

Town of Swiss

***Transportation Element Update to the Town of Swiss
Comprehensive Plan***

And

***Potential Alternatives for Future Multi-Modal
Transportation Improvements
Within the Danbury Area***

Approved by the Town of Swiss, December 8, 2009

TRANSPORTATION ELEMENT

3.1 INTRODUCTION

A community's transportation network is the backbone upon which its economy, access to resources, and connectivity for inhabitants and enterprises to the local community and region are based upon. The transportation system must continuously be maintained and enhanced, in addition to periodic upgrades and improvements, to maintain proper levels of service to the traveling public. Town residents, visitors, and local businesses rely and depend upon a transportation network that provides an efficient and seamless mode of travel that will meet their needs.

While the automobile is the primary mode of travel for most individuals, other modes of travel play an important part, whether for leisure or as a means to get to work. Recreational motorized vehicles, including snowmobiles and all terrain vehicles (ATV's) are prominent fixtures that travel trails or ditches in close proximity to local and state roads, while non-motorized activity, such as walking and bicycling share the roadway where sidewalks or trails are not present.

3.2 LOCAL INFLUENCES TO THE LOCAL TRANSPORTATION NETWORK

Within the unincorporated area, a number of building and infrastructure improvements has occurred that when fully developed, may impact the transportation network.

The St. Croix Chippewa Indians of Wisconsin have begun a major expansion of the Hole-In-The-Wall Casino, located at the intersection of State Trunk Highway (STH) 35 and 77. The expansion includes a several thousand foot gaming area, hotel, and convention center. The existing gaming facility will be razed after final completion of the new gaming and convention center.

A major water and sewer project will conclude in 2009, culminating nearly eight years of planning and design to provide water and sewer to the unincorporated area of Danbury. The availability of public water and sewer has the potential to attract new businesses and residential dwellings to the unincorporated area. Business development or the expansion of existing businesses will likely be along STH's 35 and 77. Proper site planning and placement of businesses is essential to minimize ingress and egress congestion to business along highways and local roads.

Approximately 28 miles west of Danbury, a passenger rail line is being proposed between the Twin Cities and Duluth, Minnesota (Northern Lights Express – NLX). The proposed rail line includes a rail station in Hinckley that would serve as a commuter hub for rail travel to the Twin

Cities. This commuter hub would enable existing and new residents of the Town with an expanded range of employment opportunities within the Twin Cities area.

The Gandy Dancer Trail, a recreational trail that bisects the Town has a major trailhead adjacent to STH 77. To the south of STH 77 the trail is non-motorized only, except from December 1 – March 31, when the use of snowmobiles is allowed. To the north of STH 77 recreational trail use includes hiking, biking, horseback riding, ATVing and snowmobiling.

An updated Existing Land Use Map was completed for the unincorporated area of Danbury during the winter of 2009. Most noticeable along the highway corridors is the concentration of commercial activity and the undeveloped land in the NW and SE quadrants near the intersection of STH 35 & 77.

3.3 FUNCTIONAL CLASSIFICATION SYSTEM

Swiss’s roadway network is represented by approximately 109.92 miles of state, county and local roads (Table 3.1). Roads are classified according to their primary function and by the amount of traffic they carry. State Trunk Highways 35 (north to south) and 77 (east to west) serve as the primary corridors providing residents and visitors access to and through the town. Local roads provide routes to homes and recreational destinations both within and beyond the town. All the roads described in this section are illustrated on Map 3.1, Town of Swiss Functional Classification System.

Functional road classifications include principle arterials, minor arterials, major collectors, minor collectors, and local roads.

- **Principle arterials-** Serve interstate and interregional trips. These roads generally serve urban areas greater than 5,000 in population.
- **Minor arterials-** Serve cities, large communities, and other major traffic generators providing intra-regional and inter-regional traffic movements.
- **Major collectors-** Provide service to moderate sized communities and links traffic to nearby larger population centers.
- **Minor collectors-** Collect traffic from local roads and links them to all remaining smaller communities. All developed areas should be within a reasonable distance of collector roads.
- **Local roads-** Provide access for travel over relatively short distances. All roads not classified as arterials or collectors are classified as local roads.

Classification	Miles
Principle arterials	0
Minor arterials	20.9
Major collectors	13.05
Minor collectors	0
Local roads	75.97
Total	109.92

Source: WisDOT

3.4 TRAFFIC VOLUME AND TRENDS

State Trunk Highways 35 and 77 and County Highway F are represented as rural 2-lane highways that serve as the primary roadways moving residents, visitors and commerce. According to Table 3.2 annual average daily traffic has increased slightly. However, reporting data since 2002 has not been completed at previously recorded sites. Due to a lack of data to draw a correlation between past and present traffic levels, local citizens were asked their opinions regarding traffic levels or congestion. The majority of comments noted only very short peak events where traffic might be backed up at the intersection of STH 35 and 77 in the unincorporated area of Danbury.

Table 3.2: Annual Average Daily Traffic Select Sites							
	1994	1997	1999	2002	2005	2007	Change 1994-2007
Site 1	2000	1700	1800	2400	2400^	2400^	+400
Site 2	2600	3400	3000	3700	3700^	3700^	+1,100
Site 3	250	290	280	370	370^	370^	+120
Site 4	NA	1200	1300	1700	1700^	1700^	+300
Site 5	2400	2600	3000	3600	3000	2700	+300
Site 6	2600	2400	2600	4100	3300	3200	+600

Source: Wisconsin Highway Traffic Volume Data, various years. *=1989 count, ^=2002 count

Site 1: STH 35, S of East leg of STH 77

Site 2: STH 77, W of intersection w/ STH 35

Site 3: CTH F & Broeffle Rd.

Site 4: STH 77, near MN Border

Site 5: STH 35, near Oakland Town Line

Site 6: STH 77/35 N. of Casino near curve

Monitoring traffic levels into the future will be important as new commercial developments are constructed along the highway corridor. Proactive ingress and egress controls will be necessary to effectively manage traffic flow along the highway. Additionally, geometric changes to the intersection of STH 35/77 may be required based on future development pressures.

3.5 COMMUTING PATTERNS

According to U.S. Census Bureau data, a total of 306 town residents commute to work, with the largest percent of persons (36%) commuting to employment within the Town itself. A large number of workers (23.5%) also commute to work within the villages of Siren, Grantsburg and Webster. While the Town has a close proximity to the Twin Cities, current commuting patterns do not show significant commuting levels. Twelve percent of town residents commute to the Twin Cities, with another 9.8 percent traveling to Pine County, MN.

Table 3.3: Town of Swiss Commuting Patterns, 2000

Live In:	Work In	Count	Travel To:	From:	Count	
T. of Swiss	Town of Swiss, Burnett Co	111	T. of Swiss	Town of Swiss, Burnett Co	111	
	V. of Webster, Burnett Co.	37		T. of Oakland, Burnett Co.	39	
	Pine County MN	30		Pine County MN	32	
	V. of Grantsburg, Burnett Co.	22		T. of Jackson, Burnett Co.	26	
	V. of Siren, Burnett Co.	13		T. of Blaine, Burnett Co.	24	
	Washburn County WI	13		T. of Sand Lake, Burnett Co.	22	
	Douglas County WI	11		T. of Lincoln, Burnett Co.	16	
	Anoka County MN	8		T. of Meenon, Burnett Co.	14	
	St. Louis County MN	8		Washburn County WI	14	
	T. of Oakland, Burnett Co.	8		T. of Siren, Burnett Co.	12	
	T. of Siren, Burnett Co.	8		Pierce County WI	10	
	V. of Frederic, Polk Co.	7		T. of Union, Burnett Co.	9	
	C. of St. Paul, Ramsey Co. MN	6		T. of Scott, Burnett Co.	9	
	T. of Wood River, Burnett Co.	4		V. of Siren, Burnett Co.	9	
	Dakota County MN	3		V. of Webster, Burnett Co.	9	
	C. of Cloquet, Carlton Co. MN	3		T. of La Follette, Burnett Co.	8	
	Benton County AR	3		Douglas County WI	8	
	T. of Dewey, Burnett Co.	3		Washington County MN	8	
	T. of Webb Lake, Burnett Co.	2		T. of Webb Lake, Burnett Co	7	
	T. of Scott, Burnett Co.	2		St. Croix County WI	6	
	Washington County MN	2		St. Louis County MN	6	
	Hennepin County MN	2		Polk County WI	4	
					T. of Dewey, Burnett Co.	3
					V. of Grantsburg, Burnett Co.	3
			Barron County WI	2		
			T. of Daniels, Burnett Co.	2		
			T. of Rusk, Burnett Co.	2		
			T. of W. Marshland, Burnett	2		
			T. of Wood River, Burnett Co.	2		
			Dunn County WI	2		
			Trempealeau County WI	2		
			T. of Grantsburg, Burnett Co.	1		
Totals		306	Totals		424	

Source: Census 2000, MCD/County to MCD/County Worker Flow files

3.6 CONDITION OF LOCAL ROADS

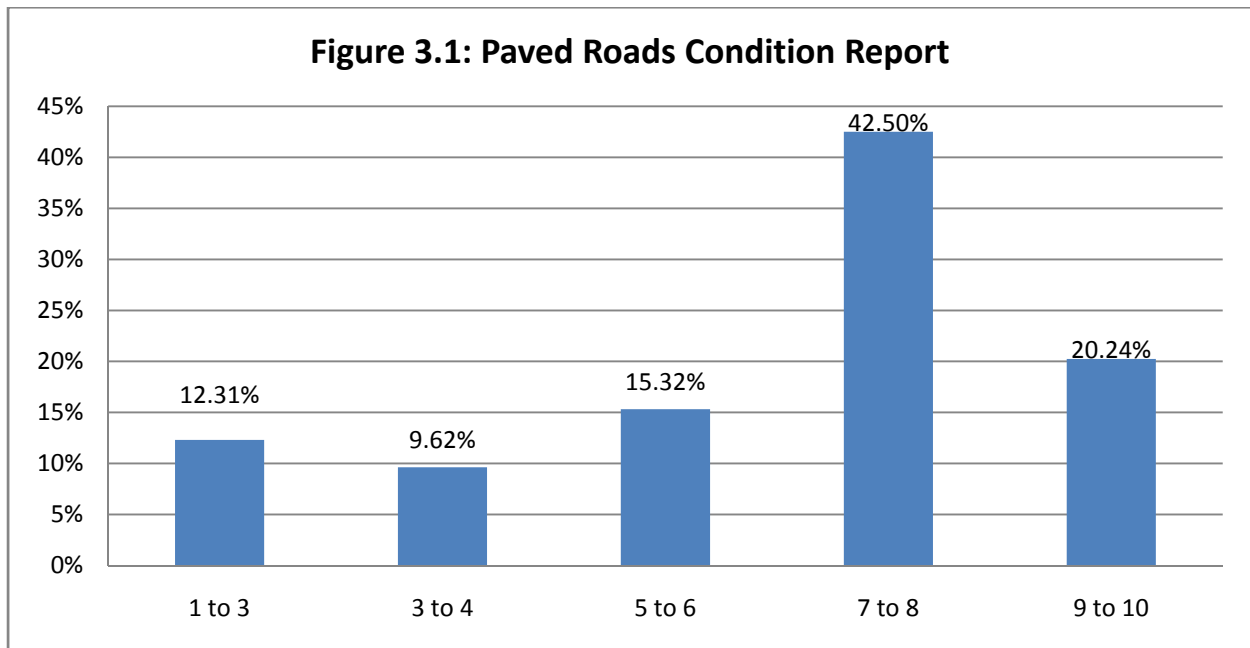
Every odd calendar year, local units of government across Wisconsin are required to report to WisDOT, the surface condition rating of all local roads. In 2009, Town roads were rated using the Pavement Surface Evaluation Rating (PASER) system in accordance with WisDOT requirements.

The PASER system is an important tool for planning road maintenance because it gives a condition report and can identify roads in the most need for rehabilitation. Surface defects, cracking, potholes, and drainage are all examined during a typical PASER evaluation and influence the overall rating of each roadway segment.

A total of 83.08 miles of town roads were rated in May, 2009. Based on this analysis, three condition reports were developed based on road surface conditions; paved road conditions, unpaved road conditions, and earthen road conditions. It is important to note that the report condition for paved data includes the rating for new overlay on all town roads throughout the unincorporated area of Danbury.

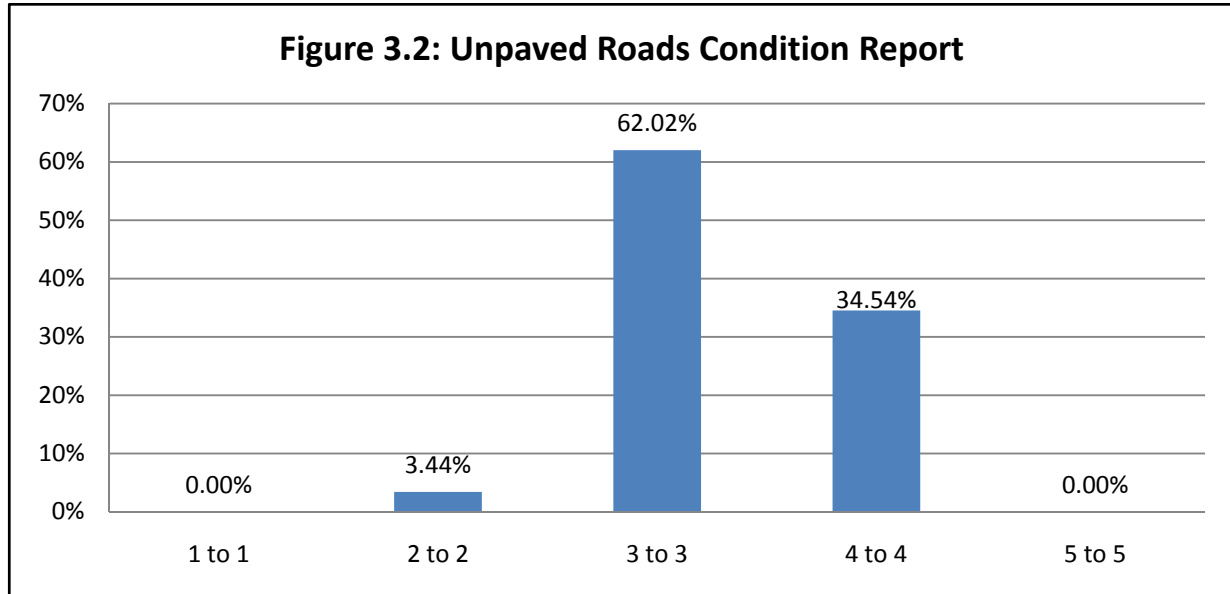
Paved Roads

A total of 55.03 miles of town roads are paved. The Town has long had a strategy to maintain the current asphalt roadways, based on the availability of funds budgeted for improvement purposes. While the Town continues to strategically develop its road maintenance schedule, external factors such as the cost of fuel and asphalt limit the total mileage receiving rehabilitation from year to year. Approximately 32.5 miles of roads (59%) are in good to excellent condition, based on the PASER rating system, meaning that no or little maintenance is required and an additional 8.4 miles (15.32%) are in need of preservation treatments. The remaining 14.1 miles of roads are in need of structural improvements ranging from overlays to major reconstruction.



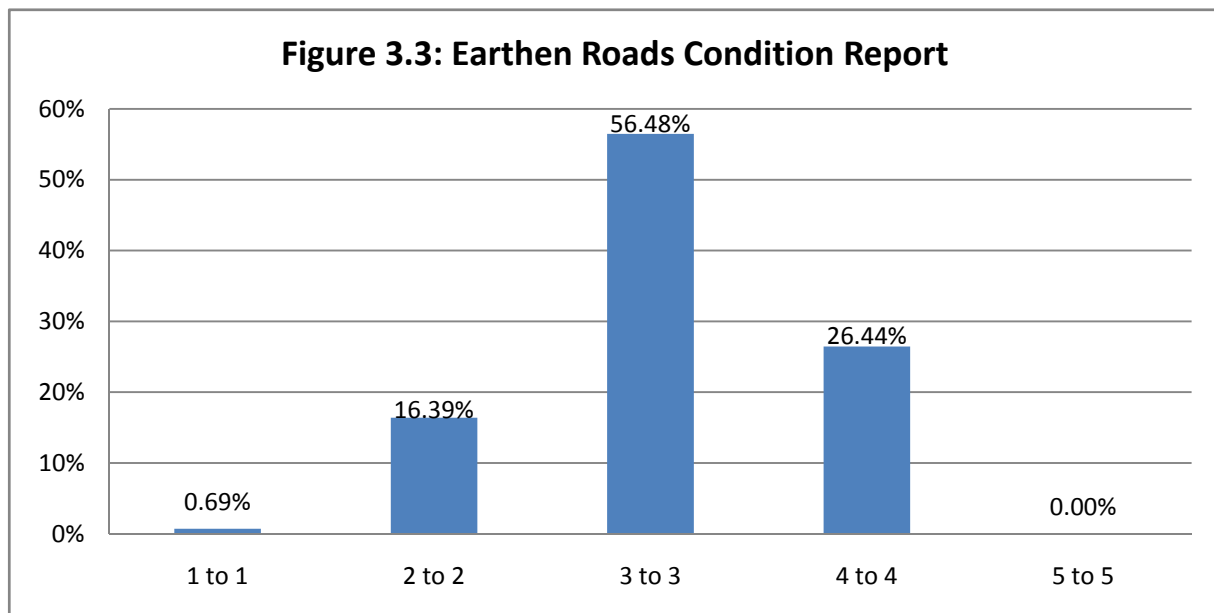
Gravel Roads

A total of 16.06 miles of town roads are gravel and are generally low volume roads. The majority of gravel roads, approximately 15.5 miles (96.56%) are rated as a 3 or 4 meaning they are in good to fair condition.



Earthen Roads

A total of 11.99 miles of town roads are considered to be earthen and are generally very low volume roads. These roads have little or no gravel surface and generally are not driven on by the motoring public. Rather these are dead end roadways off the gravel roadways serving hunting grounds or logging areas.



3.7 METHODS OF TRANSPORTATION

Air Transportation

While there are no public or private airports located in the Town of Swiss; a total of seven airports are located in Burnett County (Table 3.4). No scheduled passenger flights are available in Burnett County. The nearest airports providing regular scheduled passenger flights to domestic and international destinations are located in Duluth (DLH) and Minneapolis-St. Paul (MSP).

Table 3.4: Burnett County Airports/Airfields

Airport	Location	Owner/Operator	Status
Grantsburg Municipal Airport	Town of Grantsburg	Village of Grantsburg	Public
Burnett County Airport	Town of Siren	Burnett County	Public
Voyage Village Airport	Town of Jackson	Voyager Village Property Owners Assoc.	Private
Carlson Field Airport	Town of Blaine	Len Carlson	Private
Burnett Medical Heliport	Village of Grantsburg	Burnett Medical Center	Private
Alfa Hotel Airport	Town of Webster	David Littfin	Private
Circle T Airport	Town of Grantsburg	Danny Tagg	Private

Source: Wisconsin Department of Transportation, Bureau of Aeronautics, 2002

The Wisconsin Department of Transportation, Bureau of Aeronautics provides municipal airports with funding assistance for airport runway/taxiway improvements. In 2009, a major expansion of the Burnett County Airport began. When completed, the overall length of the runway will enable the airport to accommodate larger aircraft. The expansion also strengthens the airport as a major airport facility located in northwest Wisconsin.

Pedestrian Facilities

Designated pedestrian facilities are limited, with the exception of within the unincorporated area of Danbury. Most roadways have minimal shoulder areas, speed limits greater than 45 miles per hour unless posted otherwise, and some are gravel roads, which at times can cause dusty conditions. As a result, these conditions hamper safe pedestrian use.

Within the unincorporated area of Danbury, walking to places of work, shopping, entertainment or



leisure is possible. While limited sidewalks are available to accommodate pedestrian travel within the commercial areas located along STH 35 and 77, a number of residents and visitors walk across STH 35 and 77 and along the roadway or shoulder to get from place to place. Adding to the pedestrian and automobile interaction along roads with no sidewalks, is the level of recreational vehicles (ATV/snowmobiles) that travel the shoulders along roads to get from the Gandy Dancer Trail to the gas station or casino/hotel located near the intersection of STH 35/77. Additionally, housing developments on the east/west side of STH 35 near the northern outskirts of Danbury have pedestrian travel occurring along and across the roadway. Pedestrian improvements are necessary within Danbury to accommodate the safety of persons walking within the community.



The Wisconsin Pedestrian Policy Plan 2020 provides a statewide framework to increase walking and to promote pedestrian safety. The plan establishes goals, objectives, and actions regarding the provision of pedestrian accommodations that could be implemented locally. The plan also serves to help communities identify actions they can take to establish pedestrian travel as a viable, convenient, and safe transportation choice throughout Wisconsin. No specific recommendations to the Town of Swiss exist.

Bicycling Facilities

Bicycling is limited to undesignated bicycle routes on the state, county, and town roads. The *Wisconsin Bicycle Transportation Plan 2020* presents a blueprint for improving and expanding bicycle transportation routes in the state. There are no plans to expand state bicycle routes into or through the Town of Swiss. Should the Town seek expanded pedestrian or bicycle trails, the State of Wisconsin’s Transportation Enhancement Program is a potential funding source.

In the Town of Swiss, STH 35 from the Douglas County line to Riverside is rated as having moderate conditions for bicycling. Most of the rural State Trunk Highway system has a three-foot or wider paved shoulder. While the shoulder area of local roads is generally paved for maintenance and safety purposes, this area can also provide suitable accommodations for bicycle travel, for experienced riders.

The Wisconsin Department of Transportation, in cooperation with the Bicycle Federation of Wisconsin has compiled a Wisconsin State Bike Map that highlights bicycling conditions on state trunk highways and county trunk highways in Wisconsin. The majority of state and county

highways in the Town are classified as moderate to best conditions for bicycling (see Burnett County Bicycling Conditions map at end of Element). The only section of highways classified as undesirable conditions for bicycling are STH 77 from the intersection of CTH F to the intersection of STH 35 and the section of STH 35 at the intersection of STH 77 (Danbury) southwards towards Siren.

The Gandy Dance Trail, a crushed limestone non-motorized trail, provides bicycle and pedestrian opportunities for travelers wishing to travel south. From April to November the Gandy Dancer Trail is non-motorized and can provide an alternate route south toward Polk County as STH 35 is classified as undesirable for biking.



Railroads and Ports

While railroads once played a prominent role in the overall transportation system, the only remaining sign of past rail activity is the rail grade which now serves as a primary recreational corridor (Gandy Dancer Trail). As there are no rail services available in the Town, local businesses seeking rail transportation have several options at rail yards located in Superior. The closest commercial port services are located in either Superior or Duluth. Both ports serve bulk and container transportation options.

As previously noted, the proposed passenger rail service (Northern Lights Express-NLX) from Duluth to the Twin Cities has the potential to offer an alternative commute to year-round and seasonal residents. Key to the use of NLX for commuting or other purposes will be the time of travel from the rail station in Hinckley, MN to work, shopping or leisure.

Transit

The reliance on the automobile for personal transportation for shopping, medical appointments, and leisure trips is common place. However, once an individual has no automobile, other transportation options are extremely limited.

Burnett County has developed a “Locally Developed Transportation Coordination Plan” in an effort to meet federal and state requirements that ensure county agencies and others are making efforts to coordinate transit services and to ensure proposed grant applications for transit services are consistent with coordination needs. The coordination plan also completed an inventory of potential vendors who could transport individuals. However, most of the vendors provide rides restricted by age or physical disability, often leaving a large gap in transit services of non-qualifying persons still needing transportation.

Many town residents qualifying for transportation services utilize the Burnett County Health and Human Services, Aging Program. According to the Aging Program, door-to-door

transportation services are provided by volunteers, who use their own vehicles, for people 60 years of age and over or any disabled person regardless of age.

Coordinated transportation efforts within Burnett County continue to be discussed (2009) with the desire to implement a transit bus system that would serve all persons. No regular transit route systems are available to residents.

Trucking

The local road network and its connection to the county and state highway system provide adequate trucking access for sending and receiving products throughout the town. However, in the spring, the Town of Swiss imposes weight restrictions on town roads to lower the allowable weight due to the instability caused by frost to prevent road damage. Large scale commercial trucking firms, located throughout the Region, are available to truck commercial freight using STH 35 and 77 for businesses and residence needing over-the-road services.

Recreational Trails

The Town and County are well known for its non-motorized and motorized recreational trails that travel throughout pine and oak forests and low lying meadows. Trail use has been developed, and continues to be developed, to accommodate all-season activity. Danbury hosts a major trailhead off the Gandy Dancer Trail and has commercial services most non-motorized and motorized trail users are seeking.



While there are hundreds of miles of trails throughout Burnett County, the Gandy Dancer Trail (state trail) is likely the most well known trail and serves non-motorized use from STH 77 south to the Polk County line from April 1 to November 30 and from December 1 to March 31 continues to serve non-motorized use but also allows for the use of snowmobiles. Use on the Gandy Dancer Trail north of STH 77 is open to motorized (snowmobile and ATV) and non-motorized use from January 1 to December 31.

Motorized trails, including the Wisconsin Corridor Trails Systems 8, 41, and 45 and a number of local club trails on the eastern edge of the town, provide snowmobiling and restricted ATV use. During the summer from the Friday of Memorial Day weekend through September 15, all Wisconsin Corridor Trails systems are open to ATV use. From September 16 through November 30 all Burnett County Forests (snowmobile trails, fire lanes, and logging roads 8 feet wide) are open to use by ATV's and other street legal, licensed vehicles.



In July 2009, the Town passed its first all-terrain vehicle route(s) ordinance legalizing the use of select town roads for use by ATVs. The ordinance also included conditions to the use of the designated roadways, relating to operation, speed and route signage. Routes designated as ATV use include the following:

- That part of Lake 26 Road, as marked for ATV use only, from the Junction of Highway 35/77 to Trail 8.
- That part of North River Road located in Town of Swiss
- St. Croix Trail – from North River Road to Broeffle Road
- Broeffle Road – in its entirety.
- Center Street – from CTH F to South Sixth Street
- South Sixth Street – from Center Street to Peet Street
- Peet Street – from South Sixth Street to South Second Avenue
- South Second Avenue – in its entirety
- North Second Avenue – from State Highway 77 north to alley
- Alley – from North Second Avenue to North Glass Street

Bicycling, hiking, nature watching and horseback riding are allowed on all Burnett County Forest roads, trails, and fire lanes. According to the Burnett County Forestry Department, mountain biking or horseback riding off-trail is not permit. Horseback riding is a popular activity along the Gandy Dancer Trail north of STH 77. It is reported that horseback riders will cross into Minnesota and ride trails located off the Gandy Dancer Trail.

3.8 ROADWAY IMPROVEMENTS

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

Table 3.5 identifies two road improvements proposed by the Wisconsin Department of Transportation. The Burnett County Highway Department does not have any county trunk highways within the Town scheduled for rehabilitation, according to the 2009-2012 Highway Maintenance Plan. In 2009, the Town resurfaced nearly all roads within Danbury after water and sewer lines were installed within the roadway right-of-ways. Additionally, a large portion of Minerva Dam Road was resurfaced.

Table 3.5: Selected Roadway Improvements					
Year	Sponsor	Road	Location	Mileage	Type of Improvement
2010-2013	WisDOT	STH 77	Danbury – Minong	5.61	Reconstruction: Reconstruct the existing roadway to current design standards and correcting geometric deficiencies.
2010-2013	WisDOT	STH 77	Danbury – Minong Road	9.31	Resurface: Pulverize to a relayed depth of 6 inches and overlay with 4 inches of asphaltic pavement.

Source: WisDOT 6-year Program

3.9 TRANSPORTATION ISSUES AFFECTING DANBURY

A large part of the update to the Transportation Element of the Town of Swiss Comprehensive Plan was to review potential near-term and long-term improvements to STH 35/77 in the unincorporated area of Danbury. The ongoing and future commercial development potential along STH 35 and STH 77, such as the expansion of the St. Croix Band of Chippewa Indians casino and hotel complex, expansion of the St. Croix Band of Chippewa Indians governmental facilities and individual tribal members housing, and expansion of other non-tribal businesses impacted by growth of tribal facilities or services desired by community members and visitors to the Town, could significantly influence traffic delays or accidents along the roadway.

In 2008, a cooperative effort between WisDOT, the Town of Swiss, St. Croix Band of Lake Superior Chippewa, Burnett County and Northwest Regional Planning Commission was initiated to study existing conditions and identify future transportation needs in the Danbury area. A public informational meeting was conducted in early 2009 to gather community input/concerns regarding the existing transportation system. Four statements regarding the transportation

network were put forth for participant's consideration. A summary of each question is detailed below.

Statement #1. There are multiple types of trips going from one side of the highways to another, creating potential for conflict between vehicular and non-vehicular traffic. Do you agree that this is a concern?

Most responses agreed there are concerns with multiple types of trips. The area of greatest concern was in the proximity of the Log Cabin Store and the casino/hotel between automobiles, pedestrians, ATVs and snowmobiles. Horses traveling across the highway were also noted as the Gandy Dancer Trail is often used by persons riding horses. Attendee's suggestions to improve the transportation concerns include crosswalks, lower speeds, continued sidewalk development, elimination of driveways or consolidation of entrances to businesses, and a special corridor for recreational users.

Statement #2. With the Gandy Dancer trail, we assume there is ample traffic going to and from the trail to businesses creating potential conflicts along Highway 77.

Responses were mixed as to whether there are conflicts along Highway 77 with some comments centered around separate trails for motorized and non-motorized recreational use and parking along the highway by shoppers and recreational users.

Statement #3. The "T" intersection between Highways 35 & 77 creates the potential for backups during peak travel times, leading to poor operations and potential safety issues.

Most responses agreed with this concern, focusing on weekends and holiday travel times. One suggestion noted greater visibility south at the "T" intersection and restricting ingress and egress to businesses.

Statement #4. With potential business development, Highways 35 & 77 may begin to experience capacity or operational issues in the future (backups, difficult to get on or off the highways, etc.).

The majority of responses agreed this is a concern with the "T" intersection, casino entrance, downtown area and pedestrian travel along the highways being noted as concerns. Suggested improvements included turn lanes to accommodate turning movements to enable the free flow of traffic passing through town and a multi-use trail constructed adjacent or away from the local roadway.

Attendees to the February 16, 2009 informational meeting were also asked to identify specific areas of concern and note their comments/suggestions. Table 3.6 represents the public's comments to potential improvements along the transportation system corresponding to the comment number found on the Public Comment Map attached at the end of this chapter.



Table 3.6: Public Comments for Potential Improvements

43	Put blinking light on 77 West of town with speed limit to slow traffic on 77 going East
44	Widen the Rd 77 from Gandy to 35 so there is turning lanes.
34	Establish pedestrian walk safety zones i.e. sidewalks on south side away from established ATV routes
35	Establish pedestrian walk safety zones i.e. sidewalks on south side away from established ATV routes
28	Create defined curb cuts at casino and Log Cabin
29	Improve separation with ATV's and snowmobiles on 77 West of 35
30	Town to acquire property by condemnation for parking and access improvements.
16	The 35/77 North (by Fish Bowl) is designed poorly. Visibility is poor and semis cannot get through. Rehab 2011 plan.
17	Sidewalk & crosswalk for foot travel to stores and Blueberry junction (kids park)
18	Wider for semi traffic and other larger vehicles
37	The traffic coming from the West on 77 comes into town pretty fast. Also sometimes leaving but more on the entry. Blinking lights with speed limit posted.
38	For main street (business district) can anything be done about trucks and trailers parking the wrong way in front of businesses. I think it is suppose to be angle in parking only.
31	Could get busier and would need a separate turn lane into and out.
32	Speed through town and illegal turns on Main street Hwy 77. Mid block u turns.
33	Crossing of snowmobiles on highway
25	ATV Route through town maybe move to the north.

Based on input from the public meetings, dialog with local town and tribal leaders, the anticipation of continued commercial and residential development, and more non-motorized and motorized recreational activity, the WisDOT developed preliminary transportation improvements to STH 35 and STH 77 to meet anticipated near term and long range transportation needs. These preliminary improvements are not programmed or scheduled for completion. Rather they are improvements that the participating members of the corridor study (WisDOT, Town of Swiss, St. Croix Band of Chippewa Indians, and Burnett County) can seek to achieve in the future.

Continued examination of changing transportation needs of the motoring public, motorized recreation and pedestrian travel, and commercial and residential development along the STH 35 and STH 77 corridor is critical. Coordinated dialog between the partners will enable parties to respond to issues and concerns in a more timely manner.

As a result of the issues identification process conducted as part of the Transportation Element update, several potential transportation improvements were developed for the near-term and long-term planning horizon that over time could be implemented to provide enhanced pedestrian and vehicular movements. While some of the suggestions are perceived as controversial, particularly relating to the potential for limiting access to STH 35 and 77 from existing businesses, the overall goal is to develop a future transportation system that provides mobility and safety for pedestrian, recreational and vehicular users.

Several pedestrian, recreational trail and highway improvements were presented at an informational meeting on August 31, 2009. None of the improvements presented are currently programmed at the town, county, tribal, or state level. The overall intent of presenting the proposed improvements is to enable the town, county, tribe, state, and local businesses and property owners to be better aware of future transportation improvements that will be necessary as future traffic congestion increases.

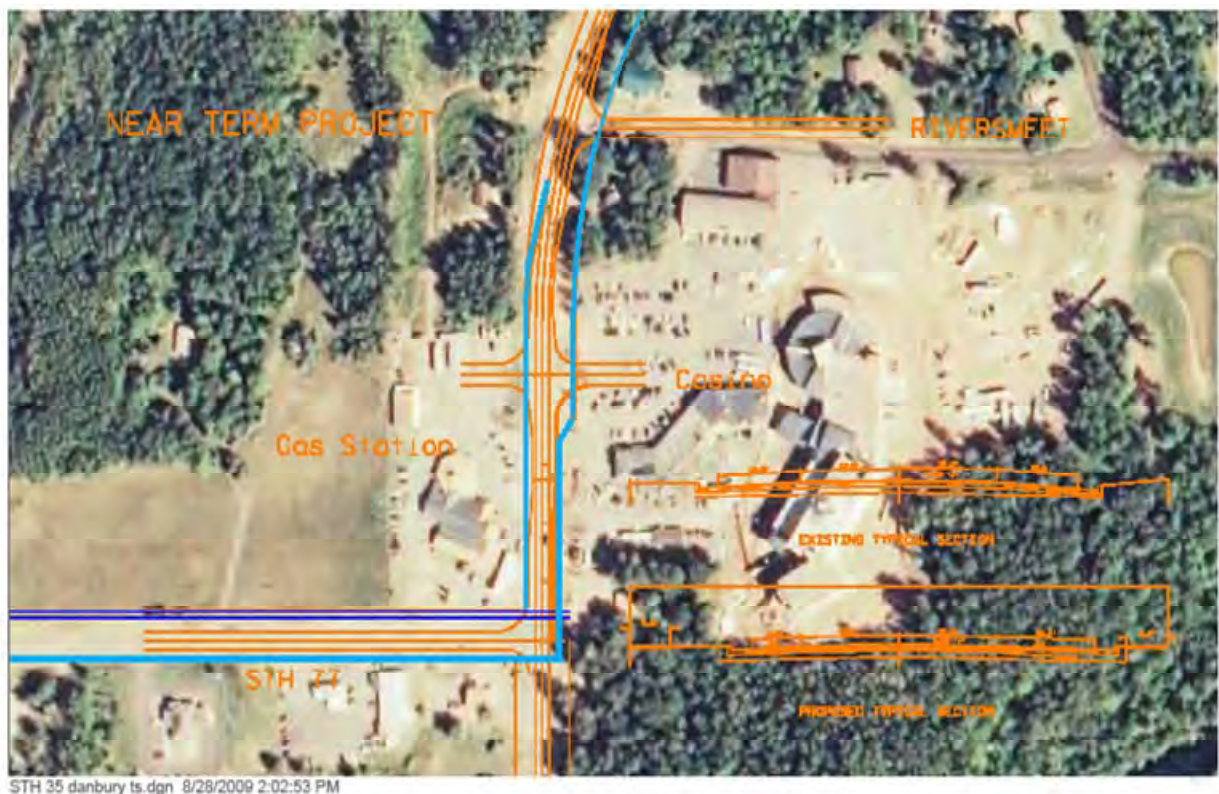
During the public comment portion of the August 31 meeting, a number of suggestions were presented by the public as potential projects that could be implemented in the short-term that could provide immediate improvement to safety issues.

- Painting turn lanes on existing highways (if adequate space is available).
- Concern that highway speeds by the traveling public are too high. Speed limit through the area is 35mph.
- Increased enforcement of posted speeds in the corridors.
- Painting crosswalks on highways between intersections where sidewalks are present.
- Pedestrian bulb outs along STH 35 to help slow traffic.
- Portable speed monitoring trailer to alert traffic of their speed.
- Installation of “yield to pedestrians” sign boards placed in middle of roadway to alert traffic to pedestrian crossing. Could also help in “slowing” traffic.
- Pavement striping at the T intersection of 35/77 as current traffic are rolling past stop sign and stopping into STH 35 before making a left turn onto STH 77.



Some near-term transportation improvements were presented as potential solutions to anticipated development and traffic warrants. At this time, there is no planned highway improvements scheduled for STH 35 or 77 in the Danbury area. It is anticipated that in the future, (2018-2022) the roadway surface condition of STH 35 will require a rehabilitation at which time some near-term projects could be implemented. However, if conditions within the corridor were to change during the short-term, such as increased traffic levels, congestion, or business development, then the potential for highway improvements identified in the near-term may be necessary sooner.

WisDOT Near-Term Improvements



The diagram above represents the following potential short-term projects.

- Right turn lane on SB 35 to 77
- Left turn lane on NB 35 to west 77 (with through lane on right side of NB 35)
- Right turn lane on NB 35 at Riversmeet to enable semi traffic and other vehicular traffic turning movements to the casino/hotel
- An ATV trail designated on the north side of 77
- A pedestrian trail constructed on the south side of 77

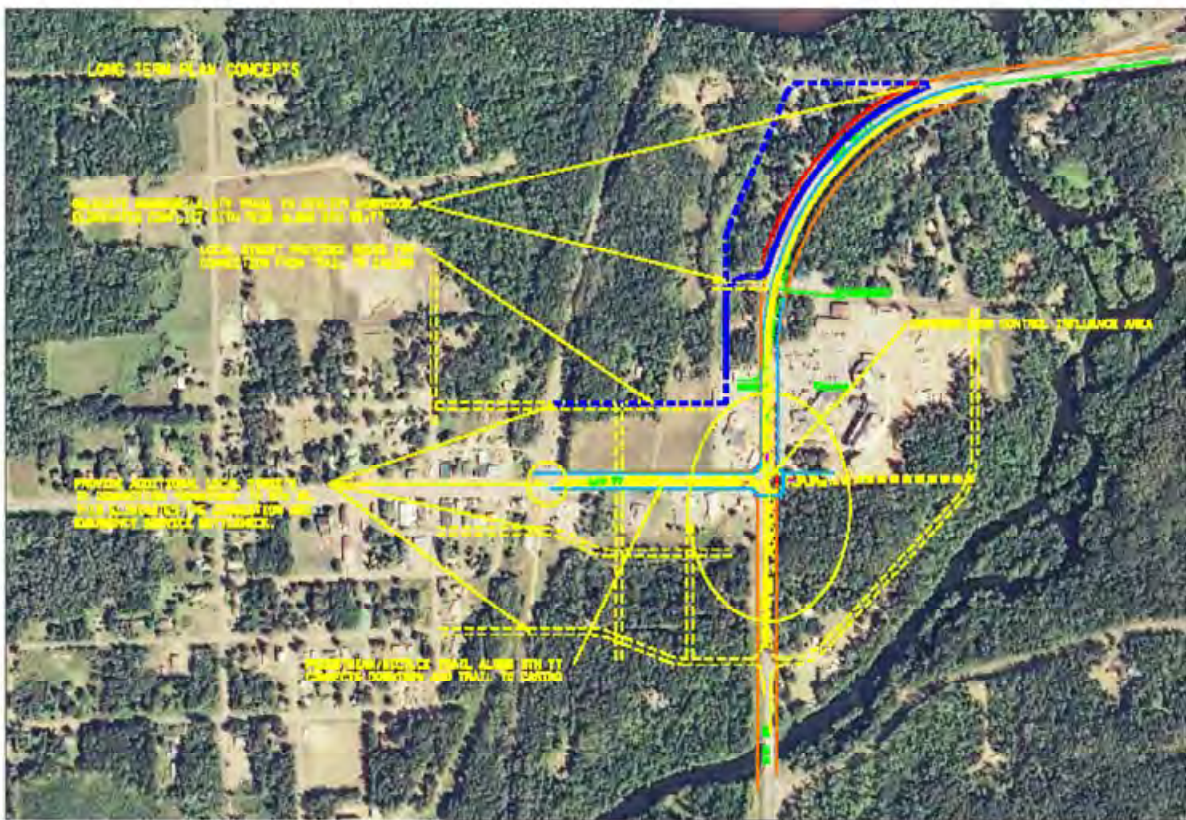
- A pedestrian trail constructed on the west side of 35 towards the intersection of Riversmeet and a pedestrian trail on the east side of 35 north from the intersection of 35/77 beyond Riversmeet
- Consolidating access to/from the Hole In The Wall Casino and Log Cabin Store
- Right turn lane on NB 35 into the Hole In The Wall Casino

Some of the proposed improvements may require future right-of-way (ROW) acquisition as portions of the local highway network do not appear to have sufficient area for suggested improvements.

Many of the short-term projects will enable the local transportation network to function at a level of service that provides for the efficient movement of traffic through Danbury. However, as increased traffic volumes, accidents, development of commercial or other business activity along the highway corridors occurs, more extensive traffic controls may be necessary. Based on future traffic warrants, improvements to the “T” intersection of STH 35/77 by the Wisconsin Department of Transportation may be necessary.

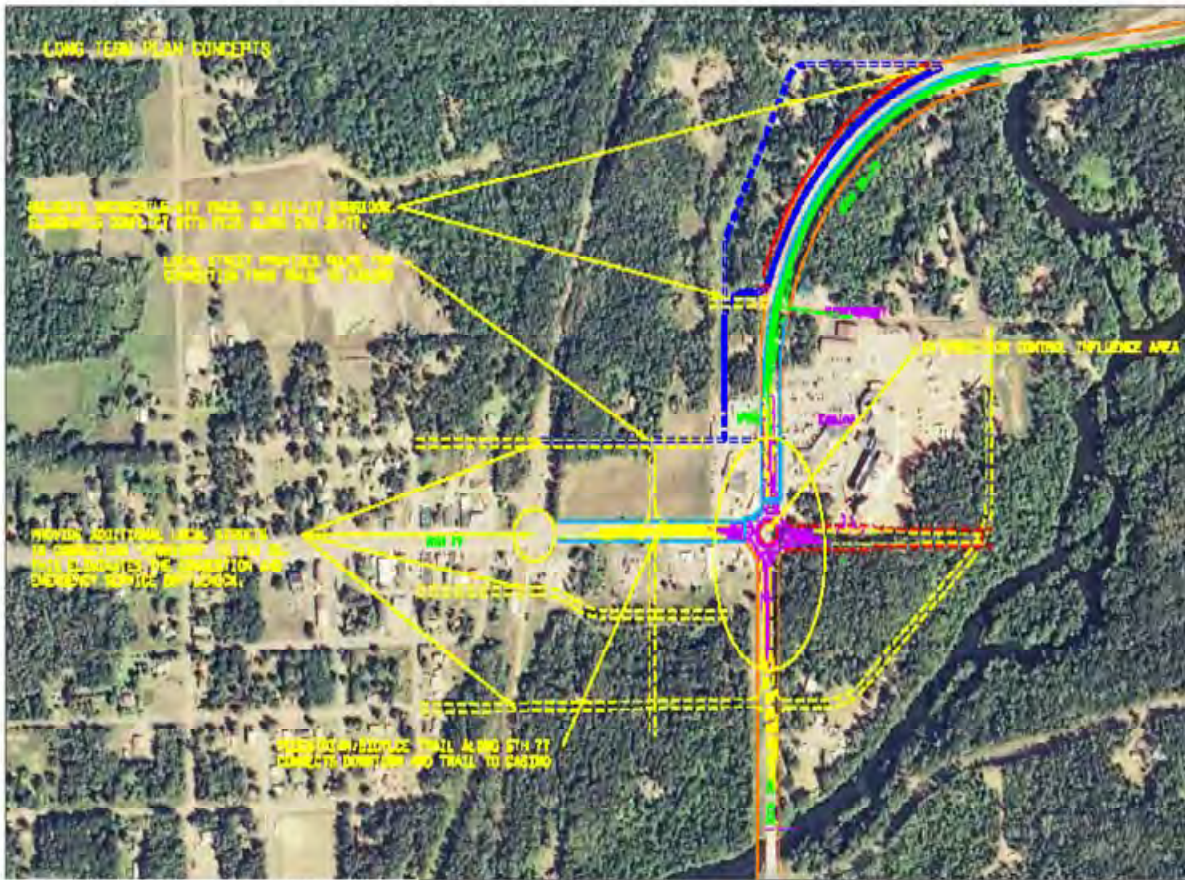
At a time in the future (long-term) when warrants would be met to necessitate needed improvements at the “T” intersection, WisDOT may be required to look at the development of traffic signals or roundabout. Two diagrams looking at each are represented. It is important to note there are no current projects in design or scheduled for reconstruction of the “T” intersection.

WisDOT Long-Term Alternatives Traffic Signal



STH 35 danbury long range signals.dgn 8/28/2009 2:11:44 PM

WisDOT Long-Term Alternatives Roundabout



The overall pattern of influence is different between a signalized intersection and a roundabout. The oval (area of influence) represented on each diagram is larger for a signalized intersection, which could result in greater limits on access to adjoining/area properties.

Traffic control will be significantly increased by the future development of either a signal or roundabout. As any business along the STH 35/77 corridor expands or makes changes to their property, it is recommended these businesses consult with WisDOT on potential future highway changes that could potentially limit or close access to their property.

As previously noted, STH 77 is the only roadway connecting the unincorporated area of Danbury to STH 35. Development of future town roads is critical to supporting alternate routes

connecting to STH 35. The dashed yellow lines are merely suggestions relating to potential locations. As development occurs, the town, tribe, county, and state should work collaboratively with property owners and developers to ensure roadways can be constructed during development or ROW preserved for future road building.

The snowmobile/ATV trail along the west side of STH 35 should be relocated to an alternate location to allow for design improvements to the highway and for the development of a pedestrian trail along the highway corridor. The snowmobile/ATV trail could be along the utility corridor or along another easement or road not yet developed to date.

3.10 OTHER TRANSPORTATION PLANS AND PROGRAMS

Several state and other organizations develop plans and programs for the management and systematic update of transportation facilities that may include the Town. Based on a review of these plans and programs, no land use conflicts or policy differences were identified. A listing of these plans and programs is provided below.

Wisconsin Bicycle Transportation Plan 2020

The *Wisconsin Bicycle Transportation Plan 2020* (1998) presents a blueprint for improving and expanding bicycle transportation routes in the state. There are no plans to expand state bicycle routes into the Town of Swiss. The WisDOT, along with the Bicycle Federation of Wisconsin, compiled a Wisconsin State Bike Map that highlights the most favorable bicycling conditions in northern Wisconsin.

Wisconsin Pedestrian Policy Plan 2020

This plan provides a statewide framework to increase walking and to promote pedestrian safety. The plan establishes goals, objectives, and actions regarding the provision of pedestrian accommodations that could be implemented. The plan also serves to help communities identify actions they can take to establish pedestrian travel as a viable, convenient, and safe transportation choice throughout Wisconsin.

Wisconsin Transportation Enhancements Program (TE)

The Transportation Enhancements Program provides funding to eligible communities for the development of pedestrian and bicycle facilities and for the development of safety and educational activities for pedestrians & bicyclists. Applications are due in the spring of each even numbered calendar year. Funding for improvements is 80% federal and 20% local.

Wisconsin Bicycle and Pedestrian Facilities Program (BFPF)

Bicycle and pedestrian projects eligible for the TE program will generally also be eligible under the BFPF with some minor difference resulting from differences in the state enabling

legislation. Pedestrian-only projects like sidewalks are not eligible. Proposed projects must be a combined pedestrian/bicycle facility. Funding for improvements is 80% federal and 20% local.

Wisconsin State Highway Plan

The *Wisconsin State Highway Plan 2020* focuses on the 11,800 miles of State Trunk Highway routes in Wisconsin. The plan identifies no traffic congestion in the next 20 years on highways within the Town of Swiss.

Connections 2030 Plan

Connections 2030 is Wisconsin's long-range statewide multimodal plan. The plan addresses all forms of transportation and identifies ways to make all modes work better as an integrated transportation system by establishing policies to help transportation decision-makers when evaluating programs and projects. Connections 2030 has been developed to help Wisconsin maintain and enhance its transportation system to meet the needs of the 21st century, and fulfill the state's transportation vision to provide: *An integrated multimodal transportation system that maximizes the safe and efficient movement of people and products throughout the state, enhancing economic productivity and the quality of Wisconsin's communities while minimizing impacts to the natural environment.*

2009 Comprehensive Economic Development Strategy

The *2009 Comprehensive Economic Development Strategy* (CEDS) provides an analysis of local conditions; identifies problems, needs, and opportunities of the ten-county region; and defines the vision, goals, and objectives of the region. Within the document, specific transportation objectives and activities have been identified on a regional basis.

3.11 TRANSPORTATION GOALS, OBJECTIVES, AND ACTIONS

A set of recommended transportation goals, objectives, and actions has been developed for the Town of Swiss. Implementation of the identified actions will allow the town to achieve the overall goal and its objectives of ensuring an appropriate transportation system for the town. The ability of persons to travel by foot, bicycle, or other mode of transportation, other than by automobile, is very limited in the rural areas of the Town. This creates difficulties in implementing significant design standards for low-density developments. However, in development proposals where higher-density developments are proposed, a compact roadway network will assist in reducing road development and future maintenance costs.

GOAL: Develop a safe and efficient multi-modal transportation system that accommodates the movement of people and goods.

Objective 1. *Explore regulations for all recreational vehicles (land/water) and explore adequate controls and regulations of corridors for recreational vehicles – state, county and town.*

Policy/Action/Recommendation	Cooperating Parties	Time Frame
Research ways to implement regulations of land/water recreational vehicles.	Town Board, Plan Commission	Ongoing
Meet with county to explore control and regulation of recreational vehicle corridors.	Town Board	Ongoing
Develop year round trails versus only seasonal use trails.	Town Board, Burnett County	ongoing
Construct motorized recreation trails from the Gandy Dancer trail head to commercial establishment within Danbury that are off the highway ROW.	Town Board, Plan Commission, WisDOT, local property owners	2011 and ongoing

Objective 2. *Prioritize town roads for improvements and maintenance.*

Policy/Action/Recommendation	Cooperating Parties	Time Frame
Maintain ongoing priority list of town roads for maintenance and improvement.	Town Board	Ongoing
Seek state and federal aid to make improvements to the local transportation system.	Town Board, WisDOT, Burnett County Highway Department	Ongoing

When reconstructing local roads, explore options for motorized and non-motorized trail development in areas of the town where facilities would benefit from trail development.	Town Board, WisDOT, Burnett County Highway Department	Ongoing
Install crosswalk striping along roads in the downtown area at key intersections.	Town Board, WisDOT	2010 and ongoing
Plan for potential development of new town roads to connect the unincorporated area of Danbury to STH 35.	Developers, Town Board, Burnett County, WisDOT	Ongoing

Objective 3. *Explore transportation options.*




Policy/Action/Recommendation	Cooperating Parties	Time Frame
Identify local transportation needs of local residents.	Town Board, Plan Commission, Burnett County	2011
Work with private and public agencies within Burnett County to provide transit options to all residents needing transportation to medical appointments, shopping or leisure.	Town Board, Burnett County Aging Department, Burnett County Veterans Services, Private transportation providers	Ongoing

Objective 4. **Implement roadway improvements along STH 35 and 77 as future traffic levels and commercial development require an improved reconfiguration(s) of the roadway network to accommodate improved trafficflow.**

Policy/Action/Recommendation	Cooperating Parties	Time Frame
Develop an official mapping project along the roadway corridor from bridge to bridge along STH 35 in Danbury and along STH 77 from its	Town Board, Plan Commission, WisDOT, St. Croix Tribe,	Date based on future development pressures.


















intersection with CTH F easterly to its intersection with STH 35.		
Work with local business to limit ingress and egress (access) to roadways.	Town Board, Plan Commission, WisDOT, local businesses	Ongoing
Approve STH 35 and 77 preliminary designs for near term and long term future improvements to the roadway segments.	Town Board	2009
Develop a plan to install pedestrian paths and/or sidewalks linking commercial businesses along STH 35 and STH 77.	Town Board, St. Croix Tribe, WisDOT	2010 and ongoing
During major rehabilitation to the roadway network, implement improvements to STH 35 and 77, such as turn lanes, pedestrian crosswalks, and access control measures necessary to create improved traffic and pedestrian flow.	Town Board, St. Croix Tribe, WisDOT	Based on highway rehabilitation needs

BURNETT COUNTY BICYCLING CONDITIONS

-  Interstate
-  U.S. Highway
-  State Highway
-  County Highway
-  State Park
-  Public Campground
-  County Park with Facilities
-  County Park without Facilities
-  Wayside
-  Mountain Bike Trail

See [full legend](#) for complete descriptions of road classifications.

Note: paved shoulder information is provided for state highways only.

- | | | |
|---|---|--------------------------------------|
|  |  | Town Roads |
|  |  | Best Conditions for Bicycling |
|  |  | Moderate Conditions for Bicycling |
|  |  | Higher Volume, Wider Paved Shoulders |
|  |  | High Volume, Undesirable Conditions |
|  | | Bicyclists Prohibited |
|  | | Bicycle Touring Trails |
|  | | Urban Escape Routes |
|  | | Major Urban Streets |
|  | | Town Road with Higher Traffic Volume |
|  | | Highway Interchange |
|  | | Bridge |

