

5.0 TRANSPORTATION

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Introduction

A diversified, well-balanced transportation system is a major factor affecting growth and quality of life in a community. The transportation system exists to move people, goods and services both through and within the community. Planning for the various modes of transportation is one of the most important components of the Town of Three Lakes Comprehensive Plan.



The transportation system in Three Lakes consists of arterial roads; town streets; county, state and federal highways; and snowmobile and bike trails. This chapter examines the transportation network, including a summary of existing transportation plans, studies and assessments, and provides a list of recommendations to address future transportation needs and desires.

Wisconsin's Comprehensive Planning law includes 14 goals for local comprehensive planning. The goals listed below specifically relate to planning for transportation:

- Encouragement of neighborhood designs that support a range of transportation choices.
- Encouragement of coordination and cooperation among nearby units of government.
- Providing an integrated, efficient, and economical transportation system that affords mobility, convenience and safety and that meets the needs of all citizens, including transit dependent and disabled citizens.

Transportation Vision

In 2030, the town of Three Lakes possesses a diverse, multi-modal transportation network consisting of well-maintained town streets and roads, county and state highways, a pedestrian and bicycle trail system, water trails, a first-class snowmobile trail network, and a thriving local airport.

Although automobiles remain the primary transportation choice, residents have access to a wide variety of alternatives including a local public transit system and transportation alternatives for the elderly and disabled.

VISIONS, OBJECTIVES, POLICIES AND GOALS

Wisconsin's Comprehensive Planning law requires that the Transportation element contain a compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit and transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area

and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

From all of the community forums, surveys and public hearings, the following Transportation issues concerned the citizens of Three Lakes. Goals were then developed to address these issues while reflecting the vision statement that guided the development of the comprehensive plan.

ISSUES

GOALS

THREE LAKES ROAD MAINTENANCE AND IMPROVEMENTS	Continue to provide equipment, manpower and funding needed to complete proper maintenance of town of Three Lakes roads
FURTHER DEVELOP BIKING AND HIKING TRAILS AND BOATING ROUTES IN THE TOWN OF THREE LAKES	Create a network of hiking and biking trails to connect all parts of town of Three Lakes for safe bike and pedestrian use
ACCOMMODATE OTHER FORMS OF TRANSPORTATION IN TOWN OF THREE LAKES	Identify the accommodations needed for alternate forms of transportation in town of Three Lakes
LACK OF PUBLIC TRANSPORTATION IN TOWN OF THREE LAKES	Provide an organized public transportation system in town of Three Lakes
THREE LAKES AIRPORT	Develop a long-term plan for the Three Lakes Municipal Airport
ESTABLISH STATE OR NATIONAL SCENIC BYWAY IN TOWN OF THREE LAKES	Establish a scenic byway in town of Three Lakes
HOW TO MAINTAIN QUALITY AND QUANTITY OF SNOWMOBILE TRAILS IN TOWN OF THREE LAKES	Continue operation of a first-class snowmobile trail system for benefit of town of Three Lakes

A full expansion of the above issues, goals, objectives and policies can be found in *Chapter 12: Implementation*.

Inventory of Existing Transportation Facilities

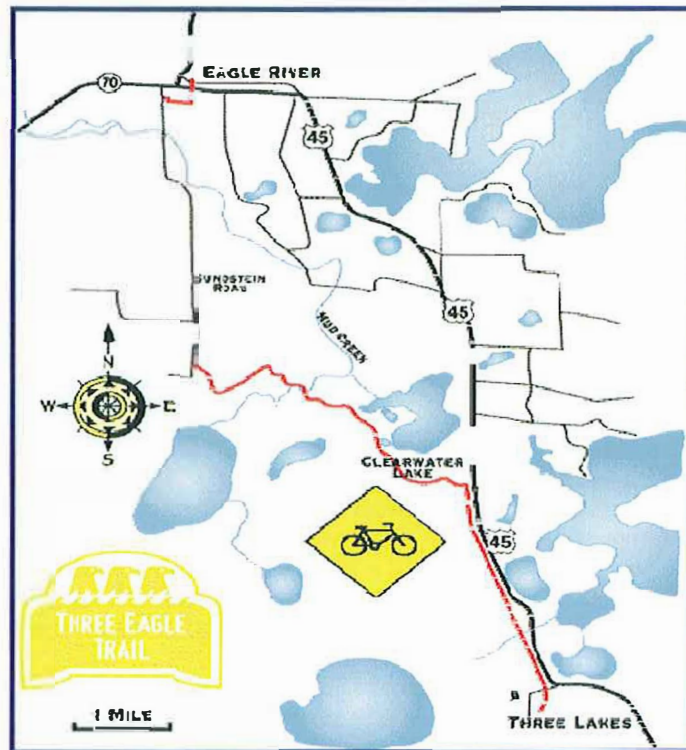
Transportation facilities in Three Lakes include a combination of interstates, state highways, town and county roads and surface streets. Residents enjoy easy access to U.S. Highway (USH) 45 / State Trunk Highway (STH) 32 through the center of the community providing connections with Green Bay to the southeast and Michigan's Upper Peninsula (U.P.) to the north. County Trunk Highway (CTH) A travels west from Three Lakes before connecting with STH 17 just south of the town of Sugar Camp. The Three Lakes Airport provides shuttle and commuter access to cities in Wisconsin and throughout the Midwest.

WALKING AND BICYCLING

Areas for safe walking and bicycling within Three Lakes are limited to streets within the town center and lightly traveled country roads. Sidewalks within the town center provide safe walking for residents and visitors; however, town and county roads have limited shoulder areas and posted speed limits of 45 miles per hour or more in most areas. These conditions hinder safe pedestrian travel. Walking to places of work, shopping or entertainment venues is not realistic for most residents given the distance to many areas of employment.

TRAILS

One of the finest trails found anywhere for biking, walking and cross-country skiing is the newly developed Three Eagle Trail (see map at right). The trail is open to biking and walking from spring through late fall. The trail serves as a viable and attractive transportation alternative to many residents, tourists and visitors. The trailheads in both Eagle River and Three Lakes are within one mile of schools, shopping districts, libraries, grocery stores, restaurants, town offices, museums and several municipal parks. The southernmost 3-mile section of the trail also serves as a snowmobile trail in the winter season as approved by the Town of Three Lakes. Also, the northern (phase two) end of the trail may be used by snowmobiles as approved by the City of Eagle River. In addition to its functional addition to Wisconsin's multi-modal transportation system, the Three Eagle Trail is a major enhancement to tourism and economic development. It connects two vital, tourist-based communities by way of a very scenic route showcasing northern Wisconsin's rich environmental resources of woodland, lakes and marsh land. For more information, go to www.3eagletrail.com.



BICYCLE ROUTES /CORRIDORS

The Wisconsin Department of Transportation (WisDOT) has completed a statewide bicycling conditions assessment to identify key bicycle linkages in each county. The assessment offers recommendations without officially establishing bicycle routes. Potential bicycle routes identified along state highways are planned and maintained by WisDOT. The bicycle conditions assessment is based on:

- Road width (i.e. ability to accommodate a shoulder path)
- Traffic volume
- Truck traffic as a percentage of all traffic (secondary consideration)
- Site distance restrictions (secondary restriction)

WisDOT limited the scope of its assessment to county and state corridors. WisDOT generally considers town roads acceptable for bicycling given their limited traffic flows. (Refer to *Transportation map* on page 5-9 and the Oneida County Bicycling Conditions map on page 5-5.) In the town of Three Lakes, the following road segments were identified by WisDOT and TAG as having the following conditions for bicycling:

Best Conditions.

- Town roads of Three Lakes

Moderate Conditions

- U.S. Highway 45 from southern boundary to the intersection with STH 32
- STH 32 from the town's southeast corner to its intersection with USH 45

Undesirable Conditions

- County Trunk Highway A from Three Lakes west to the town border

RAILROAD CORRIDORS

There are no rail lines within the town of Three Lakes; however, Canadian National operates a line connecting Ladysmith in western Wisconsin to the eastern U.P. of Michigan. The line travels through the city of Rhinelander and passes approximately four miles south of Three Lakes' southern boundary. The Escanaba & Lake Superior Railroad (in partnership with the Chicago and Northwestern Railroad) operates a line connecting the city of Green Bay with the central U.P. within 20 miles of the town's eastern border. Finally, the Chicago and Northwestern Railroad own an abandoned rail corridor east of the town in eastern Forest County.

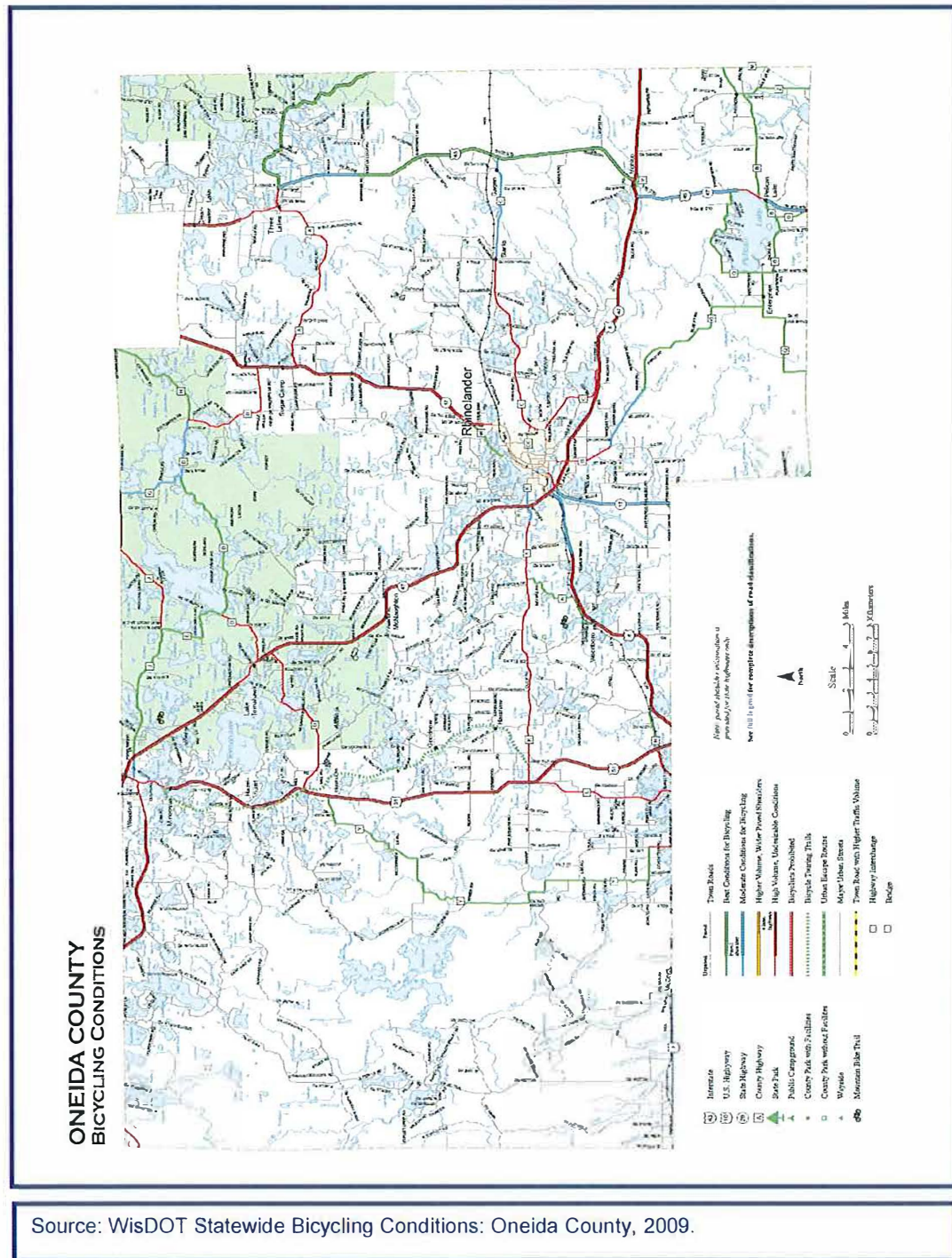
The map on page 5-6 shows the active rail lines and Rails To Trails corridors in the state of Wisconsin. There are no plans currently in place to extend rail service (freight or passenger) to or through the community.

SNOWMOBILE TRAILS¹

The Three Lakes trail system encompasses 150 miles of trails, plus 50 additional miles of lake trails that traverse the most scenic country that Wisconsin has to offer. The Kimball Trail (upper and lower) will take one through the pristine Chequamegon-Nicolet National Forest and will provide connection to Vilas and Forest county destinations. The southern trails will lead to the Rhinelander, Monico and Pelican Lake areas. Trails to the west and north will give access to neighbors in Sugar Camp, St. Germain and Eagle River.



¹ Excerpted from O.C. Defined website, www.oneidacountywi.com/atvandsnowmobile.php, 2009.

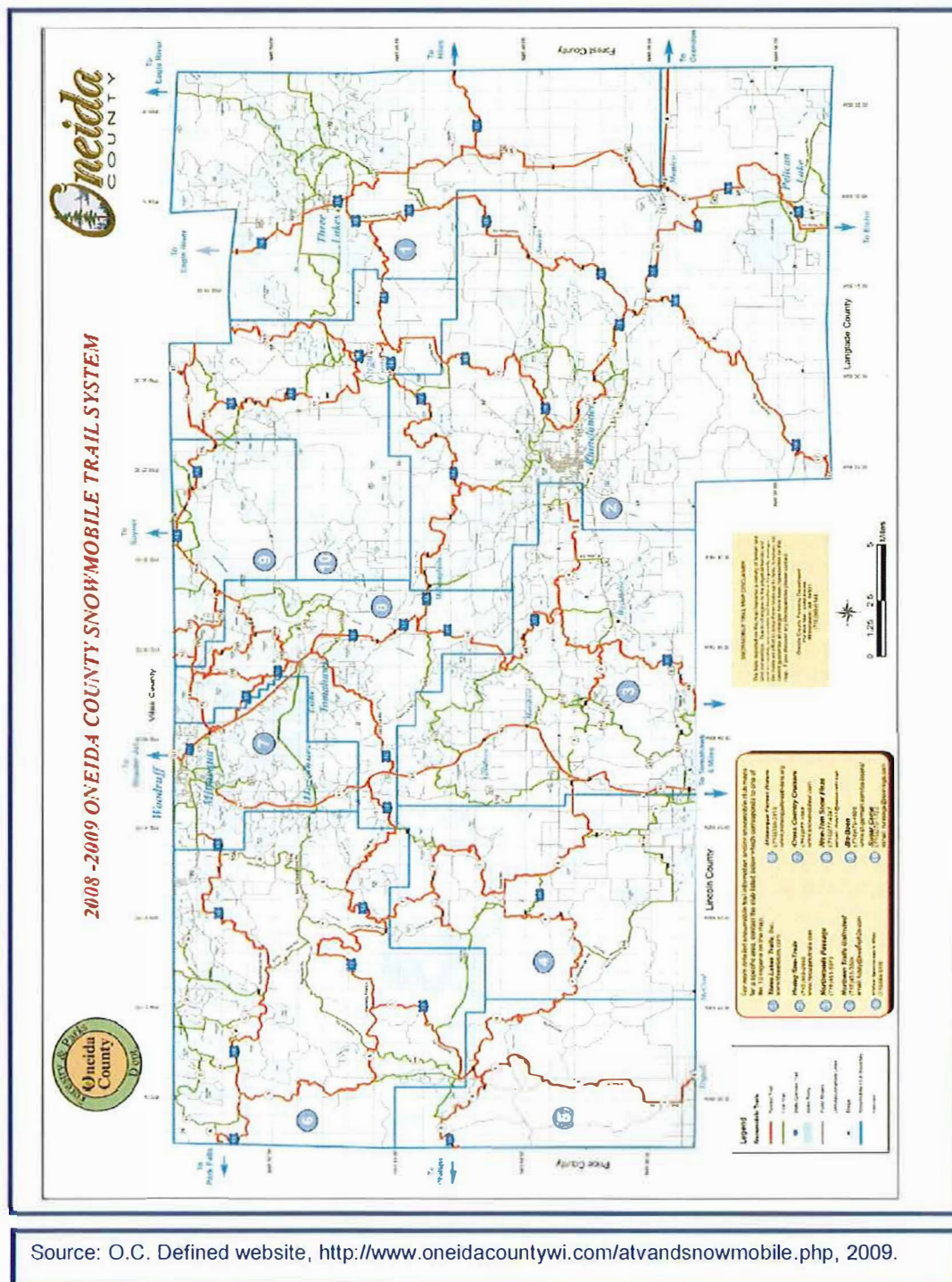


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Source: WisDOT 2007 Wisconsin Railroads from WisDOT website, February 2009.



The trail system is maintained and groomed by Three Lakes Trails, primarily a volunteer organization. Grooming is performed by a combination of volunteer and paid resources utilizing two Tucker groomers (2001 / 2004) and a Case four-wheel drive tractor. Emphasis on high-quality grooming has paid off and is evidenced by being awarded Best Oneida County Trails for 2003/2004.

ONEIDA COUNTY ATV TRAILS²

Oneida County's ATV trails loop through some of the wildest country in the North Woods. Oneida County's ATV trails are located in the southwestern part of the county. The Lynne/Little Rice Lake ATV trail system offers 16 miles of woodland trails, 23 miles of connecting road routes and 76 miles of open town roads.

PUBLIC TRANSIT

There are no public transit systems currently operating in the town of Three Lakes. Mass transit via bus, high-speed rail or other means is not likely to be established throughout Three Lakes in the next 20 years given limited demand, low population density and a small overall population base. At this time, Three Lakes cannot provide the ridership needed to support a complete transit system serving all areas of the town. As the population of the town ages, however, both the need and market for some form of public transportation will grow.

Questions were asked in the July 2008 Residential Survey regarding the importance of having a shuttle from the outlying areas to Three Lakes and/or Rhinelander (see Tables 21 and 22 above).

Table 21 (Residential Survey question 14): Concerning Quality of Life Issues-How Important is a Shuttle Transport to Three Lakes?

Not Important	Less Important	Somewhat important	Important	Very Important
257	177	147	95	65

Table 22 (Residential Survey question 14): Concerning Quality of Life Issues-How Important is a Shuttle Transport to Rhinelander?

Not Important	Less Important	Somewhat important	Important	Very Important
225	129	186	146	84

WATER TRANSPORTATION

None of the lakes or other surface waters in Three Lakes are suitable for significant conventional water transportation systems; however, the future may provide a market for water taxis or a shuttle service. The nearest port facility is located in the twin cities of Marinette, Wis., and Menominee, Mich., at the mouth of the Menominee River.

² Excerpted from O.C. Defined website, <http://www.oneidacountywi.com/atvandsnowmobile.php>, 2009.

TRUCK TRANSPORTATION

Truck traffic on local roads is a common concern for residents, with speed, noise and volume being areas of contention. WisDOT designates state highways and specified county highways and local roads as truck routes. The designation is based upon a variety of factors including service to local business; proximity to schools, churches and other places where people congregate; and the ability of a given roadway to withstand the greater weights associated with truck traffic, among others. The Wisconsin Statutes define standards for the length, width and weight of trucks allowed on certain roadways to prevent road degradation and untimely maintenance.

AIRPORTS

Three Lakes Municipal Airport (TLMA) serves Three Lakes and Oneida County and is owned by the Town of Three Lakes. The turf runway extends for 3,740 feet. The facility is at an elevation of 1,636 feet at a distance of about three miles from Three Lakes. TLMA is classified as a Basic Utility A facility.³

Wisconsin classifies airports in the state by usage and the types of aircraft that may utilize the facility⁴. These include:

- **Air Cargo/Air Carrier** – Designed to accommodate virtually all aircraft up to and, in some cases, including wide-body jets and large military transports.
- **Transport/Corporate** – Intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service and small airplanes (piston or turboprop) used in commuter air service.
- **General Utility** – Intended to serve virtually all small general aviation single- and twin-engine aircraft, both piston and turboprop, with a maximum takeoff weight of 12,500 pounds or less.
- **Basic Utility B** – Designed to accommodate aircraft of less than 12,500 pounds gross weight, with approach speeds below 121 knots and wingspans of less than 49 feet.
- **Basic Utility A** – Designed to accommodate aircraft of less than 6,000 pounds gross weight, with approach speeds below 91 knots and wingspans of less than 49 feet.



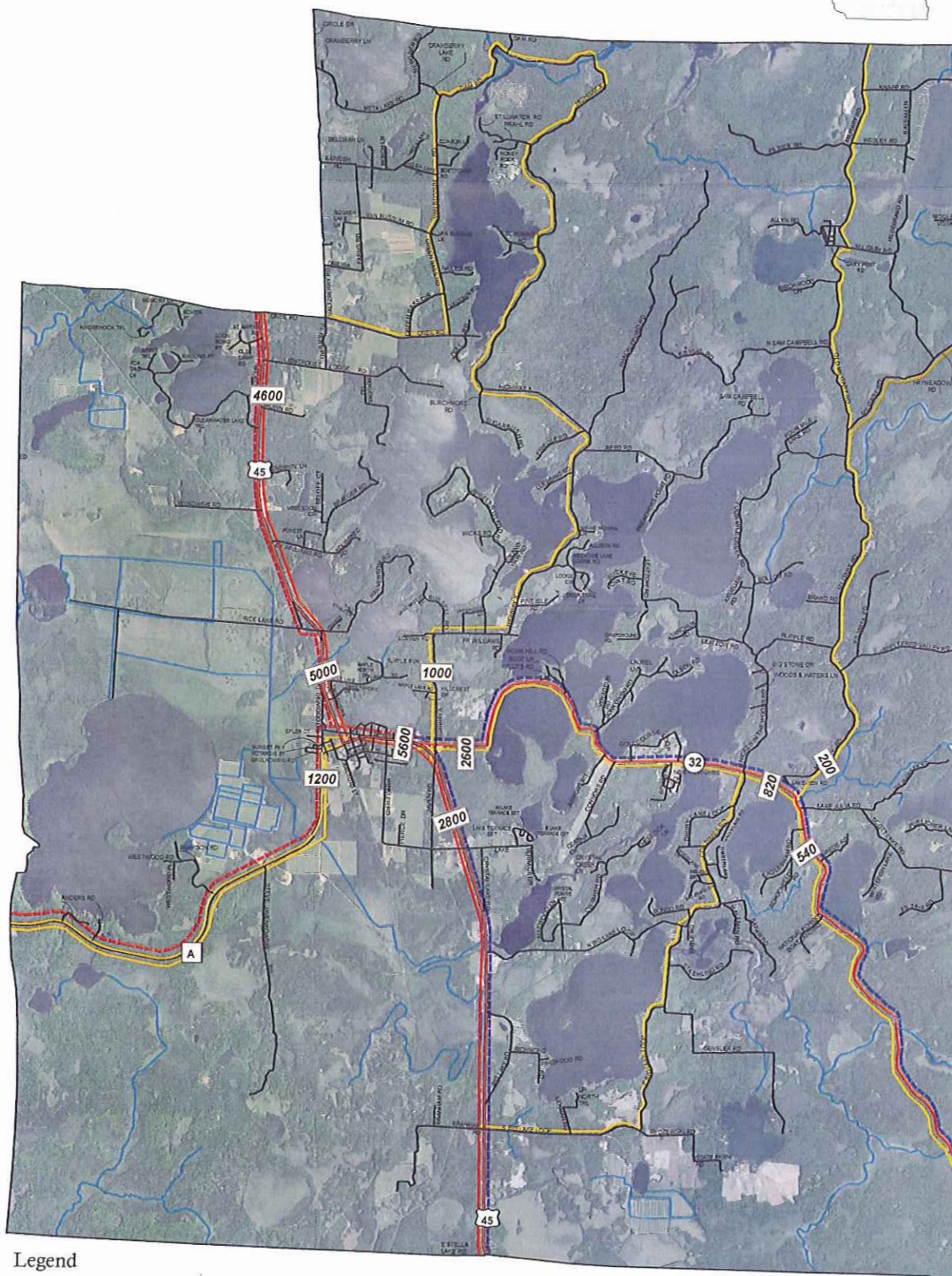
Aerial view of Three Lakes Municipal Airport Source: Airnav.com 2009

³ Excerpted from Airnav.com website, 2009.










⁴ Excerpted from *Wisconsin State Airport System Plan 2020: Summary Report*, 2008.

Transportation

Town of Three Lakes *Oneida County, Wisconsin*



Legend

-  Roads
  Best Cycling
  Major Collector
 County
  Moderate Cycling
  Minor Collector
 State
 Undesirable Cycling
 Rivers & Streams
 Federal
  Principal Arterial
  Daily Traffic Count

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0 0.25 0.5 1 Miles



Other nearby airports include:

- Crandon Municipal Airport in Crandon (Basic Utility – B);
- Eagle River Union Airport in Eagle River (Transport/Corporate);
- Land O' Lakes Municipal Airport in Land O' Lakes (Basic Utility – B);
- Lakeland/Noble F. Lee Memorial Field in Woodruff/Minocqua (Transport/Corporate); and
- Rhinelander–Oneida County Airport in Rhinelander (Air Carrier/Air Cargo).

In addition to the airports listed above, General Mitchell International Airport in Milwaukee (Air Carrier/Air Cargo) and Austin Straubel International Airport in Green Bay (Air Carrier/Air Cargo) are primary airport facilities used for national and international travel by residents of Three Lakes.

TLMA and the airports identified above meet current resident needs for travel and business freight and are expected to do so into the foreseeable future.

STREETS AND HIGHWAYS

Streets and highways are classified according to their primary function, either to move vehicles or to serve adjacent land. For example, *arterials* accommodate the movement of vehicles, while *local roads* are designed to provide direct access to individual parcels of land. *Collectors* serve both local and through traffic by providing a connection between arterials and local roads (see box at right for street and highway classifications).

Facilities classified under the Federal Aids Secondary System (county trunks and state highways) qualify for federal aid for capital projects involving construction, reconstruction or repair. State highway aid is available to communities for construction and maintenance. Federal aid may not exceed 85% of expenditures, based on a three-year average. The following classifications of highways and roads exist in the town of Three Lakes (from data gathered between 2003 and 2007):

- **Principal Arterials.** USH 45 is classified as a principal arterial. The most recent *average daily traffic* (ADT) count for USH 45 was 2,800 vehicles from the southern boundary of the town to the town of Three Lakes, 5,600 vehicles within the town center area, 5,000 leaving Three Lakes, and 4,500 vehicles north to the town's border.
- **Minor Arterials.** There are no roads in Three Lakes classified as minor arterials.

Street & Highway Classifications

Streets and highways are classified according to their primary function, either to move vehicles or to serve adjacent land.

Principal Arterials – serve interstate and interregional trips.

Minor Arterials –accommodate inter-regional and inter-area traffic movements, often in conjunction with principal arterials.

Major Collectors – provide service to moderate-sized communities and other intra-area traffic generators. Many county trunk highways fall into this classification.

Minor Collectors – these roads collect traffic from local roads and provide links to all remaining portions of smaller communities and other higher function roads.

Local Roads – provide direct access to residential, commercial and industrial development.

- **Major Collectors.** Major collectors in Three Lakes include STH 32 (540, 820, 2,600), CTH A (1,200), CTH X (1,000), East Big Lake Road, Old Military Road (200), O'Neil Road, and VanBussum Road. Available ADTs are in parentheses.
- **Minor Collectors.** Hay Meadow Road in the northeast part of the town is the only route identified as a minor collector.
- **Local Roads.** All remaining roads in the town are classified as local.

The roads described in this section are illustrated on the Transportation Network Map which appears on page 5-9.

Summary of Existing Transportation Plans

This section of the chapter summarizes existing federal, state and regional transportation plans relevant to the future transportation network of the town of Three Lakes.

FEDERAL TRANSPORTATION PLANNING

A number of federal and state policies guide the planning, development, maintenance and operation of the transportation network. Their implementation is accomplished with the development of regulations, often with tight ties to funding. Federal regulations most closely related to this chapter include:

- Title VI, Civil Rights Act and, specifically, the Americans with Disabilities Act of 1990 (ADA) and the Executive Order concerning Environmental Justice;
- Clean Air Act;
- Planning requirements under the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA), and the subsequent Transportation Equity Act of 1998 (TEA-21); and
- Federal historic preservation regulations also affect transportation planning, project development and construction.

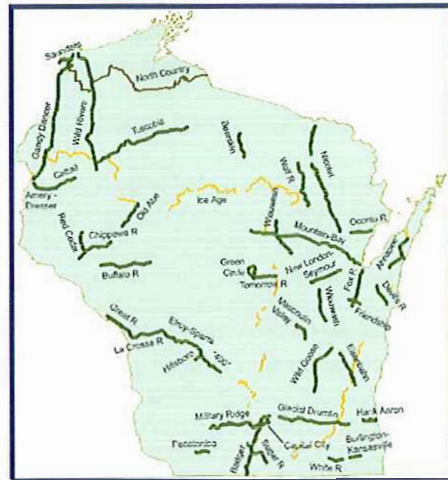
The most recent federal transportation planning efforts are included within the Transportation Equity Act for the 21st Century (TEA-21). This act largely reaffirms the tenets of the ISTEA. This legislation sets out all federal transportation funding programs and their planning requirements. For instance, TEA-21 describes the Transportation Enhancement Program, the minimum level at which it will be funded, and the general principles and intentions of the program. It also includes requirements for transportation/land-use plans for urbanized areas. Administrative rules are used to implement these and other federal program requirements.

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Chapter 5: Transportation

WDNR STATE RECREATIONAL TRAIL NETWORK PLAN⁵

The State Recreational Trail Network Plan (see box at right) was drafted by the Wisconsin Department of Natural Resources (DNR) and approved by the Wisconsin Natural Resources Board. The plan provides a long-term, big-picture vision for establishing a comprehensive trail network through Wisconsin. It identifies existing and proposed trails and connections that would serve as the main corridors for a statewide trail system. The plan doesn't include every trail in Wisconsin, just the major arteries. It focuses mainly on abandoned rail corridors, utility corridors, critical road connections and natural feature corridors that link places where people live and play, natural resource features, public lands and other destinations.



Source: WDNR website, 2008
[www.dnr.state.wi.us/Org/land/parks/specific/
findatrail.html](http://www.dnr.state.wi.us/Org/land/parks/specific/findatrail.html)

The State Recreational Trail Network Plan recognizes that trails developed by local units of governments serve as critical links. Under the plan, DNR staff will continue to work with local governments and encourage them to connect trails onto this network as they update local plans.

WISCONSIN STATE BICYCLE PLAN 2020

The Wisconsin Bicycle Transportation Plan 2020 was drafted by WisDOT in December 1998. The vision statement in the plan is: "To establish bicycling as a viable, convenient and safe transportation choice throughout Wisconsin." The document included eight elements: Plan Vision, Goals and Objectives; Current Bicycling Conditions; Benefits and Impacts of Bicycling; Public Involvement; Intercity; Urban/Suburban; Bicycle Safety; and Implementation. In the implementation section, WisDOT identified the roles and responsibilities of various levels of state and local government. Local governments are encouraged to:

- Develop, revise, and update long-term bicycle plans and maps;
- Consider the needs of bicyclists in all street projects and build bicycle facilities accordingly;
- Promote and offer bicycle safety programs;
- Consider providing locker room facilities for employees;
- Consider bicycle racks on buses;
- Encourage business involvement to increase bicycle commuting and other functional trips; and,
- Help promote bike to work/school day.

There are no proposed trails listed in the WDNR State Recreational Trail Network Plan for the town of Three Lakes. Future trails within the town will result from coordination with Oneida County (with respect to planned county trunk highway upgrades), North Central Wisconsin

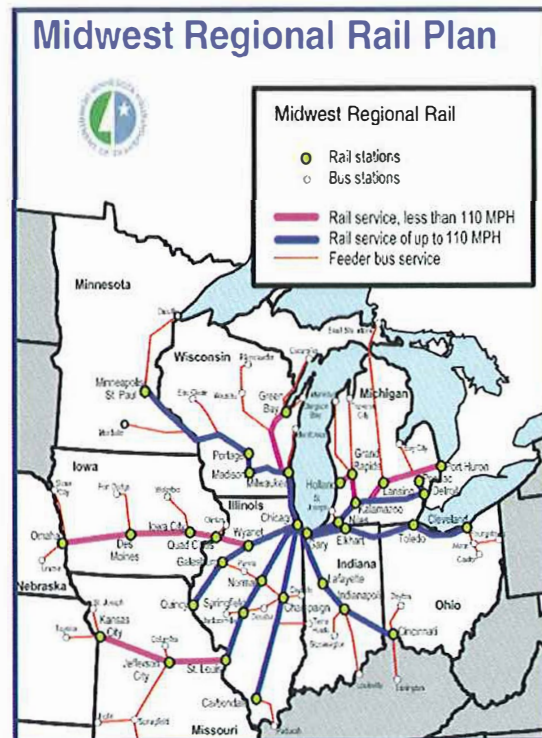
⁵ Source: *WDNR State Recreational Trail Network Plan* website, 2008.

Regional Planning Commission (NCWRPC), WisDOT, neighboring local governments and coordination with private local developers and citizen groups who may consider trails as part of future residential subdivision developments.

MIDWEST REGIONAL RAIL INITIATIVE PLAN⁶

Since 1996, the Midwest Regional Rail Initiative (MWRI) advanced from a series of service concepts - including increased operating speeds, train frequencies, system connectivity and high service reliability - into a well-defined vision to create a 21st century regional passenger rail system. This vision has been transformed into a transportation plan known as the Midwest Regional Rail System (MWRRS). The primary purpose of the MWRRS is to meet future regional travel needs through significant improvements to the level and quality of regional passenger rail service. The major MWRRS elements will improve Midwest travel. These elements include:

- Use of 3,000 miles of existing rail rights-of-way to connect rural, small urban and major metropolitan areas throughout Minnesota, Iowa, Missouri, Illinois, Indiana, Ohio, Michigan and Wisconsin;
- Operation of "hub-and-spoke" passenger rail system through Chicago to locations throughout the Midwest;
- Introduction of modern train equipment operating at speeds up to 110 mph;
- Provision of multi-modal connections to improve system access; and,
- Improvements in reliability and on-time performance.



WISCONSIN STATE HIGHWAY PLAN 2020⁷

Wisconsin's state trunk highway system, consisting of approximately 11,800 miles of roads, is aging and deteriorating while traffic is increasing. The system consists of 11% of the total roadway miles in Wisconsin, but carries nearly 60% of the total traffic. Recognizing the importance of the system, WisDOT, in partnership with stakeholders, developed the WisDOT State Highway Plan 2020. This strategic plan considers the current condition of the highway system, analyzes future uses, assesses financial constraints, and outlines strategies to address Wisconsin's preservation, traffic movement and safety needs. The plan is updated every six years to reflect changing transportation technologies, travel demand and economic conditions in Wisconsin. Within the present Wisconsin State Highway Plan 2020, there is no plan to

⁶ Source: Midwest Regional Rail System, 2006.

⁷ Source: WisDOT, *Wisconsin State Highway Plan 2020*.

designate a Highway 45 bypass of Three Lakes. For more information on the Wisconsin State Highway Plan 2020, visit: www.dot.wisconsin.gov/projects/state/hwy2020.htm.

NORTH CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION⁸

NCWRPC participates in transportation in a variety of ways, including the development of local road improvement plans, traffic count assistance, highway access plans and alternative route plans. It also provides assistance in preparing grant applications to fund local transportation related projects, including federal enhancements and state TEA programs. The commission conducts special projects such as highways corridor studies as well.

PASER RATING SYSTEM REPORT

All town roads in Three Lakes are evaluated in accordance with WisDOT requirements using the *Pavement Surface Evaluation and Rating* (PASER) system. PASER is a visual inspection system to develop a condition rating for community roads. PASER is an important tool for smaller government unit planning because it gives a picture of road conditions on all roads and can identify candidates for maintenance and rehabilitation. Surface defects, cracking and potholes are all examined during a typical PASER evaluation. Paved roads are rated 1 – 10 based on their condition.

Paved Roads Rating

Needs

Rating 9 & 10	no maintenance required
Rating 7 & 8	routine maintenance, crack sealing and minor patching
Rating 5 & 6	preservative treatments (seal coating)
Rating 3 & 4	structural improvement and leveling (overlay or recycling)
Rating 1 & 2	reconstruction

Roads are rated in segments. As a result, one portion of a particular road may rank as 9, whereas a different segment may only rank a 6. These fluctuations can greatly impact the overall need for road surface improvements. According to the PASER manual, it is recommended that communities strive to attain a rating of 7 for all paved roads. PASERWARE is a software program designed to help communities consider different scenarios for optimizing road maintenance and improvements expenses. Using PASERWARE, a community can determine what sequence of improvements is recommended to meet a certain goal (i.e., get all roads to a 7 rating). PASERWARE also will provide cost estimates for maintenance and construction projects. Technical and financial assistance with this program is available through Oneida County, NCWRPC and WisDOT.

PASER Rating	Total Miles	Percent of all Roads
1	13.5	11.0%
2	7.5	6.1%
3	10.8	8.8%
4	11.4	9.3%
5	8.5	6.9%
6	5.1	4.1%
7	5.8	4.7%
8	20.6	16.7%
9	9.8	8.0%
10	30.0	24.4%
Total	123.0	100%

Source: Town of Three Lakes, 2009.

Table 23 (on right) shows the total number of miles of roadway in the town of Three Lakes by PASER rating, as well as the percentage of all roads

⁸ Text excerpted in its entirety from *Profile: Wisconsin's Regional Plan Commissions* prepared by the Association of Regional Plan Commissions, April 2005.

within each category. As the numbers confirm, the town of Three Lakes road network is, in general, in excellent condition, with nearly 50% of road segments rated at 8 or higher.

Currently the Town of Three Lakes is converting to the Wisconsin Information System for Local Roads (WISLR) road management software program. This is an Internet accessible system that helps local governments and WisDOT manage local road data to improve decision making and meet state statute requirements. With geographic information system (GIS) technology, WISLR combines local road data with interactive mapping functionality. The result is an innovative system that allows users to display their data in a tabular format, on a map, or both.

COMPARISON TO STATE AND REGIONAL PLANS

Jurisdiction over transportation facilities and services is divided among several layers of government. Planning for the transportation network in the town of Three Lakes requires coordination among these jurisdictions. During the development of this plan, the town researched regional and state transportation plans, policies and programs (several of which are highlighted in this section). Available information indicates that there will be little significant state investment in the transportation network in the community.

The transportation goals, policies, objectives and programs in this plan seek to complement regional transportation goals, objectives, policies and programs by providing local transportation facilities and services that connect to county, regional and state facilities.

Transportation Issues and Opportunities

This section of the chapter focuses on the transportation issues and concerns in the community.

What is an Official Map?

PEDESTRIAN AND BICYCLE TRAILS

Funding opportunities exist through the DNR and WisDOT to help finance trail and bicycle route projects. To help support trail development efforts, the town of Three Lakes should consider including trail routes on any future official map (see box at right) adopted by the town. The WisDOT *Safe Routes to School Program* (SRTSP) provides funding for the development of pedestrian and bicycle facilities. For additional information on the SRTSP, visit: www.dot.wisconsin.gov/localgov/aid/saferoutes.htm.

An official map is one of the oldest plan implementation devices at the disposal of a local community. It is used to manage the problem of reserving land for future public use. Section 62.23(6) of the Wisconsin Statutes provides that the governing body of any local municipality may establish an official map for the precise identification of right-of-way lines and site boundaries of streets, highways, waterways and parkways, and the location and extent of railway rights of way, public transit facilities, parks and playgrounds. Such a map has the force of law and is deemed to be final and conclusive.

It is important to note that not all residents will favor trails and bicycle routes. Two common issues expressed by those opposed to trails are the potential for decreases in property values and impacts on private property (i.e., vandalism and crime). Studies have shown that trails actually increase property values for homes located along

established trail routes and increase exposure (and profits) for local businesses that have trail access. Elevated vandalism and crime rates have not been seen along trail routes⁹.

In order to promote trail connections, the town needs to consider increasing the number of walkways, paths and trails in the community, particularly in and around the town center. The town may also consider adding walkways or trails to existing town roads and coordinate with the Oneida County Highway Department to consider walkway installation along county highways. Trail development should be focused upon creating linkages between desirable nodes (parks, schools, businesses, lakes, etc.).

One of the most overlooked aspects of increased bicycle trails in a community is bicycle parking at commercial and community facilities. Many people are discouraged from biking fearing their bike will be stolen if they park it. The town needs to consider good locations for bicycle parking. Most businesses will encourage bicycle racks in front of their stores. Racks should be located so they are:

- Clearly visible in high pedestrian traffic areas to discourage thieves.
- Well distributed versus clustering all racks in one central area.
- Accessible.
- Not a nuisance to pedestrians.



The design of bicycle racks is also an important consideration. Racks should:

- Support the frame of the bicycle.
- Allow the frame and one wheel to be locked on to the rack when both wheels are left on the bike.
- Allow for the use of either a cable or U-shaped lock.
- Be securely anchored.
- Be usable by bikes with no kickstand.
- Be usable by bikes with water bottle cages.
- Be usable by a wide variety of sizes and types of bicycles.

The separation of bike routes and walkways provides the safest mode of transportation for bikers and walkers¹⁰. The risk of conflict and injury increases when bicyclists share small road spaces with cars and pedestrians. If the town desires shared on-street pedestrian/bike paths, these paths must be wide enough to safely accommodate both bikers and pedestrians. This could be in the form of widened shoulders on roadways with shoulders having a minimum paved area of 3 feet with an additional 3 feet of gravel for pedestrians. There is a concern for the safety of bicyclists on Highway 32 as it heads south of the Three Lakes town center. Future discussion with the Wisconsin Department of Transportation, Town of Three Lakes and area citizens will be required to analyze and determine the best options to make this a safer bicycling route.

The Town will consult with the Wisconsin Department of Transportation and Oneida County prior to the construction of new trails, paths or other pedestrian transportation systems.

⁹ Source: Fox River Trail Study, Brown County Planning Commission, December 2001.

¹⁰ Source: www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf

WALKABLE COMMUNITIES

The town of Three Lakes is fortunate to have the basic elements of a walkable community (see box). To enhance the town's "walkability," it may provide sidewalks and trail connections to schools, parks and shopping areas. The following actions are recommended:

- **Enhance connections between parks, open spaces and the school.** This effort must include a commitment to continuing to provide park and open spaces in new neighborhoods and access to existing facilities via trails and walkways.
- **Provide multiple linkages to neighborhoods (including walkways, trails and roadways).** Offer well-maintained roads and walkways. Where recommended, sidewalks would be provided on both sides of neighborhood streets. Where sidewalks are not practical, trails and bike routes would be encouraged.
- **Design at a scale to allow residents to walk to local destinations (e.g. schools, shopping, parks, etc.).** Walkable communities should provide residents with the option of walking (¼ mile to ½ mile) to community destination nodes.
- **Enforce low-speed streets.** To promote a walkable community, motorists must respect speed limits in all areas, but particularly near schools, parks and other public areas, yielding to pedestrians (see section on Traffic Calming on page 5-20).
- **Provide inspiring and well-maintained public streets.** Streets in a walkable community are attractive and colorful, with sidewalks/walkways, planter strips meeting a diversity of needs. Homes and buildings are brought forward, relating to the street with a minimal setback area. These amenities and design elements provide an attractive, inviting place for walking.
- **Integrate land use and transportation.** In walkable communities, residents understand and support compact development, infill, integral placement of mixed-use buildings, and mixed housing neighborhoods. People understand that small, local stores help create community as well as convenience. Residents feel they have choice of travel modes to most destinations.
- **Provide convenient and safe street crossings.** Successful communities have frequent, convenient and well-designed street crossings. Pedestrians using these areas rarely have to walk more than 150 feet to reach crossings. Improved crossings such as bump outs to reduce pedestrian crossing width, mid-street crossings

What is a Walkable Community?

Walkable communities are desirable places to live, work, learn, worship and play, and therefore a key component of smart growth. Their desirability comes from two factors:

1. Walkable communities provide safe and convenient access to goods (such as housing, employment and retail) and services (such as transportation, schools, libraries) that residents and visitors require on a regular basis.
2. By definition, walkable communities make pedestrian activity possible, thus expanding transportation options, and creating a streetscape that better serves a range of users -- pedestrians, bicyclists and automobiles, among others.

Source: Smart Growth Network, 2004. Available online at www.smartgrowth.org



and surface treatments (e.g., colored/stamped concrete to clearly mark crossing locations, lighting and paint striping) can help address this issue.

COMPLETE STREETS¹¹

The benefits of complete streets include:

- **Complete streets make economic sense.** A balanced transportation system that includes complete streets can bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices and retail destinations. Complete streets can reduce transportation costs and travel time while increasing property values and job growth. Research shows that building walkable streets and lowering automobile speeds can improve economic conditions for both residents and business owners, and anecdotal evidence indicates that home values increase on streets that have received complete streets treatments.
- **Complete streets improve safety.** They reduce crashes through safety improvements. One study found that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian risk by 28%. Complete streets also improve safety indirectly, by increasing the number of people bicycling and walking. A recently published international study found that as the number and portion of people bicycling and walking increases, deaths and injuries decline.
- **Complete streets encourage more walking and bicycling.** Public health experts are encouraging walking and bicycling as a response to the obesity epidemic, and complete streets can help. One study found that 43% of people with safe places to walk within 10 minutes of home met recommended activity levels, while just 27% of those without safe places to walk were active enough. Residents are 65% more likely to walk in a neighborhood with sidewalks. A study in Toronto documented a 23% increase in bicycle traffic after the installation of a bicycle lane.
- **Complete streets can help ease transportation woes.** Streets that provide travel choices can give people the option to avoid traffic jams, and increase the overall capacity of the transportation network. Several smaller cities have adopted complete-streets policies as one strategy to increase the overall capacity of their transportation network and reduce congestion.
- **Complete streets help children.** Streets that provide room for bicycling and walking help children get physical activity and gain independence. More children walk to school where there are sidewalks. And children who have and use safe walking and bicycling routes have a more positive view of their neighborhood. Safe Routes to School programs, gaining in popularity across the country, will benefit from complete-streets policies that help turn all routes into safe routes.
- **Complete streets are good for air quality.** Air quality in urban areas is poor and linked to increases in asthma and other illnesses. Yet if each resident of an American

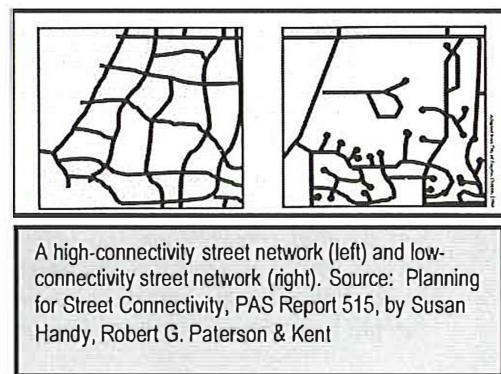
¹¹ Much of the text in this section was excerpted from *Let's Complete America's Streets*, www.completestreets.org/benefits.html, 2009.

community of 100,000 replaced one car trip with one bike trip just once a month, it would cut carbon dioxide (CO₂) emissions by 3,764 tons of per year in the community. Complete streets allow this to happen more easily.

- **Complete streets make fiscal sense.** Integrating sidewalks, bike lanes, transit amenities and safe crossings into the initial design of a project spares the expense of retrofits later. Jeff Morales, the director of Caltrans when the state of California adopted its complete-streets policy in 2001, said, "By fully considering the needs of all non-motorized travelers (pedestrians, bicyclists and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized."

CONNECTIVITY

The purpose of a street network is to connect spatially separated places and to enable movement from one place to another. With few exceptions, a local street network connects every place in a community to every other place in the community. But, depending on the design of the network, the quality of those connections will vary. A community with good connectivity will have many connections. A community with poor connectivity will have many dead-end roads.



In order to ensure connectivity:

- Encourage developers to consider connections to existing neighborhoods from new subdivisions and looping roads in new developments instead of cul-de-sac development.
- Monitor traffic patterns to consider long-term needs for future road connections.

TRAFFIC CALMING

Traffic calming is a way to design streets, using physical measures, to encourage people to drive more slowly. It creates physical and visual cues that induce drivers to travel at slower speeds. Traffic calming is self-enforcing. The design of the roadway results in the desired effect, without relying on compliance with traffic control devices such as signals and signs, or on enforcement. While elements such as landscaping and lighting do not force a change in driver behavior, they can provide the visual cues that encourage people to drive more slowly.

Traffic calming consists of operational measures such as enhanced police enforcement, speed displays and a community speed watch program, as well as such physical measures as edgelines, chokers, chicanes, traffic circles, speed humps and raised crosswalks.¹² It also provides increased economic opportunities since drivers, once slowed down, are more likely to stop and shop than those driving through the community at higher rates of speed.

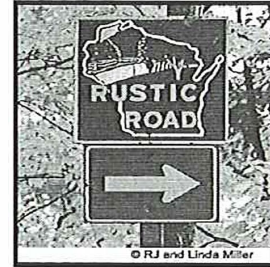
¹² Excerpted from *TrafficCalming.org*, 2009.

Three Lakes 2030

Chapter 5: Transportation

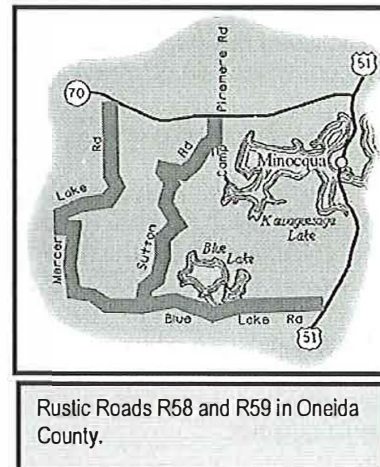
RUSTIC ROADS¹³

The Wisconsin Legislature established the Rustic Roads program in 1973 to help citizens and local units of government preserve what remains of Wisconsin's scenic, lightly traveled country roads. Unique brown-and-yellow signs mark the routes of all officially designated Rustic Roads. These routes provide bikers, hikers and motorists an opportunity to leisurely travel through some of Wisconsin's scenic countryside.



Although there are no designated Rustic Roads in Three Lakes, Rustic Roads 58 and 59 are located in Oneida County.

- **Rustic Road R58.** Rustic Road R58 is a 9.6-mile paved roadway extending along Blue Lake Road, west from USH 51 to Mercer Lake Road, and Mercer Lake Road, north from Blue Lake Road to STH 70 (see box at right). Blue Lake Road skirts many scenic North Woods lakes while it wanders through thick pine and hardwood forests. This route crosses a railroad bed that was used in the 1800s as a main source of entry and exit to Minocqua. It has now been converted to the Bearskin State Trail for hiking and bicycling. There is also an ideal location along R58 for launching and retrieving a canoe where Blue Lake Road intersects the Tomahawk River. The North Woods beauty continues along Mercer Lake Road as it travels across two small creeks, through cedar lowlands, and dense pine and hardwood forests before intersecting with STH 70.



- **Rustic Road R59.** Rustic Road R59 is a 4.5-mile sand-and-gravel roadway and includes Sutton Road and Camp Pinemere Road between STH 70 and Blue Lake Road (see box above right).

With its gravel roadbed less traveled than neighboring R58, R59 is a true wilderness. Along this route, one will see original log cabins used by some of the original homesteaders in the Minocqua area. Sutton Road, with a narrow roadbed of a mixture of gravel and sand, travels through hardwood and pine forestland, offering frequent glimpses of native wildlife.

The Town of Three Lakes may submit an application to WisDOT to have one or more of its roads accorded Rustic Road designation. To qualify for the Rustic Roads program, a road:

- Should have outstanding natural features along its borders such as rugged terrain, native vegetation, native wildlife, or include open areas with agricultural vistas which singly or in combination uniquely set this road apart from other roads;

¹³ Text excerpted from WisDOT Rustic Roads website, 2007.

- Should be a lightly traveled local access road, one which serves the adjacent property owners and those wishing to travel by auto, bicycle, or hiking for purposes of recreational enjoyment of its rustic features;
- Should be one not scheduled nor anticipated for major improvements which would change its rustic characteristics; and,
- Should have, preferably, a minimum length of 2 miles and, where feasible, should provide a completed closure or loop, or connect to major highways at both ends of the route.

To begin the process for Rustic Road designation, the Town would identify a road (or roads) it would like to see included as part of the Rustic Roads system. The next step would be to initiate and circulate petitions among residents and property owners along the candidate road(s). WisDOT encourages local governments to work with civic, recreational and environmental groups to publicize and encourage the success of the Rustic Roads program. An application for Rustic Road designation can be found by visiting the WisDOT website at www.dot.wisconsin.gov/travel/scenic/rusticroads.

NATIONAL SCENIC BYWAYS¹⁴

The National Scenic Byways Program (NSBP) is part of the U.S. Department of Transportation Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. Since 1992, the National Scenic Byways Program has funded 2,672 projects for state and nationally designated byway routes in 50 states, Puerto Rico and the District of Columbia. The U.S. secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archeological, cultural, historic, natural, recreational and scenic qualities.



The National Scenic Byways Program was established under the Intermodal Surface Transportation Efficiency Act of 1991, and reauthorized in 1998 under the Transportation Equity Act for the 21st Century. Under the program, the U.S. secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational and scenic qualities. There are currently 125 such designated byways in 44 states.

This program is founded upon the strength of the leaders for individual byways. It is a voluntary, grassroots program. It recognizes and supports outstanding roads. It provides resources to help manage the intrinsic qualities within the broader byway corridor to be treasured and shared. Perhaps one of the underlying principles for the program has been articulated best by the byway leader, who said, "The program is about recognition, not regulation."

The National Scenic Byways Discretionary Grants program provides funding for byway-related projects each year, as part of the Federal Highway Administration's Discretionary Grants Program. Projects to support and enhance National Scenic Byways, All-American Roads and state-designated byways are eligible. Applications are prepared online, but submitted through the state's byway program agency.

¹⁴ Excerpted from National Scenic Byways website, www.byways.org/, 2009.

Currently there is some interest and initial discussion to apply for National Scenic Byway recognition for Military Road. At present, Military Road is identified as a Scenic Byway under the guise of the Wisconsin Department of Transportation and U.S. Department of Agriculture Forest Service. Its pre-Civil War historical significance as a supply route from Fort Howard (Green Bay) to Fort Wilkens (Copper Harbor, Mich.) and its scenic route through the Chequamegon-Nicolet National Forest and along pristine lakes may qualify this road for preservation and funding under the national program. For further information, contact the town office and watch local media coverage for future developments.

WATER TRAIL

Water trails embody the nexus between rivers and trails. They provide recreational boating opportunities along a river, lake, canal or coastline; most water trails are managed in public-private partnership with the philosophies of environmental stewardship, environmental education and accessibility for all users.¹⁵

Water trail development can help achieve goals of economic diversification and improved quality of life in rural communities. Water trails are a rapidly growing element of the marine recreation and tourism industry. Case study community trends indicate paddlers (Water trails are most frequently used by canoeists and kayakers.) will spend between \$27 and \$63 per day. A destination paddler on a multiple-day water trip may spend as much as \$88 per day. Eating and drinking establishments, lodging and camping businesses, retail sales, and recreational service industries will see direct economic impacts from water trail paddlers.¹⁶

Citizens demonstrated a desire to establish a water trail on the Three Lakes Chain of Lakes as shown on the Majority Opinion Map in Chapter 10, page 5. This water trail passes by two low-developed camping sites, one on the north end of Four Mile Lake and the other on Laurel Lake. Some of the most scenic areas would extend a paddler's travels into Crystal Lake and the thoroughfare to Whitefish Lake.

DEPENDENCY ON AUTOMOBILES

The majority of residents in Three Lakes commute to jobs in nearby employment centers. Fuel costs have been steadily rising for the past decade and will continue to do so in the long term. This trend may increase the desire for and value of a public-transit system for the region. Existing development patterns result in longer commutes from home to work. While it is unlikely that traffic congestion will become a major issue in Three Lakes, anticipated population increases during the next 20 years will create additional strains on the road network. For other segments of the population, particularly children and seniors who are unable to drive, safe and convenient mobility makes them reliant upon the availability of friends or family to get to school, parks, shopping and other destinations. Although these issues exist in most communities, they are more prevalent in rural areas.

¹⁵

Excerpted from National Park Service website, www.nps.gov/nrc/portals/rivers/projgw/watertrails.htm, 2009.

¹⁶

Excerpted from *Case Studies of Water Trail Impacts on Rural Communities*, Lindsay Johnson, University of Oregon, September 2002.

PARK AND RIDE FACILITIES

Park and ride lots provide communities with an inexpensive means of advocating carpooling and decreasing commuter traffic levels. Located along major ingress and egress routes, these ride-share facilities offer convenient meeting places for residents to carpool to area employment centers. There are currently no park and ride lots in Three Lakes. While carpooling does not decrease dependency on the automobile, it does offer a means of reducing economic and environmental costs associated with heavier traffic volumes.

TRANSPORTATION BUDGETING – CAPITAL IMPROVEMENTS PLAN

Road maintenance and improvement costs are a major expense and can consume a large share of the local budget. The development of a *Capital Improvements Plan* (CIP) and budget can aid in anticipating and funding future transportation needs. A CIP is a five- to six-year short-range plan with updates occurring annually. A transportation-oriented CIP will help identify and prioritize future expenditures, including:

- Park acquisition and improvements;
- Public buildings improvements and maintenance;
- Emergency vehicle purchase and replacement;
- Trail development; and,
- Street improvements (e.g. widening, crosswalks, signalization, corridor studies, etc.), among others.

Capital items are generally defined as those items that are expensive (\$5,000 or more) and will last at least three to five years. The CIP also includes improvement projects required for the community's future and the appropriate timeline and funding to be followed to implement the improvements. The general steps involved in developing and maintaining a CIP include:

- Identifying desired capital items. Items should be categorized by type (i.e., road, fire, water, sewer, etc.). This process should involve staff, residents, plan commission and elected officials.
- Estimating the cost and means of financing each capital expenditure.
- Comparing the desired expenditures to the budget to determine annual spending priorities.

The CIP process helps to ensure that improvements are made in a logical order and do not surprise local officials or taxpayers. Moreover, a CIP allows the community to focus on needs and goals and establish rational priorities.

Utility districts are another tool used to provide a variety of public services and improvements including roads, sewers, stormwater management, electricity and water. Utility districts establish a district fund to finance improvements. These funds are obtained through taxation of property within the district. Service costs are covered through direct billings.

DEICING ROADS IN WINTER

Many studies during the past 30 years have linked increased salt concentrations in drinking water with highway salting operations. Concerns about road salt as a potential contaminant in

drinking water date back to the 1950s, when it was discovered that salt was contaminating drinking water supplies because of improper storage and, in some cases, highway runoff.

The use of salt as a winter road deicer is problematic for a number of reasons:

- Salt destroys soil structure by killing some soil bacteria. This allows more soil to erode into streams, taking the salt with it. Salt erosion contaminates drinking water to levels that exceed public consumption standards.
- Salt doesn't evaporate, or otherwise get removed once applied, so it remains a persistent risk to aquatic ecosystems and to water quality. Approximately 55% of road salt runs off with snowmelt into streams, with the remaining 45% infiltrating through soils and into groundwater aquifers, according to a 1993 study.
- Salt slowly kills trees, especially white pines, and other roadside plants. The loss of indigenous plants and trees on roadsides allows hardier salt-tolerant species to take over.
- Salt can change water chemistry, causing minerals to leach out of the soil, and it increases the acidity of water, according to Dr. Stephen Norton, a professor of geological sciences at the University of Maine.
- Salt acts like a desiccant and will dry out and crack animal paw pads. House pets are particularly susceptible.
- Road salt seeping into drinking water changes its flavor, and adds the excess dietary sodium associated with hypertension.
- Salt corrodes metals like automobile brake linings, frames and bumpers, and can cause cosmetic corrosion. To prevent this corrosion, automakers spend almost \$4 billion per year.
- Salt can penetrate concrete to corrode the reinforcing rods causing damage to bridges, roads and cracked pavement.

Along many area roadways, salt-tolerant plants have become more common, including annual salt marsh aster, salt meadowgrass, narrow-leaved cattails, phragmites reeds and seaside goldenrod. Though no one has been able to point to a precise cause-and-effect relationship to show that salt runoff promotes the growth of these plants, it's clear that there is a connection. Salt changes water and soil conditions, and that affects which plants grow where.¹⁷

Transportation Programs

AMERICAN ECONOMIC RECOVERY AND REINVESTMENT ACT¹⁸

The American Economic Recovery and Reinvestment Act, better known as the Stimulus Act, provides a number of funding opportunities for transportation-related improvements at the local government level. Among the programs that may benefit the town of Three Lakes is:

- **Federal Aviation Administration (FAA) Grants In Aid (Airport Improvement Program).** Eligible projects include improvements related to airport safety, capacity, security and environmental concerns.

¹⁷ Excerpted from *Salt on Earth*, Chicago Wilderness Magazine, 2004.

¹⁸ Excerpted from *Accessing Stimulus Dollars: A Guide for Local Governments*, The Ferguson Group LLC, 2009.

- **FAA Airport Facilities and Equipment.** Eligible projects include improvements to power systems, air traffic control centers, air traffic control towers, terminal radar approach control facilities, and navigation and landing equipment.
- **Department of Transportation (DOT) Supplemental Discretionary Grants for a National Surface Transportation System.** Eligible projects include highway or bridge projects, improvement to the rural collector road system, reconstruction of overpasses and interchanges, bridge replacements and road realignments.
- **Federal Highway Administration (FHA) Highway Infrastructure Investment.** Eligible projects include construction, reconstruction, resurfacing, restoration and operational improvements to highways, bridges and public roads; transit capital expenses; bus terminals and facilities, carpool projects, fringe and corridor parking facilities; and bicycle and pedestrian walkways, among others.
- **Federal Transit Administration (FTA) Section 5311 Rural and Small Urban Areas Formula Program.** Eligible projects include acquisition and construction of public transit facilities and equipment needed for a safe, efficient and coordinated public transportation system; operational expenses such as fuel, oil, drivers' salaries and fringe benefits, dispatcher salaries and fringe benefits, and licenses.
- **DOT New Starts Program.** Eligible projects include funding for planning, engineering, design and construction of new transit systems or extensions of existing systems.

GENERAL TRANSPORTATION AID

General Transportation Aid (GTA) is the second-largest program in WisDOT's budget. The program returns approximately 30% of all state-collected transportation revenues (i.e., fuel taxes and vehicle registration fees). This aid helps to offset the cost of county and municipal road construction, maintenance and other transportation-related costs. Under the GTA program, state aid is paid to each county and municipality that pays a portion of local government costs for such activities as road and street reconstruction, filling potholes, snow removal, grading shoulders, marking pavement, and repair of curb and gutters.

LOCAL TRANSPORTATION ENHANCEMENT PROGRAM

The Local Transportation Enhancement Program provides funding to local governments and state agencies for projects that will improve or enhance a current or pending transportation project. Under the program, federal funds may account for up to 80% of the project. WisDOT administers the money based on 12 eligible project categories:

- providing facilities for bicycles and pedestrians;
- offering safety and educational activities for pedestrians and bicyclists;
- acquiring scenic easements and scenic or historic sites;
- sponsoring scenic or historic highway programs including the provision of tourist and welcome centers;

- Landscaping and other scenic beautification;
- Preserving historic sites;
- Rehabilitating and operating historic transportation buildings and structures;
- Preserving abandoned railway corridors;
- Controlling and removing outdoor advertising;
- Conducting archaeological planning and research;
- Mitigating water pollution due to highway runoff or reducing vehicle-caused wildlife mortality; and
- Establishing transportation museums.

LOCAL ROADS IMPROVEMENT PROGRAM

Established in 1991, this biennial WisDOT reimbursement program provides up to 50% funding to local units of government for the costs associated with improving seriously deteriorating county highways, town roads and municipal streets in cities and villages under the authority of the local government. Projects are required to have a minimum design life of 10 years. Applications are submitted through the county highway commissioners by November 15 of the odd-numbered years, and all funds are distributed in the first year.

There are three entitlement components for funding road improvements. They are:

- County Highway Improvement component (CHIP);
- Town Road Improvement component (TRIP); and
- Cities and villages under Municipal Street Improvement component (MSIP).

In addition to those, there are three discretionary programs that allow towns, villages, cities and counties to apply for additional funds for high-cost projects. The Town Road Discretionary component program allows applications from towns when the project costs more than \$100,000; villages, cities and counties are allowed to apply when the amount is more than \$250,000 under their respective programs.

Transportation Goals, Objectives and Policies

The transportation goals, objectives, and policies were developed to ensure that Three Lakes:

- *Remains a rural place to raise a family for the next 20 years, and well into the future;*
- *Limits new development to options that retain the town's rural setting;*
- *Respects the opportunity for all property owners to receive fair value for their land; and*
- *Has defined standards for managing growth and maintaining an effective plan.*

