected roadways that provide accessibility to residents and visitors. Roads within the town are classified by their functional use and by the amount of traffic they carry. **Table 3.1** indicates the functional classification of the Town of Round Lake’s roadway network. Functional road classification (**Map 3.1**) for rural areas include principal arterials, minor arterials, collectors (major & minor), and local roads.

- 1) Principal arterials - Principal arterial roads provide connections between cities and regions. They move large volumes of traffic on reasonably direct routes. More often than not, private property access, parking, and traffic signals are often limited to help facilitate smooth traffic flow through rural areas. There are no principal arterials in the Town of Round Lake.

Table 3.1: Functional Road Classification		
Classification	Miles of Roadway	Percent of Total
Principal arterials	0.0	0.0%
Minor arterials	10.13	8.2%
Collectors (major/minor)	25.68	20.7%
Local Roads	88.28	71.1%
Total	124.09	100.0%

Source: WisDOT, 1/2008

- 2) Minor arterials - In conjunction with the principal arterials, minor arterials serve cities, large communities, and other major traffic generators providing intra-regional and inter-area traffic movements. Minor arterials in Round Lake include State Highway 77.
- 3) Collectors (major & minor) - Collector roads generally provide major and/or minor connections within a community or neighborhood and link local roads to arterial roads. Parking and private property access is generally available on these roads. WisDOT identifies several major collector roads in Round Lake including all or parts of County Highway’s “A”, “B”, and “S”.
- 4) Local Roads - Local roads are all other roads that are not classified as arterials or collectors. Local roads handle the least amount of traffic volume, but provide direct access to private property. They are generally narrower than the other types of roads and they generally allow parking.

While not included within the functional classification system or the official town road mileage report, “private” access roads link many homes to the roadway network. Included as private access roads, these include lanes, streets or other improved surface on privately owned lands which are designated and ordinarily used for vehicular travel within a commercial, business, industrial or residential development.

In the Town of Round Lake there are no Principle Arterials. State Highway 77 is classified as a minor arterial. County Highways “A”, “B”, and “S” are classified as major collectors, while Twin Lakes Road is classified as a minor collector. These roadway corridors serve as the primary road routes into, out of, and through the town. The majority of the roadways in the Town of Round Lake are local roads.

Because of the rural setting of the town there are many private roads that are not paid for or maintained by the Town. These private roads must meet certain basic criteria such as width of right of way, height clearance for emergency vehicles, and in some cases a turning radius on cul-de-sacs.

Since part of our town is in the Chequamegon-Nicolet National Forest a large part of the area road system consists of roads designated as forest roads. In the town, these roads include Forest Road 164, 173, 174, 302, 305, 306, 310, 315, 319, 320, 321, 715, 718, 729, 741, 758, 1643, 1647, 1648, 1650, 1658, 1663, and 1666. These forest roads were developed for logging purposes and are still used for logging but are also now used for a variety of recreation activities. They are sometimes referred to as fire lanes. Some roads are used as a way to reach hunting and elk viewing areas, and some are designated as snowmobile and ATV trails. Most of them are gravel.

Two roads located within the town pass through property owned by the State of Wisconsin. Shuler Road and Fromme Road pass through the Chief River Wildlife Area, a State owned public hunting ground managed by the DNR. Both roads are public roads that connect Chief River Road to private property, which borders the Chief River Wildlife Area.

To protect public safety and welfare and to provide for emergency services, Sawyer County has established a comprehensive road naming and numbering system for structures, parcels and facilities. Sawyer County is responsible for creating and establishing regulations for these systems and provides for their administration, control and enforcement.

**Commuting**

Commuting is the process of traveling between places whether by automobile, recreational vehicle and non-motorized means. **Table 3.2** illustrates commuting choices for town residents who are employed and 16 years and older. Most commuting was done alone driving a car, truck or van (59.8 percent). A significant number of persons, nearly 18 percent, carpooled. Additionally, a large number, 15.2 percent, of people worked at home.

	Number
Workers 16 years and over	478
Car, truck, or van—drove alone	286
Car, truck, or van—carpooled	85
Public Transportation (including taxi cab)	4
Walked	22
Other means	8
Worked at home	73
Mean travel time to work (minutes)	19

Source: U.S. Census Bureau 2000

According to the Department of Workforce Development, 246 more workers entered Sawyer County from the surrounding collar counties than leave to work outside of the County. Of the 936 worker who entered the county in 2000, the majority came from Washburn County, and the second largest amount came from Bayfield County (**Table 3.3**). The number of workers who commute within Sawyer County increased by 1684, or almost 40% in the 10 year span from 1990 to 2000.

**Table 3.3: Sawyer County Commuting Patterns 1990 and 2000**

	1990	1990		2000	2000	
	From Sawyer County to:	To Sawyer County from:	Difference	From Sawyer County to:	To Sawyer County from:	Difference
Ashland	30	13	-17	33	37	+4
Bayfield	120	106	-14	97	224	+127
Price	62	36	-26	33	25	-8
Rusk	114	44	-70	166	32	-134
Washburn	366	380	+14	361	618	+257
Totals	692	579	-113	690	936	+246
Sawyer	4166			5850		+1684

Source: WI Department of Workforce Development

Data from the U.S. Census Bureau identifies that 478 Town residents (persons 16 years of age and over and working) work at home or commute to employment opportunities in surrounding communities and counties (**Table 3.4**). Nearly 70 percent (325 persons) of commuters travel from the Town of Round Lake to the City and Town of Hayward for employment

Fewer persons travel to Round Lake for employment, with only 227 persons 16 years of age and over commuting to employment within the Town. Forty-four percent of commuters living in Round Lake commute to employment within the Town. The remaining 56 percent travel to Round Lake from surrounding communities.

**Table 3.4: Town of Round Commuter Patterns**

Live In	Work In	Count	Travel To	From	Count
Town of Round Lake	Fort Snelling UT Hennepin Co. MN	2	Town of Round Lake	Namakagon town Bayfield Co. WI	2
	Little Canada city Ramsey Co. MN	3		Gordon town Douglas Co. WI	4
	St. Paul city Ramsey Co. MN	3		Murry town Rusk Co. WI	3
	Midway Twp. St. Louis Co. MN	3		Bass Lake town Sawyer Co. WI	15
	Broadwater Co. MT	2		Couderay town Sawyer Co. WI	3
	Ashland city Ashland Co. WI	3		Edgewater town Sawyer Co. WI	2
	Almena town Barron Co. WI	3		Hayward city Sawyer Co. WI	22
	Barnes town Bayfield Co. WI	2		Hayward town Sawyer Co. WI	27
	Cable town Bayfield Co. WI	2		Hunter town Sawyer Co. WI	3
	Drummond town Bayfield Co. WI	2		Lenroot town Sawyer Co. WI	19
	Howard village Brown Co. WI	2		Radisson town Sawyer Co. WI	2
	Neillsville city Clark Co. WI	4		Round Lake town Sawyer Co. WI	100
	Edgewater town Sawyer Co. WI	2		Sand Lake town Sawyer Co. WI	6
	Hayward city Sawyer Co. WI	163		Spider Lake town Sawyer Co. WI	4
	Hayward town Sawyer Co. WI	162		Genoa City village Walworth Co. WI	2
	Radisson village Sawyer Co. WI	2		Bass Lake town Washburn Co. WI	2
	Round Lake town Sawyer Co. WI	100		Frog Creek town Washburn Co. WI	2
	Spider Lake town Sawyer Co. WI	2		Springbrook town Washburn Co. WI	4
	Winter village Sawyer Co. WI	8		Stone Lake town Washburn Co. WI	5
	Germania town Shawano Co. WI	2			
	Minong village Washburn Co. WI	2			
	Stone Lake town Washburn Co. WI	4			
	Totals			478	Totals

**Average Daily Traffic**

The Wisconsin Department of Transportation collects traffic data throughout the state to better understand the long term trends and volumes. Traffic counts are generally collected every 3 years in the summer during a 3-5 weekday period. **Table 3.5** and **Figure 3.1** illustrate the change in traffic use from 1985 through 2005 in the Town of Round Lake. The two locations with most notable traffic increase are site #2 with a 33% increase, and site #5 with 125% increase.

**Table 3.5: AADT in Town of Round Lake 1985-2005**

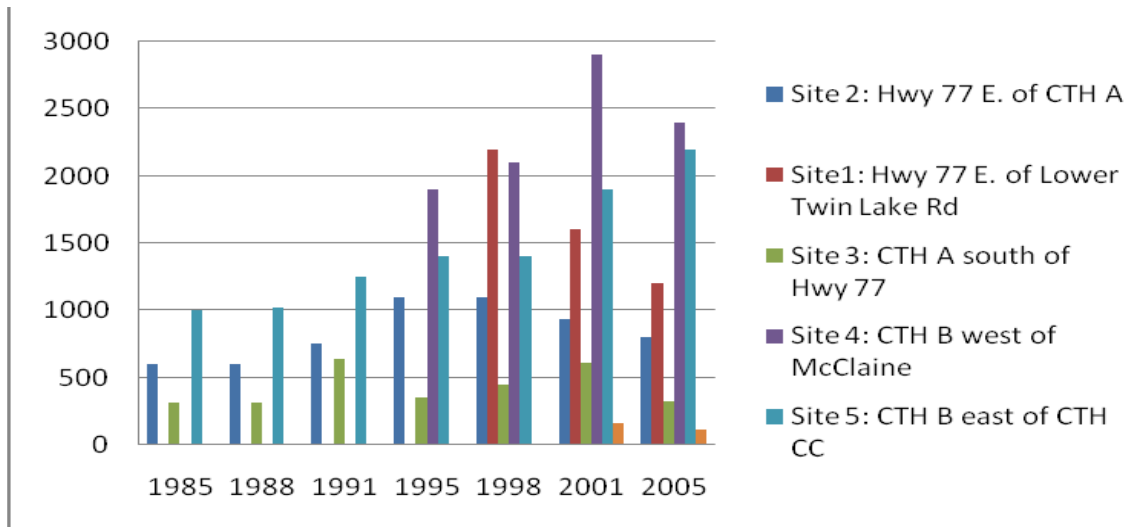
	1985	1988	1991	1995	1998	2001	2005
Site1: Hwy 77 E. of Lower Twin Lake Rd	N/A	N/A	N/A	N/A	2,200	1,600	1,200
Site 2: Hwy 77 E. of CTH A	600	600*	750	1,100	1,100	930	800
Site 3: CTH A south of Hwy 77	310	310*	640	350	450	610	320
Site 4: CTH B west of McClain	N/A	N/A	N/A	1,900	2,100	2,900	2,400
Site 5: CTH B east of CTH CC	1,000	1,020	1,250	1,400	1,400	1,900	2,200
Site 6: CTH S north of CTH B	N/A	N/A	N/A	N/A	N/A	160	110

Source: WisDOT & Town of Round Lake

This increase in traffic suggests multiple factors.

- The region is characterized by large amounts of lakeshore development. This is the destination for traffic originating from out of the area.
- The Town of Round Lake and the Sawyer County area have seen an increase population and the development of second homes by seasonal residents.
- The residents and visitors of the Town and surrounding areas are making more frequent trips for shopping, work commutes and school.
- There has also been an increase in logging and transport of goods passing through the community.

**Figure 3.1: Town of Round Lake Annual Average Daily Traffic**



Source: WisDOT

**Traffic Safety**

Accidents are an unavoidable part of any community in which automobile use is the primary means of transportation. From January 1, 2003 to December 31, 2007, 86 automobile accidents were officially reported in the Town based on data provided by the Wisconsin Traffic Operations and Safety Laboratory. Accidents occur on local, county and state highways within the town. Accidents ranged from deer collisions to hitting mailboxes and utility poles. This data may be altered due to a number of other automobile, snowmobile, and ATV accidents occurred throughout the town but were not reported to authorities.

**Pavement Surface Evaluation Rating (PASER)**

Once every two years (odd calendar year), a Pavement Surface Evaluation Rating (PASER) for all town roads is completed in accordance with Wisconsin Department of Transportation (WisDOT) requirements. PASER is a visual inspection system to assess and develop the surface condition rating of local roads. PASER is an important tool for transportation planning. It gives a picture of road conditions on all roads and helps identify candidates for highway maintenance and rehabilitation. Surface defects, cracking, potholes, and drainage are all examined during a typical PASER evaluation.

Based on 2007 data, roadways in the town were inventoried in terms of their surface condition, drainage, and road crown. Paved roads were rated from 1 to 10 (10 being the best) and gravel roads were rated from 1 to 5 (5 being the best). **Table 3.6** represents town ratings for paved roads.

**Table 3.6: 2007 Paved Road Ratings**

Description of Road Ratings		Percent of Paved Roads
1	Failed- Needs total reconstruction.	0.73%
2	Very Poor – Severe deterioration. Needs reconstruction with extensive base repair.	
3	Poor – Needs patching and major overlay or complete recycling.	13.98%
4	Fair – Significant aging and first signs of need for strengthening. Would benefit from recycling or overlay.	
5	Fair – Surface aging, sound structural condition, Needs sealcoat or nonstructural overlay.	16.61%
6	Good - Show signs of aging, Sound structural condition, Could extent life with sealcoat.	
7	Good - First signs of aging, Maintain with routine crack filling.	54.44%
8	Very Good - Recent sealcoat or new road mix, Little or no maintenance required.	
9	Excellent - Recent overlay, like new.	14.24%
10	Excellent - New Construction.	

Source: WISLR

\*Based on 53.64 miles of paved rated roads

**Town/County/State Road Improvements**

Road improvements at all levels of government are important for maintaining an adequate and safe roadway system. Increasingly, all levels of government are having a difficult time financing necessary road improvements needed to maintain quality road conditions. A capital

improvement plan for necessary road improvements is not in place that would prioritize the necessary improvements to maintain the local road system over the short- and long-term. Rather, road improvements are done at the discretion of the Town Board on a yearly basis. The Town does follow a bridge improvement schedule that outlines future bridge work to 2010.

The Sawyer County Highway Department maintains a Future Road Construction Project schedule from 2008-2012. One improvement is slated in Round Lake for 2011. This project is County Trunk Highway S, approximately 5.67 miles from a point beginning at Moose Lake Road to STH 77.

Road inspections are done in the town every spring by the town board members and the Town of Round Lake road crew foreman. At that time there is a list of improvements that need to be addressed. The budget determines how much of those improvements can be made in that year.

In the spring, the Town of Round Lake Town Board imposes weight restrictions on all town roads to lower the allowable weight in recognition of the instability caused by frost and to prevent road damage. In addition to the local restrictions, Sawyer County imposes weight restrictions on all CTH's in the town. No restrictions are placed on all State Highways and County Road B.

Improvements to local roads are critical for maintaining an adequate and safe roadway system. Future road improvements are generally based on current road conditions with the intent to keep all roadways intact and useable on a daily basis. Future roadway improvements need to be flexible because of the possibility of unforeseen emergencies or disasters that may arise from year-to-year or even day-to-day.

**General Transportation Aids (GTA)**

The GTA program is the second largest program in WisDOT’s budget. It returns to local governments roughly 30% of all state-collected transportation revenues (fuel taxes and vehicle registration fees). The funds are intended to help offset the cost of road construction, maintenance, traffic and other transportation-related costs. GTA funds are distributed to all Wisconsin counties, cities, villages and towns based on a six-year spending average or a statutorily set rate-per-mile. GTA for Round Lake from 2003 to 2008 is provided in **Table 3.7**.

Year	Amount
2003	\$173,101.25
2004	\$173,101.25
2005	\$173,101.25
2006	\$176,610.70
2007	\$180,120.15
2008	\$185,526.60
2009	\$190,477.95

**Air transportation**

No scheduled passenger flights are available in Sawyer County. The nearest airports providing regular scheduled passenger flights to domestic and international destinations are in Duluth, Minnesota or Minneapolis-St. Paul, Minnesota. Private passenger jet service is also available out of Duluth and Rice Lake. At present, Sawyer County has a total of five airports/airfields (**Table 3.8**).

**Table 3.8 - Sawyer County Airports/Airfields**

Airfield/Airport	Location	Owner / Operator	Status
Sawyer County Airport	Hayward Twp.; T41N, R9W, S. 24	Sawyer County	Public
Rainbow Airport	Ojibwa Twp.; T39N, R6W	Wayne Carpenter	Private (turf strip)
Lake Chippewa Field	Hunter Twp., T40N, R7W	(No owner listed)	Private (turf strip)
Round Lk. Seaplane Base	Round Lake Twp.; T41N, R8W	John Frisbe	Private (water)
Kitty-Wompus Airport	Weirgor Twp., T37N, R7W	Jordan Arvold	Private (turf)

Source: Wisconsin Department of Transportation, Bureau of Aeronautics

### Rail Service

There are no rail lines remaining in the town, only old rail beds scattered throughout the countryside where logging and other rail operations were once prevalent. It is highly unlikely any rail activity will again be developed. The closest existing rail line is located in the Town of Hayward and terminates west of the City of Hayward. The closest passenger rail terminal is located in Minneapolis-St. Paul and is operated by Amtrak.

### Pedestrian & Bicycle Transportation

Pedestrian and bicycle transportation is limited to trails and roadway shoulders. There are no public sidewalks in the town. The Bicycle Federation of Wisconsin in conjunction with WisDOT, created a state bicycle map which includes information on roadway conditions for bicycle travel, bicycle trails, Rustic Roads, and mountain bike facilities. Within the Town of Round Lake, STH 77 is considered to have the 'best conditions for biking' based on a number of factors including, but not limited to paved shoulders and good sight distances. Both CTH's "A" and "S" are also considered to have good conditions for biking, but lack shoulders. County Highway B in the town is considered to have 'high volume, undesirable conditions' for biking. This is based on moderately-high traffic volumes, no or narrow paved shoulders and moderate to high truck traffic.

A number of town roads also support walking and bicycling throughout the community. Many of the town roads have low average daily traffic levels, making them conducive to pedestrian and bicycle travel (**Map 3.2**). The majority of town roads do not have shoulders or designated bicycle/walking lanes, instead the pedestrian walks or bicycles along the side of the roadway and bicycles share the roads with traffic.

Within portions of Sawyer and Bayfield Counties are on and off road biking experiences. Two segments cross portions of Round Lake.

#### *Tiger Cat Tour (on-road)*

The Tiger Cat Tour is 35 miles if the Seeley trailhead is used or 28 miles if OO Rest Cabin trailhead is used. Rated as easy for the shorter route. The longer route includes a few steep hills. Trailhead location is the unincorporated town of Seeley, 10 miles north of Hayward, or the Birkebeiner Ski Trail OO Rest Cabin, 3 miles east of Seeley on County OO (daily or annual vehicle



parking fee applies). On-route attractions include scenic roads through Sawyer County Forest; causeways cutting across the Tiger Cat Flowage; picturesque dam site; and the Hayward/Seeley area. Map: [http://preview.travelwisconsin.com/On-Road\\_Biking\\_Directory.aspx](http://preview.travelwisconsin.com/On-Road_Biking_Directory.aspx)

#### *Chequamegon Area Mountain Bike Association Trails (off-road)*

Twenty four miles are accessible if all loops are ridden from Seeley to Mosquito Brook Road and back. Rated as easy to difficult. Surface type is grassy XC ski trails; logging roads; snowmobile trail; gravel, paved and sandy forest roads. There is a soft surface in some low spots. Frequent blue and white signs and periodic "you are here" map-signs. Trailhead location is Mosquito Brook Rd / Birkebeiner Trail crossing - 6 miles northeast of Hayward; or Silverthorn Park - 11 miles north of Hayward. The newly completed Mukwa single track mountain bike trail follows along the north west section of the Town of Round Lake in the area known as the Hayward Cluster on the CAMBA maps connecting Mosquito Brook Road to Gravel Pit Road. Plans are to continue this single track trail from Gravel Pit Road to County Rd OO. Fees may apply.

#### **Multi-Use / Recreational Trails**

Throughout Sawyer County, there are several hundred miles of multi-use trails and a large number of forest roads. This network is used most intensely during the winter months for snowmobiling and in the summer months for ATV use, which in addition to its recreational use provides an alternate means of commuting (other than vehicle travel) for some Sawyer County residents. This network includes:

- Over 600 miles of snowmobile trails
- 30.5 miles of ATV trails
- 200 miles of cross country ski trails
- 200 miles of bike trails
- Hiking trails
- Horseback trails

In the Town of Round Lake, there are a number of motorized trail systems (**Map 3.3**). These systems include Class A groomed snowmobile only trails, ATV only routes and trails for both ATV and snowmobiles. Most of the trails are located along easements granted to local recreation associations or others by private land owners. Coordination between motorized recreation associations and land managers with the Chequamegon National Forest and the Sawyer County Forest allow for designated motorized snowmobile and ATV trail routes.

A number of non-motorized recreational activities exist on all public owned properties (**Map 3.3**). These properties allow for walking, cross-country skiing, mountain biking, and site seeing. A number of designated non-motorized trail systems are located within the Town. The Mukwonago Ski Trail, located in the northern center of the Town in the Chequamegon National Forest, has four ski loops totaling 17.2 KM. The American Birkebeiner Ski Trail passes through the northwest corner of the town of Round Lake offering world class cross country skiing from Hayward to Cable. The CAMBA trails are well mapped and marked for mountain biking and hiking in the town.

All National and County Forest lands are open to walking and other quiet sport recreational activities. A number of "hunter walking trails" are located within the Chequamegon National Forest and can be found on the Chequamegon National Forests web site.

Several hunter walking trails are located within the State owned Chief River Wildlife Area (**Map 3.3**). There are five of these trails, which go north and south off Chief River Road. Four of the trails have small parking areas just off the road, and one of the trails becomes snowmobile route #18 during the winter. Three other hunter walking trails are located off Shuler Road and one of them has a small parking area.

### **Water Transportation**

No waterborne commerce activity is available. The closest harbor for waterborne commerce and transportation is through the Port of Duluth-Superior. Many miles of lakes, rivers, creeks and streams exist in the Town that was once used for transporting people, products and goods. Today, these water resources are used primarily for recreational purposes or short social commutes. Many residents enjoy the waterways by various watercraft to visit restaurants, friends and neighbors, and to sightsee via the many connected waters.

### **Public and Specialized Transportation**

Public transit service in the Town of Round Lake is provided by Namekagon Transit (formerly LCO/Sawyer County Transit). It provides door-to-door pick-up and drop-off service to residents through several fixed routes and individual service. Most routes include travel from LCO to Hayward and back and some go through the Town of Round Lake. Travel arrangements are encouraged at least 24 hours in advance with doorstep services also available on a 24 hour advance call basis. Namekagon Transit also provides service to the Barnes and Ladysmith area, and to communities throughout Washburn County.

The Senior Resource Center (SRC) assists in coordinating rides for individuals 55+ years of age and older. It offers door stop service for people who are over the age of 55 between the hours of 8 AM and 4 PM Monday through Friday in the city of Hayward extending 6 to 8 miles out from the City of Hayward. SRC also will coordinate, for those who have no means of transportation, rides through the volunteer ride program. The number for the Center is 634-3000 and reservations are needed 24 hours in advance.

A number of private specialized transportation providers are available to qualifying individuals, based on disability. These companies include Abby Vans (Neillsville), Handi-Lift (Cumberland), Key Care (Ladysmith), New Richmond Transport (New Richmond), Northwoods Transit (Rice Lake), Sawyer County Veterans Services, and Ventures Unlimited.

NWT Express (Travel Leader) provides ground transportation between Hayward and Minneapolis/St. Paul Airport (MSP) and other prearranged destinations. MSP service operates seven days a week with scheduled stops at 12 different communities along the way to MSP. The telephone number for NWT Express is 715-634-5307.

### **State, regional, and other transportation plans**

It is a requirement of the transportation element to incorporate and address applicable state, regional, and other transportation plans including: transportation corridor plans; county highway functional and jurisdictional studies; urban area transportation plans; rural area transportation plans; airport master plans; and rail plans. Known transportation plans are listed along with a brief summary of some selected plans applicable to Round Lake.

1. Connections 2030
2. Corridors 2020
3. Wisconsin State Highway Plan 2020
4. Wisconsin Bicycle Transportation Plan 2020
5. Wisconsin Pedestrian Policy Plan 2020
6. Wisconsin State Airport System Plan 2020
7. Sawyer County Human Services – Public Transit Plan

#### ***Wisconsin Pedestrian Policy Plan 2020***

The WI Pedestrian Policy Plan 2020 expects every transportation agency to make accommodations for bicycling and walking as a routine part of their planning, design, construction, operations and maintenance activities. . The Plan 2020 clearly intends for bicyclists and pedestrians to have safe, convenient access to the transportation system and sees every transportation improvement as an opportunity to enhance the safety and convenience of the two modes. Currently the Town of Round Lake is considered a rural area. Recommendations include paved shoulders in all new construction and reconstruction used by more than 1,000 vehicles per day.

#### ***Wisconsin Bicycle Transportation Plan 2020***

The WI Bicycle Transportation Plan 2020 provides an outline for improving and expanding the State Trunk Highway system with a strong consideration allowing for bicycle accommodation. The current plan objective recommends suitable space for bicyclists when developing and improving roadway projects within the Town of Round Lake.

#### ***Wisconsin State Highway Plan 2020***

The WI State Highway Plan 2020 focuses on the 11,800 miles of State Trunk Highway routes. The three areas that are emphasized in this plan include: pavement and bridge preservation, traffic movement, and safety. These routes affect not just auto and commercial truck travel, but all modes of transportation; thus the importance of keeping the state trunk highways, dependable, safe, and efficient. The SHP 2020 does not identify any traffic congestion in the next 20 years on the highways within the Town of Round Lake. There are no major improvements or changes to the State Highway routes in this plan for the Town.

#### ***Corridors 2020***

The Wisconsin Corridors Plan for 2020 is a plan designed to provide essential links to employment and population centers around the State. It is composed of two elements: a backbone system of multilane divided highways connecting all major population and economic centers with each other and to the national highway network; a connector system of two and four lane highways connecting other significant economic and tourism centers to the backbone system. By the year 2020, the total mileage in the Corridors 2020 system will be expanded to 3200 miles. Currently there are no improvements planned for the Town of Round Lake.

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**Sawyer County Human Services – Public Transit Plan**

Updated in 2008 the plan outlines coordinated transportation serves between private and public parties. The Plan must address federal transportation funding requirements for a select set of funding programs.

**Transportation Programs & Scenic Routes**

A number of transportation related programs are available to local units of government. The majority of these programs provide financial incentives or assistance to communities to enhance the overall transportation network or travel experience.

1. Rustic Roads Program
2. Local Roads Improvement Program (LRIP)
3. Local Bridge Improvement Assistance
4. Statewide Transportation Improvement Program (STIP)
5. Traffic Signing and Marking Enhancement Grants Program
6. General Transportation Aids (GTA) Program

**Rustic Road Program**

The Rustic Road Program was created in 1973 by the State Legislature to preserve what remains of Wisconsin's scenic, lightly traveled back roads for the enjoyment of motorists, hikers and bicyclists. Local governments and communities benefit from a Rustic Road designation by providing its citizens access to these special places and by providing travelers an additional incentive to visit their community. A Rustic Road may be dirt, gravel or paved. There are eligibility requirements for the designation of a rustic road. Currently there is no Rustic Road in the Town of Round Lake.

**Color Tours**

The Hayward Lakes Visitors and Convention Bureau in conjunction with the U.S. Forest Service have created three Color Tours (Map 3.3). These routes within the county include roads that offer access to outstanding fall colors. Route One passes through the Town of Round Lake on the following roads: Twin Lakes Road, County Road "A", State Highway #77, County Road "S", Moose Lake Road, also known as Forest Road #164, Forest Road # 164, to County Road "B", then McClain Road, and Twin Lakes Road.

**Scenic Byways**

The Great Divide Scenic Byway, a National Forest Scenic Byway, is represented by a portion of State Highway 77. Designated in 1988, the 29-mile route on State Highway 77 between Glidden and Hayward takes motorists through the northwestern portion of the Chequamegon-Nicolet National Forest. The route's pristine beauty, including some of Wisconsin's best wilderness views, led the National Forest Service to designate it a Scenic Byway. It runs through woodlands that are home to black bears, timber wolves, elk and white-tailed deer and crosses lakes and swamps alive with beavers, loons and bald eagles.

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### Transportation Goals, Objectives and Actions

Within the Town of Round Lake, transportation takes on many different modal choices. While vehicular transportation (car and truck) is the predominant mode of travel, other modes such as walking, biking, and snowmobiling are used by permanent and seasonal residents.

The town’s transportation vision is “A safe and efficient transportation system that over the next 20 years accommodates the movement of people and goods while preserving the northwoods character of the Town.” To achieve this vision, a number of goals, objectives and actions have been developed.

#### **Goal 1: A safe and efficient transportation system for the next 20 years.**

Objective 1: Maintain a safe and efficient roadway system throughout the town.

- Action 1: Maintain the current Town roads in the Town of Round Lake to meet town standards.  
Responsible Party: Town Board  
When: Ongoing
  
- Action 2: Review all Town roads to ensure access of all emergency, service, and maintenance vehicles.  
Responsible Party: Town Board  
When: Annually
  
- Action 3: Annually request and review traffic accident information from Sawyer County Sheriff’s department to identify and mitigate hazards.  
Responsible Party: Town Board  
When: Annually
  
- Action 4: Annually review and update road construction and maintenance standards and ordinances, especially as they relate to sound engineering practices and to other elements of this plan.  
Responsible Party: Town Board  
When: Annually
  
- Action 5: Maintain the approvals of new roads and driveways in the Town of Round Lake to meet town standards  
Responsible Party: Town Board  
When: Ongoing
  
- Action 6: Educate homeowners on private roads and driveways as to the Town criteria for private roads.  
Primary Responsible Party: Town Board  
Responsible Party: Town Fire Department  
When: Ongoing

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Objective 2: Develop, maintain and improve roads to meet the Town’s future transportation needs and safety requirements.

- Action 1: Coordinate transportation and land use planning with adjacent municipalities, Sawyer County, and the State of Wisconsin for sound traffic planning and maintenance  
Responsible Party: Town Planning Commission.  
When: Ongoing
  
- Action 2: Identify Town roads which are most likely to bear increased traffic as a result of projected development and recommend priorities for improvement and maintenance by the Town Board.  
Responsible Party: Town Planning Commission.  
When: Ongoing
  
- Action 3: Develop plans that improve traffic patterns and safety of routes that may be impacted by additional residential and commercial development.  
Responsible Party: Town Planning Commission.  
When: Ongoing
  
- Action 4: Consider spring load limits/alternatives that protect the roads while minimizing the impact on small businesses moving products they produce to market.  
Responsible Party: Town Board  
When: Annually
  
- Action 5: Investigate the use of special assessment to upgrade private roads to town standards when requested by property owners.  
Responsible Party: Town Board.  
When: Ongoing
  
- Action 6: Develop guidelines for the ceding of private roads to the town.  
Responsible Party: Town Board.  
When: 2010
  
- Action 7: Encourage developers to develop and maintain roads under private ownership to town standards.  
Responsible Party: Town Board.  
When: Ongoing

Objective 3: Coordinate with other jurisdictions and providers in enhancing transit options and services for the elderly, poor and disabled.

- Action 1: Meet with Sawyer County/LCO Transit Commission to assist with public transportation and route enhancements throughout the town.  
Responsible Party: Town Board.

When: Ongoing

Action 2: Encourage existing transit operators to continue and expand ambulatory and non-ambulatory service to the town

Responsible Party: Town Board.

When: Ongoing.

Action 3: Communicate and educate public on available transportation options.

Responsible party – Town Board

When - Ongoing

**Goal 2: Provide a transportation system that preserves the woodland character of the Town and provides for alternative modes of transportation.**

Objective 1: Develop and maintain a transportation system that preserves the rural character of the town

Action 1: Establish guidelines for all signs as it relates to size, number, location, style, lighting, and maintenance.

Responsible Party: Town Board.

When: 2010

Action 2: Establish standards that are informative, uniform in appearance and compatible with the rural character of the town.

Responsible Party: Town Board.

When: Ongoing

Action 3: Promote an integrated system and ordinances for rustic roads, by-ways and color tour routes, coordinating with adjacent township(s)

Responsible Party: Town Board.

When: Ongoing

Action 4: Consider town road construction standards to reflect rural character, where appropriate.

Responsible Party: Town Board.

When: Ongoing

Action 5: Identify scenic roads and views to be protected.

Primary Responsible Party: Town Board

Responsible Party: Plan Commission

When: 2010

Action 6: Propose a rustic road designation for Count Highway S and for Moose Lake Road from County S to County GG.

Primary Responsibility Party: Town Board

Responsible Party: Plan Commission

When: 2010

**Objective 2:** Accommodate the growing number of other modes of transportation and recreational uses for the roads including ATVs, snowmobiles, biking, hiking, cross country ski training and running.

- Action 1:** Work with county, regional efforts, neighboring towns, local clubs and private landowners to create and maintain and integrate alternative transportation modes.  
Responsible party – Town Board  
When – Ongoing
- Action 2:** Consider the costs of dedicated recreational lanes in all new road construction and improvements and apply if feasible.  
Responsible party – Town Board  
When – Ongoing
- Action 3:** Work with county, neighboring towns, local clubs and private landowners to develop, maintain and coordinate off-road trail systems (i.e. snowmobile, ATV, biking, hiking, skiing) within the Town.  
Responsible party – Town Board  
When – Ongoing
- Action 4:** Provide access to maps of trail systems within the Town.  
Responsible party – Town Board  
When – Ongoing
- Action 5:** Ensure that appropriate signage is provided for all trails.  
Responsible party – Town Board  
When – Ongoing
- Action 6:** Encourage public safety education & awareness of multi-use roadway systems.  
Responsible party – Town Board  
When: Ongoing

### **Coordination with Other Plan Elements**

#### *ISSUES AND OPPORTUNITIES*

How do transportation facilities affect the aesthetics of the Town of Round Lake? Aesthetics refer to the “appearance and character” of an area. Generally speaking, a transportation project should reflect the aesthetics of a community. For the Town of Round Lake the aesthetic character varies significantly from one area to the next. The lakefront areas have a much different character than the forested or farmland areas in other portions of the Town. The Issues and Opportunities Element establishes the framework for planning – the overall future vision – the ideal from which this plan has been developed. That vision will impact the way the



town considers and approves changes to the transportation network. It will also guide their participation in activities sponsored by WisDOT and Sawyer County. To realize the vision, and support the transportation vision presented in this chapter, the Town will seek to preserve scenic areas using easements, designing road projects to fit into the natural landscape and landscaping areas where necessary to retain the northwoods character after road construction is completed.

#### *AGRICULTURAL, NATURAL AND CULTURAL RESOURCES*

The critical question with respect to the Transportation Element is: How will changes to the transportation system impact the preservation/protection of farmland, forest, and natural areas? Given that the Town only has jurisdiction over town roads, the answer to this question in many areas of the Town of Round Lake will likely be dictated by actions of Sawyer County and WisDOT. As a result, it will be incumbent upon town residents and leaders to continue to participate in public hearings and other opportunities for input, to ensure that local interests are realized in new road projects in farmland, forest, undeveloped, and natural areas of the Town of Round Lake.

The key is to ensure that the road network is adequate to meet the needs of local landowners, but not overbuilt to draw a substantial amount of additional residential development to farmland, forest, and natural areas. Otherwise, the result may be a loss of natural habitats to subdivision development. If not controlled, this pattern may eventually lead to additional road improvements to support new residents moving into the area.

#### *UTILITIES AND COMMUNITY FACILITIES*

In the Land Use Element, the location of future development and associated transportation improvements, is correlated to the location of adequate utilities and community facilities.

#### *ECONOMIC DEVELOPMENT*

Providing a quality transportation system is important to the success of any business. Just as businesses need good access, employees also want to be able to efficiently access places of employment and shopping areas. Lack of access to employment opportunities may affect individual decisions to seek employment or live in a community. In the Town of Round Lake these issues were carefully considered. The local solutions to these issues are reflected on the *Future Land Use Map*.

#### *LAND USE*

While transportation improvements generally respond to changes in land use, they also have the potential to directly and indirectly affect land development either by inducing new development or altering the pattern of existing development. However, land use changes are dependent on other factors as well. These include local plans, zoning, taxation, and the provision of public services. What steps will be taken to ensure that transportation decisions and land use decisions are compatible? Although transportation is not the only influence on land use, it is important to be aware that decisions regarding the transportation system may impact land use both directly and indirectly. These considerations and other are reflected on the *Future Land Use Map*.

*IMPLEMENTATION*

The Town's capital improvements plan and budget will seek to not only plan for Town expenditures but also to locate grant and low interest loan opportunities that may exist to fund needed improvements.