

CHAPTER 3: Transportation

66.1001(2)(c) Wis. Stat.:

Transportation element. A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate State, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

Movement of people, goods, and services within and throughout the Village is an integral part of everyday life for the citizens of Junction City. Decisions made regarding transportation can have a direct impact on the community's growth and quality of life. These decisions should be made to include choices that will most efficiently serve the community as a whole, as well as specific land uses.

Section 3.1 Transportation Facility Inventory

A. Roads and Highways

Current road classifications for the County transportation networks are officially designated in the document entitled "The Functional Classification of Highways, Roads, and Streets in Portage County, Wisconsin"; adopted in 1989. The existing functional class system (Map 3.1) categorizes streets and highways according to their two primary purposes: 1) to move vehicles (traffic mobility), and 2) to serve adjacent land (land access). "Arterials" primarily accommodate the movement of vehicles between destination points, while "local streets" primarily provide a land access function (neighborhood streets that lead to homes, etc.). Collectors serve both local and through traffic by providing a connection between arterials and local roads.

As of 2004, the local road system within the Village of Junction City consists of a total of 8.35 miles of public roadway. 6.36 miles of this total are local Village streets; US Highway 10 accounts for 1.17 miles of the network, and County Road G the final 0.82 miles. (WIDOT 2002 and Junction City data).

1. Principal Arterials

There are no principal arterial roads located within the Village of Junction City limits.

2. Minor Arterials

One minor arterial highway, US Highway 10, runs in an east-west direction through the Village. The Wisconsin Department of Transportation (WisDOT) is responsible for road maintenance and snow plowing along this minor arterial. According to WisDOT information, the average daily traffic volume (ADT) reported for US Highway 10 going through Junction City in 2002 was 15,700 vehicles.

3. Major Collectors

There are no major collector roads located within the Village of Junction City limits.

4. Minor Collectors

Providing access to attractions such as schools, parks, and airports is one set of criteria used in assigning major and minor collector classifications. County Road G is designated as a major collector but there are no ADT counts in 2002 for the portion within the Village limits. This is mainly used by Village residents as a back road to the City of Marshfield.

5. Local Streets

The remaining roadways are classified as local streets. Their primary function is land access throughout the Village.

B. Pedestrian and Bicycle Facilities

Having access to non-motorized methods of transportation and recreation is important in a community. Pedestrians, bicyclists, rollerbladers, etc. all need a way to get around safely. Village residents have expressed a desire to create a walking/bicycle path throughout the Village, which includes a way to safely cross the railroad grades that divide the community into four sections. Currently, the only sidewalks in the Village are located along Main Street (USH 10). No other sidewalks are desired by Village residents, but they would consider dirt or gravel trails alongside roads for bikes and pedestrians to get around. There are walking trails located in the park, maintained by the Village, and it is anticipated that the Village will be adding trails in the future. There are also woodchip/mulched trails located near Morgan Avenue that are maintained by the school. However, the public uses these trails for walking and recreation as well.

County Road G is a road with shoulders to accommodate bicycle and pedestrian traffic. However, because of heavy large truck traffic, this road is not considered safe for bike/pedestrian use. Most of the Village streets are used by bicycles and pedestrians, but residents feel that these are also not safe at times.

C. Transit and Transportation options for the Elderly and Disabled

There are currently no transportation options provided for the elderly and disabled by the Village of Junction City. The Portage County Department on Aging recently discontinued their ride service from lack of riders. However, volunteer drivers from the Department drive out on an as-needed basis to pick up and drop off. The Department on Aging also delivers meals to the Village on Tuesdays and Thursdays at the Village Park lodge.

Map 3.1: Village Transportation Network

D. Rail

The Canadian National Railroad operates approximately six miles of track in Junction City on two rail lines through the center of the Village, one running North-South and a second running East-West (Map 3.1). With these two lines and three rail spurs, there are five lines that run through the main rail/highway intersection. Approximately 40 trains travel through the Village each day between the two main lines. The main road crossing affected by the rail line is on US Highway 10, the only east/west through-route in the Village. This crossing currently has warning lights with crossing arms. Other road crossings that affect Village residents are: North Limits Road, a northern Village road; and Cty Rd O, located east of the Village.

E. Air Transportation Facilities

The two main airports in the central Wisconsin area are the Central Wisconsin Airport (CWA) and the Stevens Point Municipal Airport.

The Central Wisconsin Airport, located approximately 20 miles northeast of Junction City on Interstate Hwy 39 in Mosinee, is a full service, all weather airport offering around-the-clock service. Several airlines offer regular commuter and passenger service with connections anywhere in the world. Air cargo service is also available. These airlines offer overnight delivery and connections throughout the world.

The Stevens Point Municipal Airport is located approximately 15 miles east of Junction City on STH 66 in Stevens Point, and has two runways, one of which is 6,000 feet long. There are 37 private hangers at the airport. No passenger or freight service is available. Jet fuel and repair services are available for private aircraft.

F. Trucking

Semi-truck traffic in Junction City consists of through-traffic on USH 10, and normal delivery services for area businesses, including the Central Waters Brewing Company and Quality Kitchens. There are also three trucking firms located within the Village. There are no designated truck routes; however, the Portage County Highway Department posts weight limits on County roads in spring to mitigate potential damage from the thawing frost layer in the soil. No large truck traffic is allowed on local residential streets.

In Junction City, the following standard weight limits are posted by Portage County, not by the Village. Cty Rd G within the Village has a 7 ton weight limit, unless otherwise posted during the spring thaw.

The majority of truck traffic in rural Portage County (County Highways and local roads) comes from agricultural uses, non-metallic mining, and some logging operations. Cty Rd G has several large trucks hauling non-metallic mining material from Marathon County in the summer, as well as trucks transporting propane, diesel fuel and gasoline. In the winter, logging operations run their large trucks along local roads.

G. Water Transportation

There are no water transportation services located in or around the Village of Junction City.

Section 3.2 Inventory of Applicable Transportation Plans and Programs

A. U.S Highway 10 Relocation

WisDOT's Corridors 2020 Plan identifies USH 10, from Appleton to Marshfield, as a planned, multilane, "backbone and connector" highway. The construction schedule would complete the multilane corridor between Appleton and Stevens Point by the year 2005. In the spring of 2004, WisDOT had finalized the location for the four-lane divided Highway 10 route west of Interstate 39/51 to the City of Marshfield (see Map 3.2). The new western route will start just north of the current County Road X interchange on Interstate 39/51. It will travel directly west from there, and will be positioned along North Limits Road, through the Village of Junction City. The stretch of USH 10 between Interstate 39/51 and River Road is scheduled to be constructed in 2007; from River Road to Highway 34 North is scheduled for 2008. The section of four-lane highway that includes the Village of Junction City is located between Highway 34 North and Trestik Road. This will be constructed in 2009, with the exception of the portion of USH 10 at Highway 34 South, which will be constructed in 2010. There will be on/off ramps at Highway 34 North and South, providing full access to the Village. Improvements between Stevens Point and Marshfield are slated for completion by 2020.

There is interaction between the Village and the DOT through on-going discussions regarding the re-location of US Highway 10. The only jurisdictional transfer that will occur that affects Junction City will be the transfer of the current USH 10 from the State of Wisconsin to Portage County. With this transfer, WisDOT will either upgrade the existing USH 10 or give Portage County funds to upgrade the road. Due to the major construction surrounding the intersection of Highway 34 South and Victory Road, nearby local roads will receive minor improvements as a part of the construction process.

B. Wisconsin State Airport System Plan 2020

The plan determines the number, location and type of aviation facilities required to adequately serve the state's aviation needs through 2020. The plan also forecasts the level of public investment required to: upgrade substandard features such as widening of existing runways, replace existing systems to meet federal and state standards, and enhance the airport system through runway extension and new construction. The classifications for Central Wisconsin Airport (Air Carrier/Air Cargo) and Stevens Point Municipal Airport (Transport/Corporate) are not projected to change through 2020.

C. State Railroad Plans (SRP)

The Wisconsin Department of Transportation (WisDOT) has decided to include the State Rail Plan as a component of the State's Connections 2030 Plan, a long range, all-mode transportation plan. At the time this Plan is written, the state has only completed the Issues and Opportunities Report of the rail plan. The primary issues in the report were broken into four major areas: rail network issues, intercity passenger rail issues, safety issues, and legislative issues. Emerging issues identified in the report included commuter rail, locomotive horns at rail/road crossings, and proposals to reduce mercury emissions. Specific goals and policies have not yet been identified in the State's Rail Plan however; Junction City officials should maintain awareness of the status of the Rail Plan as there are rail corridors through the central portion of the Village.

Map 3.2: USH 10 Re-Location Route

D. Wisconsin Bicycle Transportation Plan 2020

Overall plan goals are: to increase the level of bicycling in Wisconsin and to reduce the number of crashes involving bicycle and motor vehicles.

E. Transportation Related Programs

The Village of Junction City uses a system called Local Road Improvement Program (LRIP), which they update every 5 years. It is similar to the Pavement Surface Evaluation Rating (PASER) program in that it is a road condition rating system to assess the physical condition of local roads. Every year, the Village budgets a certain amount for road maintenance and upkeep. They have done this for several years and plan on continuing this practice in the future.

Section 3.3 Transportation Issues

- A. How can Village residents get more information regarding the new USH 10 being located near the Village?
- B. Pavement management issues with roads exist in the Village. How can the Village get more of their roads paved?
- C. How can the Village install a bicycle/walking route in the Village, providing a way to safely cross the railroad grades?
- D. The train splits the community east-west and north-south, cutting of local road access and emergency services access.
- E. How can the speeding traffic on Main Street be slowed down for safety concerns?
- F. How can transit be more accessible for elderly and disabled residents?
- G. How can the Village get crossing arms at the Court Avenue and Center Avenue railroad crossings?
- H. How can the Village get their railroad quiet zone ordinance enacted again?

Section 3.4 Transportation Goals, Objectives and Policies

Goal 1: Priority is given to maintaining and enhancing existing infrastructure before adding new.

Objective 1: Continue upgrading Village streets and roads as the budget allows.

Policy 1: Continue to make forward plans for road improvements.

Goal 2: Encourage and accommodate human-powered transportation options.

Objective 1: Work with Portage County to help create a bike/walking trail throughout the Village that safely crosses the railroad grades.

Goal 3: Have a safe Village road network for both drivers and pedestrians.

Objective 1: Work with the Department of Transportation and the Portage County Sheriff's department to create a safer Main Street.

Policy: Create a right turn lane on Main Street (currently USH 10) because of safety concerns.

Objective 2: Work with the railroad to create safer road/railroad intersections in the Village.

Policy: Pursue the installation of crossing arms at Center and Court Avenues because of safety concerns.

Policy 2: Work with the railroad to have them follow the Village's quiet zone ordinance again.

Goal 4: Have more transportation options for the elderly and disabled.

Objective 1: Work with the County and Department on Aging to provide services for transportation options that are available for persons with disabilities.

Goal 5: Keep residents updated on the status of the USH 10 bypass project.

Objective 1: Work with and encourage WisDOT to listen to the Village's desires and reroute USH 10 so that it will run either south of the Village or further north of what WisDOT is currently proposing.

Objective 2: Maintain contact with the Department of Transportation regarding the status of the new highway.