

7 Transportation

A transportation system supports the growing economy of a community, which provides opportunities for its residents and visitors. These opportunities enhance the community's standard of living. Of particular importance in smaller communities is the local road system, since it generally has the greatest direct input and investment by the local government.

A well-designed road system can result in many benefits and long term cost savings for a community. Being an integral aspect of the city or town, it plays a major role in the efficiency, safety and overall desirability of the community as a place to live and work.

7.1 Existing Road Systems

In analyzing the road system, several aspects should be examined to discern possible shortcomings as well as plan for future needs. Analysis of traffic patterns, traffic counts, crash reports, discussion with individuals at the local, county and state levels, and a field survey of the roads can assist in providing possible recommendations relevant to the system.

Because the Town of Lincoln surrounds the City of Eagle River, the road network of both communities will be considered. To begin the analysis, an examination of the existing configuration or pattern of the road system is in order. As Map 7-1 depicts, the City of Eagle River could be split in an east and west section by USH 45/STH 32-17 and in a north and south section by the Eagle River.

The Town of Lincoln's road configuration does not follow the typical rural roadway pattern of primarily north-south and east-west roads. Rather, the abundance of natural features within the town, including its many lakes, creeks, and forested areas tend to direct roadway patterns.

The road system is composed of three levels of government jurisdiction. These include the city and town system of the local roads, the county system of trunk highways, and the State and Federal highway systems. Map 7-1 identifies the existing road patterns. The map illustrates that local roads comprise the greatest mileage. However, in terms of the functional role and the amount of traffic carried by each type, USH 45/STH 32, STH 17, STH 70 and Wall Street are the most significant.

7.2 Roadway Classifications

The three levels of jurisdictional roadways, state and federal, county, and local, often times are considered to approximate the functional classification of roads used for planning and design purposes. The division of roadways into the functional classes, arterials and collectors, represents a breakdown relative to the principal service the roadway is intended to serve. The functional classification is generally the basis of funding, constructing, and maintaining the various levels of roadway. This classification for rural areas often results in the use of the state

and federal roads as arterials, while county and town roads serve as collectors within the system (see Map 7-1).

Although the definitions are somewhat formal, they attempt to explain the principal role of each type of roadway. While the four classes appear to be set apart, the sharp distinctions are actually more subtle. For discussion and planning purposes, however, these more specific definitions are applied.

Principal Arterial (Freeways)

The principal function is to provide the most efficient movement for relatively large volumes of traffic at increased speeds. Movement to and from other road facilities is limited to controlled interchanges. Regional movement of traffic contributes an increasing portion of the traffic counts.

Minor Arterial

The principal function is to provide efficient traffic movement for larger volumes of traffic. Little or no direct access is strived for with non-local destinations comprising a major portion of the traffic.

Major Collector

The principal function is to provide an intermediary link between efficient movement of arterials and accessibility of local roadways. They serve to funnel or collect traffic from local roadways to arterials. More efficiency of movement is strived for in favor of accessibility.

Minor Collector (Local Roadways)

The principal function is to provide traffic with access to and from property. It is the grass roots classification where accessibility for vehicles and pedestrians is emphasized and efficiency of movement is secondary.

As previously noted, these functional classifications are generally equated with the jurisdictional divisions. In the more developed, larger urban communities, this relationship may not be as rigid, whereas the local community constructs and maintains all classes of the roadway system. In the typical rural transportation system, however, the jurisdictional and functional classifications maintain a closer relationship. The greatest emphasis of traffic in rural areas is generally on non-local efficient movement whereas local access is secondary due to relatively low population densities.



Transportation Map for the Town of Lincoln



Wisconsin Department of Transportation

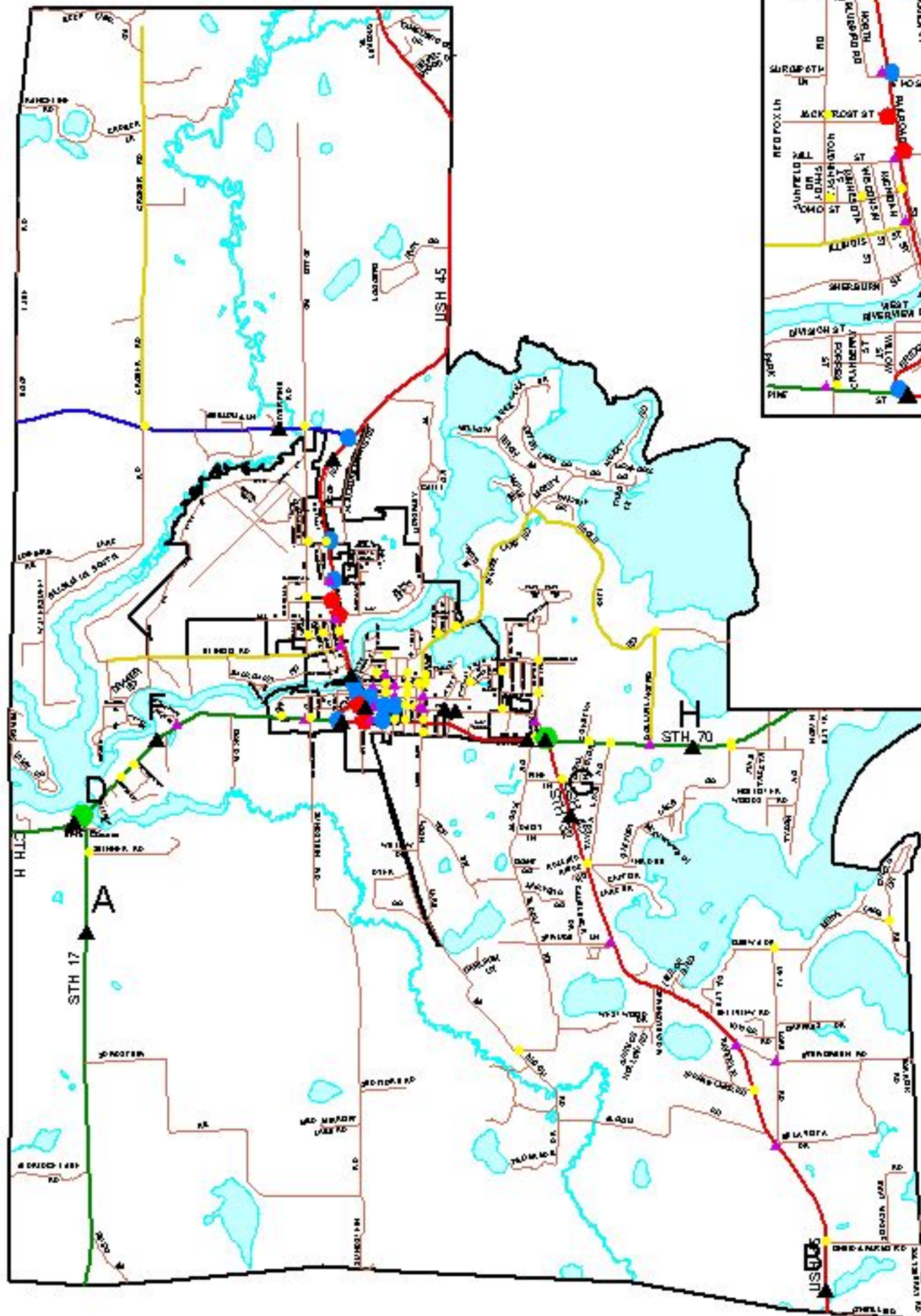
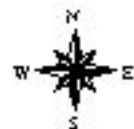
THIS DATA IS PROTECTED UNDER COPYRIGHT LAW. REPRODUCTION OR REDISTRIBUTION OF DATA OR PRODUCTS DERIVED THEREFROM IS STRICTLY FORBIDDEN. THIS DRAWING IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS ONE. THIS DRAWING IS A COMPILED LIST OF RECORDS, INFORMATION AND DATA USED FOR REFERENCE PURPOSES ONLY.

Vilas County UW-Extension 7/02

Eagle River Inset



0 0.2 Miles



0 1 2 Miles



- ▲ AADT Locations
- Crashes
 - 1 - 2 Crashes
 - ▲ 3 - 6 Crashes
 - 7 - 13 Crashes
 - 14 - 23 Crashes
 - 24 - 55 Crashes
- Functional Classification
 - Local Road
 - Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
- Bridges
 - On PA
 - On MA
 - On MC
- Town of Lincoln
- Surface Water
 - Islands
 - Waterbody

**Table 7-1
Year 2010 Rural Area Highway Functional Classification Criteria**

Functional Classification	Traffic Volume	Basic Criteria			Supplemental Criteria or must meet both of these plus 90% of traffic volume
		Population Service	Land Use Service	Spacing	
Principal Arterial	>3,000	Connect places 50,000 with other places 50,000. Connect places 5,000 with places 50,000.	Provide access to 12 large attractions	Maximum 30 miles	None for Principal Arterials
Minor Arterial	>1,000	Connect places 5,000 with other places 5,000. Connect places 1,000 with places 5,000 or with principal arterials	Serve all traffic generating activities with an annual visitation 300,000 if not served by a principal arterial	Maximum 30 miles	1. Alternative population connection. 2. Major river crossing restrictive topography.
Major Collector	>500 (>2,000)	Connect places 1,000 with other places 1,000. Connect places 500 with places 1,000 or higher function route. Connect places 500 with other places 500 or higher function route. Connect places 100 with places 500 or higher function route.	Land use service index ≥ 16 . Provides access to smaller attractions (i.e., airports, schools factories, parks, etc.)	Maximum 10 miles	1. Alternate population connection. 2. Major river crossing. 3. Restrictive topography. 4. Interchange with freeway. 5. Parallel to a principal arterial.
Minor Collector	>200 (>800)	Connect places 100 with other places 100. Connect places 50 with places 100 or higher function route.	Land use service index ≥ 8 . Serves same type of attractions as major collector.	Maximum 10 miles	1. Alternative population connection. 2. One major river crossing. 3. Restrictive topography. 4. Interchange with freeway. 5. Parallel to a principal arterial.

Source: Wisconsin Department of Transportation.

Based on the qualifications of the roadway classifications, the City of Eagle River and the Town of Lincoln have the service of 1 principal arterial, 2 minor arterials, 1 major collector and 6 minor collectors. USH 45/STH 32 is a principal arterial, and STH 70 and STH 17 are minor arterials. CTH G is a major collector. Illinois road, Croker road, Silver Lake road, Eagle Lake road, Dollar Lake road and Loon Lake road are minor collectors.

To further assist in the classification of roads within the roadway system, the following table identifies the basic criteria used to determine the functional class of each road within a community. (See Table 7-1, Year 2010 Rural Area Highway Functional Classification Criteria.)

Annual average daily traffic counts (AADT's) for 1992, 1995, 1998 and 2001 for seven locations in the City of Eagle River are presented in Table 2. In addition, the change in annual average daily traffic counts from 1992 to 2001 for these locations is also included in Table 7-2.

Table 7-2
Annual Average Daily Traffic Counts
City of Eagle River
1992-2001

Location	1992	1995	1998	2001	%Change 1992-2001	#Change 1992-2001
I USH 45-STH 32 south of CTH G	8,000	9,080	8,900	7,700	-3.8	-300
J USH 45-STH32/17 north of Spruce St	14,130	21,423	19,300	16,000	13.2	1,870
K USH 45-STH 32/70 west of USH 45-STH32	3,840	6,498	6,800	7,400	92.7	3,560
L STH 70/17 west of Railroad St	9,440	14,436	12,200	10,700	13.3	1,260
M Wall Street east of STH 17-Railroad Street	8,200	8,200	9,500	9,100	11.0	900
N Wall Street west of Seventh Street	7,540	10,048	13,400	10,700	41.9	3,160
O Wall Street east of Seventh Street	890	1,479	1,200	1,400	57.3	510

Source: Wisconsin Department. of Transportation.

The highest daily traffic volumes in the four reference years are found on the principal arterial USH 45-STH 32/17 north of Spruce Street at location J (16,000). The largest percentage increase in volume from 1992 to 2001 occurred along USH 45-STH 32/17 west of USH 45-STH 32, recording an additional 3,560 motor vehicles or an increase of 92.7%. A large increase was recorded along Wall Street east of Seventh Street, experiencing an increase of 510 motor vehicles or 57.3%. Another large increase was recorded along Wall Street west of Seventh Street, experiencing an increase of 3,160 motor vehicles or 41.9%. In addition, three other locations (J, L and M) experienced increases in traffic volumes of over ten percent between 1992 and 2001. USH 45-STH 32 south of CTH G (I) showed a 3.8% decline in traffic volume, or 300 fewer vehicles between 1992 and 2001.

7.3 Traffic Counts

In addition to the annual average daily traffic counts, traffic count forecasts were prepared by the Wisconsin Department of Transportation for several locations within the City of Eagle River. Table 3 shows the projected Annual Average Daily Traffic Counts from base year 2001 to forecasts year 2025. The largest percentage increase in traffic volume is projected to occur on USH 45-STH 32/70 west of USH 45-STH 32, with an additional 6,330 motor vehicles or an increase of 85.5%. Traffic volume on Wall Street east of Seventh Street is projected to increase from 2001 to 2025 by an additional 820 motor vehicles, or 58.6%. Traffic on USH 45-STH 32/17 north of Spruce Street is projected to increase by 39.6%, or an additional 6,340 motor vehicles. The location with the lowest projected traffic increase was on Wall Street east of STH 17/Railroad Street, which is projected to be 3.0% or an additional 270 motor vehicles.

Traffic volume on Wall Street west of Seventh Street is projected to decline between 2001 and 2025 to 0.4% or 40 fewer motor vehicles. It should be noted that traffic patterns to access the Wall Street business district and parking areas have changed significantly, so traffic projections will be difficult to assess over the next few years as residents and visitors accommodate the changes. Construction by the Wisconsin Department of Transportation on STH 45/32 north/south through Eagle River was completed in 2001. This project included a four-lane bridge and road expansion/bypass, allowing increased traffic flow across the river and through the city.

**Table 7-3
Projected Annual Average Daily Traffic Counts
City of Eagle River
2001-2025**

Location	2001	2005	2015	2025	%Change 2001-2025	#Change 2001-2025
I USH 45-STH 32 south of CTH G	7,700	7,940	8,540	9,110	18.3	1,410
J USH 45-STH32/17 north of Spruce St	16,000	17,130	19,810	22,340	39.6	6,340
K USH 45-STH 32/70 west of USH 45-STH32	7,400	8,610	11,310	13,730	85.5	6,330
L STH 70/17 west of Railroad St	10,700	11,200	12,430	13,600	27.1	2,900
M Wall Street east of STH 17-Railroad Street	9,100	9,140	9,260	9,370	3.0	270
N Wall Street west of Seventh Street	10,700	10,700	10,680	10,660	-0.4	-40
O Wall Street east of Seventh Street	1,400	1,550	1,900	2,220	58.6	820

Source: Wisconsin Department. of Transportation.

Annual average daily traffic counts (AADT's) for 1992, 1995, 1998 and 2001 for nine locations in the Town of Lincoln are presented in Table 7-4. In addition, the change in annual average daily traffic counts from 1992 to 2001 for these locations is also included in Table 7-4.

Table 7-4
Annual Average Daily Traffic Counts
Town of Lincoln
1992-2001

Location	1992	1995	1998	2001	%Change 1992-2001	#Change 1992-2001
A STH 17 south of STH 70	3,540	4,453	4,200	4,900	38.4	1,360
B USH 45-STH 32 0.5 mile north of Oneida Co.	3,480	4,446	5,300	5,200	49.4	1,720
C USH 45-STH 32/70 west of STH 70	*7,020	7,430	6,400	7,600	8.3	580
D STH 70 west of STH 17	5,600	7,194	7,500	7,000	25.0	1,400
E CTH G 1.25 miles west of USH 45/STH 32	2,010	1,565	1,800	1,900	-5.5	-110
F STH 70 east of STH 17	9,150	12,999	10,900	11,400	24.6	2,250
G USH 45-STH 32 0.5 mile south of STH 70	5,280	7,085	6,200	7,400	40.2	2,120
H STH 70 east of USH 45-STH 32	4,560	7,123	5,900	6,800	49.1	2,240
I USH 45-STH32 south of CTH G	8,000	9,080	8,900	7,700	-3.8	-300

*Denotes 1989 AADT data

Source: Wisconsin Department of Transportation.

The highest daily traffic volumes in the four reference years are found on the minor arterial STH 70 east of STH 17 at location F (11,400). Although this stretch of highway is designated as a minor collector it functions as a principal arterial. The largest percentage increase in volume from 1992 to 2001 occurred along USH 45-STH 32 about 0.5 mile north of Oneida County, recording an additional 3,410 motor vehicles or an increase of 49.4%. A large increase was also recorded along STH 70 east of USH 45/STH 32, experiencing an increase of 2,240 motor vehicles or 49.1%. Another large increase was recorded along USH 45-STH 32 0.5 mile south of STH 70, experiencing an increase of 2,120 motor vehicles or 40.2%. In addition, three other locations (A, D and F) increased in traffic volumes by approximately 20% or more between 1992 and 2001. The location with the smallest increase in traffic volume was on USH 45/STH 32/70 west of STH 70, which experienced an 8.3% increase in volume. Two locations (E and I) show a decline in traffic volume, experiencing a 5.5% decline in traffic volume at location E and a 3.8% decline in traffic volume at location I.

Table 7-5 shows the projected Annual Average Daily Traffic Counts from base year 2001 to forecast year 2025 for the Town of Lincoln. The largest percentage increase in traffic volume is projected to occur on STH 70 west of STH 17, with an additional 3,370 motor vehicles or an increase of 48.1%. Traffic volume on STH 70 east STH 17 is projected to increase from 2001 to 2025 by an additional 5,270 motor vehicles or an increase of 46.2%. In addition, four other locations (A, B, E, G and H) are projected to experience increases in traffic volume of approximately 28% or more between 2001 and 2025. The location with the lowest projected traffic volume increase was 5.7% on USH 45-STH 32 west of STH 70.

Table 7-5
Projected Annual Average Daily Traffic Counts
Town of Lincoln
2001-2025

Location	2001	2005	2015	2025	%Change 2001-2025	#Change 2001-2025
A STH 17 south of STH 70	4,900	5,230	6,000	6,730	37.3	1,830
B USH 45-STH 32 0.5 mile north of Oneida Co.	5,200	5,560	6,410	7,210	38.7	2,010
C USH 45-STH 32/70 west of STH 70	7,600	7,680	7,850	8,030	5.7	430
D STH 70 west of STH 17	7,000	7,610	9,040	10,370	48.1	3,370
E CTH G 1.25 miles west of USH 45/STH 32	1,900	2,010	2,270	2,510	32.1	610
F STH 70 east of STH 17	11,400	12,350	14,590	16,670	46.2	5,270
G USH 45-STH 32 0.5 mile south of STH 70	7,400	7,770	8,670	9,520	28.6	2,120
H STH 70 east of USH 45-STH 32	6,800	7,220	8,230	9,170	34.9	2,370
I USH 45-STH32 south of CTH G	7,700	7,940	8,540	9,110	18.3	1,410

Source: Wisconsin Department. of Transportation.

7.4 Crash Locations

To further analyze the Town of Lincoln and City of Eagle River road systems, the frequency, location of, and causes of motor vehicle crashes can be used to identify problem areas. The frequency of motor vehicle crashes tends to correlate directly with traffic volumes, however the design and condition of the road may also have an impact on the crash rate. Table 6, Motor Vehicle Crash Summary, displays the number of crashes for roads in the City of Eagle River which have experienced eight or more motor vehicle crashes from 1991 to 2001 as reported by the Department of Transportation, Division of Motor Vehicles. The “other” category includes all other crashes from locations that individually had less than eight motor vehicle crashes from 1991 to 2001.

**Table 7-6
Motor Vehicle Crash Summary
City of Eagle River
1991-2001**

Crash Location	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Total
USH 45- STH 32/17	11	6	7	1	3	3	0	5	3	6	10	55
Railroad St	25	36	33	18	17	25	28	25	19	18	12	256
Wall St	14	14	15	14	20	5	18	4	0	14	4	122
Pine St	8	12	9	13	9	8	13	13	7	15	12	119
Division St	2	4	6	3	2	2	1	5	3	3	3	34
Main St	4	2	1	3	5	1	4	0	2	1	5	28
Spruce St	1	0	3	2	3	1	1	5	2	0	3	21
Silver Lake Rd	2	4	5	1	0	1	1	1	1	2	1	19
First St	2	1	3	1	2	0	0	2	2	3	0	16
Pleasure Island	0	1	2	1	2	0	1	1	0	0	1	9
Walnut St	0	0	0	0	0	0	0	1	13	0	1	15
Other*	4	8	8	6	3	4	6	3	2	6	11	61
Total	73	88	92	63	66	50	73	65	54	68	63	755

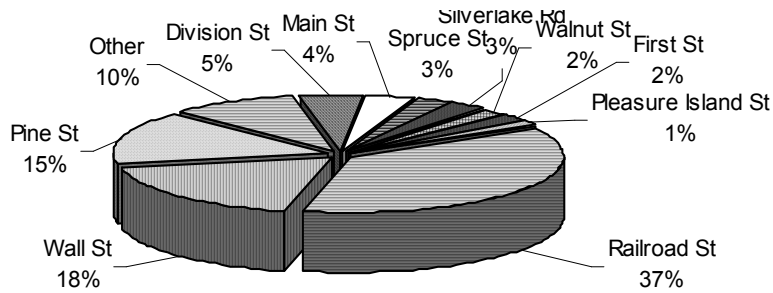
*Note: Denotes all locations with less than eight crashes from 1991-2001.

Source: Wisconsin Department of Transportation, Crash Listing, 1991-2001.

The City of Eagle River had 755 motor vehicle crashes from 1991 to 2001. As expected, the roadways with the greatest traffic volumes (Railroad Street, Wall Street and Pine Street) also had the greatest number of motor vehicle crashes. Figure 1 identifies the overall percentage of motor vehicle crashes experienced within the City of Eagle River between 1991 and 2001 by location.

As seen in Figure 7-1, Railroad Street experienced 37% of the motor vehicle crashes between 1991 and 2001. With the new realignment and expansion of STH45/STH32-17 to four lanes, traffic volume and motor vehicle crashes on Railroad Street are expected to decline. Wall Street and Pine Street were the locations of 18% and 15% respectively of the City's motor vehicle crashes between 1991 and 2001.

Figure 7-1
Percent of Total Crashes by Location
City of Eagle River
1991-2001



Source: Wisconsin Department of Transportation

Table 7-7, Motor Vehicle Crash Summary, displays the number of crashes for roads in the Town of Lincoln which have experienced eight or more motor vehicle crashes from 1991 to 2001 as reported by the Department of Transportation, Division of Motor Vehicles. Again, the “other” category includes all other crashes from locations that individually had less than eight motor vehicle crashes from 1991 to 2001

**Table 7-7
Motor Vehicle Crash Summary
Town of Lincoln
1991-2001**

Crash Location	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Total
USH 45	30	27	37	24	32	24	27	23	27	34	29	314
STH 70	10	4	10	12	21	16	15	12	11	19	13	143
STH 17	8	11	19	8	13	8	6	11	10	8	5	107
CTH G	2	2	1	1	2	1	1	0	2	2	3	17
Bloom Rd	0	2	0	0	1	2	3	0	2	2	2	14
Evergreen Rd	0	1	2	0	0	0	3	1	0	0	1	8
Loon Lake Rd	3	0	1	0	0	1	0	1	2	1	0	9
McKinley Blvd	1	1	1	0	3	0	2	2	0	2	1	13
Meta Lake Rd	1	1	2	1	1	3	2	0	1	0	1	13
Pine Ln	0	0	1	1	2	4	1	0	0	4	0	13
Silver Lake Rd	2	1	0	0	1	2	1	0	1	2	1	11
Sundstein Rd	0	1	1	1	2	1	1	0	1	1	0	9
Wall St	3	1	1	1	0	0	0	0	1	0	3	10
Other*	8	14	1	5	11	7	7	4	6	6	13	82
Total	68	64	77	54	89	69	69	54	64	81	72	761

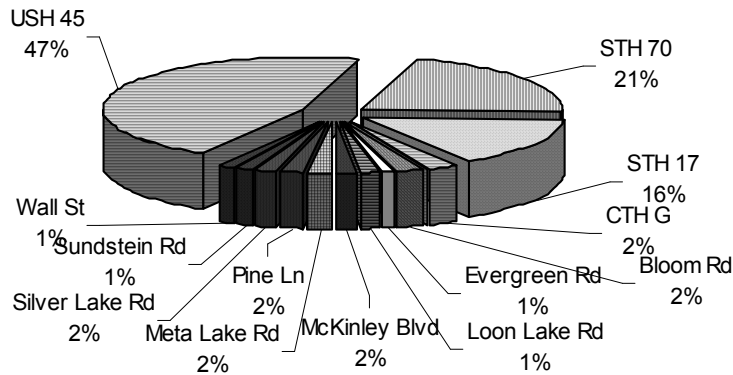
*Note: Denotes all locations with less than eight crashes from 1991-2001.

Source: Wisconsin Department of Transportation, Crash Listing, 1991-2001.

The Town of Lincoln had 761 motor vehicle crashes from 1991 to 2001. As expected, the roadways with the greatest traffic volumes (STH 70, USH 45 and STH 17) also had the greatest number of motor vehicle crashes. Figure 2 identifies the overall percentage of motor vehicle crashes experienced within Lincoln between 1991 and 2001 by location.

USH 45 experienced 47% of the total number of motor vehicle crashes between 1991 and 2001. State Trunk Highway 70 was the location of 21% of the Town's motor vehicle crashes, while STH 17 was the location of 16% of the Town's motor vehicle crashes. County Trunk Highway G was the location of 2% of the Town's motor vehicle crashes. As for local roads, the greatest number of traffic crashes occurred on Bloom Road, which experienced 14 motor vehicle crashes or about 2% of the total Town's motor vehicle crashes. McKinley Boulevard, Meta Lake Road and Pine Lane experienced 13 motor vehicle crashes or 2% of the Town's motor vehicle crashes. Silver Lake Road had 11 motor vehicle crashes, while Wall Street experienced 10 crashes. Sundstein Road, Loon Lake Road and Evergreen Road accounted for 1 % each of the motor vehicle crashes in the Town of Lincoln.

Figure 7-2
Percent of Total Crashes by Location
Town of Lincoln



Source: Wisconsin Department of Transportation

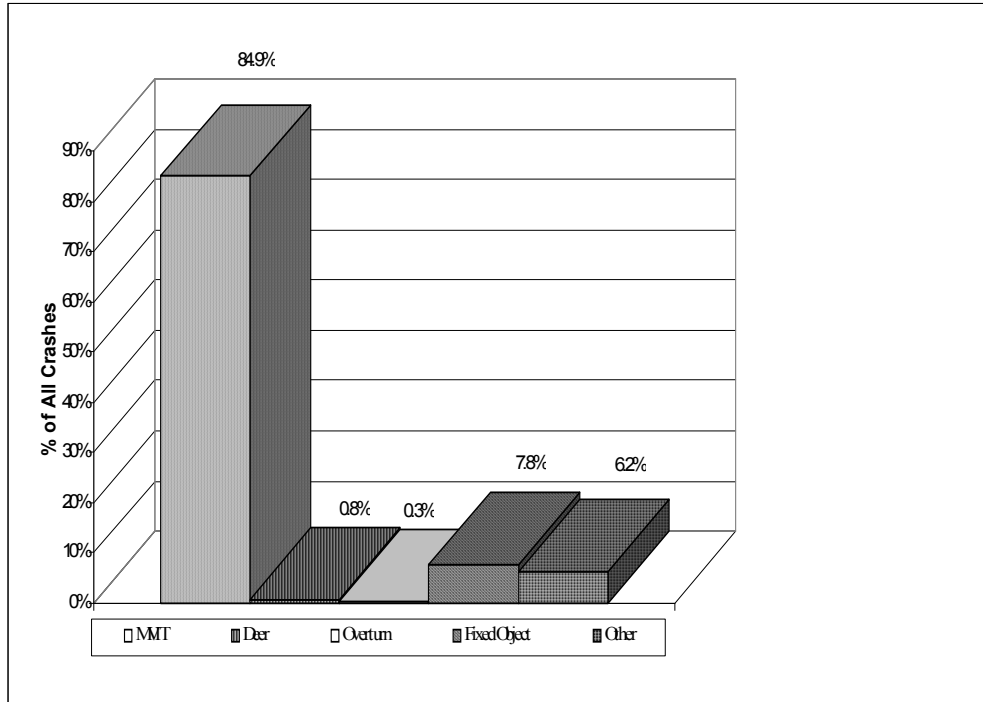
In addition to analyzing the number of crashes per roadway, a review of the trends for intersection motor vehicle crashes can provide insight to problem areas in the roadway system. Map 7-1 displays the locations of intersection crashes from 1991-2001. The intersections are classified by location and number of crashes, which range from one to twenty-three.

Within the city, the intersections of Railroad Street and Wall Street had 23 crashes during the period between 1991 and 2001. This is an average of 8.2 motor vehicle crashes per year. The intersection of Railroad Street and Pine Street experienced 21 motor vehicle crashes from 1991-2001, or 7.5% of the city's total. The intersection of USH 45-STH 32/17 and Jack Frost Road had 20 motor vehicle crashes between 1991-2001. The intersection of USH 45-STH 32/17 and McKinley Blvd. had 19 crashes between 1991-2001.

In the Town of Lincoln, the intersection of STH 70 and STH 17 had 36 motor vehicle crashes from 1991 to 2001. The intersection of USH 45/32, CTH G and Pleasure Island Road had 13 crashes, while the intersection of USH 45/32 and STH 17 had seven crashes in that period. The other intersections illustrated on Map 1 experienced fewer motor vehicle crashes during this time frame. It should be understood however, that roadways with greater volumes of traffic have an increased risk of crashes, which is the case for the above-mentioned roadways.

Further analysis of motor vehicle crashes by type of crash provides greater detail into the cause of motor vehicle crashes within the City of Eagle River and the Town of Lincoln. Figure 7-3 and Figure 7-4, Total Crash by Type, displays the types of crashes from 1991 to 2001.

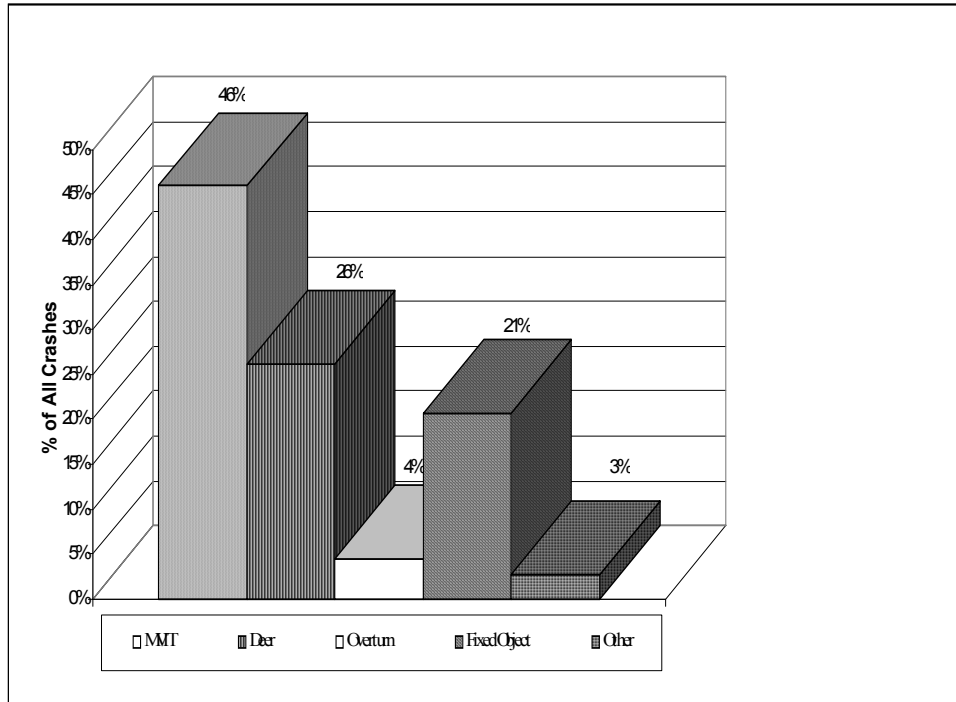
Figure 7-3
Total Crashes by Type
City of Eagle River
1991-2001



Source: Wisconsin department of Transportation

Figure 7-3 for Eagle River illustrates that the greatest attributable cause, or type of crash, from 1991-2001 was the category Motor Vehicle in Transit (MVT), which comprised 84.9% of all crashes in the city. The second most common crash type was Fixed Objects, which accounted for 7.8% of crashes. Fixed Objects include trees, ditches, utility poles, traffic signposts and mailboxes. “Other” was the third most common crash type, and accounted for 6.2% of all crashes. This category includes objects on the road, objects not fixed, parked vehicles and animals other than Deer. Deer accounted for 0.8% of crashes, while Overtum was 0.3% of the crashes within the city.

Figure 7-4
Total Crashes by Type
Town of Lincoln
1991-2001

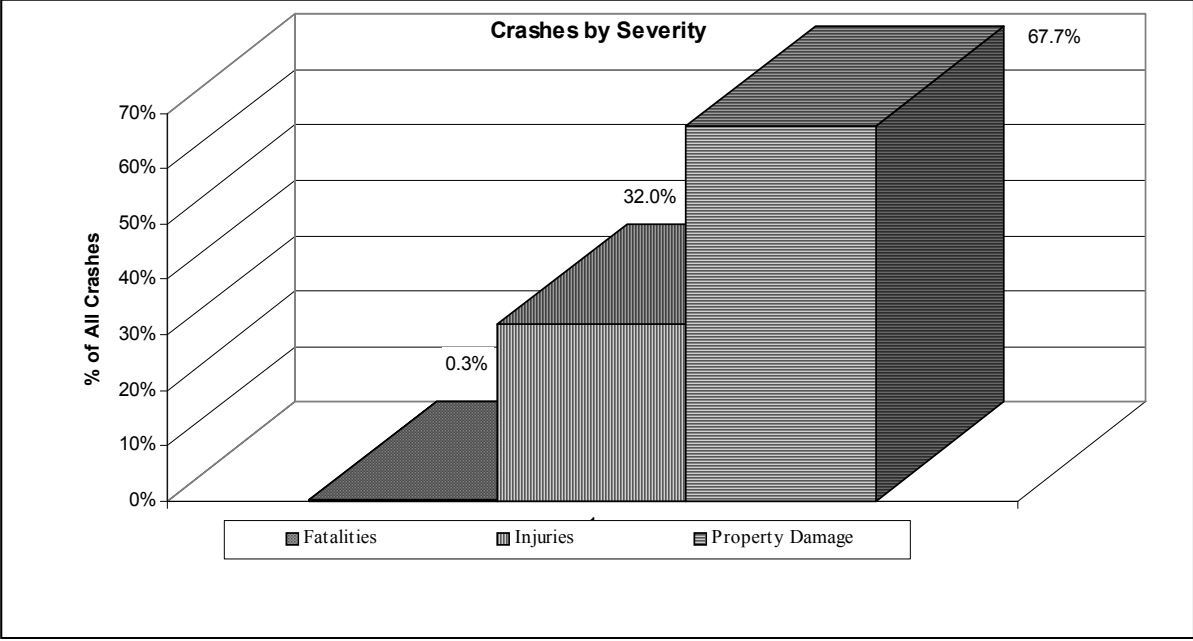


Source: Wisconsin Department of Transportation

Figure 7-4 illustrates that the greatest attributable cause, or type of crash in the Town of Lincoln from 1991-2001 was the category Motor Vehicle in Transit (MVIT) at 46% of all crashes. The second most common crash type was Deer, which accounted for 26% of crashes in the Town. Fixed Objects was the third most common crash type with 21% of crashes. Overturn comprised 4% of all crashes, while the category “Other” included 3% of the crashes in the Town of Lincoln.

The severity of the crashes is also a concern in determining if roadway conditions contributed to fatalities or injuries. Figure 5 and Figure 6 display the severity of all motor vehicle crashes from 1991 to 2001.

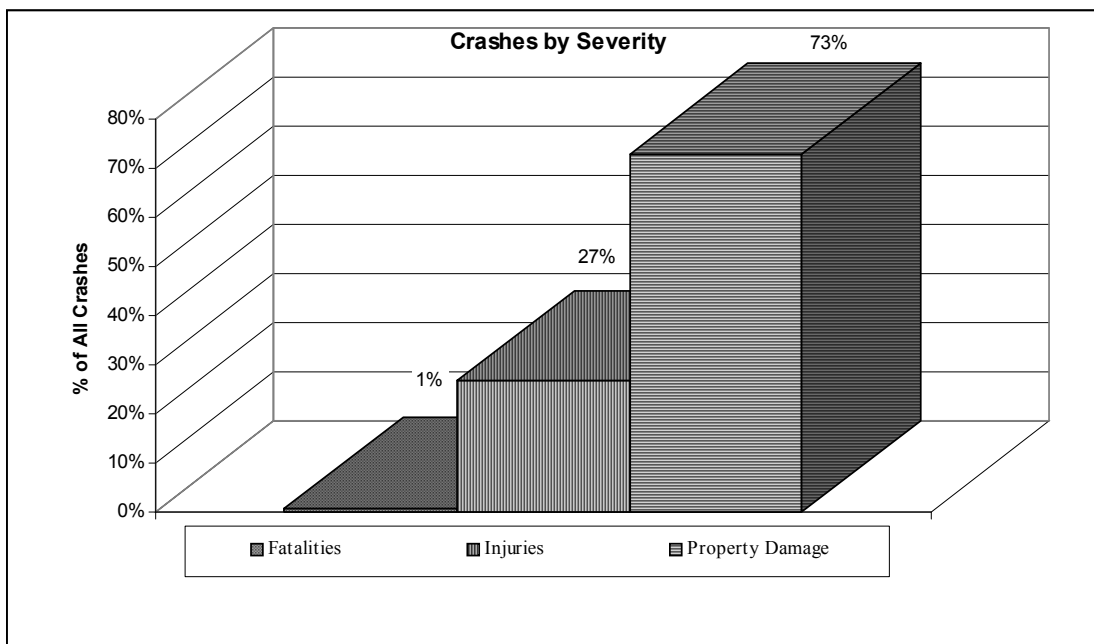
**Figure 7-5
Severity of Motor Vehicle Crashes
City of Eagle River
1991-2001**



Source: Wisconsin Department of Transportation

For the city, Figure 7-5 indicates that the greatest portion of all crashes, 67.7%, result in property damage to the vehicle(s) involved. Injuries occurred among 32% of all crashes from 1991 to 2001, while fatalities occurred in less than 1% of the motor vehicle crashes within the City of Eagle River.

**Figure 7-6
Severity of Motor Vehicle Crashes
Town of Lincoln
1991-2001**



Source: Wisconsin Department of Transportation

In the Town of Lincoln, Figure 6 indicates that the greatest portion of all crashes, 73%, result in property damage to the vehicle(s) involved. Injuries occurred among 27% of all crashes, while fatalities occurred in 1 percent of the motor vehicle crashes within the Town of Lincoln.

7.5 Existing Street Conditions

To assess the condition of the City’s streets, the public works department uses the PASER (Pavement Surface Evaluation and Rating) system to evaluate the roadway conditions.

To assess the condition of the town’s roadways, Town Board members conduct an annual “road workshop”. The workshop consists of the board members performing a visual assessment of all the town roads, during which all repairs, maintenance, etc. that are observed to be needed are identified. After completion of the visual assessment, the board members reconvene at the town hall to prioritize the work to be completed based on their observations.

7.6 Air Transportation

Air services available to the City of Eagle River residents include the facilities in Eagle River and Rhinelander. Eagle River Union Airport is located in the City of Eagle River. This facility provides seasonal air passenger service. The airport is classified as a Transport/Corporate airport. The Wisconsin Department of Transportation "Five Year Airport Improvement Plan" lists the construction of a crosswind runway and the construction of a helipad in 2003 as expansion plans for the Eagle River Union Airport.

Rhinelander-Oneida County airport is located about 20 miles south of Lincoln. This facility is classified as an Air Carrier/Air Cargo airport. Regularly scheduled commercial air service is available to area residents. The airport provides one commercial airline carrier, Mesaba air. This commercial carrier offers six commuter flights daily to Minneapolis, Minnesota. The total commercial passenger traffic for the Rhinelander/Oneida County Airport for 2001 was 56,000 persons. Additional passenger services at the airport include private air charters through the Rhinelander Flying Service.

7.7 Rail Transportation

Railroad facilities do not exist in the Town of Lincoln or City of Eagle River. The nearest railroad is Wisconsin Central Limited located in Rhinelander and Argonne; both facilities are approximately 30 miles from the area.

7.8 Transportation Improvements

The Wisconsin Department of Transportation recently completed project in Eagle River expanded the bridge on USH 45-STH 32/17 to four lanes and included a snowmobile trail. A center turn lane was constructed on USH 45 to ease traffic congestion. A new wearing surface was constructed from Hospital Street to Chain O' Lakes Road. Adding sidewalks, lights and landscaping also enhanced the highway. Access Control was implemented from Bloom Road to Pine Street. This project is expected to help move traffic from the congested west side of the city through the downtown area by increasing the capacity of the two-lane highway to the recently constructed four-lane highway. The sidewalks will help the pedestrians coming from the south and north of the city to safely access the downtown area. The four-lane bridge will create a uniform traffic flow. The new 12-foot lane on the bridge for snowmobile, pedestrian and bicycle traffic will segregate them from the motor vehicle traffic. More signage will help motorists with the downtown business district as their destination from inadvertently bypassing the city.

Future projects for the Town of Lincoln include pavement replacement on STH 17 from the south county line to STH 70. There will also be road maintenance projects on USH 45 between Evergreen Road and Spruce Lane.

7.9 Transportation Recommendations

Based on the information presented in this chapter, several recommendations are provided to the Town to improve its transportation system.

- ◆ The town should continue to utilize the PASER system, a pavement management system which is simply a Capital Improvement Program geared specifically to the Town's roads. The implementation of this formalized technique allows for more effective pavement management. In addition, it provides the Town with a detailed, defensible document to assist in making informed decisions regarding road maintenance and repair. The pavement management system should include the following:
 - ▶ A detailed inventory and description of all the roads within the town.
 - ▶ A detailed surface condition survey of all the roads within the town.
 - ▶ Definition of the town's goals and objectives with respect to their road maintenance and repair. Establishment of a long-term maintenance schedule, which prioritizes road maintenance and repair, needs based on condition evaluations.

The most vital element in a pavement management system is the process used to evaluate road conditions. The town performs an inventory and conditions check annually as part of its pavement management operations. Specifically, this type of system would allow the town to 1) select appropriate treatments for each road section, 2) evaluate road sections competing for immediate attention, 3) anticipate future deterioration and apply inexpensive maintenance options while they are still feasible, and 4) justify budgets for roadway improvements that are adequate to keep the roads in good condition so they will remain less expensive over the long term.

- ◆ The town should limit the number of driveway access points on local streets to improve traffic flow and maintain safety. When constructed, driveways should be adequately spaced to minimize vehicle conflict.
- ◆ The town should require traffic impact studies for large-scale developments, which have the potential to create on-site and off-site traffic problems.
- ◆ The town should consider developing an official map to govern the locations of future streets within the town.
- ◆ The Town of Lincoln should ask to be placed on the public notification list of the District 7 Wisconsin Department of Transportation to have a more active role in long-range transportation planning and development in the area.