JANESVILLE AREA

Metropolitan Planning Organization (MPO)

Appendix

Janesville Area 2020-2050 Long-Range Transportation Plan (LRTP)

Appendix A:
Timeline Public Participation, Notice, & Engagement

- **Key Assumptions**
  - All public meetings were properly noticed at least one week in advance, and made available per the guidance illustrated in the *2017 Public Participation Plan*.
  - All meetings after the March 9, 2020 meeting of the MPO Policy Board were hosted virtually due to the circumstances of the Covid-19 Pandemic.
  - On account of the fact that there was no change to either the Decennial Census or Federal Legislation, the mandated update to the LRTP was generally treated as a minor update to the existing plan, except where otherwise noted.
  - As updates were made, updated documents were uploaded online at the MPO document library throughout the entire time period.

- **July 1, 2019 -** *MPO Staff presented the Overview Report and Land Use assumptions to the Technical Advisory Committee to be used for the minor update of the Long-Range Transportation Plan.*

- **July 22, 2019** – *MPO Staff presented the Overview Report and Land Use assumptions to the Policy Board to be used for the minor update of the Long-Range Transportation Plan. The Policy Board voted unanimously to endorse the Overview Report.*

- **October 21, 2019** – *MPO staff presented the goals and objectives of the Janesville Area MPO's 2015-2050 Long-Range Transportation Plan to the Technical Advisory Committee. Member Ahna Bizjak, Senior Traffic Engineer for the City of Janesville, noted that objectives were needed to more explicitly address intersection safety, and for ADA compliance in regards to Bicycle & Pedestrian Infrastructure. Member Rebecca Smith, Janesville Transit System Director, noted a need for the update of Transit Policy and Procedures*.

- **November 11, 2019** – *MPO staff gave a brief status update to the MPO Policy Board regarding LRTP update progress.*

- **February 17, 2020** – *MPO staff provided a summary of the draft update to the LRTP's Freight Element to the Technical Advisory Committee. Janesville Engineering staff gave guidance on the clarification of truck routes, and minor updates to stated policies from the 2015 LRTP.*

- **March 9, 2020** – *MPO staff informed the MPO Policy Board of the update to the LRTP Freight Element during this meeting. An unrelated discussion among members occurred regarding*

rural routes in the Towns of Milton and Harmony, and MPO staff expressed the intention to appropriately address these items in the Streets & Highways Element.

- **August 4, 2020** – *MPO Staff presented a detailed summary of the updated Bicycle & Pedestrian Plan, and the involved virtual public participation process conducted as a result of the Covid-19 Pandemic. Member Duane Jorgenson, Highway Commission for Rock County Public Works, advised MPO staff to ensure rural roadways presented in the Plan coincide with the very recently adopted Rock County 2020-2025 Parks, Recreation, and Open Space Plan. Member Dean Paynter, a Director of the Rock Trail Coalition, commended the draft plan for its explicit incorporation of Complete Streets-style guidance. Member Mitch Batuzitch, Community Planner with the Federal Highway Administration, commended the MPO's success in conducting meaningful public engagement in a virtual environment for the Bicycle & Pedestrian Plan update.*

- **August 24, 2020** – *MPO Staff presented the update of the Bicycle & Pedestrian Plan to the MPO Policy Board. MPO Staff answered logistical questions from Member Jim Ferrell, a Janesville City Councilmember, regarding the specificity of the MPO bike rack data (it is available to the address level).*

- **September 9, 2020** – *MPO Staff presented the update of the Bicycle & Pedestrian Plan to the Health Equity Alliance of Rock County, and Rock County Public Health in order to formally solicit feedback.*

- **October 20, 2020** – *MPO Staff and Janesville Transit presented the update to the Transit Element to the MPO Technical Advisory Committee.*

- **November 9, 2020** – *MPO Staff presented the update to the Transit Element to the MPO Policy Board.*

- **February 16, 2021 –** *MPO Staff presented the update to the Streets & Highway Element to the Technical Advisory Committee, as well as a schedule for the remaining LRTP update process. Member Allan Arndt, La Prairie Town Chair, asked that the MPO provided more clarity as to the timing of major future highway projects, due to their potential impact on agricultural and environmental resources. Member Ahna Bizjak, Senior Traffic Engineer for the City of Janesville, suggested the inclusion of an additional potential Road Diet along Pontiac Drive from USH 14 to Holiday Drive, for the Element to address the potential positive environmental impacts of long-term telecommuting stemming from the Covid-19 Pandemic, and the direct address of the potential future roles of electric bicycles and scooters.*

- **February 23, 2021** – *MPO Staff officially solicited environmental consultation on the LRTP update from the following agencies/governments: National Parks Service, Wisconsin Department of Transportation, Federal Highway Administration, Rock County Planning and Community Development, Rock County Land Conservation, the State Historical Preservation Office, U.S. Department of Fish & Wildlife, Wisconsin Department of Natural Resources, U.S. Department of Agriculture, the U.S. Army Corps of Engineers, the Environmental Protection*

Agency Office in Chicago, the Wisconsin Department of Trade, Agriculture, & Consumer Protection, Rock County, the cities of Janesville and Milton, and the Townships of Janesville, Rock, Milton, La Prairie, and Harmony. Responses received are included after the timeline.

- **March 8, 2021 –** *MPO Staff presented the update to the Streets & Highways Element to the MPO Policy Board, as well as a schedule for the remaining LRTP update process.*

- **March 26, 2021** – *Official Start of Public Comment Period.*

- **April 8, 2021 –** *MPO Staff provided a summary of the entirety of the updated draft LRTP, including the Introduction and Environmental Justice Analysis of the Plan. Without any recommended additional changes, the Technical Advisory Committee unanimously voted to forward the draft 2020-2050 Long-Range Transportation Plan to the MPO Policy Board with a favorable recommendation to adopt.*

- **May 10, 2021** – *MPO Staff provided a summary presentation of the 2020-2050 Long-Range Transportation Plan to the MPO Policy Board. Member Paul Benson, a member of the Janesville City Council, commended the MPO's overall Plan, particularly the Bicycle & Pedestrian Plan, for both its ambitious objectives and for meeting the objectives. The Policy Board had no changes to the Plan as written, and unanimously adopted MPO Resolution 2021-03, which adopted the Janesville Area 2020-2050 Long-Range Transportation Plan as the official LRTP for the Janesville Metropolitan Planning Area.*

Appendix B:
Agency Responses to Environmental Consultation

February 23, 2021

"Good afternoon,

The Janesville Area MPO is nearing the conclusion of its 2020-2050 Long-Range Transportation Plan update. During past plan updates, the MPO has reached out to you or your organizations for environmental consultation on the Plan update. Please observe the attached list of proposed roadway projects and attached ***draft*** maps of proposed projects in the Janesville urbanized area

Please review the attached materials and note any potential environmental, resource, or other concerns your agency/organization may have. Please also identify any mitigation steps that may need to be pursued should the projects become reality, and any other issues of significant to your agency/organization.

I greatly appreciate your attention to this matter. If possible, I would appreciate any comments by ***March 12***; however, please have any comments to me no later than **March 19**.

You may give your comments via email. Alternatively, you may schedule a call or video conference with me to discuss any comments should that be your preference.

Thank you very much, and enjoy the warmer weather.

Alexander Brown

Associate Planner/MPO Coordinator

Janesville Area MPO

(608) 755-3095

Pronouns: (He/Him/His)

Email: browna@ci.janesville.wi.us

CITY OF JANESVILLE
Wisconsin's Park Place

State of Wisconsin
Governor Tony Evers

Department of Agriculture, Trade and Consumer Protection
Secretary-designee Randy Romanski

March 8, 2021

Alexander Brown
Associate Planner/MPO Coordinator
Janesville Area Metropolitan Planning Organization

RE: Request for Comment on Updated Janesville Area Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) 2020-2050.

Dear Alexander,

This letter is in response to the February 23, 2021 request from the Janesville Area MPO to the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) to comment on the updated 2020-2050 Janesville Area MPO Long-Range Transportation Plan (LRTP). The Agricultural Impact Statement (AIS) program, as part of DATCP, has reviewed the updated LRTP and offers the following feedback.

Implementation of the recommended roadway projects, as shown within the updated LRTP maps and tables, by the Janesville Area MPO has the potential to impact agricultural lands. For example various recommended roadway projects classified as "Road Extension", "New Road" or "Expansion", which includes but not limited to project numbers 24, 35 and 37 would impact numerous acres of agricultural lands. In addition, these recommended projects may impact several nearby drainage districts, the La Prairie Agricultural Enterprise Area and numerous Conservation Reserve Enhancement Program (CREP) agreements.

Given the potential for agricultural land conversion, DATCP reminds the MPO that municipalities within the planning area that intend on converting agricultural lands shall notify DATCP in order to comply with Wis. Stat. 32.035. Under Wis. Stat. 32.02(1) municipalities (i.e county, town, village, city and villages) are vested with the powers of condemnation, subsequently under Wis. Stat. 32.035 municipalities shall inform DATCP when a potential project will impact agricultural lands.

Thank you for allowing DATCP the opportunity to comment on the updates to the Janesville Area MPO Long Range Transportation Plan. For more information on the Agricultural Impact Statement (AIS) program, please visit our website at agimpact.wi.gov. To coordinate future AIS notifications, please contact the AIS program at datcpagimpactstatements@wisconsin.gov or 608-224-4650.

Sincerely,

Zach Zopp
Agricultural Impact Statement Program Manager / Land and Water Program Specialist
Bureau of Land and Water Resources - Division of Agricultural Resource Management
WI Department of Agriculture, Trade and Consumer Protection
Phone: 608-224-4650 Email: zach.zopp@wisconsin.gov

Hi Andrew,

I don't have any specific comments on individual projects. However based on the maps you provide I want to point out a couple issues that are not covered.

Depending on funding utilized, history impacts could create significant project delays, especially if real estate is needed. This comes up a lot with roadway projects that trigger curb ramp upgrades to ADA standards. With only local funding involved, this is less of an issue. There are a lot of potentially historic resources and historic districts in Janesville, so this is something to definitely be aware of when putting together project schedules and reviewing potential impacts.

I'm not seeing any reference to public lands, parks, trails. This includes boat launches and recreational access to the Rock River. The Ice Age Trail passes through Janesville and may cross some of the projects identified in the maps. Impacts to these resources could trigger 4(f) impacts. Again, this is less of an issue where only local forces and funding are involved.

Seems like a silly thing to point out as I'm sure you know Janesville better than I do, but I would also expect to see some analysis or awareness of where densities of minority populations may exist in the city. Environmental justice can be an issue in Janesville, and I would want to see something confirming that certain types of projects aren't congregated only in affluent neighborhoods or minority communities, depending on scope and impact to the community.

Other than that, I think the topics covered in the maps are a comprehensive set of risks to review at this high level, early stage of the planning process.

Best of luck as you move forward.

Erin Rieser
WisDOT SWR Environmental Coordinator
Office: 608-242-8025 (available while working remotely)
Cell: 608-333-8030

United States Department of the Interior

NATIONAL PARK SERVICE
Ice Age National Scenic Trail
8075 Old Sauk Pass Road

Cross Plains, Wisconsin 53528

1(A) IATR

April 21, 2021

Alexander Brown, MPO Coordinator
City of Janesville, Planning Department
18 N. Jackson Street
Janesville, WI 53545

Dear Mr. Brown,

The National Park Service would like to take this opportunity to provide comments on the 2020-2050 Long Range Transportation Plan (LRPT) update. We welcome the opportunity to be informed and comment on the update currently being prepared by the Janesville Area Metropolitan Planning Organization (MPO). Transportation projects can represent both issues and opportunities for the Ice Age National Scenic Trail (NST) and continued coordination and communication is important. We also want to acknowledge the progress made since the last plan update towards providing additional outdoor recreation opportunities for those who live in Rock County.

The Ice Age NST is one of 11 National Scenic Trails in the United States, designated by Congress in 1980. It is a 1,200-mile walking/hiking trail that traces the nationally significant terminal moraines and other landscape formations across Wisconsin resulting from the last continental glacier that melted and retreated about 10,000 years ago. The National Park Service (NPS) administers the trail in cooperation with the Wisconsin Department of Natural Resources (DNR) and the Ice Age Trail Alliance (IATA). Approximately one-half of the trail is currently completed and open to public use in segments varying from 1 to 40 miles long including more than 22 miles of the Ice Age NST open to the public in Rock County.

To complete the trail, the NPS and our partners are working with county and local units of government, interested organizations and citizens, and landowners to establish a permanent route throughout the state. We are currently in the process of completing a Corridor Plan and Environmental Analysis for the Rock County portion of the trail.

The Draft 2020-2050 LRTP incorporates both the current and planned routes for the trail within the project area. A number of existing and future projects identified by the MPO in the LRTP have the potential to affect the Ice Age NST. Providing safe pedestrian crossings, particularly at Highways 11, 14 and 26, could be beneficial to the Ice Age NST depending on their location. Additional projects have been identified which could close gaps and improve connectivity. Should the route of existing Ice Age NST be directly impacted by construction, such as street or sidewalk closures, it may be necessary to develop and mark an alternative route. Road and sidewalk improvements, while temporarily having an adverse impact, will hopefully result in an improved experience for the user. The Janesville MPO should continue to consult with the NPS on projects which may affect the trail.

We appreciate the opportunity to review and provide comments at on the Draft LRTP update and look forward to additional opportunities to review and comment on subsequent LRTP updates. If there is a need for additional information or coordination, please contact Ice Age NST Planner, Mary Tano at 608-798-8681 or mary_tano@nps.go

Sincerely,

ERIC GABRIEL Digitally signed by ERIC GABRIEL Date: 2021.04.22 12:53:10 -05'00'

Eric Gabriel
Superintendent

Appendix C:
Bicycle & Pedestrian Plan Public Engagement

Janesville Area Bicycle & Pedestrian Plan

Five-year update of the Janesville Area Metropolitan Planning Organization's Long Range Transportation Plan.

Give us your thoughts below

The Janesville Area MPO is in the process of conducting a five-year update of its Long Range Transportation Plan (LRTP), as required by federal legislation. The LRTP serves as the officially adopted transportation plan for the MPO, and directs decision-making and investments for transportation in the Janesville Metropolitan Planning Area (MPA) for the next thirty years. The deadline for the Janesville Area MPO to complete its LRTP update is May 2021.

The LRTP serves as the action plan for the construction of efficient highway, bicycle and pedestrian facilities, and development of effective transit service throughout the MPA. Due to the nature of the COVID-19 pandemic, public engagement for updating the plan will be hosted in a virtual format until further notice.

Give us your feedback

Due to the on-going pandemic, the Janesville Area MPO is offering virtual means of public participation
If you prefer, you may also give your comments 1) via email, at browna@ci.janesville.wi.us; 2) by phone at (608) 755-3095; or 3) by mail, to the address listed below:

ATTN: Alexander Brown
18. N Jackson Street
Third Floor
Janesville, WI 53548

Give us your feedback

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If you prefer, you may also give your comments 1) via email, at browna@ci.janesville.wi.us; 2) by phone at (608) 755-3095; or 3) by mail, to the address listed below:

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Map Comments

Share your thoughts on future trails, safety concerns, or anything else regarding bicycle and pedestrian travel in the Janesville area on this interactive map.

Comment on the Map

Fiscal Prioritization Exercise*

Share your thoughts and ideas on how funds should be allocated on transportation projects in the Janesville area.

Submit your Budget

Existing Planned Trail Projects Priority Ranking

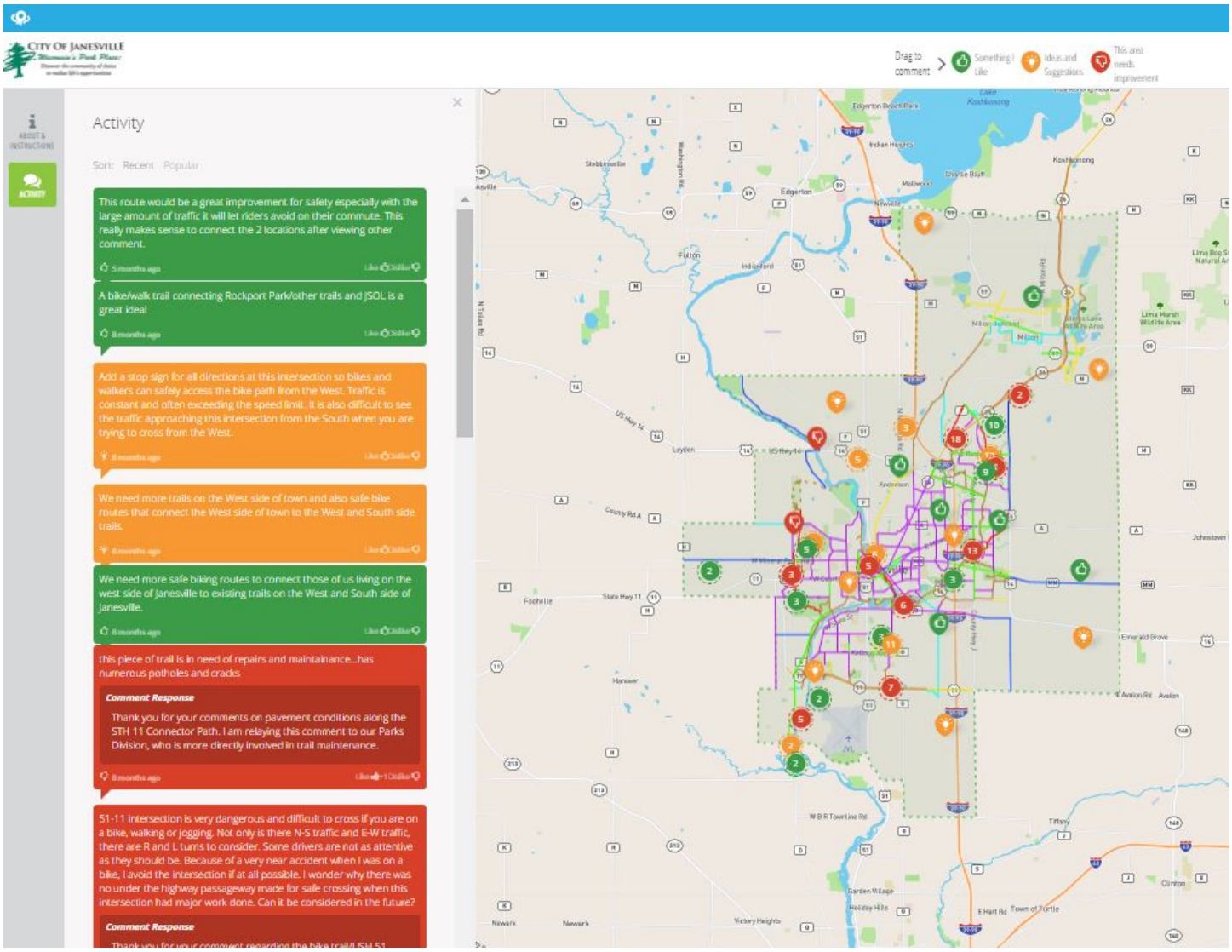
Share your thoughts and ideas on how existing planned projects should be prioritized for the next 30 years.

Rank the Trails

Provide a Comment

Provide any other thoughts on bicycling and walking in the Janesville and Milton Area. This may include ideas for other future trails or bike routes not portrayed on the map.

Give a Comment



Emailed Comments

Dear sir,
It has come to my attention, that the trail going under the Monterey Bridge, needs to have a barrier, of some sort, to prevent someone, anyone, from going off the trail,into the rocks, and into the rushing waters there-in.We don't need another drowning to occur, that maybe something should be done to correct this error ! The mirrors, installed there, are a cheap-shot of safety at best ! Who, in their right mind, thinks these mirrors will prevent an accident, and possibly a drowning, from happening here ? Whoever had this idea is incompetent, and possibly not even a person that even knows how to ride a bike ! Could it possibly be an engineer from the city ?? As an avid trail rider, I find this cheap-shot, another deplorable action by the city administration, to not protect it's citizens from harm.
On this trail, there are speeding bikers, at any given time of day.
Some may be pros at riding, but most, are possibly wanna- bees, that these curves under the bridge, provides them with a claim to being experts, riding around them at a fast pace !
There are little kids, even some riding tricycles , that ply the trail , in this area , that can become confused, and scared out of their wits, when speeding bikers come around this underpass.
And perhaps, could there ever be a case, of bullies, on the trail, pushing others off the trail in this area, thinking it is funny ??
"Thinking",, about anything that, " could happen", should be the prime concern of anyone in the position of the public's safety !
Looking at a mirror, in a moments notice, can be dis- orienting and confusing.
Could the trail in that area be wet ?
Could it be muddy ?
Could it have sand on it ? Rocks ? Gravel ? Boards ? Perhaps people fishing ? (like I have witnessed),(This fishing I might add,should not be allowed under the bridge ! Hello !) Any signs ?

Did the almighty engineers think about this ? Of course not, they can't think,or perhaps, don't care ! Hello !
These could be put there even by other children,wanting to 'scare' their ' friends ' ==? (been there, lived it !!)(in a different place and time)
Are there any signs ahead of the underpass, on either side, indicating the danger that lurks ahead ? (again,,of course not)
I therefore, urge you, to bike to this area, and ' think ' about these truths presented here.
Preventing mishaps that could occur ! Like, breaking your head open on the un-protected rocks, or maybe just, a broken arm or leg ! Hopefully, someone will call 911 !
Perhaps prevent a drowning from taking place ! Really ? That would never happen ! Again=Really ?
If you yourself can ride, take a ride there, and think about what I have written.
A screened in cage type apparatus, would certainly prevent a, " happening". And, prevent fisher- people blocking the trail, and causing more confusion under the bridge !
Thanks for taking time to read my plea.You could present this to the city council also, but , they will only call you a troublemaker at best. Their lack of knowledge and foresight is outstanding !
Even a mother, pushing a stroller, with her last born inside, and her first born, riding a tricycle in front of her, a little distance ahead, and not being very experienced, being approached by a
speeding biker, or 2, or 3, or more, you should be able to 'see', this, in slow-motion, of what is about to happen !! Can you ?
Have a great day, and a great bike ride !
This is only an accident ready to happen !
sincerely,
Don Ambrose

##

You have received this feedback from Steven Geisler for the following page:

https://www.ci.janesville.wi.us/government/departments-divisions/public-works/parks-division/bicycle-trails

We desperately need the ability to get to the bike trails from Rockport Ridge properties. Our only route is the dangerous Rockport Road -or- the 55 mile an hour former Court Street. Please consider this when designing your trail system. Thank you, Steve

##

In 2005 my wife and I moved to our present home at 1555 Royal Oaks after 30 years on the east side of town. Our east side neighborhoods (Roosevelt Elementary; First Lutheran) were blessed with extensive sidewalk networks. West side, eh.

To the point, the city should really complete the dead end sidewalk on the one side of Royal Oaks that begins at the intersection with Camelot and stops after 100 feet or so. I recommend completion of the sidewalk on that side of the street all the way up to the intersection of Royal Oaks and Oakbrook Ct. This stretch of street has seen a steady increase of pedestrians, both young and old, over the years. There is a blind spot on Royal Oaks were the street bends in the 1600 block. Many times we've witnessed kids on bikes and on foot in that area as UPS trucks and other vehicular traffic SPEED up (or down) the street.

The sooner this is done, the better.

Joe and Ellen Walden

##

Hi Alexander - I am an avid trail user and truly love it. After reading the article in the newspaper, I would like to request that a crossing light be installed at the trail crossing on Wright Road. It is long overdue! Thank you!
Sandra Aurit

Sent from my iPhone

##

Mr. Brown:

I would like have more of the paths/trails opened up for year-round dog walking access. It has long been a frustration to me that I live near great paths and trails that are essentially useless to me during the best four months of the year. I live on the northeast side near the new Sheiffer Park and the path recently opened from Rotamer to Sandhill. It's a lovely path. Unfortunately, it just rubs more salt in the wound since I can't enjoy it from May 15 to September 15 because dogs are forbidden during that period of time. It makes no sense to me to go walking without taking the dogs for exercise as well. I'm not interested in dog parks or parks where dogs can run free. The dog path on the opposite (southwest) side of town is not in my neighborhood and is too far away; plus, I have personal safety concerns about using that path alone.

A few points for your consideration as you are making future plans for the paths:

1. Judging by the number of dog walkers that go past my house on Huntington Avenue daily, Janesville is underserving a large part of its community with its stringent dog regulations for the paths. It is not providing equal access to its City facilities.
2. Dog owners/walkers are equally as important a constituency for the City to serve as bicycle riders.
3. I pay more in license fees ($40) each year for my dogs to financially support the City of Janesville than bicyclists do (I couldn't find the license fee information on the City website. Has it been removed? I remember it was a paltry one-time fee of $5 or $10.), but my access to the paths is restricted.
4. Dog friendly paths are especially underrepresented for the northern residential areas and paths. At a minimum, there needs to be a section of path in the northeast region that is designated as dog friendly. The other dog areas are centrally or southwest located and are not convenient for the north/northeast residents. I would like to see the stretch from Rotamer to Highway 14 and around behind Walmart to Rotamer opened up for dog walkers year-round.
5. Other communities are much more dog friendly and bikes, walkers and dog walkers are able to successfully coexist. The City of Janesville needs to be more forward with its policies.
6. During this COVID-19 pandemic, allowing broader access to the paths would be a positive thing for the citizens of Janesville. With so many other activities curtailed, the paths are a wonderful outlet for peoples' energies.
7. Another impact of COVID-19 is the clearing out of the dog shelters. More and more people have chosen this stay-at-home time to rescue/adopt new pets. This only serves to increase the number of people that Janesville is not adequately representing with its current dog prohibitions.

Thank you for your consideration.

Shani Atkins

##

The single most important project, in my view, is on the single most beautiful trail and park area in the entire city: the riverfront at the top of Riverside Park. At the east west portion of the river, mature trees have been falling into the river for some time now. The beautiful old willow trees there are next in danger. We need a rip rap of rocks and native wildflowers to prevent further river erosion there before what the trail is meant to look at is lost.

I don't know why this area was so built up; its beauty should have been preserved intact. But what remains is about to be destroyed. More trees should be planted there as well to plan for the near and far future.

This is the one area on all the trails in Janesville I regularly see people at, bringing their chairs or on the benches, enjoying the view. No place in town could be a better place to make an investment.

Very truly yours

Catherine Love

##

Alex:

I have lived in Janesville all my life. I ride my bike 35-40 miles just about every other day from March until October. I avoid the trails that are in town because they are much too dangerous for bikers due to all the pedestrians, runners with headphones and assorted baby strollers. I do however regularly ride on the Avalon Road bike path and the Glacial Trail bike path from Milton to Fort Atkinson. I basically have a southern route and a northern route depending on the wind direction.

To ride north from the east side of Janesville to get to the Glacial trail in Milton, the only logical route is to ride on Harmony Town Hall Road from Rotamer Road up to where it intersects the Glacial Trail adjacent to Hwy 26 in Milton. Harmony Town Hall Road is very dangerous because it is narrow, has no shoulders and the pavement is bad (even with the recent patching). Plus cars are traveling fast. The road is a shortcut from Milton to the east side of Janesville. I suggest that Harmony Town Hall Road be widened with bike lanes and new pavement (similar to the recent upgrade to MM). The existing bike path going around Walmart then winding through a subdivision and up the west side of Hwy 26 is out of the way and has too many pedestrians to be safe for bikers.

To ride south from the east side of Janesville I head out of town on Read Road. It too is in terrible shape. It has bone jarring cracks every 20-30 feet. My hands and other parts of my body are numb and tingling by the time I get to Avalon Road. New pavement and bike lanes are needed. I then get on the Avalon Road bike path

going west over to Afton Road. The bike path could use better maintenance. Potholes regularly appear and there are many cracks with grass growing in them. I would also suggest not mowing the 3 or 4 foot strips that are mowed on either side of the path. Grass clippings are left on the path and are slippery and deteriorate the pavement. Plus wild flowers and natural grasses are much nicer especially on these more rural bike paths.

I think it is great that Janesville has so many multiple use paths and I am all in favor of the bike lanes that are appearing on various city streets. Keep up the good work.

Dan Collins

##

Good afternoon and thank you for taking the time to respond,

My thoughts were more for a 'bike trail' type of interface to connect our Rockport Ridge subdivision to a connection with the Peace Park area (and then onward to use of the existing trail system).

I am not a fan of **on-street** bicycle facilities as I do not want to be that person who is hit by the inattentive driver as part of the 55 mph speed limits found on both Rockport Road and/or County WC. A separate/segregated bike trail, like those found in the other parts of the community, is in my opinion by far a more acceptable solution. The newly completed trail which parallels Wright Road is one such solution which has added great pleasure to those of us who walk and ride the trails from Dawson Field to Rotamer Road. This was an excellent addition to the city and we applaud those who designed and built this segment. Our hope is that we can see that same type of solution to those of us who remain 'land locked' in Rockport Ridge.

Again, my thanks to you and wishes for a great week,

Steve

Steven J. Geisler

##

I see in the Gazette that the city is seeking additional input on trail use and development. I assisted with city trails by volunteering native plant materials and management on the trail between Afton Rd and the river, in 2003-2005. I also spoke to the Rock Trails coalition, in 2002, as a preservationist, about reconciliation of multiple trail use conflicts.
Often, trails are placed along old rights of way which are much of the tiny fraction of intact soils and plants still remaining in S WI. As such, park departments should emphasize preservation of remaining natural areas and prohibit uses in those areas in order to reduce impacts.

Thomas Murn

##

Type	Threads	Comment	Up Votes	Down Votes	Firstname	Lastname	Sentiment
Ideas and Suggestions	Ideas and Suggestions-31	There should at least be plans on the map for bike trails on the North and West sides, connecting the existing trails, e.g. Hwy 26 clear around to Hwy 11. This would open up the opportunity for the development of long distance events on the trails. Think Janesville Morning Rotary Pie Ride, a marathon and other longer events. This map goes 30 years out. It should at leas be on the map as a possibility.		2	0 Jim	Hutchinson	NEUTRAL
This area needs improvement	This area needs improvement-40	Tree roots pushing up the pavement are making this area of the trail increasingly rough.		1	0 Jim	Anema	NEGATIVE
This area needs improvement	This area needs improvement-38	Read Road from Delavan Drive to Avalon Road is in terrible shape. Many bikers use this road to leave Janesville. I ride on it at least 40 -50 times each summer. Every 20 feet or so it has bone jarring cracks in the pavement. By the time I get to Avalon Road my hands are tingling and my neck needs a chiropractor. This route connects to the Avalon Road bike path so adding bike lanes would be a good long range plan.		0	0 Dan	Collins	NEGATIVE
Something I Like	Something I Like-06	They did a very nice job on this underpass, it is wide and stays dry when it rains, doesn't get muddy like the Ruger Ave one does.		1	0 Timothy	Weege	POSITIVE
Something I Like	Something I Like-07	Really appreciate the washrooms here in the park. They are a lifesaver on long rides.		3	0 Timothy	Weege	POSITIVE
Something I Like	Something I Like-08	Connection of the off-road bike trail from Rockport Park to Parker High School, and then on to the Arboretum should be a high priority to provide west-side Janesville connectivity.		4	0 Tom	Presny	NEUTRAL
This area needs improvement	This area needs improvement-02	Add dog poo disposal stations at the trail-heads along the Peace Trail which is an off-leash dog area.		8	1 Dean	Paynter	NEUTRAL
This area needs improvement	This area needs improvement-23	There is a large upheaval of the trail in this area. It needs to be releveled.		4	0 Alison	Viemeister	NEGATIVE
Ideas and Suggestions	Ideas and Suggestions-38	once again when the crossing button is pushed give the traffic a red arrow instead of flashing yellow. Traffic does not always yield to walkers and bikers		1	0 Julie	Strunz	NEGATIVE
This area needs improvement	This area needs improvement-15	The area under the bridge on Ruger often gets covered in mud sometimes is barricaded on July 18 it was not barricaded but still covered in mud I rode my bike through the back wheel gave out and I crashed shattering my right elbow and breaking my right upper arm. I believe there's a design problem that allows the creek to often flood the paved part of this trail that goes under the bridge I believe it would be better to not have the tunnel at all and I have it so frequently covered in mud		5	0 Matt	Wohlers	MIXED
Ideas and Suggestions	Ideas and Suggestions-26	We need a bike connection from the Hwy 14/51 area to Downtown. There are no bike paths in this area and the population here is growing. As Janesville continues to become a downtown friendly community, this would connect the area easily. A path on the mainly County land that goes right along 51 could go to Traxler Park, then wind through those few back streets and come out right on Main St. I would be happy to work on exploring this further!		4	0 Susan	Sellman	POSITIVE
This area needs improvement	This area needs improvement-29	This stretch of trail on County Y is unnecessarily dangerous. Traffic on Y does not yield to bikers properly. Would be much safer to run the trail alongside 26 and stay off Y altogether.		1	0 Jennifer	Wimmer	NEGATIVE
Ideas and Suggestions	Ideas and Suggestions-23	While I pedal this road frequently, I never feel safe doing so. Traffic heading west on Memorial accelerates up the hill once past the Country Club and exceed the 35 MPH speed limit regularly. I would pass this road segment on to JPD for some speed enforcement. There is a lot of pavement width to the City limit, and I would add a painted bike lane on either side of the road like there is along Roatmer Road		3	0		NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-20	Not sure what improvements are contemplated, but the traffic is heavy and the pavement width is limited. When I pedal this part of town, I use N. Grant Avenue over Oakhill and/or Crosby Ave. There is plenty of pavement width on Grant Ave. and less traffic. I do use Arch Street south of Court St. to get to Rockport Road. A painted bike lane on this pavement like Rotamer		2	0		MIXED
Ideas and Suggestions	Ideas and Suggestions-18	I tend to use Ravine St. a lot more often that Laurel Ave. There is more pavement width, you don't have to jog around Bond park, and the road is plowed more often in the winter to provide access to Franklin School.		0	0		NEUTRAL
Something I Like	Something I Like-14	The improvements to CTH "MM" completed last year are excellent. We use it heavily and the paved bike shoulders are wonderful. However, I know the County will be including pea gravel on this road in the coming few years. We should ask the County to consider using the pea gravel only on the two vehicle lanes, and not pea gravel the paved shoulders. I think this would save the County some money, keep the shoulders smooth for the cyclists, and not seriously impact the life cycle of the pavement		0	0		MIXED
Ideas and Suggestions	Ideas and Suggestions-02	Id like to see some more trail expansion to Whitewater, Evansville, Elkorn, Cottage Grove, and up to a connection with Military Ridge trail.		9	0		POSITIVE
This area needs improvement	This area needs improvement-56	Need signage indicating where the other parts of the trail you can bike to. Especially for those travelers that are not from the area. Overall, more signage is needed along the whole trail, specially like the rest area near Kennedy Elementary School.		0	0		NEUTRAL

This area needs improvement	This area needs improvement-57	Overall comment on the trail—there are not enough areas to park your vehicle along the trail, especially for visitors to the area. There should also be more signage and information at major stopping points to indicate where the trails goes, etc.	0	0		NEGATIVE
Ideas and Suggestions	Ideas and Suggestions-09	Weekend bus service to Beloit to fill in bike network gaps	1	1		NEUTRAL
Something I Like	Something I Like-05	We love this new trail segment and use it almost everyday! So happy it was put in, and we are planning to donate several benches for it.	6	0 Timothy	Weege	POSITIVE
This area needs improvement	This area needs improvement-09	Clear heavy brush areas and/or add lighting for safety purposes. Solar lighting would be great where applicable. Many trails are dark along throughout the city. Especially, for ~October through ~March.	2	0		POSITIVE
This area needs improvement	This area needs improvement-58	Homeless folks occasionally camping behind Mercy ER. Tents seen.	0	0 Greg	Devine	NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-24	I would really like to see a statewide network. I would be nice to go from Beloit to Madison. Knowing this is just Janesville, please try to connect to Edgerton. Maybe work with Dane County to go from Edgerton to Stoughton. I know funds are tough, but plan for it now and maybe in 5 to 10 years there maybe a grant. If you need a new member in Rock county. I have previous Bike Ped committee experience. Email works best.	6	0 Paul	Wydeven	NEUTRAL
Something I Like	Something I Like-17	There is no safe connection from the west side to the south side and hence to the Afton Rd pathway.	6	0 Robert	Eicher	NEGATIVE
This area needs improvement	This area needs improvement-13	This road is frequently used by joggers, bicyclist and walkers. It is a narrow road and only has a suggested safe speed. It needs added bicycle lanes	3	0 Gary	ANDERSON	MIXED
This area needs improvement	This area needs improvement-14	This trail will be behind my property. It floods fairly regularly with a torrent of water. This would need major improvement to be suitable for a bike trail. It will also require lots of tree removal which would be disappointing to the surrounding residents.	2	0 Tom	Kroening	NEGATIVE
This area needs improvement	This area needs improvement-27	I love this trail section idea, but the map shows the trail on the West side of the creek. The west side of the creek is full of natural artesian springs and large Oak trees. Any section the on the west side the creek versus the east would likely cause too much environmental damage.	1	0 Joel	Graves	MIXED
This area needs improvement	This area needs improvement-26	Would love to see a bridge across the river to the library	1	0 Joel	Graves	POSITIVE
Ideas and Suggestions	Ideas and Suggestions-47	The I-39 project has widened shoulders of the Kennedy Road underpass to accommodate cyclists. Has there been any thought to continuing wider shoulders, north of the interstate, perhaps all the way to Hwy M? This is a popular thoroughfare for cyclists traveling between Milton and Janesville. This stretch of Kennedy Road is dangerous for pedestrians with limited sight distance where cars cannot pass safely.	0	0 Curtis	Sauser	NEUTRAL
Something I Like	Something I Like-41	Great to see the Mineral Point Rd corridor is being recognized! Options are limited to head west from the City by bicycle between Hwy 11 & Hwy 14, so improving that corridor for bicycle use is very welcome.	1	0 Curtis	Sauser	POSITIVE
Ideas and Suggestions	Ideas and Suggestions-37	when pushing the button to cross make the traffic have a red arrow instead of the flashing yellow. Drivers are not watching for walkers and bikers to cross.	1	0 Julie	Strunz	NEGATIVE
This area needs improvement	This area needs improvement-05	The under passage of Ruger Ave is muddy and slippery after a rainstorm. A fix need to be made to the northern end where the rain swollen creek rushes over the bank and leaves mud and debris on the pathway.	10	0 Alison	Viemeister	NEGATIVE
This area needs improvement	This area needs improvement-65	this piece of trail is in need of repairs and maintainance...has numerous potholes and cracks	1	0 Deb	Tollefson	NEGATIVE
This area needs improvement	This area needs improvement-64	51-11 intersection is very dangerous and difficult to cross if you are on a bike, walking or jogging. Not only is there N-S traffic and E-W traffic, there are R and L turns to consider. Some drivers are not as attentive as they should be. Because of a very near accident when I was on a bike, I avoid the intersection if at all possible. I wonder why there was no under the highway passageway made for safe crossing when this intersection had major work done. Can it be considered in the future?	0	0 Deb	Tollefson	NEGATIVE
Ideas and Suggestions	Ideas and Suggestions-49	In addition to an improved crossing. I think trail signage and increased landscaping would help community members see how the trail connects to the Palmer Park area. With the parking at Dawson, this is a good spot for people driving to the trail.	0	0		POSITIVE
Ideas and Suggestions	Ideas and Suggestions-51	Add a stop sign for all directions at this intersection so bikes and walkers can safely access the bike path from the West. Traffic is constant and often exceeding the speed limit. It is also difficult to see the traffic approaching this intersection from the South when you are trying to cross from the West.	0	0 Cynthia	Riley	NEGATIVE
Ideas and Suggestions	Ideas and Suggestions-06	Center Avenue should feature "Share the Road" signage in right lanes. No easy or direct bikeway exists from Monterey Bridge or Marquette Park neighborhoods to Jackson School neighborhood. The alternative is to cross Center and ride clear around via Chatham (west of Edison Middle School) or ride Center Avenue sidewalks. Consider the needs of 400 new county workers marooned in a bikeway desert. Major US cities use share the Road signage and the fix is relatively inexpensive.	9	0 Steve	Dean	NEUTRAL
Something I Like	Something I Like-38	A dedicated bike path next to N Harmony Town Hall Road makes the most sense as a direct connection to the path along Hwy 26.	0	0 Paul	Romanelli	NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-46	In the more secluded areas, can there be security cameras to deter crime?	0	0		NEUTRAL

Something I Like	Something I Like-45	This route would be a great improvement for safety especially with the large amount of traffic it will let riders avoid on their commute. This really makes sense to connect the 2 locations after viewing other comment.	0	0 Dakota	Palan-Johnson	POSITIVE
Something I Like	Something I Like-04	I would like to see the plan for this trail get bumped up to the 2021-2030 proposed plan list. My husband and I do not have a safe or convenient way of walking or biking to work without going out of our way and crossing Center Avenue and riding through neighborhoods or riding on the sidewalks on Center Avenue. The completion of this trail would greatly enhance the Jackson School neighborhood in creating a safe and bike friendly route to Marquette Park and nearby trail heads.	5	0 Ashley	Dean	POSITIVE
Ideas and Suggestions	Ideas and Suggestions-05	No easy or direct bikeway exists from Monterey Bridge or Marquette Park neighborhoods to Jackson School neighborhood. Assuming riders avoid Center Avenue (which could use "Share the Road" signage in right lanes), the alternative is to cross Center and ride clear around via Chatham (west of Edison Middle School) or ride Center Avenue sidewalks. Consider the needs of 400 new county workers marooned in a bikeway desert. Centennial Industrial Park Trail would fill a great need.	8	0 Steve	Dean	NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-10	When Beloit Av is redone next year. They should remark the road like Wright road. With street parking and bike lanes . Also two lanes of traffic in the center. Four way stop at State street. This would slow the traffic down to much safer speeds north of Freedom Ln to Palmer Dr.	6	0		NEGATIVE
This area needs improvement	This area needs improvement-55	In the more secluded areas, can there be security cameras to deter crime?	0	1		NEUTRAL
This area needs improvement	This area needs improvement-53	In the more secluded areas, can there be security cameras to deter crime?	0	1		NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-27	The new paved trail is amazing but many people don't know about the off-road trails. There are numerous narrow paths that are off-road that can be used for mountain biking or hiking. The are many endless small trails in the woods but some of them need to be maintained a little better to take advantage of it. Off-road trails are a great recreational activity that promotes a healthy lifestyle. Also having these trials brings in young and healthy individuals that can help Janesville prosper!	3	0 Luke	Nelson	POSITIVE
Something I Like	Something I Like-18	Good alternative to Cty Y bike path	5	0		POSITIVE
Something I Like	Something I Like-44	A bike/walk trail connecting Rockport Park/other trails and JSOL is a great idea!	0	0 Cynthia	Riley	POSITIVE
This area needs improvement	This area needs improvement-43	HWY 11 crossing is EXTREMELY dangerous. Traffic must be slowed here. Traffic moves at a very high speed here. This would be a great area for a roundabout and reduction in speed limit. The danger leaves this subdivision an island that cannot safely access the rest of the city. The subdivision has no public parks or opportunities for outdoor recreation accessible by foot or bike. Rockport park is close, but once again cannot be safely accessed due to high speed traffic on rockport rd.	1	0 Joel	Graves	NEGATIVE
Ideas and Suggestions	Ideas and Suggestions-50	We need more trails on the West side of town and also safe bike routes that connect the West side of town to the West and South side trails.	0	0 Cynthia	Riley	NEUTRAL
Something I Like	Something I Like-43	We need more safe biking routes to connect those of us living on the west side of Janesville to existing trails on the West and South side of Janesville.	0	0 Cynthia	Riley	NEUTRAL
This area needs improvement	This area needs improvement-61	Crossing Hwy 51 is very dangerous. Auto drivers seem totally oblivious to bicycles, and "walk" lights very hard to see in certain lights.	1	0 Bill	Henke	NEGATIVE
This area needs improvement	This area needs improvement-62	A low spot here collects mud and caused me to slide and crash following some rain.	1	0 Bill	Henke	NEGATIVE
This area needs improvement	This area needs improvement-63	This area could benefit from additional landscaping/brush removal/screening	0	0		NEUTRAL
Something I Like	Something I Like-42	The wildflowers in this segment are absolutely gorgeous. I walk this area regularly and have never felt unsafe. Parking off Kettering at Sandhill allows easy access for residents looking to explore this section of the trail.	0	0		POSITIVE
Ideas and Suggestions	Ideas and Suggestions-48	I would love to see improved signage in this area so that it is easier to follow the off-road trail connection.	0	0		POSITIVE
This area needs improvement	This area needs improvement-33	Need to find a way to link Rockport Park and JSOL. Would love to see both paces and unpaved trail to connect the parks.	3	0 Scott	Irwin	NEUTRAL
This area needs improvement	This area needs improvement-34	Pave the path after the water treatment center going south to give an alternative for the road.	3	4 Scott	Irwin	NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-17	Pedaling through the downtown, I generally use Jackson St. more often that Franklin, Jackson, or River St. It is wider, has a traffic light at Centerway, and provides a good connection to the bike trail system at Rockport Road.	3	0		POSITIVE
Ideas and Suggestions	Ideas and Suggestions-32	move the button to cross highway 51 closer to the actual trail. right now you need to get off your bike and walk to the button to cross.	1	0		NEUTRAL
This area needs improvement	This area needs improvement-60	Two RR track crossings here. One recently rebuilt and is quite fine, the other is dangerous and needs work.	0	0 Bill	Henke	MIXED
This area needs improvement	This area needs improvement-24	Definitely an area that needs improvement! This is currently not a safe connection between Janesville and Milton.	8	0		NEGATIVE

Ideas and Suggestions	Ideas and Suggestions-30	A bike lane should be included when the Hwy 14 bridge over the Rock River is redone. This would appear to be the only place to cross the river on a bike trail on the northwest side of Janesville.	7	0	Jim	Hutchinson	NEGATIVE
Something I Like	Something I Like-26	The Sheiffer Park addition is beautiful! Overall, the trail system in Janesville is great. I have had many wonderful hours of walking the trails during this pandemic. Keep up the good work!	0	0	Jim	Hutchinson	POSITIVE
Something I Like	Something I Like-25	Wright Road, from Rotomer Road to Hwy 26 would be a great addition.	0	0	Jim	Hutchinson	POSITIVE
Something I Like	Something I Like-16	This is awesome!	1	0			POSITIVE
This area needs improvement	This area needs improvement-12	Going up Y to connect to the biketrail off 26 is scary.	12	1			NEGATIVE
Something I Like	Something I Like-13	We need more West side trail development	4	0	Paul	Murphy	NEUTRAL
Something I Like	Something I Like-12	We need west side trail development	5	0	Paul	Murphy	NEUTRAL
Something I Like	Something I Like-11	We need more west side trail development	9	0	Paul	Murphy	NEUTRAL
This area needs improvement	This area needs improvement-10	Improve traffic paint by removing turn lane/arrows where not applicable and add bike lane(s)	2	0			NEUTRAL
This area needs improvement	This area needs improvement-59	Section of trail between Veterinary Clinic and M-H Townline Rd. needs grass overgrowth maintenance.	0	0	Greg	Devine	NEUTRAL
Something I Like	Something I Like-10	Would be nice to have a bike lane or paved shoulders on read road to connect to the trails.	9	0	Jessica	Wicks	NEGATIVE
Something I Like	Something I Like-09	This would be amazing to connect to the trails from the south side and to get to palmer park.	3	0	Jessica	Wicks	POSITIVE
Ideas and Suggestions	Ideas and Suggestions-12	A bike lane, wider shoulder or better yet an off road trail would be nice along this stretch of road to facilitate getting to the Glacial River trail from Rotamer Road. The traffic can be bad at rush hour times.	6	0	Timothy	Weege	MIXED
Ideas and Suggestions	Ideas and Suggestions-08	Prioritize connections to Beloit and other communities	14	0			NEUTRAL
This area needs improvement	This area needs improvement-08	Easier way to cross highway 51 on bike - fast traffic and blind curve makes this crossing difficult	4	0			POSITIVE
This area needs improvement	This area needs improvement-07	The low spots 25, 50, and 75 yards north of Milwaukee Street collect mud after a rainstorm then it dries and is difficult and dangerous to bike or rollerblade through. Cleaning needs to be done after EVERY rain fall.	5	0	Alison	Viemeister	NEGATIVE
This area needs improvement	This area needs improvement-06	The 2-3 inch height gap between the paved trail and the cement pedestrian overpass has needed attention for over 3 years. Runners and walkers can easily trip and fall. This hazard can cause a flat tire or bent rim for bikers.	8	0	Alison	Viemeister	MIXED
This area needs improvement	This area needs improvement-01	Need to do something with John Paul road. At least add a bike lane!	18	0	Edward	Chady	NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-07	The length of Milton Av from Mt. Zion to Centerway may benefit from being a single travel lane in either direction, with north and southbound bicycle lanes curbside, and with separate turn lanes at intersections and a shared center turn lane elsewhere for accessing driveways. This would not only make it safer for bicycle traffic, but also would improve traffic flow by reducing vehicles stopping traffic to make turns from travel lanes, and the illusion of narrower lanes may decrease speeds.	8	0	Ian	McCready	NEUTRAL
Something I Like	Something I Like-02	I would like to see covered disposal bins for dog waste and also trash/recycle containers located along the trail. We love our trails and use them many times throughout the week for exercise, to run errands, or to simply enjoy the trail beauty. One of Janesville's best things.	2	0	Jane	Korsberg	POSITIVE
Ideas and Suggestions	Ideas and Suggestions-45	In the more secluded areas, can there be security cameras to deter crime?	0	2			NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-44	Need signage indicating where the other parts of the trail you can bike to. Especially for those travelers that are not from the area. Overall, more signage is needed along the whole trail, specially like the rest area near Kennedy Elementary School.	1	0			NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-43	Overall comment on the trail—there are not enough areas to park your vehicle along the trail, especially for visitors to the area. There should also be more signage and information at major stopping points to indicate where the trails goes, etc.	0	0			NEGATIVE
This area needs improvement	This area needs improvement-54	In the more secluded areas, can there be security cameras to deter crime?	0	1			NEUTRAL
This area needs improvement	This area needs improvement-52	In the more secluded areas, can there be security cameras to deter crime?	0	0			NEUTRAL
This area needs improvement	This area needs improvement-51	In the more secluded areas, can there be security cameras to deter crime?	0	1			NEUTRAL
This area needs improvement	This area needs improvement-50	In the more secluded areas, can there be security cameras to deter crime?	0	0			NEUTRAL
This area needs improvement	This area needs improvement-49	Area needs attention regarding traffic patterns and flow. Another crossing where I have witnessed many "close calls" that would have resulted in serious injuries. Drivers do not pay attention to the current signage. Can there either be a bridge, round about or a tunnel underneath to eliminate traffic concerns?	1	0			NEGATIVE

This area needs improvement	This area needs improvement-48	Area needs attention regarding traffic patterns and flow. A new subdivision is planned for the area east of the trail, which will consist of about 100+ vehicles going in and out of the intersection daily. Along with the current traffic, it will very dangerous. I have witnessed many "close calls" that would have resulted in serious injuries. Drivers do not pay attention to the current signage. Can there either be a bridge, round about or a tunnel underneath to eliminate traffic concerns?	0	0			NEGATIVE
Something I Like	Something I Like-19	Path needed to connect to west side of town	5	0			NEUTRAL
Something I Like	Something I Like-40	I live in Rockport Ridge Subdivision. We have no way of getting to the bike trails. Rockport road is a very narrow, heavily traveled, (often at fast speeds) road. There is no safe way even for adults to get to the bike trails let alone families.	1	0	Dawn	Edwards	NEGATIVE
This area needs improvement	This area needs improvement-47	If this is a "Proposed Rural Bikeway", then I propose you put some bike lanes in over the bridge.	0	0	JOHN	VAN BERKUM	NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-42	This whole area - W/NW of the 14/51 interchange is a biker's nightmare. No trails, no bike lanes, and very narrow shoulders make this very dangerous for cyclists. Adding a trail along 14, or at least a wide enough bike lane, would be a good start.	0	0	JOHN	VAN BERKUM	NEGATIVE
Ideas and Suggestions	Ideas and Suggestions-41	Would love to see the wonderful trails connect to Sugar River in Brodhead, or another direction to Madison, and also South to Beloit and then Illinois trail system.	2	0	David	Andert	POSITIVE
Ideas and Suggestions	Ideas and Suggestions-35	Harmony Town Hall Road is the logical connection between East Janesville and the Glacial River Trail. I always use it on my bike. Cars use it as the shortcut from Milton to East Janesville. No shoulders, narrow road, high speeds and bad pavement (even with recent patching). Needs to be widened with new bike lanes and new pavement, similar to recent improvements to County MM. Bike path going around Walmart and up west side of 26 is out of the way, not well marked and too many pedestrians.	1	0	Dan	Collins	NEUTRAL
Something I Like	Something I Like-39	The fastest growing segment of bicycling is gravel riding. Janesville has very little for this large number of cyclists to participate in. The gravel trails are less expensive and cost less to maintain. If anything, we need more gravel trails.	1	0	Kyle	Fingerson	NEUTRAL
This area needs improvement	This area needs improvement-39	Needs a crossing light as cars don't stop and speed	3	0	eric	pease	NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-28	Would love to see this Harmony TL be connected to the trailhead on hwy 26! Harmony is so dangerous to current bike down and would be a great idea considering the new and continued subdivision development along here. Keep up the GREAT WORK, our trails are awesome and bring so much to the community!! ❤ ❤	4	0	Ted	Krapf	POSITIVE
This area needs improvement	This area needs improvement-44	I think we need signage telling cyclist to announce themselves. There seems to be a lack of etiquette that could be helped by making kids/adults aware of the courtesy. Also this path is not on Google maps, I've tried to submit it.	0	0	Kayla	S	NEGATIVE
This area needs improvement	This area needs improvement-42	Very dangerous crossing. Badly in need of a crossing light/warning to cars such as the crossing on Milwaukee street.	4	0	Kerry	Kumlien	NEGATIVE
Ideas and Suggestions	Ideas and Suggestions-36	Allow E-bicycles on trails with speed limit. Also set speed limit for all bicycles on trails. Regular bicycles can go faster then e-bicycles.	0	0			POSITIVE
This area needs improvement	This area needs improvement-37	The Avalon Road bike path needs better maintenance. There are dangerous potholes and large cracks. Grass growing in cracks. I suggest not mowing on the sides of the path. Grass clippings remain on the pavement. Slippery and deteriorates the pavement. Wild grasses and natural flowers are much nicer. I ride my bike on this path 40 or 50 times from March - October.	0	0	Dan	Collins	MIXED
Ideas and Suggestions	Ideas and Suggestions-34	Need a bike lane on Hwy 14 connecting it from County Road E to hwy 51 to Milton Ave (hwy 26) then to Deerfield Dr. A lack of safe biking along this route means that people have to have cars to travel to the nearest grocery store and shopping.	1	0	Jenna	Noe	NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-33	TL road is very dangerous, but many bikes travel it to get to the trail on 26. This or some other alternative is needed to get to that trail from the new section through the Park.	2	0	Paul	Walton	MIXED
Ideas and Suggestions	Ideas and Suggestions-40	It would be nice to connect the existing trail south of MM/Ruger to Monroe and Marshall to provide a safe way for kids to bike to school.	0	0	REBECCA	LEMIRE	NEUTRAL
Something I Like	Something I Like-37	It would be great to connect this neighborhood with the existing trail system through this spoke.	0	0	REBECCA	LEMIRE	POSITIVE
This area needs improvement	This area needs improvement-46	I echo the other comments relating cycling on this section of John Paul Road. Even with the reduced vehicle speed limits between the intersections of Hwy 26 and County Y, it is still a very dangerous place for cyclists.	0	0	REBECCA	LEMIRE	NEGATIVE
Ideas and Suggestions	Ideas and Suggestions-39	It would be great to connect this new and wonderful park with the bike trail somehow.	0	0	REBECCA	LEMIRE	POSITIVE
Something I Like	Something I Like-36	We love the new trail connection from Sandhill to Rotamer Road!	0	0	REBECCA	LEMIRE	POSITIVE
Something I Like	Something I Like-35	The gravel is easy to maintain for year-round use.	0	1	Kyle	Fingerson	POSITIVE
Something I Like	Something I Like-34	Keep the gravel sections gravel. They are inexpensive to maintain and can be used year roound.	1	1	Kyle	Fingerson	POSITIVE

Ideas and Suggestions	Ideas and Suggestions-11	I feel that where the trail crosses Beliot Ave, by the softball diamonds, should have better crossing. Perhaps similar to the one on E Milwaukee st, by the greenbelt.	10	0			NEGATIVE
This area needs improvement	This area needs improvement-03	Make an off-road trail connection from the Hwy 26 pedestrian bridge and the Glacial River Trail to Milton. Currently the ride along John Paul Road is dangerous with narrow shoulders, high speed traffic, and potholes.	26	0	Dean	Paynter	NEUTRAL
This area needs improvement	This area needs improvement-04	Pave the gravel Peace Trail from Tripp Road (wastewater plant) to Eau Claire/S River Rd.	13	4	Dean	Paynter	NEUTRAL
This area needs improvement	This area needs improvement-45	Pave to Beloit	0	1	Michael	Kowalski	NEUTRAL
Something I Like	Something I Like-33	Love the bike trails. Bike it usually once a week. Would love to see the trail extended to Beloit.	1	0	Michael	Kowalski	POSITIVE
This area needs improvement	This area needs improvement-41	Generally the quality of the bike trail is very good and I use it frequently. However, there is one particular hazard that I point out on the map just below Mercy Hospital campus, crossing the railroad tracks is extremely hazardous, and needs repairing.	2	0	Kerry	Kumlien	MIXED
Ideas and Suggestions	Ideas and Suggestions-29	The trail and nearby street has an unhealthy amount of goose droppings. Put some sort of natural barrier along the river bank to deter the geese from walking across the path as they move from the river to their grazing area. The native plantings are a good idea but are not adequate at present as a barrier. We often see people walking and biking in this area and feel badly that they are subject to the contamination.	1	0	Kay & Neil	Deupree	MIXED
This area needs improvement	This area needs improvement-36	John Paul Rd is a dangerous stretch of bike path. Would like a real, dedicated bike path here or an alternate route.	5	0			NEGATIVE
Something I Like	Something I Like-32	Love this new trail! Janesville bike paths are wonderful to use! Can't wait for the next section to be complete!	0	0	Barb	Holbrook	POSITIVE
Something I Like	Something I Like-31	Great section of trail and so nice to get to the rest of the trails without riding on Wright road.	1	0	Paul	Walton	POSITIVE
Something I Like	Something I Like-30	Really like the dedicated and safe bike trail. Wish it connected all the way to Janesville without traveling on John Paul Rd.	3	0			POSITIVE
Something I Like	Something I Like-29	Need to build this as soon as possible to connect Milton to Janesville without going on Y at all.	0	0			NEUTRAL
This area needs improvement	This area needs improvement-35	Numerous potholes all along Hwy 11 from rodent activity. many holes and upheavals. need to be repaired. Need to maintain the trail for weeds growing between cracks. it's becoming a prairie out there.	0	0			NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-22	The Veloclub uses E L-J Townline road as a major route to the east -- for access to Whitewater Lakes area. I would add this road as a proposed "Rural Bikeway." --- and coordinate with the Rock County Rec Plan to ensure that their plan includes Townline Road as a bike route.	1	0			NEUTRAL
Something I Like	Something I Like-28	convenient/safe way to get from Milton to Janesville.	1	0			POSITIVE
Something I Like	Something I Like-27	I agree that west Memorial speed limit is never enforced. I ride this daily and fear for my life. 35 speed limit is never adhered to. Add bike lane markers and enforce the speed limit.	2	0			NEUTRAL
This area needs improvement	This area needs improvement-21	Railroad crossing is a safety hazard. The track needs to be reworked. Water bottles fly out of the cages of the bikes as it is so bumpy.	2	2	Alison	Viemeister	NEGATIVE
This area needs improvement	This area needs improvement-32	Can't even ride on trail due to geese feces. The geese need their space too and are hard to contain. Maybe just a maintenance plan to clean off the trail?	2	0	Zacahary	Boutelle	NEGATIVE
This area needs improvement	This area needs improvement-31	Rough road connecting the trail. Road needs re-done. And why is there no off road right here?	1	0	Zacahary	Boutelle	NEGATIVE
This area needs improvement	This area needs improvement-30	This section of the trail needs of road connection	3	0	Mark	Pinnow	NEGATIVE
This area needs improvement	This area needs improvement-28	trying to navigate these roundabouts and track traffic over multiple directions of circling traffic is dangerous and not for the inexperienced cyclist. Why does this need to switchback over hwy 26? would be a much smoother transition to stay on the same side of 26 all the way to Milton	0	0	Jennifer	Wimmer	NEGATIVE
Ideas and Suggestions	Ideas and Suggestions-25	How about providing more waste disposal for those who feel it necessary to leave their dog poo bags along the trails. Please remove signage regarding the dog rules on the trails as no one abides by them and no one enforces the ordinance. Lots of dogs this year on trails. Many off leash in leashed areas.	1	0	Beth	Poad	NEUTRAL
This area needs improvement	This area needs improvement-22	Bike lane needed on JP Road.	3	0	Alison	Viemeister	NEUTRAL
This area needs improvement	This area needs improvement-25	This stretch of the trail floods after every rain and is unsafe for days afterwards. Better drainage is necessary.	0	0	Gary	Stillwell	NEGATIVE
Something I Like	Something I Like-24	This will be an excellent addition to the new trail through Schieffer Park!	4	0			POSITIVE
This area needs improvement	This area needs improvement-18	Please fix the wide cracks in this area. Very hard on the wrists and body when riding over these!	1	0	Beth	Poad	NEGATIVE
This area needs improvement	This area needs improvement-17	Wilcox Rd. used to be used by the Vet club but it is in such disrepair even driving a car on this road is awful. This road is a great Rural bikeway alternative.	1	1	Beth	Poad	MIXED
This area needs improvement	This area needs improvement-20	Would love to see a sidewalk or path connecting the dog park area on Palmer to the sidewalk on Palmer that was added to the underpass of 90/39. You have to walk on the street on a blind curve to get to it from there.	1	0	Lindsey	Greviskes	POSITIVE
Something I Like	Something I Like-23	I would appreciate a way to safely loop from the south to north side and then back to the south side.	2	0	Maggie	Kroll	POSITIVE

Ideas and Suggestions	Ideas and Suggestions-14	We pedal south on Read Road, south of USH 11 all the way to LaPrairie Townline Road and I would designate this as a 'rural bikeway.' We also use Woodman Road, Sunny Lane, and Happy Hollow Road to River Road as an east-west Rural Bike route on the south side of Janesville.	3	0		NEUTRAL
This area needs improvement	This area needs improvement-19	Large cracks running across trail. Please fix.	3	0 Beth	Poad	NEGATIVE
Something I Like	Something I Like-22	Love this beautiful addition!! I include this on my route daily.	4	0 Beth	Poad	POSITIVE
Something I Like	Something I Like-21	Great access to Glacial River Trail. Can't wait to see this completed!! It would be great to connect Sheiffer Park to Shilberg Park in the future.	4	0 Beth	Poad	POSITIVE
This area needs improvement	This area needs improvement-16	Very dangerous way to get to the Glacial River Trail. I have had a few close calls here and will not ride this route. There has to be a better way to get to this beautiful trail.	8	0 Beth	Poad	NEGATIVE
Something I Like	Something I Like-20	Currently, all trails bypass Milton, so it's great to see them go through town	0	0		POSITIVE
This area needs improvement	This area needs improvement-11	Biking north along John Paul Road from the Bridge over USH 26 to N. Wright Road is not for the inexperienced cyclist. The paved shoulders are excellent, but traffic is heavy and speed is excessive. It may help to lower the speed limit along this section of John Paul Road to 35 MPH, but I expect that the motorists that use this route will still exceed a lower speed limit.	11	0		MIXED
Something I Like	Something I Like-15	I think that N. Harmony TownHall Road as a 'Rural Bikeway" is excellent and should be implements as soon as possible. I would focus first on the stretch from Rotamer Road, north to STH 26. The gradual hill as you head north and limited sight lines, lack of shoulders, and somewhat heavy traffic would justify additional road pavement width for bikes on shoulders, or a separate, parallel bike trail	4	0		POSITIVE
Ideas and Suggestions	Ideas and Suggestions-21	A trail connector from McCormick Road, north to Lexus lane would be an excellent alternative to John Paul Road. If developed, I would designate on-road bicycle lanes on Huntinghorn and Castlemoor, linking McCormick to E. Rotamer Road.	1	0		POSITIVE
Ideas and Suggestions	Ideas and Suggestions-19	I use N. Washington Street regularly (in preference over N. Oakhill). Traffic is somewhat heavier, but there is plenty of pavement width, and you could probably use painted bike lanes on either side of the road.	2	0		MIXED
Ideas and Suggestions	Ideas and Suggestions-16	I see 'Recommended Bicycle Facilities" along STH 26 Milton Ave. Not sure what you plan to add, but with the traffic counts, I'd make bike facility investments elsewhere.	0	1		NEGATIVE
Ideas and Suggestions	Ideas and Suggestions-15	I would add Milton-Shopiere Road south of CTH MM and Lone Lane between Milton Shopier and LaPrairie Townhall Roads as 'rural bikeways'. We pedal south on Milton Shopiere all the way to Creek road as a bike route.	1	0		NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-13	I would suggest adding E. Russell Road as a "Proposed Rural Bikeway" with extra pavement width to accommodate cyclists the next time Russell Road is resurfaced.	3	0		NEUTRAL
Something I Like	Something I Like-03	Need to do this sooner than later so that users can get out to that section of the bike path without having to ride on the road.	13	0		NEUTRAL
Ideas and Suggestions	Ideas and Suggestions-04	Complete the (long) proposed spur from Hwy 11 bypass trail to UWW-Rock County and then connect to new on-road lanes on S River Rd to Cedar Crest; this would benefit employees at the facility for seniors and at the university campus, as well as students.	14	0		NEUTRAL
Something I Like	Something I Like-01	The addition of the highway 26 bike trail has made it much safer and easier to bike from Milton to Rock County Courthouse in the Summer months. We used to take Kennedy Road or the Minogue multi use bike trail to Kennedy Road and then back streets through Janesville to the courthouse.	9	0		POSITIVE
Ideas and Suggestions	Ideas and Suggestions-01	The proposed bike trails both north and south from 2021 to 2025 looks good but not as robust as I'd like to see. And we definitely have a north South expansion going on.	6	0		MIXED
Ideas and Suggestions	Ideas and Suggestions-03	A multi-use trail that connects from Rotamer Road on Pheasant Run (there is an easement there) to the trail going to Milton at Kennedy Road and Brentwood	9	0 Dennis	James	NEUTRAL

Appendix D:
Relevant Excerpts from the WisDOT Facilities Development Manual

Urban Streets Modernization Roadway Design Criteria for Posted Speed Limits of 40 mph or Less

Functional Class	Design Year ADT Thresholds at Levels of Service C, D & E [1]				Design Basis	Roadway Criteria [9]						
						Travel Lanes			Roadway (Face of Curb to Face of Curb) Width (feet)[4]			
									No Parking[6,7]		Parking [6,7]	
	Scenarios	C[2] LOS 4.0 ADTs (DHVs)	D LOS 5.0 ADTs (DHVs)	Middle E LOS 5.5 ADTs (DHVs)	Urban Design Class [Design Speed] (mph)[3]	No.	Lane Widths (feet)[5]	Median Widths (feet)	Range of Normal Widths[8]	Range of Widths including Bike Accommodations/ Lanes	Range of Normal Widths[8]	Range of Widths including Bike Accommodations/ Lanes
Locals	N/A	Low Volume Residential (0-250 ADT)			1a **[20-25]**	1	**12**	No	**N/A**	**N/A**	**28**	**N/A**
		Volume not a consideration			1b **[25-30**(20)**]**	2	**10-12** (9)	No	**24-28** (22)	**32-36** (30)	**36-40** (32)	**46-56** (44)
Arterials and Collectors	N/A	≤ 4,500 ADT (660 DHV)			2a **[30-45]**	2	**11-12** (10)	No	**34-36** (24)	**34-36** (32)	**46-48** (34)	**48-56** (46)
	Worst Best	6,500 (1086) 20,000 (2260)	7,500 (1170) 22,500 (2475)	8,000 (1216) 25,000 (2700)	2b **[30-45]**	2	**11-12** (10)	No	**34-36** (24)	**34-36** (32)	**46-48** (34)	**48-56** (46)
	Worst Best	16,000-(1888) 41,000 (4100)	17,500 (2048) 47,000 (4610)	18,000 (2088) 50,500 (4900)	3 **[30-45]**	4	**11-12** (10)	No	**48-60** (44)	**56-60** (52)	**68-72** (54)	**70-80** (66)
	Worst Best	22,000 (2440) 41,500 (4110)	22,750 (2500) 47,000 (4610)	23,000 (2530) 51,000 (4950)	4 **[30-45]**	4	**11-12** (10)	**14-30** (6)	**2 @ 26-28** (2 @ 24)	**2 @ 30-32** (2 @ 28)	**2 @ 36-38** (2 @ 29)	**2 @ 37-42** (2 @ 35)
Arterials	Worst Best	35,500 (3660) 68,000 (6390)	37,500 (3790) 76,000 (7070)	38,500 (3850) 81,500 (7580)	5 **[30-45]**	6	**11-12** (10)	**14-30** (6)	**2 @ 36-40** (2 @34)	**2 @ 41-44** (2 @ 38)	**2 @ 47-50** (2 @ 39)	**2 @ 48-54** (2 @ 45)

Upper values are shown in **bold** and Lower values are shown in parentheses. Use of values below existing roadway dimensions are to be justified by completing environmental process, predictive safety and benefit/cost analyses.

See page 2 of this attachment for superscript notes.

Superscript Notes:

1 ADT thresholds represent typical "Worst" Case and "Best" Case scenarios for Levels of Service (LOS) C, D and middle E. These volumes are based on the 2000 Highway Capacity Manual using the assumptions shown in Attachment 1.4. See Section 1.5, "Travel Lanes" section for guidance on use of "worst" and "best" case thresholds. See FDM 11-5-3 for further guidance on acceptable LOS for Corridors 2030 Routes, Non-corridors 2030 rural roadways, roadways in small urban areas (Pop. < 50,000), and roadways in Urbanized areas (Pop. > 50,000).

2 LOS C is not obtainable if the traffic signal density is greater than 5 signals per mile.

3 Design Speeds should be 5 mph greater than the posted speeds. Lower design speeds equal to the posted speed limits are acceptable if justified in the Project SCDs or DSR DJs.

4 Based on 2-foot gutter widths. Gutter widths of 1-foot may be used when appropriate. If 1-foot gutters are used, then the face-to-face widths might differ from values shown in the table.

5 Gutter widths are not included.
Lane widths for Federally Designated Long Truck (i.e. the "National Network" as defined in 23 CFR Part 658) Routes are 12-foot (11-foot minimum), but there shall be at least one 12-foot lane in each direction. Wide curb lanes, as discussed in Section 1.5, "Travel Lanes", meets the 12-foot truck lane criteria.
Lane widths for NHS Routes and Arterials and Collectors that are not Federally Designated Truck Routes are 12-foot (11-foot minimum) if truck and bus volumes exceed an average of 200/lane/day for undivided roadways, and 300/lane/day for divided roadways (e.g., the threshold for urban design class 3 (4-lane undivided) is 4 x 200 = 800 trucks per day; the threshold for urban design class 4 (4-lane divided) is 4 x 300 = 1,200 trucks per day).

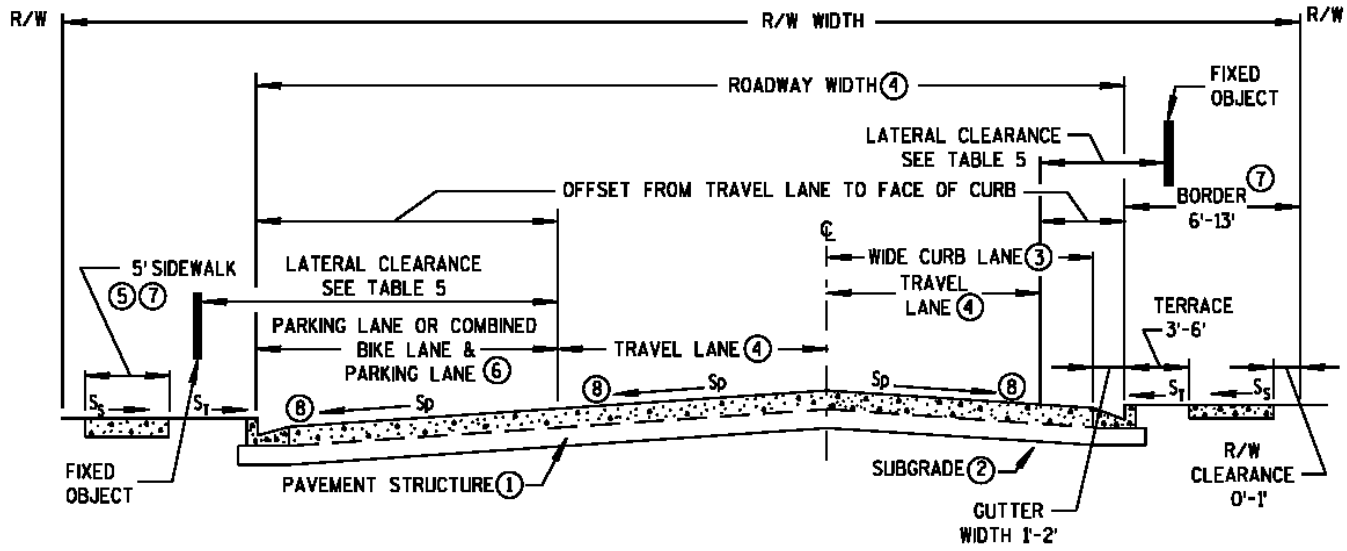
6 Two lane Connecting Highways and STHs should have curb to curb widths of 36 feet if no provisions for parking are to be made. Designs that use parking lanes are discouraged.

7 Department policy in conformance with Federal policy, Wis. Stat. Section 84.01(35) and Connections 2030 shall give due consideration to establishing bikeways and pedestrian ways on new construction and reconstruction highway projects (including pavement replacement projects) funded in whole or part from state or federal funds. FDM 11-46 provides guidance on the process and evaluation analyses. In addition, certain bicycle and pedestrian design practices are required when applicable, e.g., curb ramps and bicycle-acceptable grates.

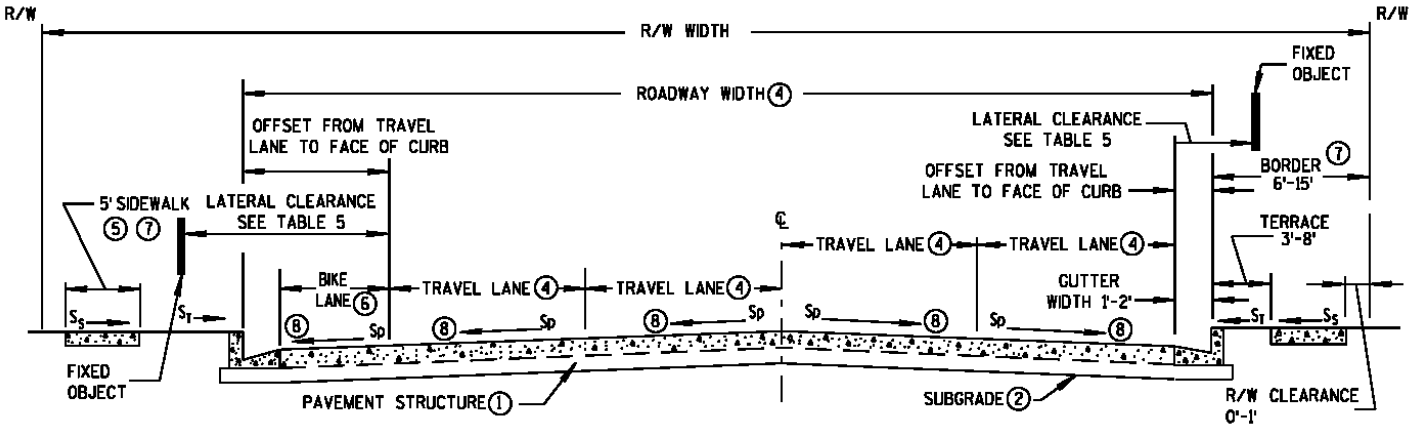
See FDM 11-46 for additional information and guidance on bicycle and pedestrian accommodations and policies.

8 The upper ranges of values include the additional roadway widths between the outside edges of the outside travel lanes and the faces of curbs to provide wide curb lanes as discussed in FDM 11-20-1.5, "Travel Lanes", or to provide for the various urban needs as listed in FDM 11-20-1.6, "Auxiliary and Parking Lanes".

9 See FDM 11-35-1.2.3 for bridge width criteria for urban roadways.



Urban Design Classes 1b, 2a & 2b



Urban Design Class 3

Notes:

① Pavement structure, materials and dimensions vary according to individual project subgrade and traffic conditions.

② Subgrade cross slopes are parallel to pavement cross slopes (S_P).

③ FDM 11-20-1.5 discusses "Wide Curb Lanes". See FDM 11-46-15.3 for limits on wide curb lane longitudinal joint placements for concrete pavement thicknesses less than 10 inches.

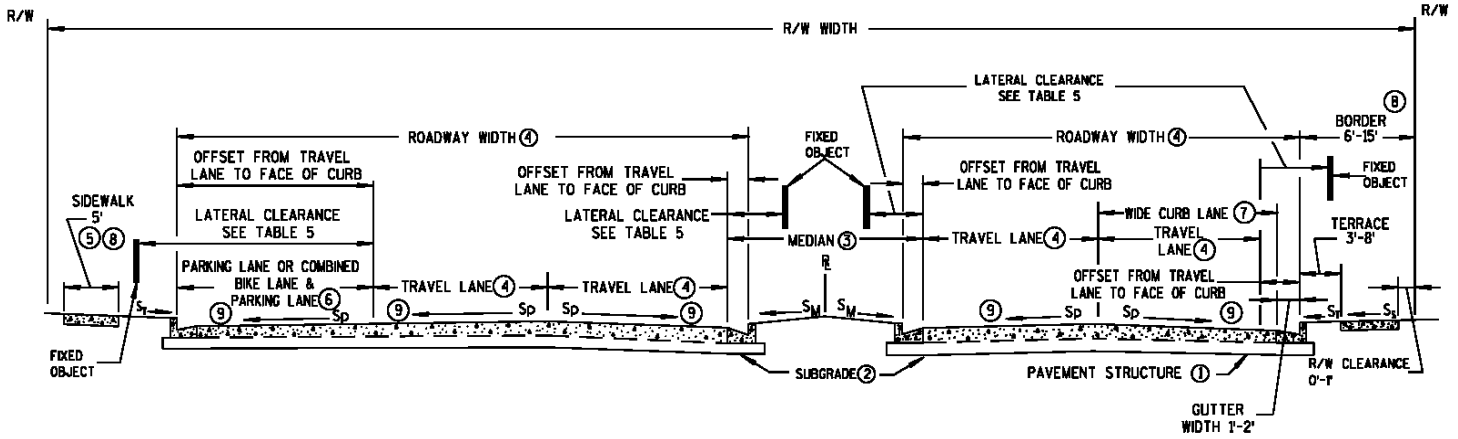
④ Attachment 1.1 shows travel lane widths and roadway widths.

⑤ The 5-foot sidewalk widths shown are for residential areas where the sidewalks are adjacent to terraces. Sidewalks are to be 6-foot wide if adjacent to the backs of curbs. Sidewalk widths are typically 6-12 feet in central business districts or in high pedestrian retail areas or where stores are directly abutting sidewalks.

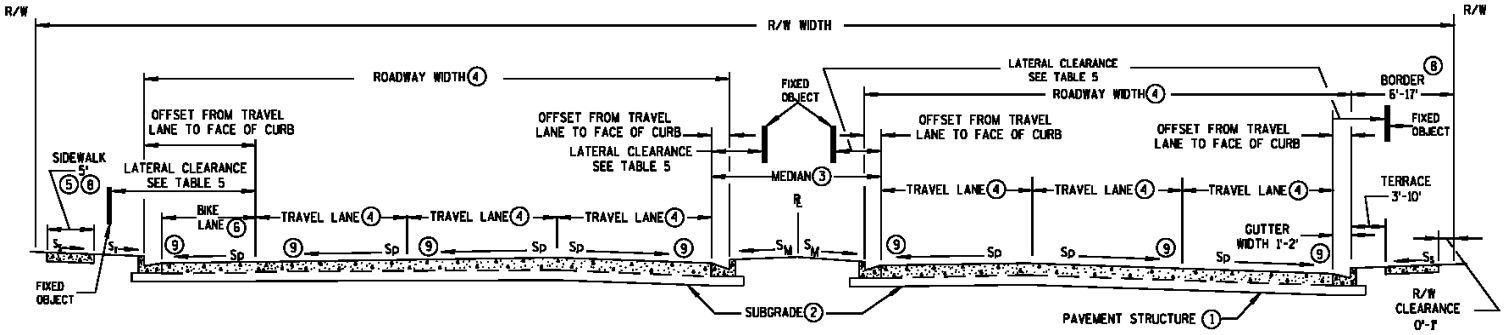
⑥ Table 1.4 shows parking lane widths; FDM 11-46-15 has guidance on bike lanes and on combined bike lanes and parking lanes; Attachment 1.1 shows roadway width design values.

⑦ FDM 11-46-5.2 (Urban Borders and Zone System) discusses borders including widths and slopes for sidewalks and terraces.
S_T = Terrace cross slopes = 4% typical. Grass = 4% lower min., Paved = 2% lower min./ 2% upper minimum when adjacent to on-street parking. See FDM 11-46-5.2.2 (Terraces).
S_S = Sidewalk cross slopes = 1.5%, ± 0.5% construction tolerance.

⑧ Table 1.1 shows pavement cross slopes.
S_P = Pavement cross slopes = 2% lower minimum.



Urban Design Class 4



Urban Design Class 5

Notes:

① Pavement structure, materials and dimensions vary according to individual project subgrade and traffic conditions.

② Subgrade cross slopes are parallel to pavement cross slopes (S_P).

③ FDM 11-20-1.4 (Medians), discusses medians for urban streets. Attachment 1.1 shows the range of median widths to use. S_M = Median cross slopes = 2% (paved) / 4% (grass)

④ Attachment 1.1 shows travel lane widths and roadway widths.

⑤ The 5-foot sidewalk widths shown are for residential areas where the sidewalks are adjacent to 3 foot or wider terraces. Sidewalks are to be 6-foot wide if adjacent to terraces less than 3-foot wide. Sidewalk widths are typically 6-12 feet in central business districts or in high pedestrian retail areas or where stores are directly abutting sidewalks.

⑥ Table 1.4 shows parking lane widths; FDM 11-46-15 has guidance on bike lanes and on combined bike lanes and parking lanes.

⑦ FDM 11-20-1.5 (Travel Lanes) discusses “Wide Curb Lanes”. See FDM 11-46-15.3 for limits on wide curb lane longitudinal joint placements for concrete pavement thicknesses less than 10 inches.

⑧ Refer to FDM 11-46-5.2 (Urban Borders and Zone System).
S_T = Terrace cross slopes = 4% lower minimum for grass. 2% lower minimum for paved/ 2% upper minimum when adjacent to on-street parking.
S_S = Sidewalk cross slopes = 1.5%, ± 0.5% construction tolerance.

⑨ Table 1.1 shows pavement cross slopes.
S_P = Pavement cross slopes = 2% lower minimum.

Urban Class	Traffic Factors	Lane Width (feet)	% Trucks	Parking/Bus Stops	% Grade	Adjusted Saturation Flow Rate (pcphgpl)	% Turns from Exclusive Lanes	Number of Through Lanes One Direction	Free Flow Speed (FFS)	HCM Urban Class	Median	Left-turn Bays	Number of Signalized Intersections (Actuated)	Arrival Type	Cycle Length (C)	Effective Green Ratio (g/c)
2b																
Worst Case	K30	10	6	Yes	4	1700	10	1	35 30 30	3 4 4	No	No	1 4 7	3 4 4	80	0.45
Best Case	59/41 Directional Distribution 1.00 PHF	12+	2	No	0	1900	10	1	35 30 30	3 4 4	No	Yes	1 4 7	4 5 5	110	0.55
3																
Worst Case	K30	10	6	Yes	4	1700	10	2	40 35 30	2 3 4	No	No	1 4 7	3 4 4	90	0.40
Best Case	59/41 Directional Distribution 1.00 PHF	12	2	No	0	1900	10	2	40 35 30	2 3 4	No	Yes	1 4 7	4 5 5	110	0.50
4																
Worst Case	K30	10	6	Yes	4	1700	10	2	40 35 30	2 3 4	Yes	No	1 4 7	3 4 4	90	0.45
Best Case	59/41 Directional Distribution 1.00 PHF	12	2	No	0	1900	10	2	40 35 30	2 3 4	Yes	Yes	1 4 7	4 5 5	110	0.50
5																
Worst Case	K30	10	7.5	Yes	4	1700	10	3	40 35 30	2 3 4	Yes	No	1 4 7	3 4 4	90	0.45
Best Case	59/41 Directional Distribution 1.00 PHF	12	4	No	0	1900	10	3	40 35 30	2 3 4	Yes	Yes	1 4 7	4 5 5	110	0.50

Design Class[1]	Design ADT	No. of Lanes	Lane Widths By Posted Speed[2]		Median Width[3]	Shoulder (Curb Offset) Width Based on Posted Speed[4]					Recommended Clear Zone or Lateral Clearance Based on Posted Speed Limit			
						45 mph (By Level of Development)			50-55 mph	Bike Lanes[5]	45 mph (By Level of Development)			50-55 mph
			45-50 mph	55 mph		Undeveloped	Developing[5]	Developed[5]			Undeveloped	Developing	Developed	
Collectors & Locals											Provide Rural Clear Zone. See FDM 11-15 Attachment Att.1.9 Consult with Local Unit of Government or Maintaining Authority as to need for future sidewalk and terraces.	Provide Rural Clear Zone until development occurs. See FDM 11-15 Attachment 1.9 & FDM 11-20-1 Coordinate sidewalk and terrace widths with local unit of government or maintaining authority.	Provide lateral clearance per FDM 11-20 Table 1.5. If sidewalk is not present, discuss construction of sidewalk and terrace with the local unit of government or maintaining authority.	Use rural clear zone. See FDM 11-15 Attachment 1.9.
UCL1	0-400	2	**11-12** (10)	**11-12** (10)		**2** (1.8)	**2** (1.8)	**2** (1)	**2**	**5**				
UCL2	400-1500	2	**11-12**	**11-12**		**6** (5)	**6** (1.8)	**4-6** (1-1.8)	**6**	**5-6**				
UCL3	1500-2000	2	**11-12**	**12**		**6**	**6** (1.8)	**4-6** (1-1.8)	**6**	**5-6**				
UCL4	2000-3500	2	**12**	**12**		**6**	**6** (1.8)	**4-6** (1-1.8)	**6**	**5-6**				
UCL5	3500-20,000	2	**12**	**12**		**8**	**8** (1.8)	**4-8** (1-1.8)	**8**	**5-8**				
	20,000-42,000	4	**12**	**12**	30	**6L** (4L) **10R**	**6L** (1.8L) **10R** (1.8L)	1.8-6L 4-10R	**6L 10R**	10				
Arterials														
UA1	Under 3500	2	**12**	**12**		**6**	**6** (1.8)	**4-6** (1-1.8)	**6**	5-6				
UA2	3500-17,000[A] 3500-19,000[B]	2	**12**	**12**		**10** (8)	**10** (1.8)	**4-10** (1-1.8)	**10 (8)**	10				
UA3	17,000-39,000[A] 19,000-42,000[B]	4	**12**	**12**	30	**6L** (4L) **10R**	**6L** (1.8L) **10R** (1.8R)	**1.8-6L** (1L) **4-10R (1-1.8R)**	**6L (4L) 10R**	10				
		6	**12**	**12**	30	**10L and 10R**	**10L and 10R** (1.8L & 1.8R)	**1.8-10L 4-10R (1-1.8R)**	**10L & 10R**	10				
See FDM 11-35-1.2.3 for bridge width criteria for urban roadways.											Lateral Clearance is important to provide on all roadways			

Upper values are shown in **bold** and Lower values are shown in parentheses.

See page 2 of this attachment for superscript notes.

NOTES:

A For Corridors 2030 Backbone and Connector Routes.

B For Other Principal and Minor Arterials.

1 The top of the traffic volume range for design class UA2 is 17,000 ADT and for design class UA3 is 39,000 ADT for Corridors 2030 Routes (LOS threshold of 4.0) and 19,000 ADT and 42,000 ADT for a Non-corridors 2030 Routes (LOS trigger of 5.0). These volumes are based on the 2000 Highway Capacity Manual assuming; level terrain, 12-foot lanes, ≥ 6-foot shoulders, 10% trucks, K30 design factor, and 59/41 directional split,1 signal/mile, g/c=.55. See FDM 11-5-3 for additional information on thresholds and levels of service for different facility types and the respective numerical values.

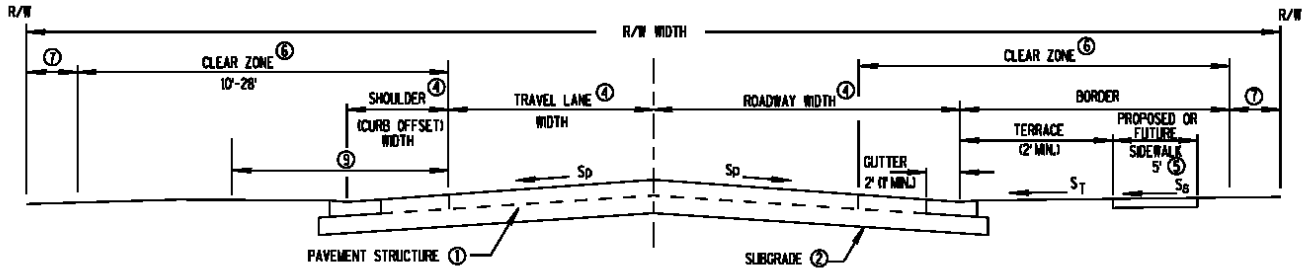
2 Design Speeds should be 5 mph greater than the posted speeds. Lower design speeds equal to the posted speed limits are acceptable if justified in the SCDs or DSR DJs.

3 Provides room for clear zones in one direction for up to 60 mph design speeds and for future cable-guard median barriers. Provides Upper width needed for single movement truck turning maneuvers.

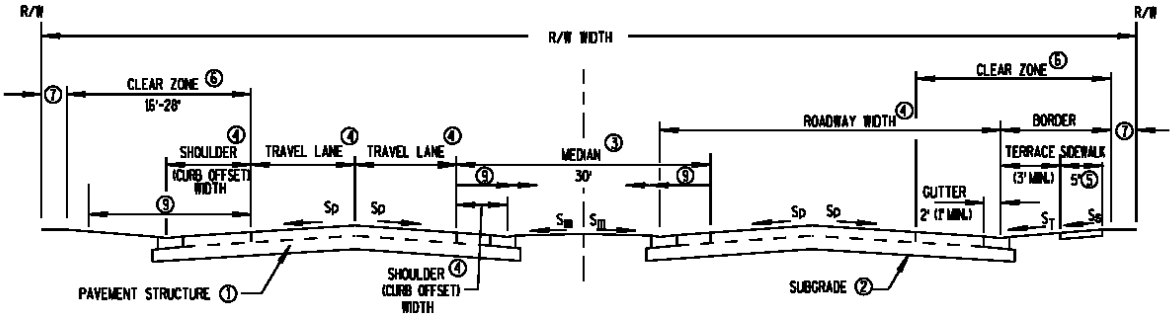
4 Curbs should be eliminated if possible. Use sloped curbs when posted speed limits are 45 mph or greater. See FDM 11-20-1.

5 Department policy is in conformance with Federal policy, Wis. Stat. Section 84.01(35) and Connections 2030 shall give due consideration to establishing bikeways and pedestrian ways on new construction and reconstruction highway projects funded in whole or part from state or federal funds. FDM 11-46 provides guidance on the process and evaluation analyses.

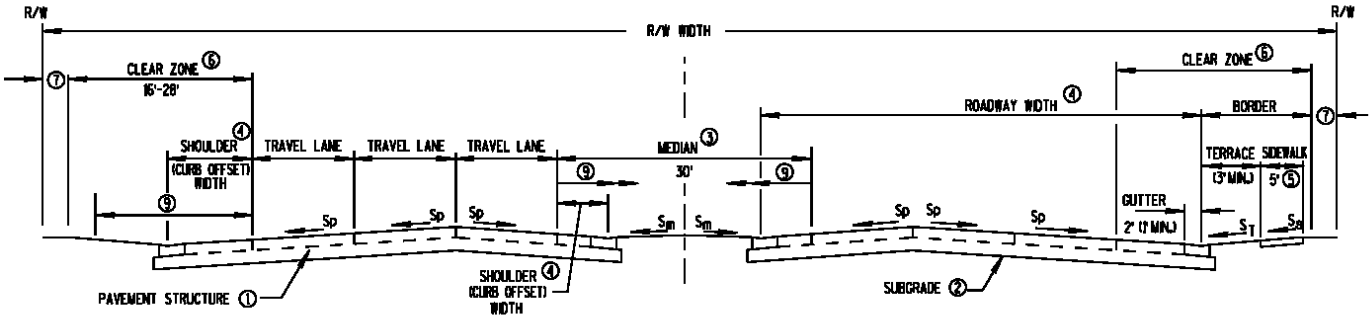
In addition, certain bicycle and pedestrian design practices are required when applicable, e.g., curb ramps and bicycle-acceptable grates. See FDM 11-46 for additional information and guidance on bicycle and pedestrian accommodations and policies.



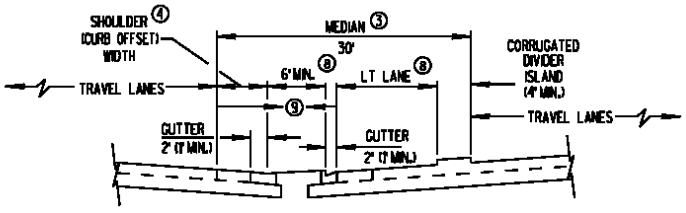
2-LANE TRANSITIONAL/HIGH SPEED URBAN CROSS SECTION



4-LANE TRANSITIONAL/HIGH SPEED URBAN CROSS SECTION



6-LANE TRANSITIONAL/HIGH SPEED URBAN CROSS SECTION



LT LANE TYPICAL CROSS SECTION

TYPICAL TRANSITIONAL/HIGH SPEED URBAN STREET CROSS SECTIONS

① Pavement structure, materials and dimensions vary according to individual project subgrade and traffic conditions.

② Subgrade slopes are parallel to pavements.

③ See discussion on “medians” for values.

⑤ Values given in FDM 11-20 Attachment 1.5

④ See FDM 11-46-5 for sidewalk information. See FDM 11-46-15.6 for shared-use path information.⑥ See discussion on clear zones and lateral clearances in FDM 11-20 Table 1.5.

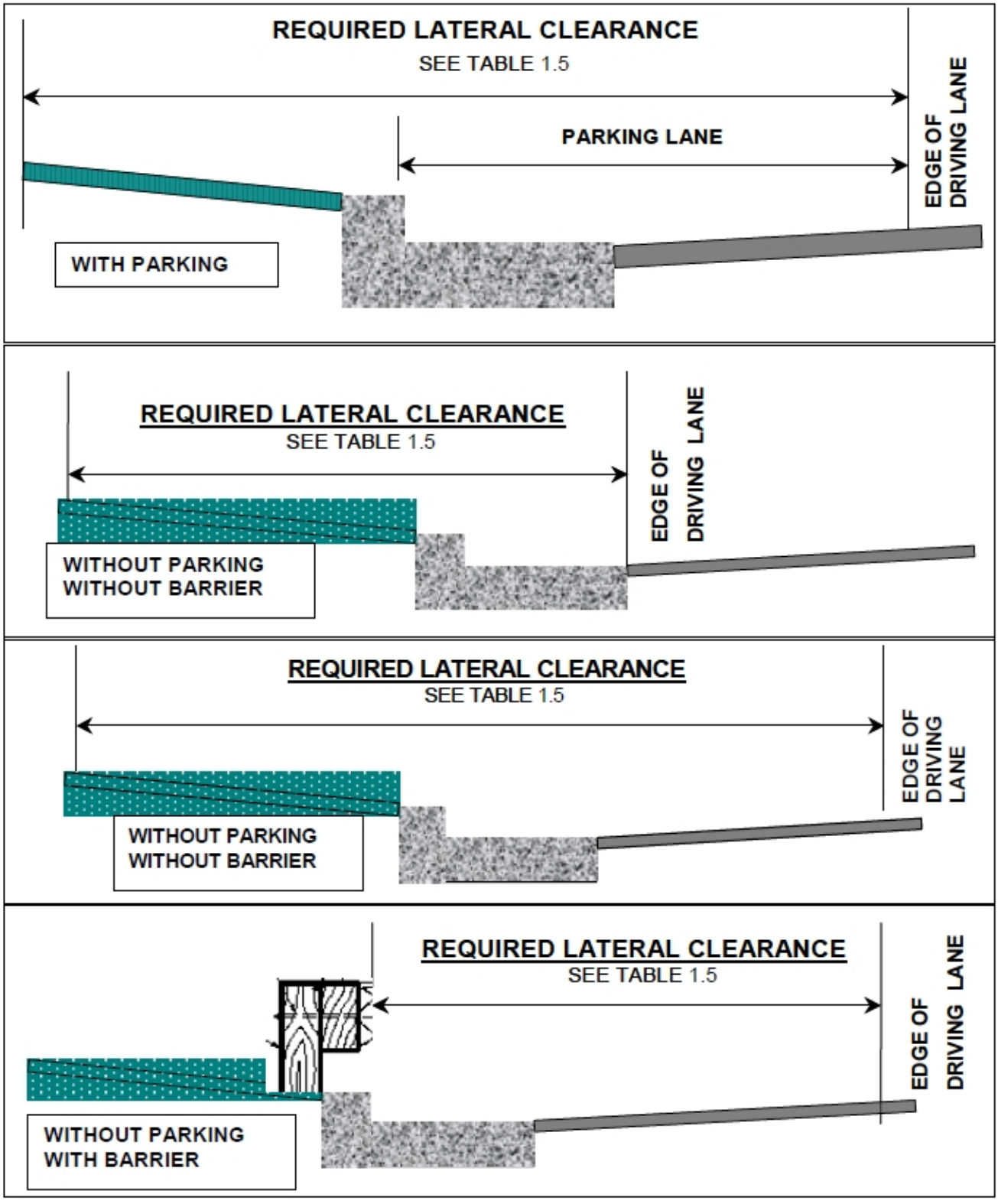
Border: S_T = Terrace cross slopes = 4% lower minimum for grass. 2% lower minimum for paved/ 2% upper minimum when adjacent to on-street parking. See FDM 11-46-5.2.2.

Border: S_S = Sidewalk cross slopes = 1.5%. ± 0.5% construction tolerance.

⑦ Additional widths as needed for utilities

⑧ Values given in FDM 11-25-5.

⑨ Lateral clearances. See FDM 11-20 Table 1.5



Urban Lateral Clearance

Run off the Road (ROR) Frequency Calculator

(The run off the road frequency spreadsheet calculator can be found at: FDM 11-20 A1.8 File1)

Run off the road frequency calculator is based on guidance provided by AASHTO Highway Safety Manual Chapter 12. Use this calculator on urban, suburban and roadways that transition from urban areas to high speed rural highways.

This calculator generates an approximate change in discreet fixed object hazard impacts for roadsides (i.e. right side of the roadway). A discrete fixed object hazard is any individual object that is 4 or more inches in diameter (e.g. poles, trees, rocks, luminaries) or will grow to be greater than 4 inches in diameter. In addition, a discrete fixed object hazard is taller than 4 inches on a 5-foot chord. Continuous hazards (e.g. barrier systems, bridge abutments, buildings) cannot be evaluated using this calculator.

Research indicates that it is difficult for an errant vehicle to slip between fixed objects that are spaced 25 feet or less apart. Treat similar discreet fixed object hazards that are 25 feet apart or less as a continuous hazard.

The Highway Safety Manual indicates that breakaway hazards are not to be included. However, this calculator deals with frequency of crashes and not severity of crashes. Installing breakaway hardware will increase the number of recorded run off the road crashes. Include large breakaway features (e.g. breakaway luminaries, large guide signs on breakaway features). Individual signs installed on breakaway 4"x6" post do not need to be included in the analysis.

Include signal, railroad crossing devices, and fire hydrants in the frequency calculator. These devices typically have an exception to allow the use of non-breakaway features (See AASHTO Roadside Design Guide for more discussion). If the frequency of ROR crashes is equal to or above the threshold for documentation, provide discussion that these fixed objects have an exception in the DSR.

In certain situations, light pole can be non-break away (e.g. high mast lighting, areas where there is a high pedestrian density…). If using non-break away light poles and frequency of ROR crash is equal to or above the threshold for documentation, provide discussion on why non-break away light poles are being used. Discuss methods to mitigate the likelihood of ROR crashes with light poles.

The calculator can be set up to generate the frequency of roadside crashes for one side of the roadside (i.e. Number of Right Side(s) of the roadway =1) or both roadsides (i.e. Number of Right Side(s) of the roadway =2). If the density of fixed objects is similar on both sides of the roadway, the number of Right(s) of the roadway should be set at 2. If there is a significant difference in the density of fixed objects on one side of the roadway (e.g. utility poles are on one side of the roadway and not the other) set the Number of Right Side(s) of the roadway to 1 and analyze each side of the roadway separately.

The calculator cannot calculate increase in crash frequency due to hazards in a median. Although the calculator cannot calculate a change in crash frequency for medians, other research indicates that increasing fixed object density in the median increases ROR crashes.

Typically, use the mathematical average offset from edge of marked lane to discrete fixed object hazards in calculator. The maximum offset from edge of lane is 30 feet. If an object is beyond 30 feet from the edge of marked lane, assume the offset to that hazard is 30 feet. If a lane is not marked, follow guidance in FDM 11-45-20.5.

Review distribution of discreet hazard offsets. If the distribution is skewed by a few discreet fixed objects that are far from the roadway use median value (see example below). A few fixed object hazards that are 30 ft from the edge of marked lane can significantly change the crash frequency.

Example 1:

Roadway Type:	4-Lane Undivided
Number of Right Side(s) of Road:	2
Average Offset to Hazard (FT):	See below
Number of Hazards:	11
Length of Analysis (FT):	1000

Discrete Fixed Object Hazard Distribution

Number	Offset (FT)
1	5
2	30
3	5
4	5
5	5
6	5
7	7
8	7
9	5
10	30
11	30

		CMF
Average	12.2	1.30
Median	5	1.54

Difference in Crash Frequency	24%

Use logical segments to review run off the road frequency (e.g. intersection to intersection, intersection to bridge…). Review logical segments for areas with similar discrete fixed object hazards density. Including areas with significant differences in discreet fixed object density can dilute the change in run off the road frequency (e.g. a park within a logical segment may skew the results. See example below).

Example:

Compare two 500 ft long segments of a 2 Lane Undivided roadway

Only 1 side of the roadway is being analyzed (Number of Right Side(s) of Road=1)

Segment 1 has 2 discrete fixed object hazards 5 feet from the roadway.

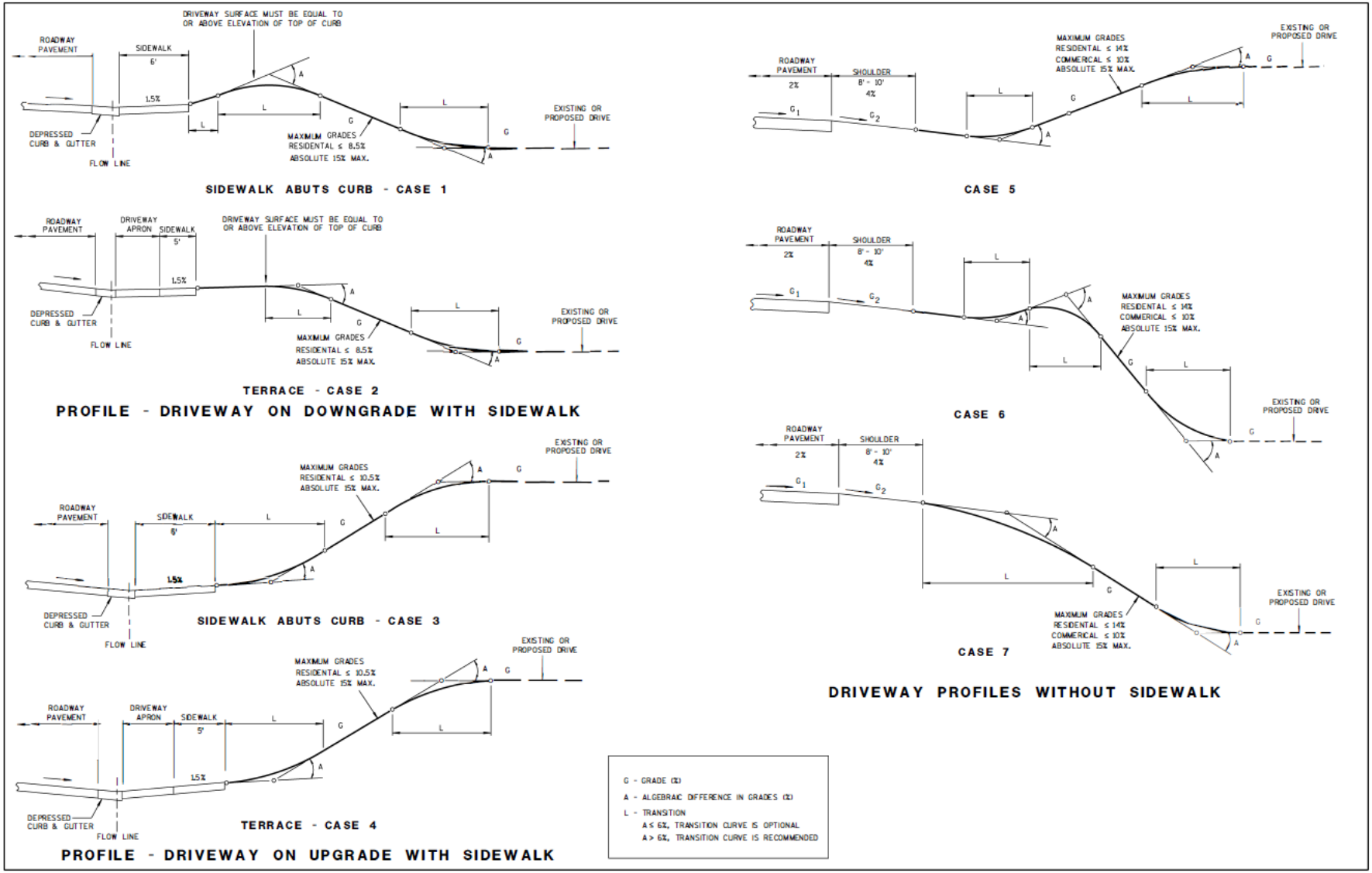
Segment 2 has 11 discrete fixed object hazards 5 feet from the roadway.

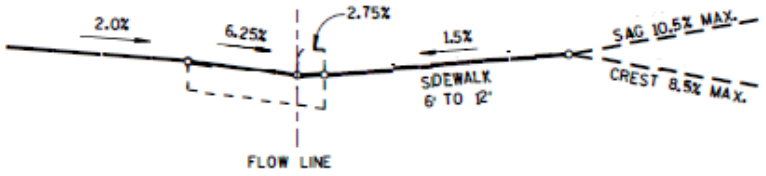
Segment 1 CMF (Crash Modification Factor) is 1.11.

Segment 2 CMF is 1.85.

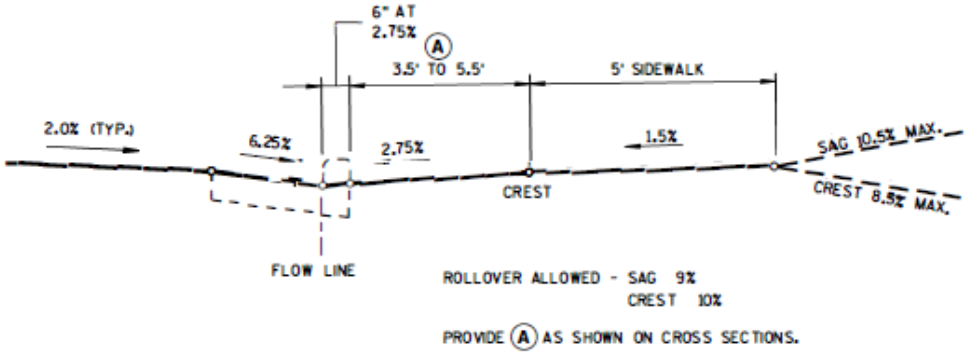
If both segments were combined in to one 1,000-foot long segment the CMF would be 1.48. Breaking the analysis into smaller segments of similar density will help project staff locate areas where adding additional fixed objects should be avoided and areas where adding fixed objects are less likely to influence ROR.

For more information on CMFs, review AASHTO's Highway Safety Manual.

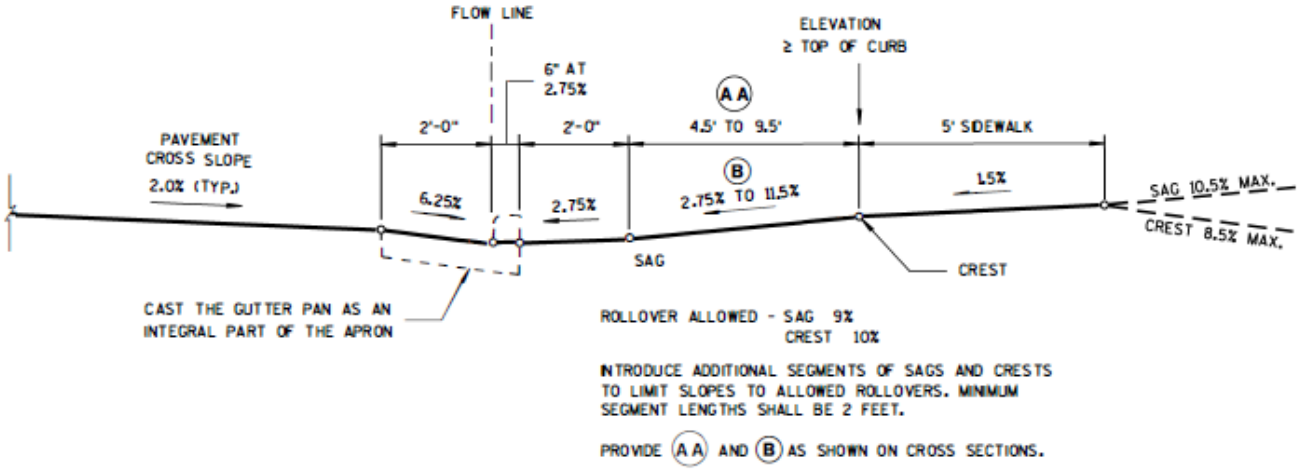

DRIVEWAY SURFACE MUST BE EQUAL TO OR ABOVE ELEVATION OF TOP OF CURB
ROADWAY PAVEMENT
SIDEWALK 6'
1.5%
DEPRESSED CURB & GUTTER
FLOW LINE
MAXIMUM GRADES RESIDENTAL ≤ 8.5% ABSOLUTE 15% MAX.
EXISTING OR PROPOSED DRIVE
SIDEWALK ABUTS CURB - CASE 1
ROADWAY PAVEMENT
DRIVEWAY APRON
SIDEWALK 5'
TERRACE - CASE 2
PROFILE - DRIVEWAY ON DOWNGRADE WITH SIDEWALK
MAXIMUM GRADES RESIDENTAL ≤ 10.5% ABSOLUTE 15% MAX.
SIDEWALK ABUTS CURB - CASE 3
TERRACE - CASE 4
PROFILE - DRIVEWAY ON UPGRADE WITH SIDEWALK
SHOULDER 8' - 10' 4%
2%
MAXIMUM GRADES RESIDENTAL ≤ 14% COMMERICAL ≤ 10% ABSOLUTE 15% MAX.
CASE 5
CASE 6
CASE 7
DRIVEWAY PROFILES WITHOUT SIDEWALK
G - GRADE (%)
A - ALGEBRAIC DIFFERENCE IN GRADES (%)
L - TRANSITION
A ≤ 6%, TRANSITION CURVE IS OPTIONAL
A > 6%, TRANSITION CURVE IS RECOMMENDED



TYPE X DRIVEWAY



TYPE Y DRIVEWAY



TYPE Z DRIVEWAY

Appendix E:
WisDOT Rural Road Classification

Table 3: RURAL ARTERIAL ROAD CLASSIFICATION

Design Criteria For Rural State Trunk Highways
Functionally Classified As Arterials **(Level Terrain)**

Traffic Volume		Roadway Width Dimensions				Bridges	
Design Class	Design AADT	Design Speed (mph)	Traveled Way Width (feet)	Shoulder Width (feet)	Roadway Width (feet)	Minimum Design Loading	Clear Roadway Width of Bridges (feet)
A1	Under 3500	60	24	6	36	HS20	36
A2 (2 lanes)	3,500–8,700 3,500–15,000	60	24	10 (8)	44 (40)	HS20	44 (40)
A3 (4 lane divided)	8,700 - 44,000 8,700 - 53,500 15,000 - 60,000	70	2 at 24	6LT (4) 10RT	2 at 40 (38)	HS20	2 at 40
A3 (6 lane divided)	44,000 - 69,000 53,500 - 85,000 60,000 `90,000	70	2 at 36	10 LT and RT	2 at 56	HS20	2 at 56

Source: Functional Classification Criteria, Wisconsin Department of Transportation; Facilities Development Manual

Table 4: RURAL COLLECTOR ROAD CLASSIFICATIONS

Design Criteria For Rural State Trunk Highways
Functionally Classified As Collectors **(Level Terrain)**

Traffic Volume			Roadway Width Dimensions						Bridges	
Design Class	Current ADT	Design ADT	Design Speed (mph)	Traveled Way Width Based On Design Speed (feet)		Shoulder Width (feet)	Roadway Width Based On Design Speed (feet)		Min. Design Loading	Clear Roadway Width of Bridges
				50 mph or less	55 mph or greater		50 mph or less	55 mph or greater		
C1	0-400		60 (40)	22-24 (20)	22-24	2-4	26-32 (24)	26-32	HS 20	26-30
C2	401-750	Under 1500	60 (50)	22-24	22-24	6 (5)	34-36 (32)	34-36 (32)	HS 20	28-30
C3		1500-2000	60 (50)	24 (22)	24	6	36 (34)	36	HS 20	32-34
		2000-3500	60		24	6		36	HS 20	36
C4		Over 3500	60		24	8		40	HS 20	40

Source: Functional Classification Criteria, Wisconsin Department of Transportation; Facilities Development Manual

Design Criteria For Rural State Trunk Highways
Functionally Classified As Local Roads **(Level Terrain)**

Traffic Volume			Roadway width Dimensions							Bridges		
Design Class	Current ADT	Design ADT	Design Speed (mph)	Traveled Way Width Based On Design Speed (feet)			Shoulder Width (feet)	Roadway Width Based On Design Speed (feet)			Design Load	Clear Roadway Width of Bridges Based on Design Speed (feet)	
				40 mph or less	45-50 mph	55 mph or more		40 mph or less	45-50 mph	55 mph or more		50 mph or less	55 mph or more
L1	0-250		60 (30)	20-22 (18)	20-22	22	2-4	24-26 (22)	24-26	26	HS20	24-28	26-28
L2	250-400		60 (40)	22 (18)	22 (20)	22	2-4	26-30 (22)	26-30 (24)	26-30	HS20	26-30	26-30
L3	400-750	Under 1500	60 (50)		22-24	22-24	6 (5)		34-36 (32)	34-36 (32)	HS20	28-30	28-30
L4		1500-2000	60 (50)		24 (22)	24	6		36 (34)	36	HS20	30-34	30-34
		2000-3500			24	24	6		36	36	HS20	36	36
L5		Over 3500	60 (50)		24	24	8			40	HS20	40	40

Source: Functional Classification Criteria, Wisconsin Department of Transportation; Facilities Development Manual

Appendix F:
Cost Estimation Methodology

Contents

Ethan Frost, Urban and Regional Planner
Division of Transportation Investment Management
Bureau of Planning & Economic Development
Traffic Forecasting Section

Subject: Metropolitan Planning Organzation (MPO) Level of Service (LOS) Analysis Guide
Date: January 7, 2016

Abstract: This document provides guidance for MPO employees who wish to conduct LOS or delay analyses from Travel Demand Model (TDM) output shapefiles received from the Traffic Forecasting Section (TFS). Descriptions of all included fields and codes are given along with methods for producing the same LOS display as seen on the PDF LOS maps provided to the MPO by the TFS.

Data Description

The TFS will provide formatted TDM output shapefiles to the MPO for:

1) Base Year LOS
2) Future Year No-Build LOS (Committed Projects Only)
3) Future Year Build LOS (Committed and Planned Projects)
    a. For multiple build scenarios, a shapefile will be provided for each scenario
    b. If there are no planned projects, only items 1) and 2) will be provided
4) Combined Base and Future Year VMT, VHT, and Delay

These shapefiles are created from the same files used by the TFS to develop the LOS maps provided with the TDM output shapefiles, but are formatted to remove unnecessary information and improve ease-of-use.

The fields contained in these shapefiles are described in Table 1.

Field Name	Description
A	"A" Node ID
B	"B" Node ID
COUNT	Observed Count at location
B_LINKCLASSN	Base-Year Link Functional class
B_AREA	Base-Year Link Area Type
B_LANES	Base-Year Link Number of Lanes
B_SPEED	Base-Year Link Uncongested Speed
B_CROSS	Base-Year Link Cross-Section Type
B_TOTAL	Base Year Link Total Modeled Volume
B_CTIME	Base-Year Link Congested Travel Time (minutes)
B_CSPD	Base-Year Link Congested Speed
B_VMT	Base-Year Link Vehicle Miles Travelled
B_VHT	Base-Year Link Vehicle Hours Travelled
DISTANCE	Link Distance (miles)
NEWLINK	Flag to indicate whether link is added/removed and committed/planned
F_LINKCLASSN	Future-Year Link Functional class
F_AREA	Future-Year Link Area Type
F_LANES	Future-Year Link Number of Lanes
F_SPEED	Future-Year Link Uncongested Speed
F_CROSS	Future-Year Link Cross-Section Type
F_TOTAL	Future Year Link Total Modeled Volume
F_CTIME	Future-Year Link Congested Travel Time (minutes)
F_CSPD	Future-Year Link Congested Speed
ADTCLASS	Identifier for Link LOS Thresholds (Based on Area, Lanes, Speed, and Cross)
F_VMT	Future-Year Vehicle Miles Travelled
F_VHT	Future-Year Vehicle Hours Travelled
ADT_C	One-Way LOS ABC Threshold
ADT_D	One-Way LOS D Threshold
ADT_E	One-Way LOS E Threshold
TWO_WAY_ID	Unique ID to Identify Pairs of Links that belong to the Same Undivided or Two-Way Left Turn Lane (TWLTL) Facility
ADT_C2	Two-Way LOS ABC Threshold
ADT_D2	Two-Way LOS D Threshold
ADT_E2	Two-Way LOS E Threshold
B_LOS_FIN	Base Year Final LOS Assignment (Based on One/Two Way Facility)
F_LOS_FIN	Future Year Final LOS Assignment (Based on One/Two Way Facility)
B_VOL_FIN	Base Year Final Modeled Volume (Based on One/Two Way Facility)
F_VOL_FIN	Future Year Final Modeled Volume (Based on One/Two Way Facility)
B_NCVHT	Base Year Link Uncongested VHT
F_NCVHT	Future Year Link Uncongested VHT
B_CTM_HR	Base Year Link Delay (B_VHT – B_NCVHT)
F_CTM_HR	Future Year Link Delay (F_VHT – F_NCVHT)
B_VMT2	Base-Year Two-Way Vehicle Miles Travelled
B_VHT2	Base-Year Two-Way Vehicle Hours Travelled
B_NCVHT2	Base Year Two-Way Uncongested VHT
B_CTM_HR2	Base Year Two-Way Delay
F_VMT2	Future-Year Two-Way Vehicle Miles Travelled
F_VHT2	Future-Year Two-Way Vehicle Hours Travelled

F_NCVHT2	Future Year Two-Way Uncongested VHT
F_CTM_HR2	Future Year Two-Way Delay

Table 1: TDM Output Shapefile Field Descriptions

Notes:

- For two links with the same "TWO_WAY_ID", the "A" node of the first link will be the "B" node of the second link and the "B" node of the first link will be the "A" node of the second link.
    - Divided and One-way links are assigned a "TWO_WAY_ID" but will not share this ID with any other link.
- "ADT_C2/D2/E2" are calculated by adding "ADT_C/D/E" for both links with the same "TWO_WAY_ID" (ADT_C2 = ADT_C_{Link1} + ADT_C_{Link2} where Link1 and Link2 are a two-way pair)
    - Divided and One-way links have a value of zero for "ADT_C2/D2/E2"
- "B/F_LOS_FIN" is determined using one-way thresholds for divided and one-way links and two-way thresholds for TWLTL and two-way links

The "B/F_LINKCLASSN", "B/F_AREA", "B/F_CROSS" , "NEWLINK", and "ADTCLASS" fields use codes for functional classification, area type, road cross-section, to indicate whether a link is added or removed in the planned or committed conditions, and to determine LOS thresholds. These codes are described in Tables 2 through 6.

Table 7 provides a translation of each LOS designation to the corresponding qualitative level of congestion.

LINKCLASS	DESCRIPTION
1	Interstate
2	Freeway
3	Ramp
4	Expressway
11	Urban Principal Arterial
12	Urban Minor Arterial
13	Urban Collector
14	Urban Local
21	Rural Principal Arterial
22	Rural Minor Arterial
23	Rural Major Collector
24	Rural Minor Collector
25	Rural Local

Table 2: Linkclass Field Code Descriptions

AREA	DESCRIPTION
10	Rural
20	Suburban
30	Urban
40	Dense Urban

Table 3: Area Field Code Descriptions

CROSS-SECTION	DESCRIPTION
0	Undivided
1	Divided
2	Two-Way Left Turn Lane (TWLTL)
3	One-Way

Table 4: Cross-Section Field Code Descriptions

NEWLINK	DESCRIPTION
-2	Removed in "Planned" scenario
-1	Removed in "Committed" scenario
0	Existing link
1	Added in "Committed" scenario
2	Added in "Planned" scenario

Table 5: Newlink Field Code Descriptions

ADT CLASS	LOS ADT THRESHOLDS (MAX)			
	ABC	D	E	F
1	26,900	37,450	44,250	> 44,250
2	45,150	61,000	71,100	> 71,100
3	63,450	82,850	90,050	> 90,050
4	29,400	38,400	45,800	> 45,800
5	48,900	62,400	73,150	> 73,150
6	68,450	84,500	97,500	> 97,500
7	30,050	38,200	44,750	> 44,750
8	49,900	62,150	71,800	> 71,800
9	69,750	84,150	95,750	> 95,750
10	23,000	30,500	36,000	> 36,000
11	35,000	46,500	54,500	> 54,500
12	23,850	30,600	34,000	> 34,000
13	35,950	46,000	51,150	> 51,150
14	7,100	8,050	8,800	> 8,800
15	14,200	16,100	17,600	> 17,600
16	7,500	8,450	9,300	> 9,300
17	7,500	8,450	9,300	> 9,300
18	10,200	11,650	12,950	> 12,950
19	20,400	23,300	25,900	> 25,900
20	13,150	14,950	16,600	> 16,600
21	13,900	15,850	17,550	> 17,550
22	20,450	23,150	25,600	> 25,600
23	40,900	46,300	51,200	> 51,200
24	26,900	30,400	33,550	> 33,550
25	53,800	60,800	67,100	> 67,100
26	8,050	11,500	15,200	> 15,200
27	11,550	16,650	22,350	> 22,350
28	4,350	7,600	15,200	> 15,200
99	999,999	999,999	999,999	999,999

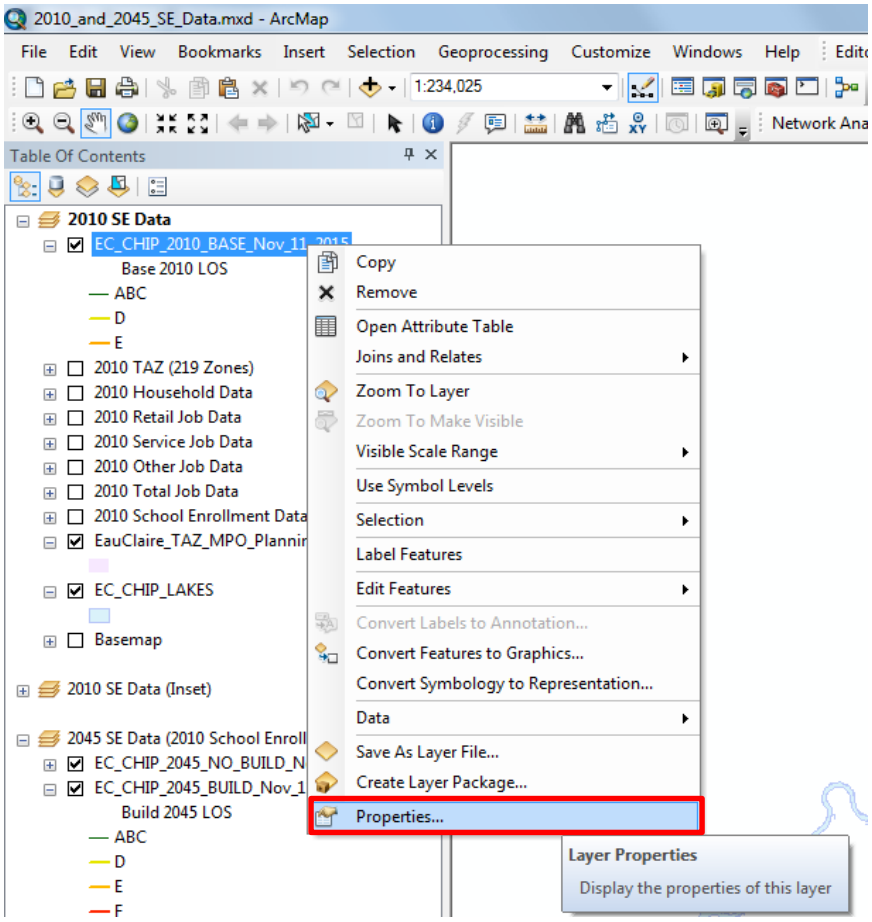
Table 6: ADTCLASS Field Code Lookups

LOS DESIGNATION	DESCRIPTION
ABC	Uncongested
D	Slightly Congested
E	Moderately Congested
F	Severely Congested

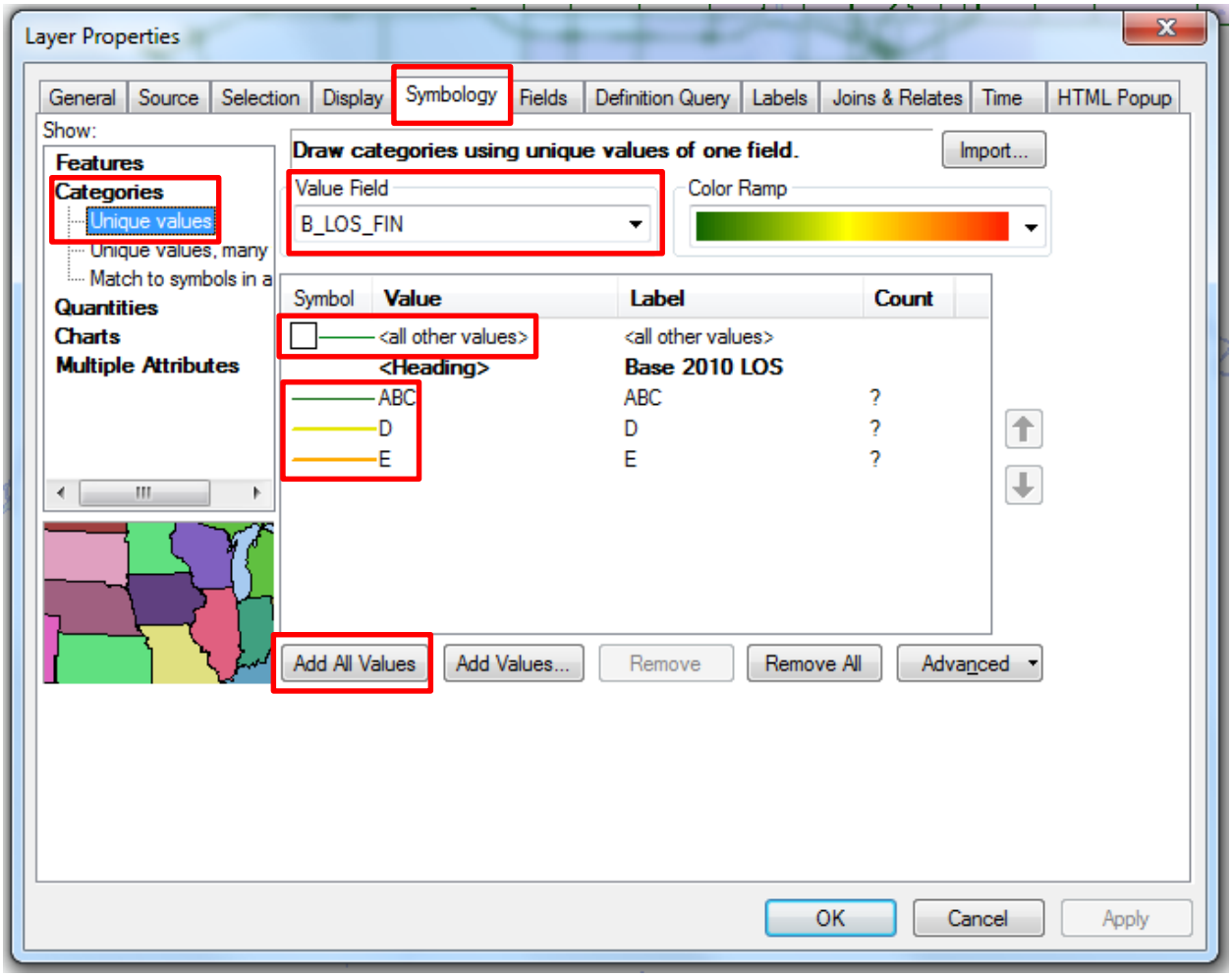
Table 7: LOS Field Code Descriptions

ArcMap LOS Display Methodology

The following pages describe the procedure for creating the LOS display used in the maps provided by the TFS to the MPO. This is intended to help the MPO conduct independent LOS analyses for internal use.



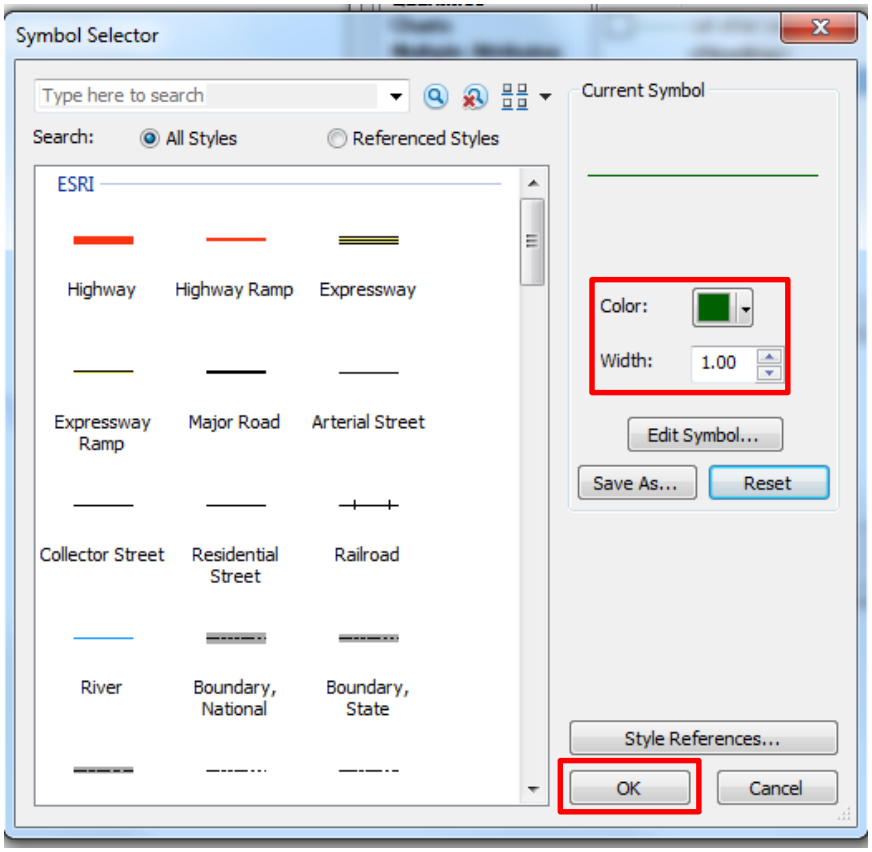
Right-Click the Data Layer and Select "Properties"



1) **Click the "Symbology" Tab (TOP),**
2) **Select "Categories→Unique Values" (LEFT),**
3) **Choose "B/F_LOS_FIN" from "Value Field"**
4) **Click "Add All Values"**
5) **Un-Check "(all other values)"**
6) **Double Click Colored Line(s) in Symbol Column**

Note:

- For Base Year LOS, use "B_LOS_FIN"
- For Future Year LOS, use "F_LOS_FIN"
- Only LOS values found in the data layer will be assigned symbols (e.g. if there are no LOS F links, LOS F will not appear as a category or be assigned a symbol).



1) **Adjust "Color" and "Width" to Match Table 6**
2) **Click "OK"**
3) **Repeat for all available LOS Designations**

LOS DESIGNATION	COLOR	WIDTH
ABC	Green	1.00
D	Yellow	1.25
E	Orange	1.25
F	Red	1.25

Table 6: LOS Designation Symbol Specifications

For questions regarding TDM output shapefiles, LOS calculations, or anything else covered in this guide, please contact Vu Dang or Ethan Frost.

Wisconsin Department of Transportation Staff

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Calculations for local and state modeled project cost estimates (per mile) were acquired from the Historic Statewide Estimated Highway Improvement and Item Costs (September 2014), a document produced by WisDOT. ArcGIS was used to measure the approximate length of the project. For state projects, the **Miles** of road work is multiplied by the **Cost Estimate** (per mile) to find the **Total Miles Cost**. A **Contingency**, **Research and Engineering (R/E)**, and **Utilities** cost can be found by multiplying 15%, 8%, and 5%, respectively, with the **Total Miles Cost**. The sum of the **Contingency, Research and Engineering, Utilities**, and **Total Miles Cost** will be the aggregated **Final Cost (Yr. 2015).**

Miles = found using ArcGIS and ruler tool
Total Miles Cost = Miles x Cost Estimate
Contingency = 0.15 x Total Miles Cost
R/E = 0.08 x Total Miles Cost
Utilities = 0.05 x Total Miles Cost

Final Cost (Yr. 2015) = **Miles + Total Miles Cost + Contingency + R/E + Utilities**

State Expansion and New Road Projects								
Project	**Location/Segment**	**Miles**	**Cost Estimate (per mile)**	***Total Miles Cost***	***Contingency***	***R/E***	***Utilities***	**Final Cost (Yr. 2015)**
USH 14	**Wright to STH 11 4 lane divided**	3.68	$ 1,500,000	*$ 5,520,000*	*$ 828,000*	*$ 441,600*	*$ 276,000*	$ 7,065,600
USH 14	**Wright to USH 51 6 lane divided**	3.24	$ 1,500,000	*$ 4,860,000*	*$ 729,000*	*$ 388,800*	*$ 243,000*	$ 6,220,800
USH 51	**Blackbridge to STH 14 4 lane undivided**	1.79	$ 1,500,000	*$ 2,685,000*	*$ 402,750*	*$ 214,800*	*$ 134,250*	$ 3,436,800
Westside Bypass	**New 4 lane Court to USH 14**	3.54	$ 11,666,000	*$ 41,297,640*	*$ 6,194,646*	*$ 3,303,811*	*$ 2,064,882*	$ 52,860,979
State Reconstruction								
USH 51	**Court to Joliet**	1.56	$ 1,500,000	*$ 2,340,000*	*$ 351,000*	*$ 187,200*	*$ 117,000*	$ 2,995,200
STH 26	Centerway to 800' N of Randolph/Kennedy	1.4	$ 1,500,000	*$ 10,345,900*	*$ 1,551,885*	*$ 827,672*	*$ 517,295*	$ 13,242,752

To estimate the future cost of the modeled project the Future Value Formula is used to determine the cost of the project in the year it is expected to be constructed.

$FV = PV \times (1 + r)^n$

PV = Present Value or cost of road project today (yr. 2015)
r = rate of inflation
n = number of years

State Expansion and New Road Projects					
Project		**Location/Segment**	**Final Cost (Yr. 2015)**	**Final Cost (Yr. 2030)**	**Final Cost (Yr. 2050)**
USH 14	**E**	**Wright to STH 11 4 lane divided**	$ 7,065,600	$ 10,166,213	$ 15,660,161
USH 14	**E**	**Wright to USH 51 6 lane divided**	$ 6,220,800	$ 8,950,687	$ 13,787,751
USH 51	**E**	**Blackbridge to STH 14 4 lane undivided**	$ 3,436,800	$ 4,944,978	$ 7,617,307
Westside Bypass	**New**	**New 4 lane Court to USH 14**	$ 52,860,979	$ 76,058,077	$ 117,160,815
State Reconstruction					
USH 51	**P**	**Court to Joliet**	$ 2,995,200	$ 4,309,590	$ 6,638,547
STH 26	P	Centerway to 800' N of Randolph/Kennedy	$ 13,242,752	$ 19,054,098	$ 29,351,171

$FV_{2030} = \$7{,}065{,}600 \times (1 + 0.023)^{16}$

$FV_{2030} = 10{,}166{,}213$

2015 to 2030 is 16 years, therefore the numbers of years used is 16 for "n"