

VILAS COUNTY COUNTYWIDE BIKE/PED ROUTE & TRAIL PLAN



Prepared by:
Vilas Area Silent Sports Association (VASSA)
With the Assistance of:
North Central Wisconsin Regional Planning Commission

VASSA PLANNING COMMITTEE

Dick Aylward
Ann Currie
Jeff Currie
Joe Laux
Dale Mayo
Gary Meister
Mike Robillard

Adopted by the Vilas County Board on: 09/20/11

This plan was prepared at the request and under the direction of the Vilas County Forestry Committee by the Vilas Area Silent Sports Association and by the North Central Wisconsin Regional Planning Commission. For more information contact:

NORTH CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION
210 MCCLELLAN STREET, SUITE 210
WAUSAU, WI 54403



ph: 715-849-5510

fax: 715-849-5110

email: staff@ncwrpc.org

www.ncwrpc.org

RE: Vilas County Countywide Bike/Ped Route & Trail Plan

WHEREAS, the Vilas County Board supports the development of multimodal transportation options including but not limited to bicycle and pedestrian transportation; and

WHEREAS, Vilas County has partnered with the Vilas Area Silent Sports Association (VASSA) and the North Central Wisconsin Regional Planning Commission (NCWRPC) to develop the Vilas County Countywide Bike/Ped Route and Trail Plan; and

WHEREAS, the goal of this work group over the past year has been to bring together the various local trail development interests from across Vilas County and adjacent counties in Wisconsin and Michigan to create an interconnected network of bicycle and pedestrian facilities which will provide the benefits of transportation, recreation, tourism and economic development for Vilas County; and

WHEREAS, the result of this project is the attached Vilas County Countywide Bike/Ped Route and Trail Plan, which provides a guide for the potential development of a network of bicycling and walking trails throughout Vilas County; and

WHEREAS, the adoption of this plan does not commit Vilas County to funding any specific project; however, success in obtaining grant money for any trail development project is highly dependent on a trail being included in a County approved Plan.

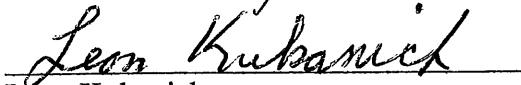
NOW, THEREFORE, BE IT RESOLVED, that the Vilas County Board of Supervisors in session this 20th day of September 2011, hereby approves and adopts the Vilas County Countywide Bike/Ped Route and Trail Plan.

SUBMITTED BY:

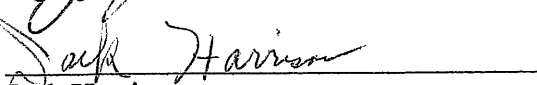
Forestry, Recreation & Land Committee


Stephen Favorite, Chair

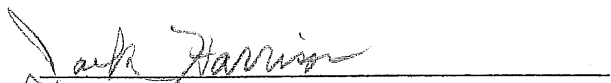

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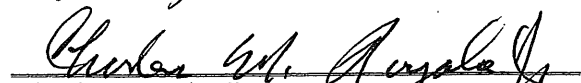

Jack Harrison

Highway Committee


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Charles Rayala, Jr.

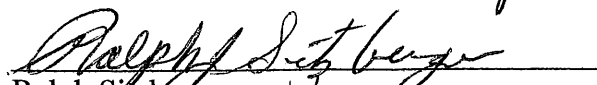

Ralph Sitzberger

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VILAS AREA SILENT SPORTS ASSOCIATION (VASSA)

COUNTYWIDE BIKE/PED ROUTE AND TRAIL PLAN

August 2011

INTRODUCTION

This plan is intended to guide the development of an interconnected bikeway and pedestrian system for Vilas County, Wisconsin. The Vilas Area Silent Sports Association (VASSA), in conjunction with the local area trail groups around the County, prepared this plan to establish a fresh blueprint for its efforts and the efforts of other agencies and organizations with interest in trails and routes within the County. The trails and routes recommended within the plan will connect people to destinations such as employment centers, schools, residential districts, recreation areas and commercial retail areas (downtowns and surrounding shopping areas). This plan incorporates interconnection with neighboring communities and various destinations outside of the County.

VISION AND MISSION STATEMENT

VASSA is a private, not-for-profit organization that understands the value of silent sports; the commercial importance of silent sport tourism for the Vilas County area; and the benefits of alternative transportation routes for residents and visitors. The overarching vision of the group and the ultimate goal of this plan is to encourage the development of ways for silent sports to be enjoyed in Vilas County and throughout the Northwoods. To achieve its vision, VASSA has established the following mission statement:

The Vilas Area Silent Sports Association is dedicated to:

- *Promoting the development of trails and other venues for silent sports in the Vilas County area*
- *Educating the public on the benefits of silent sports, the essential components of trail development, and good stewardship practices on public and private lands*
- *Facilitating the development of a comprehensive regional trail infrastructure in the area, and encouraging cooperation between entities which promote silent sport venues and alternative transportation routes.*

The plan is a tool designed to assist VASSA and others in realizing this mission. VASSA and other agencies and organizations work toward making Vilas County more walk-able and bike-able by planning and developing trails, bike lanes and sidewalks.

PLANNING PROCESS

With the assistance of the North Central Wisconsin Regional Planning Commission (NCWRPC), VASSA worked to find ways to interconnect a number of existing and

planned routes and trails in Vilas County. These include the Boulder Junction Area Trail System, the Manitowish Waters Area Alternative Transportation System, the Wilderness Lakes Trail System, the Great Wisconsin Headwaters Trail System, and other routes being planned throughout the county. In developing this plan, input has been sought from the various individual local groups around the County. This effort culminated in an area-wide "Trail Summit" on April 5, 2011. The Summit meeting brought together representatives from the various groups within the County along with trail interests from the surrounding counties and Michigan. The group reviewed the draft map and tweaked the routes to improve network connectivity within the County and between adjacent county systems.

From these building blocks, VASSA developed a new proposed countywide trail and route system. New and developing projects were also incorporated and potential solutions for gaps in the proposed network were identified and mapped where possible.

The proposed trails and routes were then prioritized in order to focus short-term goals on the most important and most feasible projects. The criteria used to prioritize projects are ranked in order of importance as follows:

- Safety Project addresses safety concerns.
- Support The project has support from local governments, other groups or organizations and/or the general public.
- Gap Closure Project closes gaps or completes loops in the existing network.
- Connection Project connects communities, employment centers, schools, parks or other facilities.
- Timing Project is ready to go and/or would coincide with other projects such as shoulder paving/widening in conjunction with road resurfacing or reconstruction.
- Feasibility Any issues are such that can be resolved in sufficient time to allow project construction within timeframe allowed by funding source / grant.
- Visibility The nature of the project is such that it will attract the interest of local governments, news media and the general public.

TYPES OF BICYCLE FACILITIES

The basic types of facilities discussed in this plan include on-road accommodations such as shared roadways, improved shoulders, or bike lanes and off-road bike paths or trails.

Shared Use Rural Roadways

On a shared roadway, bicyclists and motorists are accommodated in the same travel lane, so that motorists may sometimes find it necessary to overtake bicyclists by switching into the oncoming travel lane. The majority of cycling that takes place in the rural areas currently occurs, and will continue to occur, on paved roadways with no special accommodations for bikes. Fortunately, the volume of traffic on these roads is relatively low, providing appealing routes for adult riders desiring longer distance opportunities.

Where traffic volumes are generally less than 1,000 ADT, cyclists and motorists can share roadways with lane widths ranging from 9 to 12 feet (with or without shoulders) with no additional improvements necessary.



SHARED ROADWAY

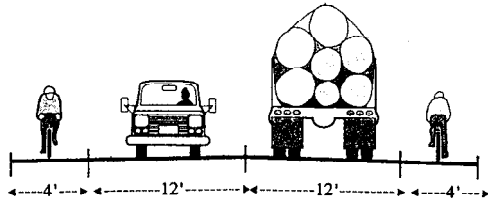
In undertaking route mapping or signing, it should be remembered that all roadways are really bicycling routes. The mapping or marking of bike routes is done as a "wayfinding" practice and done so on roads where the combination of traffic and pavement width presents favorable conditions for bicycle use. It is recommended that regular roadway maintenance is in place and all hazards to bicycle travel including potholes, bumps and other pavement surface irregularities, and debris be removed before route designation.

Shared Use Urban Roadways

The concept that every street is a bicycling street is even more applicable in an urban street network. Where traffic volumes are under 2,000 ADT and speeds are under 30 mph, extra pavement width is not required for bicycle use on these routes. However, removal of hazards including wheel-catching drainage grates, potholes and debris is important.

Improved Shoulders

Improving shoulders by expanding their width and/or paving may be necessary in some areas of the bike system. This is particularly recommended where traffic volumes exceed 1,000 ADT. Paved shoulders of 2 or 3 feet have clear benefits to bikes. For designation / marking as a bike route, paved shoulders should be at least four feet wide, the AASHTO minimum standard as described in the Guide for the Development of Bicycle Facilities. WisDOT (FDM 11-45-10) recommends five foot paved shoulders on rural two-lane state trunk highways. Paved area should be wider at the intersection of gravel drives to reduce the amount of loose gravel carried onto the bicycle path. Rumble strips should not be used unless additional paved width is provided for bike use.



PAVED SHOULDERS

Bike Lanes

Bike lanes are established with appropriate pavement markings and signing along roads in corridors where there is significant bike demand and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists on the roads. Bike lanes are intended to delineate the right-of-way assigned to bikes and motor vehicles and to provide for more predictable movement by each. Bike lanes also help to increase the total capacities of roadways carrying mixed bike and motor vehicle traffic. Another important reason for constructing bike lanes is to better accommodate bikes where insufficient space exists for comfortable bicycling on existing streets. Reducing the width of vehicular lanes or prohibiting parking in order to delineate bike lanes may accomplish this. In addition to lane striping, other measures should be taken to ensure that bike lanes are effective. In particular, bike-safe drainage grates should be used, pavement surfaces should be smooth, and traffic signals should be responsive to bikes. Regular maintenance of bike lanes should be a priority since potholes, debris, broken glass, etc can make biking hazardous.

County Highways

Prior to officially designating or utilizing County Highway facilities or right-of-way as part of the active route system, trail developers will work with the County Highway Committee and Department to ensure safety. Appropriate signage, pavement markings and accommodations such as widened paved shoulders will be planned on a case-by-case basis depending on the specific conditions of the particular highway. VASSA, County Forestry and other trail interests will work in conjunction with the Highway Committee to identify and secure outside funding to subsidize the improvements.

Off-Road Paths or Trails

Bicycle facilities separated from streets and roads are referred to as bicycle paths. Bike paths can be most effective when they provide system continuity and linkage in areas where no on-street facilities are available, such as along abandoned railroad rights-of-way. Due to safety considerations, sidewalks and walkways located immediately adjacent to a roadway typically should not be designated as bicycle paths.

Bike paths should provide adequate access points and appropriate transition areas to the on-street routes that comprise the bulk of a community's bicycle system. Restricting motor vehicle access, considering the safety and security of trails users and adjacent property owners, and providing adequate resting points are additional design requirements.

PROPOSED TRAIL AND ROUTE CORRIDORS

The following corridors were identified for development as part of the Vilas County trail and route system. The description for each proposed route or trail contains a Map ID number that corresponds to the Proposed Trail & Route Plan Map, running generally left to right, see MAP 1 in APPENDIX A. Each description also highlights some key features concerning its make-up or function, whether it is primarily an off or on road type of facility and what roads or corridors the route might be associated with. Issues, if any, with development of each route and the suggested improvements are listed along with the priority criteria met and the subsequent score.

The suggested routes are general in nature and may have several possible alignment options. End point destinations or loops are the goal for each route or trail, but gaps may exist in the proposed system where further route development or property owner negotiations are needed. VASSA will continue to work on resolving such issues and reflect changes in status in subsequent updates of this plan. Specific alignments need to be further developed at the time a project is undertaken. Routing will be dependent on the physical characteristics of the location to be developed. The political and financial climate at the time will also have a significant impact on the final design of any segment to be built.

Descriptions Of Proposed Trail And Route Corridors:

ROUTE OR TRAIL NAME: MW Regional Alternative Transportation System **MAP ID:** 1

KEY FEATURES: The proposed Manitowish Waters Regional Alternative Transportation System consists of 4 new trails that link the existing Manitowish Waters and Presque Isle bike trails and connect to the Boulder Junction Area Trail System as well as Iron County and Michigan. Proposed routes include Mercer to Hwys H & K, Big Lake to Winegar Rd, Powell to Hwys H & K, and Wayside to Hwy 51. See APPENDIX B.

ISSUES: High summer traffic volumes, crossing US 51, narrow shoulders on Powell Rd, truck traffic near Alder Lake, and terrain in some areas.

RECOMMENDED IMPROVEMENTS: Route signage; construct off-road trail along highway corridor; build bridge over Manitowish River

PRIORITIZATION CRITERIA MET: Safety, Support, Gap Closure, Connection, Timing, Feasibility (with exception of unknowns regarding Hwy 51 corridor), Visibility

PRIORITY SCORE: 28

ROUTE OR TRAIL NAME: Hwy S to G / Land O' Lakes to Eagle River **MAP ID:** 2

KEY FEATURES: The Towns of Land O' Lakes, Conover and Cloverland have been working with Vilas County to establish a designated on-road route linking the existing Land O' Lakes system with Eagle River using County Highways S and G as well as a number of local town roads.

ISSUES: None at this time.

RECOMMENDED IMPROVEMENTS: Route signage.

PRIORITIZATION CRITERIA MET: Safety, Support, Gap Closure, Connection, Timing, Feasibility, and Visibility

PRIORITY SCORE: 28

MAP ID: 3

ROUTE OR TRAIL NAME: Eagle River - Conover - Headwaters / Land O'Lakes

KEY FEATURES: Part of the proposed Great Wisconsin Headwaters Trail System (APPENDIX C), this combination of on and off road sections utilizes abandoned rail corridor roughly paralleling Hwy 45 from Eagle River toward Land O' Lakes. It then swings east on grade-separated trail along Hwy E to the major attraction destination of the Headwaters of the Wisconsin River. *The trail continues north utilizing West Shore Road and Crystal Lake Road to connect with the Wilderness Lakes trail system.*

ISSUES: Agreements with private land owners along corridor.

RECOMMENDED IMPROVEMENTS: Route signage, construct off-road trail segments along rail corridor and County Highway E

PRIORITIZATION CRITERIA MET: Safety, Support, Gap Closure, Connection, Feasibility, and Visibility

PRIORITY SCORE: 25

ROUTE OR TRAIL NAME: Conover - Phelps

MAP ID: 4

KEY FEATURES: As part of the proposed Great Wisconsin Headwaters Trail System (APPENDIX C), this trail links Conover and Phelps using abandoned rail corridor and Song Hill Lane. Connects the Eagle River - Conover - Headwaters / Land O'Lakes abandoned rail corridor segment to the Hwy E Trail creating a loop. An enhancements grant was awarded for part of this route from Conover Town Park to Muskrat Creek Rd.

ISSUES: Construction of 3 bridges

RECOMMENDED IMPROVEMENTS: Route signage; construct off-road trail segments along rail corridor; build bridges.

PRIORITIZATION CRITERIA MET: Safety, Support, Gap Closure, Connection, Timing, Feasibility, and Visibility

PRIORITY SCORE: 28

ROUTE OR TRAIL NAME: Kentuck Lk Rd, Hwy A and Phelps

MAP ID: 5

KEY FEATURES: North from Hwy 70 this on-road segment follows Kentuck Lake Rd to Hwy A where users can either continue north into Phelps or east to Forest County and connections to Michigan. Continuing north, turning to local roads from Hwy A to a trail head in "downtown" Phelps, the trail then alternates between off-road and on-road segments to connect with the Headwaters rail corridor / Hwy E - loop.

ISSUES: Support and feasibility unknown at this time.

RECOMMENDED IMPROVEMENTS: Route signage;

PRIORITIZATION CRITERIA MET: Safety, Gap Closure, Connection, and Visibility

PRIORITY SCORE: 17

ROUTE OR TRAIL NAME: Hwy 70 East

MAP ID: 6

KEY FEATURES: Links Eagle River to Anvil Lake Area and destinations in Forest County. Trail would be off-road along Hwy 70 primarily using old hwy 70 and abandoned rail corridors. Also provides connection to Kentuck Lake Rd and north to Phelps or south on-road along Military Road to Oneida County and Three Lakes.

ISSUES: Support and feasibility unknown at this time

RECOMMENDED IMPROVEMENTS: Route signage;

PRIORITIZATION CRITERIA MET: Safety, Gap Closure, Connection, and Visibility

PRIORITY SCORE: 17

ROUTE OR TRAIL NAME: Eagle River System

MAP ID: 7

KEY FEATURES: The City of Eagle River acts as a hub for trail routing in Vilas County. Various routes and trails are proposed to circulate non-motorized traffic around and through the City.

ISSUES: Heavy traffic in some areas. Crossing Hwy 45 and river. Airport expansion.

RECOMMENDED IMPROVEMENTS: Route signage. Further details on these routes will be developed by VASSA and City in future amendments to this plan.

PRIORITIZATION CRITERIA MET: Safety, Support, Gap Closure, Connection, Timing, Feasibility, and Visibility

PRIORITY SCORE: 28

ROUTE OR TRAIL NAME: Three Eagle Trail Extension

MAP ID: 8

KEY FEATURES: Completes Three Eagle Trail route into downtown Eagle River using an off road route. An enhancements grant was awarded for 2.75 miles of this extension.

ISSUES: Bridge / boardwalk construction.

RECOMMENDED IMPROVEMENTS: Construct off-road segment.

PRIORITIZATION CRITERIA MET: Safety, Support, Gap Closure, Connection, Timing, Feasibility, and Visibility

PRIORITY SCORE: 28

ROUTE OR TRAIL NAME: St Germain to Eagle River

MAP ID: 9

KEY FEATURES: This part of the proposed Great Wisconsin Headwaters Trail System (APPENDIX C) connects existing St. Germain trail system with Eagle River.

ISSUES: Bridge construction, trail design in narrow right of way areas.

RECOMMENDED IMPROVEMENTS: Route signage; construct off-road segment, bridge construction.

PRIORITIZATION CRITERIA MET: Safety, Support, Gap Closure, Connection, Timing, Feasibility, and Visibility

PRIORITY SCORE: 28

ROUTE OR TRAIL NAME: Hwy 47 Rail Corridor

MAP ID: 10

KEY FEATURES: Utilizes abandoned rail corridor north of Hwy 47. Connects Lac du Flambeau (Town and Tribal Reservation) with Iron County and Oneida County.

ISSUES: Clear title to corridor lands, support and feasibility unknown at this time

RECOMMENDED IMPROVEMENTS: Route Signage; construct off-road trail.

PRIORITIZATION CRITERIA MET: Safety, Gap Closure, Connection, Timing, and Visibility

PRIORITY SCORE: 20

ROUTE OR TRAIL NAME: Arbor Vitae

MAP ID: 11

KEY FEATURES: Utilizes old road bed, town roads, and wide shoulders along Highway 70 to connect with existing side path on US 51. Proposed north-south route goes off-road (some on-road segments) to avoid US 51 and link Arbor Vitae with the Manitowish Waters System to the north and Oneida County via Rudolph Road to the south.

ISSUES: Agreements with NHAL State Forest to use old snow mobile corridor, Hwy 70 crossing(s).

RECOMMENDED IMPROVEMENTS: Route Signage; construct off-road segments

PRIORITIZATION CRITERIA MET: Safety, Support, Gap Closure, Connection, Feasibility, and Visibility

PRIORITY SCORE: 25

ROUTE OR TRAIL NAME: Central Vilas County

MAP ID: 12

KEY FEATURES: Utilizes County highways K, N and G and select town roads to link east, west and south trail sections into an interconnected county-wide trail network.

ISSUES: Road geometrics in some areas

RECOMMENDED IMPROVEMENTS: Route Signage;

PRIORITIZATION CRITERIA MET: Gap Closure, Connection, and Feasibility

PRIORITY SCORE: 11

PROJECT PRIORITIZATION

In order to determine how to best allocate limited resources over time to achieve the goals of this plan, the proposed routes/trails were ranked by scoring each based on how well they match the seven criteria identified by the group (refer to Planning Process section above). Weighting the highest criteria 7 points, second highest 6 and on down the line resulted in the Priority Score shown at the end of each route description, above. The ranking of the proposed routes and trails is summarized as follows:

1. MW Regional Alternative Transportation System
1. Hwy S to G / Land O' Lakes to Eagle River
1. Conover - Phelps
1. Three Eagle Trail Extension
1. St. Germain to Eagle River
1. Eagle River System
7. Eagle River - Conover - Headwaters / Land O' Lakes
7. Arbor Vitae
9. Hwy 47 Rail Corridor
10. Kentuck Lake Rd, Hwy A and Phelps
10. Hwy 70 East
12. Central Vilas County

The priorities must be periodically reviewed to determine if changing circumstances or conditions have resulted in a shifting of priorities. In addition, unforeseen opportunities pertaining to routes outside the stated priority list should not be ignored.

It is anticipated that further evaluation and development of the route system in and around the City of Eagle River as well as other areas will occur over time. As this work progresses, prioritization of those routes may be reflected in future project rankings.

IMPLEMENTATION AND ACTION PLAN

To build support for routes and trails within Vilas County and move toward development of the proposed corridors, the following action steps are recommended:

- Select priority projects to pursue funding through the next cycle of the Transportation Enhancements Program and identify matching fund sources.
- Meet with County Departments (Health, Forestry and Highway) to present the proposed plan, discuss related policy issues and seek support for potential projects, designating road routes, and working with VASSA to develop and implement projects.

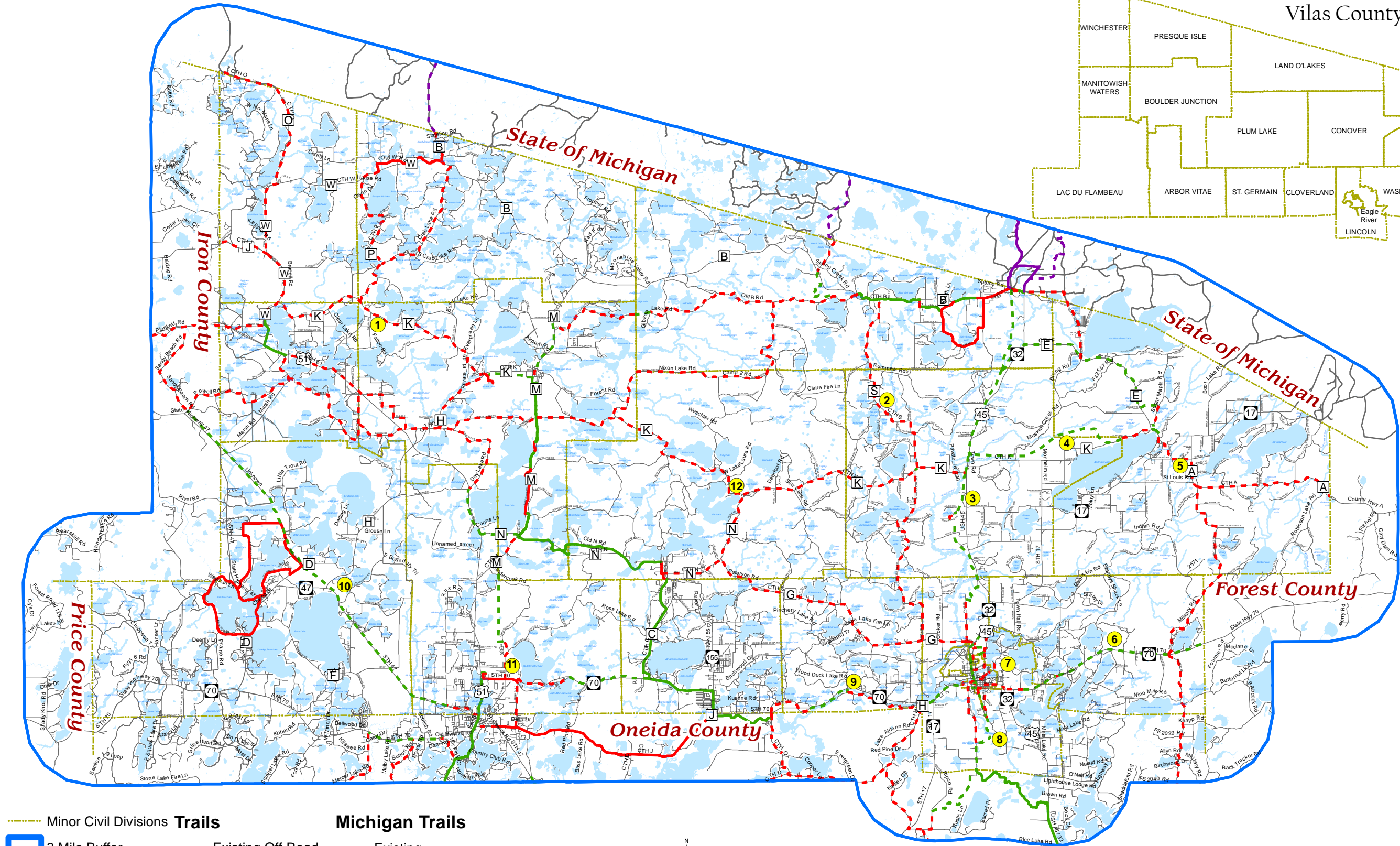
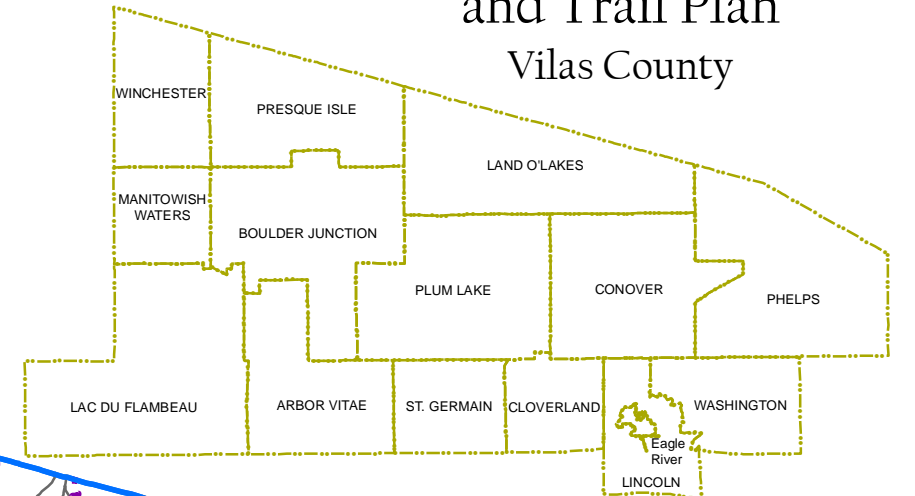
- Work closely with County Highway Committee to provide the safest possible routes when using County Highway facilities or right-of-way.
- Meet with Towns to discuss designating road routes and working with VASSA to develop and implement projects.
- Invite DOT and DNR representatives to discuss common goals within Vilas County and establish working relationships moving forward.
- Host additional "regional trails summit" meetings with adjacent counties to share planning efforts and discuss inter-county linkages.
- Develop web survey to obtain public input on trail priorities within Vilas County.
- Organize and conduct public informational meetings to obtain public input on trail priorities within Vilas County.
- Incorporate new trails plan into transportation element of Vilas County Comprehensive Plan.
- Present to Vilas County Board for adoption of plan.
- Periodically review and update this plan as needed to reflect progress and adjust projects and priorities to changing conditions.
- Encourage incorporation of bike plan into state, county and local highway improvement plans and road projects.
- Develop outreach strategy with local business community to help assure financial benefits of trail system are understood and supported.
- Inform elected officials of bike plan and encourage support.

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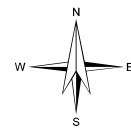
APPENDIX A
PROPOSED TRAIL AND ROUTE PLAN MAP

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Countywide Bike / Ped. Route and Trail Plan Vilas County



- | | | |
|---------------------------|-------------------------|------------------------|
| --- Minor Civil Divisions | Trails | Michigan Trails |
| □ 3 Mile Buffer | — Existing Off Road | — Existing |
| — Roads | — Existing On Road | - - - Proposed |
| ● Route ID | - - - Proposed Off Road | |
| Water | - - - Proposed On Road | |



This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.
Source: WI DNR, NCWRPC, Vilas Co

Prepared by:

North Central Wisconsin Regional Planning Commission
 210 McClellan Street, Suite 210, Wausau, Wisconsin 54403
 (715) 849-5510 www.ncwrpc.org

APPENDIX B
PROPOSED MW REGIONAL ALTERNATIVE TRANSPORTATION PLAN

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Manitowish Waters Regional Alternative Transportation Master Plan

December 9, 2009

****Introduction****

The Manitowish Waters Town Board charged the bike committee with the duty of developing an alternative transportation plan as set forth in the Manitowish Waters Comprehensive Plan. The objectives of the plan were very specific to the development of a Master Plan. The Comprehensive Plan called for:

1. The enhancement of recreational facilities
2. Recognizing the need to accommodate all age groups and abilities
3. Working cooperatively with the county, state, and surrounding communities.
4. Exploring opportunities to develop integrated, multi-use trail systems
5. Identifying and providing increased recreational opportunity and public access
6. Coordinating local planning efforts with school districts
7. Supporting and cooperating with service clubs and organizations related to the maintenance and development of recreational facilities and activities

The Manitowish Waters Alternative Transportation Committee (Bike) has developed a plan that they believe will meet or exceed all the objectives provided within the Comprehensive Plan. The Committee found early on that a project of this nature could only be accomplished with the cooperation of all the surrounding entities. The plan not only needed to be Manitowish Waters' plan; it needed to incorporate all of the adjacent communities, region, and state. In the development of the plan, the committee used the resources of the Department of Natural Resources, Department of Transportation, UW Extensions, local and adjacent community members, and the previous Manitowish Waters Trail Committee.

The Master Plan is multifaceted and provides the town and the region with an opportunity to be successful in the arena of alternative transportation plans. The plan will not only provide extended recreational opportunities, but will insure the designation of Manitowish Waters and the region as an alternative transportation destination.

The Trail Plan has been designed to provide alternative transportation opportunities to a variety of Manitowish Waters and regional destinations. The network of trails will provide almost the entire community easy access to the system. Several distinctive trails are part of the network. The plan has been drawn showing the existing trail and three different projected projects that will need to be completed in phases. Each project was assigned a color and drawn into the regional plan with that distinctive color. All of the projected projects will need to be engineered conforming to the terrain, state, federal, and local regulations while maintaining the aesthetics of our great north woods. The projects will comply with the Americans with Disabilities Act and all federal civil rights regulations. ADA requires that all aspects of each project be accessible or "Barrier free".

THE ROUTES:

Blue: Manitowish Waters' existing trail. The present trail travels from the North Lakeland Discovery Center on Cty. Hwy. W to Tower Road. The trail then becomes a side road designated trail returning to Cty. Hwy. W, traveling southwest past Koller Park to U.S. Hwy. 51, crossing U.S. Hwy. 51 to the southwest side, then proceeding as an off road paved trail to the southeast passing the Koller Library and the Community Center, playground, and airport, terminating at Powell Road.

Green: The Green trail would continue the existing trail to the southeast along the U.S. Hwy. 51 corridor passing Park Rd. allowing access to Little Star Beach, then continuing southeast, crossing the town line into Boulder Junction leaving U.S. Hwy. 51 to the east, stair-stepping down various roads to Cty. Hwy. H, proceeding east, north, northeast to Cty. Hwy. K connecting to Boulder Junction's trail system.

Purple: The Purple trail would continue the existing trail to the south along Powell Road turning southwest, passing the Powell Marsh Wildlife area, proceeding west, entering the Town of Sherman to Sandy Beach Campground Area, swinging north to the Manitowish River to a new pedestrian bridge connecting to the Red trail. The Purple trail will also allow access to the Lac du Flambeau Railroad bed trail to the Town of Lac du Flambeau and Woodruff. The Purple trail would also turn southeast on Alder Lake Road to Townline Road, turning north to U.S. Hwy. 51, and turning east on Bakken Road, joining the Green trail.

Red: The Red trail connects to the existing trail just north of the North Lakeland Discovery Center, continuing north utilizing the Rest Lake Park for parking and restroom area. The trail proceeds north to Cty. Hwy. K, where it turns east following scenic Cty. Hwy. K, accessing Red Feather Road to Camp Jorn. The trail continues east on Cty. Hwy. K to North Lakeland School, still heading east the trail then branches heading northeast to Big Lake Campground and Presque Isle, and southeast to Camp Manitowish and the Boulder Junction Trail.

The Red trail also connects to the existing trail just south of the North Lakeland Discovery Center and travels west along Tower Road to U.S. Hwy. 51 continuing west along U.S. Hwy. 51 to Manitowish Access Road, then back to U.S. Hwy. 51 connecting to the Purple trail at the wayside Park, then proceeding west to Plunkett Road to U.S. Hwy. 51 west to Mercer Town Hall, School and W.S. Carow Park.

TRAIL OBJECTIVES:

Blue: The existing Blue trail has successfully connected the Community Center, library, Koller Park, North Lakeland Discovery Center, and Rest Lake Park.

Disadvantages:

1. The trail needs to be more distinguishable in the town commercial area and along Tower Road.

Green: The Green trail project will connect Little Star Beach area to the existing systems and related destinations and then continue to eventually connect with the Boulder Junction trail. The project would be mainly within the U.S. Hwy. 51 right-of-way. This route would need to abide by the town's 2022 Comprehensive Plan, in particular 3.2(5) of the transportation policies: "The town should investigate the potential traffic and safety impacts of development along STH 51 in conjunction with the WDOT District 7 in areas planned for commercial uses. The assessment would evaluate parcel-road access impacts, determine future traffic patterns, and help coordinate development impacts and services."

Advantages of the project:

1. Ease of design and excavation
2. The ability to connect a number of commercial properties to the trail
3. Providing access to the southeast residents of Manitowish Waters to the entire network

Disadvantages:

1. The route has some major safety and traffic issues in the bridge area
2. Land acquisition will be needed to accomplish a trail
3. Engineering a safe way to traverse U.S. Hwy. 51
4. The connection to Boulder Junction trail is lengthy and only provides a connection to the Boulder Junction trail
5. The enormous amount of traffic and noise in the summer season

Purple: The Purple trail will connect Sandy Beach Camp Ground, Powell Marsh Wildlife area, US. Hwy. 51 Wayside Park, the cranberry marshes, Lac du Flambeau, Woodruff, Boulder Junction, and Mercer to the regional trail system.

Advantages of the project:

1. Connection to the State campground
2. The possible connection to a large number of destinations
3. Ease of design
4. Most trails would be road designated thus being cost effective
5. Very scenic and peaceful
6. Pedestrian bridge crossing of the Manitowish River
7. The creation of a family friendly loop back to the Red or Green trail

Disadvantages:

1. Some areas along Powell road have very narrow shoulders
2. During cranberry harvest large volumes of truck traffic on the Alder Lake loop
3. The need to construct a pedestrian bridge over the Manitowish River

Red: The Red trails most important feature is accomplishing the development of alternative transportation routes to parks, schools, learning centers, and state campgrounds within the regional master plan.

Most important feature is accomplishing the development of alternative transportation routes to parks, schools, learning centers, and state campgrounds within the regional master plan.

Advantages:

1. The trail connects North Lakeland School to Camp Jorn, Camp Manitowish, North Lakeland Discovery Center, and Mercer School.
2. Safe Routes to School grants can be applied for
3. The trail will enhance the Big Lake State Campground camping experience. Campers will have an easy ride to all of Manitowish Waters/Mercer/Boulder Junction destinations.
4. The trail will mainly be on state land
5. The trail will be very scenic and peaceful
6. The trail will be mainly off-road paved trails that are family friendly
7. Connection to the Boulder Junction and Mercer trails
8. The use of Rest Lake Park for parking, water, and rest room facilities
9. Ease of design
10. The trail involves six other government entities

Disadvantages:

1. Several culverts will need to be designed to accommodate the trail
2. Trail may need to cross Cty. Hwy. K in several places to accommodate the terrain

All alternative transportation development will comply with all town, county, Department of Natural Resources, Department of Transportation, and Federal rules and regulations.

The Presque Isle Bike Trail system will follow the following narrative:

Yellow: Beginning at the Big Lake Campground near “P” and “Big Lake Road” intersection. Then northerly along “P” to “W”. Then easterly along “W” to “Winegar Road”

Blue: Then northerly on “Winegar Road” to “Old W”
Then easterly along “Old W” and then southerly, reconnecting to “W”
Then easterly along “W” to “Riverside Road”
Then easterly along “Riverside Road” and reconnecting to “W”
Then easterly along “W” to “B”
Then northerly along “B” to “School Loop Road”
Then easterly and northerly on “School Loop Road” to the parking lot and facilities at the Presque Isle Town Offices and there terminating.

Note that the portion of the route which begins at the intersection of “W” and “Winegar Road” and that proceeds to the Presque Isle Town Offices already exists.

The yellow trail continues the development of alternative transportation routes to parks, schools, learning centers, and state campgrounds within the regional master plan.

Advantages:

1. The trail will connect the township of Presque Isle to North Lakeland School, Big Lake Campground, Manitowish Waters, Mercer, Discovery Center, and Boulder Junction destinations.
2. The trail will connect the existing Presque Isle route to the regional master plan
3. Big Lake Campers' camping experience will be enhanced with opportunities to enjoy easy and safe rides to shopping and area businesses.
4. The trail will be very scenic and peaceful
5. Trail design will mainly be off-road and paved
6. The trail involves six other government entities

Disadvantages:

1. The terrain will need to be addressed in several areas to accommodate the trail

M-W Regional Alternative Transportation Master Plan

MERCER

WINCHESTER

PRESQUE ISLE

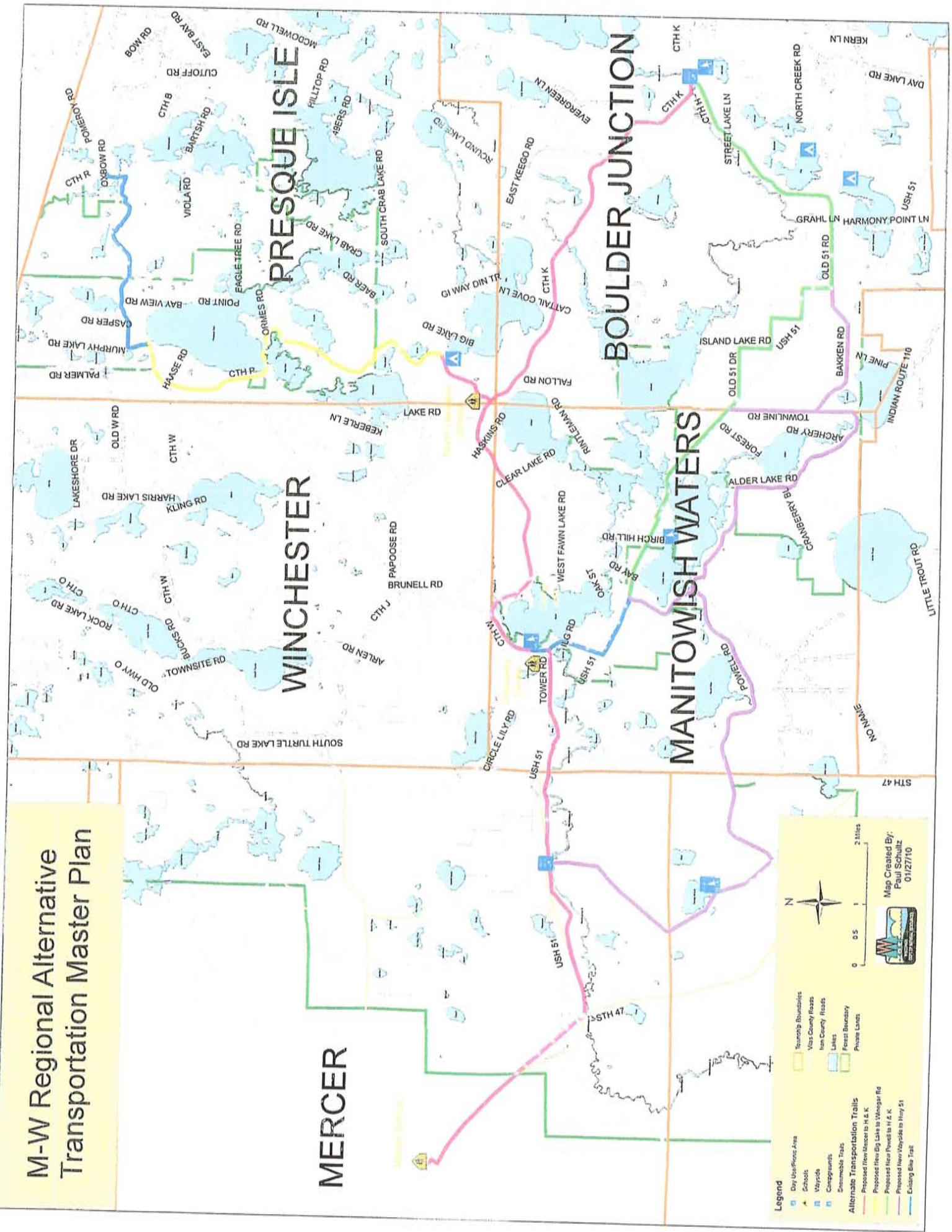
BOULDER JUNCTION

MANITOWISH WATERS

Legend

- Day Use Picnic Area
- Schools
- Wards
- Campgrounds
- Swimmable Trails
- Alternative Transportation Trails
 - Proposed from Mercer to H & K
 - Proposed from Big Lake to Wingar Rd
 - Proposed from Powell to H & K
 - Proposed from Mayfield to Hwy 51
 - Existing Blue Trail
- Township Boundaries
- Village County Roads
- Non County Roads
- Lakes
- Forest Boundary
- Private Lands

Map Created By:
Paul Schultz
01/27/10



APPENDIX C
PROPOSED GREAT WISCONSIN HEADWATERS TRAIL SYSTEM

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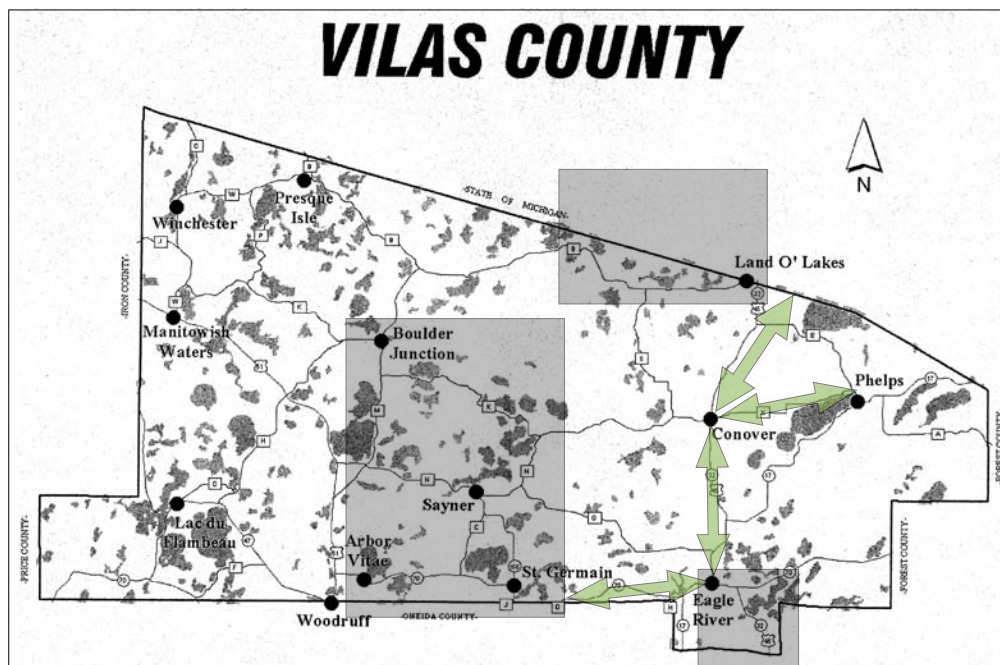
Great Wisconsin Headwaters Trail System

The Great Wisconsin Headwaters Trail System will consist of four family-friendly biking and hiking trails. The multi-use trails would serve local residents and visitors to the Northwoods. They will provide transportation routes between five municipalities and three existing dedicated trail systems in the eastern half of Vilas County.

The goals of the GWHTS Planning Group are to develop trails that are practical, safe and cost efficient, that will foster economic development for this area, that will allow trail users to enjoy the beauty of the Northwoods, and that will have tangible educational and historic attributes.

The trails' surface will vary depending on topography, location and use. All portions of the system that will also be used by snowmobilers in the winter will have a crushed limestone surface.

The GWHTS Planning Group will begin developing several portions of the system this summer and will be applying for Wisconsin Dept. of Transportation grant funds this August.



Areas with existing dedicated biking and hiking trails

GWHTS route corridors:

- Eagle River - St. Germain Link
- Eagle River - Conover Trail
- Conover - Phelps Trail
- Conover - Headwaters/Land o' Lakes Trail

GWHTS co-chairs:

Ann Currie
curriefam@gmail.com
 Gary Meister
garymeisterg@nnex.net