
CHAPTER 6: TRANSPORTATION

A transportation hub from its founding, Janesville benefits from outstanding access to the region and nation via the highway network. The City's internal road network provides strong access to most neighborhoods and employment centers. The City has historically worked diligently to build and maintain a high quality and efficient transportation network of streets, sidewalks, and bus service. Over the past four decades it has continued and expanded those efforts to create a framework multimodal transportation system including connected streets, sidewalks, on and off-street bike and pedestrian paths and public transit. Within the planning period, substantial additional development on the City's edges, focused infill, and redevelopment efforts, and notable federal, state and county investments in transportation facilities will provide both challenges and opportunities with the transportation system.

The Janesville Area Metropolitan Planning Organization (MPO) is a regional planning body that serves the greater Janesville-Milton area. Every five years the MPO prepares and adopts a Long-Range Transportation Plan (LRTP), which guides transportation and transit improvements and programs within the planning area. This plan is required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as part of making the City of Janesville eligible for a wide range of federal funding sources for transportation and transit infrastructure, improvements, and programs. The most recent LRTP (2020-2050) was adopted in May 2021. This chapter is intended to provide a high-level overview of that plan and includes several objectives and goals that go beyond the scope of the LRTP.

**THE GUIDANCE PROVIDED IN THIS *COMPREHENSIVE PLAN* CHAPTER FORWARD
THE THEMES OF:**

- ◆ Reinvention of the City by embracing and implementing the concepts embodied in Complete Streets and Walkability.
- ◆ The creation of compelling places and neighborhoods by mitigating and minimizing the visual dominance of transportation improvements and increasing the convenience of alternative modes of transportation that are efficient, effective and healthy
- ◆ Providing safe and efficient connections for pedestrians, bicycles, and automobiles within and between neighborhoods, throughout the City, and between the City and a broader region.
- ◆ Perpetuating strong connections between Janesville, the region, nation and globally through the highway network, busses, motor freight, rail, airport, and trail facilities.
- ◆ Enhancing the Quality of Life through expanding connected recreational trails and pedestrian/bike facilities to serve most portions of the City and encouraging people being healthy and active for life through increased use for daily transportation needs.
- ◆ Sustainability by providing safe, convenient, and efficient transportation alternatives to driving alone.

TRANSPORTATION GOAL, OBJECTIVES, POLICIES AND PROGRAMS

Transportation Goal

Develop, operate, and maintain a comprehensive, physically active, accessible, and financially and environmentally efficient transportation system which: integrates and connects all modes and purposes of travel and transportation; preserves and builds upon existing infrastructure; is safe, secure, reliable, resilient, and sustainable; and supports and enhances economic vitality, travel and tourism, and the health and well-being of Janesville’s occupants and visitors.

STREETS AND HIGHWAYS OBJECTIVES, POLICIES, AND RECOMMENDATIONS

Streets and Highways Objectives

(Based on objectives in the Janesville Area MPO Long-Range Transportation Plan 2020-2050)

1. Utilize existing transportation facilities and services to their full potential.
2. Providing expanded facilities and services in accordance with the present and future demand to accommodate travel by auto, truck, bus, air, rail, bicycle, and foot with the intent of creating a balanced, coordinated, and efficient transportation system.
3. Properly maintain and preserve the existing transportation system to increase safety and maximize the life of investments.
4. Minimize the loss and damage to persons and property due to transportation related crashes.
5. Develop and implement programs which would lessen peak hour traffic congestion through using transportation demand management strategies.
6. Reduce injuries and fatalities in all transportation modes.
7. Raise safety awareness about the transportation industry and users of the transportation system. Collaborate with neighboring units of government to ensure coordination or area-wide transportation planning efforts.
8. Provide adequate intermodal connections within the transportation system.
9. Support the agricultural economy through the protection of agricultural lands, while maintaining an adequate road network to transport product to market.
10. Design future street and highway improvements compatible with existing land uses and complementing existing land use plans.
11. Support electrification of the transportation system with a network of electric vehicle chargers strategically located throughout Janesville and electric buses and related infrastructure for the transit fleet.

Streets and Highways Policies and Recommendations

1. Prioritize the safety of all users in transportation network planning, design, construction, and operations.
2. Consider developing Complete Streets Standards, Policies, and Design Model.
 - a. Since 2008, the City of Janesville has implemented several safety improvements to the transportation network including “road diets”, traffic signal improvements, and a pedestrian centered re-design of Downtown streets. The City continues to pursue safety improvements in many road design projects. Developing standards, policies, and a design model for complete streets will support the long-term commitment, and effort, that is needed to further reduce crashes, injuries, and fatalities on the roads, to connect the missing links in the bicycle and pedestrian network, and to ensure safe streets for all users.
 - b. A complete street may include, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts.
 - c. A Complete Streets design model includes careful consideration of measures to set and design for appropriate speeds; separation of various users in time and space; improvement of connectivity and access for pedestrians, bicyclists, and transit riders, including for people with disabilities; and addressing safety issues through implementation of safety countermeasures.
3. Implement rehabilitation, reconditioning, and resurfacing projects to preserve the existing roadway, trail, and sidewalk network.
4. Maintain and improve zoning, subdivision and engineering standards and construction and maintenance practices that improve the safety of all users, create a comfortable and complete network for all users, and reduces the environmental impact of infrastructure improvements for new, rehabilitation or reconstruction projects.
 - a. If funding is available, consider implementing winter plowing of bicycle, pedestrian trails.
5. Construct a street and highway system that is compatible with existing and future development patterns, as depicted on the Future Land Use Map.
6. Provide for a safe and interconnected transportation system in new neighborhoods which enhance community character:

Require streets to be designed in accordance with the standards of the subdivision ordinance, and to provide safe and efficient access by City maintenance and public safety vehicles.

Discourage extensive use of cul-de-sacs that force traffic onto a limited number of through-streets, are difficult to maintain, break up neighborhood continuity, and negatively impact pedestrian circulation.

Control driveway access and maintain minimum sight distances along arterial and collector streets. Encourage no direct connection of residential driveways to arterial and collector system through the following:

Re-orient the direction of housing.

Incorporate alley-loaded residential development.

Consider access management policies.

Create accessible public transportation stops and micro-mobility parking areas where appropriate.

Require sidewalks and/or pedestrian pathways in all new residential or commercial developments on both sides of most streets. Consider pedestrian refuges and curb extensions to improve pedestrian safety, where appropriate.

Plan for on-street bicycle corridors, considering the use of painted bike lanes, buffered bike lanes, separated bike lanes, and “bike boulevards”, as appropriate.

7. Reserve and acquire sufficient rights-of-way for roadway expansion and improvement projects through right-of-way dedication as preferred routes are determined by on-going studies as guided by this Plan.
8. Implement the Street and Highways Element of the LRTP. See Table 6.1 Planned, and Recommended Projects – Streets and Highways and Map 6.1 Planned, and Recommended Projects – Streets and Highways for more details. See current Transportation Improvement Program (TIP) of the Janesville Area MPO for committed and programmed projects.
9. Plan for, and within the context of land division and development review, require the dedication of additional right-of-way for existing and proposed streets and highways within the Extraterritorial Jurisdiction (ETJ) as guided by Map 6.2 Proposed Future Street Right-of-Way Recommendations and the Janesville Area Long Range Transportation Plan (LRTP). In general, these recommendations are intended to provide for a grid of roadways within future City growth areas. The variable right-of-way widths are intended to allow for the inclusion of central medians and/or the full accommodation of transit, bicycle, and pedestrian facilities.

	Typical Separation	Recommended Right of Way	Typical Traffic Volume Range*
Primary Arterial	2 – 3 miles	100 – 125 ft	20,000 – 50,000
Standard Arterial	1 – 2 miles	80 – 100 ft	10,000 – 40,000
Collector	½ mile	70 – 80 ft	500 – 15,000

**Source: Institute of Transportation Engineers, Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities.*

10. Consider the following for detailed studies (included in the LRTP)
 - Realignment of Centerway/Parker Drive & Main Street to improve traffic flow into and out Downtown Janesville.
 - Creating a grade separated crossing at Kennedy Road, USH 14, and WSOR Railroad Crossing.
 - Improving Bicycle & Pedestrian Accommodations along the Milton Avenue Corridor from E. Milwaukee St to Morse St, with a focus on the intersections of Holiday Dr and Lodge Dr, and the Milton Avenue frontage roads. This study is tentatively planned for 2025.

Table 6.1: Planned & Recommended Projects – Streets and Highways









#	Project Name	Length	Project Type
1	Waveland Road	To CTH A	Road Extension
2	N. Bypass – USH 51	Black Bridge Road to USH 14	Widen to four-lane urban cross section
3	USH 51/STH 11	Intersection of USH 51 & STH 11	Grade Separation
4	Innovation Drive	To USH 51	Road Extension
5	Todd Drive	Delavan Drive to Conde Street	Road Extension
6	Conde Street/Read Road	Conde to Read Road Read Road to Delavan Drive	Road extension from Conde to Read; upgrade from Read to Delavan
7	USH 14	USH 51 to Milton Avenue	Reconstruct to four-lane urban cross section
8	USH 14 RR Crossing	Intersection of USH 14 and Kennedy Drive	Grade Separation
9	Kettering Street	To Kennedy Road/Brentwood Drive	Road Extension
10	Sandhill Road	From Wright Road/Deerfield Drive	Road Extension
11	McCormick Drive	Intersection of McCormick/Huntinghorne Drive to Wright Road	Road Extension
12	N. Wright Road	From Rotamer Road to STH 26	Road Extension
13	Wuthering Hills Drive	From Mackinac to USH 14	Road Extension
14	Randolph Road	Connection to Wuthering Hills Drive	Road Extensions (constructed in conjunction with Project 19)
15	USH 11/14	From Wright Road to CTH O	Reconstruction to four lanes
16	Harmony Town Hall Road	From USH 14 to STH 26	Widening to a four-lane urban cross section
17	USH 11/14	CTH O to I-43	Expansion to a new four-lane expressway
18	Milton-Schopiere Road*	E. USH 11/14 to Townline Road	Expansion from two-lane rural to two-lane limited access divided highway
19	E. Klug Road	Old HWY 26 to I-39/90 at future CTH M interchange	Road extension
20	Sunset Drive	Intersection of Sunset/Lucas to N. John Paul Road	Road extension
21	Sunset Drive*	Terminus to Janesville Street	Road extension
22	CTHY/Madison Ave Installation*	Intersection of CTH Y/Madison Avenue	Traffic Signal Installation

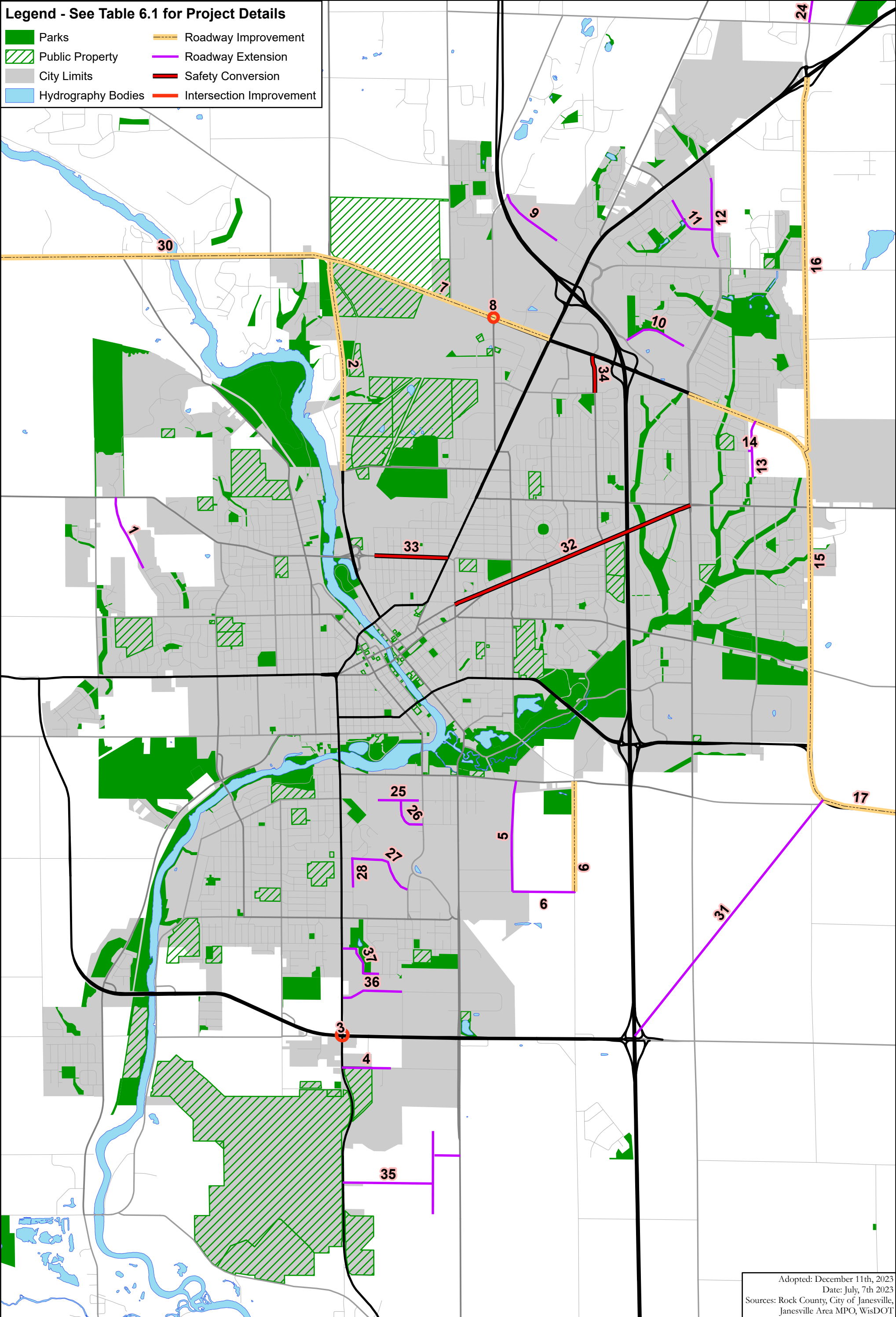
Table 6.1: Planned & Recommended Projects – Streets and Highways

#	Project Name	Length	Project Type
23	RR Crossing at John Paul Road*	WSOR RR Crossing at John Paul Road	Grade Separation
24	Hilltop Drive*	To Townline Road	Road Extension
25	W. State Street	To E. of WSOR Rail Lines	Road Extension
26	Elliott Street	To Project 31	Road Extension
27	Reuther Way	To Joliet Street	Road Extension
28	Lafayette Street	To Lafayette Street	Road Extension
29	West Side Bypass	From USH 11 to USH 14	New Road/Bypass
30	USH 14	From USH 51 to Project 35	Expansion to Four Lanes
31	USH 11 bypass connection	From I-39-90/Avalon Road Interchange to USH 11/14 at CTH O	Road Extension
32	E. Milwaukee Street	Garfield Avenue to Wright Road	Conversion from four-lane undivided road to two driving lanes (plus TWLTL)
33	E. Memorial Drive	Milton Avenue to Harding Street	Conversion from four-lane undivided road to two driving lanes (plus TWLTL)
34	N. Pontiac Drive	USH 14 to Holiday Drive	Conversion from four-lane undivided road to two driving lanes (plus TWLTL)
35	Far Southside Industrial Park	USH 51 to CTH G	New Road to Connect Industrial Park to USH 51 and to CTH G/Beloit Ave
36	Venture Drive	To Center Avenue/USH 51	Tentative road extension as part of industrial development
37	Covey Dr, Dupont Dr, and Burbank Rd	To Center Avenue/USH 51	Tentative road extension of Covey Dr to Center Avenue/USH 51, Dupont Dr to Covey Rd, and a cul-de-sac extension of Burbank Rd

*These projects are outside of City Jurisdiction but located within the Janesville Area MPO Planning Boundary and included in the MPO Long Range Transportation Plan.

Legend - See Table 6.1 for Project Details

 Parks	 Roadway Improvement
 Public Property	 Roadway Extension
 City Limits	 Safety Conversion
 Hydrography Bodies	 Intersection Improvement

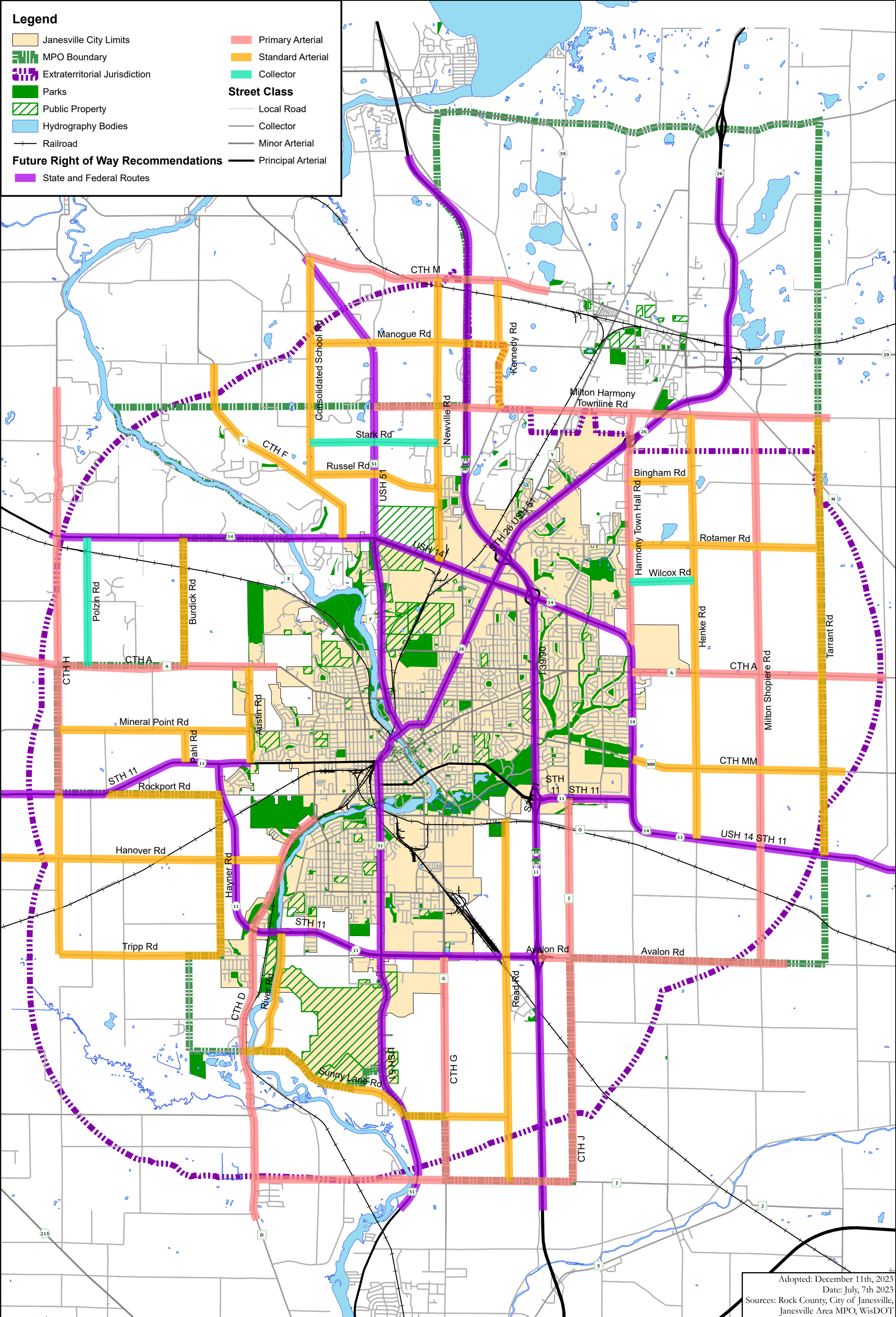


Adopted: December 11th, 2023
 Date: July, 7th 2023
 Sources: Rock County, City of Janesville,
 Janesville Area MPO, WisDOT

**Map 6.1 Planned, and Recommended Projects -
 Streets and Highways**



DISCLAIMER: This data is provided by the City of Janesville for informational purposes only. The City does not warrant or guarantee the accuracy or reliability of this data. The recipient of this data assumes any risk of its use for any purpose.



Map 6.2 Proposed Future Street Right-of-Way Recommendations

0 1 2 4 Miles



CITY OF JANESVILLE
Wisconsin's Park Place

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BICYCLE AND PEDESTRIAN OBJECTIVES, POLICIES, AND RECOMMENDATIONS

Bicycle and Pedestrian Objectives

(based on objectives in the Janesville Area MPO Long-Range Transportation Plan 2020-2050)

1. Develop an on-street and off-street bicycle facility network that serves as a viable transportation option for beginning-to-advanced bicyclists.
2. Encourage additional bikeway facility planning efforts which address the possible expansion of both on-road and off-road bicycle facilities.
3. Provide bicycle and pedestrian facilities between residential areas, and existing and planned employment and commercial centers, school facilities, parks and recreational facilities, and other public facilities.
4. Encourage and facilitate the provision of appropriate end-trip facilities such as bike racks, lockers, and showers at employment, commercial, and public centers.
5. Provide cyclists with safe and convenient travel by developing “bicycle friendly” corridors and well-designed streets to accommodate both motorized and non-motorized modes of transportation.
6. Coordinate public planning, programming, events, and advocacy with local and regional bike and pedestrian-focused organizations and groups.
7. Gain input from bicyclists, transit-users, blind and visually impaired community, and the public in the planning and development of bicycle and pedestrian facilities.
8. Develop and support educational and safety programs for all ages and abilities to promote bicycle and pedestrian safety and encourage more walking and biking for the health, financial, and environmental benefits that they offer.
9. Educate all users on the rules of the road and encourage active enforcement of existing laws for motorists, bicyclists, and pedestrians regarding the rights of all transportation users.
10. Support the goals of the Wisconsin Department of Transportation’s “Zero in Wisconsin” campaign to prevent future bicycle and pedestrian-related deaths, with a focus on high-conflict areas and intersections.
11. Incorporate “complete streets”-style concepts for regional and local roadways whenever appropriate and feasible by planning for and considering the needs of all users within the existing transportation system and in new developments including roadway surfaces, safety, intersection design, and roadway widths.
12. Create an environment of respect and cooperation amongst motorists, pedestrians, bicyclists, and transit-users through education, public awareness campaigns, and community outreach.
13. Continue cooperation and communication among municipal staff and elected officials in determining non-driver amenities in the review and approval of development and redevelopment.
14. Encourage and attract more people to walk and bike through investing in bicycle and pedestrian amenities such as benches, bike racks, wayfinding signage, restrooms, water-bottle filling stations, bike repair stations, lighting, maps, etc.

Bicycle and Pedestrian Policies and Recommendations

Connect missing links in the bicycle and pedestrian network.

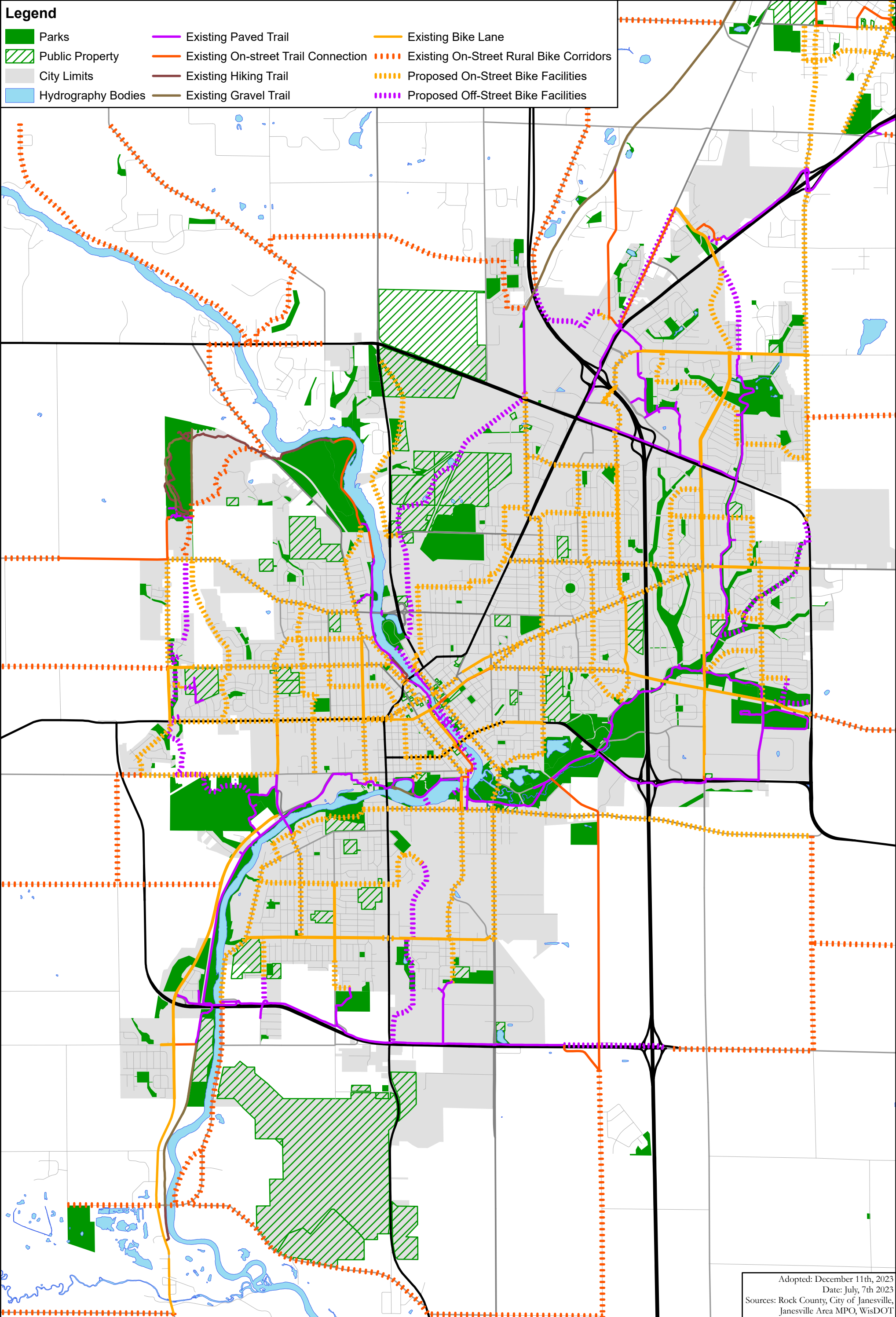
- Develop on-street bicycle facilities based on the recommendations of the Long-Range Transportation Plan. See Map 6.3 Proposed Off-Street & On-Street Facilities – Bicycle & Pedestrian Plan.
 - Development of on-street bicycle facilities on existing roads generally occurs as street reconstruction and maintenance work is completed, providing cost-effective implementation opportunities.
- Develop off-street bicycle facilities based on the short- and long-term priorities identified within the Long-Range Transportation Plan. See Map 6.3 Proposed Off-Street & On-Street Facilities – Bicycle & Pedestrian Plan.
- Increase the number of streets with sidewalks by implementing the Pedestrian Transportation Corridor Plan. See Map 6.4 “Pedestrian Transportation Corridor Plan”.
- Support implementation of *the Ice Age National Scenic Trail – Rock County Corridor Plan* released in 2023.
- Collaborate with community partners to expand Bicycle Wayfinding signage along other bike corridors beyond the Peace and Ice Age Trail.
- Plan for bicycle and pedestrian bridges across the Rock River and enhance bike and pedestrian facilities on existing auto-oriented bridges, ex. Memorial Dr, where appropriate.
 - Consider developing an off-street facility connecting the Ice Age Trail to City-owned land West of Jackson Street under the Jackson St Bridge.
- Plan for bike facilities at the time of platting new developments. Ensure adequate roadway width to accommodate future on-street bike lanes, where appropriate, through new developments, designating path easements to connect to natural areas or between neighborhoods or connections to bike trails/greenbelts.
- Plan for and implement new bicycle and pedestrian paths in new development areas consistent with the Community Facilities Map and the currently adopted Long-Range Transportation Plan.



Encourage active transportation through:

- Developing Complete Streets Policies that prioritize the safety of all users in transportation network planning, design, construction, and operations.
- Support micro mobility options within the City of Janesville, such as dockless e-scooters and e-bikes, through developing and consider creating a micro mobility ordinance, proactively administering micro mobility programs operating in Janesville, and working to incorporate on-street bicycle facilities and parking areas for micro mobility devices with future street designs.
- Partnering with community organizations such as Janesville Police Department, Rock County Public Health, Janesville School District, and others to provide safety education for walking, biking, and rolling to work, school, and other places.
- Collaborate with community stakeholders to increase the amount of people walking, biking, and rolling to work, school, and other places through:
 - Walk and Bike initiatives that encourage the community to get active when they go to Work, School, Farmers Market, Community Events, Grocery Store, etc.
 - Encourage and support Walking School Bus initiatives.
 - Expanding efforts to provide pedestrian and bicycle safety education through engagement with walkers, bikers, and drivers.
 - Expanding Bike Benefits Program to include more businesses.
 - Consider implementing a local E-Bike Rebate Program or supporting efforts to advocate for a county or statewide e-bike rebate program.
 - Complete walking and biking audits of popular active transportation corridors including but not limited to school areas and between trails and community destinations.
 - Regularly convening active transportation advocates and stakeholders to plan and coordinate events, share information, engage in the planning process, and support grant funding opportunities.
- Ensuring the provision of adequate, secure bicycle parking facilities throughout Janesville.
 - Support and encourage bicycle parking facilities to be installed and maintained at destinations throughout the city such as commercial, educational, governmental, and cultural facilities, and places of employment.
 - Consider adding in requirements for including bicycle parking into the zoning code at commercial locations, public buildings, and places of employment.





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Map 6.3: Proposed Trails & On-Street Bicycle Facilities



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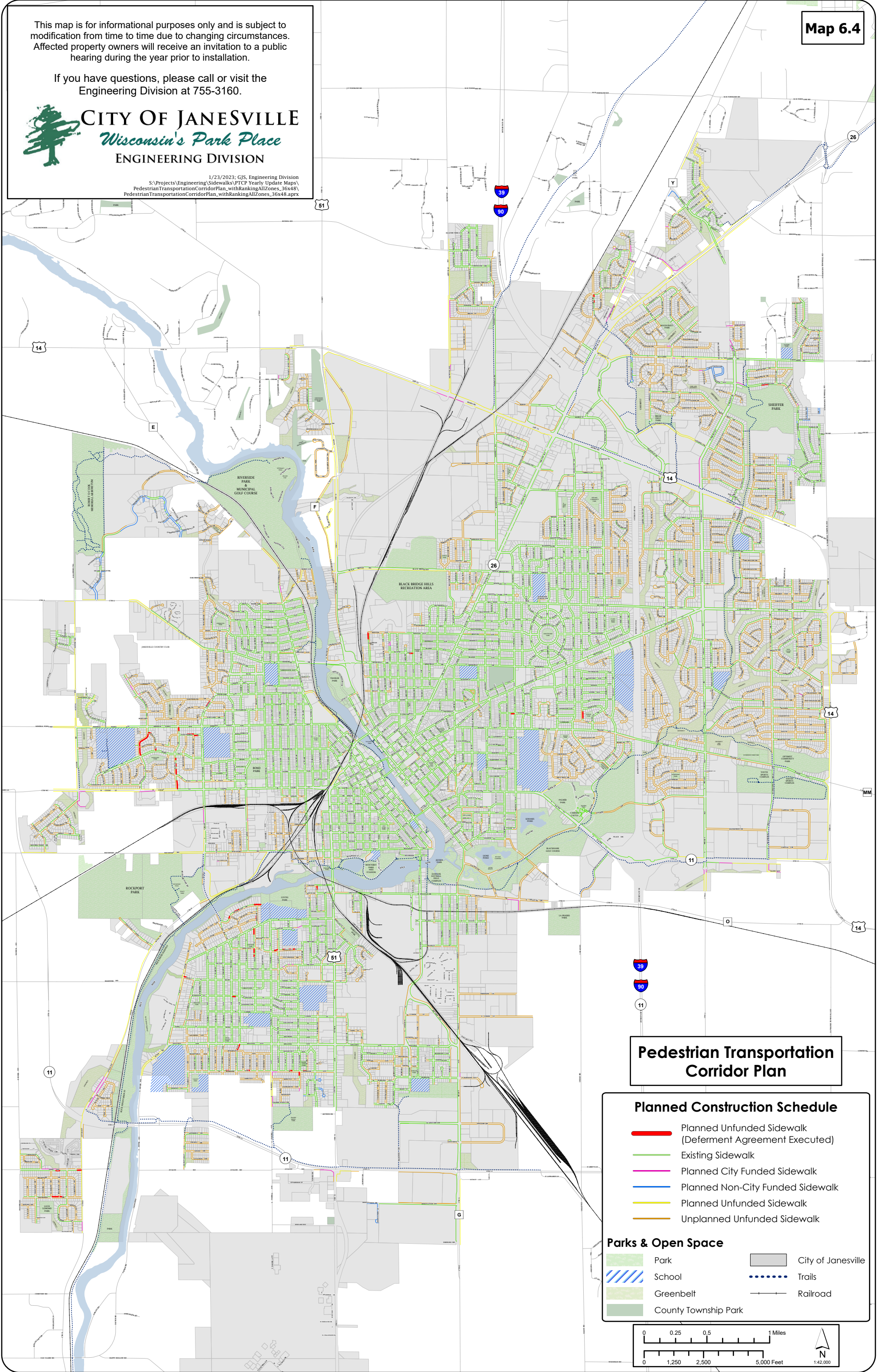
This map is for informational purposes only and is subject to modification from time to time due to changing circumstances. Affected property owners will receive an invitation to a public hearing during the year prior to installation.

If you have questions, please call or visit the Engineering Division at 755-3160.



CITY OF JANESVILLE
Wisconsin's Park Place
ENGINEERING DIVISION

1/23/2023; GIS, Engineering Division
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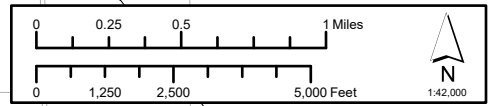
Pedestrian Transportation Corridor Plan

Planned Construction Schedule

- Planned Unfunded Sidewalk (Deferment Agreement Executed)
- Existing Sidewalk
- Planned City Funded Sidewalk
- Planned Non-City Funded Sidewalk
- Planned Unfunded Sidewalk
- Unplanned Unfunded Sidewalk

Parks & Open Space

- Park
- School
- Greenbelt
- County Township Park
- City of Janesville
- ⋯ Trails
- Railroad



TRANSIT OBJECTIVES, POLICIES, AND RECOMMENDATIONS

Transit Objectives

(based on objectives in the Janesville Area MPO Long-Range Transportation Plan 2020-2050)

1. Promote the role of public transit in the Janesville transportation system.
2. Maintain a fiscally sound, public transit system as a vital service worthy of public support like that provided for other crucial municipal services.
3. Serve the public transportation needs of senior citizens, persons with disabilities, youth, and major employment centers in an efficient, safe, comfortable, and reliable manner as defined by industry standards.
4. Comply with all regulations and mandates set forth by the Federal Transit Administration, and the Wisconsin Department of Transportation.

Transit Policies and Recommendations

1. Provide efficient, cost-effective fixed route service with a focus on the transportation needs of senior citizens, persons with disabilities, youth, and transit dependent households.
2. Maintain transit service to major employment centers, educational institutions, vital community destinations such as grocers, healthcare and civic facilities, and childcare facilities as well as dense residential areas and high transit potential areas in the City, including the Downtown.
3. Monitor the need for service changes to better serve residential and commercial areas as the City grows and expands.
4. Encourage the continued provision of public transit services, including the regional route jointly operated with the City of Beloit, as well as adequate privately-owned options.
5. Explore partnerships with employers to provide service to major employment centers, including areas not currently served by transit, and to encourage workers to ride transit.
6. Implement capital improvements for bus replacements and rehabilitation, shelter and sign replacements and garage facilities.
7. Consider completing a study on ways to encourage first-time transit riders and increase transit ridership.
8. Explore the potential for micro-transit options, such as ride-hailing shuttle service, to improve workforce accessibility to employment areas during off-peak hours and to areas not served well by transit.



Volume 2: Policies and Recommendations

9. Support the transit needs of individuals with disabilities, older adults, and people with low incomes through participating in implementation of the Rock County Coordinated Public Transit – Human Service Transportation Plan.
10. Maintain current regional transit services and explore the potential for increased service that provides choice to workers, residents, and visitors.
11. Advance passenger rail in the region through coordinated planning efforts with SLATS MPO, Rock County, and other stakeholders. Consider passenger rail service between Janesville-Rockford-Chicago and Janesville-Madison.
12. Work with WisDOT, and other stakeholders, to support Vanpool, Carpool, and other commuter options that provide alternatives to driving alone. Encourage the use of current van pool programs and explore creating a Park & Ride facility near the I-39/90, STH 26, and USH 14 area on the northwest side of the City.
13. Consider developing an inter-modal transit center.

FREIGHT OBJECTIVES, POLICIES, AND RECOMMENDATIONS

Freight Objectives - Highways, Rail, Airport and Pipelines

(based on objectives in the Janesville Area MPO Long-Range Transportation Plan 2020-2050)

1. Uphold the goals of the Wisconsin State Freight Plan for the State of Wisconsin.
2. Utilize existing transportation facilities and services to their full potential.
3. Support state, regional, and local efforts to preserve and enhance rail corridors for future transportation purposes.
4. Provide adequate intermodal connections with transportation systems.
5. Provide adequate local street connections between highways and freight origins and destinations.
6. Contribute to the economic vitality of the planning area through the provision of a transportation system that provides for the effective movement of people and goods to and from major commercial and employment centers and intermodal facilities.
7. Minimize and/or mitigate negative impacts of trucks on adjacent residential areas.

Freight - Highways, Rail, Airport and Pipelines Policies and Recommendations

1. Encourage continued maintenance, preservation, and expansion, as appropriate, of federal, state, and local roadways that together form the trucked freight system of the planning area.
2. Encourage continued maintenance, preservation, and expansion, as appropriate, of freight rail lines to serve existing and potential future industry in the City.
3. Encourage rail-oriented land uses on redevelopment and new development sites with excellent, or potential, rail access.
4. Work with WisDOT, Rock County, other municipalities, and businesses to preserve active and abandoned rail corridors, including corridors suitable for passenger rail service.
5. Identify and development strategies to address conflict areas between road and rail corridors, as road improvements and reconstruction occur.
6. Encourage land use patterns that will support passenger rail opportunities in areas identified as potential rail stops.
7. Ensure the opportunity to promote both passenger and freight rail uses in the community.
8. Protect pipelines within the planning area through identification of pipeline locations and incorporation of appropriate regulatory standards for development of adjoining property and pipeline crossings.
9. Support expansion of the Southern Wisconsin Regional Airport as guided by its long-range plans and as coordinated with City of Janesville plans and regulations, while continuing to maintain City review authority over development proposed in airport restriction zones.
10. Work with FAA, WisDOT and Rock County to implement long-range plans for the Airport.
 - a. Plan for primarily agricultural and industrial land uses around the Airport.



