

**FOREST COUNTY POTAWATOMI**  
*Keeper of the Fire*

# Transportation Safety Plan

April 2016  
Patricia Pete  
Michelle Berdan  
FCPC Planning Department  
Approved July 21, 2016



## Approval and Adoption of the Plan

### Core Planning Team

Presented the plan to the Core Planning Team for review    Date 4/28 and 5/10/16 Initial M.B

### Land Use Committee

Land Use Committee motion and recommendation                      Date 7/7/16                      Initial M.B

I, \_\_\_\_\_, the undersigned secretary of the Land Use Committee, do hereby certify that \_\_\_\_\_ members constituted a quorum at a meeting duly called, convened, and held on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, and that the Transportation Safety Plan was approved and recommended to Executive Council for motion and resolution by an affirmative vote of \_\_\_\_\_ members for and \_\_\_\_\_ members against, and \_\_\_\_\_ members abstaining.

### Executive Council

Executive Council motion for approval                                      Date 7/21/2016



*Forest County Potawatomi Community*  
*P.O. Box 340 • Crandon, Wisconsin 54520*

FOREST COUNTY POTAWATOMI COMMUNITY OF WISCONSIN  
EXECUTIVE COUNCIL RESOLUTION  
*Approval of the Transportation Safety Plan*

Resolution No: 037-2016

WHEREAS, the Forest County Potawatomi Community is a duly constituted Tribal Government in accordance with all provisions of the Forest County Potawatomi Community Constitution, adopted June 5, 1982 pursuant to the Indian Reorganizations Act of June 18, 1934, AND

WHEREAS, by virtue of Article V, Section 1(c) of the Forest County Potawatomi Community Constitution, the Forest County Potawatomi Community Executive Council has the authority to "manage [the] economic affairs" of the Forest County Potawatomi Community, AND

WHEREAS, by virtue of Article V, Section 1(g) of the Forest County Potawatomi Constitution the Executive Council is authorized to "develop policies, formulate plans, and set objectives...and promote ways and means to carry them out," AND


WHEREAS, the Forest County Potawatomi Community Executive Council recognizes adequate and safe road infrastructure is critical to all tribal development and will therefore benefit the Forest County Potawatomi Community, AND

WHEREAS, the Transportation Safety Plan will be a living document that is updated every two years and in which transportation safety projects will be prioritized for the future.

NOW, THEREFORE BE IT RESOLVED, that the Forest County Potawatomi Community Executive Council supports and approves the Transportation Safety Plan.

CERTIFICATION

I, Lorna Shawano the undersigned Secretary of the Forest County Potawatomi Community do hereby certify that the Executive Council is composed of six (6) members, of whom four (4) being present constitutes a quorum at a meeting duly called, convened, and held on the 21 day of July, 2016 and that said resolution was duly adopted by an affirmative vote of 3 members for, 0 members against, and 0 members abstaining and that said resolution was not rescinded or amended in any way.

  
\_\_\_\_\_  
Lorna Shawano, Tribal Secretary  
Forest County Potawatomi Community

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**Mish ko swen Drive “Strong and Healthy”**

## **Introduction**

The Forest County Potawatomi make transportation planning a priority and want to create a plan to proactively address safety and reduce transportation fatalities and injuries. The Forest County Potawatomi Community (FCPC) is a federally recognized Indian Tribe with a current membership of more than 1,400. The Tribe’s reservation is non-contiguous, consisting of approximately 13,000 acres in four different counties in northeastern and southeastern Wisconsin. The majority of the Tribe’s reservation is located in Forest County, including the rural communities of Blackwell, Carter, and Stone Lake.

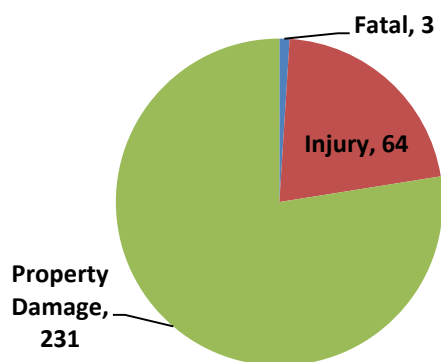
Transportation safety can include a wide variety of areas and can address specific conditions that contribute to crashes and help to prioritize needs. “Approximately 60 percent of all road miles in the US are non-Interstate, rural roads owned and operated by local entities, such as towns, counties and tribal governments. In 2009, 56 percent of highway deaths occurred on rural roads and the fatality rate was 2.6 times higher in rural areas than in urban areas. These data underscore the need to systematically improve road safety in rural areas.” (Ceifetz, Bagdade, Nabors, Sawyer, & Eccles, 2012)

“Rural areas face a number of highway safety challenges. For instance, rural crashes tend to be at relatively higher speeds than urban crashes; more victims of fatal crashes in rural areas were not wearing a safety belt at the time of the crash; and it can take first responders longer to arrive at the scene of a rural crash, requiring victims to wait longer for medical attention. Another challenge is that the geometry of many rural roads was never truly designed; instead, these roadways evolved over time—from dirt to gravel to pavement—without design upgrades or other safety improvements. Additionally, roadside hazards such as utility poles or trees close to the roadway as well as steep pavement drop-offs can contribute to severe crashes on rural roads.” (Golembiewski and Chandler) “Although the crash rates along US 8 are below the statewide average, numerous other features of US 8 are substandard and need to be addressed to improve the safety of the highway.” (Bloom Companies, LLC.) “A systemic approach takes a broader view and looks at risk across an entire roadway system. A system based approach acknowledges crashes alone are not always sufficient to determine what countermeasures to implement, particularly on low volume local and rural roadways where crash densities are lower.” (U.S. Department of Transportation Federal Highway Administration)

## Data Summary

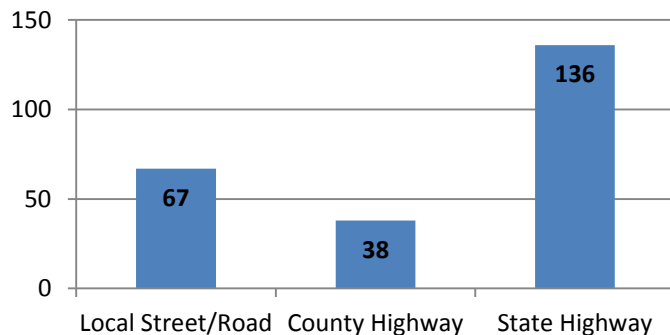
Data is needed to help identify safety issues and locations. There are three main types of data that aid in safety planning; crash data, roadway characteristic data, and exposure data. Crash data is collected by local law enforcement agencies and contain information about the time and date of a crash, type, severity, location, driver information, weather and contributing factors. Roadway characteristic data usually contains information about the surface type, shoulder, lanes, intersection, alignment, and signage. Exposure data consists of traffic volume counts and the length of roadway in miles. In order to accurately analyze trends, data is typically collected and averaged over a minimum of 3 to 5 years to account for random events and provide more consistent data.

**2013 Forest County Crashes by Severity**



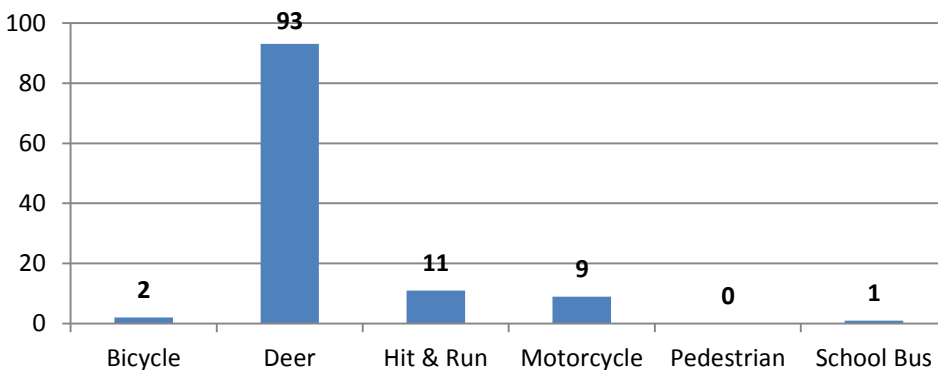
Source: 2013 Wisconsin Traffic Crash Facts

**2013 Forest County Crashes by Highway Class**



Source: 2013 Wisconsin Traffic Crash Facts

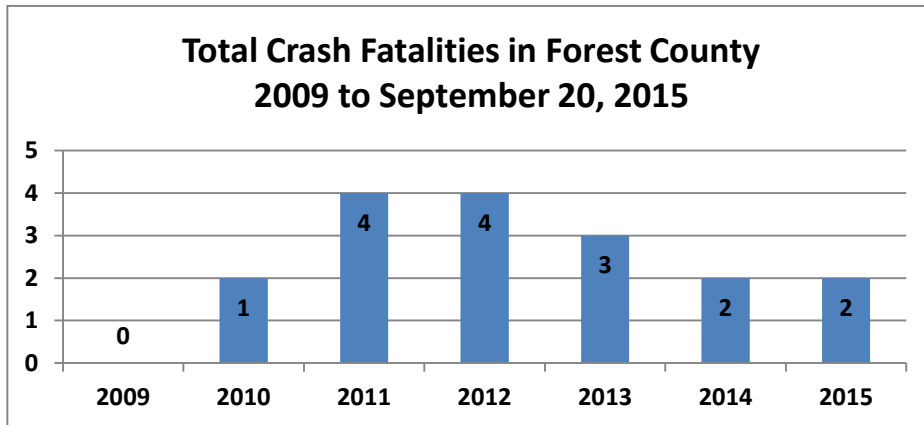
**2013 Bicycle, Deer, Hit & Run, Motorcycle, Pedestrian, and School Bus Crashes in Forest County**



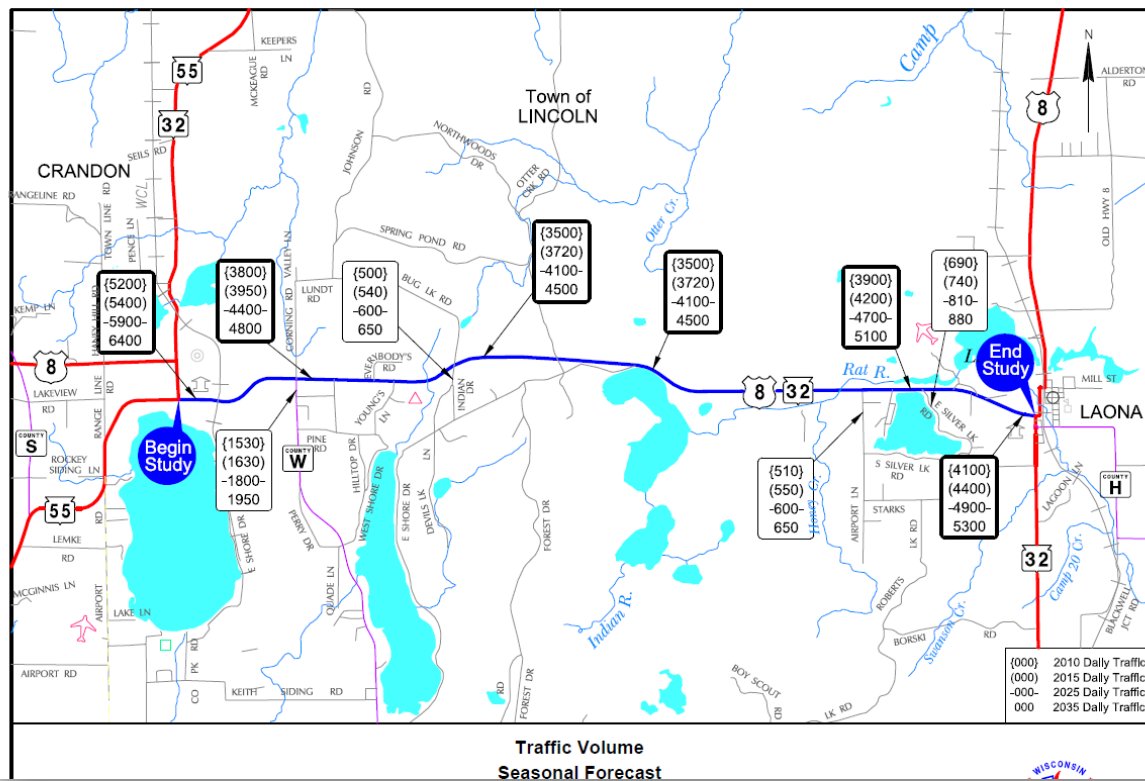
Source: 2013 Wisconsin Traffic Crash Facts

2013 Forest County	
# of Vehicles Registered	# of Licensed Drivers
11,957	6,814

Source: 2013 Wisconsin Traffic Crash Facts



Source: State of Wisconsin, Department of Transportation, Fatalities by County



Source: Bloom Companies, LLC.



## Framework

A transportation safety plan is a data driven plan that identifies transportation safety concerns and deficiencies. This plan helps to ensure that opportunities for transportation safety are identified and prioritized. Utilizing community input and available data, ten emphasis areas of focus for the Forest County Potawatomi Community were identified. Within these emphasis areas, goals were established and potential strategies were identified. The potential strategies are organized in the categories of education, enforcement, engineering and emergency services. Each emphasis area also contains relevant data, which enables us to evaluate if implemented safety measures are effectively moving us toward our goals.

Each emphasis area contains the following elements:

- ✓ Background information
- ✓ Goal
- ✓ Potential Strategies (Organized by the 4 E's of transportation safety)
- ✓ Data

This framework allows us to easily identify the issues, and prioritize transportation safety projects.

## Stone Lake

Many of the Tribe's social, economic, and cultural services are provided and managed in the Stone Lake area, which is located on both sides of U.S. Highway 8, just east of Crandon, Wisconsin. (Grambow) This area has the largest concentration of private homes and businesses of the three main communities. (Jacobson, Long Range Transportation Plan) The Stone Lake Region consists of approximately 4,200. Over generations, Potawatomi people have formed an intimate relationship with the sacred waters, forests, and wetlands of all areas of the reservation. This area is no exception, but often, the desire to respect Mother Earth conflicts with pressures of new development and construction. This region may be a prime choice for future economic and social development due to the infrastructure that is already present. As an area of development that will likely see continued growth and expansion, the Stone Lake Region provides an opportunity to take a leadership role by incorporating practices that minimize the impacts to air and water quality, and to the health of the Tribal community. (FCP Planning Department)

### Transportation - Stone Lake

**Legend**

- ATV Trails
- Walking
- Snowmobile/ATV
- Snowmobile Trails
- Hiking Trails
- US HIGHWAY
- COUNTY HIGHWAY
- TOWN ROAD
- CITY
- BIA: TRIBAL ROAD
- Lakes
- Tribal in Fee
- Tribal Trust
- Proclaimed Reservation
- Homestead

No warranty is made, express or implied, as to the accuracy of the information used. The data layers are a representation of current data to the best of our knowledge and may contain errors. It is not a legally recorded map and cannot be substituted for field-verified information.

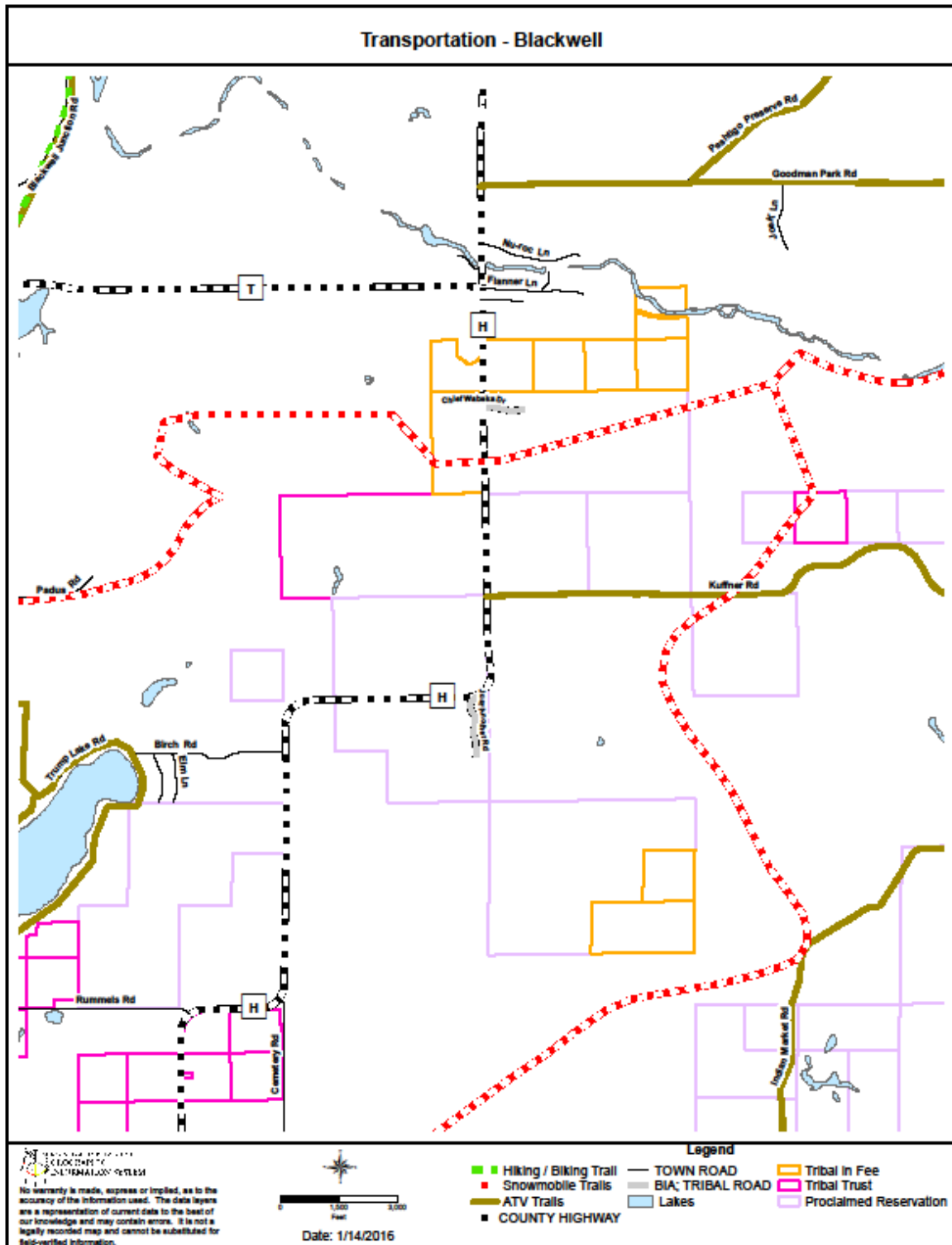
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## **Blackwell**

Blackwell is located 4 miles south of Laona and 6 miles east and northeast of Wabeno, Wisconsin. The Blackwell Region is a pristine area with greater strengths than weaknesses with potential to conserve and improve the natural resources with limited infrastructure and development, except for the areas that have been purchased and transferred from fee to trust over the past twenty years. The region consists of approximately 8,500 acres and is very diverse featuring relatively undeveloped scattered lands across agricultural and forested areas, while no imminent threats from development exist throughout much of the region, the area does have the potential to serve this function with expanded community growth. Development potential may exist in some regions but may pose additional challenges due to current conditions. These include cultural, social, economic and political barriers which all need to be cautiously explored.

The abundant natural resources of this region are well suited for hunting, fishing, and the gathering of traditional foods and medicines. There is a sense of solitude to be found in some areas of the Blackwell Region that is unparalleled and thus, priceless.

The region is a foundation of familiar relations, dedicated to positioning the roots of the tribe to their lands, in ascetics, natural environment, family homesteads, recreation environment that can be committed to sustainable resource management. There is a great opportunity for the Tribe to exert its self- governance and exercise its aim to protect and preserve natural and cultural resources. (FCP Planning Department)

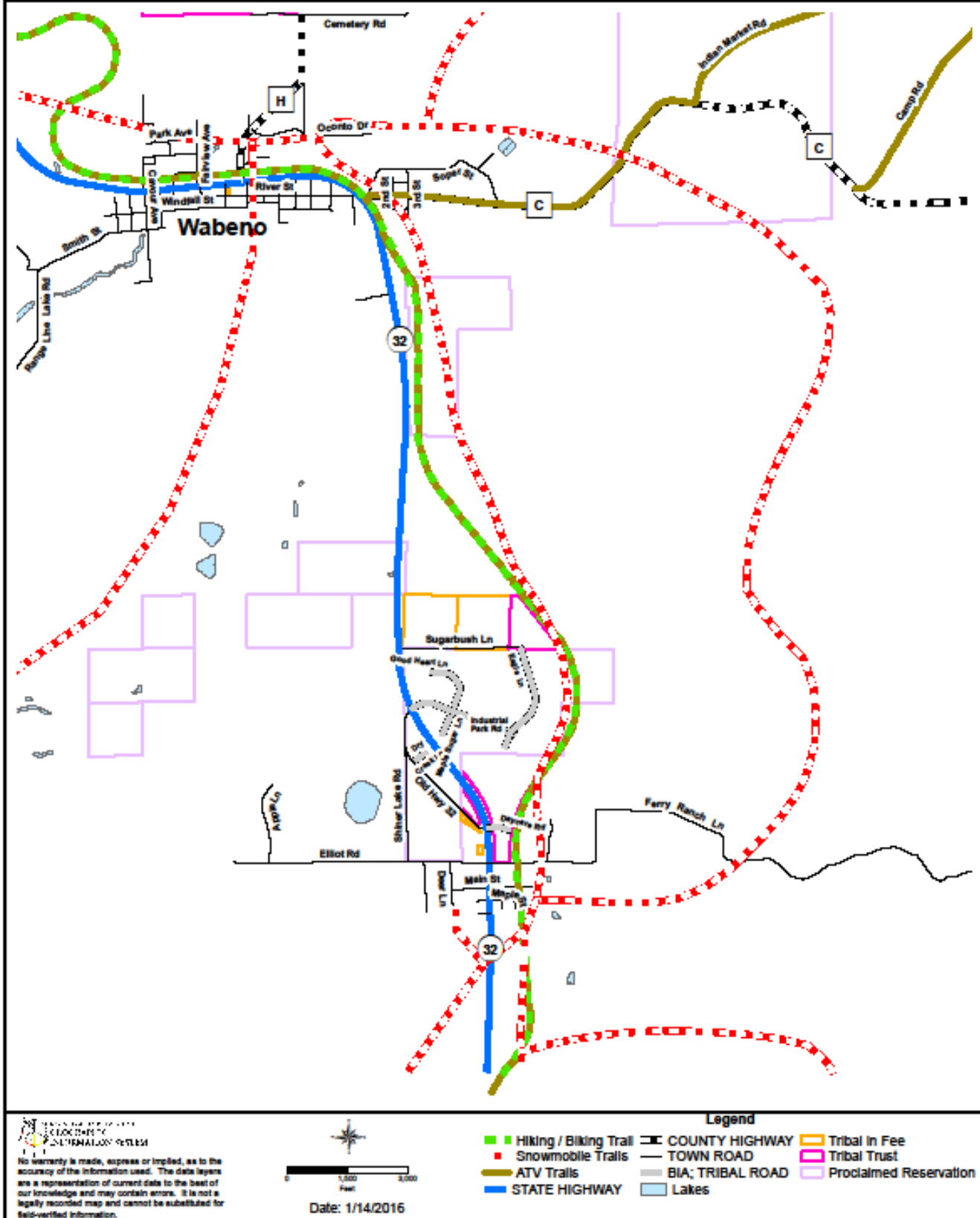


## Carter

Four miles south of Wabeno, Wisconsin along highway 32 is the Carter community. The Carter community is home to the Potawatomi Carter Casino. The Carter Region contains a mixture of developed and very remote lands consisting of ecologically interesting forest and wetland landscapes, particularly those along the Torpee Creek corridor; yet these areas face threats from disease, pollution, and invasive species. The North Branch of the Oconto River provides an excellent angling opportunity and is classified as an “Exceptional Resource Water” by the Wisconsin Department of Natural Resources and portions of Torpee Creek contain self-sustaining populations of native brook trout. (FCP Planning Department)

“Transportation can include walking paths to major highways or even air transportation facilities. Transportation planning is an element of comprehensive planning. It involves considering land use, social, and economic development, safety, recreation, education, land and local community goals to attempt to predict transportation areas to be addressed.”(Jacobson)

# Transportation - Carter



## **Relation to Other Plans**

This section is an excerpt from the long range transportation plan. This safety plan was written to support the goals outlined in the long range transportation plan with regards to safety.

The safety based goals for the Forest County Potawatomi Community are:

1. Develop safe transportation facilities for the Forest County Potawatomi Community
2. Build additional transportation enhancement projects that incorporate community improvements, such as lighting, on and off street parking, sidewalks to increase pedestrian and traffic safety
3. Develop a safety program that will continually monitor for safety concerns and mitigate for these.



## **Vision**

**To improve the transportation system within the Forest County Potawatomi Community and increase safety for all travelers to prevent and reduce traffic related injuries and fatalities.**

## **Mission**

**The mission of the transportation safety plan is to prevent and reduce traffic related injuries and fatalities in the future by implementing safety improvements through education, enforcement, engineering, and emergency services.**

## **Goals**

- Increase safety at intersections and decrease intersection related crashes.
- Provide a safe network of motorized trail connections throughout the FCP Community to decrease the number of ATV/UTV incidents and fatalities on roadways and educate operators.
- Provide pedestrian and bicycle travel facilities to decrease the number of collisions with motor vehicles and increase safe pathways.
- Reduce the risk of crashes by properly maintaining and enhancing signs.
- Support the education and enforcement of seat belt use and car seat safety to decrease the number of fatalities of unrestrained vehicle occupants.
- Increase the speed of emergency medical response and improve access routes in the event of an emergency.
- Develop a system to improve the collection of data, sharing, and distribution.
- Increase awareness of the dangers of speeding and decrease speed related crashes.
- Reduce alcohol and drug impaired driving crashes by increasing awareness of the dangers.
- Increase access to driver's education and licensing programs.

## Process and Existing Efforts

In 1998, forums were held with representatives of the Minneapolis Area Office, Great Lakes Agency and Indian Tribal Governments to discuss transportation needs. From that process, the Forest County Potawatomi developed a Long Range Transportation Plan in March of 2007. The plan follows laws, rules and regulations described in the Indian Reservation Roads (IRR) Program, which is authorized by the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

“In 2005, the Federal Highway Administration and the Bureau of Indian Affairs, with Tribal input developed a “Strategic Highway Safety Plan for Indian Lands”; The Strategic Highway Safety Plan establishes direction and emphasis areas aimed at reducing crashes in Indian Country. In addition, in August 2008, the “Tribal Transportation Management System Implementation Plan” was developed to improve safety and to meet emphasis areas identified in the “Strategic Highway Safety Plan for Indian Lands”. The development of a Tribal Safety Plan is just one of eight implementation activities recommended in the Tribal Transportation Management System Implementation Plan.” (Chickaloon Village Traditional Council)

“In 2013, the Wisconsin Department of Transportation (WisDOT) hired Bloom Companies, LLC (Bloom) to study a section of US 8 in Forest County, Wisconsin. The study area is located between the City of Crandon and the Town of Laona in Forest County, Wisconsin. It also includes the communities of the Town of Crandon and the Town of Lincoln. The corridor begins at WIS 55/32 in Crandon and continues 11.4 miles east to WIS 32 (Oak Street) in Laona. The study’s purpose was to identify existing and future corridor needs and identify both short term and long term solutions to satisfy the corridor’s needs. “(Bloom Companies, LLC.)

In 2014, the Forest County Potawatomi Community applied for a Tribal Transportation Program Safety Fund award from the Federal Highway Administration to develop its first Tribal Transportation Safety Plan.

In the spring of 2015, the Tribal Planning Department began working on a project with the youth Choices after school program called ABCD, Actively Becoming Community Developers. The objective of the project was to facilitate communication that engaged the youth and supported the importance of community involvement and leadership development. The youth were tasked with taking pictures in their neighborhoods where they bike, ride ATVs, walk, play, and explore. They displayed and discussed their findings and the issues they saw. The group contributed to and built on each other’s solutions.

An initial transportation exchange meeting was held on June 23, 2015 to bring local and regional transportation agencies together for discussions early on in the planning process.

The Planning Department hosted an Annual Community Planning Meeting themed “What Matters” in June of 2015. This was part of a three day process to provide focus, purpose and direction to achieve a shared future vision on how to connect existing infrastructure with new ideas that help create a sense of place, celebrate identity, connect people all while supporting health and encouraging

economic development. Community members gathered at the Potawatomi Carter Casino Hotel on November 18<sup>th</sup>. to look at future land use and preferences to be incorporated into a future land use plan to guide decisions on the development of Tribal lands, as well as coordinate future investment in transportation, infrastructure, trails, and recreation facilities.

“Forest County has established a safety committee that meets quarterly and is focused on group discussions and development of solutions on the routes that serve the entire county.” (Jacobson)

## Safety Partners

Due to the history, location and checkboard landscape of Tribal lands, many of the routes are owned by state, county, or local townships. “In order to promote continued cooperation between all parties and potentially work on jointly funded projects, an Acknowledgment of Public Responsibility (APR) has been completed with each of the jurisdictions. These documents identify routes of interest to the Forest County Potawatomi and lay down the foundation for future projects on these routes. The Forest County Potawatomi have Acknowledgment of Public Responsibility documents with the State of Wisconsin, Forest County, the Town of Lincoln, and the Town of Wabeno. The standard APR contains a listing of routes that are of interest to the FCP but not owned by the tribe or the BIA. These routes often lead in to the tribal community, serve tribal businesses or provide access to tribal member homes and cultural areas.” (Jacobson)

“The transportation system of the Forest County Potawatomi is currently made up of state, county, town, Bureau of Indian Affairs, other federal and tribally owned routes. These routes range from major US highways to private earth roads and trails. Because of the diversity of ownership and road type, managing the transportation system is a complex duty.” (Jacobson)

### **\*Current inventory totals are:**

Bureau of Indian Affairs	14.0 miles
Town of Wabeno	56.6 miles
Town of Lincoln	28.1 miles
Forest County	87.4 miles
<u>Wisconsin DOT</u>	<u>385.9 miles</u>
<b>Total Inventory Miles:</b>	<b>572.0 Miles</b>

\*Source: FCPC Long Range Transportation Plan March 2007

“The Wisconsin Department of Transportation has formed a formal partnership with the State’s Federally- recognized Tribes. The Wisconsin State Tribal Relations Initiative recognizes the government-to government relationship between the State and Tribal governments. As such, the State-Tribal Consultation Initiative is poised at improving communication between State and Tribal representatives to ensure that concerns and issues are addressed in a timely and efficient manner. This partnership is applied through the WisDOT Tribal Task Force. Since 2008, the task force has provided funding for the Tribe’s to conduct RSAs. Many of the RSAs were targeted at Reservations where WisDOT was planning roadway improvements.” (Nabors, Moriarty and Gross)

## Safety Priorities

“It is vitally important to provide a safe and efficient transportation system. Therefore the safety partners, when developing the strategies, must strive to ensure transportation systems are as safe as possible through education, engineering, enforcement and emergency response systems.” (Strategic Highway Safety Plan for Indian Lands)

**“The 4 E’s of roadway safety are engineering, enforcement, emergency services and education.**

- **Education** gives drivers information about making good choices, such as not texting while driving, avoiding alcohol or medications that affect awareness of the road, and wearing a seatbelt. Education can also inform people about the rules of the road.
- **Enforcement** of traffic laws and visible police presence may deter motorists from unsafe driving behavior.
- **Engineering** addresses roadway infrastructure improvements to prevent crashes or reduce the severity of collisions when they occur.
- **Emergency services** provide rapid response and quality of care when responding to collisions causing injury by stabilizing victims and transporting them to medical facilities. “

(Federal Highway Administration Office of Planning)

## Emphasis Areas

Emphasis areas describe issues where there is an opportunity for improvement. The following emphasis areas were identified in the FCP Long Range Transportation Plan, the US 8 Crandon to Laona Forest County Corridor Study Report of 2013, transportation exchange, and through community involvement with the community survey results, youth at the Choices after school program, and two community meetings held in 2015.

**Emphasis Area 1: Design and operation of intersections**

**Emphasis Area 2: Motorized trail connections**

**Emphasis Area 3: Provide safe pedestrian and bicycle travel**

**Emphasis Area 4: Traffic Signs**

**Emphasis Area 5: Unbelted fatalities and serious injuries**

**Emphasis Area 6: Improve Access for EMS to increase survivability**

**Emphasis Area 7: Improve safety data**

**Emphasis Area 8: Reduce speed-related crashes**

**Emphasis Area 9: Reduce alcohol and drug impaired driving**

**Emphasis Area 10: Driver Licensing**

## Emphasis Area 1: Design and operation of intersections

### Background:

“Intersection safety is a national, state, and local transportation safety priority because intersection crashes represent a disproportionate percentage of the safety problem. Intersections make up only a small part of the overall highway system, yet over 25% of all fatal crashes occur at intersections.” (Wisconsin Department of Transportation) There are intersections within the community that have been identified as hazardous either due to limited site distances, narrow shoulder widths, deficient intersection angles or offsets and the absence of passing lanes.



Figure 1: Intersection of Kwe da kik and US Hwy. 8

**Goal: Increase safety at intersections and decrease intersection related crashes.**

### Potential Strategies:

#### ➤ Engineering:

- Provide center line rumble strips (Bloom Companies, LLC.)
- Install a median on US 8 throughout the Forest County Potawatomi Community. A median will allow for the development of left turn lanes, create separation between oncoming directions of travel, and provide pedestrian refuge for pedestrians crossing US 8. (Bloom Companies, LLC.)
- “Installing a traffic signal at Fire Keeper’s Road and US 8” (Bloom Companies, LLC.)
- Speed transition (Bloom Companies, LLC.)
- Install a 560 foot retaining wall to improve intersection sight distance at Kwe da kik Lane. (Bloom Companies, LLC.)
- Build an off alignment connection between Kwe da kik Lane and Everybody’s Road. (Bloom Companies, LLC.)
- Use paint to designate high-visibility crossings along the roads and in the parking lots. Crossings contribute to safety by reminding motorists to look out for pedestrians and clearly define paths. (National Charrette Institute and Local Government Commission)
- Reconstruct 2150 feet of US 8 to improve intersection sight distance at Young’s Lane. Install west bound bypass lane at Young’s lane. Install east bound right turn lane at Young’s Lane. Young’s Lane should be considered for improvement options because the existing intersection has a deficient vertical crest curve on US 8 with a K value of 140.9 and the ISD for vehicles traveling north bound is substandard at 600 feet. (Bloom Companies, LLC.)
- Design intersections to a type “B1” which includes a 200-foot right turn lane. (Bloom Companies, LLC.)
- Improve vertical profile to obtain desirable intersection site distance. (Bloom Companies, LLC.)
- Add left turn bypass lanes at “t” intersections. (Bloom Companies, LLC.)
- Align intersections to be 90 degrees. (Bloom Companies, LLC.)
- Provide lighting along roadway or at intersections.
- Provide adequate sight distance to intersection.
- Improve shoulder width to 10 feet with a 5-foot paved shoulder. (Bloom Companies)
- Install shoulder or edge-line rumble strips.

- Utilize a “safety edge”
- To improve Indian Drive/Bug Lake Road construct a 30 foot median on US 8 through the Forest County Potawatomi Community. Realign Indian Drive and Bug Lake Road. Provide 10 foot right shoulders (5 foot paved) and 6 foot (3 foot paved) left shoulders on US 8. Install east bound and west bound left and right turn lanes at Indian Road and Bug Lake Road. Add connections from Bug Lake Road to Love Knot Lane and Kak Yot Lane. Cul-de-sac Love Knot Lane. (Bloom Companies, LLC.)
- “Passing lanes do not exist between Crandon and Laona. Due to the topography, the ability to improve the geometrics is limited; therefore passing lanes are needed to improve the operations and safety of the roadway.” Provide eastbound and westbound passing lanes and passing lane improvements. (Bloom Companies, LLC.)
- Complete road safety audits to identify solutions.
- **Enforcement:**
  - Manage speed approaching intersections.
- **Emergency Services:**
  - “Providing a gated emergency egress for the development off Everybody’s Road” (Bloom Companies, LLC.)
  - Coordinate with local law enforcement and EMS.
- **Education:**
  - To increase the safety at intersections, place stop ahead pavement markings to alert drivers of hazardous intersections and enhance pavement markings.
  - Install intersection and cross street warning signs to alert drivers.
  - Improve data support and traffic volume counts.
  - Provide public information on safety problems at specific intersections.

**Data:**

“Consideration should be given to systemic safety improvements which address high-risk roadway features that are correlated with specific severe crash types rather than crash frequency.”(Federal Highway Administration)

**2008-2012 State of Wisconsin Annual Averages**

- 40,926 intersection crashes (37 % of all crashes)
- 166 deaths in intersections crashes (29% of all traffic fatalities)
- 20,103 non-fatal injuries in intersection crashes (50% of all non-fatal injuries)

Source: Wisconsin Strategic Highway Safety Plan 2014-2016

# of Forest County Intersection (or Intersection Related) Crash Fatalities				
2009	2010	2011	2012	2013
0	0	0	0	0

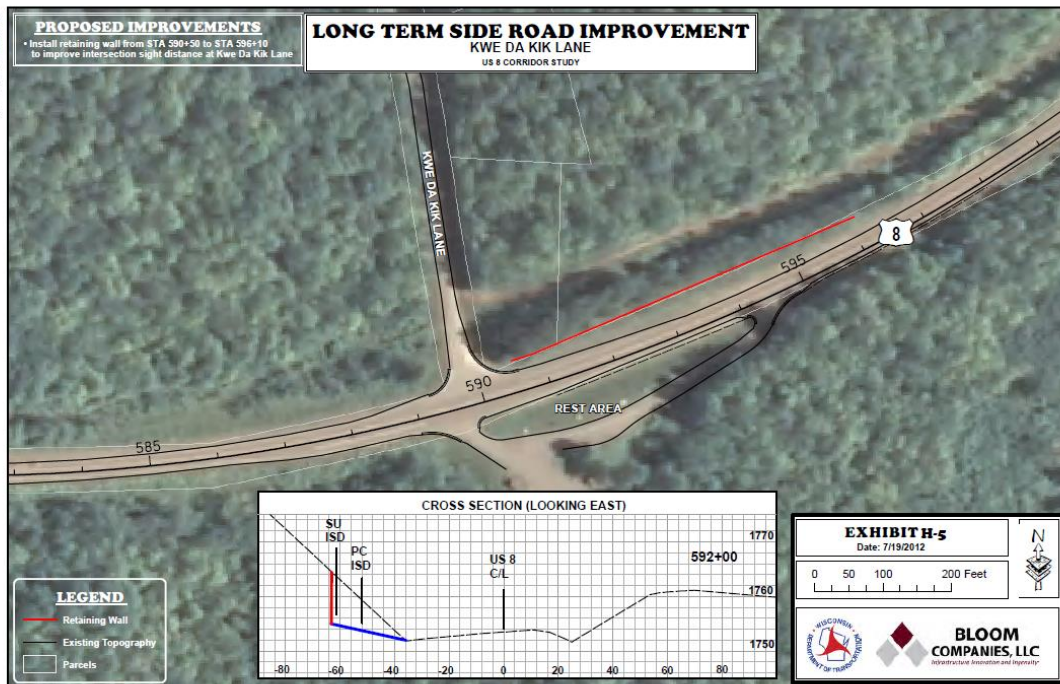
Source: NHTSA, Traffic Safety Facts Forest County, Wisconsin 2009-2013



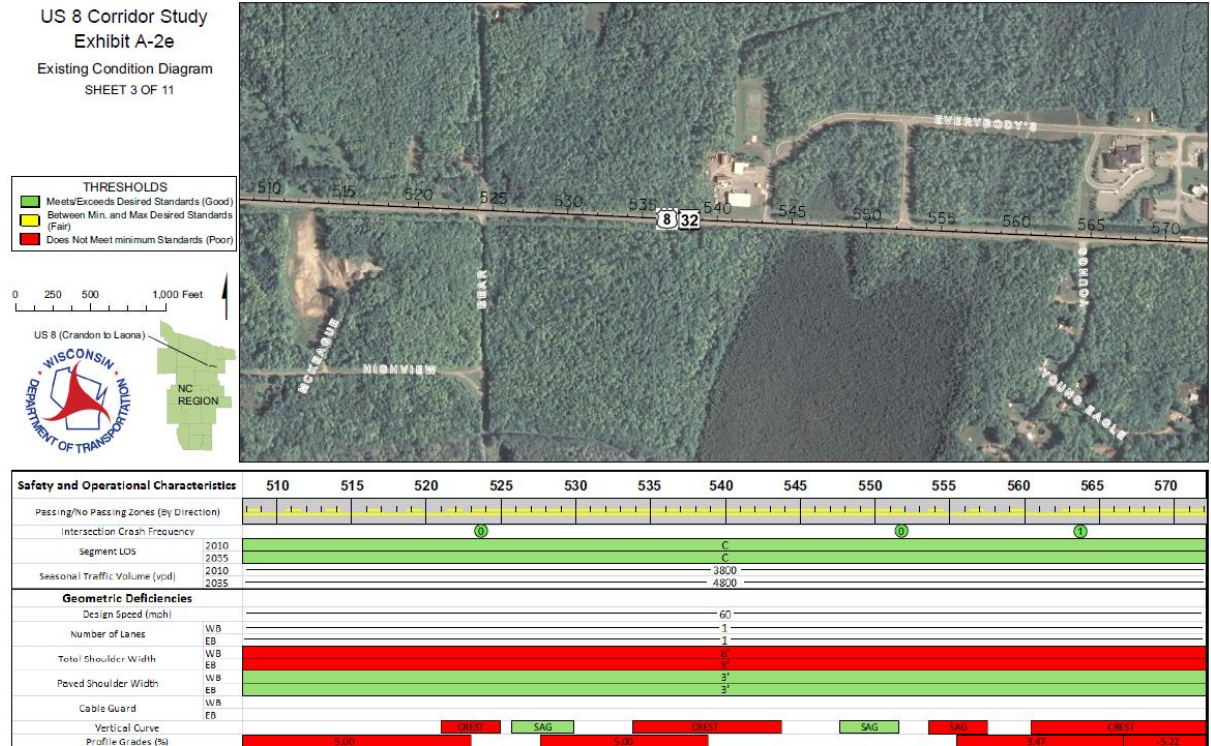
PROJECT D: 1500-17-10  
COUNTY: FOREST



PROJECT D: 1500-17-10  
COUNTY: FOREST



The US 8 Crandon to Laona Corridor Study Report shows the geometric deficiencies in shoulder width, pavement, and profile grades.

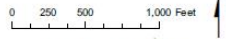
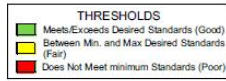


# OF ROADWAY DEPARTURE INVOLVED CRASH FATALITIES IN FOREST COUNTY				
2009	2010	2011	2012	2013
0	2	4	2	3

\*National Highway Traffic Safety Administration

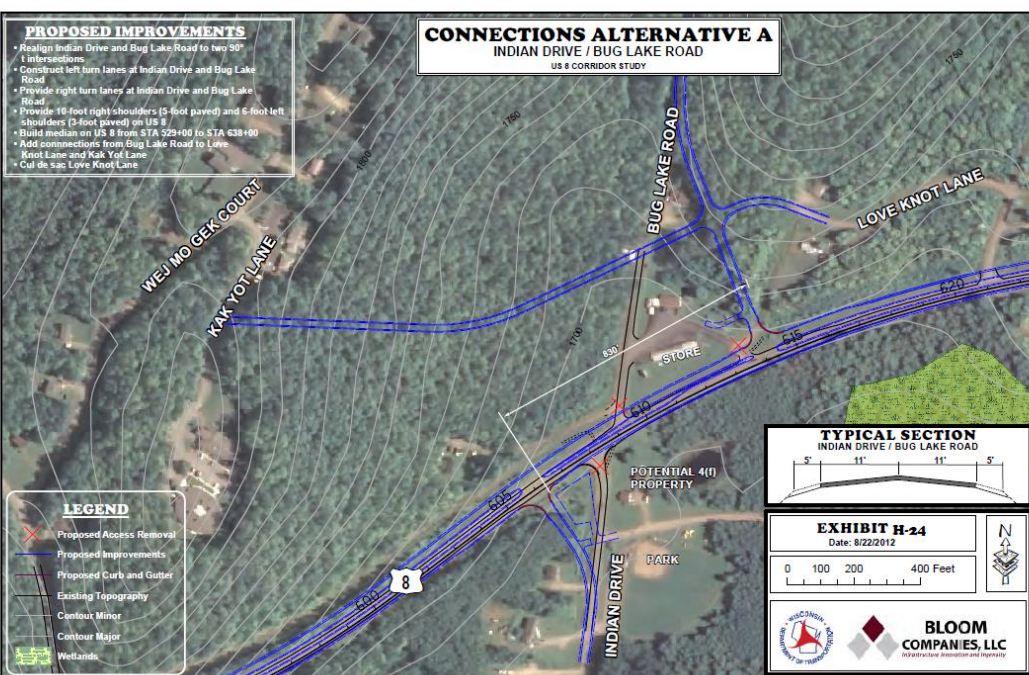


US 8 Corridor Study  
Exhibit A-2f  
Existing Condition Diagram  
SHEET 4 OF 11



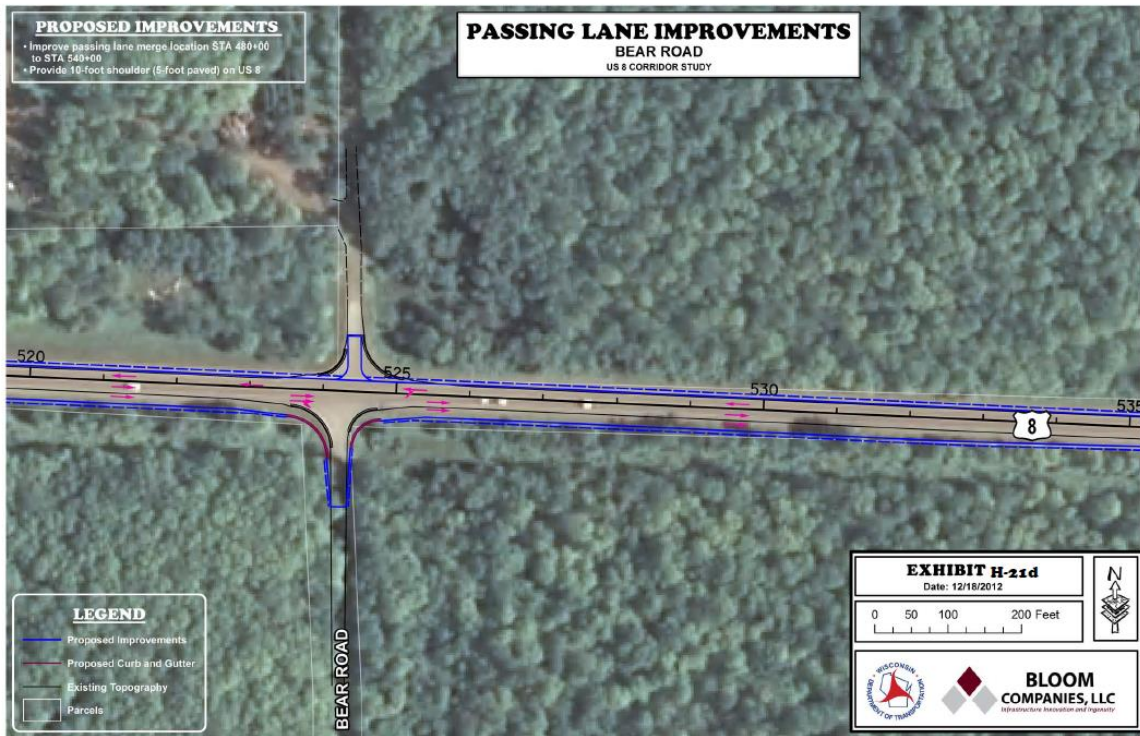
Safety and Operational Characteristics		570	575	580	585	590	595	600	605	610	615	620	625	630	
Passing/No Passing Zones (By Direction)															
Intersection Crash Frequency															
Segment LOS															
Seasonal Traffic Volume (vpd)															
Geometric Deficiencies															

DESIGN: 10/24/12  
COUNTY: FOREST





PROJECT ID: 1596-17-10  
COUNTY: FOREST



PROJECT ID: 1596-17-10  
COUNTY: FOREST



## **Emphasis Area 2: Motorized trail connections**

### **Background:**

The need for multi modal connections is increasing as there are an increasing number of users. In addition, many ATV users currently travel along US 8 even though it is not a designated route and not particularly safe. (Bloom Companies, LLC.) ATVs and snowmobilers in the area are another hazard. Currently, the Tribe has a limited number of trails designated for recreational vehicle usage. Because of this many routes experience shoulder damage, gravel loss and even potential collision between various vehicles. (Jacobson) "Given the level of ATV and snowmobile usage in the community, a system of well-planned, useful and maintained trails could enhance mobility as well as safety. This program should also be associated with the introduction of rules and community norms regarding ATV use in particular." (National Charrette Institute and Local Government Commission)



Figure 2: Informal trails along US Hwy 8

**Goal: Provide a safe network of motorized trail connections throughout the FCP Community to decrease the number of ATV/UTV incidents and fatalities on roadways and educate operators.**

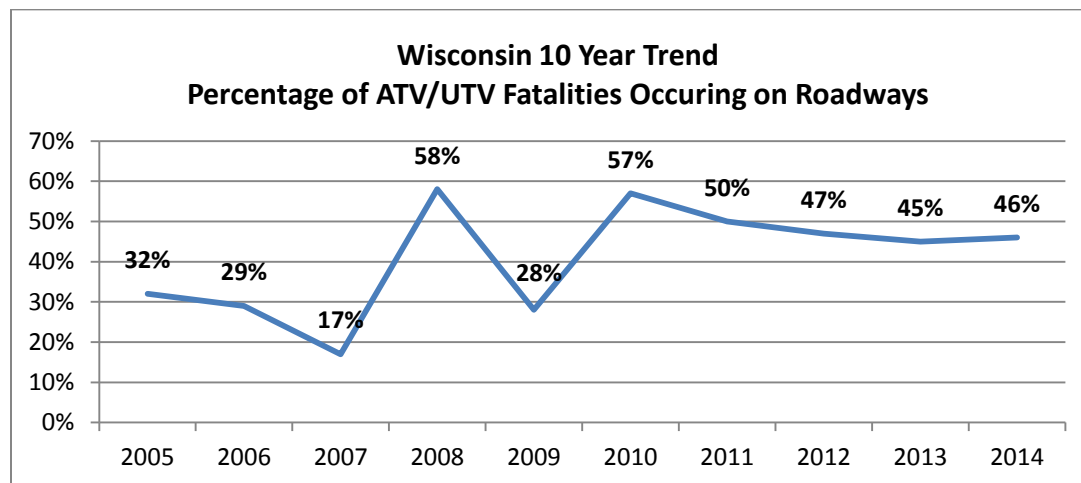
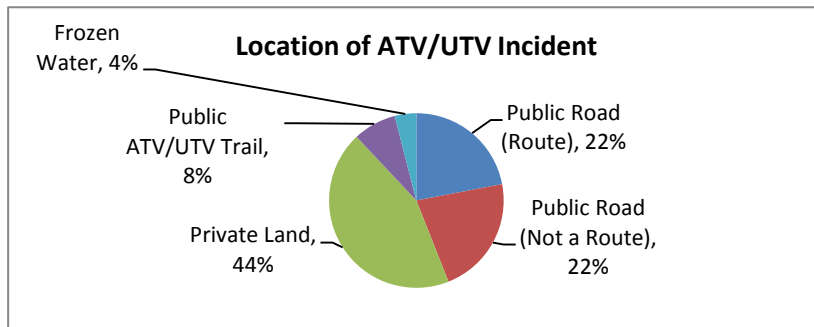
### **Potential Strategies:**

- **Engineering:**
  - Provide multimodal connections throughout the corridor. (Bloom Companies, LLC.)
  - Develop a network of pedestrian walkways, bike lanes, and trails to connect existing buildings in Stone Lake. (National Charrette Institute and Local Government Commission)
  - Connecting the Forest County Potawatomi Community to Crandon by both pedestrian/bicycle trails and ATV/snowmobile trails. (Bloom Companies, LLC.)
  - Analyzing the existing US 8 trail crossings and improving the visibility and safety of the crossings. (Bloom Companies, LLC.)
  - "Constructing an underground multi-use path near Bug Lake Road for pedestrian and ATV use. (Bloom Companies, LLC.)
  - Work with the Wisconsin DOT to develop safe crossing points along the segment of Highway 8 that divides the Stone Lake area. (National Charrette Institute and Local Government Commission)
  - Obtain a permit from WisDOT for any trail within the right of way of US Hwy 8.
  - Hire an engineer consultant to complete a trails study.
- **Enforcement:**
  - Enforce ATV safety certifications and regulations.
- **Emergency Services:**
  - Coordinate with local EMS to increase response times in the event of an emergency.
- **Education:**
  - Develop a rider education program and a wear a helmet campaign.
  - Promote ATV/UTV safety certification programs.
  - Promote and offer incentives to youth that attend ATV and Snowmobile Safety Programs. (FCPC Health Department)

- Collaborate with external partners on youth events focused on ATV, motorcycle, and snowmobile safety. (FCPC Health Department)
- Implement a head injury campaign featuring Tribal Members. (FCPC Health Department)
- Submit quarterly articles to the Potawatomi Traveling Times & Community Health Department website focused on motorized and recreational vehicle safety. (FCPC Health Department)
- Feature education about motorized and recreational vehicle safety on the FCP HWC Extranet Page. (FCPC Health Department)
- Collaborate with external agencies on events focused on motorized and recreational vehicle safety with emphasis on youth prevention. (FCPC Health Department)
- Solicit Tribal Members to “Share their Stories” about their experiences related to motorized and recreational vehicle accidents at events or via articles in the Potawatomi Traveling Times. (FCPC Health Department)

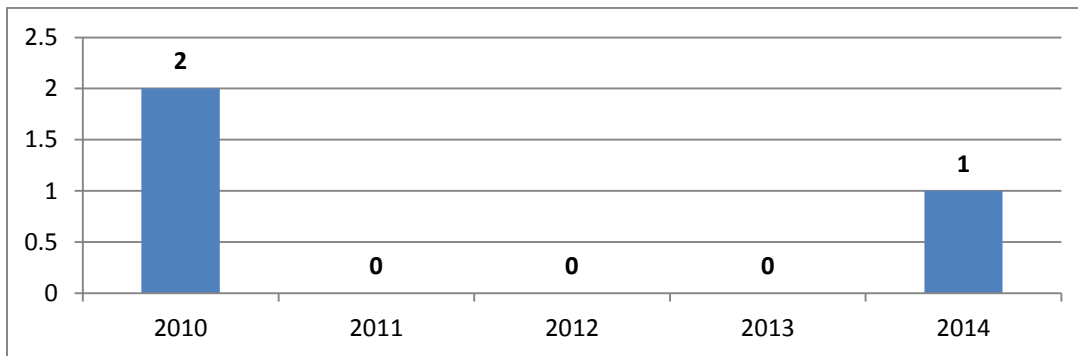
### **Data:**

“44% of fatal incidents occurred on roads. The miles of road routes have been increasing based on local municipal ordinances which are often driven by public requests or inputs. ATVs/UTVs are designed for off-road use equipped with soft low pressure tires and high center of gravity causing them to be unstable on roadways.” (Wisconsin Department of Natural Resources Bureau of Law Enforcement)



Source: Wisconsin Department of Natural Resources, Wisconsin ATV/UTV Safety and Enforcement 2014 Annual Report

### Forest County ATV/UTV Fatalities Occurring on Roadways



Source: Wisconsin Department of Natural Resources, Wisconsin ATV/UTV Safety and Enforcement 2014 Annual Report

“One of the greatest contributing factors to ATV/UTV fatalities is the operator not being ATV/UTV safety certified. 93% of the operators involved in an accident reported no ATV/UTV safety education course an increasing and prominent trend over the past several years. Another contributing factor to ATV/UTV fatalities is not wearing a helmet. Of the victims, 96% were not wearing a helmet.” (Wisconsin Department of Natural Resources Bureau of Law Enforcement)

“When FCP Youth were asked about their use of helmets:

- 42% reported rarely or never using a helmet when riding an ATV or motorcycle”

(Forest County Potawatomi Health Accreditation Committee)

29% of FCP Tribal Youth surveyed report always wearing a helmet when riding a motorcycle or ATV (FCPC Health Department)



### **Emphasis Area 3: Provide safe pedestrian and bicycle travel**

#### **Background:**

There are no pedestrian facilities on US 8. (US 8 Crandon to Laona Forest County Corridor Study Report March, 2013) In general, the environment is not conducive to walking, offering neither clearly marked walkways nor conditions necessary to make walking safe and comfortable.”(FCPC Mini-charrette) “With the existing cross sectional elements, US 8 is considered to have undesirable conditions for bicycling according to the NCWRPC.” (Bloom Companies,LLC)

**Goal: Provide pedestrian and bicycle travel facilities to decrease the number of collisions with motor vehicles and increase safe pathways.**



Figure 3: Bicyclist entering the Health and Wellness Center

#### **Potential Strategies:**

##### ➤ **Engineering:**

- Develop a network of pedestrian walkways, bike lanes, and trails to connect existing buildings in Stone Lake. (National Charrette Institute and Local Government Commission)
- Connecting the Forest County Potawatomi Community to Crandon by both pedestrian/bicycle trails and ATV/snowmobile trails. (Bloom Companies, LLC.)
- Pursue the possibility of connecting the trail system with the trail segment currently planned along the Highway 8 out of Crandon. (National Charrette Institute and Local Government Commission)
- Create a pedestrian walkway along the south side of Mish ko swen Drive. (National Charrette Institute and Local Government Commission)
- Create a pedestrian trail linking the Executive Administration Center to the insurance building and the Health and Wellness Center. (National Charrette Institute and Local Government Commission)
- Work with the Wisconsin DOT to develop safe crossing points along the segment of Highway 8 that divides the Stone Lake area. (National Charrette Institute and Local Government Commission)
- Create bike lanes along Mish ko swen Drive. (National Charrette Institute and Local Government Commission)
- Incorporate LED lighting along the trail and crossings to increase safety.
- Use paint to designate high-visibility crossings along the roads and in the parking lots. Crossings contribute to safety by reminding motorists to look out for pedestrians and clearly define paths. (National Charrette Institute and Local Government Commission)
- Install or widen paved shoulders to a minimum of four feet for use by pedestrians and bicyclists.
- Provide well-marked crosswalks to help guide pedestrians and slow motorists for safety.
- Provide sidewalks for pedestrians and bicyclists.
- Explore the option of a pedestrian overpass across Highway 8.
- Complete a walking assessment on FCPC roadways.

➤ **Enforcement:**

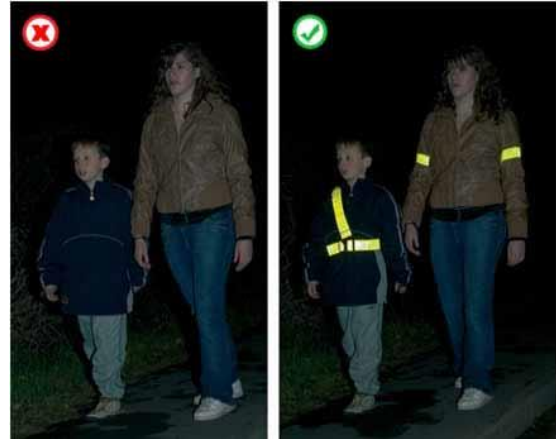
- Enforce pedestrian and bicycle laws.
- Enforce posted speed limits.

➤ **Emergency Services:**

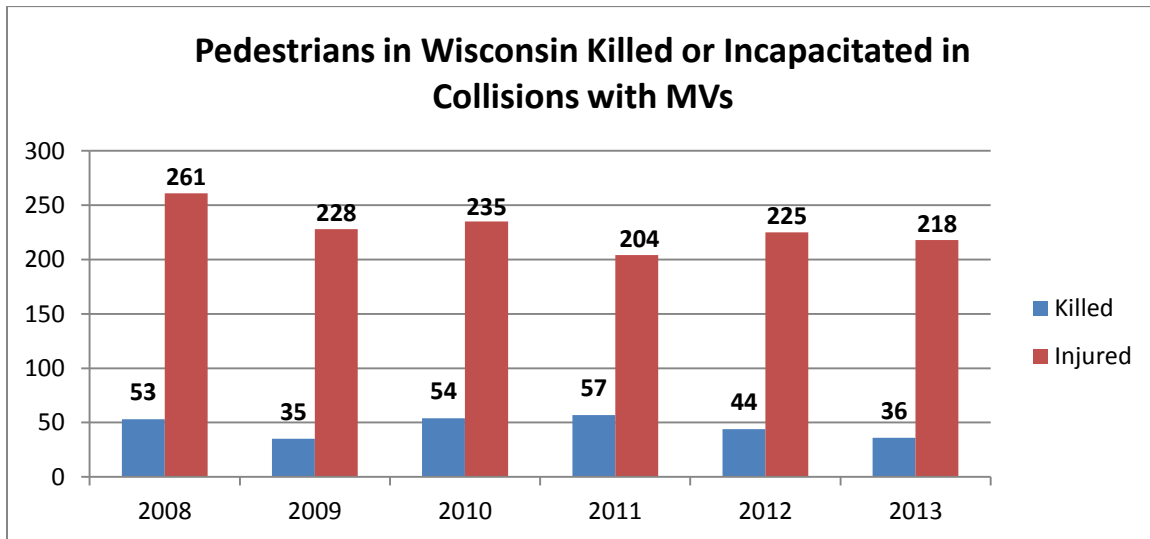
- Provide median refuge areas.

➤ **Education:**

- Increase the quality of pedestrian and bicycle safety education.
- Enhance driver awareness of pedestrians, bicyclists, and crossings.
- Offer bike safety program to youth and their families annually. (FCPC Health Department)
- Collaborate with Law Enforcement to expand youth ice cream incentive program for helmet use throughout Forest County. (FCPC Health Department)
- Reduce the risk of pedestrians through increased visibility such as safety reflectors, and bicycle lights.



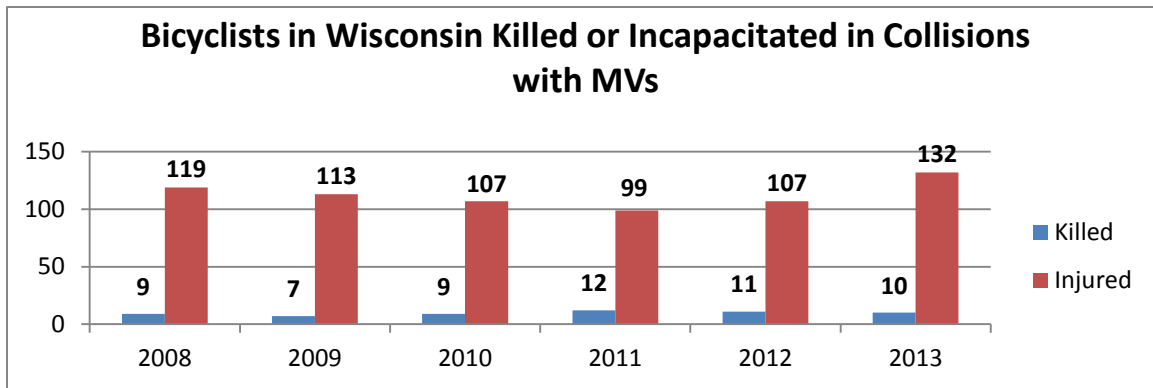
**Data:** “In 2013, 36 pedestrians died in pedestrian-motor vehicle crashes.”



Source: State of Wisconsin FFY 2015 Highway Safety Plan

Bicycles and Pedestrians in Crashes in Forest County				
Bicycles	Year	Fatal	Injury	Total
	2013	0	2	2
	2012	0	0	0
Pedestrians	Year	Fatal	Injury	Total
	2013	0	0	0
	2012	1	0	1

Source: NHTSA Traffic Safety Facts, Forest County, Wisconsin 2009-2013



Source: State of Wisconsin FFY 2015 Highway Safety Plan



## Emphasis Area 4: Traffic Signs

### Background:

Signage along roadways provides guidance, warnings to drivers, and reiterates rules of the road. “Adequately maintained retroreflective signs improve nighttime highway navigation and reduce the risk of crashes by bouncing light from vehicle headlights back toward the vehicle and the driver's eyes, making the signs appear brighter and easier to see and read. Because the retroreflective properties of traffic control devices deteriorate over time, highway agencies need to actively manage the maintenance of signs in order to ensure that they are clearly visible at night.” (Federal Highway Administration) Within the Forest County Potawatomi Community there are worn, obstructed, missing, and inconsistent signs.



Figure 4: FCP Health and Wellness Sign

**Goal:** Reduce the risk of crashes by properly maintaining and enhancing signs.

### Potential Strategies:

- **Engineering:**
  - Place speed limit signs along Young’s Lane, Kwe da kik Lane and Indian Drive/Bug Lake to notify users of speed limits.
  - Remove any vegetation or obstructions so that signs are clearly visible.
  - Place gateway monuments to identify that you are entering the FCP Community.
  - Update old signs and replace with consistent signage throughout FCPC.
  - Complete an inventory of existing signage throughout FCPC.
- **Enforcement:**
  - Coordinate with local enforcement.
- **Emergency Services:**
  - Support partnerships with local law enforcement agencies.
- **Education:**
  - Enhance signs and markings.
  - Create wayfinding to help individuals find their way from place to place and inform individuals that they are in the FCP Community.
  - Signs should contain the Potawatomi/English language.

### Data:

2013 Rural Highway Possible Contributing Circumstances (PCCs) by Crash Severity in Wisconsin			
Highway PCCs	Fatal	Injury	Property Damage
Sign obscured or missing	2	1	9

Source: 2013 Wisconsin Traffic Crash Facts. The numbers in this table represent the number of times a given highway PCC was cited as a possible contributing circumstance for a vehicle in a crash. These numbers do not represent numbers of crashes.

## **Emphasis Area 5: Unbelted fatalities/serious injuries**

### **Background:**

“Seat belts reduce serious crash-related injuries and deaths by about half.” (Centers for Disease Control and Prevention) “According to the National Highway Traffic Safety Administration (NHTSA) and the Bureau of Indian Affairs Indian Highway Safety Program, the 2013 overall rate of seat belt use on 16 reservations is 69.6%. Belt use varies greatly across reservations, ranging from a low of 36.4 percent to a high of 90.7 percent. Reservations with primary seat belt laws have the highest use rates, followed by reservations with secondary seat belt laws;

reservations with no seat belt laws have the lowest use rates. More than half (56 %) of AI/AN passenger vehicle occupants who died in motor vehicle crashes were unrestrained at the time of the fatal crash. Though child safety seat use rates for AI/AN communities vary greatly, rates are generally much lower than that of other racial groups. In 2011, the child restraint use for children from birth to age 7 ranged from 79 percent to 99 percent. In one study of three Northwest tribes, car seat use rate ranged from 12%–21% for children from birth to age 4.” (Centers for Disease Control and Prevention)



Figure 5: US Highway 8

**Goal: Support the education and enforcement of seat belt use and car seat safety to decrease the number of fatalities of unrestrained vehicle occupants.**

### **Potential Strategies:**

#### ➤ **Enforcement:**

- Enforce on the job seat belt use policies and programs for employees when operating company owned vehicles.
- Partner with state and county police for car seat and booster safety education and enforcement.

#### ➤ **Education:**

- Provide education and outreach programs to train drivers and passengers about seat belt use and car seat safety.
- Collaborate with Law Enforcement on youth events promoting seat belt use. (FCPC Health Department)
- Revamp the Car Seat Safety Program to incorporate more visual and hands-on components. (FCPC Health Department)
- Establish protocol for Pediatricians to assess car seat and seat belt use and provide education. (FCPC Health Department)

**Data:****Passenger Vehicle Occupant Fatalities by Restraint Use**

Restraint Use	Fatalities				
	2009	2010	2011	2012	2013
Restrained	0	0	0	2	0
Unrestrained	0	1	3	0	2
Unknown Restraint Use	0	0	0	0	1

Source: NHTSA, US Department of Transportation, Traffic Safety Facts, Forest County Wisconsin

When FCP Youth were asked about their use of seat belts:

- 24% reported rarely or never using a seat belt when riding in a car. (Forest County Potawatomi Health Accreditation Committee)

Seat belts have saved an estimated 255,000 lives between 1975 and 2008. (FCPC Health Department)

27% of FCP Tribal Youth report always using a seat belt when riding in a vehicle. (FCPC Health Department)

## **Emphasis Area 6: Improve access for EMS to increase survivability**

### **Background:**

“Although 19 percent of the U.S. population lived in rural areas, rural fatalities accounted for 54 percent of all traffic fatalities in 2012.” (National Highway Traffic Safety Administration) Many routes in and around the Tribal areas are dead end roads or cul de sacs. These potentially pose safety hazards in the event of an emergency due to the limited access to the areas. (Jacobson, Long Range Transportation Plan) Lois Crowe Lane in the Stone Lake Area provides access to the Tribal Daycare and Preschool. The current design and route of this road is such that in the event of an emergency, (i.e. fire) there is limited possibilities for escape. (Jacobson, Long Range Transportation Plan) Daycare Road in Carter has the same access issues that are present in Lois Crowe Lane. (Jacobson, Long Range Transportation Plan)



Figure 6: Kak Yot Lane

**Goal:** Increase the speed of emergency medical response and improve access routes in the event of an emergency.

### **Potential Strategies:**

- **Engineering:**
  - Look at the current design of Tribal roads and identify ways to effectively access routes in case of an emergency.
- **Emergency Services:**
  - Recruitment and retention of first responders.
  - Develop an EMS plan.
- **Education:**
  - Provide training for first responder groups.

### **Data:**

Fifty-six percent of all crashes in Wisconsin occurred off the state highway and interstate systems, on county trunk and local roads. City police and county sheriffs responded to 101,614 (86%) of these crashes in 2013. (Wisconsin Department of Transportation)

## **Emphasis Area 7: Improve Safety Data**

### **Background:**

In order to make effective transportation plans, current data must be collected. The Forest County Potawatomi Utility Department has a traffic counter to assist in this collection. This counter provides information on the volume, type and peak of the traffic in specific areas. Collecting data from various locations and analysis will provide a picture of what the current traffic needs are.

This data also can be an indication of the circulation characteristics for each area. Transportation theory holds that all trips have purpose and therefore, should be used when determining travel patterns. By identifying the traffic patterns the immediate needs of the community are identified and plans for the future can begin.



**Figure 7: Potawatomi Trail and Indian Road**

Accident data needs to be addressed in transportation planning. Determining the areas of concern and probable causes is the first step. Areas need to be analyzed in regards to the physical design of the road or trail, sight distance, speed requirements, signage and cross traffic. (Jacobson, Long Range Transportation Plan)

**Goal: Develop a system to improve the collection of data, sharing, and distribution.**

### **Potential Strategies:**

- **Engineering:**
  - Complete roadway inventory.
- **Enforcement:**
  - Educate leaders on the importance of data to accurately measure safety on transportation roadways.
  - Coordinate with appropriate agencies to obtain current, accurate data.
- **Education:**
  - Assess data gaps.

### **Data:**

“Due to the lack of data available for many areas, traffic safety and roadway engineering-related statistical analysis becomes more difficult. With timely and accurate tribal collision data, trends and other related areas of traffic safety concerns can be easily and confidently identified.” (Strategic Highway Safety Plan for Indian Lands)

## Emphasis Area 8: Reduce speed-related crashes

### Background:

“Speeding is one of the most prevalent factors contributing to traffic crashes. It reduces a driver’s ability to steer safely around curves or objects in the roadway, extends the distance necessary to stop a vehicle, and increases the distance a vehicle travels while a driver reacts to a dangerous situation. Higher crash speeds also reduce the ability of vehicle, restraint system, and roadway hardware such as guardrails, barriers, and impact attenuators to protect vehicle occupants.” (Liu and Chen) Speeding can be driving too fast for conditions or faster than the posted speed limits.



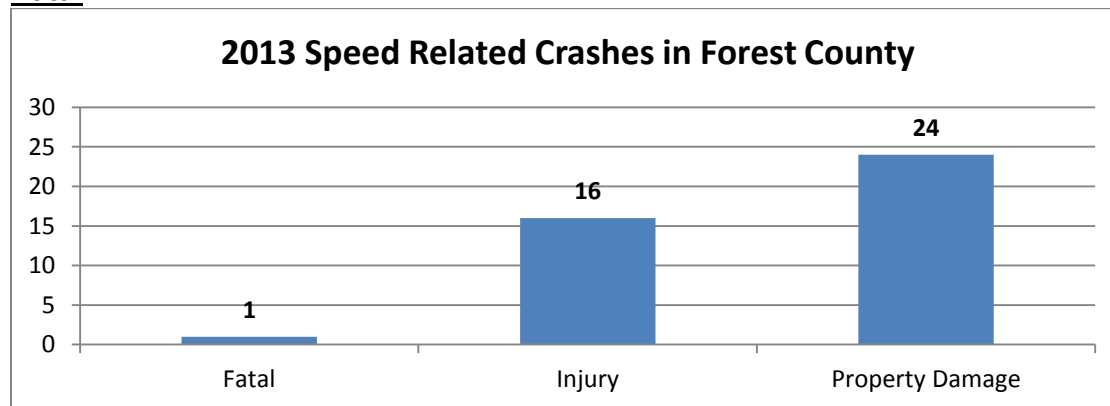
Figure 8: Kwe da kik and U.S Hwy 8

**Goal:** Increase awareness of the dangers of speeding and decrease speed related crashes.

### Potential Strategies:

- **Engineering:**
  - Make sure speed limit signs are posted and visible to drivers.
  - Post speed limit reductions to identify that you are entering the FCP Community.
- **Enforcement:**
  - Coordinate with local police to enforce posted speed limits.
- **Education:**
  - Establish a campaign to educate people on the dangers of speeding.

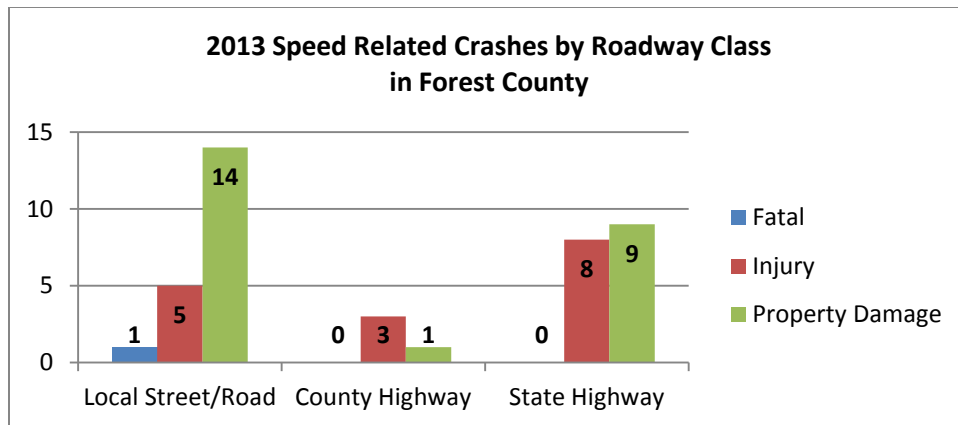
### Data:



Source: 2013 Wisconsin Traffic Crash Facts

- **In 2013, 318 speeding citations were issued in Forest County. (2013 Wisconsin Traffic Crash Facts)**





Source: 2013 Wisconsin Traffic Crash Facts

- **In 2013, one person was killed and 21 persons injured in speed-related crashes in Forest County. (2013 Wisconsin Traffic Crash Facts)**

## Emphasis Area 9: Reduce alcohol and drug impaired driving

### Background:

Driving while under the influence of alcohol, prescription or illegal drugs impairs your ability to make decisions and slows your reaction time. "In 2013, 10,076 people were killed in alcohol-impaired driving crashes, accounting for nearly one-third (31%) of all traffic-related deaths in the United States." (National Highway Traffic Safety Administration)

**Goal: Reduce alcohol and drug impaired driving crashes by increasing awareness of the dangers.**

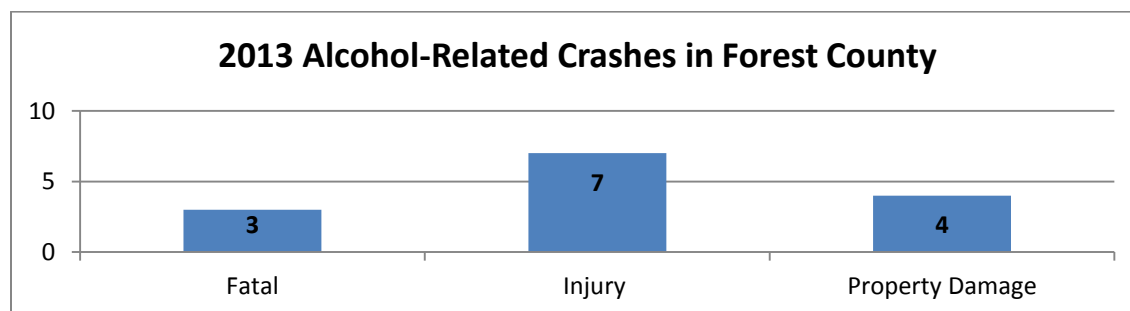


Figure 9: Wej mo jek and Kwe da kik Intersection

### Potential Strategies:

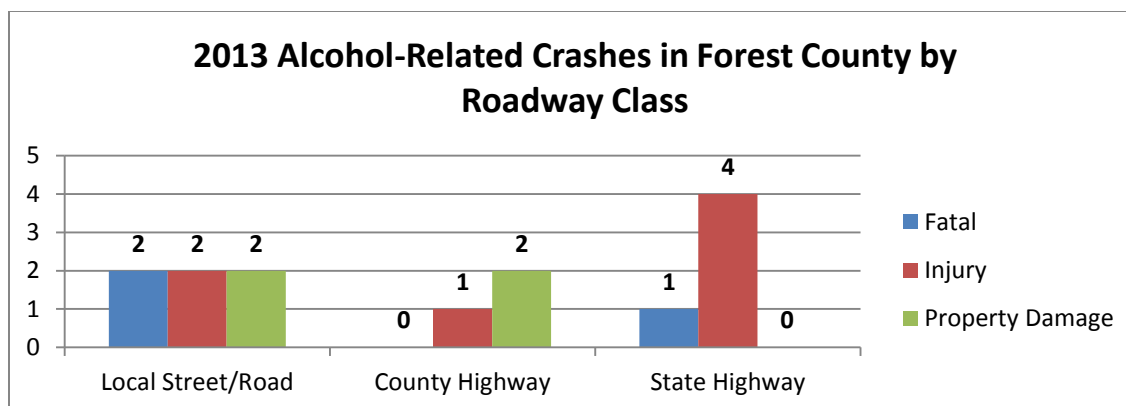
- **Enforcement:**
  - Coordinate with local law enforcement to enforce blood alcohol laws.
- **Education:**
  - Develop an educational campaign to explain the dangers of alcohol and drug impaired driving.
  - Collaborate with Law Enforcement and FCP AODA Department on events focused on Drinking and Driving. (FCPC Health Department)
  - Team-up with WisDOT, DNR, and convenience stores to install attention-getting gas pump toppers at convenience stores warning of the dangers of drunken snowmobile riding and impaired driving. (Wisconsin Department of Transportation)

### Data:



Source: 2013 Wisconsin Traffic Crash Facts





Source: 2013 Wisconsin Traffic Crash Facts

- In 2013, 3 persons were killed in alcohol related crashes and 9 persons were injured in Forest County.

<b>ALCOHOL –IMPAIRED DRIVING (BAC=.08+) FATALITIES IN FOREST COUNTY</b>				
<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>

Source: NHTSA, Traffic Safety Facts-Forest County, WI 2010-2014

## Emphasis Area 10: Driver Licensing

### Background:

Driver's Education is an important part of transportation safety, providing the needed skills to become a safe, responsible driver. Even experienced drivers may need to brush up on defensive driving habits, traffic laws and handling extreme conditions and situations. "DMV provides an array of driver licensing and testing services that are designed, collectively, to ensure drivers are licensed and competent. These include licensing requirements (testing, retesting, operating restrictions, medical screening), license withdrawals due to violations or disqualification, license reinstatement, and driver improvement programs." (Wisconsin Department of Transportation) Currently, there are limited resources available at the Department of Motor Vehicles in Crandon or 27 miles away in Rhinelander.



Figure 10: Mish ko swen Drive

**Goal: Increase access to driver's education and licensing programs.**

### **Potential Strategies:**

- **Enforcement:**
  - Coordinate with local law enforcement to ensure drivers are licensed and competent.
- **Education:**
  - Provide driver's education to obtain, retain, and regain a driver's license.

### **Data:**

2013 Forest County	
# of Vehicles Registered	# of Licensed Drivers
11,957	6,814

Source: 2013 Wisconsin Traffic Crash Facts

## **Evaluation and Implementation**


The Transportation Safety Plan is a living document. The plan will need to be updated so that any changes or modifications can be made. It is recommended that a committee is formed to oversee the implementation and eventual update. The applied safety treatments should be evaluated every two to three years to rate their effectiveness.

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## Appendix A: Transportation Exchange Invitation



# Transportation Exchange


Forest County Potawatomi Community  
**Tuesday, June 23<sup>rd</sup>**  
**1-2pm**  
FCP Museum Lower Level Conference Room  
8130 Mish ko swen Drive Crandon, WI.

**We need you! You are being invited to a transportation information exchange session.**

The Potawatomi Community is doing Future Land Use Planning and will be hosting a community visioning session in the late afternoon on June 23<sup>rd</sup>. Prior to our community visioning session, we would like to meet local and regional transportation agencies to bring them together with us early on in the long range planning process.

Helping us to facilitate this session will be the Local Government Commission and the National Charrette Institute thanks to a grant to Project for Public Spaces from the US EPA's Office of Sustainable Communities under their Building Blocks for Sustainable Communities Program. Livability Solutions is a coalition of professionals with deep experience in sustainable development whose common purpose is to work with communities on transportation, land use, placemaking, environmental and health issues, and public engagement, in order to improve livability, smart growth, and sustainability outcomes.



Forest County Potawatomi Community



Planning Department  
PO Box 340  
Crandon, WI. 54520  
Phone: 715-478-4704  
Fax: 715-478-7225

E-mail: [Patricia.Pete@fcpotawatomi-nsn.gov](mailto:Patricia.Pete@fcpotawatomi-nsn.gov)  
Website: <https://www.fcpotawatomi.com/>

**Please confirm attendance.**





## **Appendix B: Transportation Exchange Meeting Minutes**

### **Day 1      Transportation Exchange 06-23-15**

Attendance: Mark Ratty (DOT), Sandy Janczy-Stankevich (DOT), Rich Handrick (DOT), Pat Pete (FCPC Planning), Michelle Berdan (FCPC Planning), Paul Zykofsky (Local Government Commission), Tony Leonard (Local Government Commission), David Brain (National Charrette Institute)

#### **Discussed the US 8 Crandon to Laona Corridor Study Report 2013**

- DOT provided an electronic version
- Hardcopy is missing appendices
- Recommendations presented in report
  - Completed vegetation removal
  - LED warning lights are not an option in WI
    - Only have been used in MN in one location
    - Relying on tech. to trip them
    - Snow and vandalism could be an issue
- Nothing is planned in the area in the 6 year program
  - Only chip seal on US 8 planned
- Youngs Lane and Everybodys Rd. had traffic studies completed

#### **Kwe da kik Intersection Issue**

- Requires cutting back and a retaining wall.
- Would require work on Tribal lands
- Discussed the daily # of employees that exit on Fire Keeper that may exit on Kwe da kik with the Everybodys Rd. Project.

#### **ATV crossings, trails**

- Legally ATVs can cross from road to road
- Underpass
- Forest County ATV Club
- Land Owner Permissions
- Engineer Consultant-trails study (work w/DOT) \$60-70,000 approx.
  - 2 separate trails; ATV and Ped./biking

#### **Speed limit reductions**

- identify entering community

#### **Gateway monument**

- Identify that you are entering the FCP Community
- Currently there are green signs
- Signs are an option, need to be in the clear zone 30' from white line

#### **Pedestrian Overpass**-looked at an example from Vancouver

- 16' height clearance

#### **Complete Streets-Trans75 in WI (State Guideline)**

##### **Safe Crossings**

- Need safe orderly crossings for pedestrians and ATV (like a driveway w/signage)
- Beacons have been used for site distance issues

##### **Kelly Jackson-State Wide Tribal Liaison**

- Process-Tribal Road Safety Audit-Safety Plan-Funds

##### **Traffic Impact Analysis**-Contact DOT to be updated

## Appendix C : Maps of Community Recommendations

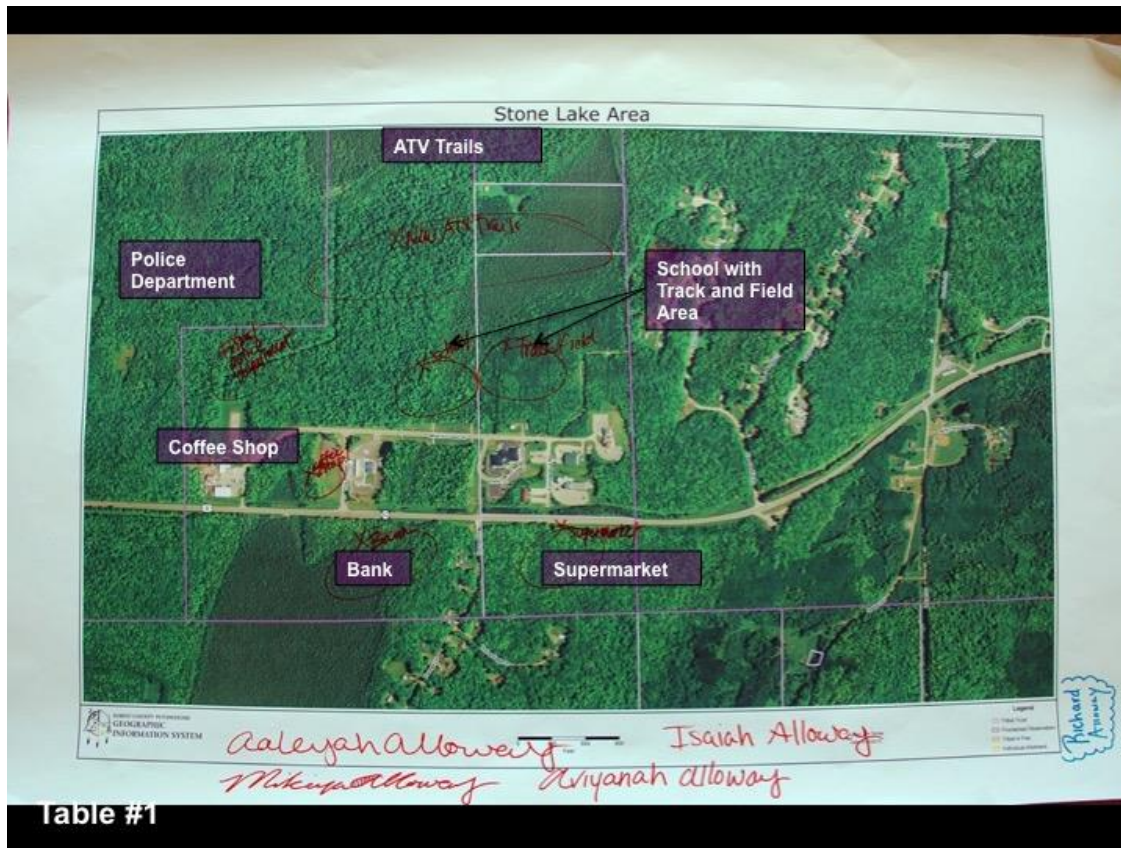






Table #3

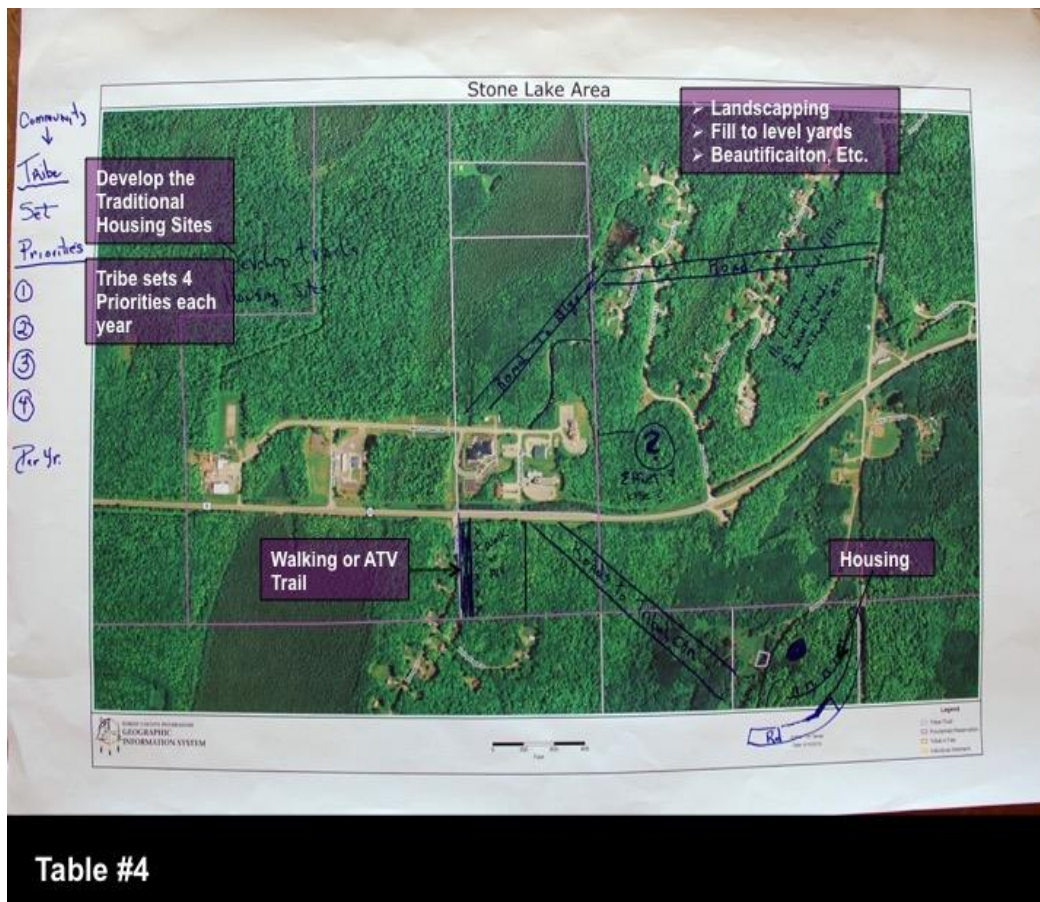


Table #4



## Appendix D: Indian Reservation Road Inventory

3/9/16

<p><b>Surface types are as follows:</b></p> <p>1=Primitive (virtually no maintenance)</p> <p>2=Earth Road</p> <p>3=Gravel Surface</p> <p>4=Bituminous material less than 2" thick</p> <p>5=Bituminous material 2" thick or more</p> <p>6=Concrete</p>	<p><b>Class types are as follows:</b></p> <p><b>Class 1</b>-Major arterial roads providing an integrated network with characteristics for serving traffic between large population centers.</p> <p><b>Class 2</b>-Rural minor arterial roads providing an integrated network having the characteristics for serving traffic between large population centers.</p> <p><b>Class 3</b>-Streets that are located within communities serving residential areas.</p> <p><b>Class 4</b>-Rural major collector road is collector to rural local roads.</p> <p><b>Class 5</b>-Rural local road that makes connections within the IRR system. Also included are roads and motorized trails for administration of forests, grazing, mining, oil, recreation, or other use purposes.</p> <p><b>Class 6</b>- City minor arterial streets that are located within communities, and serve as access to major arterials.</p> <p><b>Class 7</b>- City collector streets that are located within communities and serve as collectors to the city local streets.</p> <p><b>Class 8</b>-This class encompasses all non-road projects such as paths, trails, walkways, or other designated types of routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, ATVs, or other non-vehicular traffic.</p>
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RTE#	RTE NAME	OWNER	TOTAL LENGTH	SURFACE TYPE	CLASS	ISSUES	SOLUTIONS (PROJECTS)
1025	Air Monitoring Road	BIA	0.2 or 0.4		5		Resurfacing of an existing road leading to the FCPC air monitoring site.(TIP)
1078	Arlyn Alloway Drive	BIA	0.2	3	5		Reconstruction of existing road (TIP)
5115	Bay Shore Road	Wabeno	3.7	3	5		
2025	BAYSHORE- BLACKWELL TRAILS	BIA	1.9		8		
2024	BAY SHORE NORTH LOOP-BLACKWELL TRAILS	BIA	1.5		8		
5090	Beach Lane	Wabeno	0.4	5	5		
5053	Bear Lake Road	Wabeno					
5114	Bear Road	Lincoln	0.2	5	5		
1033	Bear Road Project	BIA	0.5		5		
2003	BEAR/YOUNGS LANE-SL TRAILS	BIA	1.2		8		
2027	BIG STONE- BLACKWELL TRAILS	BIA	1.1		8		
5044	Billy Daniels Lane	Lincoln	0.5	5	5		
5091	Birch Road	Wabeno	0.8	5	5		
1030*	Blackwell North Road	BIA	0.4		5		This is a proposed route for future possible construction.
1031	Blackwell South Rd.	BIA	0.3		5		
1029*	Blackwell Subdivision	BIA	0.7		5		This is for the design/construction of a new road for future housing in the Blackwell area. (TIP)
5198	Bradley Lake Road	Wabeno	6.0 or 11.7	1 4	5		
5020	Bug Lake Road	Lincoln	0.6 1.8	5 3	5	Intersection sight distance for vehicles traveling north bound is substandard at 800 feet.	Provide adequate sight distance at intersection.
						Intersection has	Align intersections to



						<p>an offset, the intersection angle is substandard at 125 degrees. Deficient intersection angles.</p> <p>Inadequate pedestrian accommodations.</p> <p>The speed limit is not posted along Bug Lake Road.</p> <p>No sidewalks or pathways for ATVs, bikes or pedestrians.</p> <p>No identified safe crossings.</p>	<p>be 90 degrees. Construct a 30 foot median on US 8 through the FCPC. Realign Indian Drive and Bug Lake Road. Install east bound and west bound left and right turn lanes at Indian Road and Bug Lake Road.</p> <p>Provide pedestrian pathways or sidewalks.</p> <p>Place speed limit signs along Bug Lake Road.</p> <p>Sidewalks Create a network of walkways, bike lanes and trails.</p> <p>Paint to designate high-visibility crossings.</p>
2006	BUG LAKE-SL TRAILS	BIA	0.8		8		
1086	Bug Lake South Extension	BIA	0.2		5		
5027	Camp 1 Road	Wabeno	7.8				
2033	CASINO BALLFIELD-CARTER TRAILS	BIA	0.3		8		
5092	Cemetery Road	Wabeno					
1097	Chief Wabeka Drive	BIA or Tribe	0.5	3	5		
2017	CHIEF WABECKA-BLACKWELL TRAILS	BIA	1.5		8		
5110	Corning Road	Lincoln	1.4 or 12.6	5	5		
5315	County B	Forest Cty.	4.8				
5199	County C	Forest Cty.	11.3 or 22.6	5 4	2		

2029	COUNTY C EAST- BLACKWELL TRAILS	BIA	0.7		8		
2023	WEST COUNTY C LOOP-BLACKWELL TRAILS	BIA	1.7		8		
5100	County G	Forest Cty	12.6 Or 22.6	5	4 2		
5308	County H	Forest Cty.	12.6	5 4	2		
2015	COUNTY H NORTH/SOUTH- BLACKWELL TRAILS	BIA	2.5		8		
2013	NW COUNTY H LOOP-BLACKWELL TRAILS	BIA	0.7		8		
2016	COUNTY H SOUTH- BLACKWELL TRAILS	BIA	0.7		8		
5309	County M	Forest Cty.	4.0				
5312	County N	Forest Cty.	2.5	4	5		
5313	County O	Forest Cty.	6.2 or 6.1	5	5		
5307	County Q	Forest Cty.	6.7				
5310	County S	Forest Cty.	9.7				
5099	County T	Forest Cty	3.0 or 6	5	2		
5098	County W	Forest Cty	14.0 or 26.6	5	2		
1072	Daniels Road	BIA	0.9	1	4		
1076	Daycare Road	BIA	0.2	4	4	The current design of this road is such that in the event of an emergency, there are limited possibilities for escape.	Look at the current design and identify ways to effectively access routes in case of an emergency.
5087	Deer Lake Road	Wabeno	1.2	3	5		
1020	Deer Ranch Road	BIA	0.9	3	5		
2014	DEER RANCH- BLACKWELL TRAILS	BIA	0.7		8		
1084	Devil's Creek Loop	BIA	0.5				



5022	Devil's Lake Road	Lincoln	1.3 And 0.3	3 5	5		
1016	Dry Creek Lane	BIA	0.1	3	5		Reconstruct gravel roads to paved section (TIP)
1013	Eagle Lane	BIA	0.6 and 0.4	5	5		
1015	E. Park & Church	BIA	0.1	3	5		Reconstruct gravel roads to paved section (TIP)
2034	EAST TRAIL-CARTER TRAILS	BIA	0.7		8		
1083	Education Road	BIA	0.1 0.1		5		
1032	Education Trail	BIA	0.4		5		
5036	Elliot Road	Wabeno	0.4 0.8 and 1.0	5 3 4	5		
5189	Elm Lane	Wabeno	0.3	4			
5190	Elm/Maple Loop	BIA	0.8		5		
1009	Everybody's Road	BIA	0.2 and 0.8	5	5 2	No sidewalks or pathways for ATVs, bikes or pedestrians.	Network of walkways, bike lanes, and trails to connect to buildings.
						No designated crosswalks	Paint to designate high-visibility crossings.
1024*	Everybody's Road Extension	BIA	1.2		5		Road project that will provide additional areas for economic development. (TIP)
*	Everybody's Road	BIA	0.5		5		Design alternative access and escape routes.(TIP)
2001	EVERYBODY'S ROAD-SL TRAILS	BIA	0.9		8		
5197	Ferry Ranch Road	Wabeno	0.7 or 3.5	5 3 4	5		
?	Fire Keepers Road					No sidewalks or pathways for motorized or non-motorized	Network of walkways, bike lanes, and trails to connect to buildings.

						users.	
						No crosswalks	Paint to designate high-visibility crossings.
1071	Fire Tower Lane	Lincoln	0.9 or 0.7	5	5		
1019	Fleet Drive	BIA	0.2	5	5		
1002	Good Heart Lane	BIA	0.4	5	5		
1035	Goodheart-Sugarbush Connection	BIA	0.2		5		
5095	Harper Road	Wabeno	0.5	3	5		
1079	Health & Wellness Loop	BIA	0.2		5		
3008	Highway 8	WisDOT	64.0 or 11.4	5	4	Limited sight distance	Provide adequate sight distance to intersections.
						No safe crossings	Work with WisDOT to develop safe crossing points along Highway 8.
						Informal unsafe ATV crossings.	Establish safe motorized trail connections.
						Speeding	Enforce posted speed limits. Reduce speed limit and identify entrance into the FCP Community. Speed transition.
						Signage needed	Provide signage. Create a monument sign to mark arrival in to the community.
						No passing lanes	Provide eastbound and westbound passing lanes
						Narrow shoulder widths	Increase shoulder widths
						No safe pathways for pedestrians/cyc	Look at connecting to the trail system/segment along

						lists	Highway 8 out of Crandon.
2002	HIGHWAY 8 SOUTH LOOP-SL TRAILS	BIA	0.9		8		
3032	Highway 32	WisDOT	55.6 or 34.5	5	4 2	Limited sight distance	Provide adequate sight distance to intersections.
						No passing lanes	Provide eastbound and westbound passing lanes.
2032	HIGHWAY 32 CEMETARY-CARTER TRAILS	BIA	0.8		8		
2030	HIGHWAY 32 WEST-CARTER TRAILS	BIA	0.8				
3045	Highway 45	WisDOT	77.0				
3052	Highway 52	WisDOT	92.5				
3055	Highway 55	WisDOT	38.0				
3064	Highway 64	WisDOT	58.8				
1011	Housing Road	BIA	1.1				
5010	Indian Market Road	Wabeno	4.6	1			
2021	INDIAN MARKET ROAD-BLACKWELL TRAILS	BIA	4.4		8		
5082	Indian Road	Lincoln	0.8 And 0.7	5 4	5	Roadway is narrow.	Widen and resurface existing road that is the main entrance to the southern half of the Stone Lake Community.
						Shoulder width	Increase shoulder width. Provide 10 foot right shoulders (5 foot paved) and 6 foot (3 foot paved) left shoulders on US 8.
						No sidewalks or pathways for pedestrians, bikes or ATVs.	Provide sidewalks or pathways for motorized and non-motorized users.
						No safe crossings.	Paint highly visible crossings.

						Intersection sight distance for vehicles traveling north bound is substandard at 800 feet.	Provide adequate sight distance at intersection.
						Intersection has an offset, the intersection angle is substandard at 125 degrees. Deficient intersection angle.  Missing speed limit signs.	Align intersections to be 90 degrees.  Construct a 30 foot median on US 8 through the FCPC. Realign Indian Drive and Bug Lake Road. Install east bound and west bound left and right turn lanes at Indian Road and Bug Lake Road. Place speed limit signs along Indian Road.
2008	INDIAN / WENSAUT-SL TRAILS	BIA	0.5		8		
<b>1073</b>	<b>Industrial Park Extension</b>	<b>BIA</b>	<b>0.4</b>		5		
1070	Industrial Park Road	BIA	0.6	4	5		
5077	Jaeger Road	Lincoln	0.9 or 1.7	3	5		
2010	JAEGER / HALL-SL TRAILS	BIA	0.4		8		
5108	Jim Daniels Lane	Lincoln	0.9	1	5		
5113	Johnson Road	Lincoln	3.6	3	5		
1074	Kak Yot Lane	BIA	0.2	5	5	No sidewalks or pathways for motorized or non-motorized users.	Network of walkways, bike lanes and trails to connect to buildings.
						No safe pathways for the elderly.	ADA compliant pathway for the elderly.

						No safe crossings	Paint to designate high-visibility crossings.
							Engineering for the reconstruction of existing housing road (TIP)
5058	Kasal Lane	Wabeno	0.5 or 1	3	5		
1012	Katie Frank Drive	BIA	0.1	3	5		Reconstruction of existing road (TIP)
2028	KING LAKE-BLACKWELL TRAILS	BIA	0.1		8		
2018	KUFFNER LOOP-BLACKWELL TRAILS	BIA	1.7		8		
5120	Kuffner Road	Wabeno	1.5	5 3	5		
2019	KUFFNER ROAD-BLACKWELL TRAILS	BIA	0.9		8		
2020	KUFFNER SOUTH-BLACKWELL TRAILS	BIA	0.6		8		
1003	Kwe da kik Lane	BIA	0.6	4	5	Limited sight distance for vehicles traveling south bound is substandard at 600 feet.	Improve sight distance. Install a 560 foot retaining wall to improve intersection sight distance.
						No sidewalks or pathways for ATVs, bikes or pedestrians.	Sidewalks Create a network of walkways, bike lanes and trails.
						No identified safe crossings.	Paint to designate high-visibility crossings.
						The speed limit is not posted along Kwe da kik.	Place speed limit signs.
							Engineering for the reconstruction of existing housing road (TIP)
1006	Kwe da kik Court	BIA	0.2	5	5		Engineering for the reconstruction of existing housing road (TIP)

1017	Lagoon Road	BIA Or Tribe	1.1	3	5		
5089	Lake Drive	Wabeno	0.8	3	5		
5093	Linse Road	Wabeno	1.5	3	5		
1088	Lois Crowe-Fire Tower Connection	BIA	0.4		5		
1010	Lois Crowe Lane	BIA or Tribe	0.3	4	5	The current design of this road is such that in the event of an emergency, there are limited possibilities for escape.	Look at the current design and identify ways to effectively access routes in case of an emergency.
2009	LOIS CROWE / RITCHIE-SL TRAILS	BIA	1.3		8		
1077	Love Knot Lane	BIA	0.3	4	5		
1023	Love Knot Lane/ Bug Lake Road	BIA	0.5		5		
1085	Love Knot Lane Extension	BIA	0.4		5		
5188	Maples Lane	Wabeno	0.3 or 0.6	4	5		
1014	Maple Sugar Lane	BIA	0.2	3	5		Resurface an existing roadway that serves a residential area.(TIP)
2031	MAPLE SUGARBUSH EAGLE-CARTER TRAILS	BIA	0.5		8		
?	Mish ko swen Drive					No sidewalks or pathways for motorized or non-motorized users. Employees feel unsafe walking.	Network of walkways, bike lanes, and trails to connect to buildings. Paint to designate high-visibility crossings. Create a pedestrian walkway along the south side of Mish ko swen Drive. Create bike lanes along Mish ko swen Drive.
						Sight distance-exiting from H	Improve sight distance exiting H & W.



						<b>&amp; W</b>	
1008	Museum Road	BIA	0.1	4	5		
<b>1096</b>	<b>Newman Lake Road</b>	<b>BIA</b>	<b>1</b>				
2026	NEWMAN LAKE- BLACKWELL TRAILS	BIA	2.2		8		
5112	Northwoods Drive	Lincoln	2.5	3	5		
1082	Old Highway 32	Wabeno	0.5 0.2	3 5	5 5		
2036	OLD HIGHWAY 32- CARTER TRAILS	BIA	0.1		8		
5109	Otter Creek Road	Lincoln	3.8	3	5		
5086	Otter Lake Road	Wabeno	1.3	3	5		
5088	Padus Road	Wabeno	0.5	5	5		
<b>5085</b>	<b>Phillips Road</b>		<b>0.2</b>				
5042	Potawatomi Trail	Lincoln	3.9 <b>and</b> <b>5.2</b>	5 4	5	Need safe crossings	Paint to designate high-visibility crosswalks.
						No sidewalks or routes for safe pedestrian travel.	Sidewalk or pathways for pedestrians.
						Multi-use road	Develop trails
						No lights	Soft lighting
						Speeding	Enforce speed limit
<b>1022</b>	<b>Pow Wow Road</b>	<b>BIA</b>	<b>1.2</b>		5		
<b>5184</b>	<b>Knowles Creek Road</b>	<b>Wabeno</b>	<b>8.5</b>				
<b>5054</b>	<b>Rat River Road</b>						
5029	Ritchie Lane	Lincoln	1.1	3	5		
5024	Rummels Road	Wabeno	1.1	5	5		
<b>1021</b>	<b>Rummels Rd/ Maple Lane Ext</b>	<b>BIA</b>	<b>2.5</b>		5		
2022	SEAL LAKE ROAD LOOP-BLACKWELL TRAILS	BIA	0.9		8		
1081	Sheppard Drive	BIA	1.3		4		
5007	Shiner Lake Road	Wabeno	0.5 <b>or 0.8</b>	3			
1026*	Shockto Drive	BIA	0.3		5		
5111	Spring Pond Road	Lincoln	2.7	3	5		
1080	Strawberry Drive	BIA	0.2	4	5		
<b>1034</b>	<b>Sugar Bush- Industrial Park Connection</b>	<b>BIA</b>	<b>0.2</b>		<b>5</b>		

1061	Sugarbush Lane	Wabeno	0.8 or 1.1	3	5		
5102	Trump Lake Road	City/ township	4.1	4			
2011	TRUMP LAKE- BLACKWELL TRAILS	BIA	1.8		8		
2012	TRUMP / COUNTY H- BLACKWELL TRAILS	BIA	1		8		
1018	Utility Access Drive Or Utility Access Road	BIA or Tribe	0.2 0.2 Or 1.0	5 9 4	5 8 5		
5096	Valley Lake Road	Wabeno	3.7 or 7.2	3	5		
1028	Wabecka Extension	BIA	1		5		
1007	Wa se Gishek Drive	BIA	0.4 or 0.2	4	5		
1001	Water Tower Road	BIA	0.1	5	5		
1005	We j bge Snok Court	BIA	0.1	5	5		Engineering for the reconstruction of existing housing road (TIP)
1004	We j Mogeek Court	BIA	0.5	5	5	Unsafe ATV Trail Erosion Issues	Provide safe motorized trail connections.
							Engineering for the reconstruction of existing housing road (TIP)
1027	We J Mogeek Extension	BIA	0.1		5		
2005	WEJMOGEK/BUG LAKE-SL TRAILS	BIA	0.1		8		
2004	WEJMOGEK COURT- SL TRAILS	BIA	0.8		8		
1087	Wensaut-Arlyn Alloway Connection	BIA	0.5		5		
5025	Wensaut Lane	Lincoln	0.3	3	5		
2035	WEST TRAILS- CARTER TRAILS	BIA	0.7		8		
1075	Young Eagle's Lane	BIA or City/ Township	0.2	3	5		
5015	Young's Lane	Lincoln	1.4	5	5	No lights	Provide soft lighting
						Unsafe for walking.	Create safe pedestrian pathways or sidewalks.

						Intersection sight distance for vehicles traveling north bound is substandard at 600 feet.	Provide adequate sight distance at intersection. Reconstruct 2150 feet of US8 to improve intersection sight distance at Young's Lane.
						Intersection has a deficient vertical crest curve on US 8 with a K value of 140.9.	Install west bound bypass lane at Young's Lane. Install east bound right turn lane at Young's Lane.
						The speed limit is not posted along Young's Lane.	Place speed limit signs along Young's Lane.
2087		BIA	0.2		8		
2089		BIA	0.4		8		
2090		BIA	0.8		8		

Red=BIA Inventory records

Not included on the BIA inventory:

1011 Housing Road  
1084 Devil's Creek Loop  
1096 Newman Lake Rd.  
3045 Hwy. 45  
3052-Hwy 52  
3055-Hwy. 55

Mish ko swen Drive  
3064-Hwy. 64  
5027 Camp 1 Rd.  
5053 Bear Lake Rd.  
5054 Rat River Rd.  
5085 Phillips Rd.

Fire Keepers Road  
5092 Cemetery Rd.  
5184 Knowles Creek Rd.  
5307 Cty Q  
5309 Cty M  
5310 Cty S

Phillips Road  
Bear Lake Rd.  
5315 Cty B

