



ELEMENT 3: TRANSPORTATION

3.1 INTRODUCTION

A transportation system helps bring a community together. A well-designed and maintained transportation system provides safe, efficient, and reliable ways for residents to access their homes, schools, businesses, and places of work. Furthermore, it provides recreation opportunities and contributes to the overall image of the community. A transportation system also links a community to its surroundings. It facilitates import and exports of goods and services and is a major factor in determining future land use. This element provides an inventory and analysis of Drummond's transportation system and it details goals, objectives, actions, and maps to help enhance the transportation system.



3.2 INVENTORY AND ANALYSIS

Drummond's transportation system includes roads and various types of trails for walking, biking, snowmobiling and ATV riding. The Town of Drummond is a one-third owner of the Cable Union Airport with the Towns of Cable and Namakagon. This section will review each of these components of the transportation network.

Road System

The road system is perhaps the most important aspect of Drummond's transportation system. It provides links within the community and to surrounding areas. This section describes a functional classification system for the roads in Drummond and discusses some of the major issues and opportunities relating to the existing road system.

The Wisconsin Department of Transportation (WisDOT) classifies roads as principal arterials, major or minor collectors, and local roads. This classification system recognizes that roads perform specific functions. The following provides a brief description of the classification system as it pertains to roads in the Town of Drummond. Refer to Table 3.1 and Map 3.1: Functional Classification, Town of Drummond.

Principal Arterials. Principal arterial roads provide connections between cities and regions. They move large volumes of traffic on reasonably direct routes. More often than not, private property access, parking, and traffic signals are often limited to help facilitate smooth traffic flow through rural areas. WisDOT identifies USH 63 as a principal arterial in the Town of Drummond. USH 63 is the major north-south route in the town and county.



Minor Arterials. In conjunction with the principal arterials, minor arterials serve cities, large communities, and other major traffic generators providing intra-regional and inter-area traffic movements. There are no minor arterials in the Town of Drummond.

Major Collectors. Collector roads generally provide major connections within a community or neighborhood and link local streets to arterial roads. Parking and private property access is generally available on these roads. WisDOT identifies several major collector roads in Drummond including all or parts of CTH A and CTH N, Delta-Drummond Road, North Lake Owen Drive, South Lake Owen Drive and Pioneer Road.

Local Roads. Local roads are all other roads in the Town of Drummond that are not classified as arterials or collectors. Local roads handle the least amount of traffic volume, but provide direct access to private property. They are generally narrower than the other types of roads and they generally allow parking.

Table 3.1: Town of Drummond Functional Classification

Classification	Miles
Principal Arterials	10.95
Minor Arterials	0.0
Major Collectors	30.93
Local Roads	121.86
Total	163.74

Source: WisDOT

Regional, State and Local Road Plans

At this time, there are no major highway plans that would affect Drummond. However, the state has scheduled one project within the Town of Drummond in 2006. The Town of Drummond maintains a five-year road project goals list and protection plan (2006-2010). Table 3.2 lists all known road improvement plans in the town over a five-year planning period.

Table 3.2: Drummond Road Improvement Plans

Year	Road	Length	Type of Improvement	Est. Cost
2008-2010	Drummond-Delta Rd	6.45 Miles	Pulverize road bed, culverts, 4" asphalt overlay	\$1,860,000
2007	S. Lake Owen Rd	2.0 Miles	2" asphalt overlay (from Ryberg Rd south)	NA
2007	Blue Moon Rd	3.5 Miles	Crack saw and seal	NA
2007	Witter Rd	0.4 Miles	Crack saw and seal	NA
2007	Maple Grove Rd	1.0 Mile	3" gravel lift	NA
2008	S. Lake Owen Rd	2.3 Miles	2" asphalt overlay (from Pioneer Rd north)	NA
2008	Village Streets	NA	Crack saw and seal	NA
2008	Old 63 N.	NA	Crack saw and seal	NA
2008	Drummond Lake Rd	0.3 Miles	3" gravel lift	NA
2009	N. Lake Owen Dr	3.3 Miles	Chip seal coat (US 63 to picnic grounds)	NA
2009	N. Lake Owen Dr	3.07 Miles	Ultra-thin overlay	NA

Source: Town of Drummond, WisDOT
 NA- Not Available



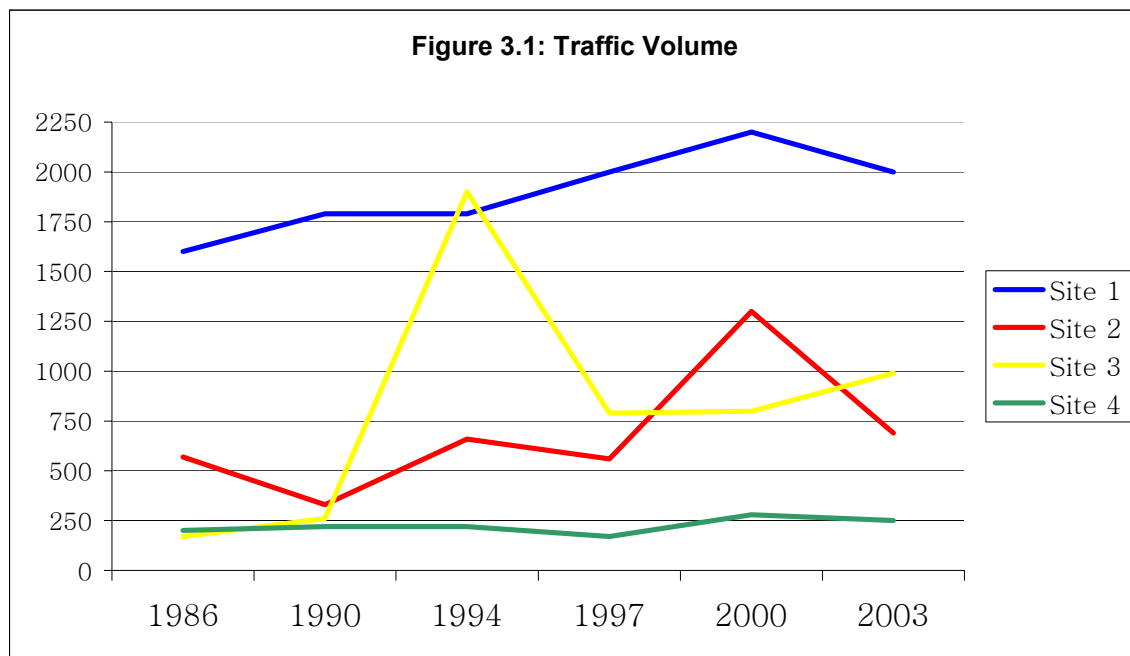
Pavement Surface Evaluation Rating (PASER)

Once every two years, the Town of Drummond completes a Pavement Surface Evaluation Rating (PASER) for all town roads in accordance with WisDOT requirements. PASER is a visual inspection system to develop a condition rating for community roads. PASER is an important tool for small government planning because it gives a picture of road conditions on all roads and can identify candidates for maintenance and rehabilitation. Surface defects, cracking, potholes, and drainage are all examined during a typical PASER evaluation.

Traffic Counts

Traffic counts are reported as the number of vehicles expected to pass a given location on an average day of the year. This value is called the "annual average daily traffic" or AADT. The AADT is based on a short-term traffic count, usually 48 hours, taken at the location. The counts are collected at nearly 26,000 rural and urban locations throughout the state.

In the Town of Drummond, traffic counts that were recorded at four different locations are used to show traffic volume changes from 1986 through 2003. See Map 3.1, Functional Classification for site locations.



Source: WisDOT

Site 1: US 63 5 miles north of Cable

Site 2: CTH "N" just west of jct. with US 63 just west of Drummond

Site 3: Delta Drummond Rd just north of jct. with US 63

Site 4: CTH "A" just north of jct. with CTH "N", on Drummond-Barnes boundary



Airport

The Town of Drummond is a one-third owner of the Cable Union Airport with the Towns of Cable and Namakagon. The public airport is located three miles east of USH 63 off of CTH M, and is adjacent to the Telemark Resort in T.43N.- R.7W. Section 21. The airport consists of two runways 16/34 and 8/26. Runway 16/34 is a 3,709 ft asphalt surface and runway 8/26 is a 2,840 ft. turf surface. The Cable Union Airport is classified as a Basic Utility – B by the Wisconsin Department of Transportation. These airports are designed to accommodate aircraft of less than 12,500 pounds of gross weight, with approach speeds below 121 knots and wingspans of less than 49 feet. Such aircraft can be either single-engine or twin engine piston.



The nearest airports providing regular scheduled passenger flights to domestic and international destinations are located in Duluth, Minnesota, and Minneapolis-St. Paul, Minnesota.

Over the 20-year planning horizon, future goals for the airport hinge upon securing a Federal grant. If this grant is obtained, among other things it would most importantly pay for redevelopment and engineering of the landing strip and a 3,700 foot GPS rated runway. The grant would also afford new lighting, additional hangers and a new office building. The grant would be 95 percent paid for by the Federal government and the other five percent of the costs would be split amongst the three towns. Table 3.3 below details the potential grant for improvements to the Cable Union Airport.

Airport / Location	Improvement Date	Type of Improvement	Total Cost
Cable Union Airport	2007	Recst. Rwy 16/34, Conn. Twy and Apron, Replace Lighting, Develop Hangar Area, Install Deer-Resistant Fencing	\$1,835,000

WisDOT's Bureau of Aeronautics Five-Year Airport Improvement Program 2003-2007

Trucking and Water Transportation

Trucking in and through the Town of Drummond is provided via the local road network and its connection to the CTH and STH system. This system provides adequate trucking access for receipt and delivery of goods and products. A weight restriction posting on some local roads during the spring season is necessary to prevent damage to local roads.

No waterborne commerce is available in Drummond. The nearest access to waterborne commerce is the Port of Duluth-Superior.



Bicycling and Walking

The WisDOT, along with the Bicycle Federation of Wisconsin, has compiled a Wisconsin State Bike Map (Figure 3.2) that highlights the varying roadway conditions for bicycling. In the Town of Drummond, CTH N and the southern half of STH 63 are rated as having moderate conditions for biking (blue). On STH 63 from Drummond proper east into Grand View, bicycling is prohibited or not recommended (red). Most of the rural State Trunk Highway system has a three-foot or wider paved shoulder. While shoulders were generally paved for maintenance and safety purposes, they also provide limited accommodations for bicycle travel.

Pedestrian travel in the Town of Drummond is very limited due to the rural nature of the town. Within the town, the greatest opportunity for pedestrian travel exists in the “unincorporated” hamlet of Drummond where dense residential development around facilities such as the Drummond School.

Railroads

There are no railroad lines in the Town of Drummond. Canadian National owns and operates the closest line in Ashland and Douglas Counties.

Transit Services

Transit services available to Town of Drummond residents are very limited. One program in place, the Bayfield County Certified Volunteer Driver Program offers elderly and disabled residents transportation opportunities depending on the availability of drivers and funding. If ever the need for more elderly/disabled transportation transpires, there are a number of grants available to private, non-profit organizations and other local public bodies to provide these transportation services.

Multi-Use Trails

Throughout Bayfield 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 Bayfield County residents. Most town roads are not open to ATVs and snowmobiles. Motorized and non-motorized trail systems are further described in the [Utilities and Community Facilities](#) element of the Town of Drummond Comprehensive Plan. See pages 4-6 and 4-7 for more information on trails.

Figure 3.2: Drummond Biking Conditions





Rural Transportation and Development Costs

Due to the town being rural in nature, the ability for the Town of Drummond to provide a full range of transportation choices is very limited. It is the desire of the town that when possible and financially feasible, alternative transportation modes be investigated and developed into new neighborhood designs. A number of the objectives and action statements made by the town support the overall development of a multi-modal transportation system. Due to the rural nature of the town, full implementation of a town-wide pedestrian/trail system may be difficult. However, in areas more densely populated, designs targeted to better pedestrian movement may be adapted in the future.

Transportation costs to a developer in meeting the town requirements for minimum road standards can have an impact to total project development costs. It is recommended, where possible, developers consider a more compact design of building lots (residential, commercial, and industrial) to minimize the total mileage of road construction. The cost saving can be significant to the developer and, in turn, can reduce for the town the total mileage required to maintain when designated as a town road.

3.3 LOCAL, STATE, AND REGIONAL TRANSPORTATION PLANS

State, regional, and county agencies have developed plans for roadways and/or infrastructure under their responsibility and to guide actions, policies, and programs for these transportation related plans. It is important the Town of Drummond be aware of proposed transportation activities that may affect them. State, regional, and county plans applicable to this element have been reviewed and are summarized to reflect their overlapping jurisdictional control or recommendations. A regional transportation plan has not been developed; however, the Northwest Regional Planning Commission will be developing a plan by 2010 as part of their regional comprehensive plan.

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

WisDOT is currently developing a long-range transportation plan for the state, called Connections 2030. This plan will address all forms of transportation over a 25-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian and transit. The overall goal of the planning process is to identify a series of policies to aid transportation decision-makers when evaluating programs and projects.

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 no traffic congestion in the next 20 years on highways within the Town of Drummond.



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. There are no conflicts with the Town of Drummond Comprehensive Plan.

Wisconsin Bicycle Transportation Plan 2020

The *Wisconsin Bicycle Transportation Plan 2020* (1998) encourages increased bicycle use by describing how to fund and design bicycling improvements on the state highway system and on local roads. There are no conflicts with the Town of Drummond Comprehensive Plan.

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 by communities in Wisconsin. The plan also serves to help communities identify actions they can take to establish pedestrian travel as a viable, convenient, and safe transportation choice throughout Wisconsin. No specific recommendations to the Town of Drummond exist.

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 conflicts with the Town of Drummond Comprehensive Plan.

Wisconsin State Rail (Issues and Opportunities)

This report summarizes critical rail transportation issues, suggests opportunities for public sector involvement, and points out areas where additional research is needed. The report reflects input and guidance from a variety of sources including a State Rail Advisory Committee and a Rail Industry and Shippers' Advisory Group. The report also assesses the rail system's current condition and determines courses of action for future improvements and alternatives to fund them. There are no plans for rail services in the Town of Drummond over the 20-year planning horizon.