

Transportation

Element Name:	Transportation
Chair:	John Werner
Members:	Brian Krug, Kurt Gibbon, Steve LaMere, and Dale Prochnow, Jr.
City Representatives:	John Neubauer

Introduction

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. A community's transportation system plays a vital role in the facilitation of an area's economy, land use, and all-around development. This element presents an inventory of the existing transportation amenities in the City of Medford, including a compilation of goals, objectives, actions, and programs to guide the future development and maintenance of the various transportation facilities in and around the City of Medford.

Short Term Plan Suggestions (0 to 5 Years)

- Priority: 1** Designate major and local truck routes.
- Priority: 2** Rebuild Highway 13 corridor throughout the City to accommodate growth of the City.
- Priority: 3** Both City and County emergency services are in the process of installing emergency vehicle pre-emption devices. Anticipated completion in 2009.

Medium Term Plan Suggestions (6 to 10 Years)

1. Conduct a trend analysis to identify rapidly developing areas and focus on where to allocate funds most effectively.
2. Pernsteiner Plot (Industrial Park #2).
3. North corridor of Highway 13.

Long Term Plan Suggestions (11 Years Plus)

1. Replace bridge on Highway 64 at Wisconsin Avenue. The bridge will need to be widened to add a turn lane in order to be in compliance with the Department of Transportation.
2. Control Highway 64 corridor intersections with "stops" at problem areas.
3. Address pedestrian and bicycle traffic in the vicinity of the Highway 64 bridge at Wisconsin Avenue and Highway 64 intersection.

Summary

When coordination of local land use planning and provision of transportation facilities is accomplished, money and time can be saved over the short- and long-term. Each transportation decision impacts economic development, community development, land use, and the natural and built environment. Although transportation decisions can directly influence the City of Medford's growth, it is more beneficial to the City's future that it be used as a tool to accommodate planned growth. Lands in the City of Medford will be used more efficiently when land is developed in proximity to other development and to transportation facilities.

Modes of Transportation

The means by which people and freight are carried fall into three basic categories, land (road, rail and pipelines), water (shipping), and air. Because the City of Medford does not have direct access to water transportation, the transportation modes of land and air will be addressed.

Highways/Roads

The road system is perhaps the most important aspect of the City of Medford's transportation system, as it is the primary means of transporting people and goods in and through the City, linking it to surrounding areas and communities. Attachment A depicts the existing roadway system in the City of Medford.

The State of Wisconsin has jurisdiction over 120 miles of state highway in Taylor County including State Highways 13, 64, 73, 97, and 102. These highways serve as the backbone in serving local transportation needs. State Highway 13 runs north-south through the eastern half of Taylor County. State Highway 64 is the major highway running east-west through Taylor County. Through a contractual agreement with the State of Wisconsin, the Taylor County Highway Department is responsible for maintenance of state highways and rights-of-way.

A network of 250 miles of County highways serve Taylor County's rural areas. County trunk highways serve as major collectors from rural areas and distribute traffic to higher volume State highways. Major east-west highways include A, D, M, and O. Major north-south routes include C, E., and H. These and other county highways play an important role in linking the area's agricultural resources to Taylor County's retail and commercial nodes.

While there has not been any state highway bypasses constructed in Taylor County, the potential for a highway bypass within the City of Medford has been mentioned. Concern about traffic congestion and continued land use development along Highway 13 is driving the informal discussion about a future bypass.

Taxi

The City of Medford provides a taxi service that is privately-owned and subsidized by the City and other governmental agencies. In 2006, 16,213 passenger trips were made.

Air Transportation

The primary airport (public) within the county is the Taylor County Airport. Six other private landing strips are known to exist throughout the county. The Taylor County Airport is located in the Town of Deer Creek, approximately three miles southeast of the City of Medford in T.30N-R.2E Section 7, and is the only public airport in Taylor County. It has a 4,100 foot paved and lighted runway with NDB non-precision approach. Future plans have the runway expanding to 4,400 feet. Services provided include: Jet A fuel, 100 low-lead AV gas, 24-hour fuel service, car rental, taxi service, large ramp/tie down area, flight instruction, and computerized weather briefing/flight planning service. Operating hours are 8:00 AM to 4:30 PM, or by special arrangement. The addition of an east-west 5,001 foot paved and light runway and an automated weather observation system (AWOS) was complete in 1996. All runways are paved and in good condition.

Air Transportation Continued

The Wisconsin Department of Transportation classifies the Taylor County Airport as a Transport/Corporate (T/C) airport. T/C airports are intended to serve corporate jets, small passenger, and cargo jet aircraft used in regional service and small airplanes (piston or turboprop) used in commuter air service. These aircraft generally have a gross takeoff weight of less than 60,000 pounds, with approach speeds below 150 knots (approximately 160 mph) and wingspans of less than 188 feet.

In August of 1998, the Taylor County Airport Zoning Ordinance was established. The purpose of this ordinance is to regulate the use of property and to regulate and restrict the height of structures and objects of natural growth in the vicinity of the Taylor County Airport. Additionally, the ordinance promotes public health, safety, convenience, and general welfare to increase safety in the use of the airport and to protect persons and property within the airport affected area and zoning districts.

The closest airports providing scheduled passenger service are in the Central Wisconsin Airport (Marathon County) and the Chippewa Valley Regional Airport (Chippewa County). Much of the airline service provided at Wisconsin's airports is designed to feed into the network of domestic and international destinations at major hubs located at airports such as the General Mitchell International (Milwaukee), Minneapolis-St. Paul International, and O'Hare International.

Railroads

Rail service in the City of Medford is provided by Canadian National (CN) railroad. The rail currently runs from the City limits to the property owned by Melvins.

The rail segment serving the City of Medford provides once a day service to only a few customers. The mainline provides a direct connection to key rail yards located throughout the Midwest and Southern United States and Canada, with nearly 25 trains daily. Customer demand for rail service has declined steadily over the years, evident by the abandonment of rail line from Medford north into Price County that is now functioning as a recreation trail. The mainline bisects the western edge of the Village of Gilman where a rail siding is available for potential business.

Sidewalks & Riverwalk

Along with the sidewalks throughout the City of Medford, there is also the City Riverwalk that is part of the Medford City Park. The Riverwalk parallels the Black River for the majority of its way through the City. Picnic/barbecue areas are located along the walkway. A pedestrian bridge was built in 1999 and connects the East Riverwalk with the West Riverwalk. Attachment B indicates the sidewalk system in the City of Medford.

Freight Transportation

Freight transportation is available throughout the county and state highway system as well as the local road network. The City has no seasonal weight limits, however, trucks must use designated truck routes.

Play Vehicles

Play vehicles are defined as a coaster, skateboard, roller skates, sled, toboggan, unicycle, or toy vehicle upon which a person may ride. A bicycle is defined as a device propelled by the feet acting upon pedals and having wheels, any of which are not less than 14 inches in diameter.

The City allows play vehicles are allowed on streets and sidewalks except on sidewalks in the downtown area. Bicyclists are required to observe all State Department of Motor Vehicle laws.

Functional Road Classifications

The Wisconsin Department of Transportation (WisDOT) classifies roads as principal arterials, minor arterials, collectors, and local roads. The classification system recognizes that roads perform specific functions, and according to WisDOT serve two primary purposes: (1) to move vehicles (traffic mobility), and (2) to serve adjacent land (land access). Arterials accommodate the through movement of vehicles, while collectors (major and minor) serve both local and through traffic by providing a connection between arterials and local roads. Local roads not classified as arterials or collectors are local functioning roads. See Attachment C for the City's road classification system.

Principal Arterials – Principal arterial road provide connections between cities or regions. They move large volumes of traffic on fairly direct routes. In the City, State Highway 13 is the only designated principal arterial roadway.

Minor Arterials – Minor arterial roads connect to principal arterial roads. Like principal arterial roads, minor arterials carry large volumes of traffic to “activity” centers. In the City, State Highway 64, and part of County Trunk Highway O are classified as a minor arterial roadway.

Local Streets – Local streets carry the least amount of traffic volume and provide access to adjacent land and residential developments. These roads provide for travel over relatively short distances and are mostly all City roads. There are 34 WisDOT certified miles of streets within the City. Various alleys throughout the City provide access for homeowners to driveways, off-street parking, and garages.

Truck Routes – The City does not allow people to drive a motor vehicle having a gross weight that exceeds 8,000 pounds, excepting motor buses, on any street or alley in the City except for those “heavy traffic routes”. See Attachment D for map of City's truck routes.

Traffic Volume

An analysis of past and present traffic volumes is beneficial in determining the traffic conditions in a community. Traffic volumes are usually presented as an Annual Average Daily Traffic (AADT) figure, and are calculated for a particular intersection or stretch of roadway. The Wisconsin Department of Transportation, as part of its traffic count program, provides highway traffic volumes for selected roads on a rotating basis every three years. For the City of Medford, traffic volumes were last published in 2005. The average daily traffic volumes on selected roadways within the City are shown on Attachment E.

Means of Transportation & Commuting Patters

In the City of Medford, the most common form of transportation is by individual vehicular trips. Of the 9,700 workers 16 years and older in 2000, the Census reports 6,975 (71.9%) drove alone, 1,117 (11.5%) carpooled, and 1,044 (10.7%) worked out of their home. As is evident Table 2, the largest percentage of commuter traffic is done in Clark, Marathon, Price, Rusk, and Chippewa Counties.

Table 2: Taylor County Commuting Patters

	Taylor County Residents Commuting to Listed County	Residents of Listed County Commuting to Taylor County	Net Gain Or Loss of Workers
Chippewa County	126	111	-15
Clark County	582	598	16
Dunn County	19	6	-13
Eau Claire County	51	72	21
Elsewhere	140	79	-61
Lincoln County	71	82	11
Marathon County	321	442	121
Price County	144	326	182
Rusk County	134	31	-103
Wood County	82	42	-40
Total	1,670	1,789	119

Source: US Department of Commerce, Census 2000, County-to-County Work-Flow Files

Road Improvements

City of Medford Public Works Department – The Public Works Director is the administrator of the Public Works Department, and is responsible for construction and maintenance of streets under the direction of the City Council. Duties include the responsibility for the necessary engineering studies, surveys, plans and cost estimates for street construction; care and maintenance of City road equipment and supplies; recording all expenditures; plan and supervise City maintenance and construction work on the City street system; and maintenance of City bridges. The department is also responsible for preparing a 5-Year Capital Improvement Plan that is submitted to Council annually for review and approval. Attachment F for the current Five-Year Capital Improvement Plan, and Attachment G for map indicating the area of planned improvements. The department currently maintains 34 miles of City streets.

As of February 2007, the Public Works Department has eight full-time employees as well as seasonal part-time personnel. The principal Public Works Shop is located in Industrial Park #1. The shop is used for the storage and maintenance of City-owned equipment.

Wisconsin Information System for Local Road (WISLR)

The Wisconsin Information System for Local Roads (WISLR) is an Internet-accessible system that helps local governments manage local road data to improve decision-making and to meet State Statute requirements. The City uses the Pavement Surface Evaluation Rating (PASER) system for conducting annual reports on the condition of all City streets. Every odd numbered

Wisconsin Information System for Local Road (WISLR) Continued

year, these pavement ratings must be submitted to Wis DOT by mid-December. These ratings, used in conjunction with other factors, determine annual construction projects for the City. These other factors include: (1) Proximity of road projects to scheduled state or bridge projects; (2) Availability of hot mix asphalt plants in the area; (3) Cost effectiveness of resurfacing larger projects; and (4) The possibility of alternate funding (STP, CHIP-D, PLH).

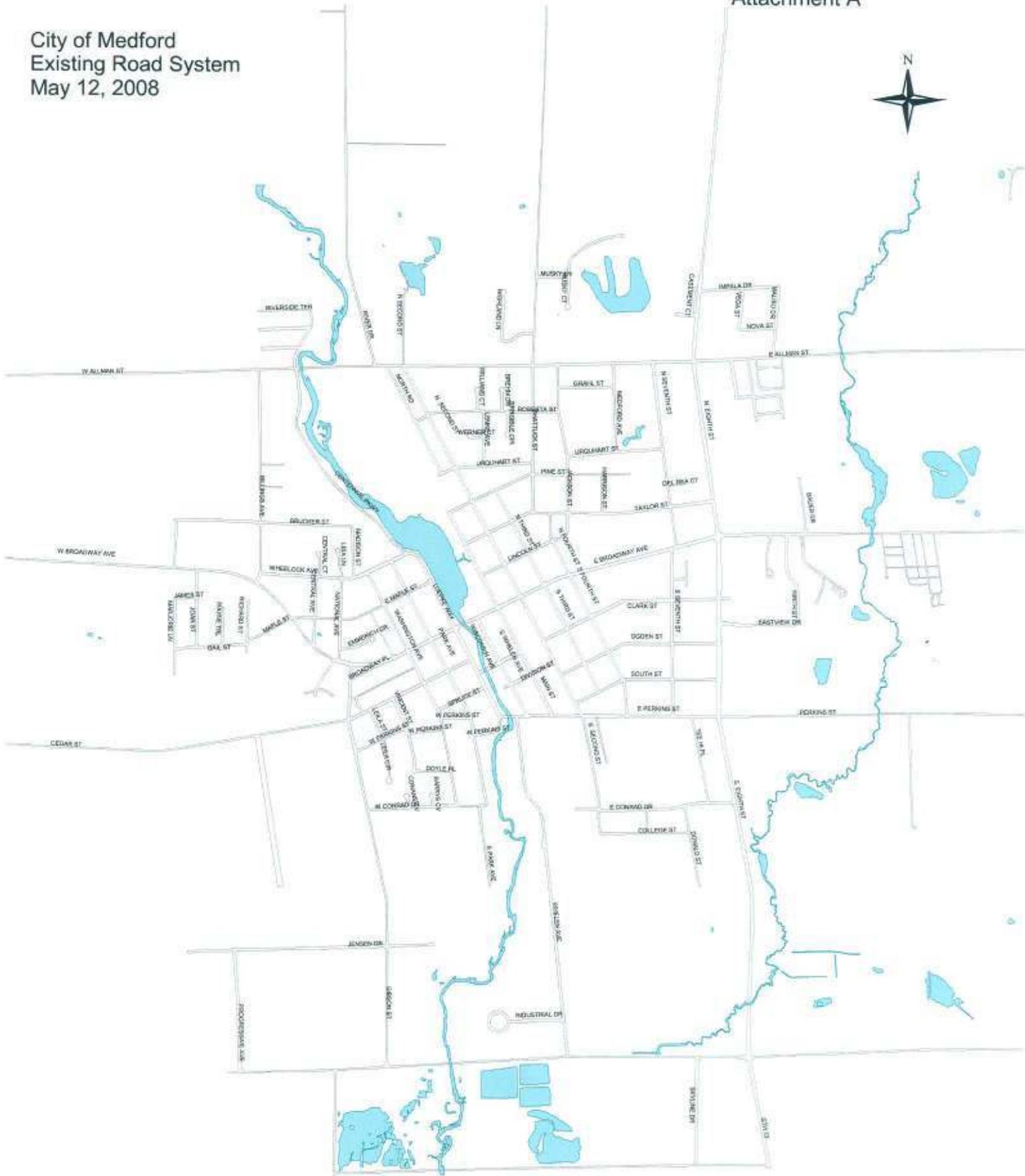
Programs & Implementation Tools

Funding and Technical Assistance Programs – The following section identifies the agencies as well as programs established and administered by those agencies to provide financial and technical support for the operation, maintenance, and planning of the City's transportation system.

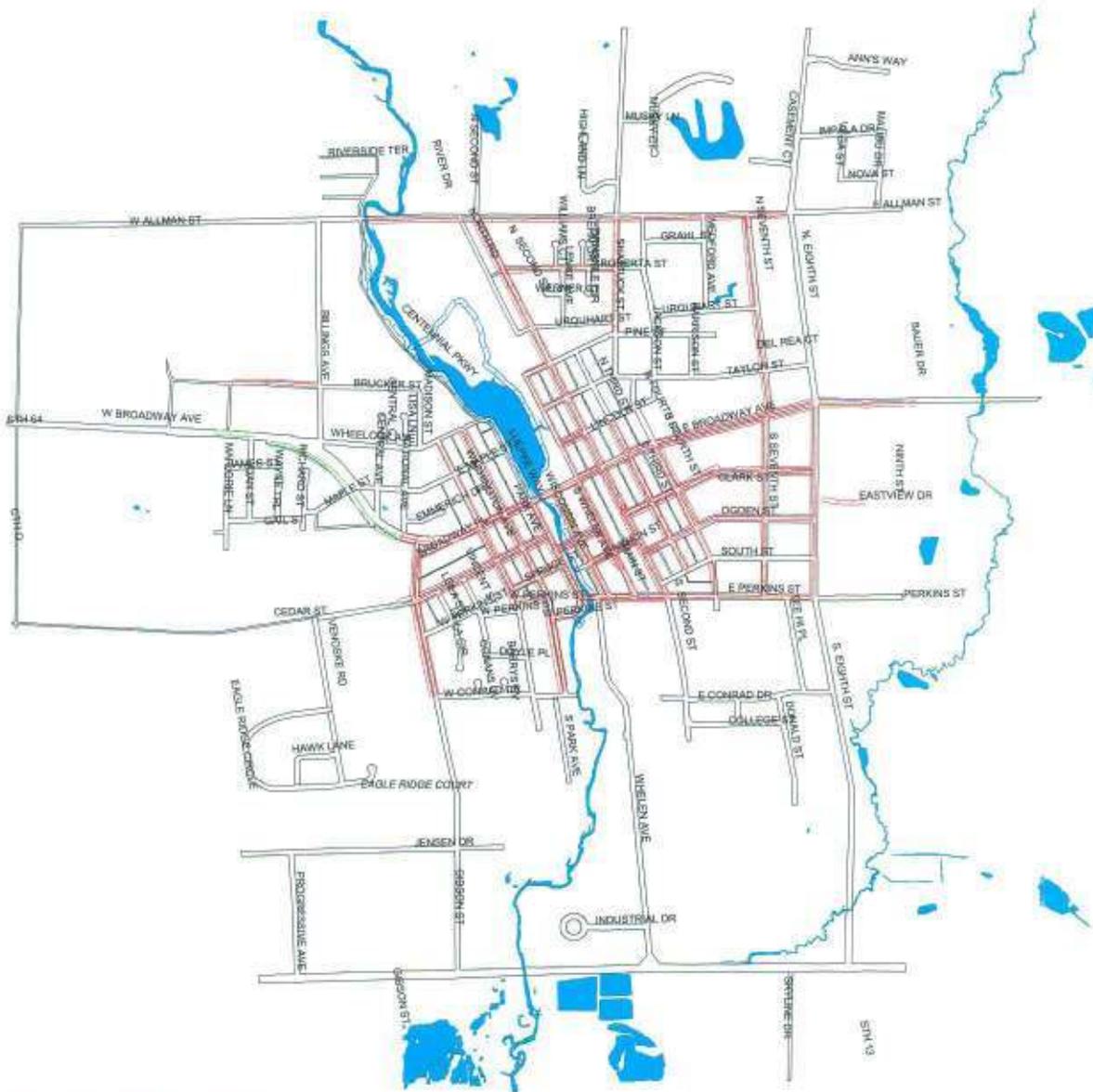
1. General Transportation Aid (GTA) – General Transportation Aids (GTA) is the second largest program in WisDOT's budget and returns to local governments roughly 30% of all State-collected transportation revenues (fuel taxes and vehicle registration fees) – helping to offset the cost of road construction, maintenance, traffic, and other transportation-related costs. City road improvements, construction, and maintenance are funded, in part, through the State's disbursement of general transportation aids. The State provides a payment to each county and municipality in the State that pays a portion of local governments' costs for such activities as road construction, snow removal, and grading.
2. Local Road Improvement Program (LRIP) – The Local Road Improvement Program (LRIP) was established in 1991 to assist local units of government in improving seriously deteriorating county highways, town roads, and municipal streets in cities and villages under the authority of the local unit of government. LRIP is a reimbursement program and pays up to 50% of the total eligible project costs, with the balance matched by the local unit of government. All LRIP projects are locally let and are reimbursed by WisDOT upon project completion.
3. Local Bridge Program – The Local Bridge Improvement Assistance Program helps rehabilitate and replace, on a cost-shared basis, the most seriously deficient existing local bridges on Wisconsin's local highway system. Counties, cities, villages, and towns are eligible for rehabilitation funding on bridges with sufficiency ratings less than 80, and replacement funding on bridges with sufficiency ratings less than 50. The Taylor County Bridge Program project lists 10 design and/or construction projects between 2006 and 2008. The approved statewide project list 2007-2009 lists sixteen bridges slated for either bridge rehabilitation or replacement in Taylor County.
4. Flood Damage Aid – Flood Damage Aids assist local governments with improving or replacing roads and roadway structure that have sustained major damage from flooding. The program provides and helps defray costs of repairing major flood damage to any public highway, street, alley or bridge not located on the State Trunk Highway System.

5. Traffic Signing and Marking Enhancement Grants Program – The Traffic Signing and Marking Enhancement Grants Program provides funds to local units of government for the installation of traffic signing and roadway marking enhancements, with the goal of improving visibility to assist elderly drivers and pedestrians. All Wisconsin counties, cities, villages, and towns are eligible to be project sponsors. The program can pay up to 75% of total eligible costs, with the local government contributing matching funds equal to at least 25% of the total eligible costs to the limit of the award.

City of Medford
Existing Road System
May 12, 2008



City of Medford
Sidewalk Map
May 22, 2008

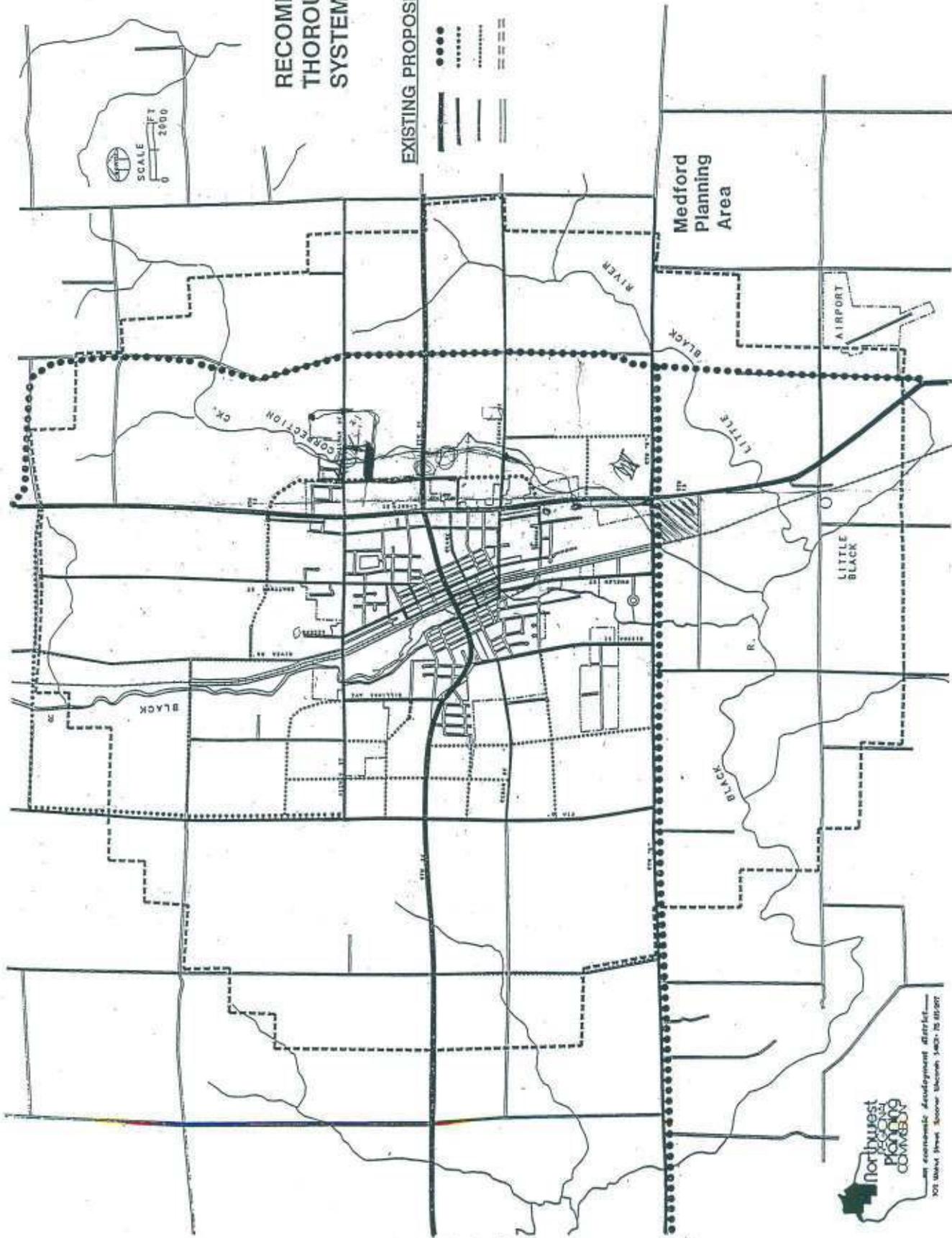


Sidewalk	
	Asphalt
	Concrete
	Riverwalk

RECOMMENDED THOROUGHFARE SYSTEM

EXISTING PROPOSED

- ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL



Medford Planning Area



Northwest
PLANNING
COMPANY
101 West First Street, Suite 1000, Medford, Oregon 97504

**CHAPTER 7.5
TRAFFIC SCHEDULES**

Schedule

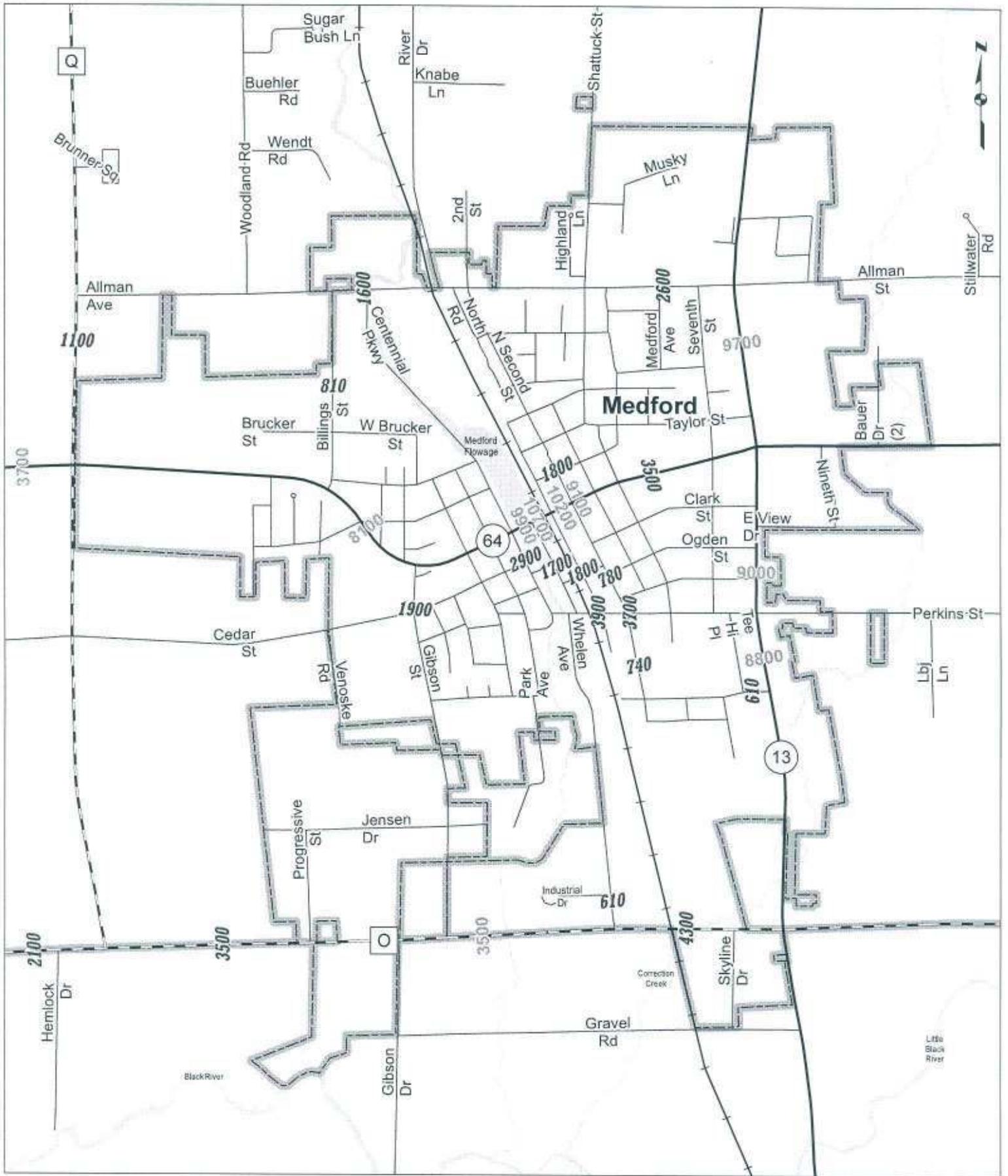
- I. Heavy traffic routes
- II. Stop intersections
- III. Speed limits
- IV. Through streets and highways
- V. U-turns
- VI. Yield intersections
- VII. Dead end streets

SCHEDULE I. HEAVY TRAFFIC ROUTES.

The following streets and parts of streets within the City are hereby designated heavy traffic routes:

<i>Street</i>	<i>Location</i>	<i>Ordinance No.</i>	<i>Date Passed</i>
Allman Street	All	565	7-6-88
Billings Avenue	All	565	7-6-88
Broadway Avenue	All	565	7-6-88
Eighth Street	All	565	7-6-88
North Main Street	All	565	7-6-88
North Second Street	All	565	7-6-88
Perkins Street	From its intersection with Wisconsin Avenue east to Whelen Avenue	565	7-6-88
Pine Street	From its intersection with North Main Street east to North Second Street	565	7-6-88
Whelen Avenue	From its intersection with Perkins Street south to County Trunk Highway "O"	565	7-6-88
Wisconsin Avenue	All	565	7-6-88

Attachment E



2005
City of Medford
Annual Average Daily Traffic

9999 - 2005 AADT
9999 - AADT prior to 2005

Attachment F

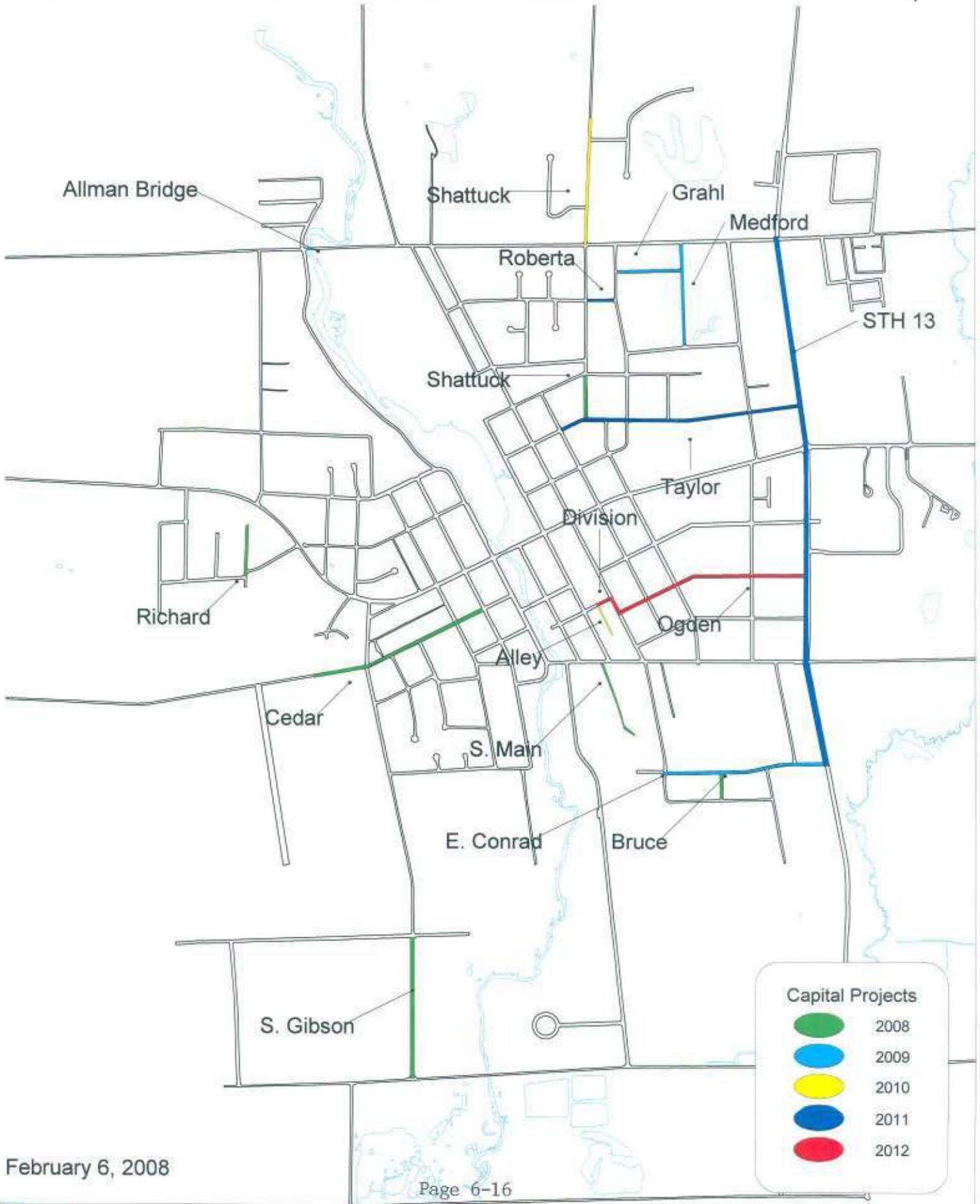
**City of Medford
2008-2012 Street Capital Project Schedule**

Council Approval: 2-20-08

Year	Project
2008	Reconstruction of Cedar Street from Park Avenue to Gibson Street
	Overlay Shattuck Street from Taylor Street to Pine Street (Local Road Improvement Program)
	Chip & Seal Bruce Street
	Chip & Seal Richard Street
	Chip & Seal South Main Street from its intersection with East Perkins Street to City Hall
	Gibson Street from its intersection with Jensen Drive south to CTH O (Tax Increment District #12 Project)
2009	Reconstruction of Grahl Street from Jackson Street to Medford Avenue
	Reconstruction of Medford Avenue from East Urquhart Street to Allman Street
	Overlay East Conrad Drive from South Second Street to STH 13
	Reconstruction of the Allman Street Bridge
2010	Reconstruction of Shattuck Street from Allman Street to the north City Limits
	Overlay the Alley between Division Street and East Perkins Street Note: This is a dead end alley.
2011	STH 13 Project - Contingent upon the Department of Transportation schedule. The City is responsible for all cost associated with the utilities. The City and Department of Transportation will share costs that are unknown at this time.
	Overlay Taylor Street from North Second Street to STH 13
	Reconstruct Roberta Street from Shattuck Street to Jackson Street
2012	Reconstruct Division Street from South Main Street to South Second Street
	Reconstruct Ogden Street from STH 13 to South Second Street

City of Medford 2008 - 2012 Capital Project Schedule

Attachment G



February 6, 2008

Transportation



Truck Route Sign



Highway 13 (S. Eighth Street)

Transportation



Highway 64 Bridge Over Black River