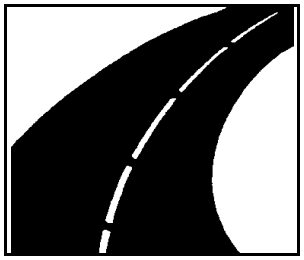
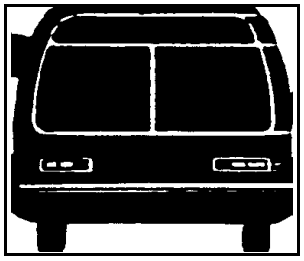
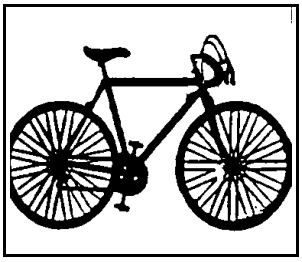
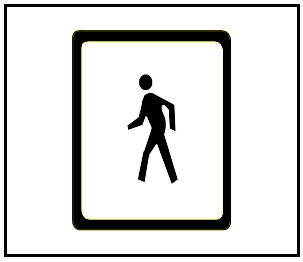
JANESVILLE AREA
2005 - 2035
LONG RANGE
TRANSPORTATION PLAN









IMPLEMENTATION

May 10, 2006 Section VII

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I. INTRODUCTION

The Implementation section of the long range transportation plan summarizes the project improvements recommended in the Transit, Bicycle and Pedestrian, and Highway Elements of the plan. The multimodal combination of capital investment and infrastructure improvement projects will maintain existing levels of transit service, preserve existing roads, and provide for new major roads and bicycle connections to the highest growth sectors of the planning area. This Implementation chapter is divided into four sections. The first section discusses the status of recommendations from the *1998-2020 Long Range Transportation Plan* and the next section outlines the funding expenditures and resources required to implement the multi-modal recommendations for both the short term (2005-2011) and long term (2012-2035) planning periods. The third section summarizes the key policies and recommendations of the plan and ties them to the TEA-21 factors that guide the MPO's transportation planning. The final section provides summary comments on the entire plan.

II. STATUS OF 2020 LONG RANGE TRANSPORTATION PLAN

The *1998-2020 Long Range Transportation Plan* contained an extensive list of projects intended to improve traffic circulation within the MPO. Projects fell into one of two broad categories, preservation or expansion. The categories were further subdivided into committed and recommended projects. Committed projects were listed in the *1998-2003 Transportation Improvement Plan.*

In the *2020 Plan,* recommended projects were intended to increase the operational efficiency of the road network, preserving the existing network and alleviating congestion projected for 2020. Projects fell into two categories, preservation and capacity expansion. Expansion projects emphasized widening existing roads to meet JATS standards in high growth areas and to alleviate potential congestion projected for 2020. This analysis will focus on the status of the recommended expansion projects, the projects meant to add capacity to the existing arterials and collectors within the urban area and provide access to the urban growth area through new construction. Major improvements in the *2020 Plan* included reconstructing USH 14 to a two-lane divided roadway, from USH 51 to Kennedy Road and from N. Pontiac Drive to Wright Road, turning Beloit Avenue, from Venture Drive to Avalon Road into a boulevard, the creation of a new corridor along Reuther Way, and the construction of the STH 11 Bypass from I-39 to STH 11, all of which have been completed.

Of the 337 expansion projects included in the *1998-2020 Long Range Transportation Plan*, all but 5 have been completed or carried over into the *2005-2035 LRTP*. 15 have been completed, and 17 are listed in the *2035 Plan*, five of which are scheduled for design, or construction in the *2006-2011 Transportation Improvement Program*. The expansion projects contained in the *2020 Plan* and their status as of 2005 are listed in Table VI-1.

TABLE VI - 1 STATUS OF 2020 LRTP'S EXPANSION PROJECTS

Expansion Projects									
Project Type	Route	From/ To	Proposed Cross-Section	Proposed Classification	Status as of 1998		Proposed Reconstruction. Year (2020)	Status '05	Comments
					Existing	Proposed			
CE	Afton Road	S. Crosby Ave/Rockport Rd	F	Standard Arterial	2 ln. rural	48' 2 ln.	2003	Completed 2002	2 ln. Rural
CE	Beloit Avenue	Venture Dr/Avalon Rd	F	Standard Arterial	2 ln. rural	48' 4 ln.	2002	Completed 2004	
CE	East Memorial Drive	Harding St/Eisenhower Ave	G	Standard Arterial	34' 2 ln.	44' 4 ln.	1998	Completed 2000	
CE	East Memorial Drive	Eisenhower Ave/Milton Ave	G	Standard Arterial	34' 2 ln.	44' 4 ln.	1999	Completed 2000	
CE	East Rotamer Road	W. line of Briarcrest sub./N. Wright F	F	Standard Arterial	2 ln. rural	48' 2 ln.	1999	Completed 2000	
CE	I-90	USH 14 interchange	A	Rural Expressway	- -	Add southbound ram	2001	Completed 2004	
CE	North Wright Road	E. Rotamer Rd/STH 26	E	Primary Arterial	- -	52' 4 ln.	2003	Completed 2004	
CE	North Wright Road	USH 14/E. Rotamer Rd	D	Primary Arterial	- -	2x24' divided 4 ln	1998 & 2001	Proposed 2006	Completed USH 14 - Lucey
CE	Ruger Avenue	Wright Rd/Wuthering Hills Dr	F	Standard Arterial	24' 2 ln.	48' 2 ln.	2001	Proposed 2010	
CE	STH 11 Bypass	I-90/STH 11 West	A	Rural Arterial	- -	2-4 ln. divided	2003-2004	Completed 2001	
CE	STH 11/USH 14	Wright Rd/CTH O	A	Primary Arterial	2 ln. rural	4 ln. divided	2003	Proposed 2012-2035	
CE	STH 11/USH 14	CTH O/STH 89	A	Primary Arterial	2 ln. rural	4 ln.	2005	Under Study	
CE	STH 26	CTH Y/McEwan Ln (Milton)	B	Standard Arterial	2 ln. rural	4 ln. divided rural	2001	Completed	
CE	USH 14	USH 51/Kennedy Road	A	Expressway (Div.)	2 ln. rural	2x24' divided	2000	Completed	
CE	USH 14	N. Pontiac Dr/Wright Rd	A	Expressway (Div.)	2 ln. rural	2x24' divided	2000	Completed	
PE	Austin Road	W. Court St/Rockport Rd	G	Standard Arterial	- -	44' 2 ln.	2006-2020	Proposed 2012-2035	
PE	Deerfield Drive	USH 14/Rotamer Rd	F	Standard Arterial	- -	48' 2 ln.	2006-2020	Proposed 2006	
PE	Delavan Drive	W. of Sharon Rd/Wright Rd	F	Standard Arterial	2 ln. rural	48' 4 ln.	2006-2020	Not Scheduled	
PE	East Rotamer Road	N. Wright Rd/Town Hall Rd	F	Standard Arterial	2 ln. rural	48 2 ln.	2006-2020	Proposed 2006	
PE	Freedom Lane	Todd Dr (prop.)/Read Rd	H	Collector	- -	40' 2 ln.	2006-2020	Not Scheduled	
PE	Kellogg Avenue	Beloit Ave/Read Rd	F	Standard Arterial	- -	48' 2 ln.	2006-2020	Not Scheduled	
PE	Kettering Street	Kennedy Rd/Whitney St	H	Collector	- -	40' 2 ln.	2006-2020	Proposed 2012-2035	
PE	Milton Avenue	Mt. Zion Ave/Randolph Rd	D	Primary Arterial	5 ln. urban	6 ln. urban divide	2006-2020	Not Scheduled	
PE	North Wuthering Hills Drive	Prairie Fox/Sandhilll Rd	H	Collector	- -	40' 2 ln.	2006-2020	Proposed 2012-2035	Prairie Fox to Mackinac completed
PE	Racine Street	Rock River/Forest Park Blvd	F	Standard Arterial	38' 2 ln.	44' 4 ln.	2006-2020	Completed 2003	40' 2 ln.
PE	Randolph Road	Holly Dr/Wuthering Hills Dr	H	Collector	- -	40' 2 ln.	2006-2020	Proposed 2012-2035	
PE	Read Road (not classified)	Delavan Dr/Avalon Rd	F	Standard Arterial	2 ln. rural	48' 2 ln.	2006-2020	Not Scheduled	
PE	Reuther Way	Jackson St/ Beloit Ave	E	Standard Arterial	--	56' ln.	2004	Completed 2004	
PE	Ruger Avenue	Wuthering Hills Dr/USH 14	G	Standard Arterial	2 ln. rural	48' 2 ln.	2006-2020	Proposed 2010	
PE	Sandhilll Road	Town Hall Rd/Deerfield Dr	H	Collector	- -	40' 2 ln.	2006-2020	Proposed 2012-2035	Wright - Wuthering Hills Completed
PE	South River Road	Connection to STH 11 Bypass	I	Local	- -	40' 2 ln.	2006-2020	Completed	Access to ramp - 24' Rd.
PE	Todd Drive	Wis. Cal RR/Kellogg Ave	H	Collector	- -	40' 2 ln.	2006-2020	Proposed 2012-2035	
PE	USH 14/STH 11	CTH O/STH 89	A	Rural Primary Arterial	2 ln. rural	4 ln. rural	2006-2020	Understudy	
PE	USH 51 North	North City limits/USH 14	F	Standard Arterial	2 ln. rural	48' 4 ln.	2006-2020	Understudy	
PE	Waveland Road	Mineral Point Ave/CTH A	H	Collector	- -	40' 2 ln.	2006-2020	Proposed 2012-2035	
PE	West Court Street	West City limits/Austin Rd	E	Primary Arterial	2 ln. rural	52' 4 ln.	2006-2020	Completed 1992	Reconstructed to 2 Ln. Rural
PE	Westside Connector	STH 11 West/USH 14 West	B	Rural Standard Arterial	- -	2 ln. rural	2006-2020	Under Study	

J:\Development\Planning\MPO\Long Range Plan\2004\Implementation\[Implementation Element Tables.xls]Expenses & Revenues

CE: Committed Expansion in '20 plan PE: Planned Expansion in '20plan

Note: At the time of the 2020 Plan, Milton was not part of the MPO.

Source:2020 Long Rang Transportation Plan . Data updated by the Janesville Area MPO and the City of Janesville Engineering Department.

III. LONG RANGE MULTIMODAL PLAN

Highway, transit, and bicycle & pedestrian recommendations for the Janesville Area MPO include capital and operating expenses for the transit system, construction and operating expenses for the highway system and construction expenses for the bicycle and pedestrian projects. Bicycle and pedestrian improvements will build on the existing bike trail system through extensions and on-street connections. Table VI-2 integrates expenditure and funding tables from the previous plan chapters into one table that summarizes the cost of the proposed multimodal transportation system and the expected revenue sources that could fund the expenditures. The responsible jurisdiction(s) will need to review each project and approve its funding prior to a projects implementation. Some of the planning documents that currently help identify where transportation improvement will be needed are: the City of Janesville and City of Milton's Comprehensive Plan, and the Public Works Programs and Capital Improvement Programs (CIP) from the City of Janesville, City of Milton, the County and Towns, and the MPO's six-year Transportation Improvement Program (TIP). The plans for implanting the specific recommendations made for each mode are addressed in their respective chapters.

Over the next 30 years, the Janesville Transit System is expected to continue providing city-wide service with a focus on school and work trips for transit-dependent populations. Service levels, funding availability, and ridership demographics will continue to be monitored regularly over the planning period through the TDP process. Changes to the system will occur as local support, federal and state funding, and private participation affect the overall scope of transit service within the city and state. The transit recommendations are listed in the Transit Element, within the "Implementation" section.

The interest level in the new bicycle trails reflects a demand by the public for not only for recreational opportunities but also for transportation opportunities to reach the park system, commercial and employment centers, downtown and other public facilities within the MPO. The plan recommends extensions to the off-street trail system and the creation of a connective on-street bike lane network that will improve access to commercial centers and the high growth residential districts over the next 30 years. The projects proposed as part of the Bicycle & Pedestrian Plan can be found in the "Proposed Bicycle and Pedestrian Facilities" section of the Bicycle & Pedestrian Element.

The goal of the recommended street and highway projects is to meet the future transportation needs of our growing community, while maintaining the road system in its current condition, or better. Continued growth along the urban area fringe and increased travel demand between the MPO and surrounding communities will also be an important transportation issue in the coming years. Construction of the recommended expansion projects are intended to have a positive effect on safety and congestion, and provide continued economic development opportunities throughout the MPO. The Street & Highway recommendations are listed under the "Recommendations" section of the Streets & Highways Element.

The projected total cost of implementing the recommended transit, bicycle and pedestrian, and highway projects is $515.4 million over the 30 year planning period. Of the 30 year total cost, the local share is estimated at $122.3 million, or $4.1 million a year. The funding projected to be available over the next 30 years is $522.6 million. Funding flexibility is a factor that could affect the difference between expenses and revenues. WisDOT provided a stable funding projection for each of the available funding categories. However, the funds within some categories are not direct allocations; they are awarded based on the merits of the project. Therefore, the funding projections are representative of the best-case scenario, not necessarily what the MPO has historically received. For this reason, the MPO attempted to plan for projects that would likely be funded. The MPO is committed to utilizing all funds as they become

available. The project periods are approximations and may be adjusted based on future development projects and community needs. Several of the recommended highway projects have the potential to be funded by programs other than those they are matched with, which could reduce the projected local revenue share shown in Table VI-2.

TABLE VI - 2 LRTP FUNDING SUMMARY

Estimated Expenditures By Mode ($ 2005)	2005-2007		2008-2011		2012-2035		Total Estimated Expenses		
	Federal / State	Local	Federal / State	Local	Federal / State	Local	Federal / State	Local	Total
Transit									
Estimated Operating & Capital Expenses	$9,946,574	$2,486,644	$7,182,099	$1,795,525	$43,092,595	$10,773,149	$60,221,269	$15,055,317	$75,276,586
Total Est. Transit Costs:	**$9,946,574**	**$2,486,644**	**$7,182,099**	**$1,795,525**	**$43,092,595**	**$10,773,149**	**$60,221,269**	**$15,055,317**	**$75,276,586**
Bicycle & Pedestrian									
Estimated Trail Project Costs	$662,480	$165,620	$883,307	$220,827	$5,079,013	$1,269,753	$6,624,800	$1,656,200	$8,281,000
Estimated Trail Operation & Maintenance Costs	$0	$156,501	$0	$156,501	$0	$1,252,008	$0	$1,565,010	$1,565,010
Total Est. Bicycle & Pedestrian Costs:	**$662,480**	**$322,121**	**$883,307**	**$377,328**	**$5,079,013**	**$2,521,761**	**$6,624,800**	**$3,221,210**	**$9,846,010**
Streets & Highways									
Estimated O & M Costs	$15,007,362	$7,794,447	$20,009,816	$10,392,597	$115,056,442	$59,757,431	$150,073,620	$77,944,475	$228,018,095
Estimated Project Costs	$17,613,368	$2,608,369	$23,484,491	$3,477,825	$135,035,824	$19,997,493	$176,133,684	$26,083,687	$202,217,371
Total Est. Street & Highway Costs:	**$32,620,730**	**$10,402,816**	**$43,494,307**	**$13,870,422**	**$250,092,266**	**$79,754,924**	**$326,207,304**	**$104,028,162**	**$430,235,465**
Total Estimated Expenditures:	**$43,229,785**	**$13,211,581**	**$51,559,713**	**$16,043,274**	**$298,263,875**	**$93,049,834**	**$393,053,372**	**$122,304,689**	**$515,358,061**
Annualized Est. Expenditures ($ Per Year)	$14,409,928	$4,403,860	$17,186,571	$5,347,758	$12,427,661	$3,877,076	$13,101,779	$4,076,823	$17,178,602

Total Estimated Expenditures: $515,358,061

Estimated Revenues By Mode ($ 2005)	2005-2007		2008-2011		2012-2035		Total Estimated Revenues		Summary
	Federal / State	Local	Federal / State	Local	Federal / State	Local	Federal / State	Local	Total
Transit									
Estimated Operating & Capital Assistance + Revenue (Local includes farebox/misc. + shortfall)	$9,946,574	$2,486,644	$7,182,099	$1,795,525	$43,092,595	$10,773,149	$60,221,269	$15,055,317	$75,276,586
Total Est. Transit Funding:	**$9,946,574**	**$2,486,644**	**$7,182,099**	**$1,795,525**	**$43,092,595**	**$10,773,149**	**$60,221,269**	**$15,055,317**	**$75,276,586**
Bicycle & Pedestrian									
Estimated Trail Project Funding	$625,536	$156,384	$834,048	$208,512	$5,004,288	$1,251,072	$6,463,872	$1,615,968	$8,079,840
Estimated Trail Operation & Maintenance Funding	$0	$156,501	$0	$156,501	$0	$1,252,008	$0	$1,565,010	$1,565,010
Total Est. Bicycle & Pedestrian Funding:	**$625,536**	**$312,885**	**$834,048**	**$365,013**	**$5,004,288**	**$2,503,080**	**$6,463,872**	**$3,180,978**	**$9,644,850**
Streets & Highways									
Estimated O & M Funding	$15,007,362	$7,794,447	$20,009,816	$10,392,597	$115,056,442	$59,757,431	$150,073,620	$77,944,475	$228,018,095
Estimated Project Funding	$18,261,874	$2,704,406	$24,349,165	$3,605,875	$140,007,699	$20,733,780	$182,618,738	$27,044,061	$209,662,799
Total Est. Street & Highway Funding:	**$33,269,236**	**$10,498,854**	**$44,358,981**	**$13,998,471**	**$255,064,141**	**$80,491,210**	**$332,692,358**	**$104,988,535**	**$437,680,894**
Total Estimated Funding:	**$43,841,346**	**$13,298,382**	**$52,375,128**	**$16,159,009**	**$303,161,025**	**$93,767,439**	**$399,377,499**	**$123,224,831**	**$522,602,330**
Annualized Est. Funding ($ Per Year)	$14,613,782	$4,432,794	$17,458,376	$5,386,336	$12,631,709	$3,906,977	$13,312,583	$4,107,494	$17,420,078

Total Estimated Funding: $522,602,330

Assumptions:

Expenses: Transit – Detailed expenses provided in Transit Element.
Bicycle & Pedestrian – The total cost, provided in Bike Element, was divided between 30 years. The average cost was then applied to each year.
Streets & Highways – Total expenditures are provided in Streets & Highways Element. The total anticipated expenditure was divided evenly between 30 years.

Revenues: Totals provided by WisDOT.
Transit – Numbers also provided in Transit Element.
Bicycle & Pedestrian – The average yearly revenue, provided by WisDOT, was used.
Streets & Highways – The total anticipated revenue, in Streets Element, was divided equally between 30 years.

IV. PLANNING FACTORS

TEA-21, the federal law that guides MPO planning, identifies seven factors that MPOs should consider in their long range transportation planning. These factors tie into the goals and objectives that the Janesville Area MPO has for transit, bicycle and pedestrian travel, and the highway system. Each of the TEA-21 factors are listed below along with the objectives aimed at addressing those factors, as well as a summary of the policies and planning activities that the MPO uses to meet the intent of TEA-21 and its predecessor ISTEA. The objectives are designed to support TEA-21 and meet overarching goal of the *Janesville Area Long Range Transportation Plan:*

> *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.*

The goal and objectives are also discussed in the introduction. The elements of the plan in which the objective are addressed are shown in parentheses.

TEA-21 FACTORS

1. **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.**

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

   Policies & Planning Activities

   - Maintain high capacity transit service, oriented to major employment centers.
   - Provide expanded facilities and services in accordance with present and future demand to accommodate travel by auto, truck, bus and air with intent of creating a balanced, coordinated and efficient transportation system.
   - Provide adequate intermodal connections within the transportation system.
   - Provide industrial traffic routes and access to industrial sites which do not disrupt residential areas.
   - Support efforts to maintain and expand rail and air facilities where appropriate.
   - Cooperate with other agencies/organization interested pursuing transit service.
   - Maintain highway access to major recreational and cultural sites.
   - Study opportunities for improved rail-highway intermodal connections in the metropolitan planning area.
   - Coordinate with Rock County and appropriate jurisdictions through the MPO planning process.

2. **Increase the safety and security of the transportation systems for motorized and non-motorized users.**

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

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

   Objective: Reduce injuries and fatalities in all transportation modes. (Bicycle & Pedestrian, Highway)

   Objective: Raise safety awareness of both the transportation industry and users of the transportation system. (Bicycle & Pedestrian, Highway)

   Policies & Planning Activities

   - Regular pavement preservation and maintenance activities.
   - Implement access control measures.
   - Construct sidewalks and bicycle trails within access of transit routes.
   - Maintain effective preventive maintenance program.
   - Develop transit routes, bicycle/pedestrian routes, and streets that connect major activity centers.
   - Incorporate proposed on-street bicycle routes into bridge construction or reconstruction design projects.
   - Ensure maintenance of on-street bike routes and tree and shrub clearance per AASHTO guidelines on operation and maintenance.
   - Implement congestion relief measures.
   - Monitor the major crash locations, evaluate potential problems, and implement improvements.
   - Update bicycle and recreation maps; coordinate mapping with Parks Department.
   - Connect urban area trail system to statewide Ice Age Trail.
   - Consider trail, transit route, and street access to existing and planned tourist destinations within the planning area.
   - Conduct a safety study with the aid of WisDOT.

3. **Increase the accessibility and mobility options available to people and freight.**

   Objective: Provide adequate intermodal connections with transportation system. (Bicycle & Pedestrian, Transit, Highway)

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

   Policies & Planning Activities

   - Study opportunities for improved rail-highway intermodal connections in the metropolitan planning area.

- Application of economic development and transportation funding to implant freight improvements.
- Continue paratransit service.
- Encourage the preservation of railroad right-of-way for future trail use.
- Distribute all operating and capital resources equitably throughout the service area so as not to discriminate against any area due to ethnic, racial or income make-up.
- Develop transit routes, bicycle/pedestrian routes, and streets that connect major activity centers.
- Implement congestion relief measures.
- Cooperate with other agencies/organizations interested pursuing transit service.
- Connect urban area trail system to statewide Ice Age Trail.
- Provide informative maps that will encourage bicycle and pedestrian travel through available facilities.
- Develop bicycle and pedestrian facilities that may be used as an option to motorized transportation.

4. Protect and enhance the environment, promote energy conservation, and improve quality of life.

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

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

Policies & Planning Activities

- Develop on-street and off-street bicycle facilities that serve as viable transportation options to motorized transportation.
- Develop and implement programs that would lessen peak hour traffic congestion.
- Encourage public transit use as an alternative for work trips and shopping.
- Maintain efficient high capacity peak hour public transit service to all children in the community.
- Develop transit routes, bicycle/pedestrian routes, and streets that connect major activity centers.
- Use greenbelts and other natural resource areas for multi-purpose recreation including trails.
- Encourage bicycle and pedestrian travel through facilities, education programs and maps/brochures.
- Consider trail, transit route, and street access to existing and planned tourist destinations within the planning area.
- Update bicycle and recreation system maps.
- Connect urban area trail system to statewide Ice Age Trail.
- Develop bicycle and pedestrian facilities that may be used as an option to motorized transportation.
- Assess feasibility of converting abandoned rail corridors to rail corridors to trail facilities.

5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Objective: Provide expanded facilities and services in accordance with 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: Seek to incorporate, through the technical advisory committee, input from the various jurisdictions represented by the MPO to ensure coordination of area-wide transportation planning efforts. (all elements)

Policies & Planning Activities

- Develop and maintain an energy-efficient transportation system that integrates all modes of travel while optimizing the financial resources of the community.
- Plan bicycle routes to connect to other systems in Rock and adjacent counties.
- Include transit considerations in all development projects and coordinating transit improvements with other modes of transportation and parking improvements.
- Provide bicycle/pedestrian facilities from residential areas to schools, recreational facilities, public facilities, and commercial centers.
- Promote the implementation of projects when streets are scheduled for construction or reconstruction.
- Equitably distribute all operating and capital resources throughout the service area so as not to discriminate against any area due to ethnic, racial or income make-up.
- Develop transit routes, bicycle/pedestrian routes, and streets that connect major activity centers.
- Implement congestion relief measures.
- Develop bicycle and pedestrian facilities that may be used as an option to motorized transportation.

6. Promote efficient system management and operation.

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

Policies & Planning Activities

- Include transit considerations in all development projects and coordinate transit improvements with other modes of transportation and parking improvements.
- Implement projects when streets are scheduled for construction.
- Consider bicycle/pedestrian movements during site plan and development review process.
- Provide adequate intermodal connections within the transportation system.
- Provide industrial traffic routes and access to industrial sites that do not disrupt residential areas.
- Ensure the maintenance of on-street routes and tree and shrub clearance per AASHTO guidelines on operation and maintenance.
- Evaluate transit route structure and schedule every five years and modify service levels

where necessary to match service with demand and financial resources.
- Encourage "Bikes on Buses" as an option for bicycle/bus work trips.
- Replace and rehabilitate fixed-route busses on a 5 -12 year schedule.

7. Emphasize the preservation of the existing transportation system.

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

Policies & Planning Activities

- Maintain pavement management system and evaluation criteria for preserving the existing road network.
- Preventive maintenance program that ensures 85% of the bus fleet is available for service and maximizes the useful service life of the fleet.
- Maintain effective preventive maintenance program.
- Provide expanded facilities and services in accord with present and future demand.
- Design future street and highway improvements which are compatible with existing and planned highways outside of the metropolitan planning boundary area.
- Early identification of improvement needs on existing routes.
- Ensure maintenance of on-street routes and tree and shrub clearance per AASHTO guidelines on operation and maintenance.
- Utilize existing transportation facilities and services to their full potential.
- Replace and rehabilitate fixed-route busses on a 5 -12 year schedule.
- Regular pavement preservation and maintenance activities.
- Consider parking removal and traffic control measures as alternatives to reconstruction or new highway construction.
- Implement access control measures.
- Provide transit service to major residential, commercial, and employment generators.
- Monitor traffic volumes and capacity condition adapt intersection and implement improvements where necessary.
- Construct new roads or reconstruct existing roads to meet demands of high growth areas on the urban fringe, in conjunction with adjoining jurisdictions and the County.
- Develop bicycle and pedestrian facilities that may be used as an option to motorized transportation.
- Implement traffic signal and intersection improvement projects.
- Ongoing evaluation and monitoring through modeling process, traffic count program, traffic studies and intersection evaluations.
- Coordinate with MPO communities and Rock County through the MPO planning process.

V. SUMMARY

The *2005-2035 Janesville Area Long Range Transportation Plan* meets the intent of TEA-21 by identifying the Janesville Area MPO's existing transportation conditions and those areas where improvements should be made to adequately provide a cost effective and efficient transportation system into the future. The plan provides new opportunities to expand on the previous plan, incorporating the needs of a multimodal network of transit, freight, highways, and bicycle and pedestrian facilities.

The interest level in the new bicycle trails over the past five years reflects a demand by the public for not only a recreational opportunity but also a transportation opportunity to reach downtown, parks, and other public facilities. Within the City of Janesville and the City of Milton, access commercial centers and the high growth residential districts will continue to improve as the bicycle system extensions occur over the next 30 years.

Highway improvements will be implemented as necessary to meet residential and commercial demand. The planning area will continue to be challenged to find preservation solutions, such as intersection or traffic control improvements at locations where operational deficiencies arise. Continued growth on the urban area fringe and increased demand on the state highway and county highway systems between Janesville and surrounding communities will also be an important transportation issue in the coming years. The expansion of I-39 to six lanes, the primary capacity expansion project contained in this plan, should have a positive effect on safety within the urban area.

Transit is expected to continue providing city-wide service, within the City of Janesville with a focus on school and work trips for transit-dependent populations. Service levels, funding availability, and ridership demographics will continue to be monitored on a regular schedule over the planning period. Changes to the system will occur as local support, federal and state funding, and private participation affect the overall scope of transit service within the city and state.

In summary, the *Janesville Area Long Range Transportation Plan* provides a framework of base information, policies and criteria by which transportation investments can be implemented through 2035. All elements contained in the plan have been designed to meet the goals and objectives that Janesville, Milton and the surrounding communities in Harmony, Janesville, LaPrairie, Milton and Rock townships have been striving to maintain in regards to transportation planning over the past several decades. Implementation of the plan, continued evaluation of its elements, and updates of the information contained within the plan will provide the Janesville MPO with extensive opportunities over the next 30 years to meet its transportation planning goal of a safe, effective, and energy efficient transportation system for all modes.