FOREST COUNTY
POTAWATOMI
Keeper of the Fire

PO Box 340
Crandon, WI 54520

EXECUTIVE COUNCIL RESOLUTION # 061-2024

2024 Transportation Safety Plan Updates

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

WHEREAS, the Forest County Potawatomi Community Executive Council, pursuant to the Forest County Community Potawatomi Constitution, Article V, Section 1(a), has the power to consult, negotiate, contract, and conclude agreements on behalf of the Community with Federal, State, or local governments and corporations, associations, legal organizations, or individuals, on matters with the power contained within Article V or any other powers delegated to the Executive Council by the General Council; and,

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

WHEREAS, the Forest County Potawatomi Community recognizes adequate and safe road infrastructure is critical to all Tribal development and will therefore benefit the Forest County Potawatomi Community; and,

WHEREAS, the Tribal Transportation Safety Plan was originally developed and adopted by resolution in 2016, updated, and approved by resolution in 2022, updated and approved by resolution in 2023, and continues as a living document with the most recent 2024 updated prioritized transportation safety projects and measures:

NOW, THEREFORE BE IT RESOLVED, that the Forest County Potawatomi Community Executive Council approves and supports the 2024 *Transportation Safety Plan* updates on the plan cover and pages 12-13.

061-2024

CERTIFICATION

I, Alexandria McCorkle, the undersigned Secretary of the Forest County Potawatomi Executive Council, hereby certify that the Executive Council is composed of six members of whom 4 being present constitute a quorum at a meeting duly called, convened, and held on the 6 day of November, 2024, and that said resolution was duly adopted at above meeting by an affirmative vote of 3 members for, 0 members against, and 0 members abstaining and that said resolution was not rescinded or amended in any way.

Alec McCorkle

Alexandria McCorkle, Tribal Secretary
Forest County Potawatomi Community

Engineering / Enforcement / Education / Emergency Services

FOREST COUNTY POTAWATOMI
Keeper of the Fire

Transportation Safety Plan

April 2016
Updated August 2022
November 2023 &
November 2024



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

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

Resolution No: _____

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, that the Forest County Potawatomi Community Executive Council supports and approves the 2022 FCPC Transportation Safety Plan Update.

CERTIFICATION

I, James Crawford, the undersigned Secretary of the Forest County Potawatomi Community do hereby certify that the Executive Council is composed of six (6) members, of whom four (4) being present constitutes a quorum at a meeting duly called, convened, and held on the __day of_____ , 20__ , and that said resolution was duly adopted by an affirmative vote of _____members for, _____members against, and _____members abstaining and that said resolution was not rescinded or amended in any way.

_____
James Crawford, Tribal Secretary
Forest County Potawatomi Community

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Introduction

This document supplements the 2016 Forest County Potawatomi Community (FCPC) Tribal Transportation Safety Plan (TSP). Ayres Associates was retained to assist with this update.

As described in the TSP, the plan is a living document, and should be updated periodically to include up to date crash information as it becomes available, and to incorporate new safety mitigation strategies that have been developed nationally and locally.

The following items are addressed in this document:

1. Description of other safety-related planning documents that have been developed since the initial 2016 TSP.
2. New statewide safety strategies, including the “Zero in Wisconsin” campaign.
3. Inclusion of traffic crash data and analysis for years 2017 to 2021.
4. Updates to transportation safety emphasis and projects to be included in the plan.
5. Local officials meeting and public involvement meeting documents.

Tribal Safety Plan Background

The Forest County Potawatomi Community is a federally-recognized Indian government with over 1,700 members and Tribal reservation land in rural northeast Wisconsin and, as such, is identified as an underserved community. Accordingly, FCPC has taken the necessary steps to ensure equitable investment in the safety and utilization needs of the population while developing the *FCPC Transportation Safety Plan* (Plan).

Specifically, the Plan has been developed in collaboration with the appropriate partners, including FCPC leadership, Wisconsin Department of Transportation, Forest County Highway, Forest County Sheriff’s Department, City of Crandon, and local townships of Blackwell, Laona, Lincoln, and Wabeno with ample public outreach.

As part of this plan update, a local officials meeting was held on July 19, 2022, and a public involvement meeting was held on August 4, 2022, to ensure community members had an opportunity to directly participate and provide feedback. As part of the public involvement process, a questionnaire was created to gather feedback regarding transportation safety in the community. The survey was made available through a QR code on the meeting flyer. The flyer with QR code was posted at FCPC government buildings, posted on the FCPC public Facebook page, and was hand delivered to Tribal member households in advance of the public involvement meeting. The meeting minutes and results of the survey are included with this plan update.

Furthermore, the Plan focuses on the development and impact of proposed safety projects. For example, it directly addresses automobile dependence as a barrier to economic and social opportunities that have been traditionally unavailable to Native American communities. The end result is a plan that not only attends to the necessary safety components for transportation, but the equitable access to it, as well.

Reference to other Safety-Related Planning Documents

Since 2016, Forest County Potawatomi was involved with several other new or updated planning documents that address some of the specific safety strategies the TSP describes. The following documents are integrated with the Transportation Safety Plan.

1) The National *Tribal Transportation Strategic Safety Plan* was published in August 2017 as a resource for all tribal governments. The plan includes a national assessment of transportation safety needs in Tribal areas, along with strategies that can be utilized in minimizing severe injury and fatal crashes The development and update of Tribe-specific transportation safety plans, as FCPC is committed to, is strongly encouraged.

   Details of this document may be useful for comparison to national trends, identifying strategies, or finding resources. National topics in the plan feature: The Decision Making Process, Crash Data Collection and Sharing, Occupant Protection, Roadway Departure, Impaired Driving, Pedestrian Safety, and Availability of Public Safety Services. The *Tribal Transportation Strategic Safety Plan* can be accessed at: www.tribalsafety.org/reports.

2) The *Statewide Tribal Transportation Safety Plan* (STTSP) was completed in 2018. This plan has general vision, mission, and goals for all tribal communities, as well as an analysis of specific transportation safety concerns within each tribal community in Wisconsin. The analysis of the Forest County Potawatomi Community identified many of the roadway projects discussed in the 2016 TSP. Intersection safety, ATV, walking and biking trails, emergency services, and educational campaigns for safety issues such as seat belt use and impaired driving were listed as emphasis areas in the statewide plan. Additional areas of emphasis not explicitly described in the 2016 FCPC TSP include improvements to the local road network and reducing roadway departure crashes.

   Sections of the STTSP relating to Forest County Potawatomi are included in the attachments. The full *Statewide Tribal Transportation Safety Plan* can be accessed at the Forest County Potawatomi website: https://members.fcpotawatomi.com/

3) The *FCPC Bicycle & Pedestrian Plan* was completed in September 2021 and spells out specific goals and objectives to increase pedestrian and bicycle transportation safety. The first listed goal in the plan is to ensure that walking and biking is safe and convenient throughout the Forest County Potawatomi Community for members, young and old. Specific objectives to accomplish this goal include promoting development of a pathway system thought the community, making all sidewalk and paths ADA compliant, appropriate marking and signing of all pathways, coordinating with the Safe Routes to School Programming, and providing proper lighting.

   A listing of the top recommended pathway projects in order of priority, and descriptions of each project start on page 61 of the bicycle and pedestrian plan. The full *FCPC Bicycle & Pedestrian Plan* can be accessed at: https://members.fcpotawatomi.com/

4) The *FCPC ATV Trail Plan* was recently completed in November 2021. This plan was an effort to create a comprehensive ATV trail plan for the greater FCP community, establishing new trails and completing links between existing ones. The leading purpose of this plan is increased safety for ATV and UTV use. This may be accomplished through construction of formal, well-engineered routes and trails, safety education, and other outreach elements. An improved trail system can help avoid conflicts with other vehicles and allow for safer riding conditions within the community.

   A listing of the top recommended trail improvement projects in order of priority, and descriptions of each project start on page 28 of the ATV plan. The *FCPC ATV Trail Plan* can be accessed at: https://members.fcpotawatomi.com/

Goal towards Zero in Wisconsin

In combination with state and local transportation partners, the Forest County Potawatomi Community is focused on reducing preventable roadway deaths and serious injuries on its community's roadways.

The Wisconsin Department of Transportation has adopted the *Zero in Wisconsin* program. As part of this program, The Wisconsin DOT and its traffic safety partners are dedicated to saving lives and preventing injuries through law enforcement efforts combined with public outreach. The program includes education in the areas of:

- Seat Belt Use
- Distracted Driving
- Pedestrian & Bicycle Safety
- Impaired Driving
- Speeding & Aggressive Driving
- Motorcycle Safety

The FCPC can reference online resources and media campaign videos and that have been developed by the Wisconsin DOT to help support these efforts in its community. These resources can be found on the website: https://zeroinwisconsin.gov/

The Executive Council of the FCPC commits to working towards the eventual goal of zero roadway fatalities and serious injuries. The FCPC believes that a significant reduction in roadway fatalities and serious injuries can be accomplished by year 2030. This will require systematic analysis of crash data and its roadway facilities to understand areas of high crash potential, being cognizant of the latest transportation safety design and strategies to reduce crashes, and keeping abreast of possible funding opportunities to construct improvements or implement safety strategies in a timely manner.

Traffic Crash Data and Analysis

Any traffic safety plan is most useful when it contains valuable data that helps identify transportation safety concerns and roadway deficiencies. A focus area of this plan update was to provide up-to-date information on traffic crashes, and analysis of these crashes, which have occurred within and around the FCPC roadways. This includes:

- Existing traffic crash data, including fatal and severe injury crash trends
- Analysis of crash locations, severity, and possible contributing factors of crashes
- Analysis of systemic and specific safety needs
- GIS mapping of crash locations to help identify high risk locations

Existing Crash statistics

Traffic crash data was provided by the UW Madison Traffic Operations and Safety Laboratory (UW TOPS Lab), which manages the Wisconsin statewide motor vehicle crash database. Over the most recent 5 full years data was available (2017 to 2021), 880 total crashes were reported within all of Forest County roadways. Further review of this data identified approximately 485 crashes that occurred on roadways in and around the Forest County Potawatomi Community. These include crashes on tribal roadways, neighboring township roads, county highways, and state highways currently on the tribal access route registry, as well as a few roadways that are expected to be added to the registry that connect different tribe-owned parcels of the community.

Traffic crashes are commonly defined by the severity of personal injury that resulted from the crash, as indicated on the law enforcement crash report. A letter is typically used to describe the injury severity, and is referenced throughout this analysis. The following describes the meaning of each letter, based on the Wisconsin law enforcement instructions for completing motor vehicle accidents reports:

- K – Fatal Injury – An injury received in a traffic crash that results in death within 30 days of the crash.
- A – Incapacitating Injury - Any injury other than a fatal injury which prevents the injured person from walking, driving, or performing other activities which they performed before the accident.
- B – Non-incapacitating Injury - Any injury, other than fatal or incapacitating, which is evident at the scene. Evidence of injury may include known symptoms of an injury which are not directly observable.
- C – Possible Injury - Any injury which is not observable or evident at the scene but is claimed by the individual or suspected by the law enforcement officer.
- O – Property Damage Only – No apparent injury.

The term "KAB crashes" is used to describe the significant injury crashes. These are the most critical types of crashes to gain understanding of to reduce severe injury and fatal crashes.

The information reported below is an initial review of this data as provided in the database. The level of review made for this plan update identifies crash locations and trends in the data. The crash database contains more details of each crash. Further analysis of the data, as well as review of individual crash reports, may be necessary to identify exact deficiencies and safety improvement needs.

Study Area Crashes

Table 1 shows the total number of crashes per year on roadways in and around FCPC. The severity of crashes is also shown. In general, the total number of crashes was similar the past 4 years, after an initial rise between years 2017 and 2018. No fatal crashes occurred on the study roads since 2018. Although 2017 had the lowest total crashes, the number of KAB injury crashes was highest in 2017 compared to the other years. KAB crashes have been relatively steady since 2018.

	Total	Injury Severity				
Year	Crashes	K	A	B	C	O
2017	88	1	3	8	6	70
2018	101	2	3	2	10	84
2019	103		1	5	6	91
2020	94		3	4	4	83
2021	99		3	4	4	88
Total	485	3	13	23	30	416

Table 1. Number of Crashes and Injury Severity

One way to analyze the data is by the type of roadway the crash occurred on. The state and US highways, county highways, and local road system follow different design standards for cross-sections and clear zone widths, and other attributes which makes it a logical way to divide the data. Further breakdown by highway class reveals the following information.

	Total	Injury Severity					Total Injury	
Highway Class	Crashes	K	A	B	C	O	KAB	KABC
State/US Hwy	300	2	8	16	14	260	26	40
County Hwy	124	1	3	2	10	108	6	16
Local Road	61	0	2	5	6	48	7	13
Totals	485	3	13	23	30	416	39	69
Percent of Total		0.6%	2.7%	4.7%	6.2%	85.8%	8.0%	14.2%

Table 2. Total Crashes by Highway Class and Injury Severity

Deer (Animal) Crashes

Table 3 shows the number of reported crashes that involved an animal, and the number of non-animal crashes. Over 53% of the total study area crashes were animal-vehicle collisions, with almost all of these being deer-vehicle collisions. Few animal-vehicle crashes were reported on local roads, and only 15% of all crashes on the local roads were deer crashes, much less than the percentage on the state and county-maintained highways.

	Animal crashes	Non-animal	Total	% Animal
State/US Hwy	171	129	300	57.0%
County Hwy	78	46	124	62.9%
Local Road	9	52	61	14.8%
Totals	258	227	485	53.2%

Table 3. Animal and Non-Animal Crashes by Highway Classification

Further review of animal crashes revealed that only 4 crashes involved injuries, in which two of those were motorcycle-deer collisions. See the attachments for a map showing all deer and other animal crashes within the study area.

There are many state and county highway segments that showed clustering of vehicle-animal crashes. Some of the most prevalent locations for deer crashes include:

- US Highway 8 between Crandon and County W/Corning Road; around the Rat River crossing west of Silver Lake, and near Scattered Rice Lake
- State Highway 32 near Round Lake, and near Swanson Creek
- County G west of Waggoner Rd
- County W along Lake Lucerne

It should be noted that these totals are only crashes that were reported to law enforcement. It is expected that many other vehicle-animal collisions occur that are not reported. It may be prudent to put emphasis towards reducing vehicle-animal crashes in these high crash locations.

Non-Animal Crashes

The remaining non-animal crashes were analyzed in further detail. Table 4 shows all non-animal crashes by highway classification and injury severity. The majority (56.8%) of crashes were on state and US highways, with the remaining close to evenly split on county highways and local roadways. 24 of the 36 non-animal KAB crashes were on the state system, including 2 fatal crashes.

All Non-Animal Crashes

	Total	Injury Severity					Total Injury	
Highway Class	Crashes	K	A	B	C	O	KAB	KABC
State/US Hwy	129	2	7	15	13	92	24	37
County Hwy	46	1	3	1	10	31	5	15
Local Road	52	0	2	5	6	39	7	13
total	227	3	12	21	29	162	36	65
Percent of total		1.3%	5.3%	9.3%	12.8%	71.4%	15.9%	28.6%

Table 4. All Non-Animal Crashes by Highway Class and Injury Severity

Roadway Departure (Run-off-the-Road) Crashes

Of the 227 non-animal crashes, 132 were single vehicle crashes. These crashes include any vehicle that left the road for any various reason. It includes vehicles that hit obstacles such as signs, utility poles or trees, or ended stuck in the ditch. Some may have left the roadway on highway curves, while others at intersections where the driver failed to negotiate a turn onto a side road and left the road.

Table 5 below shows single vehicle crashes by highway class and injury severity. Half of these crashes were along the state or US highways. Nearly 1 in every 3 (32.6%) of single vehicle run-off-the-road crashes were considered an injury crash, with 18.2% of these KAB crashes. Two-thirds of the KAB crashes were on the WisDOT controlled highways. All injury crashes are indicated on the maps in the attachments.

Single Vehicle - Non-Animal

Highway Class	Total Crashes	Injury Severity					Total Injury	
		K	A	B	C	O	KAB	KABC
State/US Hwy	66	1	6	9	5	45	16	21
County Hwy	31	1	2	0	8	20	3	11
Local Road	35	0	1	4	6	24	5	11
total	132	2	9	13	19	89	24	43
Percentage of total		1.5%	6.8%	9.8%	14.4%	67.4%	18.2%	32.6%

Table 5. Single Vehicle Non-Animal Collisions by Highway Class and Injury Severity

Road departure crashes make up a high percentage of the injury crashes in the community. Reducing run-off-the-road crashes should continue to be a safety emphasis area.

Multi-Vehicle Crashes

95 of the 485 total crashes (19.5%) were identified as multi-vehicle crashes, where 2 or more vehicles collided. 66% of multi-vehicle crashes occurred on the State or US Highway. Crashes that occurred within intersections are to be reported under the highest highway classification in this table, however, a few anomalies exist in the data. Further review of individual crash reports should be performed to confirm exact locations.

Multi-Vehicle

Highway Class	Total Crashes	Injury Severity					Total Injury	
		K	A	B	C	O	KAB	KABC
State/US Hwy	63	1	1	6	8	47	8	16
County Hwy	15	0	1	1	2	11	2	4
Local Road	17	0	1	1	0	15	2	2
total	95	1	3	8	10	73	12	22
Percent of total		1.1%	3.2%	8.4%	10.5%	76.8%	12.6%	23.2%

Table 6. Multi-Vehicle crashes by Highway Class and Injury Severity

A key factor in multi-vehicle crashes is the manner of impact the vehicles had. A breakdown of the manner of collision is shown in Table 7. Angle and rear end crashes together account for about 70% of all multi-vehicle collisions. A map that highlights location of the multi-vehicle crashes by collision type can be found in the attachments.

Multi-Vehicle Collisions

Highway Class	Angle	Head-on	Rear-end	Sideswipe opposite direction	Sideswipe same direction	Other	Total
State/US Hwy	23	4	23	5	5	3	63
County Hwy	4	1	5	2	1	2	15
Local Road	8	3	3	3			17
Total	35	8	31	10	6	5	95
Percent of Total	36.8%	8.4%	32.6%	10.5%	6.3%	5.3%	

Table 7. Multi-Vehicle Crashes by Highway Class and Manner of Collision

Crashes due to Road Conditions

Of the 227 non-animal crashes, 106 data points indicated potentially hazardous road conditions (including snow-covered or ice-covered roads, or wet pavement) that may have contributed to the crash. The following tables show the crash totals and injury severity for crashes that had potentially hazardous road conditions, and those that did not indicate road conditions were a factor in the crash.

Road Conditions as a Factor

Highway Class	Total Crashes	Injury Severity					Total Injury	
		K	A	B	C	O	KAB	KABC
State/US Hwy	52	1	1	4	2	44	6	8
County Hwy	25	0	0	1	3	21	1	4
Local Road	29	0	1	3	2	23	4	6
total	106	1	2	8	7	88	11	18
Percent of total		0.9%	1.9%	7.5%	6.6%	83.0%	10.4%	17.0%

Table 8. Crashes Indicating Hazardous Road Conditions by Highway Class and Injury Severity

Road Conditions Not a Factor

Highway Class	Total Crashes	Injury Severity					Total Injury	
		K	A	B	C	O	KAB	KABC
State/US Hwy	77	1	6	11	11	48	18	29
County Hwy	21	1	3	0	7	10	4	11
Local Road	23	0	1	2	4	16	3	7
total	121	2	10	13	22	74	25	47
Percent of total		1.7%	8.3%	10.7%	18.2%	61.2%	20.7%	38.8%

Table 9. Crashes Indicating Road Conditions not a Factor, by Highway Class and Injury Severity

It was noted the percentage of crashes that occurred during potentially hazardous road conditions resulted in much less injuries than crashes that occurred where road condition was not a factor. The likelihood of an injury during clear road conditions was more than double that when hazardous road conditions were present. This is most prevalent for county highways where over 50% of crashes during clear road conditions involved some level of injury.

It is speculated that the difference in injury severity by road condition may be attributed to vehicles driving slower and more cautiously during hazardous road and weather conditions. If a crash occurs, the impact

speeds are lower and results in less injuries. In contrast, motorists on clear days may be driving faster and less attentive of the roadway or their surroundings. Many of these crashes occur near horizontal curves.

Alcohol and Drug Crashes

A total of 34 crashes within the FCPC study area indicated an alcohol and/or drug flag. Fortunately, only one of these crashes involved more than one vehicle. 18 of the 34 (52.9%) were an injury crash, including 6 level “B”, 4 level “A”, and 1 fatality.

The data also indicates that 26% of all injury crashes identified over the past 5 years had an alcohol flag. Of the 24 total single vehicle crashes with KAB injuries, 10 (41.7%) indicated an alcohol flag. The percent of alcohol or drug related crashes that resulted in an injury were more than double the rate for crashes without the influence of alcohol or drugs. This continues to be a safety emphasis area of concern.

Bicycle and Pedestrian Crashes

No roadway vehicle-pedestrian or vehicle-bicycle crashes were reported in the study area over the five years of data. However, this does not mean there is no need to review pedestrian and bicycle safety. A large proportion of the FCP community travel by foot or bicycle on a daily basis, especially in and around the community centers of Stone Lake, Blackwell, and Carter.

Walkers and bike riders are most vulnerable to be struck by a vehicle when they are using the shared pavement or shoulder of high-speed roadways, and narrow county, township, and tribal roads. They are also most exposed to risk at locations where they wish to cross the highway. A continued safety emphasis should be made to minimize interactions between vehicular traffic and pedestrians and bicyclists.

ATV Crashes

Three vehicle-off highway vehicle (ATV, UTV, or snowmobile) crashes were identified in the study area data. 2 of these involved an “A” level injury. One was a snowmobile crossing US Highway 8 near Silver Lake Road, and one was a UTV that was crossing Highway 32 near Tamarack Street. Both of these off-road vehicles collided with a passenger vehicle. A head-on ATV-vehicle crash occurred on Berry Ln but did not result in injuries. Similar to pedestrians and bicyclists, safety emphasis should be placed on minimizing ATV-passenger vehicle interaction.

It is noted that the roadway crash database does not include off-highway ATV/UTV crashes that occurred on trails. The Wisconsin DNR maintains a summary of these types of incidents and publishes a yearly off-highway vehicle fatal accident summary on its website. Additional details can be found on the Wisconsin DNR website at: https://dnr.wisconsin.gov/topic/ATV/CrashInfo

Four fatal ATV/UTV crashes were reported by the Wisconsin DNR within Forest County since 2017. One was a crash between 2 UTVs that caused one fatality and two others with severe injuries. The others involved ATVs where the driver was not able to negotiate a turn on a trail and struck a tree and/or overturned the vehicle. Two of these incidents involved alcohol. A combination of well-designed trails and increased ATV safety education may help reduce severe injury and fatal off-highway vehicle crashes.

Summary of Safety Concerns

Several maps are included for various partitions of the crash data. This review and analysis show a few key areas for systemic and spot specific safety needs:

- A high percentage of deer crashes compared to all other crashes. Although these crashes typically do not result in serious injuries, an area of focus should be to reduce the likelihood of vehicle-deer crashes.

- A disproportionate number of injury crashes occurred during clear road conditions compared to potentially hazardous road conditions. Inattentive driving is believed to be one of the causes of this. Most of these crashes were single vehicle roadway departure crashes. These types of crashes may be minimized with enhanced roadway markings and signs, addition of paved shoulders, centerline and edgeline rumble strips, and other road departure countermeasures.
- Driving under the influence of drugs and alcohol continues to be a cause for a disproportionate number of injury crashes. Driving under the influence should remain a prime target for media and enforcement campaigns.

The data provided for this plan is an introductory level review of the location and severity of crashes in and around the Forest County Potawatomi Community, based on the data available in the UW TOPS Lab Database. Further analysis must be conducted to determine if driver error was a factor or if roadway geometric features contributed to a crash. This can be accomplished through additional review of the database and individual crash reports. The database reviewed for this plan update will be kept by FCPC Roads Department and available for further analysis.

Roadway Design Standards

The FCPC Roads Department follows design guidelines as required by the Tribal Transportation Program. These include design guidelines and manuals published by the American Association of State Highway and Transportation Officials (AASHTO) and Federal Highway Administration (FHWA), Manual on Uniform traffic Control Devices (MUTCD), and FHWA-Approved Tribal and State Design standards, such as the Wisconsin DOT Facilities Design Manual.

Additional design criteria are followed by FCPC to help improve safety for motorized and non-motorized travel on tribal roadways. Some of the most notable design elements include:

- New tribal roads are built to 5% maximum vertical slopes, for both street as well as sidewalk/trail connections.
- Speed tables are allowed on low-speed tribal roadways to control speeds in residential neighborhoods.
- Where a need is present, separation of motorized and non-motorized traffic is made with the use of sidewalk and trail pathways.
- Roadway and pathway lighting included for all new construction.
- Incorporation of *FHWA Proven Safety Countermeasures.*

Over the past 5 years roadway departure crashes made up over 58% of all non-animal crashes on the roadways in and around the FCPC. The FCPC Roads Departments has welcomed designs that use the *FHWA Proven Safety Countermeasures* guidelines. For reducing roadway departure crashes these countermeasures include: 1) Enhanced delineation for horizontal curves, 2) Centerline and/or edge line rumble strips, 3) Safety Edge paving along asphalt shoulder edges, and 4) Roadway design improvements at curves.

FCPC has implemented enhanced delineation of horizontal curves, including epoxy centerline and edge line painting, and updated advanced curve warning and chevron signing at sharp curves along County Highway H in the Town of Lincoln. A similar project is planned for County Highway C in 2023. These projects were awarded Tribal Transportation Program Safety Fund grants.



Horizontal Curve along County H with enhanced signing and pavement marking

These signing and marking improvements are relatively low cost in comparison to the personal and societal costs of even just one severe injury crash.



Horizontal curve on County W without enhanced signing and marking

Additional proven safety countermeasures have been implemented to support pedestrian and bicycle safety. These are primarily in the form of separated walkways and crosswalk visibility enhancements. The recently reconstructed Everybody's Road from Mish ko Swen Drive towards Kwe Da Kik Lane near the FCPC Government Center includes a separated walkway and overhead lighting to enhance pedestrian safety.



Reconstructed Everybody's Road with separated pathway and street lighting

Systemic Safety Improvement Recommendations

The following systemic safety improvements and mitigation efforts are added to the Transportation Safety Plan.

Enhanced Signing and Marking

FCPC plans to apply for Tribal Transportation Program Safety Fund grants for additional signing and marking enhancements. Based on review of the recent crash data, it is recommended these be applied for on the following roadways, in order of need:

- County S (STH 55 to State Highway 32)
- County G (State Highway 55 to US 8)
- County W (State Highway 52 to US Highway 8)
- County T (State Highway 32 to County H)
- Potawatomi Trail (County W to Otter Creek Rd)
- Indian Drive (Potawatomi Trail to US 8)
- Otter Creek Road (Potawatomi Trail to US 8)
- County G (State Highway 55 to US 8)
- Bear Road (Potawatomi Trail to US 8)
- County H (STH 32 to STH 32)

Additional curve warning signing may also be erected at spot locations on township and tribal roadways that exhibit crash trends.

Appropriate signing and marking should be installed with all new or reconstructed tribal roadways.

Roadway Pavement Improvements

FCPC plans to work with its transportation partners to include additional roadway departure countermeasures as roadway pavements are repaired. The implementation of wider paved shoulders, pavement Safety Edge, and centerline and edge line rumble strips is desired for future projects along Wisconsin DOT and Forest County highways that meet the criteria to use these methods.

Paved shoulders allow for more paved area for errant vehicles to remain on the pavement, and can provide room for non-motorized travelers along the roadway. Although not as good as a separated pathway for pedestrian, bicycle or ATV use, the wider shoulder provides more space for all travelers to share the roadway where dedicated pathways are not practical.

The addition of a pavement Safety Edge allows vehicles that have veered onto the shoulder an easier way to return to the paved surface. Instead of a typical vertical pavement edge, a sloped edge is paved that allows motorists who may have veered off the pavement to correct the vehicle path more smoothly. The most common locations for vehicles to run on the shoulder are on the inside of curves. Considerable effort is required to maintain gravel shoulders in these areas. Shoulder maintenance is still necessary, but the Safety Edge can provide a benefit to travelers between shoulder maintenance cycles.

Longitudinal rumble strips are also a proven safety method to alert motorists that are deviating from the travel lane and help keep them on the roadway. These are effective day and night, in adverse weather such as fog and rain where roadway visibility is limited, and for motorists that may be driving inattentive, drowsy, or even intoxicated.

The current design standard followed by Wisconsin DOT is to use centerline rumble strips on all high-speed roadway segments with a posted speed limit of 50 mph or greater. State Highway 32 south of Laona was recently resurfaced, and center line rumble strips were added with this project. Center line rumble strips are also planned with the 2025 pavement project on US Highway 8.

Guidance for edge line rumble strips is more stringent as there are other competing users of the shoulder on many highways. Around the FCPC, shoulders may be used by non-motorized travelers using the shoulder and the introduction of rumble strips may adversely affect these travelers. The FCPC should work with the Wisconsin DOT for roadway pavement improvement projects within its community to determine when and where edge line rumble strips should be used.



State Highway 32 with paved shoulder and centerline rumble strips

For county highways, it may be possible for FCPC Roads Department to apply for Tribal Transportation Program Safety Fund grants or other tribal-related grant opportunities to assist Forest County with addition of paved shoulders, Safety Edge, and rumble strips. It is prudent to continue to coordinate with the Forest County Highway Department on upcoming paving projects. Any county highway that traverses the FCPC would benefit with these enhancements. The highways that have the greatest road departure crashes to target with these improvements include, in order of need:

- County S
- County H
- County C
- County W
- County G

Winter Roadway Safety

Over the past 5 years, snow- or ice-covered roadways were indicated in 38% of all non-animal crashes around the FCPC. The percentage of snow- or ice- covered roadway crashes on the state-maintained highways was 27%, while on the county highways was 44%, and the local road system 54%. This difference in the percent of crashes correlates with the winter roadway maintenance practices currently in place for these different entities.

The Wisconsin DOT follows the Highway Maintenance Manual (HMM) for plowing US Highway 8 and State Highway 32. These highways generally receive 18-hour coverage during winter storm events. Driving lanes are to be plowed to keep the snow from packing on these lanes and salt is regularly used. Sand is only to be used in extremely low temperatures and only on roadways with speed limits of 45 mph or less. During normal storms bare/dry pavement is to be achieved after cleanup of the storm.

Forest County Highway Department typically uses a salt-sand mixture on its highways. This results in roadways that do not achieve bare/dry pavement. County highways may be snow covered much of the winter months. The same is true for neighboring township and FCPC maintained roads.

It is recommended to improve winter driving conditions on community roadways. To make roadways safer for all users, the FCPC Roads Department plans to increase salt and salt brine use. Since 2019 FCPC

Roads Department uses salt brine at intersections, hills, and curves. The Department could consider applying brine on all primary tribal roads in advance of winter storms, and to consider the use of salt in place of sand/salt on all its paved roadways under its control. The targeted level of effort would be to have bare/dry wheel paths at the end of storms.

It is also recommended to work with Forest County Highway Department and the Town of Lincoln to increase the level of effort of snow clearing for its roads within the FCPC. For consistency, the targeted level of effort would be to have bare/dry wheel paths at the end of winter storm cleanup.

Deer Crash Avoidance

Reported deer crashes were 53% of all traffic crashes around the Community roadways. Roadside mowing is one of the few roadside maintenance mitigation methods that can be used in reducing vehicle-deer crashes along 2-lane roadways. Except for limited access highways, there is no effective way to fence animals from entering the highway.

Roadside maintenance practices at the time of this plan update are that only one primary mowing occurs on an annual basis along the state highways. Shoulder mowing is conducted in July along Highway 32 and US Highway 8. Forest County also follows a similar maintenance for the county roads. Safety mowing at intersections is only allowed where vegetation creates sight distance constraints.

The FCPC and local partners have expressed concern that additional roadside mowing could help reduce the likelihood of animal-vehicle crashes. Additional mowing could be targeted at spot highway segments that show historically greater incidences of vehicle-deer crashes. These locations were identified as part of the crash analysis. An additional mowing pass outside of the ditch bottom would give motorists added time to notice animals entering the roadway to provide a better chance to avoid a collision.

Impaired Driving

Severe injury crashes that result from alcohol and drug impaired motorists continues to be a concern. It is recommended to tap into additional resources available by the Wisconsin DOT “Zero In Wisconsin” campaign to assist with additional media resources. These could be in the form of pamphlets or posters displayed at governmental buildings, video links made available directly from the FCPC website, and hosting educational sessions that could be integrated into other community events.

FCPC Bicycle & Pedestrian Plan

Several priority projects are referenced as part of the current *FCPC Bicycle & Pedestrian Plan*. While all of these projects are part of a comprehensive system to better connect the FCP community, from a safety emphasis, the most critical projects will minimize the likelihood of serious injury or fatal pedestrian and bicyclist crashes. This includes projects that create separated trails or walkways along roadways with substantial traffic volumes and/or high speeds, and those that support highly visible, delineated crossings of the highway. Recommended safety projects include:

- All Pathway to Wellness phases along US Highway 8
- Grade separated trail crossing(s) of US Highway 8 in Stone Lake
- Pedestrian crossings of Highway 32 in Carter
- Off-road pedestrian walkways on all primary tribal roadways (around Stone Lake Government Center)
- Off-road connections that minimize pedestrians from using the shoulder of high-speed roadways

Crosswalk signing, marking, overhead lighting, and user-activated rectangular rapid flashing beacons (RRFBs) should be considered for all high-speed roadway crossings. These are all FHWA-supported safety countermeasures. Coordination is required with the Wisconsin DOT for crossing state highway facilities.

FCPC ATV Trail Plan

Several trail improvement projects are referenced in the *FCPC ATV Trail Plan*. These projects outline the highest priority projects to increase overall trail system connectivity. The most critical projects in terms of safety will minimize the likelihood of severe injury or fatal crashes of ATVs with highway traffic. This includes projects that create separated trails rather than routes that share the roadway, and those that support highly visible, delineated crossings of the highway when at grade crossings are unavoidable. Recommended safety projects include:

- Grade separated trail crossing of US Highway 8 in Stone Lake
- Trails that lead to the US Highway 8 separated crossing to minimize highway at-grade crossings
- Off-road connections to access other trails that minimize ATVs from using the shoulder of high-speed roadways

Additional emphasis is recommended to educate ATV/UTV riders to use designated trails when traveling near the community centers, and when crossing major roadways.

Additional Spot Safety Improvement Projects

Fire Keeper Road & US Highway 8

The intersection of Fire Keeper Road with US Highway 8 has existing safety and capacity issues. As the primary roadway to the FCPC Government Center, this intersection sees peak hour traffic issues at the end of each workday. The large majority of employees of FCPC travel to and from the west. This creates backups along Fire Keeper Road at the end of every workday.

Although no extensive crash history exists at the intersection, proactive improvements should be considered to provide improved operations during peak hours, and to minimize potential of severe crashes. This will become more important as further commercial development occurs around the new Community Center.

One concept to improve safety and operations may be to provide a channelized right turn lane and possible merge lane for Fire Keeper Road onto US Highway 8. A westbound offset right turn lane may also allow improved sight distance for left turning vehicles from Fire Keeper Road onto US Highway 8. It is recommended to explore options at this intersection that could be implemented before or with the planned US Highway 8 project.

Separated Vehicle Crossing of US Highway 8

The Wisconsin DOT has plans for a pavement rehabilitation project along US Highway 8 between Crandon and Laona in 2025. As part of this project, the segment of highway from Fire Keeper Road to Kwe Da Kik Ln will be reconstructed along with a culvert underpass to accommodate pedestrian/bicycle, and ATV/UTV crossing of the highway. This crossing is a long-awaited safety improvement for non-motorized travel across the barrier that US Highway 8 is through the community.

A separated vehicle bridge over US Highway 8 may also be desired. It could provide another way to connect the FCP community without interacting with the high-speed highway traffic. It would allow for both passenger vehicles, trucks, as well as non-motorized travelers. As government facilities and commercial services continue to develop in Stone Lake the number of trips in and out of the area will grow substantially. A way to better serve the residents of the area could be through a grade separated crossing.

However, a few major design challenges exist, including the existing topography and establishing where this bridge would be located. The most logical location today appears to be at Young's Lane, but would require relocation of the health center parking lot and likely relocation of the first few homes along Young's Lane. The structure would become the maintenance responsibility of FCPC. Costs to construct an overpass and roadway approaches may be too great for the benefit it could provide. Further study is required to evaluate a grade separated concept.

Other Safety Emphasis Updates

Project Coordination with Transportation Partners

It is important that the transportation partners surrounding FCPC coordinate roadway projects and maintenance efforts. When Wisconsin DOT, Forest County Highway, or neighboring townships are planning roadway construction and paving projects it is imperative that FCPC staff participate in local officials' meetings and public involvement meetings. These are prime opportunities for tribal officials and staff to voice their opinions and concerns for roadways within the community.

It is also recommended that FCPC staff help monitor roadways under construction, to provide another viewpoint on safety from the aspect of the tribal road user. Construction activities may not incorporate the distinct needs of tribal members, with non-motorized travel and ATV/UTV use when projects are adjacent to tribal lands. This effort may include review of traffic control setup and potential hazards to help ensure a safe work zone for all users. FCPC can also assist with meetings with the public, including a Tribal Outreach Meeting prior to bid and a Tribal Coordination Meeting held by the contractor. Staff should participate in the preconstruction meeting and weekly meetings through construction.

Emergency Response

One non-engineering emphasis that was discussed at the Local Officials Meeting was improving emergency response. This includes the time to respond to an emergency, be it a motor vehicle crash or a health emergency at a government building or tribal residence.

Tribal roads commonly have a tribal name as well as an English name. This can be confusing for emergency responders that are not familiar with both. Emergency dispatch may reference one name or another. They also may mispronounce names, which intensifies miscommunication in a time when every second counts.

Recommendations to create a more consistent and timely response by EMS include:

- Coordinate with Forest County Emergency Management with road naming to be consistent, including street name suffix (road, lane, etc.)
- Provide listing of spelling and pronunciation for Tribal names to EMS providers
- Work with Forest County Sheriff and Emergency Management on placement of additional cellular towers, to increase cell phone coverage throughout the FCPC lands

Alternative communications methods could also be considered to assist with emergency response, especially along tribal roads and remote gathering locations. It is noted that FCPC has radio repeaters on its water towers in Blackwell and Stone Lake. This allows communications via handheld radio throughout the community. Emergency radios could be made available at a few of the most used tribal locations to provide communications. The radio could be housed in an "in case of emergency" cabinet. Specific procedures would need to be developed to deter vandalization or improper use.

Private Tribal Roads

Approximately 2 dozen private tribal roads exist throughout tribal owned parcels. Most of these are 12-foot-wide gravel access roads. Many were initially constructed as logging roads or to access natural resources such as a lake or river. More heavily used roads include access to Devils Lake boat landing and campground at Cloud Lake. Cell phone coverage is spotty on many of these routes.

It is important that these roads are maintained for emergency services access. Even though these roads are private roads, street name signs should continue to be placed at intersections with Town and County roads to assist emergency responders. Ensure updates to private tribal roads are provided to Forest

County Emergency dispatch. These spot locations could be good candidates for the emergency handheld radios.

Travel Outside of Forest County

The TSP focuses on roadway and trail safety within Forest County. It does not include travel outside of the community. It also does not include travel by other means, such as by water or air. It is noted that FCPC Executive Council, government staff, and Tribal Elders often travel from Crandon to Milwaukee. This plan does not specifically address safety when traveling outside of the community. It is recommended that further analysis of passenger vehicle travel compared to air travel be done to determine safety concerns as well as differences in cost and time of travel.

Moving Forward

The Transportation Safety Plan and this update provides a framework to reduce all roadway crashes, with specific emphasis on fatal and severe injury crashes. Regular plan updates are required to measure plan success. Plan success will include the following:

1- Obtaining funding for systemic and spot safety improvements along FCPC roadways.
2- Completion of infrastructure projects within a timely manner.
3- Comparison of crashes before and after specific safety improvements. For example, for the signing and marking improvements made for CTH H and CTH C, once enough time has occurred and new crash data is available, a before and after comparison of crash data can be made to measure the improvement effectiveness.
4- Comparison of crashes before and after educational campaigns. These relate to crashes that involve impaired driving, texting, and other inattentive behaviors while driving, and unbelted drivers or passengers. Measuring success of these would include a reduction in alcohol flagged crashes, and roadway departure crashes systemwide.

For plan transparency the Transportation Safety Plan and this update will be made available on the Forest County Potawatomi website at https://members.fcpotawatomi.com/

TSP Update Attachments

GIS Crash Maps

Statewide Tribal Transportation Plan Recommendations for FCPC

Pedestrian & Bicycle Plan Project Recommendations

ATV Plan Project Recommendations

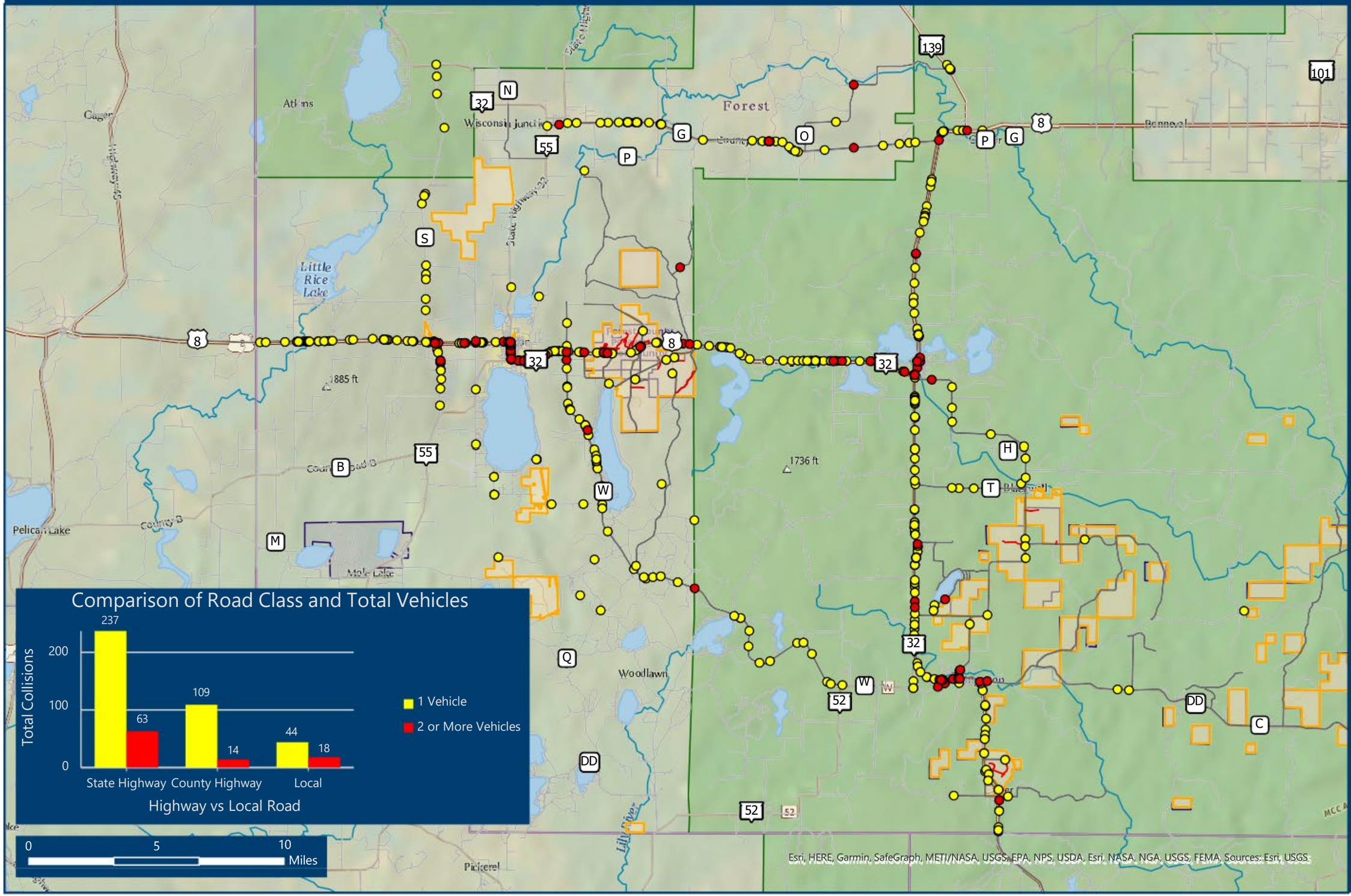
Local Officials Meeting Minutes

Public Involvement Meeting Attendance

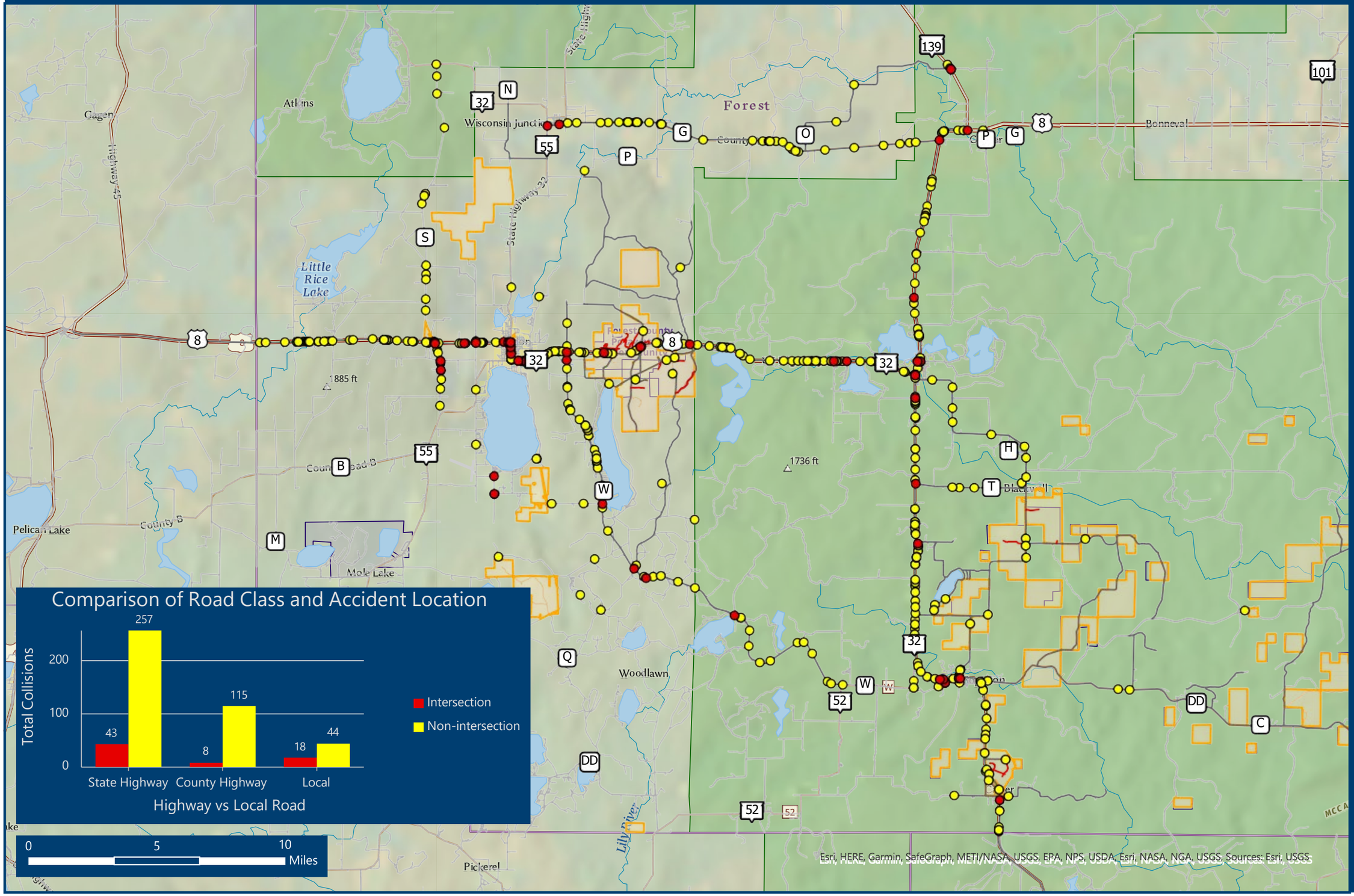
Public Survey Result

GIS Crash Maps

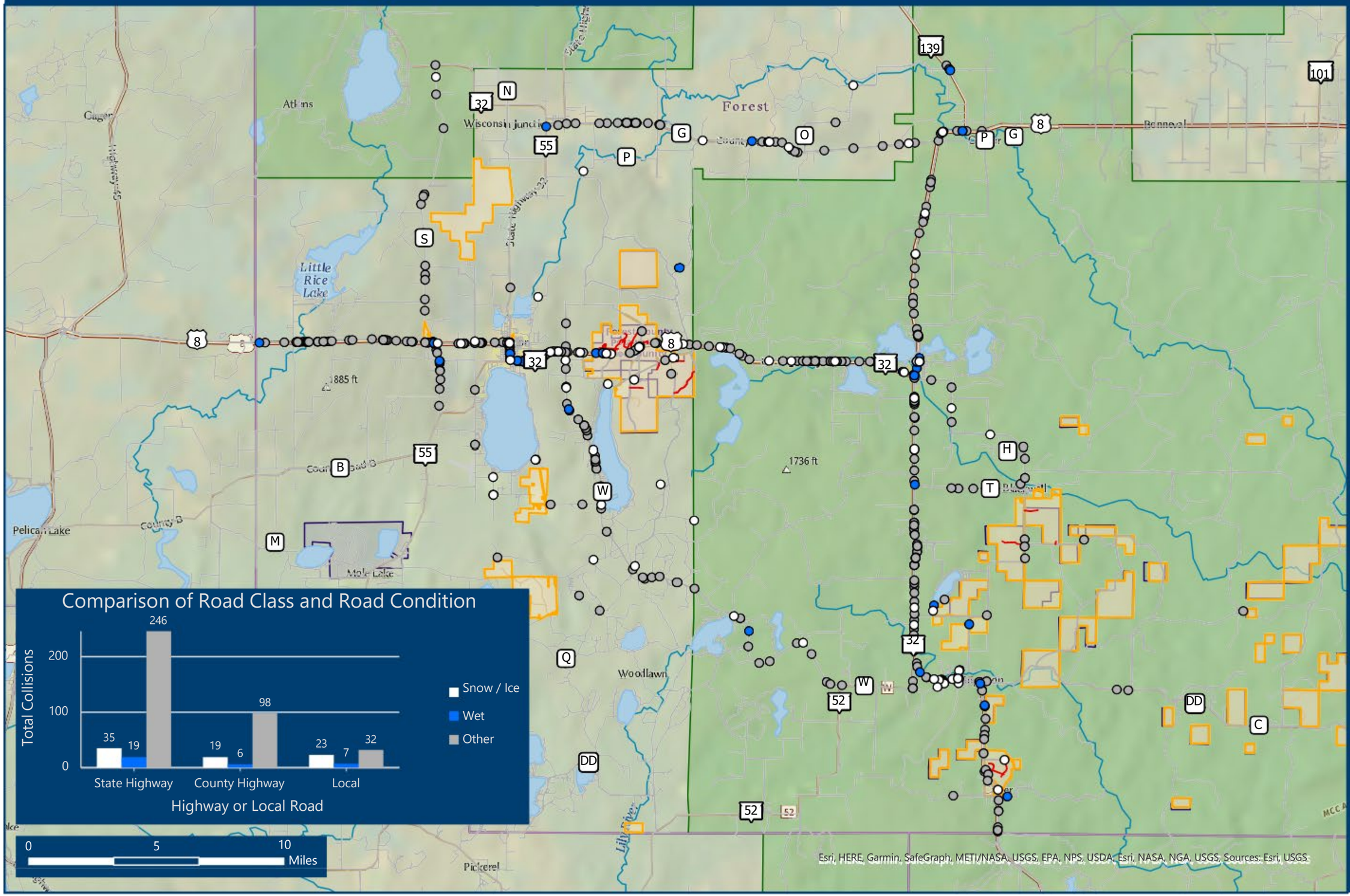
Forest County Potawatomi Tribal Safety Plan - *Total Vehicles Involved in Collision*



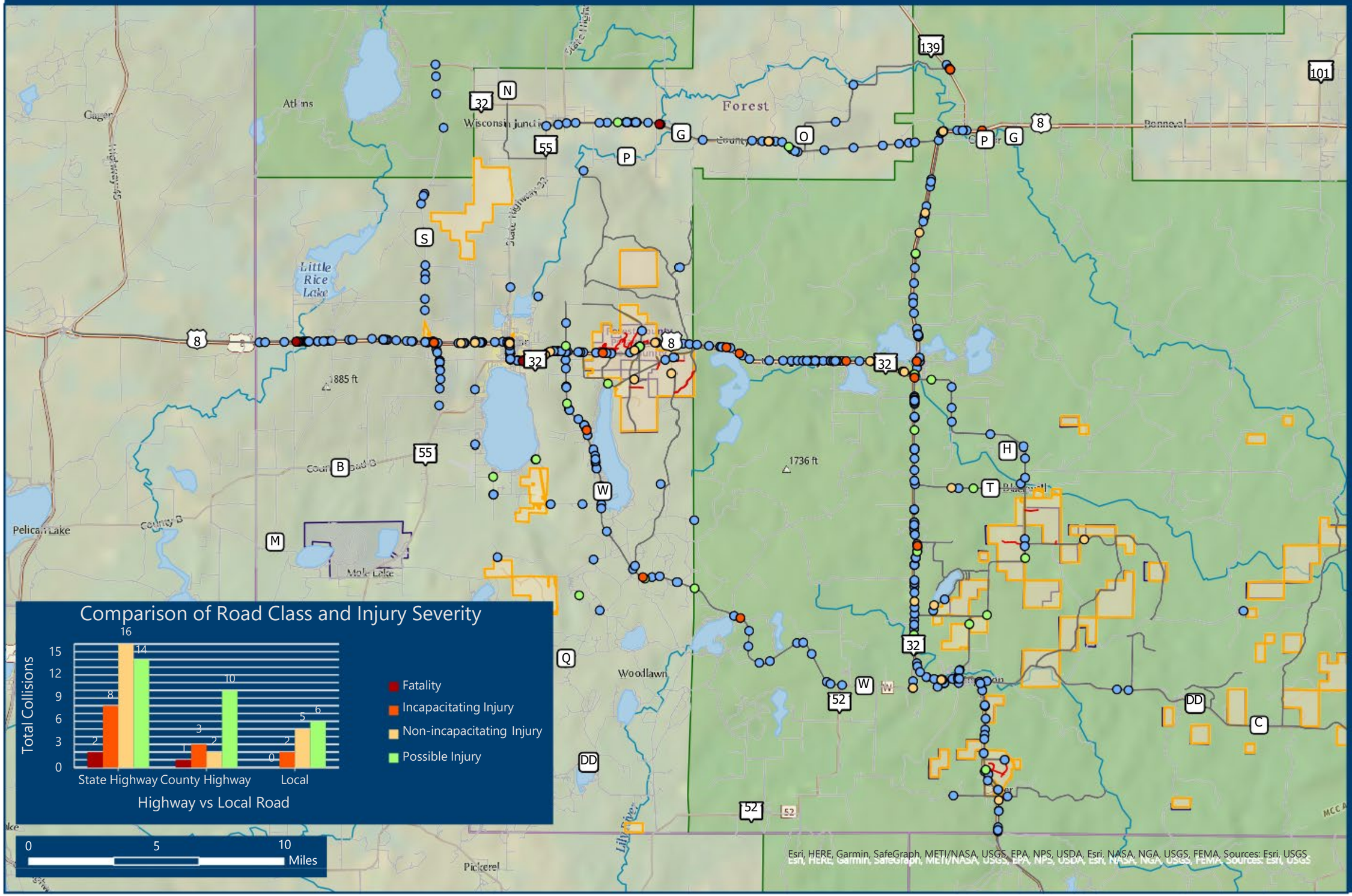
Forest County Potawatomi Tribal Safety Plan - *Collision Locations*



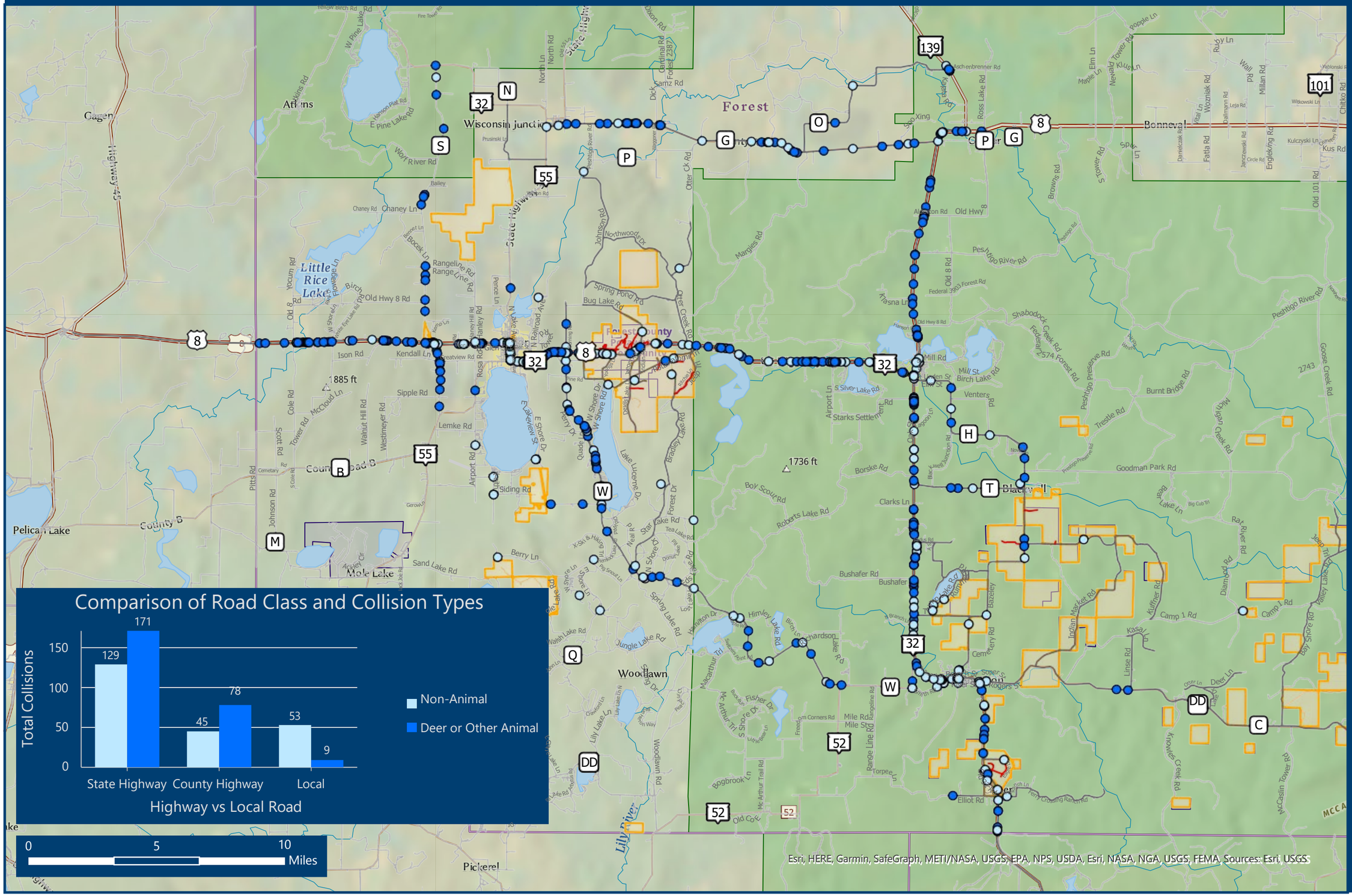
Forest County Potawatomi Tribal Safety Plan - *Road Condition*



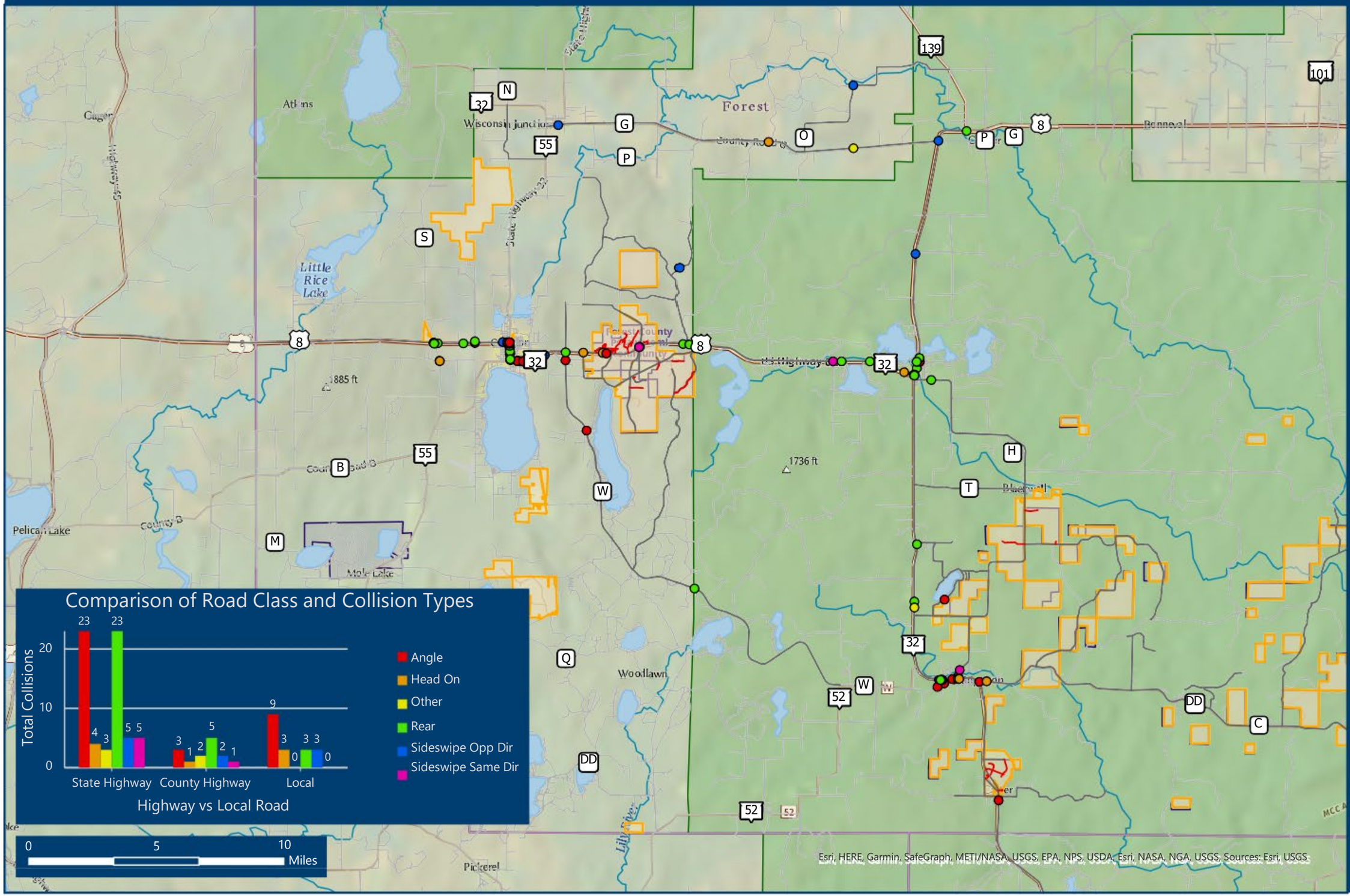
Forest County Potawatomi Tribal Safety Plan - *Property Damage vs Injury*



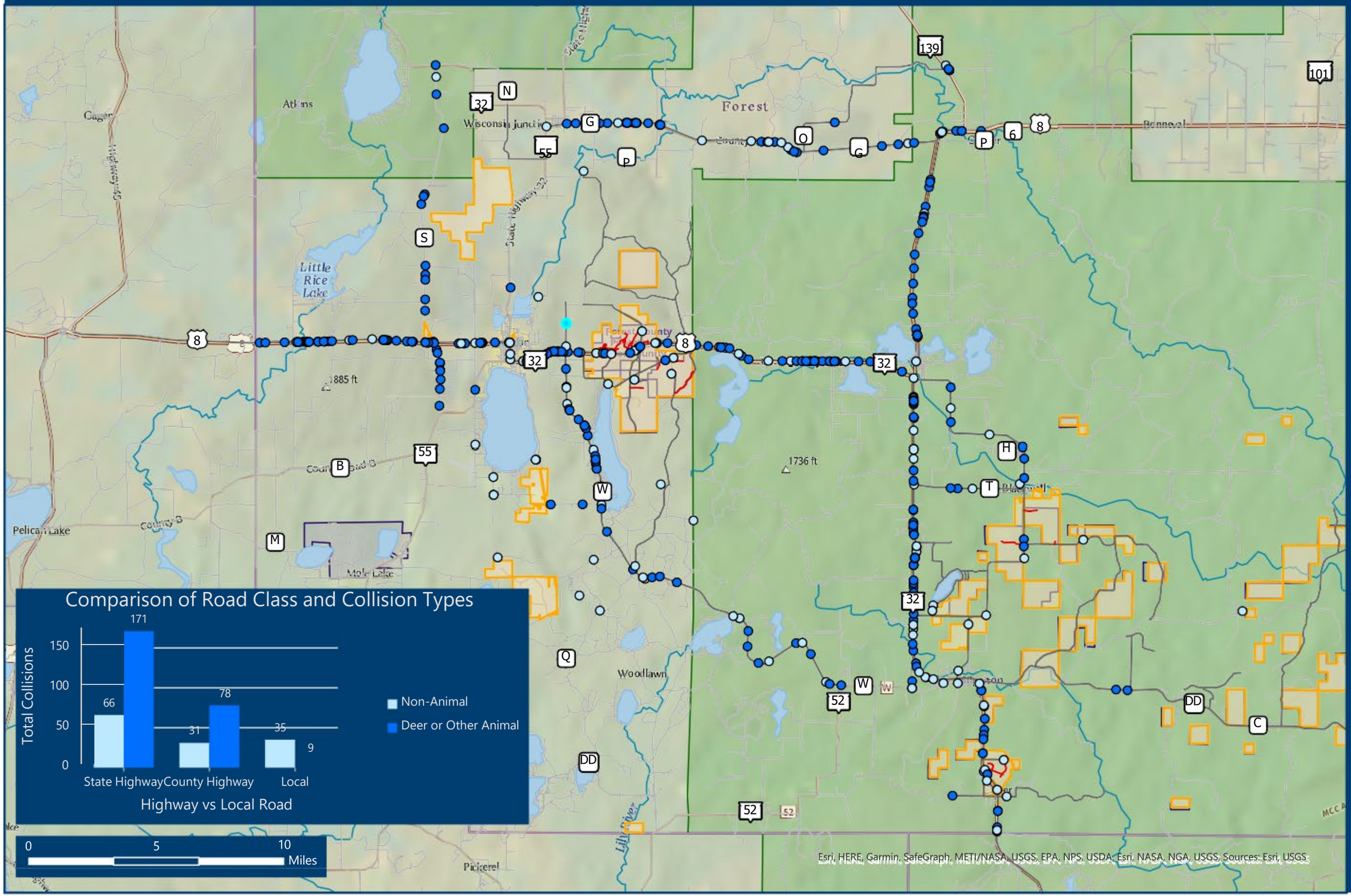
Forest County Potawatomi Tribal Safety Plan - *Collision Type*



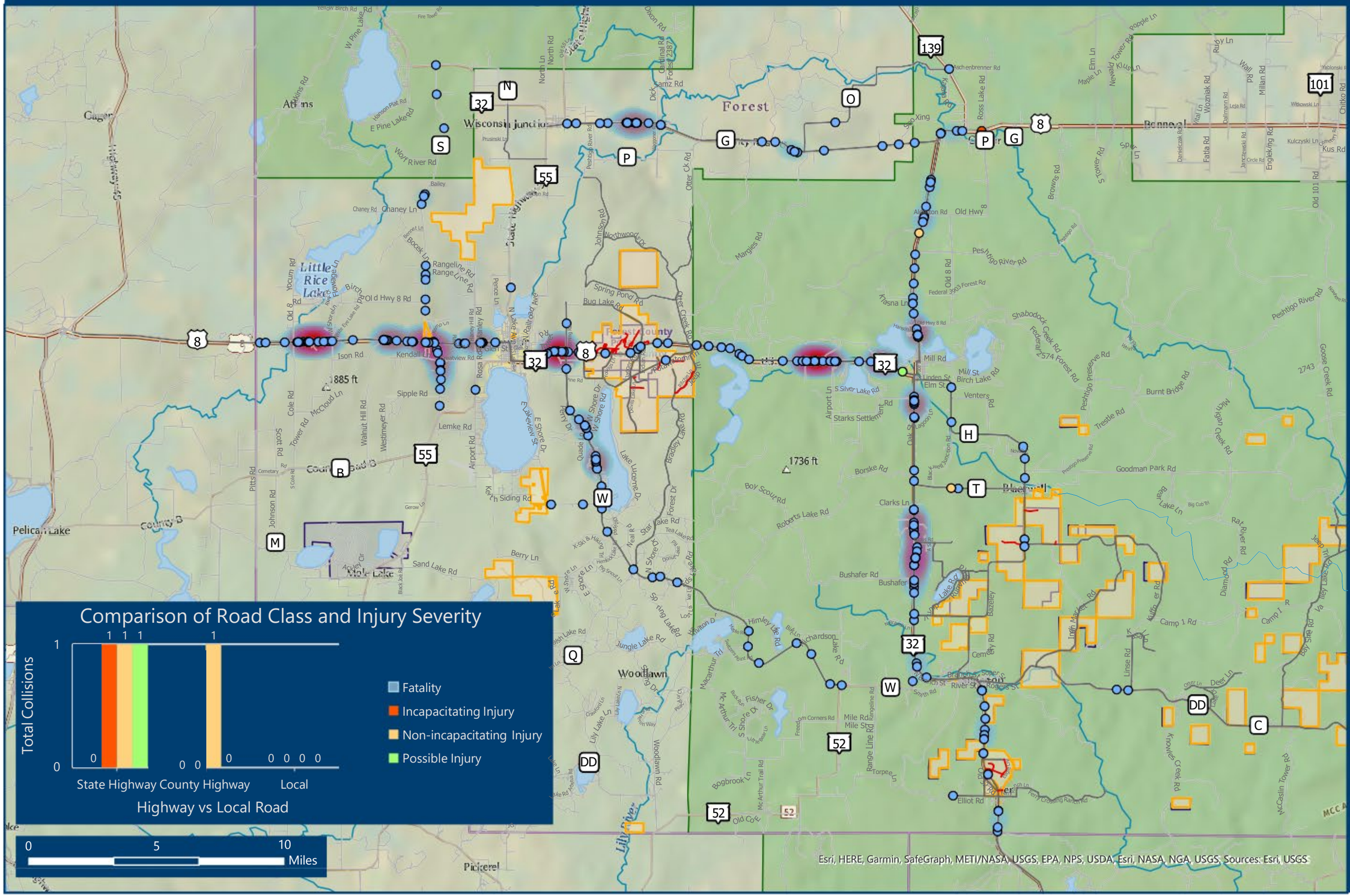
Forest County Potawatomi Tribal Safety Plan - *Multi-Vehicle by Manner of Collision*



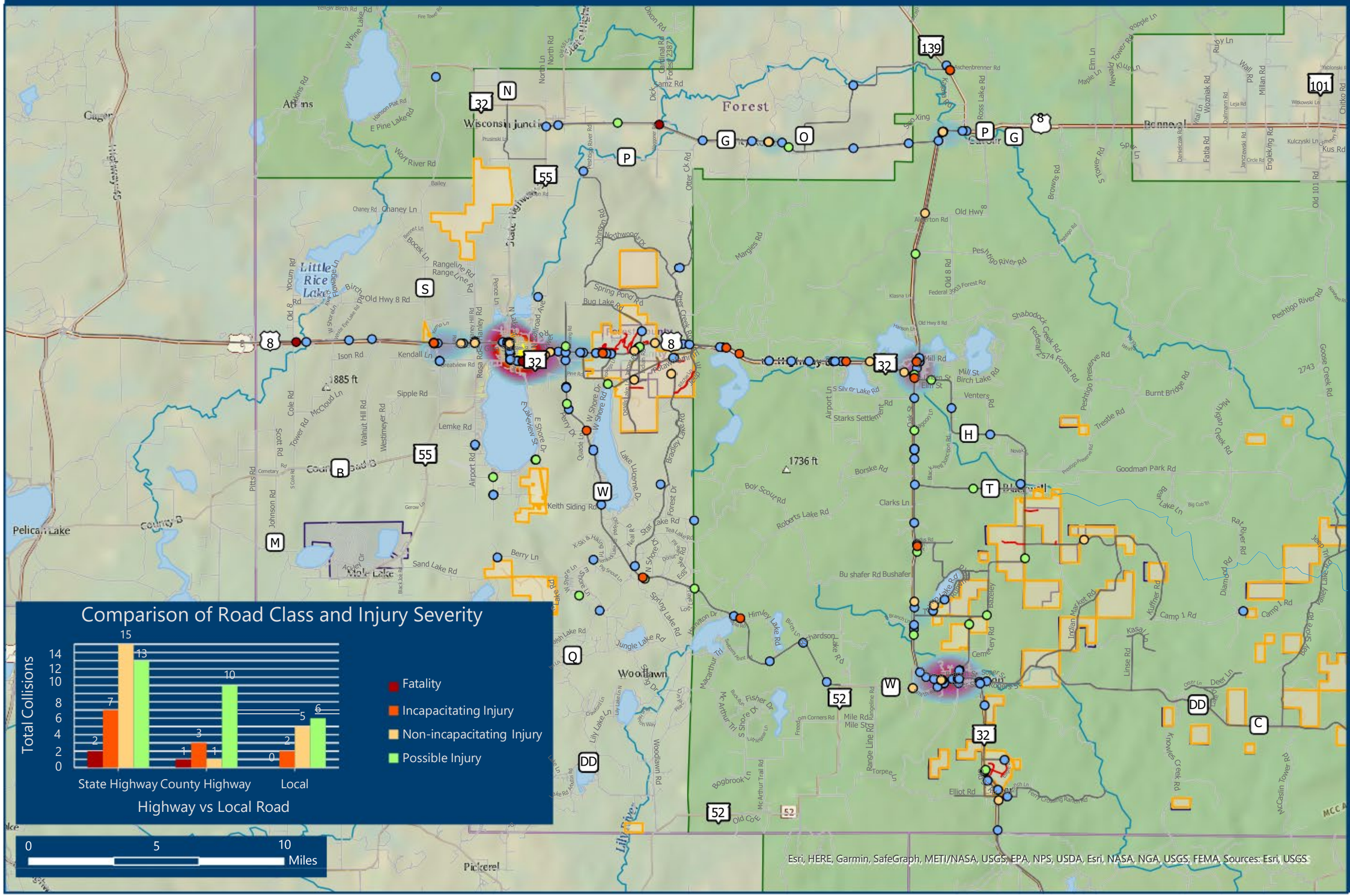
Forest County Potawatomi Tribal Safety Plan - *Single Vehicle Collisions*



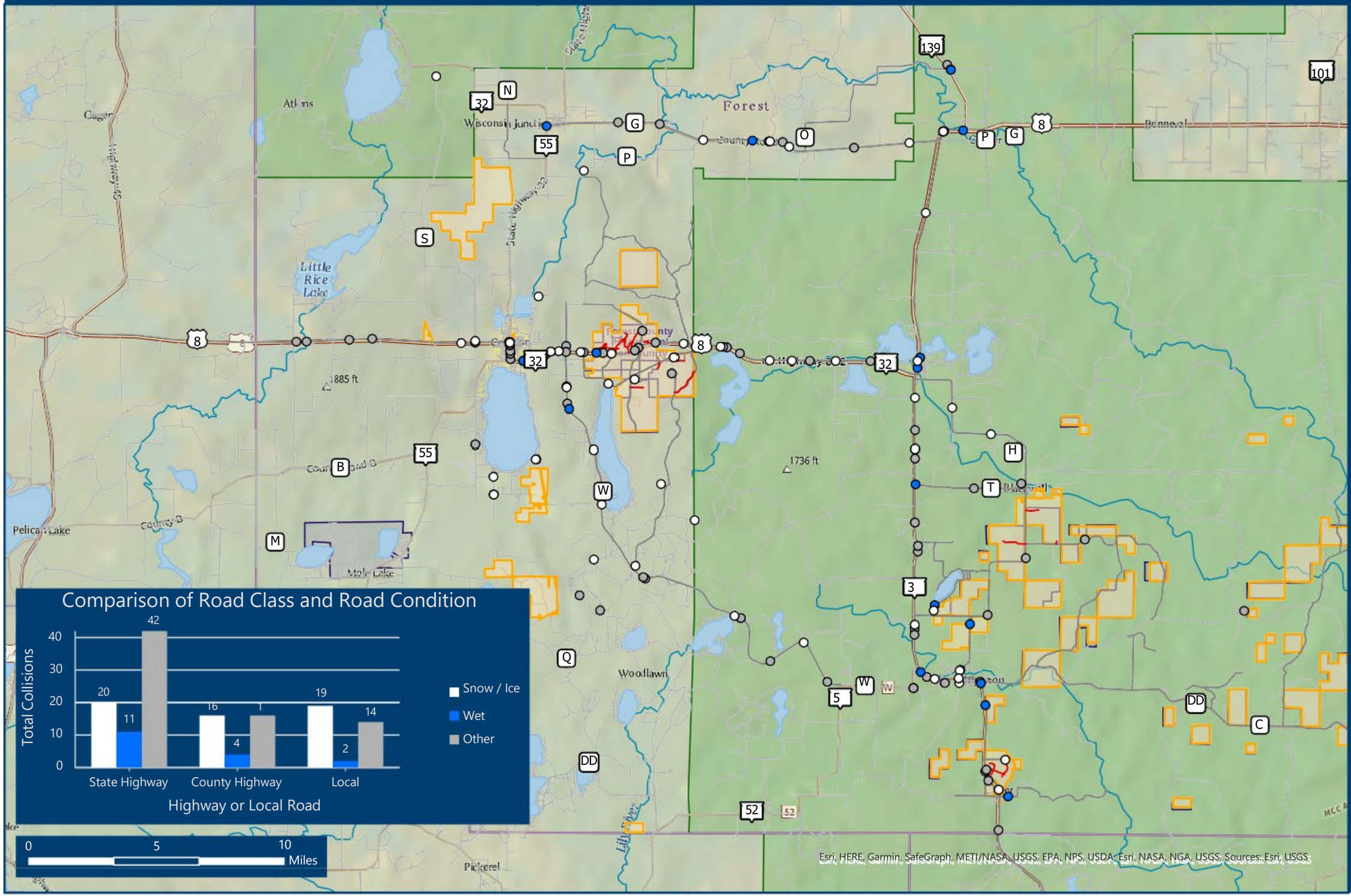
Forest County Potawatomi Tribal Safety Plan - *Property Damage vs Injury (Animal)*



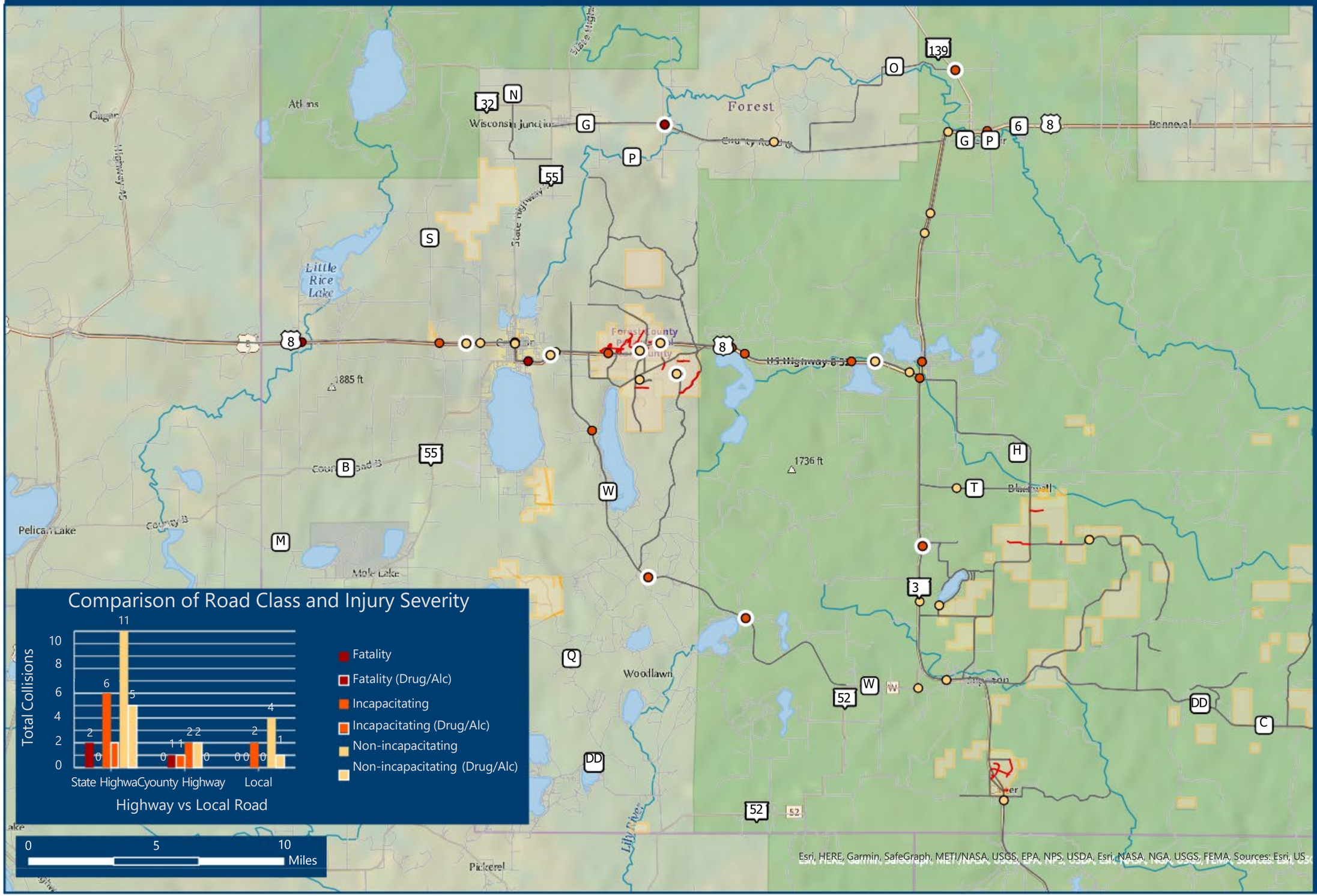
Forest County Potawatomi Tribal Safety Plan - *Property Damage vs Injury (Non-Animal)*



Forest County Potawatomi Tribal Safety Plan - *Road Condition (Non-Animal)*



Forest County Potawatomi Tribal Safety Plan - *Collision Severity with Drugs and Alcohol*



Statewide Tribal Transportation Plan Recommendations for FCPC

6.0 Forest County Potawatomi Community of Wisconsin

The Forest County Potawatomi Community encompasses approximately 20 square miles in scattered areas throughout the state of Wisconsin. The main areas of Tribal land are in southern Forest County and northern Oconto County. Most of the land is undeveloped. The three main developed areas include Stone Lake, Carter, and Blackwell. Stone Lake is located along US 8 east of Crandon, and contains the Tribal government offices, a health and wellness center, and cultural center and museum. Carter is located along WIS 32 south of Wabeno and contains a casino and gas station/convenience store. Blackwell is located near the County H/County T intersection southeast of Laona, and primarily contains housing. The majority of Tribal roadways are rural two-lane roadways. US 8/WIS 32 is the main roadway through the reservation.

Data Summary

A Transportation Safety Plan was completed for the Tribe in July 2016. The plan used 2013 crash data; the data was for all of Forest County, and not just Tribal roadways. Detail was not provided on crash types or locations. The report noted that 21% of crashes were injury crashes, and 1% of crashes were fatal crashes.

Additional crash data from the years 2007 through 2014 is available. Typically, WisDOT analyzes the most recent 5 years of crash data; crash data from 2010 through 2014 was used in this report. During that time period, there were 191 crashes on the roadways on or adjacent to Tribal lands. Of those crashes, 44 (23%) resulted in at least one injury, while another 3 crashes (2%) resulted in a fatality.

As seen with other Tribes, the majority of crashes (74%) were single vehicle crashes, where the vehicle left the roadway and either struck a fixed object or overturned. Most of the crashes (66%) occurred during daylight hours. The highest number of crashes occurred during the winter months, from November through January, with another peak seen in July.

Locations with a higher number of crashes during the five-year period evaluated include the Bear Road/US 8 intersection, the Kwe Da Kik Lane/US 8 intersection, and the Potawatomi Trail/US 8 intersection.

Existing Efforts/Projects

The following is a summary of recent Tribal safety efforts or planned projects:

- The Tribe completed an individual Transportation Safety Plan in July 2016
- The Tribe received funding to improve the intersection of Kwe Da Kik Lane and US 8. This project will be combined with a future WisDOT project along US 8. See Emphasis Area 1 below for more information on potential improvements at this intersection.
- The Tribe has applied for funding for a pedestrian trail project and pedestrian underpass of US 8.

Emphasis Areas

Emphasis Area 1: Improve intersection safety

- There are sight distance and intersection angle concerns at the Firekeeper Drive, Kwe da kik Lane, Young's Lane, Indian Drive, and Bug Lake Road intersections along US 8
- The intersection of US 8/Firekeeper Drive is congested and unsafe during peak times
- Indian Drive and Bug Lake Road are poorly aligned

Goals/Strategies for Emphasis Area 1:

- Grade and clear sight triangles to improve sight distance
- Improve Firekeeper Drive intersection by lengthening right turn lanes; provide for more of a free flow right turn onto US 8; realign Young's Lane to create 4-leg intersection with Firekeeper Drive (see Appendix B, Page B-1 for a layout of potential improvements at this intersection)
- Realign Kwe Da Kik Lane and Indian Drive to a 4-leg intersection with US 8; realign Bug Lake Road to intersect new Kwe Da Kik Lane alignment north of US 8 (see Appendix B, page B-2 for a possible layout for this realignment)

Emphasis Area 2: Improve walking/biking/ATV trails

- Currently not any accommodations for pedestrians and bikes other than US 8 shoulder; development of recreation center on Mish Ko Swen Drive will likely increase pedestrian/bike numbers
- There are no pedestrian accommodations in the Carter or Blackwell areas
- Pedestrians and bicycles need to be separated from roadways throughout the Tribal lands
- No marked ATV crossings along US 8
- ATV trails are mostly informal trails

Goals/Strategies for Emphasis Area 2:

- Add multi-use path along north side of US 8 from Crandon to Otter Creek Road (see Appendix B, page B-3 for a possible multi-use path route and typical section)
- Add pedestrian accommodations to connect Tribal members to each other and to Tribal facilities, including along Mish Ko Swen Drive.
- Address lack of pedestrian/bicycle accommodations along WIS 32 in Carter and County H in Blackwell.
- Add pedestrian underpass of US 8 just west of Kwe da kik Lane to provide grade separated crossing.
- Improve informal ATV trails and maintain trails after improvement see Appendix B, page B-4 for a trail crossing detail and improved trail typical section); follow guidance from Wisconsin Department of Natural Resources document *So You Want to Build an ATV Trail: A Practical Guide for Evaluating Potential for Trail Grant Sponsors* for trail construction
- Provide marked ATV crossing locations on US 8 (see Appendix B, page B-4 for a trail crossing detail)

Emphasis Area 3: Improve local road network

- There are currently several dead end roads with no outlet that have limited access for emergency services and residents to the housing area north of Mish Ko Swen Drive
- Limited local roadway connections in areas with potential for future development
- There are worn or missing signs throughout the Tribal lands

Goals/Strategies for Emphasis Area 3:

- Connect Kwe Da Kik Lane and Wej Mo Gek Court to provide better access to housing area; also provide connection to Bug Lake Road (see Appendix B, page B-5 for a possible layout for this roadway connection)
- Provide additional local roadway connections in Blackwell, Carter, and Crandon areas as development warrants
- Replace worn or missing signs

Emphasis Area 4: Reduce run off the road crashes

- The majority of crashes on Tribal roadways are single vehicle, run off the road crashes

Goals/Strategies for Emphasis Area 4:

- Utilize upcoming WisDOT project to evaluate deficiencies along US 8, including substandard horizontal or vertical alignments, steep fore slopes and lack of cable/beam guard
- Improve pavement markings; replace worn or missing markings
- Add center and/or edge line rumble strips
- Delineate curves along County C and County H with advance signs and chevrons (see Appendix B, pages B-6 to B-22 for signing plans for the curves along County C and County H)
- Evaluate the need for guardrail along County H
- Increase shoulder widths/add paved shoulders

Emphasis Area 5: Emergency services

- There are limited routes/access for emergency services
- Emergency services can have a hard time finding locations
- There is a lack of safety data for the Tribe

Goals/Strategies for Emphasis Area 5:

- Improve local road network and provide additional accesses; see Emphasis Area 3 for additional details
- Improve signing to assist EMS response
- Improve collection of safety data and maintain data in easily accessible manner

Emphasis Area 6: Increase safety awareness

- Using educational outreach campaigns and enforcement campaigns provides opportunities to increase safety awareness among Tribal members

Goals/Strategies for Emphasis Area 6:

- Run educational campaigns on safety issues such as seat belt usage and impaired driving

In addition to the six main emphasis areas discussed above, some general strategies were identified to increase safety on the Tribal transportation network:

- Expanded clear zones to increase sight distance and allow more room for vehicle recovery
- Add additional way finding signs for Tribal buildings and facilities
- Add dual language signs on non US/State roadways

The potential improvement strategies and emphasis areas were prioritized by the Tribal working group. There were four priority groupings identified, based on importance to the Tribe. Each of the priority groupings contains strategies to address one or more of the emphasis areas discussed above. A prioritization matrix was developed to identify the following for each priority grouping:

- Emphasis areas/potential strategies
- Who is responsible for implementing the strategies – responsibility for implementing any improvement strategies will generally fall on the Tribe; improvements that extend off of Tribal lands will require cooperation with the government entity having jurisdiction over the roadway outside of Tribal lands
- Timeframes for implementing the strategies – an approximate schedule for implementing the strategies is identified; exact timeframes will depend on the availability of funding to the Tribe
- Estimated costs for implementing the strategies – improvement strategies are categorized as low, reasonable, moderate, or high cost
- Potential funding sources – potential sources of funding are identified; these include funding from both Federal and State sources; other sources of funding may be available for the strategies, especially the educational outreach strategies

A copy of the prioritization matrix is included as Table 6.

Table 6: Forest County Potawatomi Community Prioritization Matrix

Priority	Emphasis Area/Strategies	Who?	When?	Cost?	Potential Funding Sources
1	Emphasis Area: Improve intersection safety				
	Improve Firekeeper Drive	Tribe	2018-2025	$$$ - $$$$	TTSP; HSIP*
	Realign Kwe Da Kik Lane/Indian Drive/Bug Lake Road	Tribe	2018-2025	$$$$	Funding available; combined with WisDOT US 8 project
	Emphasis Area: Improve walking/biking/ATV trails				
	Add designated bike/walking trails along US 8	Tribe/WisDOT	2018-2030	$$$ - $$$$	RTP; TAP
	Add pedestrian accommodations along Mish Ko Swen Drive and other locations near Tribal facilities	Tribe	2018-2025	$$ - $$$	RTP; TAP
2	Emphasis Area: Improve intersection safety				
	Improve sight distance/intersection angles along US 8	WisDOT/Tribe	2025-2030	$$$ - $$$$	TTSP; HRRRP; HSIP*
	Emphasis Area: Improve local road network				
	Connect Kwe Da Kik Lane and Wej Mo Gek Court; connect to Bug Lake Road	Tribe	2025-2030	$$$$	TTSP
	Emphasis Area: Reduce run off the road crashes				
	Delineate curves (County H and others)	County/Tribe	2018-2025	$ - $$	HRRRP; TTSP
	Evaluate need for guard rail along County H	County/Tribe	2018-2025	$$	HRRRP; TTSP
	Emphasis Area: Improve walking/biking/ATV trails				
	Provide connection to trail in Crandon	Tribe	2025-2030	$$$ - $$$$	RTP
	Provide safer ATV crossings along US 8	WisDOT/Tribe	2018-2025	$$ - $$$	TTSP
	Emphasis Area: Emergency services				
	Improve/increase access routes for EMS	Tribe	2018-2025	$$$$	TTSP
3	Emphasis Area: Reduce run off the road crashes				
	Improve pavement markings; replace worn or missing markings	Tribe/County/Town	ongoing	$$	HRRRP
	Add center and/or edge line rumble strips	Tribe/County/Town	ongoing	$ - $$$	HRRRP
	Increase shoulder widths	WisDOT/County/Tribe	ongoing	$$$	HRRRP
	Emphasis Area: Improve walking/biking/ATV trails				
	Improve informal trails	Tribe	ongoing	$$$ - $$$$	RTP
	Emphasis Area: Emergency services				
	Improve signing to assist EMS response	Tribe	ongoing	$	
	Emphasis Area: Increase safety awareness				
	Educational campaigns: Seat belt usage Impaired driving	Tribe	ongoing	$	BOTS, IHSP
	Emphasis Area: General				
	Expand clear zones	WisDOT/County/Tribe	ongoing	$ - $$	HRRRP
	Wayfinding signs for Tribal buildings/facilities	Tribe	ongoing	$	
4	Emphasis Area: Improve local road network				
	Provide additional roadway connections in Blackwell, Carter and Crandon areas as	Tribe	2025+	$$$$	TTSP
	Emphasis Area: Emergency services				
	Improve safety data	Tribe	ongoing	$$	
	Emphasis Area: General				
	Dual language signs on non-US/State roads	Tribe	ongoing	$	

Implementation Costs

$ = low cost (less than $2,000 per location or mile)

$$ = reasonable cost (less than $10,000 per location or mile)

$$$ = moderate cost (between $10,000 and $75,000 per location or mile)

$$$$ = high cost (more than $75,000 per location or mile)

Potential Fuding Sources:

TTSP Funds = Tribal Transportation Safety Program Funds (FHWA)

HSIP - Highway Safety Improvement Program (*must meet crash criteria)

RTP = Recreation Trail Program (Wisconsin DNR)

TAP = Transportation Alternatives Program (WisDOT)

IHSP = Indian Highway Safety Program

HRRRP = High Risk Rural Roads Program (administered by Wisconsin as part of HSIP funding)

BOTS = Bureau of Transportation Safety grants (WisDOT)

Pedestrian & Bicycle Plan Project Recommendations

PATHWAY RECOMMENDATIONS

The following pathways were identified for development as part of a Forest County Potawatomi Community walking and biking system utilizing the established Routing Criteria and the facility types and design guidance. The conceptual pathway network for the Forest County Potawatomi Community is illustrated in the following pages.

These proposed pathways are outlined around a variety of factors including:

- Route Justification
- Cultural Considerations
- Estimated Costs
- On or Off-road
- Surface Types
- Key Connections
- Suitability (of adjacent roads for bicycles and pedestrians)
- Potential Accommodations & Improvements
- Time Frame:
    - Short-term: 1-5 years
    - Mid-term: 6-10 years
    - Long-term: 10+ year

Cultural Considerations reference limitations on where construction of any walking and biking facilities can occur. Any project on Tribal lands will undergo an Environmental and Cultural Assessment by the Tribal Historic Preservation Office to determine the impacts of the project prior to obtaining approval.

Time frames identified in the plan are based on project prioritization discussion and ranking by the Plan Oversight Committee.

PATHWAY PRIORITIES

As a comprehensive system plan for the community, this FCPC Bicycle and Pedestrian Plan contains recommendations for a significant number of pathway projects to be implemented over a 20+ year plan horizon. In order to focus early implementation efforts, the projects that are the highest priority for the community are identified and ranked.

These higher priority projects have more detailed cost estimates developed to facilitate moving to construction in the short-term. Of course, the system will evolve overtime as the community grows and changes. Project priorities may change as the community does. As system build-out occurs over time, expansion to other areas/destinations can be considered.

The top priority pathway segments identified and ranked by the Plan Oversight Committee are as follows:

PRIORITY PATHWAY ESTIMATED COSTS OF CONSTRUCTION

FCPC Rank	Segment	Area	Est. Construction Cost
In progress	Pathway to Wellness Phase ` (Fire Keeper Rd to Love Knot Ln)	Stone Lake	$1,152,800
In progress	Sidewalk: Kwe da Kik Ln	Stone Lake	
1	8' Sidewalk: Mish Ko Swen Dr	Stone Lake	$185,000
2	Wis 32 Crossing (Maple Sugar Ln/ Dry Creek Ln)	Carter	$4,000 - $20,000
3	New Trail: Sugar Bush to Good Heart Ln	Carter	$95,000
4	ADA Trail connection w/ new bridge: Gather Grounds to Wee Care	Carter	$330,000
5	Wis 32 Crossing (Industrial/ Old 32 & Elliot/ Ranch)	Carter	$4,000 - $20,000
6	New Trail: Wis 32 Pathway (Maple Sugar Ln to Elliot Rd)	Carter	$336,000
7	Pathway to Wellness Phase 3 (S Prospect Avenue to Fire Keeper Rd)	Stone Lake	$1,630,000
8	New Trail: County Highway H - Phase 1 (Rat River Trail to Neighborhood Park)	Blackwell	$855,000
9	New Trail: County Highway H- Phase 2 (Neighborhood Park to Wabeno)	Blackwell	$1,620,000
10	Wis 32 Pathway (Maple Sugar Ln to Wabeno)	Wabeno	$941,000
11	Pathway to Wellness Phase 2 (Love Knot Ln to Otter Creek Rd)	Stone Lake	$1,340,000
12	Trail Extension: Jaeger Rd (Potawatomi Trail - USH 8)	Stone Lake	$400,000

Notes:

#1. Asphalt trail vs. concrete could reduce costs (estimated 3,100 LF)
#2 Cost noted ranges for four basic signs and crosswalk to more extensive Rapid Flashing Beacons (assumed solar)
#3: 10' wide asphalt trail with signage and crossings (estimated 1,250 LF)
#4 Assumes a pre-fabricated bridge (70' wide) and 10' wide asphalt trail (estimated 1,000 LF). Additional grading is anticipated based on grade changes
#5: Cost noted ranges for four basic signs and crosswalk to more extensive Rapid Flashing Beacons (assumed solar)
#6: 10' wide asphalt trail with signage and multiple crossings (estimated 3,400 LF)
#7 10' wide asphalt trail with boardwalk into Crandon
#8 Cost assumes that Spencer Creek can be crossed within the road R/W and will not require a new crossing (estimated 2.25 miles) .
#9 Cost assumes that N. Branch of Oconto River can be crossed within the road R/W and will not require a new crossing. (estimated 4.5 miles)
#10 Cost assumes that Torpee Creek can be crossed within the road R/W and will not require a new crossing (estimated 3,900 LF) .

These are general estimates, but detailed estimating should be completed when the full scope of each project is known and site survey has been completed.

The next section contains the full, detailed pathway segment recommendations by area for the FCPC Bicycle and Pedestrian system.

AREA 1: PATHWAY TO WELLNESS – CRANDON TO OTTER CREEK ROAD

Map:5

Description & Justification: Cornerstone to full FCPC bicycle and pedestrian system. The proposed facility is an off-road shared use path within the US Highway 8 right-of-way or on adjacent Tribal lands between Crandon and Otter Lake Recreation Area. Feasibility Study has been completed with a WisDOT grant awarded for Phase 1 – Firekeeper Road to Love Knot Lane and a TTPSF grant awarded for the shared use underpass within Phase 1 as well.

Cultural Considerations: THPO identified a number of areas that will need to be evaluated during the detailed design

Responsible Parties: FCPC, WisDOT , and TTPSF (and potential others with future grants)

Estimated Costs (2021 dollars)- design & construction :

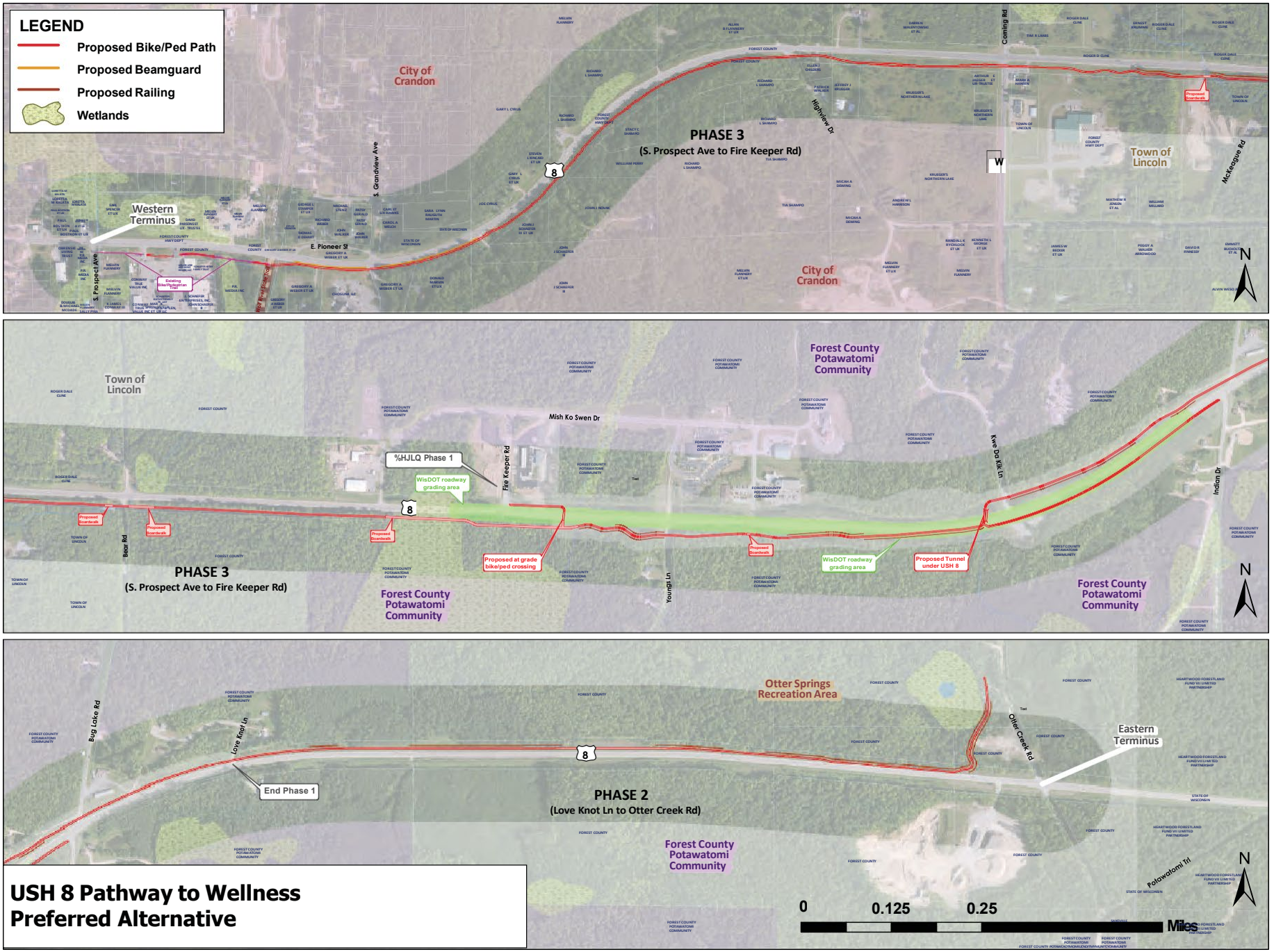
Phase 1: $1,152,800*
Phase 2: $1,340,000
Phase 3: $1,630,000

*FCPC has already secured a WisDOT grant for this phase and a TTSF grant for the underpass



Existing or Proposed?	On- / Off-Road?	Surface Types & Seasons	Key Connections	Current Suitability	Accommodations or Improvements	Time Frame
PROPOSED	Off-Road	Asphalt with Boardwalks	Crandon, Stone Lake, FCPC Campus, Wolf River Trail, Otter Lake Recreation Area	US Highway 8 – Undesirable (Currently 3-foot shoulders)	10' wide shared - use path along US Highway 8 with an at-grade crossing near Firekeeper Road and an underpass at Kwe da kik Lane	<u>Short-term</u> **Phase 1:** Firekeeper to Love Knot Lane <u>Mid-term</u> **Phase 2:** Love Knot Lane to Otter Creek Road **Phase 3:** Crandon to Firekeeper Road

MAP 5 – US HIGHWAY 8 PATHWAY TO WELLNESS MAP



USH 8 Pathway to Wellness
Preferred Alternative

AREA 2: STONE LAKE

Map: 6 & 7

Description & Justification: Stone Lake is the main center for concentration of Tribal operations and services as well as residential developments.

The proposed facilities are off-road, shared use side paths along Tribal and Town roads. Tribal roads are recommended for 8' concrete consistent with the current cross section many Tribal roads are being upgraded to at this time. Town Roads are recommended for 10' asphalt typical of shared use paths.

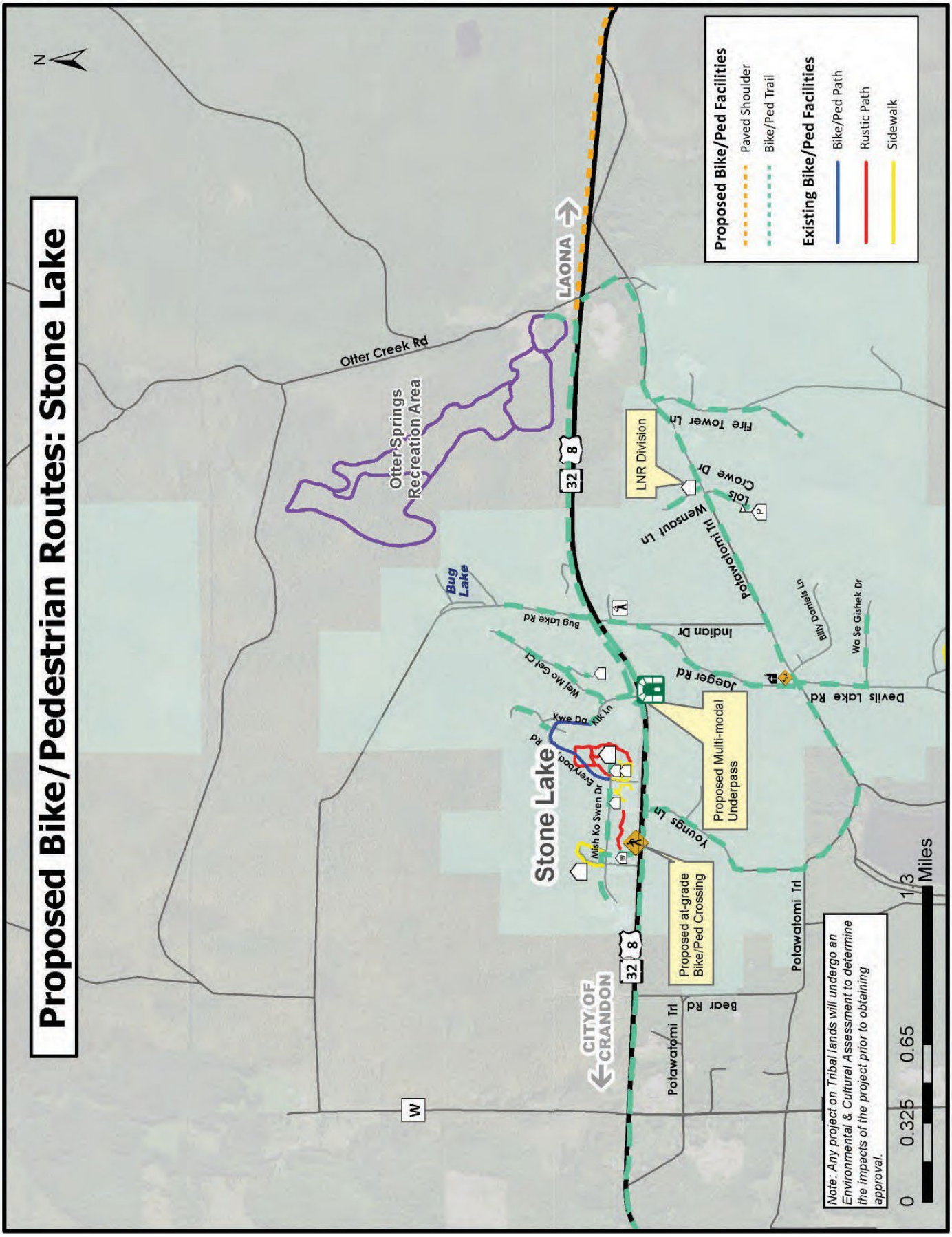
Responsible Parties: FCPC & Town of Lincoln



Existing or Proposed or ?	On- / Off-Road?	Surface Types & Seasons	Key Connections	Current Suitability	Accommodations or Improvements	Time Frame
PROPOSED	Off-Road	Asphalt / Concrete	Tribal Administrative & Service Buildings & Residential Areas	**Best*** (All streets are low volume traffic.)	<u>Tribal Roads</u> Mish Ko Swen Drive**, Kwe Da Kik Lane, Kwe Da Kik Court, Wej Mo Gek Court, Kak Yot Lane, Wa Se Gishek Drive, & Lois Crowe Drive <u>Town Roads</u> Youngs Lane, Potawatomi Trail, Jaeger Road, Devils Lake Road, Wensaut Lane & Fire Tower Lane	<u>Short-term</u> Mish Ko Swen Drive & Kwe Da Kik Lane <u>Mid-term</u> Jaeger Road <u>Long-term</u> *Remaining List*

*This represents NCWRPC staff analysis and not an official rating from WisDOT.
** See Figure # 12 on page 69

MAP 6 – PROPOSED BIKE / PEDESTRIAN ROUTES: STONE LAKE



MAP 7 – PROPOSED BIKE / PEDESTRIAN ROUTES: STONE LAKE CAMPUS

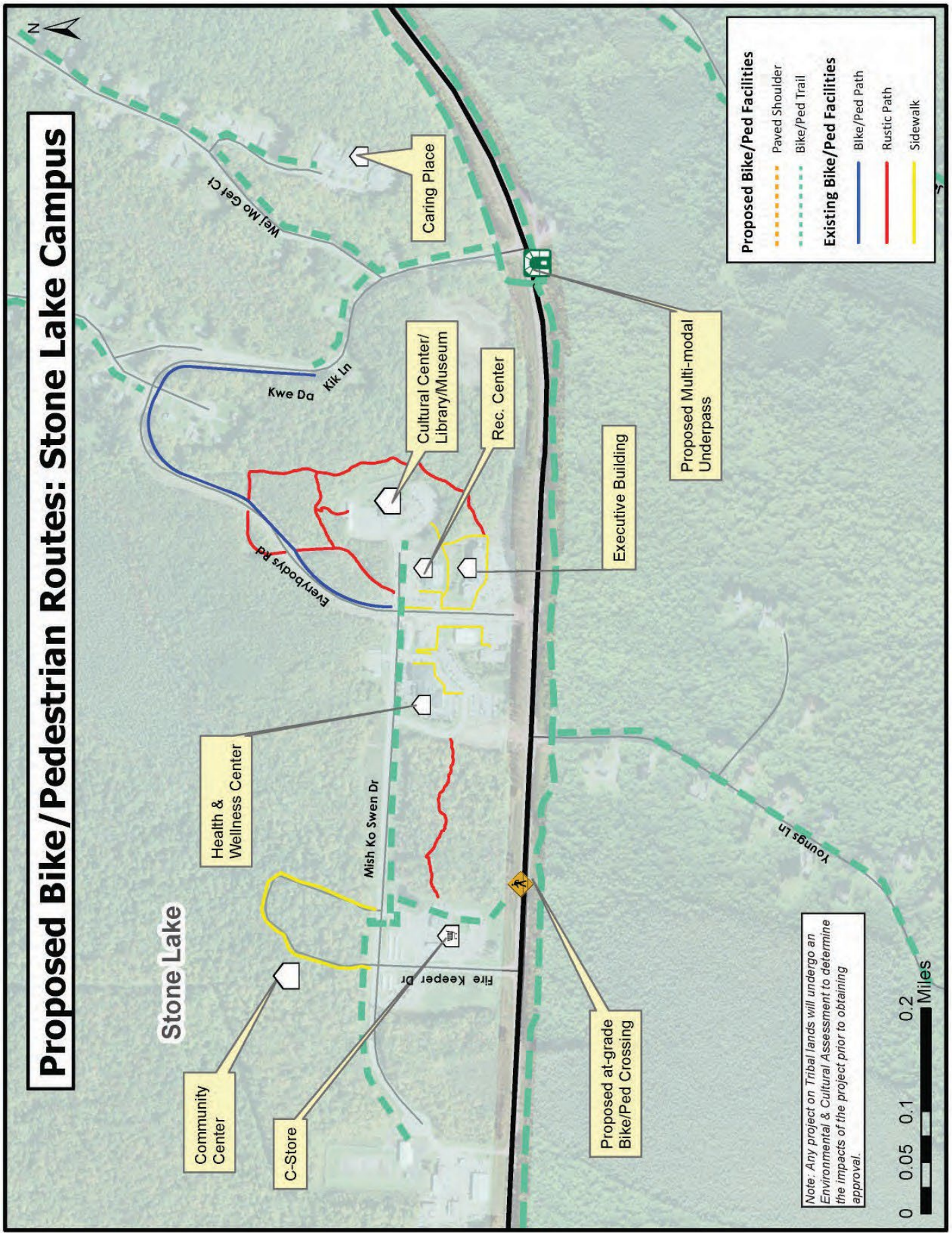


Figure 12

Stone Lake C-Store
Potential Bike Path & Sidewalk Layout



NOTE: All dimensions and graphics shown are approximations.

= Potential sidewalk ramp

= Potential sidewalk

= Potential 10-foot wide path

AREA 3: STONE LAKE TO BLACKWELL

Map: 8

Description & Justification: Serves to close the gap and connect the Stone Lake and Blackwell parts of the FCPC.



The recommendation is to begin with wider paved shoulders on US Highway 8 from Otter Creek Road to Laona / Nicolet State Trail. However, WisDOT currently plans a resurface for this section of the highway in 2026, and the Department has indicated they cannot accommodate shoulder widening with that project. It will be some time before WisDOT needs to revisit this segment with a substantial project that could incorporate wider shoulders.

The Nicolet State Trail would be utilized to connect with the Rat River Rec Trail to get to Highway H at Blackwell. The Rat River Trail is suitable for biking and walking.

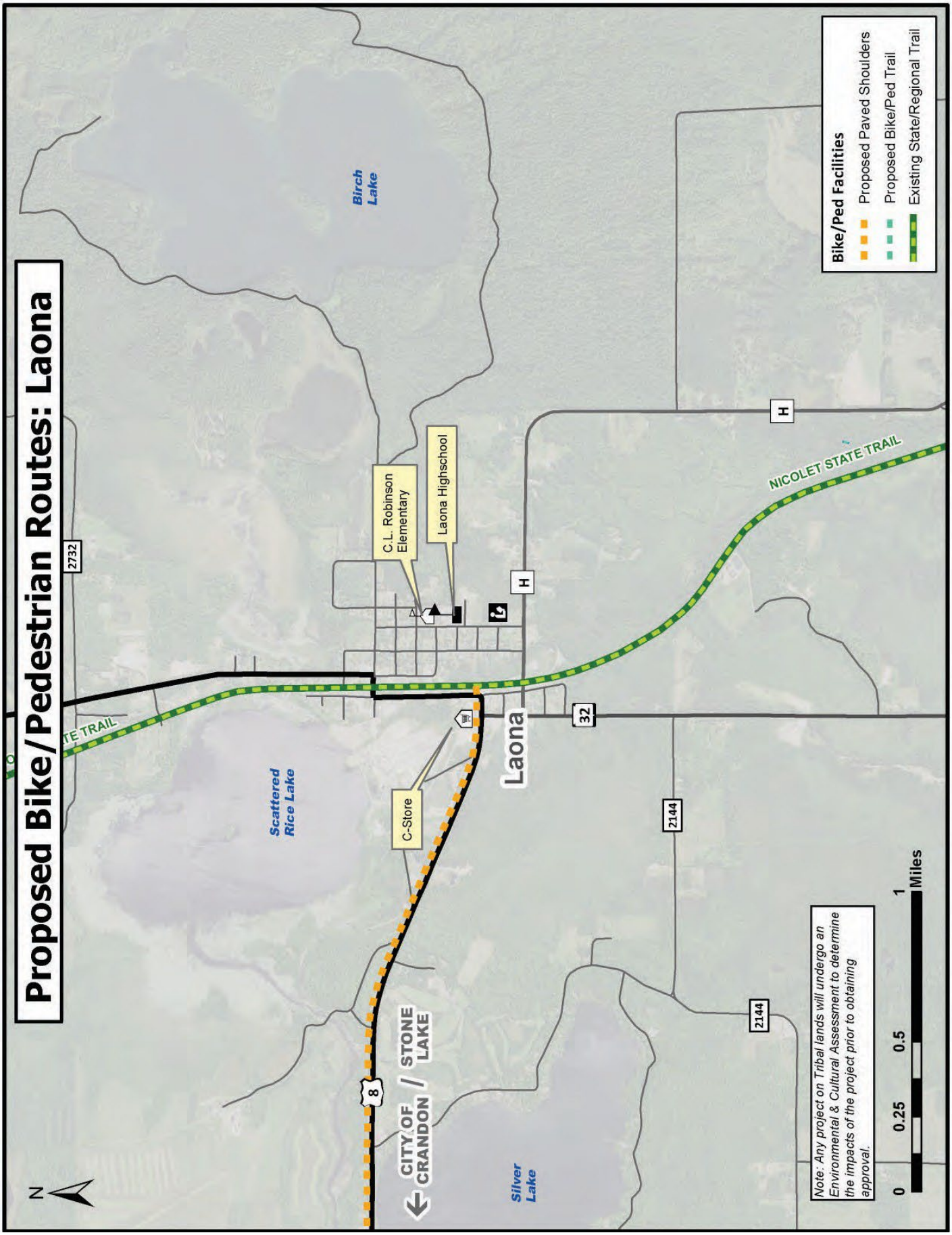
The Nicolet State Trail, however, is rougher with extensive motorized use. We recommend parallel but separated accommodations for bike / ped. WDNR and WisDOT are currently working on similar parallel arrangements in other parts of the state, such as the abandoned rail corridor between Woodruff and Lake Tomahawk where they are looking to link 2 segments of bike trail via the corridor heavily used by ATVs. This approach should be feasible over the relatively short segment between Laona and the Rat River Trail.

A long-term goal to consider would be the extension of the Pathway to Wellness out to Laona.

Responsible Parties: WisDOT & WDNR

Existing or Proposed?	On- / Off-Road?	Surface Types & Seasons	Key Connections	Current Suitability	Accommodations or Improvements	Time Frame
PROPOSED	On-road US Highway 8 Off-road: Nicolet	Asphalt	Stone Lake to Blackwell	US Highway 8 – Undesirable Nicolet State Trail – Open, but Not Recommended	6’ wide asphalt paved shoulders on both sides of US Highway 8 Separated, 10’ wide asphalt shared use trail on Nicolet State Trail	Long-term

MAP 8 – PROPOSED BIKE / PEDESTRIAN ROUTES: LAONA



AREA 4: BLACKWELL

Map: 9

Description & Justification: Provides access to Blackwell area Tribal residents, and key locations identified in the public outreach efforts like the playground and Farm Store.

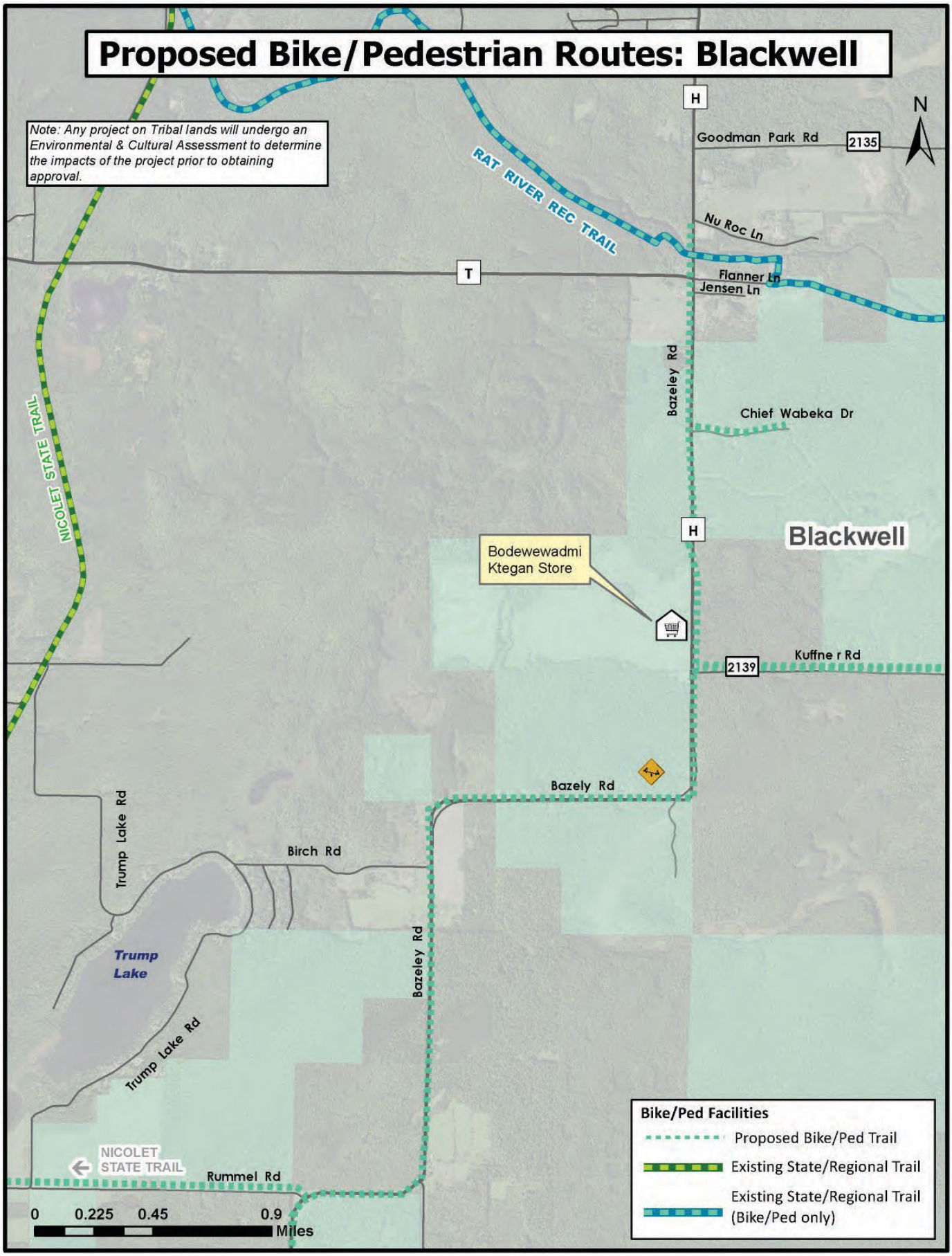
The proposed facilities are off-road, shared use side paths along Tribal and Town / County roads. Tribal roads are recommended for 8' concrete consistent with the current cross section many Tribal Roads are being upgraded to at this time. Town Roads and County Highway H are recommended for 10' asphalt typical of shared use paths.

Responsible Parties: FCPC, Forest County & Town of Blackwell



Existing or Proposed?	On- / Off-Road?	Surface Types & Seasons	Key Connections	Current Suitability	Accommodations or Improvements	Time Frame
PROPOSED	Off-road	Asphalt / Concrete	Tribal Residential Areas, Tribal Farm Store, & Tribal Playground	**Best*** (All streets are low volume residential traffic.)	<u>Tribal Roads</u> Chief Wabeka Drive (Based on anticipated future residential expansion along this road / area) <u>Town Roads</u> Kuffner Road & Rummel Road County Highway H	<u>Mid-term</u> County Highway H <u>Long-term</u> *Remaining List*
*County Highway H has a WisDOT rating, but the local roads represent NCWRPC staff analysis and not an official rating.						

MAP 9 – PROPOSED BIKE / PEDESTRIAN ROUTES: BLACKWELL



AREA 5: WABENO TO CARTER

Map: 10

Description & Justification: This Connects the Blackwell and Carter parts of the FCPC. Also links to Wabeno Schools where a significant number of FCPC children attend.

The recommendation is for the continuation of the shared use path along County Highway H to Wabeno. The connection between Wabeno and Carter would be via an off-road, shared use path adjacent to State Highway 32 similar to the Pathway to Wellness.

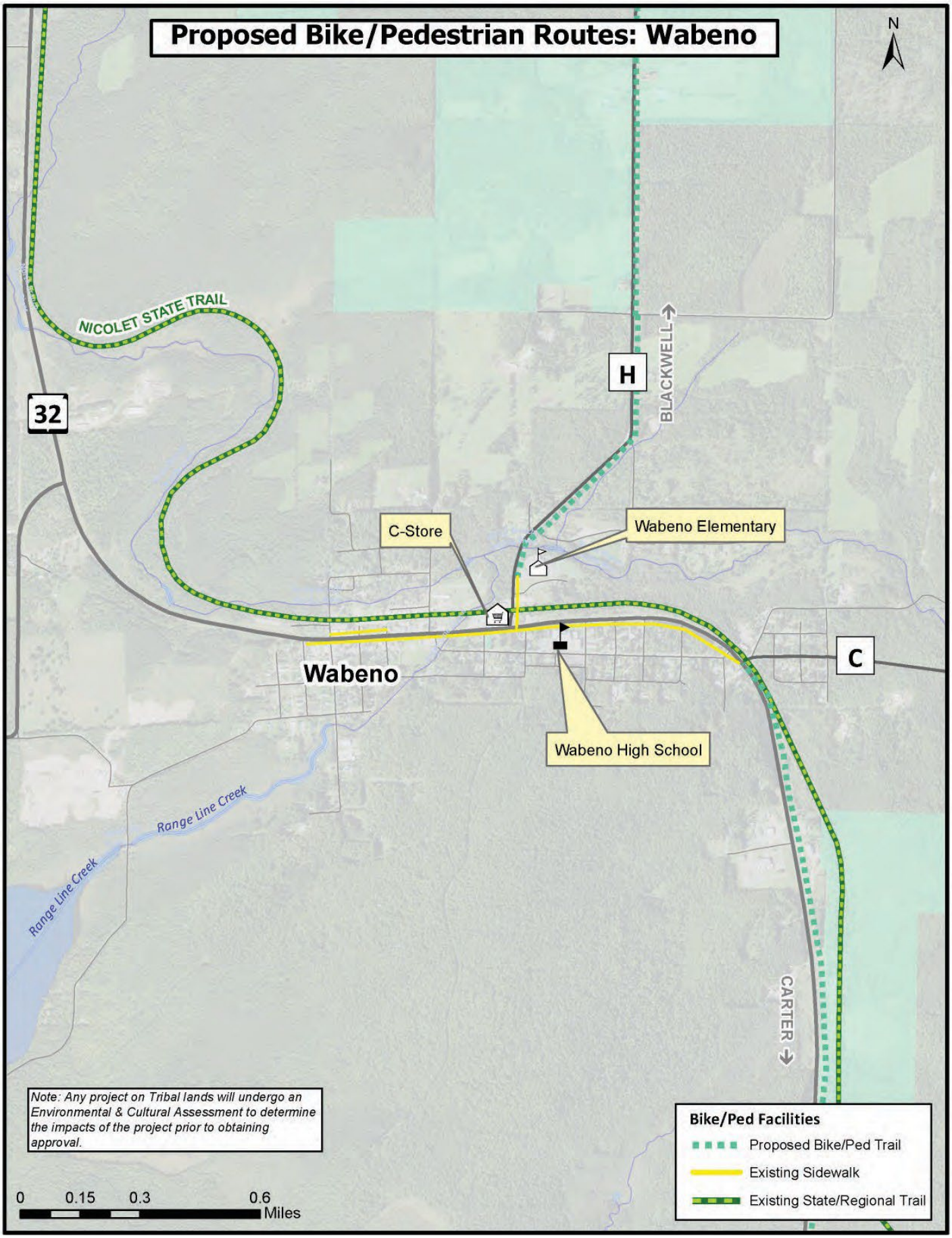
A possible alternative to this State Highway 32 section would be to pursue the parallel but separate concept for the Nicolet State Trail between Wabeno and Carter.

Responsible Parties: WisDOT, Forest County, Town of Wabeno & FCPC



Existing or Proposed?	On- / Off-Road?	Surface Types & Seasons	Key Connections	Current Suitability	Accommodations or Improvements	Time Frame
PROPOSED	Off-road	Asphalt	Blackwell, Carter, Downtown Wabeno, & Wabeno Schools	County Highway H – **Best** State Highway 32 – Moderate (Undesirable through Downtown Wabeno)	10' wide shared use path along County Highway H and State Highway 32	Mid-term

MAP 10 – PROPOSED BIKE / PEDESTRIAN ROUTES: WABENO



AREA 6: CARTER

Map: 11



Description & Justification: Carter is the location of a number of major FCPC facilities including the casino, a C-store, We Care Community Center, and the Ka Kew Se Gathering Grounds.

The proposed facilities are off-road, shared use side paths along Tribal and Town roads and State Highway 32. Tribal roads are recommended for 8' concrete consistent with the current cross section many Tribal roads are being upgraded to at this time. Town roads are recommended for 10' asphalt typical of shared use paths. Adjacent to State Highway 32 would be an off-road, shared use path to similar to the Pathway to Wellness from Elliot Road to Sugarbush Lane.

A few off-road, shared use trail connectors not parallel to a road are also needed (10' asphalt shared use). One is actually a needed replacement for an aging non-ADA path with a bridge between the Wee Care and Gathering Grounds parking lots. In addition to upgrading to an ADA compliant shared use path (8' to 10'), the existing stream crossing needs to be replaced with a larger ADA compliant bridge.

State Highway 32 Crossing: Similar to the way the Pathway to Wellness addresses the concern over safe crossing of US Highway 8, safe crossing of State Highway 32 must also be addressed. Although grade separation may not be warranted, it should be evaluated. Three crossing locations have been identified: Elliot Road, Maple Sugar Lane, and Industrial Park Road. WisDOT has indicated that Elliot Road can easily be retrofitted with crossing safety enhancements. However, the other 2 would need to have the reduced speed zone moved further to the north. Bike/ped crossings are not encouraged in 55 mph zones. Speed needs to be under 45 mph and 40 mph or less for a crosswalk. The Tribe would have to work with WisDOT to get the speed limit moved to the north of Industrial Park Road. WisDOT indicated the Maple Sugar Lane location "makes sense" based on the proposed trail connection. The speed limit would have to be lowered, crosswalk marked, detectable warning fields installed just outside the existing shoulder area, and crossing warning signs installed. Related, in order to lower the speed limit, the Tribe would need to work with WisDOT's Traffic Section. The Traffic Section may want to do a speed study in the location.

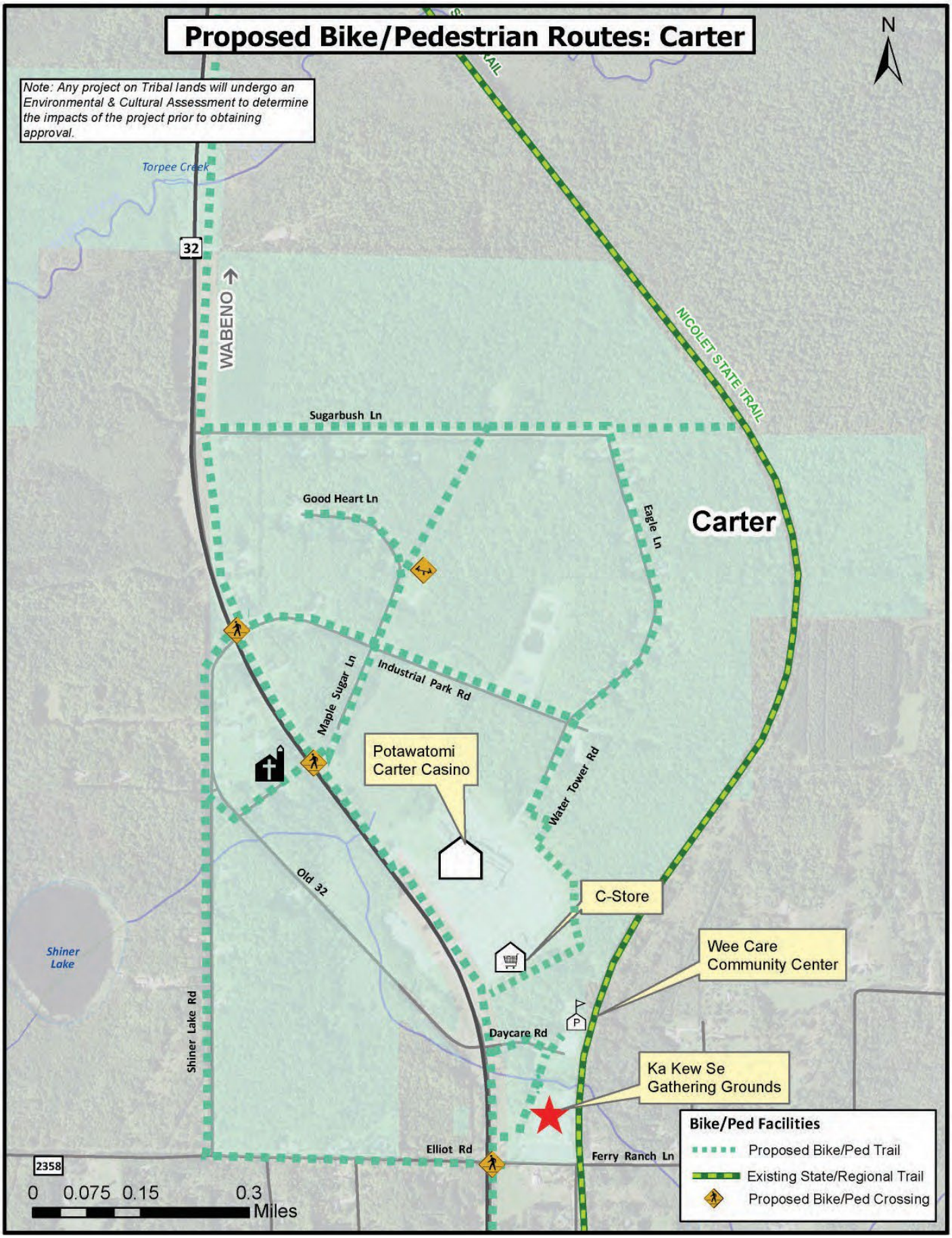
Responsible Parties: FCPC, WisDOT & Town of Wabeno

AREA 6: CARTER (CONTINUED)

Existing or Proposed?	On- / Off-Road?	Surface Types & Seasons	Key Connections	Current Suitability	Accommodations or Improvements	Time Frame
PROPOSED	Off-road	Asphalt / Concrete	Tribal Facilities: Casino, C-Store, Wee Care, Gathering Grounds, Goodheart Lane Playground, Sunnyside Church, & Residential Development throughout	**Best*** (All streets are low volume residential traffic.)	<u>Tribal Roads</u> Good Heart Lane, Eagle Lane, Industrial Park Road, Maple Sugar Lane, Water Tower Road, Daycare Road, Dry Creek Lane <u>Town Roads</u> Sugarbush Lane, Shiner Lake Road, Old 32, Elliot Road <u>Off-road Connectors</u> Sugarbush Lane to Goodheart Lane, Sugarbush Lane to Nicolet, Water Tower Road to 32 Path, Wee Care to Ka Kew Se, Maple Sugar Lane Extension, & Dry Creek Lane Extension State Highway 32	<u>Short-term</u> STH 32 Sugarbush to Goodheart (Connector) Wee Care to Ka Kew Se (Connector) <u>Long-term</u> Remaining list

*This represents NCWRPC staff analysis and not an official rating from WisDOT.

MAP 11 – PROPOSED BIKE / PEDESTRIAN ROUTES: CARTER



ATV Plan Project Recommendations

CHAPTER 6: IMPLEMENTATION SUMMARY

FCPC TRAILS/ROUTES: OVERVIEW

The focus for this study was more so on the development of off-road trails versus on-road routes since all roadways within Forest County and tribal lands currently allow ATV/UTV traffic. However, mapping within this plan does document the more regularly traveled roadways and those that create logical loops and access to POIs. With the development of a stronger wayfinding system, these routes should be highlighted.

We have highlighted below each tribal community and the prioritization of trails within.

The following trail improvements were identified for development through this planning process. The conceptual pathway network for FCPC is illustrated in the following pages.

These proposed trails are outlined around a variety of factors including:

- Safety improvements
- Overall system connectivity
- Cultural & environmental considerations
- Access to Tribal Commercial Enterprises
- Estimated costs
- Potential for partnerships in construction costs
- Opportunities for improved wayfinding

*Note: Any project on Tribal lands will undergo an Environmental and Cultural Assessment by the Tribal Historic Preservation Office and the Land & Natural Resource Division to determine the impacts of the project prior to obtaining approval.



As a comprehensive system plan for the community, the FCPC ATV/UTV Plan contains recommendations for a significant number of pathway projects to be implemented over a 20+ year plan horizon. In order to focus early implementation efforts, the projects that are the highest priority for the community are identified and ranked.

These higher priority projects have more detailed cost estimates developed to facilitate moving to construction in the short-term. Of course, the system will evolve overtime as the community grows and changes. Project priorities may change as the community does. As system build-out occurs over time, expansion to other areas/destinations can be considered.

The top priority pathway segments identified and ranked by the Land Use Committee are as noted on the following page.

FCPC TRAILS/ROUTES: ESTIMATED COSTS OF CONSTRUCTION

FCPC Rank	Segment	Length	Area	Est. Construction Cost
1	Existing Trail: C-Store/ Community Center to Bug Lake Road	1.28 miles	Stone Lake	$161,000
2	New Trail: North Stone Lake Connections (USH 8 to Mish ko swen Dr)	0.43 miles	Stone Lake	$103,000
3	Formalized Trail: USH 8 North/ South legs at Stone Lake	1.02 miles/ .55 miles	Stone Lake	$253,000 $148,000
4	New Troute: Western Troute to Crandon (CTH W to Wolf River Trail)	1.06 miles	Stone Lake/Regional	$309,000
5	New Trail: Stone Lake to Laona (Potawatomi Trail to STH 32)	3.31 miles	Stone Lake to Laona/ Regional	$1,100,000
6a	New Trail: CTH H (Chief Wabeka Dr to Nicolet State Trail)	5.72 miles	Blackwell/ Regional	$1,336,000
6b	New Troute: Rummels Road connection to Nicolet State Trail	1.05 miles	Blackwell/ Regional	$277,000
7	Existing Trail: C-store/ Casino connection (to Nicolet State Trail)	750 LF	Carter/ Regional	$24,000
8	New Trail: Sugarbush Lane Extension (STH 32 to Nicolet State Trail)	1 mile	Carter	$284,000

NOTES:

General for all trail estimates:

- Assume 8” of stone and common excavation on new trails and 5” on existing. Project savings could be realized with reduction in depth of stone -- for both stone and common excavation costs.
- Geotextile fabric is included at 100% of the trail width for new trails unless otherwise noted. If removed, this could account for 10% project savings.
- Clearing & grubbing is estimated at $1,000 per Station. If foresting activities coincide with trail development, significant savings can be realized
- Project costs include general conditions of mobilization and staking.
- Costs also include allowances for signage, erosion control, restoration, allowance for over-excavation, and a 10% contingency.
- Construction costs do not include design or real estate costs. It is assumed that all trails will be constructed within road right-of-way or tribal land.
- Costs are estimated as if each project is individually completed and project savings could be realized if grouped together.
- Design costs are not included within costs above, but can be estimated at 15% of construction cost (will vary based on complexity of project)

Project Specific:

- #1 & #7: Reduced clearing & grubbing costs & geotextile fabric not included based on being an existing trail.
- #5 Includes $200,000 in costs for a new structure.
- #6a Includes a new off-road trail from Chief Wabeka to Nicole State Trail along CTH H.
- #6b Is a less expensive alternate to 6a that utilizes a troute in lieu of 100% off-road with the construction of a new off-road trail.

These are general estimates, but detailed estimating should be completed when the full scope of each project is known and site survey has been completed.

The next section contains the full, detailed pathway segment recommendations by area for the FCPC ATV/UTV Plan

FCPC TRAILS/ROUTES: DETAIL

STONE LAKE

1. EXISTING TRAIL: C-STORE/ COMMUNITY CENTER FROM BUG -LAKE

This existing trail is 1.28 miles long and a cooperative maintenance agreement is in place between the snowmobile club and FCPC to maintain. As noted in the existing facility evaluation, this connection will encourage better access to the C-Store and the Community Center.

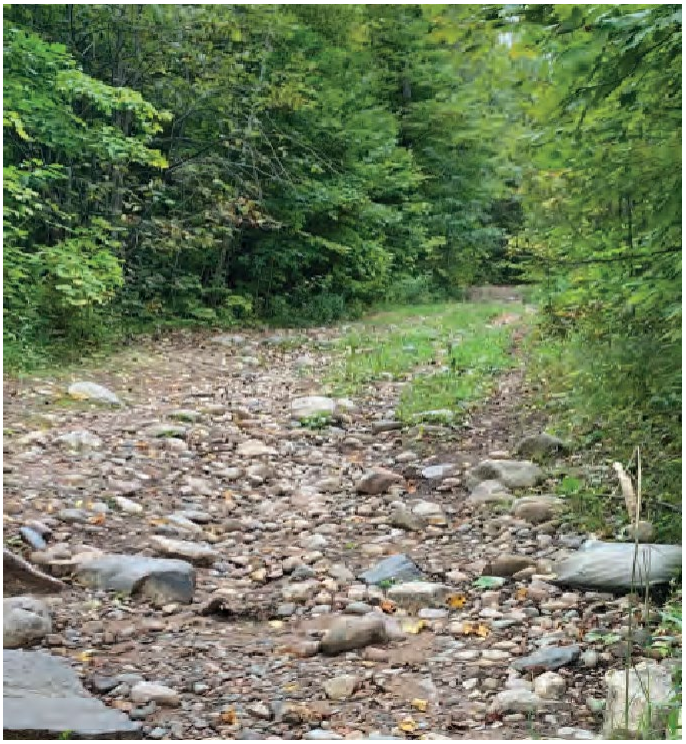
The trail along Bug Lake Road to the C-Store is well traveled by FCPC residents and tourists alike.

Basic improvements to this trail with grading, stone, and shoulder maintenance will help the overall riding experience. Additional wayfinding signage is critical to attract more riders to the C-Store.

With the east-west snowmobile trail north of this trail being a major route, the signage will help attract those users as well.

A partnership with the snowmobile clubs and DNR funding for some of these improvements should be explored based on the trail's dual use.





2. NEW TRAIL: NORTH STONE LAKE CONNECTIONS

As improving the southern connection from Bug Lake Road is important for trail users from the north to gain access to the Stone Lake Campus, these connections are important to get riders coming from USH 8 to the destinations within the Campus. The proposed 0.43 mile trail corridor will then provide this link.

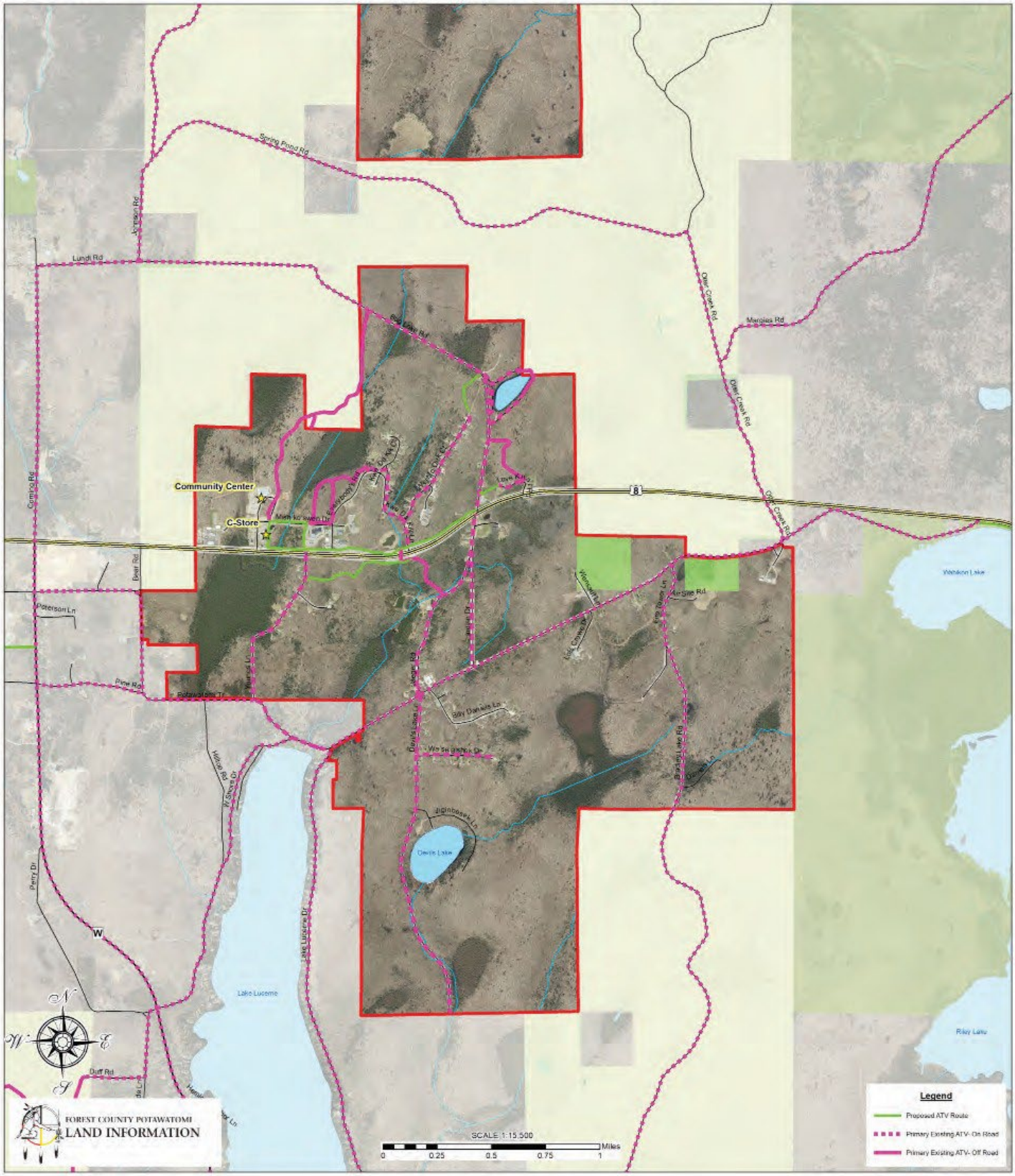
With the opening of the Community Center, this additional access is important for providing a safe route to that facility. These connections will also help provide better access to the C-Store as well.

Additionally, USH 8 roadway reconstruction is in planning stages right now and the design of the USH 8 bike/pedestrian trail and underpass will be starting soon. The bike/pedestrian trail incorporates a new underpass which will include two separate lanes--- one for bikes/pedestrian and one for ATVs/UTVs.

In the shorter term, providing these connections will provide a formal route to these facilities and will also then provide connectivity to the existing N/S trail to Bug Lake Road and the existing trail adjacent to Everybody's Road.

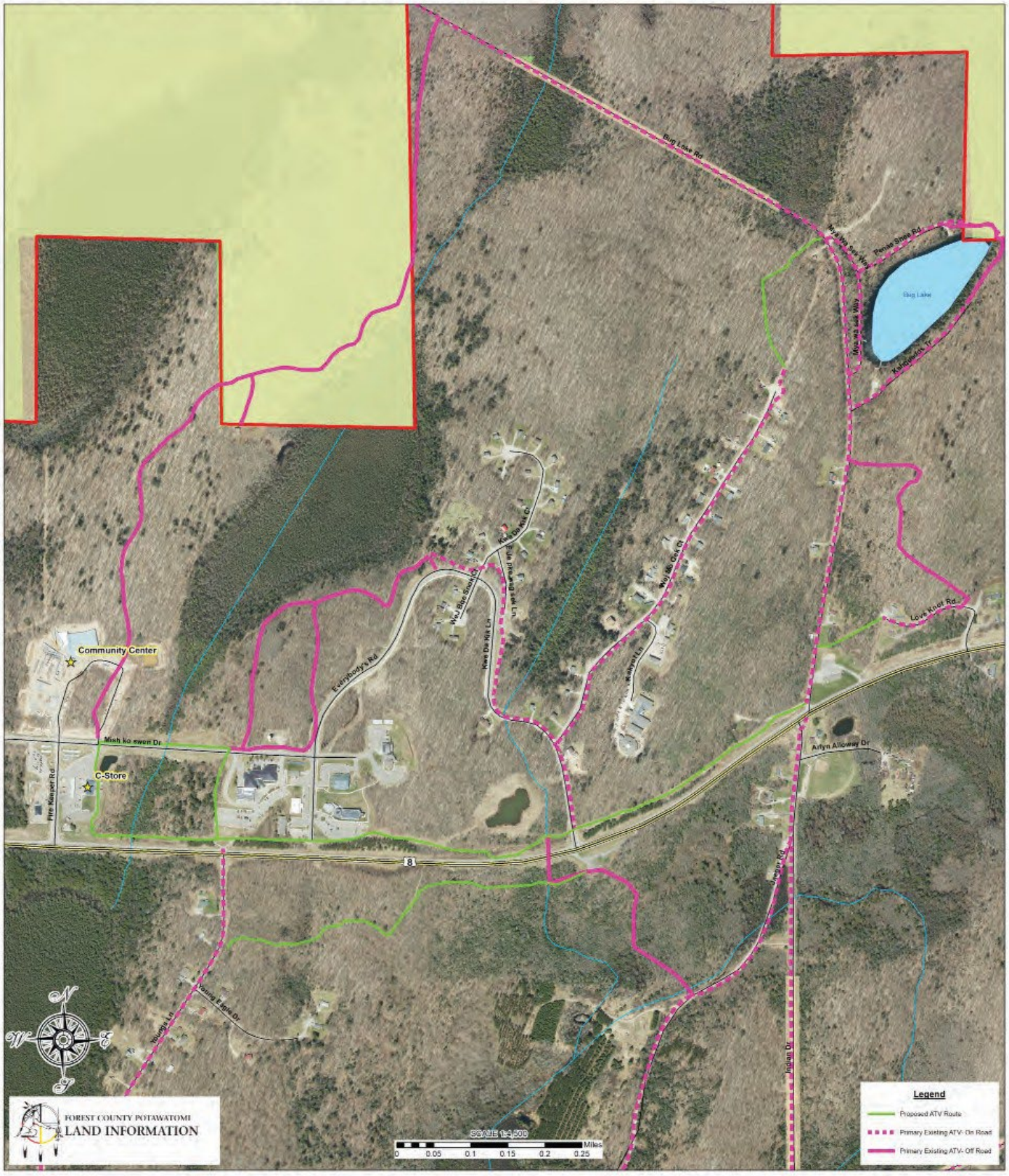
FOREST COUNTY, WI
SCALE 1:15,500

STONE LAKE ATV ROUTES



FOREST COUNTY, WI
SCALE 1:4,500

STONE LAKE CAMPUS ATV ROUTES



3. FORMALIZED TRAIL: USH 8 CORRIDOR: NORTH & SOUTH AT STONE LAKE

On the north side of USH 8 there are currently informal trails that were created by ATVs/UTVs and snowmobiles--some within the highway right-of-way and some within utility corridors. Some of these trails are also very steep.

The development of this 1.57 mile long trail system formally will increase safety, have riders riding on permitted land, and will encourage better access to the tribal commercial enterprises.

The development of this trail system will need to be completed in collaboration with the USH 8 roadway and bike/pedestrian trail system. Substantial grading is planned along USH 8 for the roadway and the ATV/UTV trail will be a separate facility from the bike/pedestrian trail As previously mentioned, the bike/pedestrian trail project also includes an underpass, which will be for all users and separate the ATVs/UTVs from the bikes and pedestrians.

The formal development of this corridor for ATV/UTV off-road trail is critical for connectivity for residents, additional trails, and the Campus and its facilities.





4. NEW TROUTE SEGMENT: STONE LAKE TO CRANDON

An overall plan to build a trail from Otter Creek Natural Area on the west to the western edge of Crandon has been established as one of the key connections necessary for safer ATV/UTV. This is also important to connect in with the schools in Crandon and other POIs. Potential challenges with land access along USH 8 are recognized, so looking at potential routes that may not be parallel to the roadway should be considered. Per the attached map and for planning purposes, it is assumed that this section will be off-road and not directly along USH 8.

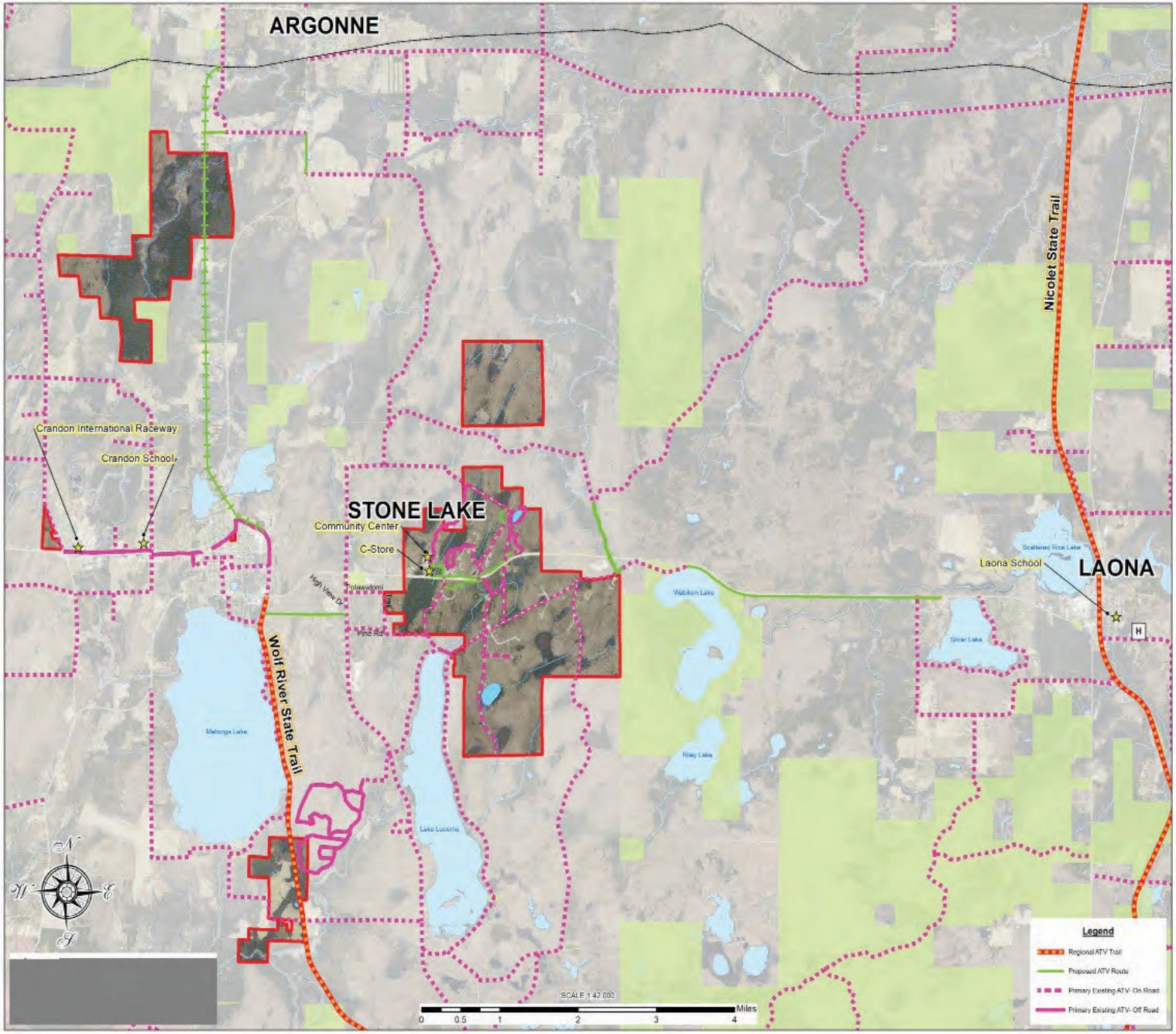
Potential for agreements with land owners for Permanent Limited Easements vs. full land purchases can also be considered to reduce project costs.

It is anticipated that this connection to Crandon will be a combination of on-road and off-road travel based on a combination of challenges.

The new off-road trail that is conceptually shown on the mapping accounts for a 1.06 mile off-road facility, which then will make the connection for the corridor from Crandon to Stone Lake much more direct.

FOREST COUNTY, WI
SCALE 1:42,000

FCPC NORTH- REGIONAL ATV MAP





5. NEW TROUTE SEGMENT: STONE LAKE ALONG USH 8 TO LAONA

The east-west connection from Stone Lake to Laona along USH 8 would add significant strength to the regional routes and provide for a troute which would ultimately then tie in to the Nicolet State Trail.

The proposed 3.31 mile trail would be an off-road trail that would then connect in with already established ATV/UTV routes on local roadways.

The trail would start on the west at the intersection of USH 8 & Potawatomi Trail and extend to STH 32.

Land easements or land purchases may be necessary with this route, and it is anticipated that a new bridge would need to be built. The land aspect can extend the project timeline significantly, so more detailed evaluation of this route earlier can help determine a realistic outlook for timing.

OTHER TRAILS (LONGER TERM)

There are a number of trails that are shown on the mapping which are not included in the priority list, but it is important to reference for future planning. They are noted below:

- New Trail Connector: Love Knot Lane to Bug Lake Road: 0.10 miles
- Reroute Trail Connector: Bug Lake to Wej Mo Gek Court: 0.22 miles
- Abandoned RR trail conversion to ATV/ Snowmobile Trail - Crandon to Argonne (The DNR is finalizing a cooperative trail agreement with the County for this portion of the trail).

BLACKWELL

6A. NEW TRAIL: CHIEF WABEKA DRIVE TO RUMMELS ROAD TO NICOLET STATE TRAIL

This 5.72 mile trail from Chief Wabeka Drive to Nicole State Trail would serve both residents and tourists alike. Although CTH H is designated as an ATV route, based on the vehicular traffic on the roadway, it is felt that ultimately an off-road trail would serve riders better.

The trail would not only allow for additional connectivity for residents, but would also provide improved access to the Farm and to Nicolet State Trail. The connection to Nicolet State Trail would then expand the regional connectivity for the whole area.

6B. NEW TROUTE SEGMENT: CTH H DOWN RUMMELS ROAD TO NICOLET STATE TRAIL

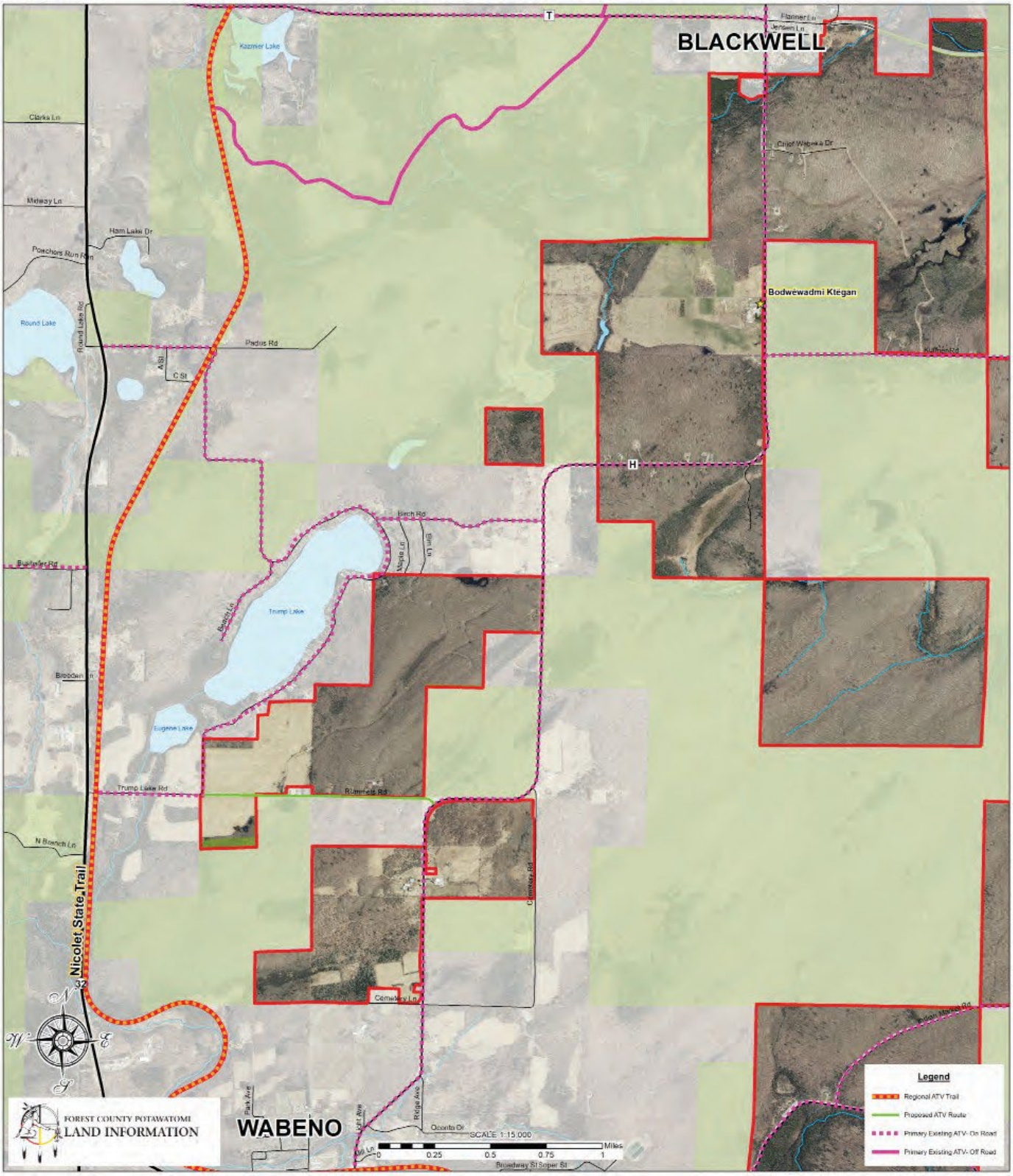
If the desired off-road trail referenced above presents too many challenges with detailed planning OR will not be planned for construction for quite some time, an alternative to still make the critical connection to Nicolet State Trail would be to construct a new 1.05 mile long trail along Rummels Road.

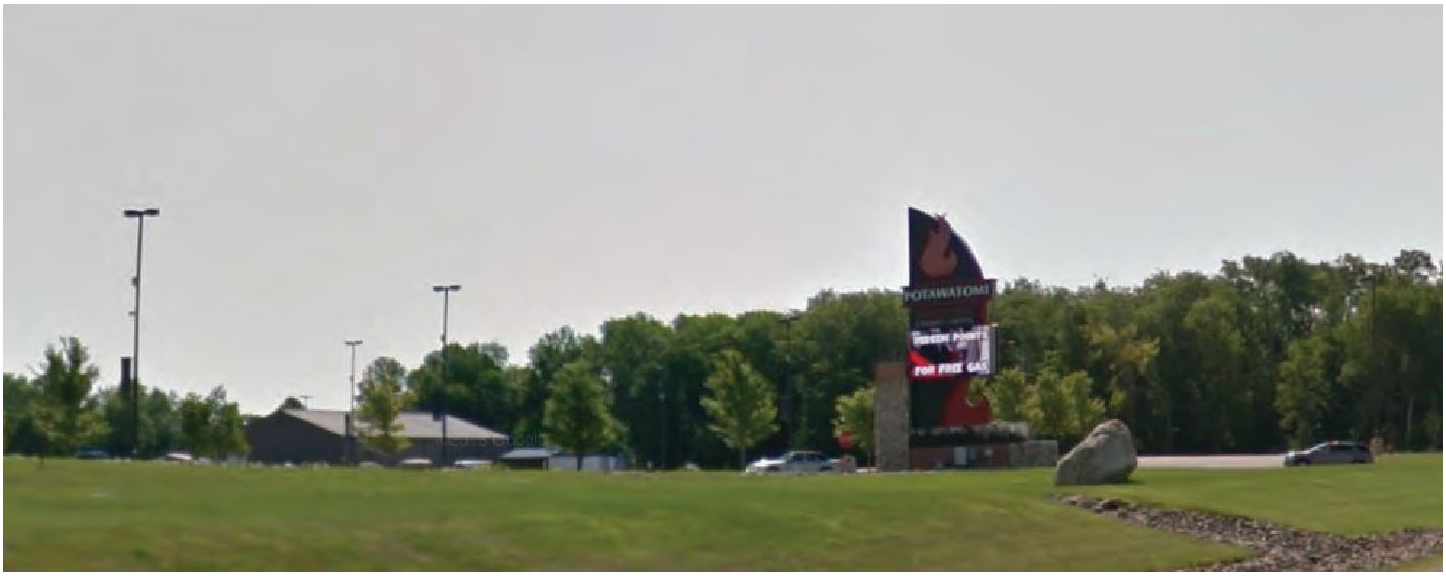
The desired connectivity would then be accomplished and the construction of that section of trail would decrease the later cost of the larger trail (6A).



FOREST COUNTY, WI
SCALE 1:15,000

BLACKWELL ATV ROUTES





CARTER

7. EXISTING TRAIL: C-STORE/ CASINO CONNECTION TO NICOLET STATE TRAIL

There is an existing 0.15 mile long trail at this location, but improving this connection with more permanent surfacing and wayfinding signage will be very beneficial to increasing traffic to the C-Store and Casino for a variety of users.

8. NEW TRAIL: SUGARBUSH LANE EXTENSION

This 1.0 mile trail would provide direct off-road access for the residents within Carter to the Nicolet State Trail along Sugarbush Lane.

The trail would also provide a connection to STH 32.



IMPLEMENTATION WITH THE 5ES

In addition to the design and construction of new trails and routes (infrastructure), for the overall plan to be successful there are also key non-infrastructure elements that should also be considered. This multi-pronged approach leads to a stronger and safer motorized network for the community.

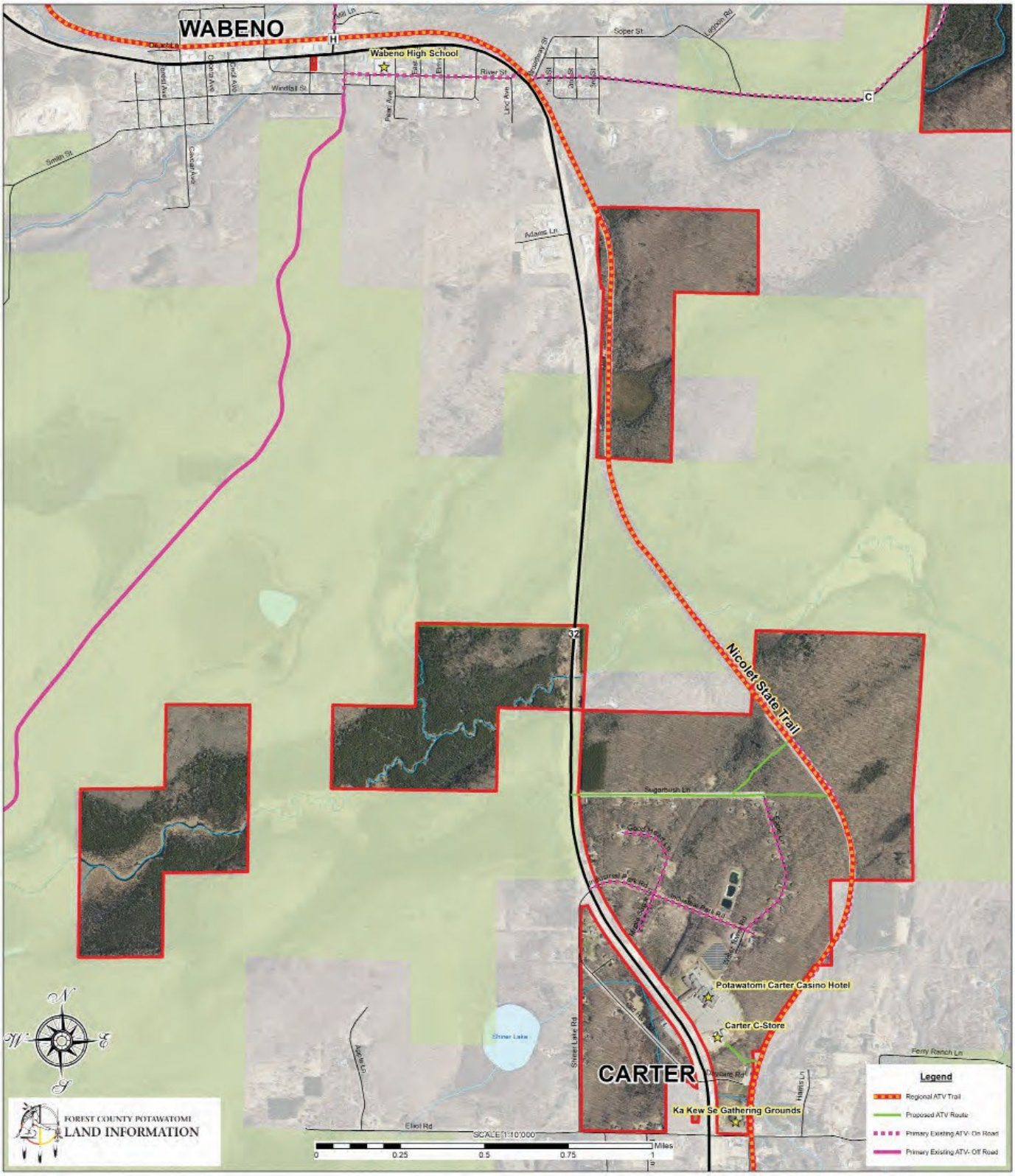
EDUCATION & ENFORCEMENT

Education on a variety of aspects with ATV/UTV use is critical to the future success of new trails and improved safety for current users. We have highlighted below main education campaigns that can be implemented to assist in the overall success of ATV/UTV usage in the area:

- **Safety campaign:**
  - **Topics:**
    - Safe vehicle use (requirements)
    - Riding (helmet, # of passengers)
    - Route riding (where, speed, visibility, traversing)
  - **Potential Outreach Avenues:**
    - Safety courses
    - Brochures
    - Signage
    - Open house format
    - Social Media blasts
    - Billboard posting

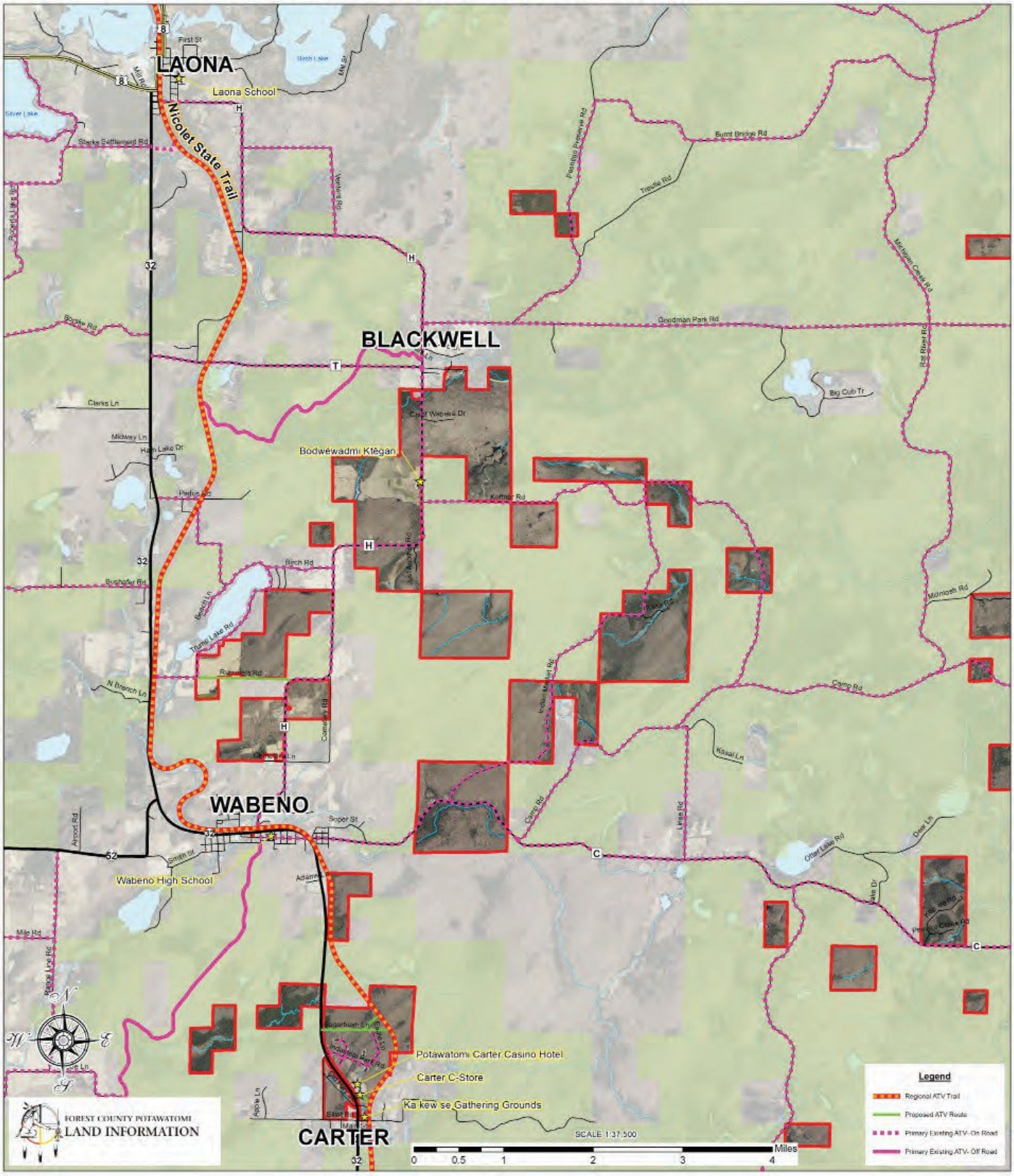
FOREST COUNTY, WI
SCALE 1:10,000

CARTER ATV ROUTES



FOREST COUNTY, WI
SCALE 1:37,500

FCPC SOUTH- REGIONAL ATV MAP



- **Current rules & regulations of various communities (multi-jurisdictional)**
  - **Topics:**
    - Routes - hours, speed, public vs. private
    - Type of vehicle
    - Licensing
    - Safety regulations
    - Differences for ages
  - **Potential Outreach Avenues:**
    - Safety courses
    - Brochures
    - Signage – (including exceptions)
    - Open house format
    - Social Media blasts
    - Billboard posting
- **Current trails & route mapping:**
  - **Determine audience (local or tourist)**
  - **Determine purpose:**
    - Informational
    - Wayfinding
    - Directing users to enterprise facilities
  - **Multitude of types:**
    - Trailheads/kiosk
    - Brochures
    - Websites- user friendly downloadable and printable
    - Interactive type (low priority)

ENGINEERING

Engineering is the only infrastructure-related element of the overall planning. Engineering covers from concept planning through actual construction of the trails and incorporates all the steps to get the trail from concept to a tangible trail in the field. The main steps for this task include the following:

- **Prioritize planning for the trails:**
  - Maintenance of existing
  - Development of new and the priority of each within the larger picture
- **Grant applications & securing funds**
- **Design of the trails and amenities (parking, lighting, signage, trailheads)**
- **Construction of the trails and amenities.**

ENCOURAGEMENT(EVENTS & ACTIVITIES)

Encouragement incorporates events and activities that promote the ATV/UTV trails. These activities can serve a multitude of purposes -- encouraging ownership of facilities, spreading the word about programs & facilities, etc. Examples of potential activities applicable to the ATV/UTV system include the following:

- **Community involvement with the trail development**
  - Trail naming contest
  - Routes, story telling – community aspects, natural resources
  - Community benches/areas for opportunities for local artisans – rest stops – trailheads
  - Volunteer “build” aspects of trails?
  - Youth groups help with kiosk & sign construction
- **Registration /Licensing Events**
- **Safety Evaluations**
  - Visibility demonstrations
  - ATV/UTV checks
  - Obstacle course for younger
  - Sponsored giveaways (e.g. helmets)
- **ATV Safety Education Certification** - FCPC has a staff member currently certified to teach this and this can provide great partnering opportunities with ATV clubs, surrounding municipalities, etc.
- **Community Rides**
  - Safe riding events (opportunity for teaching younger riders)
  - New routes
  - Existing routes for improvement
  - Use as part of evaluation tools too
  - Help for annual map updates
  - Open a new trail = ribbon cutting & ride

Commercial Enterprise Tie-ins

- Monthly deals or events for trail riders
- Advertising w/ the trail mapping at area hotels and applicable events

Partnerships with many of these events can be possible and can assist with staffing and funding. Wisconsin DNR, Forest County, Local ATV/ UTV clubs and local commercial facilities benefiting from ATV/ UTV use should all be considered.

EVALUATION

Evaluation occurs after activities have occurred and can also occur when infrastructure is in place. Evaluation help set goals and establish baseline data to continuously improve system planning. Examples of elements that can be evaluated include the following:

- **Decrease in safety incidents/occurrences/ violations based on:**
  - Proper trail design
  - Community outreach with rules and regulations (trail etiquette)
  - Safety training
- **Increased use of trails**
  - Physical evaluation: Trail cameras, infrared beams, tubes
  - Increase in commercial enterprise attendance
  - Annual licenses increased
- **Conditions of the routes**
  - Evaluation as part of the community ride element (+ staff)
    - Condition of the routes – design keeping people on the trails
    - Surrounding environment condition (degradation)
    - Modifying to protect as necessary (wetlands, waterways, cultural, etc.)
    - Annual maintenance expenditures



PROJECT PRIORITIZATION

Earlier in this chapter, the prioritization of the infrastructure was established, but it's important to recognize that the construction will take time and other non-infrastructure aspects of this plan can begin prior to the construction of trail facilities. Additionally, as noted later in this chapter, there are a number of items that need to occur for the infrastructure improvements to move forward.

Under the "Plan Use & Updates" section later in this chapter, the development of the Committee and subsequent Action Plan is referenced. The ATV/UTV Advisory Committee ultimately can confirm the number of goals annually they want to pursue and the following are items that the committee can spearhead. These can be accomplished relatively easily, do not require a large monetary outlay, and will help expand the safe use of ATV/UTVs within the community.

1. Reach out to the DNR and other grant agencies to discuss potential projects within the plan that would qualify and develop grant applications accordingly.
2. Hold ATV/UTV safety courses w/licensing information.
3. Reach out to area ATV/UTV and snowmobile clubs to discuss potential partnership opportunities.
4. Work with community members to develop concepts for a trail wayfinding system and kiosks.
5. Organize ATV/UTV community rides to help with existing trail evaluation, educate novice riders on safe riding techniques & locations of the formal existing trail system, and potentially a community clean-up day.
6. Develop outreach materials that cover trail mapping, FCPC, and surrounding municipal regulations.
7. Hire a consultant for the design of the first facility.
8. Work with FCPC staff to develop other volunteer opportunities that can improve the existing system.

Local Officials Meeting Minutes

MEETING AGENDA

Meeting Location: Virtual Meeting	Project No.: 45-0584.00
Date/Time: Tuesday, July 19, 1PM	Re: Forest County Potawatomi Tribal Safety Plan
Chair: Todd Mulvey, Forest County Potawatomi, Andy Rowell, Ayres Associates	.

Attendees: ***Lynne Black – Town of Lincoln Board and Forest County Board***
Alan Harrison – Town of Wabeno Board
Stephanie Statezny – Forest County Emergency Management
Michelle Berdan – Forest County Potawatomi Planning
Ron Skallerud – Forest County Sheriff
Mindy Samz – WisDOT NC Region Tribal Liaison
Sandy Stankevich – WisDOT Tribal Liaison Supervisor
Tony Kemnitz – WisDOT NC Region Traffic Safety Engineer

Others Invited not in attendance: Tribal officials, Forest County Highway, City of Crandon, Town of Laona, Town of Blackwell, USDA Forest Service, Bureau of Indian Affairs

Meeting invite was sent by Todd Mulvey. Meeting was held over Microsoft Teams. The meeting was recorded.

1. Introductions (all) ***All participants introduced themselves and their roles.***
2. Purpose of meeting – gain input from local officials on projects and plan updates to the Potawatomi Tribal Transportation Safety Plan

Todd provided a brief overview of the Tribe's goal for updating the Tribal Safety Plan.

3. Highlight current Transportation Safety Plan (Ayres)

Andy did a high-level walk through of the current plan, going over the general plan layout, mission statement, vision and goals. He then spent time on the 10 existing plan emphasis areas. The following comments were made:

Seat belt use – Andy asked if seat belt use was a bigger issue in the tribal community than other areas of the county. Sheriff Skallerud indicated his staff has not seen a difference in seatbelt enforcement issues.

EMS response times – Discussion by Stephanie Statezny and Michelle Berdan regarding some existing difficulties with Tribal road names and locations. Some of the names sound similar, or streets have both a tribal name and an English name, which can create confusion.

Regarding cell phone service, there are several dead spots in the area, due to topography and tree cover. Looking to add a tower at Sugar Bush Hill near Fire Tower Road – highest point in Forest County – to improve coverage. Other towers are near Laona or east hill near Crandon. Tower at Crandon is 135 ft lower than Sugar Bush hill. Michelle described current dead zones include – Kwe da Kik Ln to emergency management building by Jeager ball fields, then down Indian Drive. Areas in Blackwell by tribal farm on CTH H.

920.498.1200 | 3376 Packerland Drive | Ashwaubenon, WI 54115
www.AyresAssociates.com

Verizon, ATT, Celcom are main carriers. Sheriff's Dept. working with Tribal community and Bug Tussel for support of better coverage. Sheriff switching to FirstNet (ATT) to help with more reliable service. Looking to put up more towers.

Safety Data – Andy asked about accuracy of crash locations on crash reports. Sheriff staff has been diligent in identifying the accurate location of crashes. Andy discussed a desire to improve inventory of possible roadside hazards – culverts, guard rail, steep embankments – to see if there are concerns or correlation of crashes at these locations.

Speed-related crashes – Sheriff Skallerud stated no different than rest of county. Around year 2018 the speed limit was reduced to 45 mph in the FCPC. Sheriff sees vehicles at the 55 mph speed entering this area. Lincoln, CTH W around Lake Lucerne also has a 45 mph zone. Typical speeders in these area. Tony Kemnitz stated USH 8 speed limit was changed on a temporary basis. More intersections, sight distance issues. Confirms too fast for conditions is majority of run off the road crashes.

Impaired Driving – Andy stated the data he has reviewed around the FCPC confirms that there are higher rates of injury or fatality with alcohol and drug flagged crashes.

Drivers Licensing – A topic of concern as part of the public sessions with the initial plan. It was suggested to also include registration. Michelle Berdan shared possible confusion of Tribal members with Registration of ATVs – if someone desired to go across different jurisdictions/properties the ATV needs to be registered. Could consider more outreach communication to describe the rules of the road.

Traffic signs/markings – Todd Mulvey described some of the projects that were completed over the past few years. Reiterated that with Tribal safety funding –just need to show the potential for safety concerns, not necessarily a large crash history.

Statewide Tribal Safety Plan has an Emphasis on roadway departure crashes. FCPC applied for warning signs and epoxy edge line marking for CTH H from Laona to Wabeno. Recently awarded same funding for CTH C from Wabeno to Marinette Co Line. Application this fall CTH W – STH 52 to USH 8. Plan update should continue to review these roads when paved next time – add centerline rumble strips, paved shoulders and safety edge, and remove hazards within the right-of-way.

FCPC would like to work with Forest County, townships when planning paving projects. Check other county roads for crash rates – CTH G, O, T, N.

Upcoming intersection projects Kwe Da Kik Lane and Youngs Lane with USH 8. Target possible new project – Fire Keeper Lane at USH 8 – due to congestion at end of day and events from community center.

Speed humps were installed in residential roads. Will use a survey to gain feedback. No complaints have been received.

Bike and walking trails separated from the roadway. Provide connectivity for the community. USH 8, Firekeeper to Otter Creek Rd – funded for 2025. Continue trail west to Crandon in future. The ATV Plan and Ped/Bike Plan both have a lot of desired projects. Build the off-road trails – people will use them. Then need to provide education so they stay on the ATV trails and marked crossings.

4. Review high-level crash statistics 2017-2021 (Ayres)

Andy introduced crash data trends over the last 5 years (2017-2021) for roadways in and around the FCPC tribal areas. He identified crashes on all roads that are eligible to receive Tribal safety funding, as well as a few others that may likely be added to the list in the future (example: CTH S).

He then went through a few maps graphically showing the crash locations. One map compared 1 vehicle vs 2+ vehicle crashes, which the large majority are single vehicle crashes either run-off-the-road or deer crashes.

Another map described deer vs non-deer crashes. Over 50% of all crashes are deer crashes. Question was asked about how often mowing can be done. Currently only 1 cut to the right-of-way on state highways per WisDOT. Can do additional mowing at intersections for safety. Tony Kemnitz stated it is unlikely WisDOT would allow more then the current mowing schedule. Todd suggested partnership with WisDOT to help fund additional mowing. Tony thought that could gain traction. He agrees mowing is a mitigation technique and should be noted.

Andy also reviewed snow/wet road conditions; injury related crash locations, and alcohol/drug flagged crashes throughout the community. Similar maps will be created and brought to the public involvement meeting for discussion.

5. Discuss specific transportation safety issues/ concerns/ needs and possible projects of each in relation to the Forest County Potawatomi Community: (Ayres, FCPC and local representatives)

    a. Wisconsin DOT

Tony – no additional comments.

Sandy – sent 2018 Statewide plan to Todd. Want to make sure to reference in the updated Potawatomi Tribal Safety Plan.

    b. Forest County

Stephanie – Emergency Management – mentioned they have several retired folks who work as EMTs who may not originally be from the area, and they would benefit with more info/education on the tribal street naming.

    c. City of Crandon

No one from Crandon was on the call. Todd suggested the Mayor had concern of the plan for the USH 8 project plan to remove the climbing lane eastbound from Grandview Ave.

    d. Town of Blackwell

    e. Town of Laona

    f. Town of Lincoln

Lynne – Lincoln recently replaced road name signs for retro reflectivity. Dual-naming with tribal names. Continue to do what they can with limited public works staff for shouldering and clearing.

Todd discussed the street naming issues some more. Plan to update names (spelling, Ln vs Dr) in the GIS system, and then work with Sheriff, Dispatch and EMS. Uniform naming is a priority to be shared and used with all agencies.

    g. Town of Wabeno

Alan – Vehicle-Animal crashes. STH 32 – Wabeno to Laona – trees in ditches. Sumac-type trees – needs to be brushed/mowed. CTH H, CTH C – only gets mowed about 3 feet off the pavement,

would like to see more mowing. Todd reiterated possibility to partner and help fund more owing in tribal areas.

h. USDA Forest Service

i. Bureau of Indian Affairs

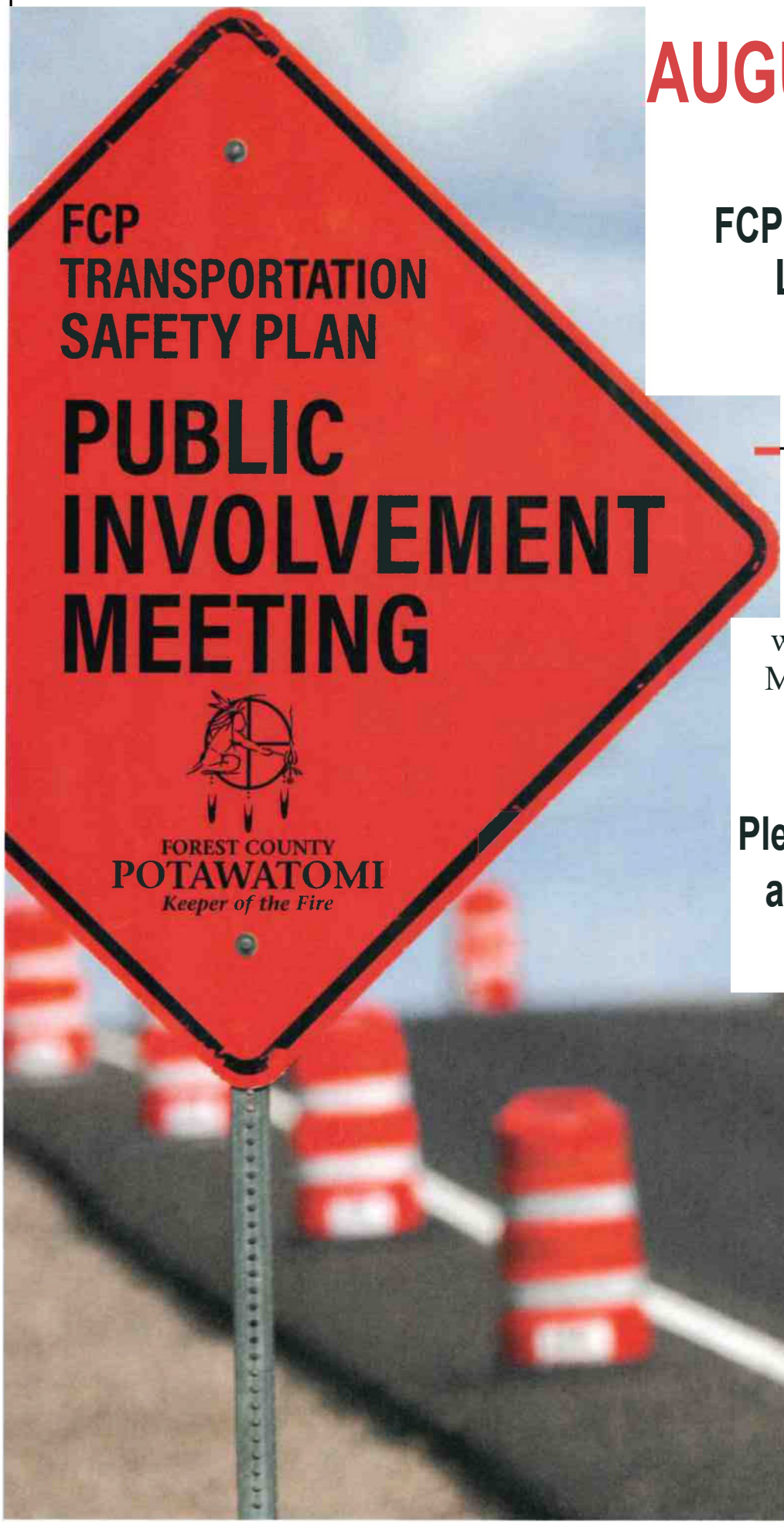
j. Other neighboring townships

6. Recap and action items (Ayres)

Final remarks – Todd brought up the ATV trails as an EMT – hard to pinpoint where someone is when there is an emergency situation. How to better identify? Stephanie – suggest adding Lat-Long on maps. Creating a GIS mapping app. Several different clubs maintain the trails. Todd – ask if there is a way to provide education to ATVers how to access coordinates from Cell phone. EM - Working towards Text to 911.

Andy – reminder for the public meeting on August 4th. It will be held at in conjunction with the USH 8 project PIM.

Public Involvement Meeting Attendance



THURSDAY
AUGUST 4, 2022
6-7PM

FCP CULTURAL CENTER, LIBRARY & MUSEUM

- LOWER LEVEL-

8130 MISH KO SWEN DRIVE
CRANDON, WI 54520

OPEN HOUSE FORMAT

Being held in conjunction with the Public Involvement Meeting for the US 8 Project from Crandon to Laona

OPEN TO EVERYONE

Please take the survey in advance of the meeting found here:

Welcome

Welcome to the Public Involvement Meeting for the Forest County Potawatomi Tribal **Transportation Safety Plan (TSP)**. The intent of this meeting is to obtain your input on transportation safety within your community.

Please review the information on display. The meeting is an open house format, and all attendees are encouraged to ask questions and provide comments on the safety plan. If you have not already had the chance, please complete the Transportation Safety Survey by scanning the QR code.

Plan Information

The purpose of this project is to update the current FCP Transportation Safety Plan. The existing plan was developed in 2016 and some aspects of the plan have changed and need updating.

When we discuss transportation safety, we are talking about all the ways people travel in and around your community. That includes travel by car or truck on the tribal roads, town roads, county highways, and state highways. It also includes pedestrian access, bicycle routes, ATV/UTV paths, and other ways you may travel.

The current plan has the following areas of emphasis:

1. Design and operation of intersections
2. ATV/UTV Motorized trail connections
3. Provide safe pedestrian and bicycle travel
4. Traffic Signs and pavement markings
5. Seatbelt use to minimize fatalities and serious injuries
6. Improve Access for EMS to increase survivability
7. Improve safety data
8. Reduce speed-related crashes
9. Reduce alcohol and drug impaired driving
10. Driver Licensing

Your input will help shape the plan emphasis areas over the next few years. We want to learn from you any areas that you think should be added or changed as a priority for safety. Are there specific locations that you think are unsafe along the roads? What types of improvements have you seen in the community, or that you think could be made to improve safety for all users?

Some of the other key topics that will be discussed in the plan update include:

- Recent traffic crash information to identify high crash areas
- Roadway, trail, and intersection projects that are being studied or designed
- Ways FCP can partner with the neighboring Towns, County, and State DOT to improve safety

Thank you for your interest and participation in today's meeting!

PUBLIC INVOLVEMENT MEETING

Forest County Potawatomi
Transportation Safety Piao

:	TIME:	LOCATION:	PURPOSE:
-...-2022	6:00 PM	FCP Cultural Center -Lower Level	Transportation Safety Plan Update

ATTENDANCE RECORD

Please Note: The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31-19.39 of the Wisconsin Statutes.

NAME (Please Print)	STREET ADDRESS CITY/STATE/ZIP CODE	REPRESENTING	PHONE NUMBER	Email (Please fill out if you would like to receive notifications by email)
'Fay Statezny	5350 City Rd W Crandon WI 54520	Forest County Highway	715-902-0004	Fay.Statezny@co.forest.wi.us
Jim Ambrosius	5103 Hwy 8-32 LAONA WI		715-889-0501	JIM4AFP@Yahoo.com
Roger Dale Cline	8502 HWY CRANDON	My Self - Public	715-784-0270	Roger Dale Cline@GMail.Com
Linda Monte	617 S. Forest Ave Crandon	Public	715-889-1164	
Kathy Marvin	9041 E. Pioneer St	Public	715-889-0627	
Brooke Dewing	709 E Washington St Crandon	Public	715-451-5598	brookeberdan@outlook.com
Michelle Berdan	903 N. Central Ave Crandon	Public	715-570-3751	shellyberdan@gmail.com

Public Survey Results

Transportation Safety Plan Survey 2022

1. **From the following list, please select your top 5 areas you would like to see more focus on when it comes to transportation safety within the community:**

Intersection safety
ATV trail connections
Pedestrian and bicycle connections
Improved traffic signs and markings
Seatbelt education and use
Emergency medical response times
Collecting useful safety data
Speeding on community roads
Alcohol and drug impaired driving
Driver licensing

Responses:

Intersection safety	ATV trail connections	Pedestrian and bicycle connections	Improved traffic signs and markings	Seatbelt education and use	Emergency medical response time	Collecting useful safety data	Speeding on community roads	Alcohol and drug impaired driving	Driver licensing
1	4	3	2	5					
4	5	2					3	1	
	3	2				5	1		4
	1	2	3		4		5		
5	4	2	3				1		

2. **Which of the following transportation safety emphasis areas are you most concerned with:**

Intersection safety
ATV trail connections
Pedestrian and bicycle connections
Improved traffic signs and markings
Seatbelt education and use
Emergency medical response times
Collecting useful safety data
Speeding on community roads
Alcohol and drug impaired driving
Driver licensing

Responses:

- Intersection Safety
- Alcohol and drug impaired driving
- Speeding on community roads
- (2) Pedestrian and bicycle connections

3. **Which statement best represents your thoughts on transportation safety within the community over the past 5 years:**

- Roadways feel much safer now than 5 years
- Roadways feel somewhat safer now than 5 years ago
- Roadway safety is the same as it was 5 years ago
- Roadways feel somewhat more dangerous than 5 years ago
- Roadways feel much more dangerous than 5 years ago

Responses:

2: Roadway safety is the same as it was 5 years ago
2: Roadways feel somewhat more dangerous than 5 years ago
1: Roadways feel much safer now than 5 years

Why did you select this answer:

Responses:

- Too many potholes. A substantial need for curb and gutter.
- We have nice roads and access is nice, but our community people still are speeding through with their vehicles: atv, motor bikes & cars.
- Need more walkways for safety
- In carter it would be great to see a safe way for our children to walk and ride about. There are no sidewalks to get them safely to and from the park. People are driving fast in our neighborhood.

4. **What transportation safety improvements have you seen or used within the community (examples include – sidewalk connections, better signs on sharp curves, use of speed tables on tribal roads, etc):**

Responses:

- Better signs with the Potawatomi language have noticeably improved. We need better quality signs to represent each department, so people know which department belongs where. Every department should have the same type of sign similar as the executive building. Make them all uniform.

- No improvement. Speed bumps slow down & they speed up. Speeders have No respect for their own community.
- The sidewalks on the SL campus are something we need to see in Carter

5. **What roadways in the community feel the most unsafe to you (state highway, county highway, tribal roads, other):**

   Responses:

   (3) State Highway
   (1) Tribal Roads

Why did you select that answer:

Responses:

- No safe turnouts to get on and off the highway. It is also very inconvenient for the general public to figure out how to get to and from the executive building/family services, h&w, etc.
- Intersections and connections
- People feel they can speed or drive the area without a license. I was visiting someone on Young's Lane and the resident said people fly through all the time. Wondering when the speed bumps are coming in.
- Because we live very close to the highway

6. **If there is a specific road that feels unsafe to you, please list this road in the space below.**

   Responses:

- Young's lane
- Intersection in stone lake
- Young's Lane, road from the old rec center to the c-store.

7. **On a scale of 1 to 10, with 10 being most relevant, how would you rank the following in the Forest County community:**

   a. I feel safe when walking along the road I live on
      Least relevant (1), Neither (5), (4), (4)
   b. I feel safe to travel by ATV through the community
      (4), Neither (5), (3), (9)
   c. Speeding is a concern on the road I live on
      (6), (4), Most relevant (10)
   d. I feel safe bicycling on roadways in the community
      (2), Least relevant (1), (8), (4)
   e. I am concerned about emergency medical response times
      Neither (5), Least Relevant (1), Most Relevant (10), (9)
   f. I am concerned with drivers and passengers not using seat belts
      (8), Most Relevant (10), Neither (5)
   g. I am concerned about alcohol or drug impaired driving
      (8), Most Relevant (10), Most Relevant (10), (7)

h. I am concerned with other people driving without a valid drivers license
(7), (8), Most Relevant (10), Least Relevant (1)
i. I feel the Forest County community is doing enough to improve transportation safety
Least Relevant (1), Neither (5), (4), (7)

8. **If you could choose one safety improvement to make in your community, what would it be:**

Responses:

- Install curb and gutter and improve intersections
- More shoulders, better interactions, and smoother roads
- Ongoing notices that to be respectful to your community, by slowing down.
- Sidewalks

9. **If you have any other comments that you would like to share with the Roads Division, please list these in the space below:**

- A bridge across young's lane would help with safer, direct access to and from the highway. With direct access to and from the core tribal offices