JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION

# 2005-2035

# LONG RANGE TRANSPORTATION PLAN UPDATE

# 2005 – 2035

## Janesville Area Long Range Transportation Plan

## Update Memorandum

Janesville Area Metropolitan Planning Organization
18 North Jackson Street
Janesville, WI 53545

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Adopted: May 23, 2011

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**RESOLUTION NO. 2011-02**

**RESOLUTION OF THE POLICY BOARD OF THE JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION APPROVING THE 2005-2035 JANESVILLE AREA LONG RANGE TRANSPORTATION PLAN UPDATE MEMORANDUM.**

**WHEREAS,** the Janesville Urbanized Area has been designated by the Governor of the State of Wisconsin as a Metropolitan Planning Organization (MPO) for the purpose of carrying out cooperative, comprehensive and continuing urban transportation planning; and

**WHEREAS,** the plan was prepared to meet the requirements of *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), as prescribed in the U.S. Code, Title 23 Section 134 and in accordance with joint Federal Highway Administration and Federal Transit Administration Metropolitan Planning Rule in the Code of Federal Regulations, Title 23, Part 450 and 500 and Title 49, Part 613, effective August 10, 2005.

**WHEREAS,** the principal elected officials of local governments including Rock County, the City of Janesville, the City of Milton, the towns of Rock, Milton, Harmony, Janesville, and La Prairie, their designated staffs, the technical advisory committee members and the public, have participated in the planning process; and

**WHEREAS,** public participation was provided in a manner consistent with formally adopted Public Participation Procedures that included local newspaper advertising, radio coverage, and public information meetings in locations with access to public transportation; and

**WHEREAS,** the long range plan considers all modes of transportation and reflects the forecasted growth, land use and transportation plans, goals, objectives and policies of the member communities; and

**WHEREAS,** the plan includes reasonably anticipated funding to meet the long term transportation needs, protect the environment and improve the quality of life for the citizens of the Janesville Urbanized Area; Now, Therefore:

**BE IT RESOLVED BY THE JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION THAT THE POLICY BOARD ADOPT THE AMENDMENT TO 2005-2035 JANESVILLE AREA LONG RANGE TRANSPORTATION PLAN FOR THE JANESVILLE URBANIZED AREA.**

**ADOPTED:** 5/23/11 **APPROVED:** Thomas R. McDonald Chair, MPO Policy Board

**ATTEST:** Duane Cherek Duane Cherek, City of Janesville Planning Services Manager

# Introduction

The Janesville Area 2005-2035 Long Range Transportation Plan was adopted in May 2006 by the MPO Policy Board, as an update to the 1998-2020 Transportation Plan. The Long Range Transportation Plan is intended to provide a 30 year outlook of existing and projected capabilities of the transportation system, as well as the needs, goals, and objectives of the system, and seeks to create recommendations and policies to meet these goals. Major reviews are typically done on the Long Range Transportation Plan (the Plan) every ten years as the results of the decennial United States Census are released, with updates that are usually written at the five year interim.

An amendment to the 2005 Plan was approved in November 2007, in order to ensure compliance with the new SAFETEA-LU legislation passed in 2005, replacing earlier TEA-21 legislation.

This plan update seeks to conduct a gap analysis of the 2005 Plan, as a review and reappraisal, using 2008 as a baseline. An interim review of the Plan is needed to evaluate the forecasts supporting the plan, monitor system performance, and review the status of implementation to date to assess if the recommendations remain reasonable, particularly in light of the recent economic recession and the 2008 closure of General Motor's Janesville location.

New to the Plan, this update will establish baseline system performance indicators to be utilized in subsequent plans. These baseline indictors monitor system performance and chart progress made in areas such as roadway conditions, air quality, transit efficiency, freight movement, and bike and pedestrian facilities.

This interim update will present information in the following chapters of this document:

- Chapter One: Methodology
- Chapter Two: Review and Affirmation of Goals and Objectives
- Chapter Three: Review of System Performance Indicators
- Chapter Five: Review of Implementation to Date
- Chapter Six: Review of Forecasts
- Chapter Seven: Update of 2035 Plan

## Methodology

The Janesville Area MPO is responsible for developing transportation plans and programming projects for the Janesville planning area. City of Janesville staff from the Community Development Department coordinates planning for the MPO area.

The Janesville Area MPO is represented by the following units of government:

- City of Janesville
- City of Milton
- Rock County
- Janesville Township
- Harmony Township
- La Prairie Township
- Milton Township
- Rock Township

The MPO encouraged the public and outside agencies to review the documents and provide input during all stages of plan development. The TAC and Policy Board meetings were key opportunities for review and decision-making. Each meeting was advertised as a public meeting and noticed as such in the local newspaper. All documents presented at the meetings were available for review at the local libraries, on the MPO website and at City Hall. Public participation followed the MPO procedures as outlined in the *Public Participation Plan* adopted 2004. All materials related to public participation are located in Appendix B.

As part of SAFETEA-LU, the federal transportation legislation signed into law in 2005, the Janesville Area MPO (MPO) is required to initiate consultation efforts with federal, state, tribal and local environmental, regulatory and resource agencies when developing the *Long Range Transportation Plan* (LRTP).The Janesville Area MPO recognizes the importance of considering the environmental impacts of transportation projects and the efficiencies that can be gained by engaging in this process in the early phases of plan development. To this end, the MPO developed the *Environmental Consultation Plan* to guide environmental coordination and consultation efforts during the LRTP development process.

In order to fulfill the 1994 Presidential Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, the MPO performed an environmental justice analysis as part of the Environmental Consultation process. See Appendix C for all materials related to the environmental consultation conducted in relation to the production of this document.

## Review and Affirmation of Goals and Objectives

One of the first steps of the process was to review and evaluate the overall goals and objectives of the 2005-2035 Long Range Transportation Plan. The Technical Advisory Committee reviewed the goals and objectives at the summer 2010 and fall 2010 meetings. Recommended revisions include language to stress the importance of environmental sustainability and the protection of agricultural lands. The objectives were also revised to be more mode specific. Below are the revised Goals and Objectives, as approved by the MPO Policy Board on May 9, 2011

**Goal:** To develop and maintain an increasingly energy efficient transportation system which includes and integrates all modes of travel and provides for the safe and effective movement of people and goods, while optimizing the financial resources of the communities.

Objective: By utilizing existing transportation facilities and services to their full potential. (Transit, Freight, Bicycle & Pedestrian, Highway)

Objective: By 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. (Transit, Bicycle & Pedestrian, Highways).

Objective: By minimizing the loss and damage to persons and property due to transportation-related accidents (Freight, Bicycle & Pedestrian, Highways)

Objective: By developing and implementing programs which would lessen peak hour traffic congestion. (Freight, Transit, Bicycle & Pedestrian, Highways)

Objective: By designing future street and highway improvements which are compatible with existing land uses, and which complement the land use plan. (Highways).

Objective: By encouraging more detailed bikeway facility planning efforts which address the possible expansion of both on-road and off-road bike facilities. (Bicycle & Pedestrian).

Objective: By supporting state, regional, and local efforts to preserve rail corridor lands for future transportation purposes. (Bicycle & Pedestrian).

Objective: By supporting the agricultural economy through the protection of agricultural lands from segmentation, while maintaining an adequate road network to transport product to market.

Objective: By providing adequate intermodal connections within transportation system. (Bicycle & Pedestrian, Transit, Highways).

Objective: By encouraging the provision of adequate privately owned or paratransit transportation services. (Transit).

Objective: By reducing injuries and fatalities in all transportation modes.

Objective: By raising safety awareness of both the transportation industry and users of the transportation system.

Objective: By seeking to incorporate, through its technical advisory committee, input from the various jurisdictions represented by the MPO to ensure coordination of area-wide transportation planning efforts.

Objective: By contributing 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.

## Streets and Highways

**Goal:** To develop and maintain an increasingly energy efficient transportation system which includes and integrates all modes of travel and provides for the safe and effective movement of people and goods, while optimizing the financial resources of the community.

Objective: By utilizing existing transportation facilities and services to their full potential.

Objective: By 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.

Objective: By minimizing the loss and damage to persons and property due to transportation related accidents.

Objective: By developing and implementing programs which would lessen peak hour traffic congestion.

Objective: By reducing injuries and fatalities in all transportation modes.

Objective: By providing adequate intermodal connections within the transportation system.

Objective: By designing future street and highway improvements which are compatible with existing land uses, which compliment the land use plan, and which consider ecosystem sustainability and the protection of natural resources.

## Bike and Pedestrian

**GOAL:** Develop a multi-modal transportation network within the Janesville Metropolitan Planning area that accommodates all modes of transportation and recreation and provides for the safe, efficient movement of people and goods.

Objective: Develop an on-street and off-street bicycle facility network that serves as a viable transportation option for beginning to advanced cyclists.

Objective: Provide bicycle and pedestrian facilities between residential areas and existing and planned school facilities, parks and recreational facilities, other public facilities, and employment and commercial centers.

Objective: Provide cyclists with safe and convenient travel by making streets "bicycle friendly" and well designed to accommodate both motorized and non-motorized modes of transportation.

Objective: Gain input from bicyclists and the general public in the planning and development of bicycle and pedestrian facilities.

Objective: Develop education and safety programs aimed at children (for walking and biking), experienced bicyclists, and motor vehicle operators.

Objective: Encourage active enforcement of existing laws for motor vehicle operators regarding the rights of bicyclists and pedestrians.

## Transit

**Goal I:** To promote the role of public transit in the overall Janesville community transportation system.

Objective A: By encouraging the use of public transit as an alternative for work and shopping trips.

Objective B: By including transit service considerations in all development projects and coordinating public transit improvements with other modes of transportation and parking improvements.

Objective C: By providing a level of service consistent with the needs of the community and at a level of local subsidy as specified by the City of Janesville City Council.

Objective D: By promoting ridership through a comprehensive marketing plan.

Objective E: By maintaining and expanding efficient high capacity transit service oriented to major employment centers.

Standard A: Evaluate the route and schedule structure at least every five years through the TDP, modify unproductive route segments and hours of service to match service with demand, or areas of high transit potential, identify the fiscal resources needed to operate the system, identify the resources that are available to meet those needs, and adjust service levels as necessary to stay within the fiscal constraints of the funding sources.

Standard B: To provide adequate levels of service as expressed in hours of service, frequency of service, and accessibility. Service should operate at a minimum between 6:15 AM to 6:15 PM Monday through Friday and 8:45 AM to 6:15 PM on Saturdays; headways should be no greater than 60 minutes unless warranted by special circumstances.

Standard C: The service should be operated within one quarter mile of at least 90 percent of the populated areas within the JTS service area unless restricted by natural or man-made physical barriers.

Standard D: Except where expressly required by Federal regulations, service to areas outside the Janesville City limits should be provided only when the area or institution served provides the local share of the operating assistance for the service, and guarantees the farebox revenue.

**Goal II:** To maintain a fiscally sound public transit system as a vital service worthy of public support similar to that provided for other basic City services.

Objective A: By serving the greatest number of people to the greatest extent possible within the resources available.

Objective B: By maintaining an effective preventive maintenance program that ensures that 85% of the bus fleet is available for service at all times and maximizes the useful service life of the fleet.

Standard A: To provide an equitable balance between City operating assistance and fare structure that meets the operating requirements of the system. Strive to maintain an operating ratio of fares to expenses no less than 20 percent.

Standard B: To maintain a cost per vehicle mile not to exceed $4.85 (2005 dollars).

**Goal III:** To serve the public transportation needs of senior citizens, disabled persons, children, and major employment centers in an efficient, safe, comfortable, and reliable manner as defined by industry standards.

Objective A: By maintaining the efficient high capacity peak hour public transit service to all children in the community.

Objective B: By providing amenities that will appeal to the elderly and disabled senior citizens with facilities and services that will meet the requirements of the American with Disabilities Act for transporting disabled persons.

Objective C: By locating the transfer point(s) of the transit system at the most efficient location.

Objective D: By providing service to businesses in commercial and industrial areas in concert with economic development activities.

Objective E: By implementing a bikes-on-buses program to promote multimodal transportation options and increase ridership.

Standard A: To minimize the transfer rate by direct routing reflecting major travel patterns. The transfer rate should be no greater than 30 percent.

Standard B: To minimize the inconvenience of making transfers by ensuring that no passenger should be required to wait more than 30 minutes to transfer between buses.

Standard C: To provide a reasonable average system speed that gets passengers between points in a timely, yet safe manner. The average system speed should be between 12 and 15 miles per hour.

Standard D: To provide service on-time during peak and off-peak periods. No vehicle (0%) should be early, 95% of all trips should be no more than 0-5 minutes late.

**Goal IV:** To comply with all regulations and mandates set forth by the Federal Transit Administration and the Wisconsin Department of Transportation.

Objective A: By encouraging the participation of both public and private service providers in the provision of public mass transportation services consistent with JTS service quality, cost effectiveness, and reliability requirements.

Objective B: By complying with all regulations and mandates associated with the American with Disabilities Act, Title VI Civil Rights requirements, federal Environmental Justice goals, and the Disadvantaged Business Enterprise participation goals.

Standard A: To equitably distribute all operating and capital resources throughout the service area so as not to discriminate against any area due to its ethnic, racial or income make up.

Standard B: To serve the disabled community through the provision of accessible buses on fixed-route service, and the process of ADA required paratransit service for eligible disabled persons.

Standard C: To encourage the participation of the private service providers in the provision of new, existing, or restructured public mass transportation services consistent with JTS quality, cost effectiveness and reliability.

Standard D: To encourage the participation of Disadvantaged Business Enterprises (DBE) in the provision of contracted supplies and services in support of the operation of the JTS. Maintain the goal of 11% DBE participation.

## Freight

**Goal:** To develop and maintain an increasingly energy efficient transportation system which includes and integrates all modes of travel and provides for the safe and effective movement of goods within and through the region, while optimizing the financial resources of the communities.

Objective: By utilizing existing transportation facilities and services to their full potential.

Objective: By supporting state, regional, and local efforts to preserve rail corridors for future transportation purposes.

Objective: By providing adequate intermodal connections with transportation systems.

Objective: By contributing to a transportation system that provides for the effective and safe movement of goods to and from major commercial and employment centers and intermodal facilities.

Objective: By minimizing and/or mitigating negative impacts of trucks on adjacent residential areas.

## Review of System Performance

The Janesville Area 2005-2035 Long Range Transportation Plan included measures used to evaluate the transportation system. This chapter updates performance measures where applicable, and establishes additional indicators that will be used to evaluate the transportation system in future plans and used in the context of policy discussions and project deliberation. Where historical data exists, this chapter compares current data to historic system performance to illustrate trends. Performance measures in this chapter are consistent with measures in the Unified Work Program.

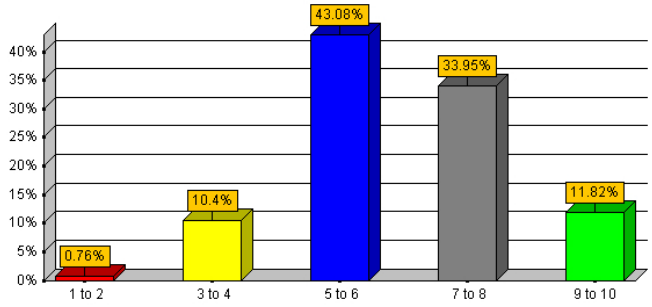
## System Preservation

### *PASER Rating*

The Wisconsin Department of Transportation (WisDOT) maintains the Wisconsin Information System for Local Roads (WISLR), a website that helps local governments and WisDOT manage local road data to improve decision-making, and to meet state statute requirements. The Pavement Surface Evaluation and Rating (PASER) system is used by County and local governments to evaluate the condition of the roads under their jurisdiction every two years as required under State Statute. The PASER system ranges from 1 (which is a failed roadway that needs total reconstruction) to 10 (which is a pavement in excellent condition and typically reflects new construction). Pavement rated 8 through 10 requires little to no maintenance; a rating of 7 indicates a pavement that requires routine maintenance such as crack filling; ratings of 5 or 6 indicate a pavement where preservative treatments such as sealcoating or overlays are considered; ratings of 3 or 4 indicate a pavement where structural improvement such as overlay is required; and ratings of 1 or 2 indicate a pavement which is severely deteriorated and requires reconstruction.

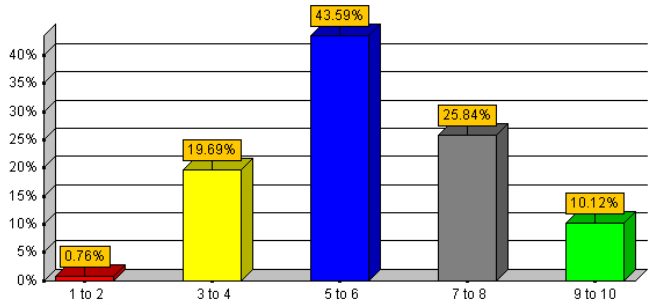
According to a 2010 WISLR produced condition report for paved streets in Janesville, .76% of streets are severely deteriorated and 10.4% of streets require structural improvement. In Milton, .76% of streets are severely deteriorated and 19.69% require structural improvement. The City of Janesville switched over to PASER (1 – 10 scale) from PAVER (1 -100 scale) in 2009. The second round of complete PASER ratings will take place during summer 2011 and then trend data will be available for comparison.

Figure 1: PASER Ratings for Paved Streets in Janesville




- Based on 328.19 miles of rated roadways.
- There are 1.06 miles of unrated roadways.

Figure 2: PASER Ratings for Paved Streets in Milton




Based on 28.64 miles of rated roadways.

***Bridge Sufficiency***

WisDOT maintains an assessment of the sufficiency of the bridge structures within Wisconsin. Bridge sufficiency ratings are based on four separate factors: (1) structural adequacy and safety; (2)serviceability and functional obsolescence (including consideration of number of lanes, average daily traffic, approach roadway width, and bridge roadway width); (3) essentiality for public use; and (4) special reductions. Bridge structure sufficiency ratings range from 0 to 100, with 0 being a failing structure and 100 being a structure in perfect condition. A bridge structure is not eligible for Federal funds for rehabilitation if its sufficiency rating is between 80 and 100. A bridge structure is eligible for Federal funds to rehabilitate the bridge structure if its sufficiency rating is between 50 and 79. A bridge structure with a sufficiency rating less than 50 is eligible to receive Federal funds to replace the bridge structure.

Table 1 lists bridges of concern within the Janesville MPO boundary. The table includes the year the structure was built, average daily traffic (ADT), the status as either Structurally Deficient (SO) or Functionally Obsolete (FO), and the Sufficiency Rating. This data is from 2009 and does not reflect the replacement of the Ruger Avenue Bridge over Spring Brook, completed in 2010.

| Table 1: Janesville Area MPO Bridge Sufficiency Ratings 2009 | | | | | | |
|---|---|---|---|---|---|---|
| Structure Number | Features Desc. | Facility carried | Year Built | ADT | Status | Sufficiency Rating |
| B530007 | Blackhawk Creek | USH 14 | 1951 | 9100 | FO | 74.4 |
| B530016 | Rock River | CTH M | 1956 | 1060 | SD | 76.4 |
| B530065 | USH 14 | IH 90 EB | 1961 | 19700 | SD | 56.4 |
| B530097 | Rock River | W. Memorial Dr | 1969 | 19200 | FO | 65 |
| P530087 | Fisher Creek | Mineral Point | 1922 | 600 | FO | 57 |
| P530097 | BR Blackhawk Creek | Miltion Shopier | 1923 | 135 | SD | 62.6 |
| P530118 | Markham Creek | Hannover Rd | 1918 | 350 | SD | 50.7 |
| P530122 | Markham Creek | Hayner Red | 1915 | 100 | SD | 39.9 |
| P530716 | Spring Brook | Ruger Ave | 1965 | 5700 | FO | 43.9 |
| P530717 | Spring Brook | Sharon Rd | 1960 | 500 | SD | 48.3 |
| P530727 | Rock River | S. Jackson St | 1918 | 7600 | FO | 43 |
| P530729 | Rock River | Dodge St (parking plaza) | 1963 | 5000 | SD | 41.4 |

Source: Wisconsin Department of Transportation

***Transit Fleet Age and Vehicles Available For Maximum Service***

The Federal Transit Administration (FTA) maintains the National Transit Database (NTD). The NTD was established by Congress to be the Nation's primary source for information and statistics on the transit systems of the United States. Recipients or beneficiaries of grants from the FTA under the Urbanized Area Formula Program (Sec. 5307) are required by statute to submit data to the NTD.

The number and age of buses are indicators of the quality of infrastructure in place to serve the public. While the number of active buses has diminished due to service cutbacks, the age of the fleet has decreased due to regularly scheduled replacements. As of 2010, the average age of the Janesville Transit System fleet is 7.8 years. The Federal Transit Administration (FTA) mandates a 12 year or 500,000 mile minimum service life for heavy duty transit buses.

Table 2:

| **Average Age of Fleet** | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Year** | **2008** | **2007** | **2006** | **2005** | **2004** | **2003** | **2002** |
| Bus | 6.1 | 5.1 | 4.7 | 12.2 | 13.6 | 12.6 | 11.6 |
| Demand Response | 0 | 0 | 0 | 0 | 0 | 0 | 2.8 |
| **Year** | **2001** | **2000** | **1999** | **1998** | **1997** | **1996** | |
| Bus | 20.8 | 19.8 | 18.8 | 17.8 | 16.8 | 15.8 | |
| Demand Response | 2.5 | 4.5 | 3.5 | 3.2 | 3.8 | 4.6 | |

Table 3:

| Vehicles Available For Maximum Service | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Year** | **2008** | **2007** | **2006** | **2005** | **2004** | **2003** | **2002** |
| Bus | 21 | 21 | 21 | 20 | 20 | 20 | 20 |
| Demand Response | 2 | 2 | 2 | 2 | 2 | 5 | 5 |
| **Year** | **2001** | **2000** | **1999** | **1998** | **1997** | **1996** | |
| Bus | 23 | 23 | 23 | 23 | 23 | 23 | |
| Demand Response | 6 | 6 | 6 | 5 | 4 | 4 | |

## Safety

### *Crash Data*

The Janesville Area 2005-2035 Long Range Transportation Plan contains traffic crash information from 2002 to 2005. On page IV-23, intersections involving a high number of automobile crashes were analyzed. The Plan also maps the locations of crashes involving automobiles, bicycles, and pedestrians. The following tables include crash data from the Wisconsin Traffic Operations and Safety (TOPS) Lab.

Table 4: Auto vs. Auto Crashes 1995-2009

| Janesville MPO Auto Crash Summary | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Total** | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Rock County | **16,215** | 1,244 | 1,232 | 1,143 | 1,167 | 1,179 | 1,202 | 1,045 | 1,132 | 1,175 | 1,107 | 1,072 | 926 | 972 | 888 | 731 |
| MPO Jurisdictions* | **9,020** | 662 | 677 | 638 | 673 | 682 | 679 | 568 | 607 | 630 | 630 | 599 | 507 | 547 | 484 | 437 |
| City of Janesville | **6,730** | 519 | 506 | 473 | 536 | 504 | 524 | 428 | 445 | 436 | 465 | 449 | 370 | 392 | 361 | 322 |
| City of Milton | **217** | 9 | 21 | 15 | 10 | 19 | 8 | 15 | 13 | 10 | 22 | 12 | 17 | 22 | 13 | 11 |
| Town of Harmony | **325** | 22 | 24 | 26 | 27 | 30 | 28 | 15 | 24 | 22 | 18 | 13 | 14 | 28 | 18 | 16 |
| Town of Janesville | **465** | 46 | 38 | 31 | 28 | 45 | 30 | 27 | 32 | 37 | 33 | 29 | 34 | 21 | 16 | 18 |
| Town of La Prarie | **393** | 16 | 23 | 28 | 17 | 23 | 25 | 21 | 30 | 49 | 36 | 23 | 19 | 36 | 24 | 23 |
| Town of Milton | **425** | 21 | 26 | 32 | 28 | 32 | 32 | 28 | 28 | 35 | 30 | 32 | 20 | 23 | 29 | 29 |
| Town of Rock | **465** | 29 | 39 | 33 | 27 | 29 | 32 | 34 | 35 | 41 | 26 | 41 | 33 | 25 | 23 | 18 |
| | | | | | | | | | | | | | | | | |
| Injuries | **15,968** | 1,229 | 1,208 | 1,137 | 1,156 | 1,166 | 1,186 | 1,028 | 1,114 | 1,149 | 1,091 | 1,051 | 907 | 951 | 875 | 720 |
| Fatalaties | **247** | 15 | 24 | 6 | 11 | 13 | 16 | 17 | 18 | 26 | 16 | 21 | 19 | 21 | 13 | 11 |

*Includes entirety of townships and does not end at the MPO boundary

The following table updates Table III-2 Janesville MPO Bike Crash Summary 1995-2005 located on page III-19 of the Long Range Plan.

Table 5: Auto vs. Bicycle Crashes 1995-2009

| Janesville MPO Bike Crash Summary | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Rock County | **711** | 59 | 63 | 60 | 51 | 49 | 55 | 39 | 36 | 49 | 39 | 62 | 39 | 41 | 38 | 31 |
| MPO Jurisdictions* | **376** | 31 | 31 | 34 | 28 | 24 | 31 | 18 | 18 | 25 | 16 | 36 | 21 | 25 | 20 | 18 |
| City of Janesville | **352** | 30 | 30 | 31 | 25 | 22 | 29 | 17 | 16 | 24 | 15 | 36 | 18 | 23 | 20 | 16 |
| City of Milton | **10** | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| Town of Harmony | **3** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Town of Janesville | **4** | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Town of La Prairie | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Town of Milton | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Town of Rock | **5** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 |
| | | | | | | | | | | | | | | | | |
| Injuries | **697** | 59 | 67 | 59 | 50 | 48 | 54 | 37 | 38 | 46 | 39 | 58 | 37 | 41 | 36 | 28 |
| Fatalities | **9** | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 |

Note: In some years there are a greater number of injuries than total accidents. This is a result of reporting multiple injuries for some accidents.

Source: WisDOT MV4000 accident database

*Includes entirety of townships and does not end at the MPO boundary

The following table updates Table III-3 Janesville MPO Pedestrian Crash Summary 1995-2005 located on page III-23 of the Plan.

Table 6: Auto vs. Pedestrian Crashes 1995-2009

| Janesville MPO Pedestrian Crash Summary | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Total** | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Rock County | **624** | 49 | 65 | 46 | 48 | 43 | 38 | 39 | 36 | 47 | 30 | 40 | 38 | 37 | 37 | 31 |
| MPO Jurisdictions* | **303** | 27 | 32 | 21 | 24 | 20 | 21 | 16 | 16 | 28 | 12 | 19 | 19 | 17 | 14 | 17 |
| City of Janesville | **274** | 21 | 30 | 20 | 22 | 18 | 21 | 14 | 15 | 25 | 11 | 19 | 14 | 16 | 14 | 14 |
| City of Milton | **11** | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 1 |
| Town of Harmony | **1** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Town of Janesville | **2** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Town of La Prairie | **3** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Town of Milton | **8** | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 |
| Town of Rock | **4** | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | | | | | | | | | | | | | | | |
| Injuries | **665** | 53 | 71 | 47 | 47 | 48 | 38 | 42 | 40 | 47 | 34 | 46 | 42 | 37 | 39 | 34 |
| Fatalities | **14** | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 2 | 2 | 2 | 0 | 1 | 0 | 1 |

Transit related crash data is a new performance indicator that will be tracked annually. The following data comes from the Janesville Transit System:
Crashes per 100,000 miles of service:

- 2007: 1.88
- 2008: 3.56
- 2009: 1.90

## Accessibility and Mobility

***System Mileage***

One of the indicators of accessibility and mobility in the transportation system is system mileage. The Janesville Area MPO maintains road, rail, trail, and sidewalk GIS transportation layers. As of fall 2010, roughly 48% of roads in Janesville have sidewalks. This figure does not include future planned sidewalks. Other non-motorized transportation infrastructure is included below:

Table 7: Miles of Non-motorized Transportation Infrastructure in Janesville

| | |
|---|---|
| Off road trail | 22.74 miles (1.8 to be added fall 2010) |
| On road bicycle lane | 17.8 miles |
| On road designated bike route | 35.62 miles |
| Sidewalk | 313.5 miles |

Data Source: MPO

According to WISLR, there are 330 miles of paved roads in Janesville. There are 29 miles of paved local roads in the City of Milton. According to MPO GIS data, there are 83 miles of rail within the MPO planning boundary, which includes rail spurs and yards.

***Average Daily Traffic (ADT)***

WisDOT maintains data on average daily traffic (ADT).

***Transit Data: Annual Vehicle Revenue Miles, Annual Revenue Hours of Service, Annual Passenger Miles, Annual Unlinked Passenger Trip, Geographic Area Served by Transit, Frequency of Service***

The National Transit Database (NTD) maintains data regarding annual vehicle revenue miles, annual revenue hours of service, annual passenger miles, and annual unlinked passenger trips. This data will be tracked as an indicator of transit level of service.

| Table 8: Annual Vehicle Revenue Miles | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Year** | **2008** | **2007** | **2006** | **2005** | **2004** | **2003** | **2002** |
| Bus | 458,006 | 457,963 | 455,590 | 456,576 | 453,941 | 452,570 | 453,218 |
| Demand Response | 22,430 | 20,162 | 19,654 | 15,701 | 10,661 | 11,597 | 13,406 |
| **Year** | **2001** | **2000** | **1999** | **1998** | **1997** | **1996** | |
| Bus | 455,681 | 436,943 | 434,996 | 427,114 | 427,380 | 437,000 | |
| Demand Response | 13,544 | 12,728 | 10,491 | 7,574 | 8,180 | 11,384 | |

| Table 9: Annual Revenue Hours of Service | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Year** | **2008** | **2007** | **2006** | **2005** | **2004** | **2003** | **2002** |
| Bus | 29,222 | 29,246 | 29,115 | 29,140 | 29,345 | 29,260 | 29,266 |
| Demand Response | 2,024 | 1,786 | 1,731 | 1,415 | 2,001 | 2,191 | 2,517 |
| **Year** | **2001** | **2000** | **1999** | **1998** | **1997** | **1996** | |
| Bus | 29,425 | 28,417 | 28,249 | 27,993 | 27,964 | 28,520 | |
| Demand Response | 2,534 | 2,404 | 2,098 | 1,484 | 1,483 | 2,000 | |

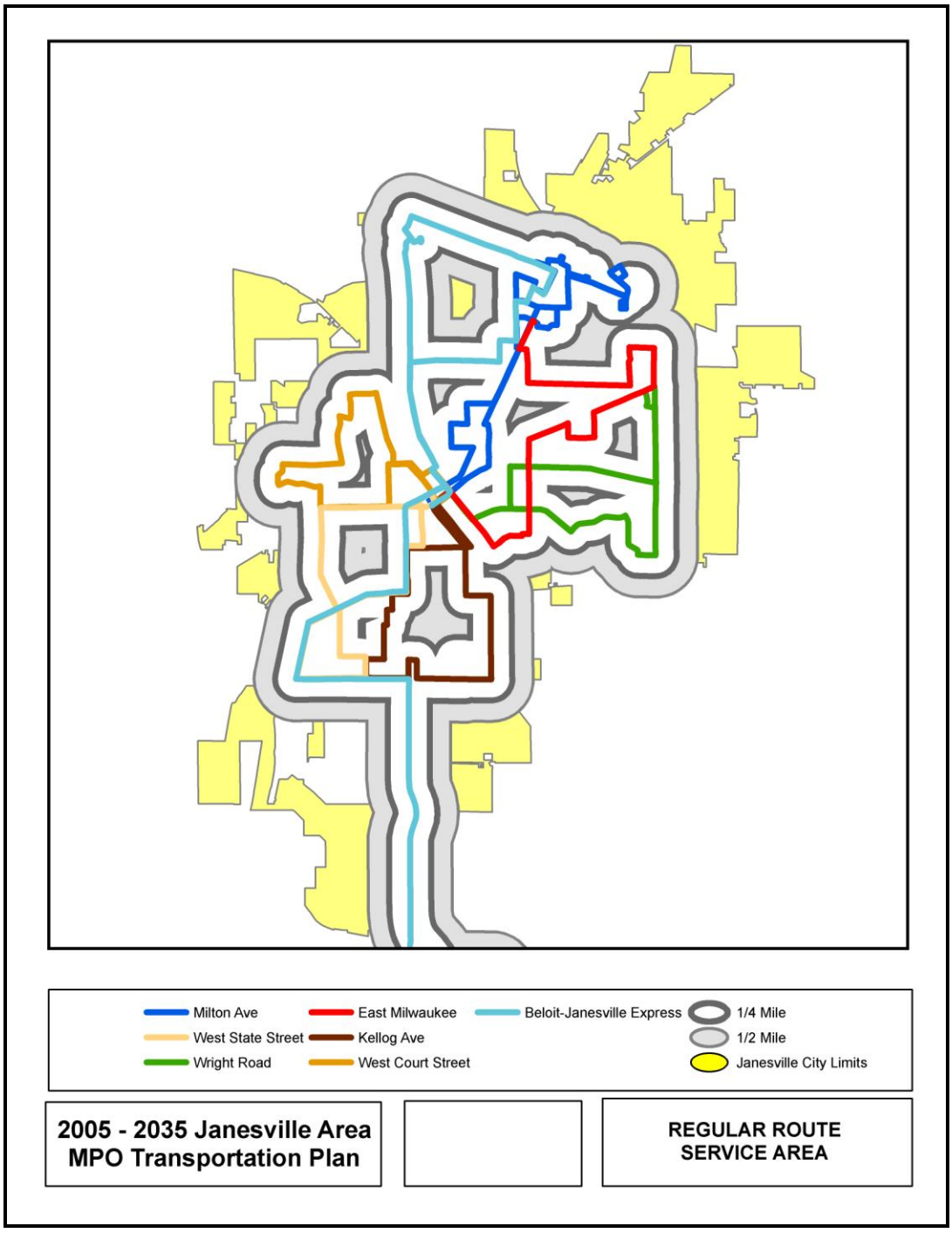
| Table 10: Annual Passenger Miles | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Year** | **2008** | **2007** | **2006** | **2005** | **2004** | **2003** | **2002** |
| Bus | 1,944,111 | 1,770,520 | 1,914,520 | 1,849,108 | - | 1,655,256 | 1,629,196 |
| Demand Response | 23,710 | 21,437 | 20,929 | 16,976 | - | 11,478 | 13,334 |
| **Year** | **2001** | **2000** | **1999** | **1998** | **1997** | **1996** | |
| Bus | 1,690,605 | 1,658,268 | 1,651,690 | 1,630,453 | 1,537,134 | 1,458,576 | |
| Demand Response | 13,507 | 12,619 | 9,929 | 8,087 | 6,749 | 10,356 | |

| Table 11: Annual Unlinked Passenger Trips | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Year** | **2008** | **2007** | **2006** | **2005** | **2004** | **2003** | **2002** |
| Bus | 498,490 | 491,811 | 531,811 | 513,641 | 508,858 | 477,019 | 469,509 |
| Demand Response | 5,783 | 5,104 | 4,983 | 4,042 | 3,314 | 3,587 | 4,167 |
| **Year** | **2001** | **2000** | **1999** | **1998** | **1997** | **1996** | |
| Bus | 487,206 | 477,870 | 475,496 | 469,880 | 495,825 | 470,520 | |
| Demand Response | 4,221 | 3,934 | 3,122 | 2,508 | 2,352 | 3,640 | |

***Source: National Transit Database***

Mapping transit routes is an effective method for determining percent of urbanized area served by transit. Utilizing GIS data, ¼ and ½ mile buffers can be created around transit routes to identify areas underserved by transit. The yellow areas in the map below show areas of the City not served by transit. Current and future transit service is discussed further in Review of Implementation to Date. This mapping tool will be used in subsequent Transit Development Plans.

Figure 3: Bus Service Gaps in MPO Area



Frequency of service is an additional indicator of level of service. Transit service is described in The Janesville Area 2005-2035 Long Range Transportation Plan and has not changed. The Janesville Transit System (JTS) offers regular bus service Monday through Friday on six routes inside Janesville from 6:15am to 6:15pm and from 8:45am to 6:15pm on Saturdays. The Beloit-Janesville Express operates weekdays between the two cities. 6:15am to 6:15pm, Monday through Friday.

Buses also operate weekday evenings until 10:15pm on three deviated fixed "Nightside" routes and provide extra service routes during peak travel periods. JTS buses are accessible to disabled persons, including those in wheelchairs. The Janesville Transit System is compliant with ADA regulations, and accommodates Category 2 on buses. "Dial-A-Ride" paratransit van service is provided through contract by Rock County Council on Aging and is available for Category 1 and Category 3 persons with disabilities who are unable to use regular buses.

***Truck Freight Speeds***

The American Transportation Research Institute has developed an online database that tracks truck speeds on highways. This is a new performance indicator to be used to monitor level of service and system performance along I-39/90 within the Janesville Area MPO planning boundary. Table 12 includes average truck speeds during the winters and summers in order to compare road conditions.

Table 12: Freight Speeds along I-39/90

| Direction* | Year | Summer Speed | Winter Speed | % Difference |
|---|---|---|---|---|
| Eastbound | 2008 | 54.65 | 53.48 | 2% |
| Westbound | 2008 | 55.42 | 54.09 | 2% |
| Eastbound | 2009 | 54.36 | 54.18 | 0% |
| Westbound | 2009 | 55.12 | 54.85 | 0% |
| Eastbound | 2010 | 55.81 | 55.35 | 1% |
| Westbound | 2010 | 56.35 | 55.90 | 1% |

*Located between Interstate 90 Highway Markers 170 and 175.

Source: American Transportation Research Institute

## Integration and Connectivity of the Transportation System Across and Between modes for People and Freight

### *Intercity Bus Service*

The City of Janesville currently has one public and one private intercity bus services. The Beloit Janesville Express (BJE) provides 12 daily round trips between 6:15am and the last trip beginning at 5:15pm. In 2009, there were 66,963 unlinked passenger trips made on the BJE.

The Van Galder Bus Company provides between 9 and 11 daily service trips from Janesville to South Beloit, Rockford, Madison, Chicago Downtown Amtrak Station, Chicago O'Hare Airport and Chicago Midway Airport. Transfers to Milwaukee and Minneapolis/St. Paul are available in Madison.

### *Bikes on Buses*

The 2005-2035 Long Range Transportation Plan recommends the MPO and the Janesville Transit System install bicycle racks on buses in order to facilitate bicycling. Between 2005 and 2010, 16 of 21 buses, or 76%, have been outfitted with front-mounted racks that can accommodate up to two bicycles. The style of rack is simple to use and is commonly mounted on transit vehicles. Free certification training is provided.

### *Commodity Flow*

Analyzing freight movement within the MPO area is difficult, as much of the data is only available at the County level. The Janesville Area 2005-2035 Long Range Transportation Plan performed a detailed examination of the 2003 Commodity Flow Survey (CFS), starting on page V-9. The Unified Work Program establishes a 5-10 year schedule for utilizing the CFS to analyze freight. The next major Plan update will measure integration of freight within the transportation system.

## Efficient Management and Operations

***Transit Indicators: Passengers Per Revenue Mile, Passengers Per Revenue Hour***

Two indicators of efficient management of operations in the transit system are passengers per revenue mile and passengers per revenue hour. From 1996 to 2008, both indicators have been relatively stable. For an analysis of passenger trips, see Implementation to Date. The following data from 1996 to 2008 comes from the National Transit database.

| **Table 13: Passengers Per Revenue Mile** | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Year** | **2008** | **2007** | **2006** | **2005** | **2004** | **2003** | **2002** |
| Bus | 1.1 | 1.1 | 1.2 | 1.1 | 1.1 | 1.1 | 1.0 |
| Demand Response | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| **Year** | **2001** | **2000** | **1999** | **1998** | **1997** | **1996** | |
| Bus | 1.1 | 1.1 | 1.1 | 1.1 | 1.2 | 1.1 | |
| Demand Response | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | |

| **Table 14: Passengers Per Revenue Hour** | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Year** | **2008** | **2007** | **2006** | **2005** | **2004** | **2003** | **2002** |
| Bus | 17.1 | 16.8 | 18.3 | 17.6 | 17.3 | 16.3 | 16.0 |
| Demand Response | 2.9 | 2.9 | 2.9 | 2.9 | 1.7 | 1.6 | 1.7 |
| **Year** | **2001** | **2000** | **1999** | **1998** | **1997** | **1996** | |
| Bus | 16.6 | 16.8 | 16.8 | 16.8 | 17.7 | 16.5 | |
| Demand Response | 1.7 | 1.6 | 1.5 | 1.7 | 1.6 | 1.8 | |

## Environment

EPA identifies mobile sources (on-road and non-road) as the predominant contributors to regional-scale air quality problems. "Mobile sources" is a term used to describe a wide variety of vehicles, engines, and equipment that generate air pollution and that move, or can be moved, from place to place. Nationwide, mobile sources represent the largest contributor to air toxics. Air toxics are pollutants known or suspected to cause cancer or other serious health or environmental effects.

Nationally, air quality has been improving since 1980. This is primarily due to higher-emitting vehicles being replaced with newer vehicles meeting more stringent emissions standards, and as cleaner (lower-emissions) fuels have been developed. Efficient and effective land use and transportation planning plays an important role in reducing vehicle miles traveled and encouraging greater mode share.

The number of days when ozone levels exceed air quality standards has decreased in Rock County. All data comes from the US Environmental Protection Agency Air Quality Reports.

Table 15: Ozone Levels in Rock County 1998-2008

**Ozone Levels**

| **Rock County** | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2nd Max 1-hr | 0.1 | 0.105 | 0.098 | 0.1 | 0.098 | 0.089 | 0.08 | 0.091 | 0.079 | 0.084 | 0.075 |
| 4th Max 8-hr | **0.084** | **0.093** | **0.083** | **0.08** | **0.087** | **0.08** | 0.07 | **0.08** | 0.067 | **0.077** | 0.065 |

Data Source: USEPA-County Air Quality Report
Measured in parts per million (ppm)
EPA Air Quality Standard: 0.12 ppm (1-hour average), 0.075 ppm (8-hour average)
**Numbers in bold exceeds applicible air quality standard**

Particulate matter smaller than 2.5 micrometers affects both the lungs and heart. Small particles of concern include "inhalable coarse particles" (such as those found near roadways and dusty industries), which are larger than 2.5 micrometers and smaller than 10 micrometers in diameter; and "fine particles" (such as those found in smoke and haze), which are 2.5 micrometers in diameter and smaller. Because of limited data, a trend cannot be determined.

Table 16: Particulate Matter in Rock County 1998-2008

**PM2.5**

| Rock County | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 98th Percentile | - | 35 | 28.5 | **36.8** | 32.1 | 34.7 | - | - | - | - | - |
| Median | - | 14.34 | 13.3 | 13.6 | 11.8 | 13.58 | - | - | - | - | - |

Data Source: USEPA-County Air Quality Report
Measured in micrograms per cubic meter (µg/m3)
PM2.5 data not collected for years 1998, 2004-2008)
EPA Air Quality Standard: 35 µg/m3 (24-Hour Average), 15.0 µg/m3 (annual mean)
**Number in bold exceeds applicible air quaility standard**

Rock County has experienced more days when air quality was unhealthy for sensitive groups when compared to the state. However, the number of days has decreased overall.

Table 17: Air Quality in Rock County 1998-2008

| **Rock County** | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| **# of Days When Air Quality was:** | | | | | | | | | | | |
| Good | 129 | 157 | 168 | 171 | 165 | 162 | 176 | 139 | 170 | 156 | 180 |
| Moderate | 40 | 71 | 69 | 65 | 72 | 34 | 20 | 40 | 17 | 26 | 19 |
| Unhealthy for Sensitive Groups | 16 | 15 | 8 | 8 | 9 | 10 | 2 | 8 | 0 | 7 | 0 |
| Unhealthy | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | |
| **Air Quality Statistics:** | | | | | | | | | | | |
| Maximum | 140 | 154 | 147 | 137 | 150 | 116 | 114 | 124 | 97 | 116 | 77 |
| 90th Percentile | 100 | 87 | 72 | 75 | 80 | 77 | 54 | 80 | 50 | 74 | 50 |
| Median | 45 | 43 | 43 | 42 | 42 | 42 | 36 | 41 | 38 | 39 | 38 |
| | | | | | | | | | | | |
| **Number of days AQI* taken** | 185 | 244 | 245 | 171 | 246 | 206 | 198 | 187 | 187 | 189 | 199 |
| | | | | | | | | | | | |
| **Statewide Average** | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
| | | | | | | | | | | | |
| **# of Days When Air Quality was:** | | | | | | | | | | | |
| Good | 208 | 194 | 196 | 184 | 173 | 171 | 196 | 175 | 208 | 209 | 221 |
| Moderate | 31 | 37 | 35 | 34 | 36 | 30 | 21 | 37 | 27 | 36 | 23 |
| Unhealthy for Sensitive Groups | 7 | 11 | 3 | 7 | 6 | 5 | 1 | 7 | 2 | 6 | 1 |
| Unhealthy | 1 | 2 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| | | | | | | | | | | | |
| **Air Quality Statistics:** | | | | | | | | | | | |
| Maximum | 138 | 145 | 124 | 136 | 125 | 122 | 101 | 129 | 110 | 123 | 101 |
| 90th Percentile | 66 | 73 | 57 | 65 | 65 | 64 | 50 | 72 | 56 | 64 | 51 |
| Median | 34 | 34 | 34 | 34 | 33 | 35 | 32 | 36 | 35 | 36 | 35 |
| | | | | | | | | | | | |
| **Number of days AQI taken** | 247 | 244 | 234 | 226 | 217 | 206 | 218 | 221 | 237 | 251 | 245 |

Data Source USEPA-Air Quality Index Report
*Air Quality Index Value
** Number of days per year that measurments were taken vary by county

**EPA Air Quality Standards:** (Applies to Ozone level and PM2.5 Levels)
Carbon Monoxide: 35 ppm (1-hour average), 9 ppm (8-hour average)
Nitrogen Dioxide: 0.053 ppm (annual mean)
Ozone: 0.12 ppm (1-hour average), 0.075 ppm (8-hour average)
Sulfur Dioxide: 0.14 ppm (24-hour average), 0.030 ppm (annual mean)

Particles < 10 micrometers diameter: 150 µg/m3 (24-hour average), 50 µg/m3 (annual mean)
Lead: 1.5 µg/m3 (quarterly mean)

ppm=parts per million µg/m3 = micrograms per cubic meter

# Review of Implementation to Date

## Introduction and Purpose

This chapter reviews progress made in accomplishing the Janesville Area 2005-2035 Long Range Transportation Plan. The Plan was adopted by the Policy Board on May 10, 2006, and the evaluation begins from that date. The Plan is an ambitious one looking even beyond the 30 year planning horizon, and therefore implementation over the short term has been limited. Implementation has also been affected by the economic recession which has impacted the manufacturing sector particularly hard in the Janesville MPO area. This chapter is organized according to transportation mode: Streets and Highways, Bicycle and Pedestrian, Transit, and Freight.

## Streets and Highways

Projects listed in the 2006 - 2011 Transportation Improvement Program (TIP) and carried into the 2005 - 2035 Plan completed between 2005 and 2010 are listed below in Table 18. A total of $18,439,100 in 2005 dollars has been invested in physical improvements to streets and highways within the MPO area. The State of Wisconsin spent $375,000 to perform an Environmental Impact Study for I-39/90 between Madison and the Illinois state line. Incomplete projects listed in the 2006 - 2011 TIP are discussed in the chapter entitled Committed and Recommended Street and Highway Projects.

Table 18: Street and Highway Projects Completed 2005 – 2010

| Project | Segment | Year | Funding Source | Estimated Total Cost (2005) |
|---|---|---|---|---|
| Centerway | N. Parker Drive/ Five Points Intersection | 2006 | STH | $1,551,000 |
| Deerfield | Sandhill / Rotamer Road | 2006 | COJ | $1,070,000 |
| Division Street | HWY 59 / Lamer | 2008 | COM | $43,600 |
| E. Court Street | Main / Garfield Avenue | 2007 | URB | $1,553,000 |
| East Milwaukee | Lexington Dr. intersection signals | 2006 | SAF | $122,000 |
| East Rotamer Road | N. Wright Rd / Town Hall Road | 2008 | URB | $1,817,000 |
| I-39/90 | STH 26/ USH 51 | 2006 | STH | $1,070,000 |
| Mineral Point Avenue | Parker H.S. / Austin Road | 2007 | COJ | $170,000 |
| N. Wright Road | USH 14/ E. Rotamer Road | 2006 | COJ | $730,000 |
| Ruger Avenue Bridge | Also known as Spring Brook Bridge | 2010 | BR | $1,817,000 |
| S. Randall Avenue | Ruger Ave / East Milwaukee Street | 2007 | LRIP | $320,000 |
| STH 11 pavement replacement | Footville / Janesville Bypass | 2010 | STH | $711,500 |
| STH 11/14 | Wright Road / CTH O | 2008 | STH | $2,315,000 |
| STH 26 – Phase 1 | STH 59 Relocation | 2009 | MAJ | $1,700,000 |
| Memorial Drive | N. Washington Street / Parker Drive Bridge | 2010 | BR | $731,000 |
| Garden Lane | Greenhill to Cul-de-sac | 2007 | LRIP | $8,000 |
| Wallace Way | Greenhill West to dead-end | 2007 | LRIP | $26,000 |
| Homestead | Greenhill West to dead-end | 2007 | LRIP | $28,000 |
| First Street | HWY 59 / Vernal | 2007 | COM | $42,000 |
| I-39/90 STUDY | Illinois State Line / Madison | 2010 | MAJ | $375,000 |
| USH 14 resurfacing | Janesville limits / STH 89 | 2010 | FLX | $2,239,000 |

There were ten planned expansion projects (PE C) to add road capacity and eleven planned new road segments (PE NR) recommended in the 2005 – 2035 Plan with a construction timeframe between 2012 and 2035. Of these recommended improvements, two have entered the 2011 – 2016 TIP. Austin Road has been included in the 2011-2016 TIP as an uncommitted project that will likely use Urban – STP funding.

**Planning**

*Connections 2030* is the long-range transportation plan for the state of Wisconsin. This plan addresses all forms of transportation over a 20-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian and transit. WisDOT officially adopted *Connections 2030* in October 2009. Information regarding the Janesville Area MPO priority corridors in *Connections 2030* is located in Appendix D.

**Preservation**

The 2005-2035 Long Range Transportation Plan identified the number of miles in need of rehabilitation each year based on the existing number of miles of roads and a life expectancy of 22 years. The Plan indicated that the City of Janesville has 321 miles of paved streets. In order to preserve the current system, 14.5 miles of street would need to be rehabilitated each year. However, between 1999 and 2004 Janesville was only able to rehab an average of 11.3 miles each year (see p. IV-26). As of 2010, there were 330 miles (WISLR) of paved streets in Janesville, of which 15 would need to be rehabbed each year. Between 2005 and 2010, Janesville rehabbed an average of 10.9 miles each year.

In the 2005-2035 Long Range Transportation Plan, the City of Milton had 27 miles of paved streets and .5 to 1.5 miles would need to be rehabilitated each year. As of 2010, there were 28.6 miles (WISLR) of paved streets in Milton. Between 2005 and 2010, Milton rehabbed an average of 1.62 miles each year.

The American Recovery and Reinvestment Act (ARRA) benefited the MPO area by providing additional funding for street repair and preservation. The City of Janesville received $2.7 million to resurface 4.5 miles of roadways. The City of Milton received $584,000 to recondition 1.3 miles of East High Street. Rock Township received $545,000 to resurface Happy Hollow Road.

Table 19: Street Projects Funded by ARRA

| **Janesville** | **Segment** | **Cost** |
|---|---|---|
| Blackbridge | N. Parker to Mayfair | $189,000 |
| East Milwaukee | Ringold to Sumac | $282,000 |
| Kellogg | Center to S. Jackson | $218,000 |
| Mt. Zion | E. Milwaukee to Pontiac | $208,000 |
| North Oakhill | W. Court to Higland | $603,000 |
| Ruger | I-39/90 to Wright Rd. | $764,000 |
| Randall/Tyler | St. Lawrence to Tyler: Randall to Fremont | $415,000 |
| **Milton** | **Segment** | **Cost** |
| East High | John Paul to Janesville St. | $584,000 |
| **Town of Rock** | **Segment** | **Cost** |
| Happy Hollow | S. River Rd to USH 51 | $545,000 |

In the System Performance chapter, preservation of the existing road system is reviewed using PASER data. As noted in the chapter, the method of pavement rating changed two years ago, and therefore a trend in pavement condition cannot be determined. However, Janesville and Milton have not been able to meet the rehabilitation goals set forth in the Plan.

## Bicycle and Pedestrian

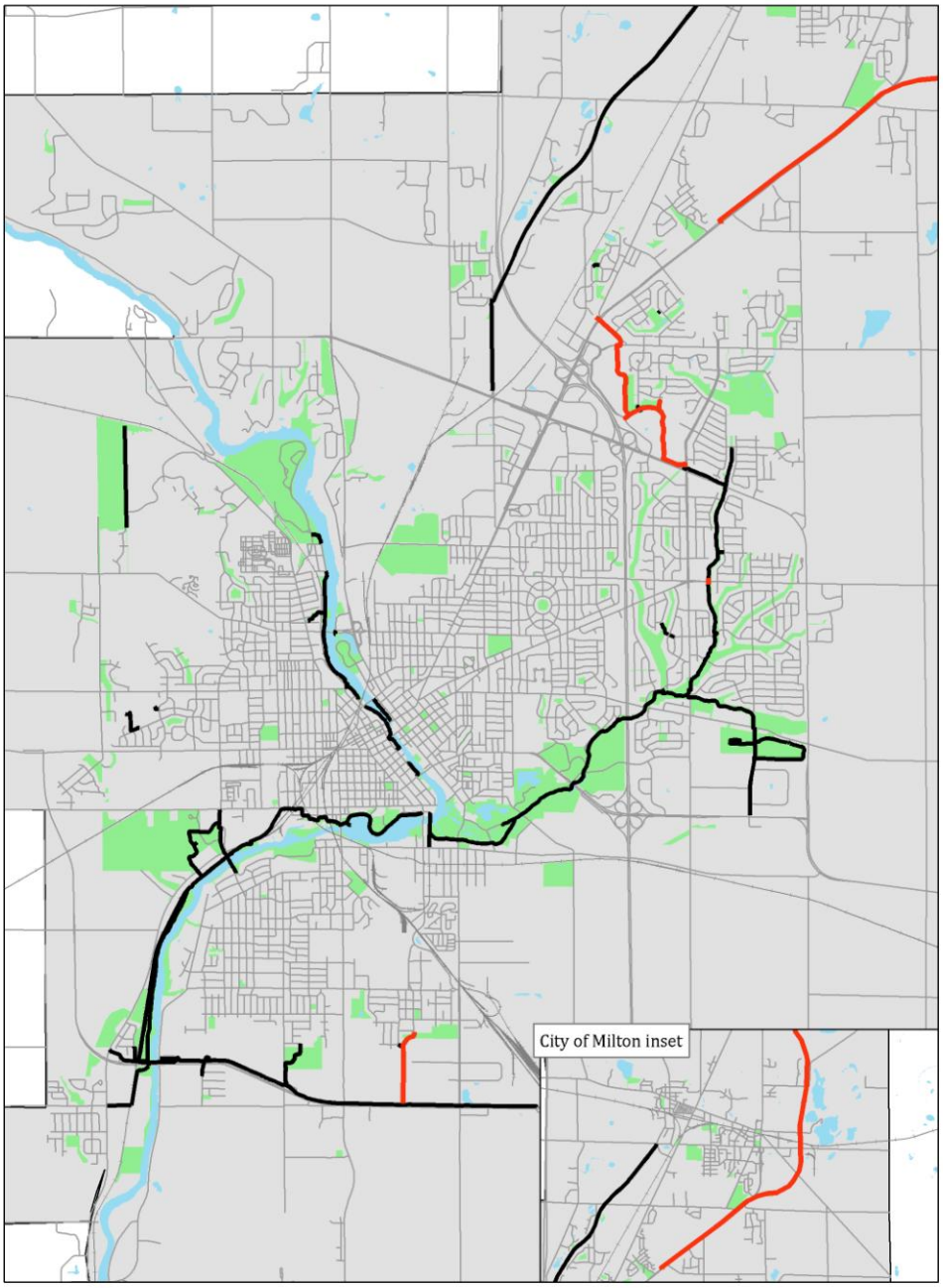
The 2005-2035 Long Range Transportation Plan recommends an aggressive approach to expanding the off-road trail network. Three of the seven short range projects were finished between 2005 and 2010, with a total of 2.3 miles of trail constructed in the MPO area. Table 20 below lists projects in order of completion. The City of Janesville was the sponsoring jurisdiction for all short range projects.

Table 20: Phase 1: Short Range Trail Plan 2006-2015

| #* | Project | Description |
|---|---|---|
| 4 | Jackson School Connector | The 1/2 mile connector was built in 2007 |
| 2 | Spring Brook Trail - E. Milwaukee St. crossing | This project was modified to an at grade safety improvement constructed in 2010 |
| 3 | Rotamer Connector East | This 1.8 mile project was built in 2010 using American Recovery and Reinvestment (ARRA) funding |
| 4 | Ice Age Trail - Racine to Wilson, Union to Van Buren | The Downtown portion of the Ice Age Trail has yet to be completed. However, River Street, which parallels the trail, is being reconstructed 2011-2012 to include bicycle lanes. The street also has sidewalks. While not intended to replace the off-street trail, River Street will provide a nearby parallel corridor for non-motorized transportation. |
| 5 | Westside Fisher Creek Trail | Listed in the 2011-2016 Transportation Improvement Program but no funding has been committed. |
| 6 | Valley Park Connector | This project has not entered the Transportation Improvement Program. |
| 7 | Spring Brook Trail - Northeast Regional Park extension | This project has not entered the Transportation Improvement Program. |
| * project number listed in 2005-2035 Long Range Transportation Plan | | |

The Wisconsin Department of Transportation (WisDOT) has committed to building the STH 26 Corridor Trail, a regionally significant long range bicycle and pedestrian project in the MPO area. The STH 26 Corridor Trail was listed as project number 17 in the 2005-2035 Long Range Transportation Plan as a Rock County project. WisDOT has committed to building the trail in 2012 as part of the STH 26 reconstruction from I-39/90 and STH 26 interchange to Fort Atkinson and Bus 26 interchange. The trail project will begin near the North Wright Road overpass and extend north to Fort Atkinson and will include a pedestrian bridge spanning STH 26 near the intersection of STH 26 and John Paul Road, listed as a City of Janesville project in the Plan. The City of Milton has received a Transportation Enhancement (TE) grant to construct the one mile segment of trail within Milton.

Figure 4: Off – Road Trail Built 2005-2010 and Committed Future Projects



The 2005-2035 Long Range Transportation Plan proposed a network of on-street facilities consisting of striped bike lanes, wide curb lanes, recommended on street routes, and recommended on street routes with high auto traffic. Implementation of on-street improvements is tied directly to street maintenance and reconstruction activities. Between 2005 and 2010, four streets were improved with bicycle facilities through retrofitting or reconstruction, as defined below:

- North Wright Road was re-striped from two driving lanes to one driving lane with a designated bike lane and on-street parking.
- The one – way portion of East Milwaukee Street between Garfield and Milton Avenue was reduced from two driving lanes in one driving lane accommodating two bike lanes along the traffic lane.
- East Milwaukee Street between North Wright Road and Highway 14 was converted from two driving lanes in each direction to a single lane in each direction, a two-way-left-turn-lane, and bike lanes along the curb lanes.
- East Rotamer Road was reconstructed in 2008 to include on-street bike lanes in both directions.

The City of Janesville is in the process of reconstructing River Street from Racine Street to West Court Street. River Street, an important gateway to downtown Janesville, will be reconstructed with two driving lanes, two on-street bike lanes, and one lane of parking. New sidewalks will also be replaced where needed.

River Street is the first project to be impacted by Wisconsin's "Complete Streets" legislation, s. 84.01(35), Stats., which requires the Department of Transportation to ensure that bicycle and pedestrian facilities are included in all new highway construction and reconstruction projects funded in whole or in part with certain state or federal funds.

The complete streets law, effective January 1, 2011, aligns with the goal of the Janesville MPO to develop a comprehensive off-street and on-street bicycle and pedestrian network that provides direct routes to major residential, employment, educational and recreational activity nodes.

**Local Planning and Policy**

The Janesville Area MPO Bicycle and Pedestrian Plan, incorporated in the 2005-2035 Long Range Transportation Plan, served as a long range action plan for development and construction of on-street and off-street bicycle and pedestrian facilities within the MPO area. Since then, a number of planning initiatives and new policies have gone further to support, encourage, and refine the development of such facilities.

During the summer of 2010, the MPO conducted a trail user survey. The purpose of the study was to estimate the number of users of the system, to assess the satisfaction level of users, and gather information about how to improve the system. An estimated 200,600 trips were taken on the trail in 2010; with 98% of users reporting satisfied or very satisfied with the trail system.

Recognizing the importance of the downtown, Janesville and Milton have each developed downtown plans. Although the plans do not concentrate solely on pedestrian and bicycle facilities, the plans acknowledge the importance of enhancing the livability and connectivity of these places.

The City of Janesville Downtown Vision and Strategy, published in 2007, presents a cohesive vision for the downtown by identifying gaps, opportunities, and catalytic projects. The plan sets forth a clear and achievable strategy which includes design standards and specific recommendations to enhance the aesthetics and navigability of the downtown, especially for pedestrians.

Milton historically has two downtowns, one of which is adjacent to STH 26. Once the STH 26 bypass is constructed, the reduced traffic along Janesville Street will change the overall atmosphere of Goodrich Square. The bypass creates both challenges and opportunities by reducing traffic through the district. The Goodrich Square Master Plan is an effort to redefine and redevelop this downtown once the STH 26 bypass is constructed. The plan proposes to better utilize the downtown to attract new investment and make the area more pleasant and inviting to pedestrians, bicyclists, and visitors.

Sidewalk is a key component to a complete transportation network. The Janesville Pedestrian Transportation Corridor Plan (PTCP) was adopted by City Council on January 14, 2008, and proposed to build 63 miles of planned unfunded sidewalk. A revised plan and schedule for construction was approved at the October 11, 2010 City Council meeting. The schedule fills sidewalk gaps in high priority areas first, such as commercial districts, along arterial and collector streets, and near schools and bus stops.

A publicly available map depicts the schedule and allows property owners to determine if their property is part of the sidewalk program and the approximate year that sidewalk installation would be required. This allows for the maximum amount of time for property owners to plan for the expense of sidewalk installation. The map may be found on the City of Janesville website, at the City of Janesville Municipal Building and at the Hedberg Public Library.

Both Janesville and Milton require sidewalks to be built on both sides of the street at the time of new construction. Costs are assessed at the time of development.

## Transit

The 2005-2035 Long Range Transportation Plan takes a conservative approach to expansion of service by the Janesville Transit System (JTS) during the planning period. This is an outgrowth of the long-held City philosophy to provide adequate service for transit dependent populations, but not extending service to areas of the community which are not likely to produce sufficient ridership to be fiscally sustainable by generating adequate passenger revenues. The plan recommends maintaining existing routes and services and continuing to examine the need for both existing and possible additional services on a periodic basis through the Transit Development Plan (TDP) process. It identifies areas of Janesville that are not sufficiently served, such as Janesville's far northeast low-density residential neighborhoods, regional commercial development along the northern reaches of the Milton Avenue/USH 14 corridors, and light industrial development in the Wright Road/STH 11 area, to which has now been added a major regional medical facility. These underserved areas have experienced growth and development over the last five years, thereby increasing the area and population not sufficiently served.

In 2007, the Milton Avenue route was modified in order to serve Wal-Mart and other commercial developments newly constructed in the area. The following maps depict current routes for day and night. The Beloit – Janesville Express route changed in 2005 to route along Kennedy Road and serve Kandu Industries and Riverfront. The BJE delivers passengers to the new Beloit Transfer Center, opened May 2010.

Figure 5: JTS Regular Routes

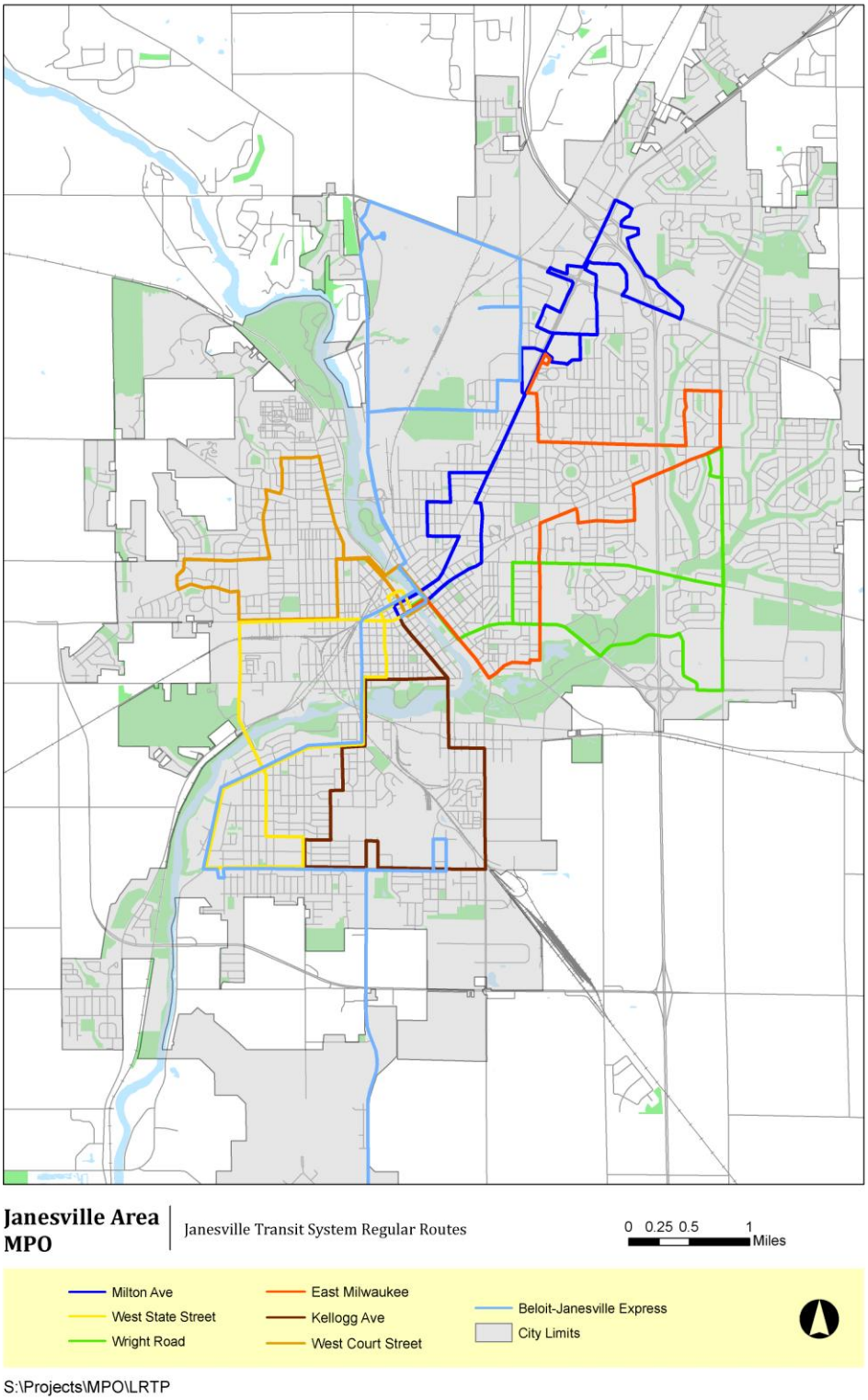
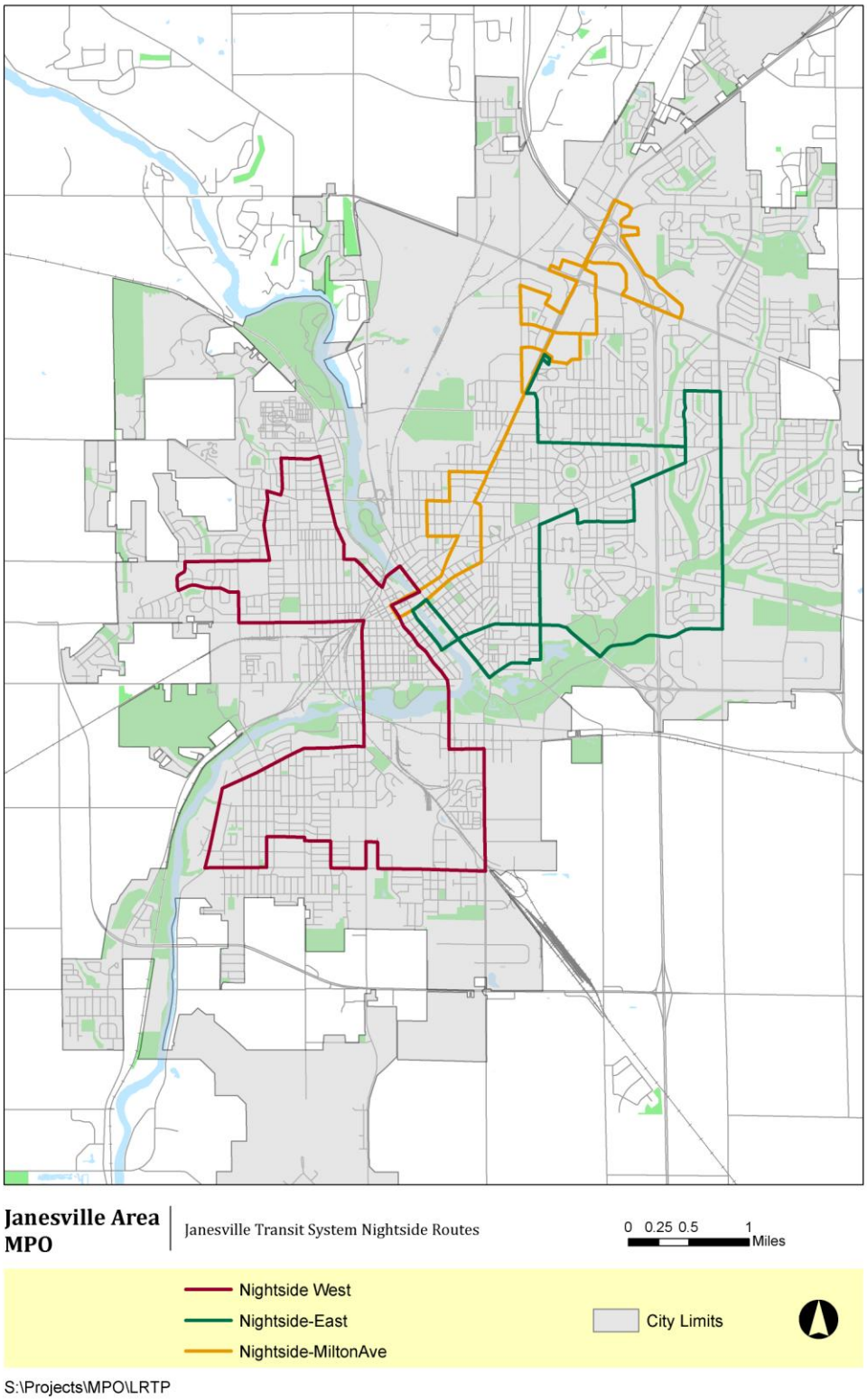


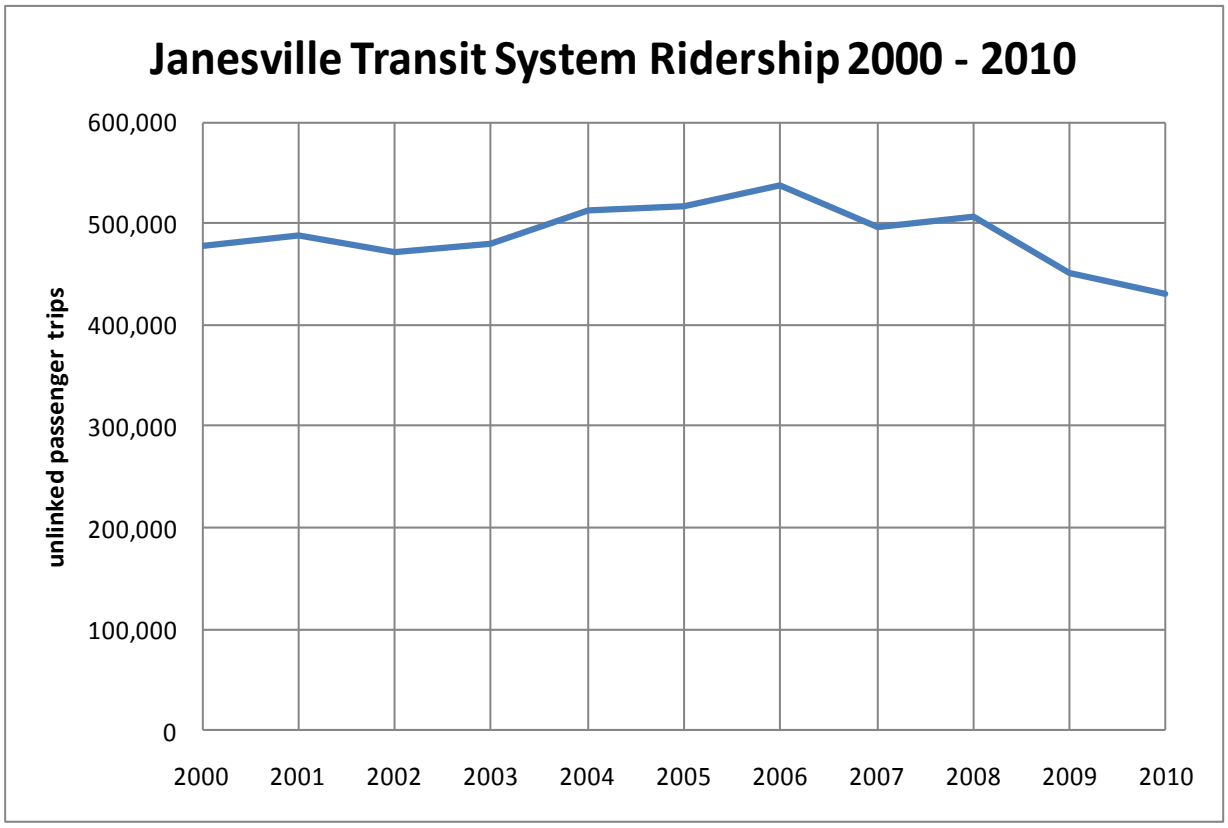
Figure 6: JTS Nightside Routes



At the same time, ridership decreases brought about by the economic decline of 2008-2010, as well as dramatically increasing financial and political pressures on all funding sources for public transit; have called into question the City's ability to even maintain existing levels of service, let alone contemplate any service expansions. The transit recommendations chapter will discuss this issue and others facing transit in the region.

The Plan predicts a .6% annual increase in ridership. However, the recession has affected ridership in several ways. Daily regular routes within Janesville have experienced a decline in ridership. Extra Service or "Tripper" routes which primarily serve secondary school students have experienced a major loss of ridership, and consequent service reductions. The Beloit-Janesville-Express experienced increased ridership in 2009 and reached an all-time high with more people taking trips to the Rock County Job Center, Blackhawk Technical College, or the University of Wisconsin – Rock County to seek benefits or to go back to school to obtain additional job skills. Nightside evening service declined slightly in 2009, but was basically flat for 2010. After a large ridership increase to an all-time high in 2009, Paratransit service lost slightly in 2010.

Figure 7: Janesville Transit System Ridership 2000-2010




The Plan recommends an increase in fares once every five years. However, the aforementioned fiscal pressures have caused a rapid escalation of fares over the past four years. At the time of the release of the Plan, base fare for all fixed route buses was $1.00, which had been stable since 1997. There was a

base fare increase effective in January 2007 to $1.25, with proportional increases in all other fares, and another increase effective January 2010 to a $1.50 base fare with other fares increased proportionally. As the result of increased economic pressures, the City introduced a special reduced fare token program in mid-2009 for disadvantaged families and youth, administered by certain private non-profit agencies and the School District of Janesville. All 5,000 reduced fare tokens authorized to be distributed annually under this program were used in 2010. The City is contemplating increasing the authorized distribution in 2011 to meet increased need. Continuing fiscal pressures, particularly the loss of 10% of state operating assistance and cuts in state aid to cities projected for 2012 will likely result in further fare increases.

The level of fixed route transit service has remained unchanged since the Plan and the completion and implementation of the last Transit Development Plan in 2007. The next TDP is currently scheduled for 2012 pending available funding. In response to budgetary pressures, the City Administration proposed a reduction in off-peak service on the West Court Street and Kellogg Avenue routes, planned to take effect in midyear 2011. However, due to public advocacy, the City Council maintained existing service levels. Additional major financial reductions at the state level proposed to begin in 2012, and possible federal program reductions are likely to cause extreme pressure for even greater service reductions and possibly outright elimination of some services in the near term, which may significantly alter the landscape of public transit service in the planning area for the foreseeable future.

Capital repair and replacement projects have been implemented in accordance with the Plan, funded by the Federal Section 5309 Discretionary Capital program via statewide capital grants administered by the Wisconsin Department of Transportation. Most of these projects have involved routine replacements of capital equipment for the day-to-day operation and maintenance of the transit system.

The City received $1,658,000 in funding under the American Recovery and Reinvestment Act (ARRA), a small portion of which, ($258,000) also supported routine capital equipment replacements. The largest portion of these funds, $1.4 Million, is being used to fund the design and a portion of the construction costs for a new Operations and Maintenance Facility for the Transit System. The City has also received another $1.46 Million in federal funding for this project, but lacks approximately $3.6 Million in funding to complete the estimated cost of construction. While design is on-going, implementation of the construction of this facility, which is expected to serve the City's transit operation for the next 30-50 years, must await the receipt of additional funding. Beyond the building project, the Janesville Transit System has a long-range capital plan for bus replacement, with the next fleet replacements scheduled for 2014 when the current 2002 buses reach the federally mandated 12 year lifespan and qualify for replacement funding.

Progress has been made in advancing transit planning initiatives. Following the implementation of the last TDP in 2007, the South Central Wisconsin Commuter Transportation Study (SCWCTS) was a joint planning effort by the Janesville Area MPO and the Stateline Area Transportation Study (SLATS). Initially designed as a study to examine the feasibility of extending existing METRA commuter rail service from Harvard IL to the Janesville/Beloit area, the study determined that the actual regional commuter

transportation need existed in the north-south corridor roughly defined by I-39/90 and expanded to include commuting to Madison and Rockford and a widened range of transit modes and infrastructure improvements.

The SCWCTS has lead to actions that support transit goals. Van Galder Bus Company, a Coach USA affiliate based in Janesville, which operates intercity coach service between Chicago and Madison, made service changes based on the study findings. Van Galder now offers a special discounted rate for commuters traveling to Madison which has provided additional service at lower cost for those persons who buy multiple ride tickets. The study also highlighted a need for potential commuter bus service between the Janesville/Beloit area through Evansville in northwest Rock County, to the Madison metropolitan area. In another outgrowth of the study, the Janesville Area MPO and SLATS signed a joint resolution to preserve rail corridors in the region for both future commuter rail and rail freight use if they are abandoned by existing freight rail providers. Copies of the study may be obtained by contacting the Janesville Area MPO or SLATS.

During the preparation of the Janesville Transit System (JTS) Transit Development Plan in 2006-2007, a concept for an intercity bus route between the UW – Whitewater and the north side commercial area of Janesville was brought to the attention of the study team. The concept was not able to be studied at the time but in 2009 the City of Janesville and the Janesville Area MPO obtained a planning grant from WisDOT under the Section 5314 Supplemental Transportation, Rural Assistance Program (STRAP) to study the demand for transit service in the region north of Janesville extending from the northern end of the City through the neighboring city of Milton and on to the city of Whitewater and the University of Wisconsin – Whitewater campus.

Partners for the Janesville-Milton-Whitewater (JMW) study were the Janesville Area MPO, the cities of Milton and Whitewater, and the University of Wisconsin- Whitewater. In addition to studying intercity bus service, the study examined the feasibility of establishing a shared-ride taxi service for the City of Milton and evaluated the City of Whitewater shared ride taxi service.

The study concluded that intercity bus service is feasible, and recommended a start up service plan. The Janesville City Council and the Milton City Council each directed staff to continue negotiations between partners. In the fall of 2010, however , the UW – Whitewater Student Senate voted 12 – 7 to reject funding the service through the Segregated University Fee (SUF) process, by which similar transit services are provided to UW-system campuses throughout the state. This action essentially stopped negotiations for the foreseeable future. The project is not viable without University participation, a funding and ridership base. In addition, the City of Milton City Council decided not to develop a shared ride taxi service in that community due to budget local constraints, even though state and federal operating assistance for 2011 would likely have been available. While the service proposed by the study remains a potentially viable option for the region, without SUF funding from the University, and with serious questions about the ability of both the state and local communities to fund their share of the operating costs of existing services, let alone any service expansions in the immediate future, the future of the JMW proposal appears bleak. The study may be obtained through the Janesville Area MPO.

In June, 2009, the MPO assisted the Janesville Transit System in conducting an evaluation of the Beloit-Janesville Express (BJE). The Beloit-Janesville Express is the result of a successful 22 year public-private partnership between the two cities which operate transit service, the county government which oversees and funds many of the services provided by the consortium members, and various public and private agencies whose clients and programs are the direct beneficiaries of this unique intercity regional transportation service.

Not only do the sponsors provide the local financial support which covers approximately 28% of the operating cost of the service; they also provide the overwhelming majority of the passengers who rely on the BJE on a daily basis for transportation to jobs, job training and job seeking; education, health care, and community services of all kinds, as well as personal business.

BJE riders rated overall service as good (34%) or very good (64%), and consider the service to be clean, convenient, and safe. The majority of riders desire more service on either Saturdays (46%), weeknights (30%) or earlier in the morning (4.5%). The Janesville Transit System commonly receives requests for more service for all bus lines.

Results of the survey demonstrated BJE riders are predominately low-income and transit dependent. They rely heavily on the services provided by the sponsoring agencies. The majority of riders could not make their trip without bus service. The report may be obtained through the Janesville Area MPO or the Janesville Transit System.

## Freight

While no specific recommendations for Freight are contained in the Freight element of the Plan, the South Central Wisconsin Commuter Transportation Study (SCWCTS) completed in 2008 supported the goal to "develop and maintain an increasingly energy efficient transportation system which includes and integrates all modes of travel and provides for the safe and effective movement of people and goods, while optimizing the financial resources of the communities". Specifically, the SCWCTS advanced the following objectives:

- Supporting state, regional, and local efforts to preserve rail corridors for future transportation purposes.
- Contributing to a transportation system that provides for the effective movement of people and goods to and from major commercial and employment centers and intermodal facilities

Although the study concentrated on commuter transportation, study products applicable to freight rail planning include an exhaustive inventory and analysis of all existing rail corridors and the preservation strategy and resolution for rail freight corridors subject to future abandonment petitions discussed in the previous section. Findings of the study have been incorporated into the freight recommendations chapter updating the 2035 Plan.

## Review of Forecasts

The 2005-2035 Long Range Transportation Plan utilized traffic modeling to identify current and future deficiencies. Travel demand forecasting uses current socioeconomic, land use, and highway data to create a model of the road network and its use in 2035. Current traffic is modeled by establishing a relationship between trip-making behavior and current socioeconomic and land use data. Traffic growth can then be estimated by projecting this data to a future year, and using these same relationships, to generate future trips. These current and future trips are loaded onto the current street network in order to determine deficiencies in the ability of the street system to carry traffic efficiently.

The 2005-2035 Plan identified deficiencies current as of 2001. The original table is displayed below with a status update as of early 2011 next to it. The majority of US HWY 14, east of Janesville, is severely deficient, or deficient. Highway 26 (Janesville St) is deficient or severely deficient through a large portion of Milton. Along I-39/90, the highest deficiency ratings are between the US HWY 14 and the HWY 11 interchange. Outside of these segments, the network within the MPO experienced relatively little congestion in 2001. Further discussion regarding the status of these road segments may be found in the chapter entitled Committed and Recommended Projects.

Table 21: Street and Highway Deficiencies in 2001

| Severely Deficient | | Project status update |
|---|---|---|
| Segment | From/To | |
| E HWY 11/14 | MPO Boundary/CTH O | Under study |
| S. Janesville St. (HWY 26) | Storrs Lake Rd/ E. High St. | Bypass of this segment scheduled for construction 2012 - 2013 |
| Deficient | | |
| E HWY 11/14 | S. Henke Rd./ S. Milton Shopiere Rd. | Under study |
| I-39/90 | HWY 14/ HWY 11 Interchange | Committed (but not in 2011-2016 TIP) |
| N HWY 26 | E. Klug Rd/John Paul Rd. | Committed |
| N. HWY 26 | S. Janesville St/ N. Harmony Town Hall Rd. | Committed |

To update the traffic model, WisDOT, FHWA, consultant HNTB and MPO staff met in the fall of 2010 to discuss how to update the travel model to reflect the significant changes that have occurred since 2005, and in particular, the economic recession and loss of industry due to the closure of GM and support industries. Meeting participants discussed the lack of data measuring the impacts of the recession, and its effect on the travel model. In order to accurately update the travel model, employment and origin/destination data is needed. The number of workers must be consistent with the reduction in employment to prevent the model from generating work trips for the population no longer employed. Further, laid off workers must be assigned new destinations for work, or shown as unemployed. There is no accurate data documenting new destinations for former GM employees and others affected by the GM closure.

Due to this lack of data it was determined 2008 should be set as the base year model, which will show GM and related industries as open. By setting the baseline year at 2008, the model will use travel estimates and socioeconomic data from the Census Bureau's American Community Survey. The next major update to be completed in 2015 will utilize data from the 2010 Census, which will include an exhaustive modeling effort.

The MPO provided 2008 housing and school enrollment data for the cities of Janesville and Milton. Residential growth occurred in all regions of Janesville between 2000 and 2008, although the largest growth occurred around Interstate I-39/90 on the east side in TAZs 81, 72, 247, and 84. Milton's growth was mostly concentrated in the southwest area of the city in TAZs 179 and 13, which included a multi-dwelling unit apartment building in TAZ 179 that added 96 households to Milton.

Actual population growth has not kept pace with projections used in the 2005 – 2035 Long Range Transportation Plan. While the cities of Janesville and Milton have not experienced as much growth as predicted, the surrounding towns have experienced more population growth than projected. See table X for a comparison.

Table 22: Janesville Area Projected Vs. Actual Population

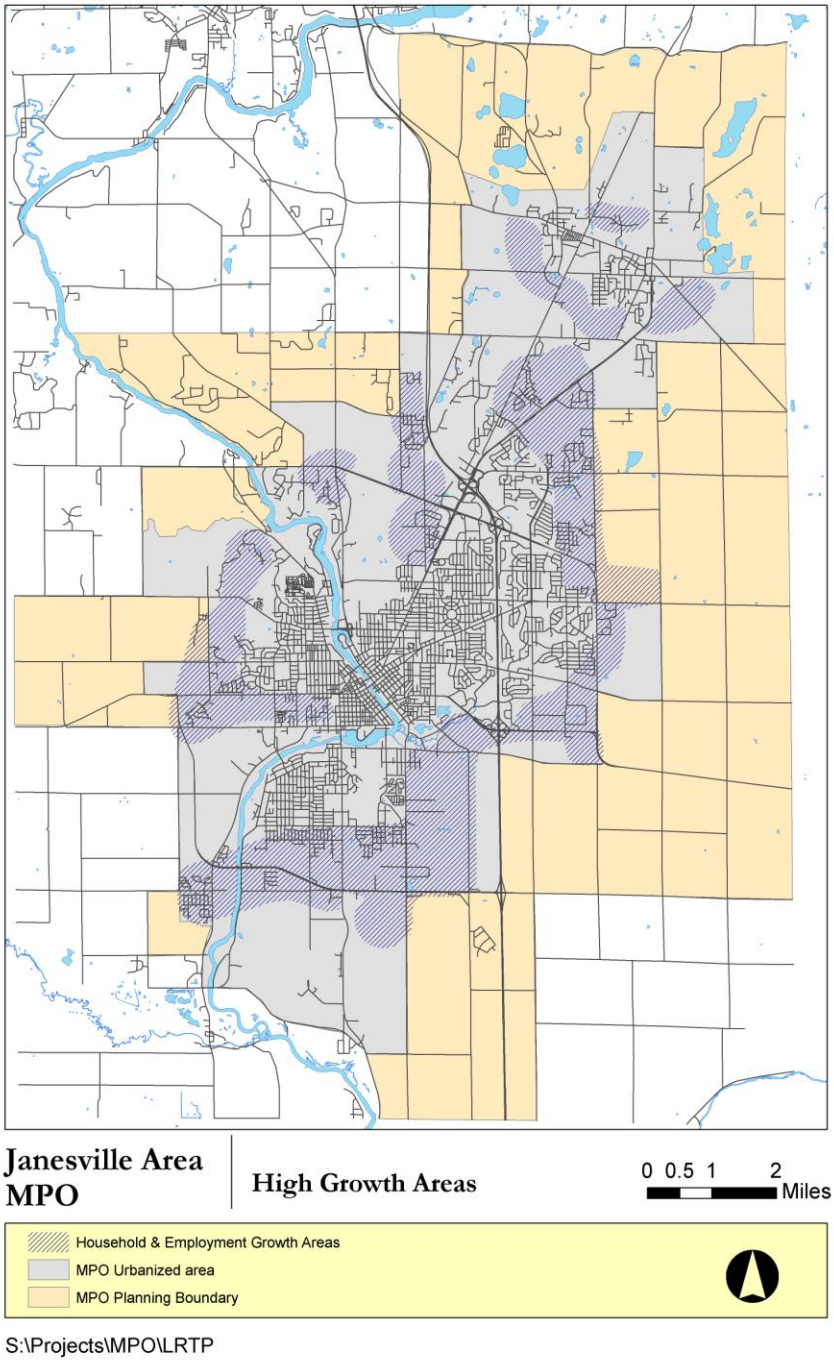
| | Projected 2010 Population * | Actual 2010 Population ** |
|---|---|---|
| City of Janesville | 67,316 | 63,575 |
| City of Milton | 5,739 | 5,546 |
| Township Area | 9,504 | 10,033 |
| Total Population | 82,559 | 79,154 |

* 2005 – 2035 Long Range Transportation Plan, Page I -11, Table 1

** U.S. Census Bureau, 2010 Census

The areas of expected growth remain the same for this update. See map. Actual growth between 2005 and 2008 has been slower than projections due to the economic recession.

Figure 8: Future High Growth Areas



One component of the LRTP update process is to update the Rock County traffic model and re-evaluate traffic forecasts. These results and a technical memorandum from HNTB can be found in Appendix D: Streets and Highways.

The model results forecast what would happen by 2035 if the transportation system were not changed, improved, or expanded beyond what has been committed. Committed projects are those in the 2011-2016 TIP plus the expansion of I-39/90 to six lanes. Comparison of the new outcomes to the previous modeling effort in 2005 shows little has changed. Some local roads are forecasted to experience less congestion. Backbone and Connector routes are predicted to have similar congestion.

The deficiency analysis utilizes WisDOT's standards, which has a very low tolerance for congestion of backbone and connector routes. According to the standards, free flowing traffic is desirable for priority corridors that support the state's economy. Some traffic congestion on local roads is acceptable. This should be taken into account when reviewing forecasting results. Although some backbone and connector routes are shown as "severely deficient" this does not necessarily mean "bumper-to-bumper" traffic congestion. The table below lists segments of the transportation system forecasted to be deficient or severely deficient by 2035 if only committed projects and I-39/90 expansion were to occur.

Table 23: 2035 Street & Highway Deficiencies with Committed Projects

| Deficiencies with Committed Projects and I-39/90 Expansion | | | |
|---|---|---|---|
| Severely Deficient | | Deficient | |
| segment | from/to | segment | from/to |
| HWY 14 | USH 51 west to MPO Boundary | USH 51 | Blackbridge Rd. to HWY 14 |
| I-39/90 | HWY 14 to IL state line | HWY 14 | STH 26 to CTH A |
| E. Racine | Wright to Wuthering Hills | STH 26 | I-39 to Woodcrest Dr. |

The MPO then provided a list of planned expansion projects to HNTB. These projects are the same projects modeled for the 2005-2035 LRTP. It is the intention of the planned projects to counteract the increases in travel demand and congestion predicted for 2035.

Table 24: Projects Modeled in LRTP

| segment | from/to | year | description |
|---|---|---|---|
| CTH G | HWY 11 / South MPO boundary | 2012-2035 | Expansion to 4 lanes |
| HWY 14 | HWY 11 / Wright Rd | 2012-2035 | Widen to 4 lanes |
| HWY 14 | HWY 51 / Future HWY 11 Bypass | 2015-2045 | Widen to 4 lane divided highway |
| HWY 14 | Wright Rd / HWY 51 | 2012-2035 | Widen to 6 lane urban cross section |
| I-39/I-90 | Through Rock County | 2012 | Expansion to 6 lanes |
| Ryan Rd (part of I-39 project) | Morse / Deerfield | 2012 | I-39/90 Underpass |
| Milton-Shopiere | E HWY 11/14 / Townline Rd | 2015-2045 | Eastern bypass, 2 to 4 lane divided hwy, limited access. |
| North Bypass | USH 51 to Kidder Rd to CTH M From HWY 14/ I-39 | 2015-2045 | Northern bypass, 2 to 4 lane divided highway with interchange at I-90/39. |
| STH 11/USH 14 | Wright Rd / CTH O | 2008 | Reconstruction to 4 lanes |
| STH 26 | STH 26 Relocation | 2009 - 2014 | Milton Bypass |
| Town Hall Rd | HWY 14 /HWY 26 | 2012-2035 | Widen to 4 lane urban cross section |
| USH 11/14 | Janesville / Interstate 43 | 2015 | Widen to 4 lane expressway |
| West Side Bypass | STH 11 / HWY 14 | 2011 | Western Bypass extension. 4 lane divided highway from HWY D to HWY 14. |
| USH 51 North | Black Bridge / USH 14 | 2012-2035 | Widen to 4 lane urban cross section |

In 2005, the addition of the above projects eliminated most predicted deficiencies. The segments expected to be deficient on the 2035 network, with planned projects, are listed in Table IV on page IV-38 of the 2005 Plan. The 2011 modeling effort had very similar results. New deficiencies were identified in the 2035 network and are listed in Table 25. East Racine Bridge changed from deficient to severely deficient; deficiency levels changed by segment along I-39/90 and now show the Milwaukee to E. Racine segment as severely deficient while the segment south of E. Racine to HWY 11 has downgraded to deficient; HWY 14 west of STH 51 has changed from approaching to deficient.