

TRANSPORTATION

3.1 INTRODUCTION

Transportation, in its various forms, ties together the land use patterns of a community and region. Manufacturers, agricultural producers, businesses, and residents all rely on a dependable transportation system to function. The circulation of people, materials, and products depends upon the system of transportation routes within Iron County and the linkages to areas beyond its borders. Iron County will work to provide a safe, efficient, and environmentally sound transportation network that promotes and supports the economy of Iron County over the next 20 years.

3.2 INVENTORY OF EXISTING TRANSPORTATION FACILITIES

Transportation facilities in Iron County are basic facilities ranging from rural town roads to state highways. Residents enjoy easy access to highways and town roads. Opportunities for safe pedestrian travel are limited given a lack of sidewalks and few trail facilities to connect developed areas. Most residents of the county rely on their personal vehicles to meet their transportation needs. Other modes of transportation including bus mass transit and air transportation are not available in the county. Iron County does contribute to Gogebic County, MI airport operations. They are not likely to be developed prior to 2025 given that the population and local businesses do not demand nor can they support these types of transportation services.

3.3 FUNCTIONAL CLASSIFICATION SYSTEM

Iron County’s roadway network is comprised of approximately 730 miles of highways and town roads. Roads within the county are classified according to their primary function and by the amount of traffic they sustain. In 2005, there are approximately 66 miles of County Trunk Highways in the county. USH 2 and 51 serve as the central road corridors providing residents and visitors access to the county. Other state highways and county roads provide services to moderate sized communities, while local roads provide routes to homes and recreational destinations both within and beyond the town. Table 2.1 depicts functional classification mileage for Iron County.

Classification	Miles
Principle arterials	47.48
Minor arterials	34.12
Major collectors	126.94
Minor collectors	44.90
Local roads	479.00
Total	732.43

Source: Wisconsin DOT, District 7

Principal Arterials include USH 2 and 51.

Minor Arterials include STH 77 and 182.

Major Collectors include STH 47, 122, 169 and all or part of CTH’s A, C, D, E, FF, G, H, and J.

Minor Collectors include all or part of CTH B, C, Lake Six Road, Moose Lake Road, Kaiser Road, Island Lake Road, Martha Lake Road, and Flowage Road.

Local Roads in the county are all local town roads. They provide access to residential, commercial, and recreational uses within the Iron County.

All the roads described in this section are illustrated on the Iron County Functional Road Classification Map (Map 3.1) at the end of this element.

Roads and highway are classified according to their primary function, either to more vehicles or to serve adjacent land.

- ✓ **Principal Arterials** – serve interstate and interregional trips. These routes generally serve urban areas greater than 5,000 population.
- ✓ **Minor Arterials** – accommodate interregional and inter-area traffic movements, often in conjunction with principal arterials.
- ✓ **Major Collectors** – provide service to moderate sized communities and other intra- area traffic generators. Many county truck highways fall into this classification.
- ✓ **Minor Collectors** – these roads collect traffic from local roads and provide links to all remaining portions of smaller communities and other higher function roads.
- ✓ **Local Roads** – provide direct access to residential, commercial and industrial development.

Rustic Roads

As of this writing, some County highways (or at least segments of them) are being identified as possibly being designated as rustic roads. The only road designated as a rustic road in Iron County at this time is Rustic Road 100, which is CTH H from CTH J to CTH G intersection, then CTH G to Michigan state line.

Traffic Volume

Table 2.2 depicts change in Annual Average Daily Traffic (AADT) at recording sites on roads passing through Iron County. As is indicated in the table, Sites 7, 11, 42, and 43 along USH 2 have shown the highest traffic increase since 1978. Sites 18 and 34 along USH 51 have also shown substantial increases in the last 20 years.

The increase in traffic throughout Iron County can be attributed to two main factors. First, since 1978, residents of the county are making more frequent vehicular trips for shopping, commuting to work, and to recreational sites. Secondly, some areas of Iron County have seen increases in population density and the development of second homes owned by seasonal residents of the county.

	1978	1981	1984	1987	1990	1993	1996	1999	+/- Change
Site 1	400	530	430	530	490	430	830	710	+310
Site 2	530	540	570	600	570	660	960	830	+300
Site 3	240	130	80	80	100	100	70	70	-170
Site 4	130	80	100	160	140	150	140	190	+60
Site 5	-	-	-	10	50	40	-	70	+60
Site 6	-	-	-	180	180	230	190	310	+130

**Table 3.2
Annual Average Daily Traffic at Recorded Sites
Iron County 1978-1999**

	1978	1981	1984	1987	1990	1993	1996	1999	+/- Change
Site 7	2,510	3,170	2,360	2,630	1,670	4,300	5,700	4,400	+1,890
Site 8	180	220	150	-	-	-	-	-	N/A
Site 9	170	210	150	300*	220*	280*	320*	340*	+170
Site 10	3,720	2,700	3,300	-	-	-	-	-	N/A
Site 11	2,900	2,300	3,520	3,240	3,869	4,500	4,100	4,400	+1,500
Site 12	990	990	-	800	710	1200	1400	1400	+410
Site 13	180	200	140	140	140	330	110	270	+90
Site 14	70	-	-	20	20	10	-	-	-60
Site 15	2,160	1,740	1,700	2,070*	2,300*	2,500*	3,000*	3,100*	+940
Site 16	2,310	2,020	2,080	-	-	-	-	-	-230
Site 17	510	550	530	420	560	650	820**	980**	+470
Site 18	3,040	2,630	2,440	3,030	-	3,200	4,500	4,600	+1,560
Site 19	2,120	1,390	1,670	1,560	1,620	3,400	2,200	1,700	-420
Site 20	570	570	680	440	440	900	650	690	+120
Site 21	230	440	210	110	120	300	220	220	-10
Site 22	400	410	500	390	450	970	690	610	+210
Site 23	150	-	-	160	220	490	290	310	+160
Site 24	20	-	-	20 ⁺	10 ⁺	10 ⁺	60 ⁺	10 ⁺	-10
Site 25	180	240	220	150 ⁺⁺	170 ⁺⁺	170 ⁺⁺	230 ⁺⁺	200 ⁺⁺	+20
Site 26	270	-	-	130	50	60	110	100	-170
Site 27	260	640	500	730	570	560	410	490	+230
Site 28	-	2,340	2,430	3,030	3,070	2,600	4,200	2,800	+460
Site 29	-	-	--	70	80	100	90	100	+30
Site 30	-	-	-	90	110	240	170	170	+80
Site 31	-	-	-	50	70	80	50	60	+10
Site 32	250	-	-	410	410	630	530	730	+480
Site 33	1,860	1,520	1,510	1,740	1,810	-	-	-	-50
Site 34	1,790	1,610	1,520	1,830	1,900	2,200	2,500	2,800	+1,010
Site 35	340	300	370	230	250	-	-	-	-90
Site 36	1,850	1,670	1,720	1,970	2,070	-	-	-	+220
Site 37	110	110	110	90	120	100	130	130	-20
Site 38	300	70	80	70*	80*	120*	60*	150*	-150
Site 39	-	-	-	-	-	2,100	2,500	2,700	+600
Site 40	-	-	-	-	-	60	100	110	+50
Site 41	1,030	940	990	1,140	850	1,370	1,310	1,800*	+770
Site 42	2,770	2,700	2,370	2,370	1,870	3,800	4,700	4,200	+1,430
Site 43	2,210	2,590	2,430	2,790	3,540	4,200	5,200	3,900	+1,690
Site 44	3,350	2,750	2,870	-	-	-	-	-	-480
Site 45	120	110	180	170	160	140	130*	150	+30
Site 46	280	180	210	250	240	400	230	430	+150

	1978	1981	1984	1987	1990	1993	1996	1999	+/- Change
Site 47	50	90	40	60	80	120	130	130	+80
Site 48	320	290	220	280	230	360	320	300	-20
Site 49	320	250	210	310	280	260	370	290	-30
Site 50	110	110	120	130	170	170	270	190	+80
Site 51	220	120	170	200	240	230	340	220	0
Site 52	550	420	380	450	450	470	460	-	-90
Site 53	420	400	420	480	410	500	580	640	+220
Site 54	420	350	390	-	-	-	-	-	-30
Site 55	330	-	-	240	380	410	660	820	+490
Site 56	-	-	-	220	130	130	110	180	-40

Source: Wisconsin Highway Traffic, Department of Transportation District 7

- Site 1: STH 77, three miles west of STH 122
- Site 2: STH 77, one mile west of STH 122
- Site 3: STH 122, one mile north of STH 77
- Site 4: STH C, one mile west of US 51
- Site 5: Island Lake Road, three & one half miles south of CTH C
- Site 6: CTH C, one & one half miles south of STH 77
- Site 7: US 2, one and a half miles west of STH 169
- Site 8: STH 169, one half mile south of US 2
- Site 9: STH 169, one half mile east of county line
- Site 10: US 2, one half mile west of CTH D
- Site 11: US 2, three miles west of CTH D
- Site 12: STH 77, one half mile east of junction CTH E
- Site 13: CTH E, one mile west of STH 77 junction
- Site 14: Island Lake road, eight miles south of STH 77
- Site 15: USH 51, one half mile east of Manitowish
- Site 16: USH 51, one half mile west of Manitowish
- Site 17: STH 182 & 47, one half mile south of Manitowish
- Site 18: USH 51, one mile southeast of CTH H
- Site 19: CTH J, between USH 51 and CTH H
- Site 20: CTH H, one half mile north of CTH J
- Site 21: CTH H, one mile south of town line
- Site 22: CTH J, one half mile east of CTH H
- Site 23: CTH J, two miles west of county line
- Site 24: Moose Lake Road, one mile west of USH 51
- Site 25: CTH FF, one half mile east of county line
- Site 26: Popko Circle, south of Trude lake
- Site 27: CTH FF, one half mile west of USH 51
- Site 28: USH 51, between CTH FF and CTH J
- Site 29: Beaver Lodge Circle, one mile south of Fisher Lake Rd

- Site 30: Fisher Lake Rd, between CTH H and Beaver Lodge Cir
- Site 31: Fisher Lake Road, at the paved / unpaved interface
- Site 32: CTH FF, three miles west of USH 51, Section 32
- Site 33: US 51, one half mile south of CTH G
- Site 34: US 51, one half mile north of CTH G
- Site 35: CTH G, one half mile east of US 51
- Site 36: US 51, one half mile south of CTH C
- Site 37: CTH C, one mile east of US 51
- Site 38: CTH G, one half mile south of the state line *Site moved about three miles west
- Site 39: US 51, just south of Camp 7 road
- Site 40: CTH G, four miles east of US 51
- Site 41: STH 77, one half mile east of town line *Site moved to one and a half miles east of town line
- Site 42: USH 2, one half mile east of Gurney town line
- Site 43: USH 2, one half mile east of STH 122 intersection
- Site 44: USH 2, one mile west of Kimball town line
- Site 45: CTH B, one half mile north of USH 2 *Site moved to one and a half miles north of USH 2
- Site 46: CTH B, just south of USH 2
- Site 47: STH 122, one mile north of Anderson town line
- Site 48: STH 122, just south of USH 2
- Site 49: STH 122, one and a half miles north of USH 2
- Site 50: STH 122, just north of CTH A
- Site 51: CTH A, just south of Saxon Harbor
- Site 52: STH 182, two miles north of the Price County line
- Site 53: STH 182, one mile northeast of Perry Lake road
- Site 54: STH 182, one mile west of STH 47
- Site 55: STH 47, two miles east of STH 182
- Site 56: Flowage road, two miles north of STH 182

* New Site on STH 169, one half mile north of Gurney, replaced Sites 2 & 3.

-: No Data for this year

(blank space): Site was not established yet.

N/A Not applicable since a new site replaced Sites 2 & 3.

*Site moved two miles east

**Site moved two miles south

+Site moved three miles west

++Site moved six miles northeast

Commuter Traffic

The most common means of commuting in Iron County is by individual car trips. Of the 2,806 workers aged 16 and over in 2000, the Census reports that 76.1 percent drove alone to work,

while 13.1 percent carpooled, 4.2 percent walked or bicycled, 0.3 percent used some other form of transportation, and 5.8 percent worked at home.

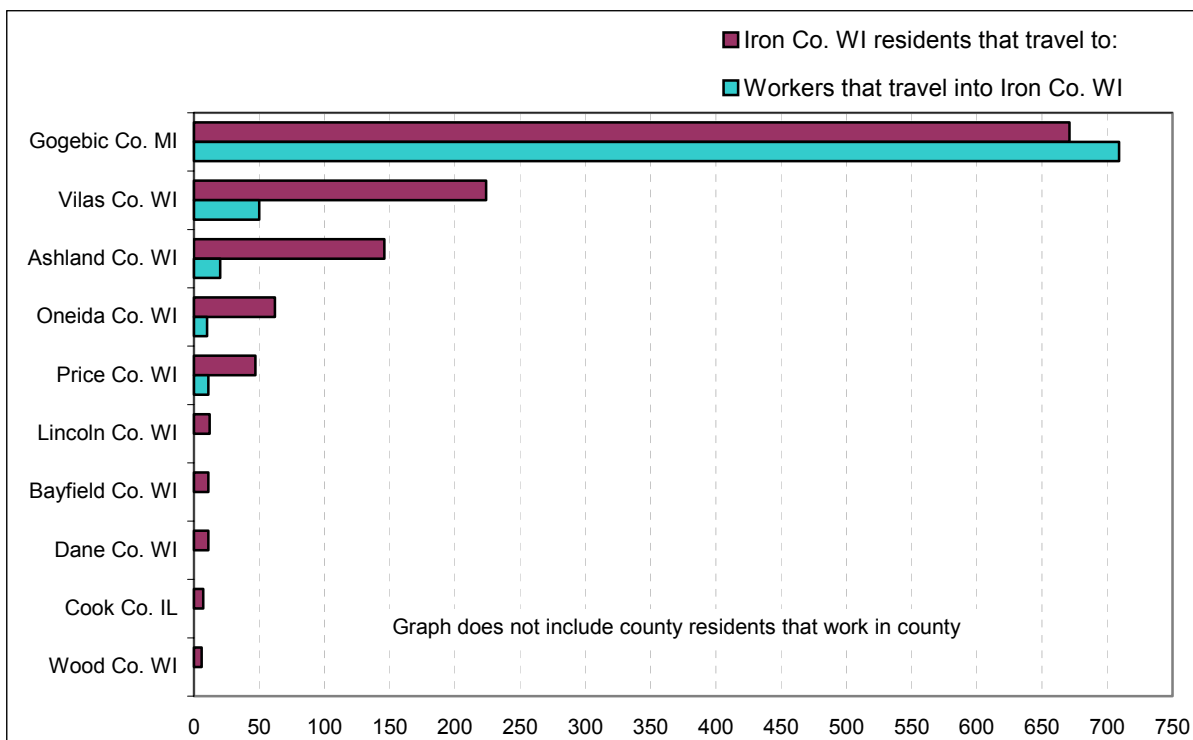
As of 2000 statistics, Iron County was experiencing a net commuter loss of 375 individuals who resided in Iron County but worked outside the county. Table 2.3 indicates Iron County’s commuting patterns. As is indicated, most workers who commute remain in Iron County (1528). Figure 2.1 on the following page displays Iron County commuting patterns in a graphic form.

Table 3.3: Iron County Commuting Patterns

	Commute To	Commute From	Net Commute
Gogebic County, Michigan	671	709	38
Vilas County	224	50	-174
Ashland County	146	20	-126
Oneida County	62	10	-52
Elsewhere	175	114	-61
Total	1,278	903	-375
Commute within Iron County	1,528		

Source: Compiled by WI DWD, Bureau of Workforce Information from the 2000 U.S. Census

Figure 3.1: Iron County Community Patterns



Source: U.S. Census Bureau

Proposed County Highway Improvements

Roadway improvements are critical for maintaining an adequate and safe roadway system. Future road improvements are generally based on current road conditions with the intent to keep all roadways intact and useable on a daily basis. Future roadway improvements need to be flexible because of the possibility of unforeseen emergencies or disasters that may arise from year-to-year or even day-to-day. All county highways in Iron County have an “A” level of service. This level of service characterizes county road in Iron County as “free flow”, or least congested. The Iron County Highway Department has developed a 5-Year schedule of future road improvements. There are eleven scheduled Iron County road improvements through 2010 as listed in Table 2.4. The Iron County Highway Department has two shops. The main shop is located in Hurley and a satellite shop is located in the Town of Mercer.

Year	Sponsor	Road/Street	Location	Mileage	Type of Improvement	Est. Cost
2006	County	CTH J	Beaver Lodge to County Line	4.7	Resurface	\$423,000
2007	County	CTH FF	Four Mile Cr to Dam Rd	4.7	Reconst/Resurface	\$1,900,000
			Dam Rd to County Line Rd	1.7	Reconst/Resurface	\$153,000
2007	County	CTH HH	--	--	Gravel	\$23,500
2008	County	CTH H	CTH G to Pine Forest Rd	3.3	Resurface	\$297,000

2008	County	CTH B	USH 2-SR 122	1.3	Resurface	\$117,000
2008	County	CTH C	Odanah Rd South 2 mi	2.0	Resurface	\$180,000
2009	County	CTH B	US-2 to Wall St.	1.8	Resurface	\$162,000
2009	County	CTH FF	US-51 to Paul Rd	1.8	Resurface	\$312,000
2010	County	CTH G	Bridge at Long Lake	0.25	--	\$400,000
2010	County	CTH FF	Paul Rd to Lake of the Falls	3.3	Resurface	\$297,000

Source: Iron County Highway Dept.

Proposed State Highway Improvements

The Wisconsin Department of Transportation prepares a six-year improvement plan that identifies improvement projects statewide. Table 2.5 lists all state projects planned in Iron County for the period 2005-2007.

Year	Sponsor	Road/Street	Location	Mileage	Type of Improvement
2005-2007	State	USH 2	From CTH B – MI State Line	9.57	PVRPLA
2005-2007	State	USH 2	From CTH B – MI State Line	9.57	Recondition
2005-2007	State	USH 51	South County Line - Mercer	7.80	PVRPLA
2005-2007	State	USH 51	From CTH C - Hurley	3.95	Recondition
2005-2007	State	USH 51	From Mercer – Weber Road	3.80	Recondition
2005-2007	State	STH 77	Ashland Co. Line – Upson Lake Rd	7.07	PVRPLA
2005-2007	State	STH 77	From Fifth St. – First St.	0.81	PVPRLA
2005-2007	State	STH 169	Ashland Co. Line – USH 2	7.07	RDMTN

Source: WisDOT
PVRPLA – Pavement Replacement
RDMTN-Road Maintenance

Pedestrian Facilities

Other than sidewalks available in the incorporated Cities of Hurley and Montreal and limited sidewalks in the unincorporated communities, pedestrian facilities are limited to walking and hiking trails in the county. Speed limits on most town and county roads are 45 mph or greater. These conditions hamper safe pedestrian travel opportunities. Moreover, given the low-density development pattern of the county and the fact that nearly all goods and services are located in the two cities, walking to places of work, shopping, or entertainment is not realistic for most residents. This situation is not anticipated to change over the 20-year planning period. As a result, people without access to motor vehicles must arrange for other transportation.

Bicycling Opportunities

Bicycling offers the flexibility of an auto, which is critical to some who do not possess a motor vehicle. Iron County has some locally designated bike route systems. However, many bicyclists use county and town roads for recreational purposes. The WisDOT has constructed a Wisconsin State Bike Map that highlights the most favorable bicycling conditions in Wisconsin. According to the map, there are roads designated as best conditions for biking, moderate conditions for biking, and undesirable conditions for biking in Iron County. See Map X for biking conditions

in Iron County. Most of the rural state trunk highway system now has a three-foot or wider paved shoulder. While shoulders were generally paved for maintenance and safety purposes, they also provide suitable accommodations for bicycle travel. Locally designated biking trails are listed below with a brief description of each.

- **The Pines & Mines Mt. Bike Trail System** wanders through the forests of Michigan's Upper Peninsula and Northern Wisconsin. Trails range from quiet gravel roads to single track backcountry trails.
- **Iron County Trails** wind through forested areas, past lakes, streams, and waterfalls cascading over iron rich rock. Trails incorporate many of the county's historic transportation, mining, and lumbering sites. Trails are beginner to intermediate ability level on gravel and forested roads with some advanced riding.

Other smaller bicycling trails exist in Iron County, as well as unlimited miles of trails for exploring throughout the region.

Downtown Mercer Biking/Walking Trail Project

The town is working toward the development of a pedestrian trail along portions of existing road right-of-ways and adjacent to a segment of abandoned railroad right-of-ways. The proposed trail would provide areas of the community with a safe walkable route to the central business district and would enhance tourism by connecting to neighboring communities such as Manitowish Waters and Winchester.

Hurley School District Biking/Walking Trail Project

The Hurley School District is in the process of developing a three-mile trail loop consisting of both public and private land easements around the K-12 school. The proposed trail would circle the school and follow road rights-of-way around the school connecting to a path north, along Lake Michelle to the Wisconsin Department of Transportation Welcome Center. If easements are unable to be secured, a smaller trail is planned on school property. The proposed trail would serve multiple purposes including providing a safe transportation route for students and it would enhance recreational opportunities for all to enjoy.

Railroad Corridors

One railroad line extends through the middle portion of Iron County in an east/west fashion. It is owned and operated by Canadian National. Currently, this rail corridor runs from Marengo in Ashland County through Iron County and into Michigan and moves mostly copper, ore, and lumber and wood products.

Air Transportation

There are no public airport facilities located in Iron County. The nearest major airport facility with scheduled passenger service is the Gogebic-Iron County Airport located near Ironwood, Michigan. Gogebic-Iron County Airport offers two flights daily, Monday through Friday to Milwaukee; one flight on Saturday to Milwaukee; and one flight on Sunday to Milwaukee. The airline carrier is Midwest Connect, a carrier for Midwest Airlines. The next closest airports with commercial air passenger service are Duluth International and Rhineland-Oneida County.

At present, there are three private airport/airfields within Iron County that are registered with the WisDOT Bureau of Aeronautics. Their county location and present status is outlined in Table 2.6.

**Table 3.6
Iron County Airports/Airfields**

Airport/Airfield	Location	Status
Saxon (PVT Lindblom)	T.47N-R2E Section 35 - Saxon	Private
Springstead	T.41N-R3E Section 31 - Sherman	Private
Blair Lake Airport	T.42N-R3E Section 19 -Mercer	Private

Source: Wisconsin Department of Transportation, Bureau of Aeronautics, 12/2002

Public Transportation/Mass Transit

Mass transit service is not available in Iron County given its low density of development. The density of development in the rural areas of the county cannot provide the ridership necessary to support a bus route.

Transportation Facilities for Disabled

Iron County is served by two elderly and disabled transportation organizations. Care-a-van Convalescent Transport Service, located in Ironwood, MI, provides transportation to all of Iron County for the elderly and disabled. The Iron County Unit On Aging also provides transportation services to all of Iron County and is located in Hurley. Free transportation is offered to elderly if they get a human services supplement and there is a minimal charge if not. Both organizations provide vans with wheel chair accessibility.

Trucking and Water Transportation

Trucking through the county is accommodated through the highway network and typically is subject to road weight restrictions, while the nearest access to waterborne commerce is the Ashland Marina or Port of Duluth/Superior.

Saxon Harbor, located on Lake Superior, is the only “Harbor of Refuge” in Iron County. The harbor includes 52 slips for boats up to 38 feet long, 5 transient moorings (non-permanent docks), 2 boat launches, parking for 50 trailers, 1,000 gallons of 90 octane gas for sale, boat septic system tanks, water, and restroom facilities. Currently, Iron County has secured funding to double the size of the existing harbor.

Multi-Use Trails

Throughout Iron County, there are several hundred miles of multi-use trails. This network is used most intensely during the winter months for snowmobiling and in the summer months for ATV use, which in addition to its recreational use provides an alternate means of commuting for some Iron County residents. Some town roads are open to ATVs and snowmobiles. Motorized and non-motorized trail systems are further described in the Utilities and Community Facilities element of the Iron County Comprehensive Plan.

3.4 SUMMARY OF EXISTING TRANSPORTATION PLANS

TRANSLINKS 21

TransLinks 21 is a multi-modal transportation plan for Wisconsin's 21st century. WisDOT completed the development of the 25-year plan in 1994 as a Statewide Transportation Plan to facilitate the efficient and economic movement of people and goods. Separate transportation modes are more precisely defined in the following transportation mode plans ending in "2020" below.

Connections 2030

Connections 2030 is the second generation Statewide Transportation Plan after Translinks 21, and is now in progress. The planning process will update Wisconsin's comprehensive, long-range multi-modal transportation plan. It will provide a broad planning framework for the next 25 years, guiding transportation policies, programs and investments through 2030.

Wisconsin State Highway Plan 2020

The *Wisconsin State Highway Plan 2020* focuses on the 11, 800 miles of State Trunk Highway routes in Wisconsin. The plan identifies traffic congestion in the next 20 years on USH 2 from STH 122 into Hurley, and on STH 77 southwest of Hurley through Montreal and Pence. No conflicts with the Iron County Comprehensive Plan have been identified.

Corridors 2020

Corridors 2020 sets criteria for selected routes that go beyond traditional highway planning with the intent to enhance and improve all two-lane and four-lane highways connecting cities of 5,000 inhabitants or more. This does not pertain to Iron County, as no corridor 2020 primary or secondary route passes through the county. No conflicts with the Iron County Comprehensive Plan exist at this time.

Wisconsin Bicycle Transportation Plan 2020

The *Wisconsin Bicycle Transportation Plan 2020* (1998) presents a blueprint for improving and expanding bicycle transportation routes in the state. There are no plans to expand state bicycle routes into Iron County.

Wisconsin Pedestrian Policy Plan 2020

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

Wisconsin State Airport System Plan 2020

The Wisconsin State Airport System Plan 2020 provides a framework for the preservation and enhancement of a system of public-use airports adequate to meet current and future aviation needs of the State of Wisconsin. There are no public airports in Iron County, and there are no plans to establish any in the next 20 years.

3.5 TRANSPORTATION GOALS, OBJECTIVES, AND ACTIONS

A set of recommended goals, objectives, and actions has been developed to assist in the area of transportation. Implementation of the identified actions and coordination with other units of governments throughout Iron County will assist in achieving the overall transportation goal.

Goal: Provide for a safe, efficient, and environmentally sound multi-modal transportation system that provides personal mobility for all segments of the population, and that promotes and supports the economy of Iron County.

Objective 1: Support efforts to provide safe and efficient local road, highway, trail, and air transportation. Where possible, coordinate the development of transportation improvements as multi-jurisdictional efforts to maximize cost savings and safety.

Action: *Work closely with local jurisdictions and organizations during the planning and design stages of transportation projects, including snowmobile and ATV usage on town roads by providing alternative routes wherever possible.*

Action: *Promote cooperation and coordination between state, counties, cities, and towns in developing local transportation plans.*

Objective 2: Minimize negative environmental and social transportation impacts by identifying and protecting historic, scenic and cultural resources when constructing new or improving existing transportation facilities.

Action: *Develop a checklist of criteria to be met when improving or constructing new facilities.*

Objective 3: Improve motorized and non-motorized recreational trail usage in the County.

Action: *Develop a plan for future trail locations, trail design standards, and related considerations for the county.*

Action: *Maintain the use of abandoned railroad rights-of-way for future motorized and non-motorized recreational trails uses.*

Action: *Work with the Wisconsin Department of Natural Resources and Wisconsin Department of Transportation in identifying potential funding programs to purchase or develop rights-of-way for recreational uses.*