

Off-Street/Trail Construction

Off-street sections of the proposed bicycle path system are designed to meet AASHTO guidelines and WisDOT recommendations. A 10-foot two-directional paved path with a 5-foot minimum separation from adjacent roadways is the intended design for most sections. Where feasible and where space allows, these off-street segments should include a two foot wide crushed gravel shoulder on at least one side to accommodate runners and walkers. These trail routes have been selected for their scenic and functional attributes to link the employment and residential centers. It is expected that the trails will be used primarily for recreational purposes; however they are also designed to serve commuters and school trips. Where feasible and when opportunities arise, the MPO, the Cities of Janesville and Milton, and the townships should utilize available funding, or seek additional funds to purchase easements or development rights for future off street trails identified in this plan.

More detailed project descriptions are listed below for short range and long range projects grouped by major responsible jurisdiction. The projects identified in Phase I are focused on the completion of and connection to existing facilities that will finalize the core network of trails and connect to the major on-street bicycle corridors. The number in parentheses refers to the map identification number referenced in Figure III-13.

Phase I: Short-Range Trail Plan - 2006-2015

The first phase of the Bicycle & Pedestrian Plan consists of those projects that will be constructed within the next 10 years. The 10-year plan consists of off-street trail segments and on-street bike lanes designed to connect three priority areas within the city. MPO staff identified the following three areas as top priority for extension of the existing bicycle and pedestrian network:

1. Downtown
2. West Side
3. Northeast Regional Park

City of Janesville Short-Range Projects

Ice Age Trail – Racine to Wilson, Union to Van Buren (1)

Complete the Downtown portion of the Ice Age Trail in two segments. The first segment will provide connections from Racine Street to Wilson Street and from Union Street to Van Buren Street and will be constructed between 2006 and 2015.

Westside Fisher Creek Trail (2)

A 2.7 mile 10- foot wide trail for from the parking lot in Rockport Park along an already existing cross-country ski trail (unpaved), along the Fisher Creek corridor and under the railroad bridge to Rockport Road. It would then continue along the Fisher Creek corridor under Rockport Road to West Court Street and then north to Mineral Point Avenue and then east to the parking lot of Parker High School.

Valley Park Connector (3)

An approximately ¼ mile off street trail connection from the Valley Park south to the bypass trail.

Jackson School Connector (4)

An approximately 1/2 mile off street trail connection from the Prairie Knoll Park south to the bypass trail.

Spring Brook Trail - NE Regional Park Extension (5)

An extension of the Spring Brook Trail north from its current terminus at Sandhill Drive within a planned greenbelt area to the Northeast Regional Park. The proposed trail would also have a segment that branches to the northwest, following the greenbelt along Briar Crest Trail, to intersect with Wright Road.

Spring Brook Trail – East Milwaukee Street Crossing (6)

Construction of a bicycle and pedestrian underpass for the Spring Brook Trail at its intersection with East Milwaukee Street.

Rotamer Connector East (7)

This trail would extend an existing branch of the Spring Brook Trail that parallels the north side of USH 14 northwest to N. Wright Road. The trail would extend north behind Pine Tree Plaza, enter Briar Crest Park and the adjacent greenbelt and then extend west to E. Rotamer Road and STH 26. It is then proposed that the trail would cross HWY 26 via a bicycle and pedestrian bridge (See the Mid Range project list for more information on the bridge project).

PHASE II: LONG-RANGE TRAIL PROJECT – 2016-2035

Long-range trail projects are those that will take a somewhat longer period of time to design and to locate funding sources. Depending on funding opportunities, some of these projects may be upgraded to short range projects or may not occur if no funding source is identified.

City of Janesville Long-Range Projects

Ice Age Trail – River Street (8)

The second segment will complete the downtown portion of the Ice Age trail and will parallel River Street from Racine Street to the pedestrian bridge Rockport and River Street. This is a long range project and will ideally be constructed between 2016 and 2035.

City of Janesville Short-Range Projects

North East Regional Park (9)

This trail is a continuation of the Spring Brook Trail from the North East Regional Park to north of Rotamer Road. Extension to HWY 26 near the intersection of East Bingham Road and HWY 26. When HWY 26 is reconstructed this trail will intersect with the HWY 26 Corridor Trail (See the Long Range project list for more information on the bridge project).

Pedestrian Bridge - West Rotamer Road/HWY 26 Bicycle (10)

A pedestrian bridge spanning HWY 26 near the intersection of HWY 26, West Rotamer Road and Tanglewood Drive.

North East Regional Park to Highway 26 (11)

This trail is a continuation of the Spring Brook Trail from the terminus of section 9 to north of Rotamer Road. Extension to HWY 26 near the intersection of East Bingham Road and HWY 26. When HWY 26 is reconstructed this trail will intersect with the HWY 26 Corridor Trail (See the Long Range project list for more information on the bridge project).

Westside Greenbelt Trail (12)

This trail would extend from the terminus of the Westside Fisher Creek Trail (project 2) near Parker High School north to Memorial Avenue and the Cook Arboretum utilizing land to be dedicated in the future for greenbelt stormwater conveyance.

City of Milton Projects 2006-2035

Highway 26/59 Recreation Area (13)

This trail system would be developed in conjunction with the proposed Highway 26 bypass of Milton and the realignment of Highway 59. Recreational, multi-use trails will be included in the stormwater management and land use planning for the area.

Clear Lake Trail (14)

A multi-purpose trail connecting the Clear Lake recreational area and residential neighborhoods to the County's regional path just north of the current developed area of the City.

Bowers Lake – Sunset Rive Trail (15)

Beginning on the East side of Milton near the Storrs Lake Wildlife Area the trail would head westward into the City roughly along Bowers Lake Road. The trail would then wind through the Park Place Estates neighborhood, crossing Highway 26 at Nelson Road and the planned extension of Sunset Road, eventually connecting to John Paul Road and the proposed Clear Lake Trail.

Rock County Projects 2006-2035

Janesville-Milton Trail (16)

Utilizing the abandoned Railroad right-of-way east of Kennedy Road the proposed trail would be a 10 foot wide multi-use trail. Where feasible an equestrian component or section would be included. The trail would begin at the Ice Age trailhead on Kennedy road, pass under I-90 via the alignment of the current gravel trail and then cross Brentwood Drive and continue northeast to the City of Milton. In the City of Milton the trail would connect to the on-street segment of the Ice Age Trail through the city. The Milton-Janesville Trail, described in the Phase II recommendations, would provide a final link to downtown Janesville completing a connection between the downtown of both cities.

HWY 26 Corridor Trail (17)

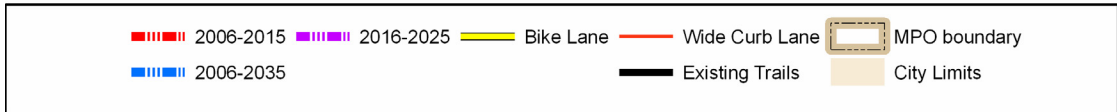
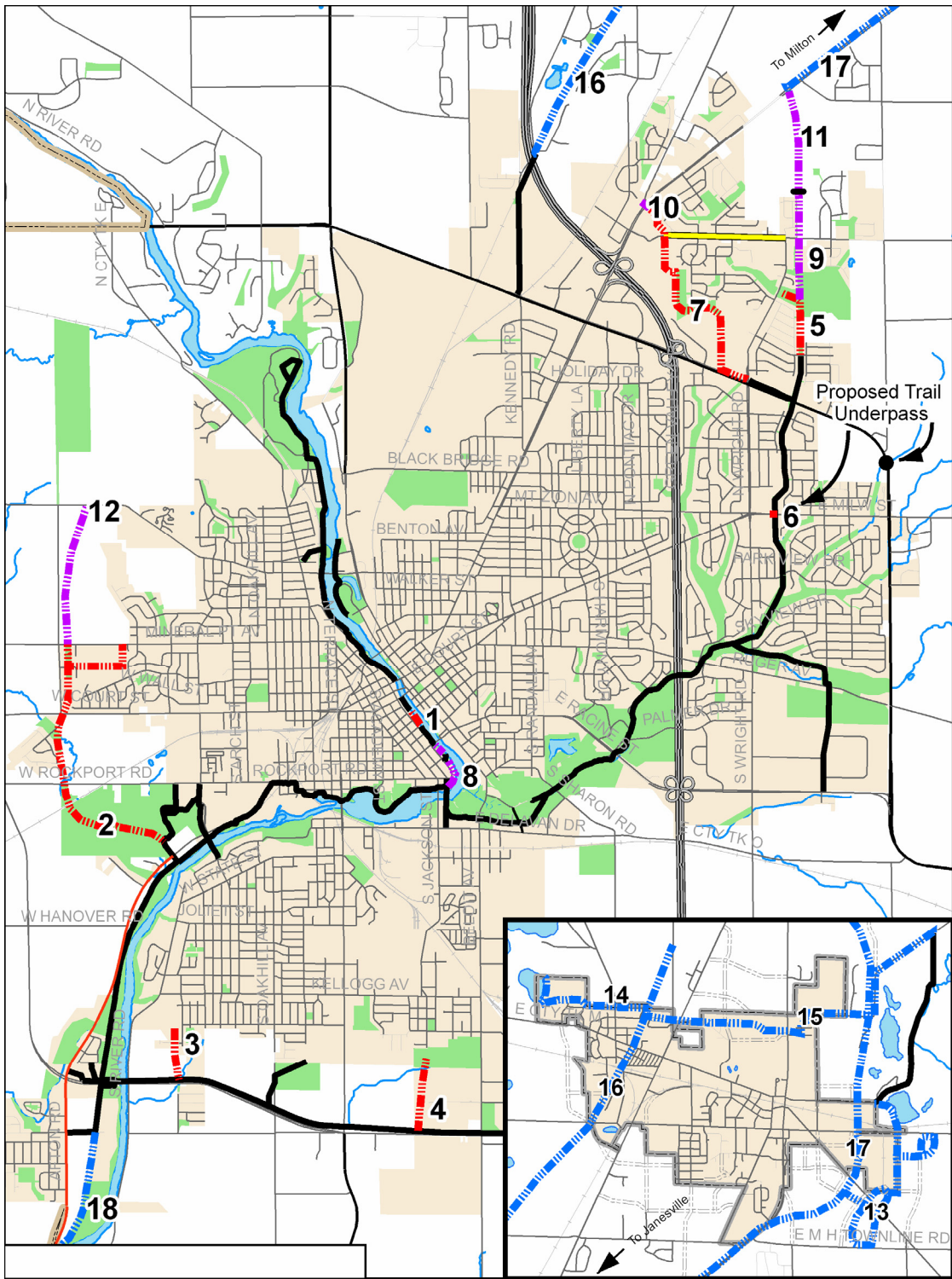
This trail is to be constructed with the reconstruction and realignment of State Highway 26 between Interstate 90 and Milton. The trail will parallel the newly constructed highway on the northwest side

and follow the bypass around the City of Milton. This trail will eventually continue all the way to the Jefferson County line.

Rock River Trail Connector – To Beloit (18)

This trail would link the Rock River Parkway Trail in the City of Janesville to the City of Beloit following the Rock River and Afton Road/County Highway D. The trail will primarily follow abandoned railroad right-of-way and connect with the City of Beloit and the SLATS area trail systems.

FIGURE III-13. PROPOSED OFF-STREET TRAIL NETWORK



**2005 - 2035 Janesville Area
MPO Transportation Plan**

FIG. III-13

**PROPOSED OFF STREET TRAIL NETWORK
BICYCLE & PEDESTRIAN PLAN**

J:\Development\Planning\MPO\Long Range Plan\2004\Bike and Pedestrian Plan\Fig 13\Off Street Recs.mxd 3/05/2005

TABLE III-6. FUTURE OFF-STREET TRAIL PROJECTS

Map ID	Project Name	Timeframe*	Estimated Cost 2005 \$
---------------	---------------------	-------------------	-----------------------------------

City of Janesville Projects

Phase I

1	Ice Age Trail - Racine to Wilson, Union to Van Buren	2006-2015	\$ 86,000
2	Westside Fisher Creek Trail	2006-2015	\$ 1,800,000
3	Valley Park Connector	2006-2015	\$ 70,000
4	Jackson School Connector	2006-2015	\$ 75,000
5	Spring Brook Trail - NE Regional Park Extension	2006-2015	\$ 172,000
6	Spring Brook Trail - E Milwaukee Street Crossing	2006-2015	\$ 345,000
7	Rotamer Connector East	2006-2015	\$ 486,000
2006-2015 Sub Total			\$ 3,034,000

Phase II

8	Ice Age Trail - River Street	2016-2035	\$ 340,000
9	NE Regional Park	2016-2035	\$ 183,500
10	Overpass - West Rotamer Rd at HWY 26	2016-2035	\$ 600,000
11	NE Regional Park to HWY 26	2016-2035	\$ 183,500
12	Westside Greenbelt Trail	2016-2035	\$ 285,000
2016-2025 Sub Total			\$ 1,592,000

CITY OF JANESVILLE TOTAL 2006-2035			\$ 4,626,000
---	--	--	---------------------

City of Milton Projects

13	Highway 26/59 Recreation Area	2006-2035	\$ 485,000
14	Clear Lake Trail	2006-2035	\$ 325,000
15	Bowers Lake - Sunset Drive Trail	2006-2035	\$ 650,000

CITY OF MILTON TOTAL 2006-2035			\$ 1,460,000
---------------------------------------	--	--	---------------------

Rock County Projects

16	Janesville-Milton Trail	2006-2035	\$ 260,000
17	HWY 26 Corridor Trail	2006-2035	\$ 1,425,000
18	Rock River Parkway Connector - To Beloit	2006-2035	\$ 510,000

ROCK COUNTY TOTAL 2006-2035			\$ 2,195,000
------------------------------------	--	--	---------------------

* Project time frames are approximate and may be adjusted based on future development projects.

PEDESTRIAN FACILITY DEVELOPMENT STRATEGY

The most common type of pedestrian facility in the Janesville Area MPO is the sidewalk. Pedestrians also make extensive use of the bicycle trail system and a number of unofficial hiking trails throughout the planning area. In addition to sidewalks, dedicated public walkways connect residential districts to neighborhood, community and regional parks. Provision of public access walkways within the MPO are governed by City and County Subdivision Ordinances and neighborhood planning processes. Sidewalk construction on local streets outside of the Janesville and Milton City limits is addressed in the Rock County Planning and Development subdivision review process and can include comments from the City of Janesville or the City of Milton if the subdivision is located within either of the City's three mile extraterritorial plat approval jurisdiction area.

Sidewalk Construction

The City of Janesville amended its' sidewalk construction ordinance in early 2006 to require the construction of sidewalks on both sides of each street, including cul-de-sacs, in all new subdivisions, or other land divisions. Future sidewalk extensions in those areas where no sidewalks exist would be driven by resident's desire for sidewalks through and established petition process or through Council action where determined necessary.

The City of Milton sidewalk policy is somewhat different from the City of Janesville. The following criterion for new construction of sidewalks inside the Milton City limits is taken from Ordinance #163 Design and Layout Standards.

- Sidewalks shall be planned on both sides of arterial streets
- Sidewalks shall be planned on both sides of collector streets
- Sidewalks shall be planned on both sides of local streets
- Industrial streets, frontage roads and alleys are installed per Plan Commission option
- It shall be the duty of the City to construct sidewalks in areas developed before July 25, 1996 and to pay the entire cost of thereof.
- Plan Commission recommends sidewalks be placed on both sides of streets abutting school property, along designated safe walking routes, and streets that connect residential areas to parks, schools, places of public assembly, or commercial areas. Sidewalks are designated on the final plot.
- The City Council has authority to order sidewalk installation on any street that meets criteria for construction.

Other Pedestrian Facility Considerations

- Marked crosswalks should be considered where an evaluation of pedestrian counts and pedestrian-related accidents warrant this type of safety device.
 - A future evaluation of the pedestrian environment along major urban corridors and major activity centers, such as Milton Avenue and the Janesville Mall Area, should be conducted to identify appropriate crosswalk improvements. Some potential improvements could be painted or raised crosswalks, pedestrian medians, and pedestrian activated walk signals.

- Pedestrian-friendly site design measures, such as connections to greenbelts, overpasses or underpasses, pedestrian islands, connections between adjoining subdivisions and other traffic calming devices should be incorporated into the subdivision and site development process.
- Designated bus stops and passenger waiting shelters should have adequate accommodations for pedestrians to ease the transition between walking and transit.
- Provision of sidewalk ramps at corners to improve pedestrian safety, especially for easy access for individuals in wheelchairs. Curb ramps should be installed in accordance with ADA compliance guidelines.
- Consideration should be given to placement of pedestrian control devices, such as walk signals or crosswalk push-buttons, where pedestrian control devices such as walk signals or crosswalk push-buttons, where pedestrian safety would be improved. Installation of signals and control devices would be determined by pedestrian volumes and accident rates.

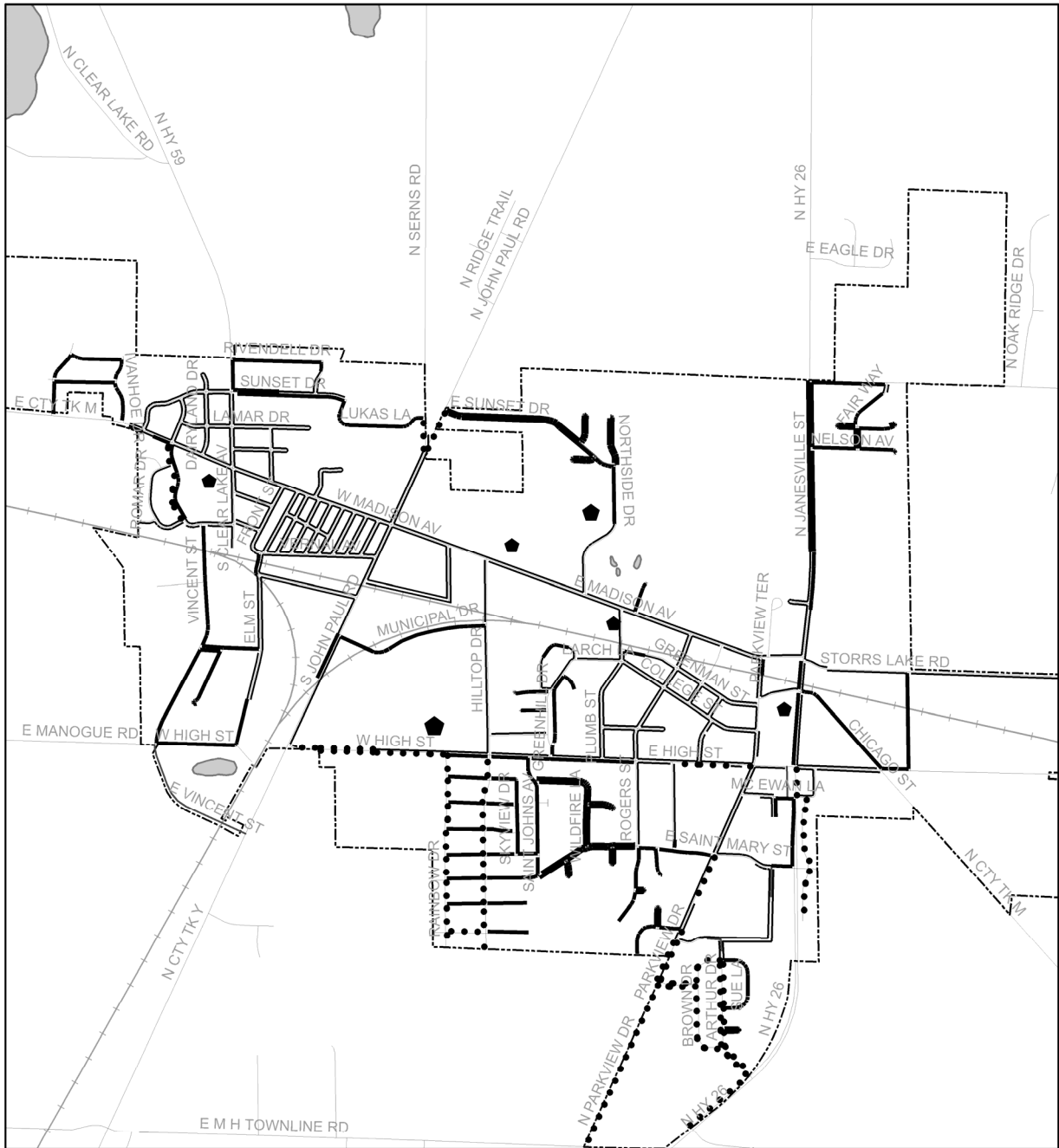
Sidewalk Recommendations

Figure III-14 indicates where there are sidewalk deficiencies and where sidewalks are planned for existing streets. New streets constructed by 2035 will include sidewalks on both sides of all streets and will be constructed in accordance with the Sidewalk Policy. Sidewalk construction in the City of Janesville is funded through assessments paid by developers based on the linear feet of the proposed sidewalk frontage. The City Engineering Department updates the assessment rates on an annual basis. As the sidewalk costs are borne by adjoining property owners, no estimated costs for sidewalk construction are contained in this document.

Figure III-15 identifies existing and proposed sidewalk locations in the City of Milton. Recommended sidewalk installations in the City of Milton are reviewed on a regular basis by the Public Works Committee and considered by the Common Council as part of the annual budget deliberations. The final guidance on recommended sidewalk construction is based on the policies established in the City of Milton sidewalk construction ordinance.

Sidewalk construction within the planning area but outside the City limits is the responsibility of individual property owners. Rock County and the townships do not address sidewalk construction in land use planning and the subdivision review process. Roads in the township area of the MPO are constructed to rural standards without curb, gutter, and terrace area, therefore accommodations are not made for sidewalks. At this point in time, there is not a sidewalk plan or map for the portions of the five townships within the Janesville MPO Area.

FIGURE III-15 CITY OF MILTON SIDEWALK RECOMMENDATIONS



Milton Sidewalks	— Safe Routes	⬤ University	⬤ Middle School
— Existing	⋯ Recommended	⬤ High School	⬤ Elementary School
	▭ MPO boundary		▭ City Limits

**2005 - 2035 Janesville Area
MPO Transportation Plan**

FIG. III-15

**City of Milton Existing
and Proposed Sidewalks**

VII. SAFETY AND EDUCATION

In addition to recommendations for the physical improvement of the bicycle and pedestrian environment, safety and education play just as important a role in upgrading this element of the transportation network. Safety is primarily addressed through the physical design and maintenance of the bicycle and pedestrian facilities, while education can be addressed to bicyclists, motorists, parents, peers, teachers, law enforcement official, and many others. Education opportunities, especially at an early age, will reduce accidents, possibly encourage greater use of bicycling, and make the streets safer for all users.

EDUCATION

The City of Janesville Police Department has an organized Bicycle Safety Program aimed at elementary school students and their parents. Most schools have some type of safety course, with some involving a “hands-on” approach that helps reinforce proper behavior. The City should continue to promote the availability of educational programs and brochures for elementary and secondary school-aged students. This would involve working with the teachers and administrators from Janesville area schools to update existing safety programs, if necessary.

CURRENT SAFETY EDUCATION PROGRAMS

The following summarizes safety education programs in the City of Janesville. Efforts should be made to coordinate and expand these efforts to the City of Milton and schools in the five townships.

Officer Friendly Program

The Officer Friendly Program teaches bicycle safety as one of several issues to school-age children in grades Kindergarten through Five. Other issues including the use of seatbelts and pedestrian safety. Officer Friendly will also conduct a classroom presentation dedicated solely to bicycle safety when requested by one of the local schools.

Bike Rodeos

The Police Department works with the local PTA groups and service organizations to sponsor “bike rodeos”. An obstacle course is set up in a parking lot with appropriate pavement markings and safety cones to outline a route. Bicyclists are guided through the course to test their skills in bicycle control, use of hand signals, anticipating hazards and looking for other traffic. These events can be set up for any grade level and are usually organized and sponsored by outside groups with the help of the Police Department’s school safety officer.

PTA Presentations

Adult audiences are reached through presentations to PTA groups and other organizations that connect the Police Department with the general public. The focus of these presentations is to promote and obey bicycle safety rules. Parents are encouraged to serve as good role models by obeying traffic signs when bicycling or driving. In addition, parents are encouraged to wear bike helmets as examples for their children.

“Crash Helmet” Program

The Police Department works with Riverview/Dean Clinic to promote usage of bicycle helmets through their “Crash Helmet” program. Police Department members prepare material for a bicycle safety class offered at the clinic. This activity is expected to continue in the future. The clinic is also a partner in the Police Department’s program to provide unclaimed bicycles to the disadvantaged in the community by supplying a new bike owner with a new helmet.

Police Department Bike Patrol

The Janesville Police Department operates a bike patrol during the summer months. Uniformed officers cover their beats on bicycles and patrol the trail system, greenbelts, and adjacent neighborhoods. The bike patrol improves department access to city parks, increases visibility of the police force and promotes awareness of bicycle safety and serves as a demonstration of proper on street riding.

ENFORCEMENT

Rock County and the Cities of Janesville and Milton Traffic Ordinances address enforcement of bicycle and pedestrian safety. State traffic laws are adopted per City and County ordinance; therefore, motorists driving within the MPO are subject to the regulations and penalties of traffic laws outlined in Chapters 3340-348 of the Wisconsin State Statutes. State Statutes govern Rules of the road and address vehicles overtaking and passing bicycles, respective rights and duties of drivers, pedestrians and bicyclists, bicycle use on shared facilities, and designated bicycle facilities. City ordinances specifically address bicycle registration, bicycle use restrictions, and parent/guardian responsibilities for bicyclists under age 18.

Penalties for violating the State Statutes or City ordinances are subject to enforcement by City police. Police officers only issue a small number of bicycle warnings each year for violations they observe while on patrol. In general, the Janesville Police Department currently emphasizes bicycle safety education much more than enforcement.

VIII. IMPLEMENTATION

PROJECT RECOMMENDATIONS

Projects recommended in this plan have been prioritized in three phases, short-range (2005-2015), mid-range (2016-2025), or long range (2026-2035). It is anticipated that administration, maintenance, and planning for the system will involve members of the MPO staff, the Planning Department, Engineering Department, Parks Department, Public Works, and the Janesville Police Department. In addition, the City of Milton, Rock County, and the Townships will need to be included in the implementation of many of the recommended improvement projects.

Tables III-4 summarizes the Janesville Bicycle & Pedestrian Plan projects and provides an estimate for the cost of each improvement. These costs were used to estimate the cost of projects in Table III-4. The estimated costs for proposed bicycle facilities include a 20% contingency factor but do not include any applicable land acquisition costs. Cost estimates for constructing the projects contained in this plan are based on figures calculated by the Janesville Planning and Engineering Departments and unit costs estimated by the MPO and the Wisconsin Department of Transportation. The unit costs are listed in Table III-7.

TABLE III-7. BICYCLE FACILITY UNIT COSTS

Item	Cost per lineal foot
10-foot wide asphalt trail (includes signing/stripping)	\$25.00-\$45.00
10-foot wide crushed rock path	\$20.00
Trail sections requiring retaining walls	\$100.00
Two 4-foot asphalt bike lanes	\$4.00 - \$7.00
Crosswalk/Bike Lane striping	\$1.00
Sidewalks	\$18.06 for 4" base walk (\$2.30 per square foot) \$20.94 for 6" base walk (used for driveways)
Wide Curb lanes (14' curb lane)	Asphalt pavement = \$4.00 per LF for additional width Concrete pavement = \$8.00 per LF for additional width
Bike Lanes/Paved shoulders (includes striping)	\$13.00
Combination Striping (includes centerline striping, bike/parking lane striping, and bike lane symbols)	\$5.00
Item	Cost per item
Standard bicycle route signs	\$60.00 each (includes sign, post, and installation)
Bike/Pedestrian Overpass	\$750,000
Culvert Overpass	\$1,500 per side

IMPLEMENTATION STEPS

There are several steps and implementation tools available for the recommended bicycle and pedestrian improvements. The following summarizes the implementation tools available for these recommendations beginning with tools for the short-range projects and a description of some of the processes that will assist in implementing longer term projects.

MPO/Local Adoption: The bicycle/pedestrian element of the Janesville Area long range transportation plan must first be adopted as part of the larger transportation plan and then be adopted by each community in the planning area as part of their comprehensive plan.

Transportation Improvement Program (TIP): The major project recommendations in this element should be included in the Janesville Area MPO Transportation Improvement Program. These projects will then be eligible for federal funding that is available or may become available in the future.

Capital Improvement Program (CIP) or Capital Budget Program: The short-range projects, 2005-2015, should be listed in the capital improvement programs of the communities in the MPO area. A specific line item in the budget should be established for these improvements. This will allow for local construction of facilities as well as matching dollars for federal and state programs or grants that are available for larger capitol projects.

State and Federal Funding Sources: There are a number of state and federal funding sources available to assist in the construction of the bicycle and pedestrian facilities that are recommended in this plan. Many of these funding sources cover 80% of project costs and require a 20% local match. The amount of funding available through these programs fluctuates from year to year depending on the status of state and federal budgets. The MPO and the communities in the planning should coordinate their efforts and application for funding the projects identified in this plan.

Local Ordinances: Several of the recommendations in the plan may require, or may be more effectively enforce, with changes to local ordinances and zoning codes. Revisions to these ordinances that included detailed design standards for pedestrian and bicycle facilities will assist in planning new developments sot they address the needs of bicyclists and pedestrians.

Local Funding Sources: The MPO should seek partnerships with local businesses and nonprofit groups to assist in implementing some of the recommendations in the plan. In addition, these local groups could be used as local “in-kind” matching dollars for state, federal, and other grants that may be sought and awarded to area communities.

Funding

The projects outlined in this element will be planned and constructed over a thirty year period. Typically only one or two projects will be under construction during a calendar year and on average the cost of these projects is within the range of funding allocated for transportation enhancement projects in the MPO Transportation Improvement Program. Between 2001 and 2005 the average funding identified for current year projects in the TIP was \$567,6000. The average estimated cost for off-street trail projects identified in Table III-4 was \$393,429 for Phase I, \$318,400 for Phase II, and \$486,667 for Milton Projects and \$731,667 for Rock County Projects. The Rock County projects are larger scale projects that will require the successful acquisition of additional funding outside the normal TIP budgeting process as well as joint efforts between the Cities and Towns within the county. At the rate of one to two projects per year the Phase I and Phase II projects are well within the funding capabilities of the MPO through the TIP process. Funding for on-street bicycle and pedestrian improvements will typically be provided by local jurisdictions through their city, town, or county annual Capital Improvement Program. Additional funding through various state, federal, and private funding sources will also be sought to assist in implementing the projects in this element.

The following is a summary of traditional funding sources that have been used in the past by Wisconsin MPO's to fund bicycle and pedestrian improvement projects. Many of these funding sources are subject to the state or federal budgeting process and the total amount of funding available can be highly variable from budget year to budget year. The Janesville MPO will continue to apply for construction assistance if the federal funding program continues. Local funds will be used to supplement federal assistance, and if federal aid is limited in future years, will be used as a source to fund small bicycle/pedestrian projects. The general types of funding available for bicycle and pedestrian facility development are described below.

Federal/State Funds

Transportation Enhancement Program (part of the Statewide Multi-modal Improvement Program (SMIP)). Transportation enhancements (TE) are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of transportation systems. The transportation enhancements program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff. Federal funds administered through this program provide up to 80% of costs for a variety of projects. Most of the requests and projects awarded in Wisconsin have been for bicycle facilities. Examples of bicycle projects include multi-use trails (in greenways, former rail trails, etc.), paved shoulders, bike lanes, bicycle route signage, bicycle parking, overpasses/underpasses/bridges, and sidewalks.

Projects are solicited in even numbered years with applications available in January and due in April. Two years of funding is made available to projects for the three fiscal years following the calendar year in which projects are selected. For example, in 2006 projects are developed for FY 2007-2009 funding. Funding for the TE program is on a competitive basis with a 12-person committee ranking projects and making funding recommendations to the Wisconsin Department of Transportation Secretary.

Surface Transportation Program - Discretionary Grant Program (part of the Statewide Multi-Modal Improvement Program (SMIP)). The Surface Transportation Program - Discretionary funding provides grants primarily to local governments, transit or transportation commissions, etc. in areas with a population of greater than 5,000 for projects that promote non-highway use or supplement existing transportation activities. Priority is given to projects that promote alternatives to single-occupancy vehicle trips. Funding has gone evenly to transit and bicycle/pedestrian projects in past years. Nearly every bicycle project eligible under the Transportation Enhancement program is also eligible for this program, unless the project will clearly not reduce single-occupant vehicle trips. The Wisconsin DOT administers this program and the funding cycle and application period is concurrent with the TE program.

Surface Transportation Urban Funds. Metropolitan areas receive an allocation of funds annually. These funds can be used on a variety improvement projects including bicycle and pedestrian projects. Most of the Metropolitan Planning Organizations (MPOs) that administer this program have been using these funds to integrate bicycle and pedestrian projects as larger street reconstruction projects are taken on.

Incidental Improvements. Bicycle and pedestrian projects are broadly eligible for funding from most of the major federal-aid programs. One of the most cost-effective ways of accommodating bicycle and pedestrian accommodations is to incorporate them as part of larger reconstruction, new construction and some repaving projects. Generally, the same source of funding can be used for the bicycle and pedestrian accommodation as is used for the larger highway improvement, if the bike/ped accommodation is “incidental” in scope and cost to the overall project. Overall, most bicycle and pedestrian accommodations within the state are made as incidental improvements.

Knowles-Nelson Stewardship Program (WI DNR) - Local Assistance Grants

Eight million dollars is available each year under the programs listed below for grants to local units of government and NCO's. Most grant funds are awarded to local governments for acquisition of land or development of recreational facilities. NCOs are eligible for land acquisition projects only.

- Acquisition and Development of Local Parks: Stewardship sets aside 50% of the funds in the Local Assistance Program for projects that improve community parks and acquire land for public outdoor recreation. Funds are available to towns, villages, cities, counties, Indian tribes, and Nonprofit Conservancy Organizations (NCOs).
- Urban Rivers: Stewardship allocates 20% of the funds available in the Local Assistance Program annually to restore or preserve the character of urban river ways through the acquisition of land or easements adjacent to rivers. Funding will be provided for projects that are part of a plan to enhance the quality of a river corridor.

The purposes of the program are: to improve outdoor recreational opportunities by increasing access to urban rivers for a variety of public uses, including but not limited to, fishing, wildlife observation, enjoyment of scenic beauty, canoeing, boating, hiking and bicycling; to preserve or restore significant historical, cultural, or natural areas along urban rivers.

UR provides grants to municipalities and NCOs. There is a cap of 20% which means that no sponsor can receive more than 20% of the funds that are available in any fiscal year.

The deadline for receipt of applications for this program is May 1. Applications received after this date cannot be considered until the following year.

- Urban Green Spaces: The intent of the Urban Green Space Program (UGS) is to provide open natural space within or in proximity to urban areas; to protect from urban development areas that have scenic, ecological or other natural value and are within or in proximity to urban areas; and to provide land for noncommercial gardening for the residents of an urbanized area.

UGS provides grants to cities, villages, towns, counties, and public inland lake protection and rehabilitation districts, and NCOs. Twenty percent of the funds available in the Local Assistance Program are allocated to the Urban Green Space Program.

- Acquisition of Development Rights: The purpose of the Acquisition of Development Rights Program is to protect natural, agricultural, or forest lands that enhance nature-based outdoor recreation. "Development Rights' are the rights of a landowner to develop their property to the greatest extent allowed under state and local laws. The goals of the program are achieved through the purchase of those development rights and compensating landowners for limited future development on their land. Ten percent of the funds available in the Local Assistance Program are allocated to this program.

Priority is given to projects that have one or more of the following characteristics in addition to providing or enhancing nature-based outdoor recreation, not listed in priority order:

- Property with frontage on rivers, streams, lakes or estuaries.
- Property that creates a buffer between land that has been permanently protected for natural resource and conservation purposes and potential or existing residential, commercial or industrial development.
- Property that is within the boundaries of an acquisition project established by the DNR, a government unit or a NCO where the uses of the property will complement the goals of the project and the stewardship program.
- Property that is within an environmental corridor that connects 2 or more established resource protection areas.

Land and Water Conservation Fund (LWCF): The objective of this program is to encourage nationwide creation and interpretation of high quality, outdoor recreational opportunities. The program funds both state and local outdoor recreation projects. Funding levels are dependent upon annual availability of federal funds. In 2004, the budget was \$1.67 million. Counties, cities, villages, towns, school districts, and Indian tribes with approved Comprehensive Outdoor Recreation Plans are eligible for funding. The funding is up to 50% matching grants to state and local units of government. Priority project involve the acquisition of land where a scarcity of outdoor recreational land exists. Projects that provide access for the greatest number of potential users and provide the greatest opportunities for outdoor recreation.

Eligible Types of Projects: Acquisition of land for public outdoor recreational areas and preservation of water frontage and open space. Development of public outdoor park and recreational areas and their support facilities.

Other Funding Sources

Hazard Elimination Program. Bicycle and pedestrian projects are now eligible for this program. This program focuses on projects intended for locations that should have a documented history of previous crashes.

Bicycle and Pedestrian Facilities Program (BFPF). For planning proposals and for facility development projects that implement a bicycle and/or pedestrian plan. Funding may only be used on trails which have been identified in or which further a specific goal of a local, county, or state trail plan.

Local Funds

General Fund. The primary source of General Fund revenue is the property tax levy. The General Fund has historically been used for street construction and maintenance and transit operating assistance. It is likely that general fund monies will be used more extensively in the future either independently or as a supplement to federal dollars in order to construct bicycle and pedestrian facilities. Other General Fund revenue sources that are potential resources for transportation projects include the hotel/motel room tax and leasing fees for public parking spaces, however, revenue from special taxes is not likely to provide an extensive source of bicycle facility funding.

Special Assessments. Special assessments are charged to developers for sidewalk installation and street enhancements when residential and commercial lands are developed. Developers may also pay a share of the cost for traffic signal improvements on streets adjoining their properties.

Private Funds

Private non-profit organizations, such as the Rock Trail Coalition and the Ice Age Trail Chapter of the Rock County, provide sources of funding or volunteer labor for bicycle and pedestrian trail improvements. The trail coalition works to preserve scenic corridors through membership dues and fundraisers. Private interests that have funded recreational projects include the Lions Club, Jaycees, Optimist Club, and the Kiwanis. Corporate sponsorship of trail construction is another option that the City may wish to pursue with local businesses in the near future.

MAINTENANCE

Bicycle trail maintenance within the City of Janesville is handled by the Parks Department. Any on-street facilities would be maintained as part of scheduled street maintenance. Funding for trail maintenance is acquired from General Fund monies and is separate from the MPO transportation budget. In 2005, approximately \$52,167 was budgeted for the clearing, mowing, trail signing, and maintenance of trail infrastructure for both paved and unpaved trails in the parks system.

POLICY RECOMMENDATIONS

The following recommendations provide guidance for promoting bicycle and pedestrian awareness, safety, and efficiency in accordance with the goal and objectives of this plan.

Coordination

1) Encourage public participation in the bicycle and pedestrian planning process.

- Ensure that local groups (e.g. Rock Trail Coalition) and the general public are informed and provided opportunity to comment on proposed projects and plans through the MPO's established Public Participation Procedures.

2) Ensure cooperation of property owners adjacent to existing and planned bicycle facilities.

- Notify future property owners of planned bicycle and pedestrian facilities by placing notes on proposed subdivision plats.
- Notify property owners of planned bicycle and pedestrian facilities prior to construction.

Infrastructure

1) Plan bicycle routes that connect to other systems in Rock County and trails in adjacent counties.

- Develop Janesville's bike and pedestrian system to efficiently connect to planned and existing trails in Beloit and rural Rock County. Promote construction of wide shoulders on rural arterials at the city limits to promote accessibility for travelers and commuters from surrounding communities.

2) Consider bicycle/pedestrian movements during site plan and development review process.

- Ensure preservation of pedestrian access from residential subdivisions to adjacent commercial developments, similar to pedestrian access to greenbelt system. Require dedication of right-of-way for future bicycle/pedestrian facilities as a condition of approval during subdivision development phase.

3) Consider bicycle/pedestrian requirements during bridge improvement design phase.

- Construction or reconstruction design projects for Rock River bridges should incorporate adequate lane widths or joint pedestrian/bicycle lane for future use.

4) Encourage preservation of railroad right-of-way for future off-street facility use. Fund and conduct the research and assessment of active, inactive, or abandoned rail and rail right-of-way within the City limits.

- The city should maintain records of railroad right-of-way status, availability, and evaluate abandoned Rock River rail bridges for future bicycle facilities.

5) Install railroad crossing sign/safety equipment where applicable (e.g. rubber railroad crossing).

- Caution signs should be provided for cyclists approaching problem at-grade railroad crossings.

- 6) Utilize the Federal Highway Administration PEDSAFE and BIKESAFE countermeasure selection system to review locations with high crash rates to identify potential engineering or safety improvements.**
 - The National Highway Research Center has developed guidelines to assist in identifying potential engineering solutions for intersections, roadways, or other locations that are unsafe for bicyclists and pedestrians. The PEDSAFE and BIKESAFE guides should be used as one of the first tools in improving these high risk locations.
- 7) Construct new facilities using, at minimum, AASHTO guidelines and bring existing facilities into compliance.**
 - AASHTO guidelines are used for all new bicycle facilities in the Janesville area. Any deficiencies on older, existing segments should be identified and evaluated for improvement.
- 8) Promote implementing recommended projects when streets are scheduled for construction or reconstruction. Amend street standards as necessary to ensure that on-street facilities meet AASHTO guidelines.**
 - To minimize cost and effort, paving and re-striping to accommodate bicycle traffic may be completed during scheduled reconstruction or surface improvements. Standard roadway cross-sections will be amended on a project basis to accommodate on-street bike lanes or wide curb lanes. Where construction of a bike lane or wide curb lane on a recommended bike route is not feasible due to engineering constraints, justification for not constructing the bicycle facility will be documented during project design.

Facilities Support

- 1) Ensure that bike parking facilities (racks/shelters) and benches are available at all public facilities and new developments.**
 - Bike parking facilities should be made available, if not already, at all commercial and industrial buildings and public facilities identified as traffic generators in this plan. Bike racks should be located in accessible, secure locations at the sites. This recommendation should be encouraged through the site plan review process.
- 2) Ensure maintenance of on-street routes by keeping shoulders clear of debris and vegetation. Ensure tree and shrub clearance per AASHTO guidelines on operation and maintenance. Maintain bicycle trails and signs through regular Parks Department maintenance schedule.**
 - Streets designated as on-street bicycle routes should be prioritized for leaf removal and trimming during the summer months. Clearing, mowing, and maintenance for bicycle trails should continue through Parks Department maintenance program.
- 3) Provide adequate lighting for routes known as frequently used bicycle/pedestrian routes.**
 - Additional street lighting should be provided, when deemed necessary, for streets with designated on-street bicycle facilities.

Awareness

- 1) Extend sources of cycling information.**

- Continue Police and Parks Department public awareness programs regarding bicycle safety and bicycle registration. Provide opportunities for bicycles to be registered at schools, fairs, or other public facilities throughout the year.

Map Production

1) Produce an urban area map which identifies bicycle and pedestrian facilities.

- Bicycle route maps and brochures identifying bicycling and pedestrian facilities should be regularly updated as the City's bike system expands.

IX. SUMMARY

The Janesville Area Bicycle and Pedestrian Plan has been designed to enhance bicycling and walking as efficient, attractive, and realistic modes of transportation for bicyclists and pedestrians in the area. The construction projects and policy recommendations outlined in the plan focus on extending and completing the existing trail system, introducing a network of on-street bike lanes that complement the off-street system, and ensuring the consideration of multimodal movement when planning new developments. In addition, the Plan focuses on promoting safety awareness of users and motorists, and the examination of alternative facility design to improve bicycle and pedestrian safety.

The objectives of the plan may be met by improving connections between residential areas, parks and recreation facilities and major commercial employment centers. Providing adequate bicycle and pedestrian facilities is expected to offer additional recreation opportunities and promote biking and walking as viable alternatives to driving. Facility improvement and new construction are only part of the effort to accomplish the goals of the bicycle and pedestrian plan. The policy recommendations outlined in this document encourage public awareness, education, and participation that is necessary to implement plan concepts.

Through the implementation of the ideals set forth in this document, and the construction of the major facility improvement projects, the cities and towns that make up the Janesville Metropolitan Planning Area will have an integrated transportation system that provides true alternative transportation options to all of its residents.

X. REFERENCES

- American Factfinder. United States Census Bureau. May 2005. <<http://www.census.gov>>.
- Bicycle Transportation Plan For Madison and Dane County, 1991. Dane County Regional Planning Commission and the City of Madison Department of Transportation. Madison, WI.
- Bicycle Compatibility Index: A Level of Service Concept, Implementation Manual, The. 1998. Federal Highway Administration, Washington, DC.
- Comprehensive Plan - A Continuing Comprehensive Planning Program, 1989. City of Janesville, WI.
- Environmental Justice and Transportation Investment Policy, 1997. David J. Forkenbrock, and Lisa A. Schweitzer, Public Policy Center, University of Iowa.
- Guide for the Development of Bicycle Facilities, 1999. American Association of State Highway and Transportation Officials (AASHTO)
- Stateline Area Bike and Pedestrian System Plan, 2004. Vandewalle & Associates. Madison, WI. Stateline Area Transportation Study. Beloit, WI.
- Wisconsin Bicycle Planning Guidance - Guidelines for MPO's and Communities in Planning Bicycle Facilities, 2003. Wisconsin Department of Transportation. Madison, WI.
- Wisconsin Bicycle Transportation Plan 2020, 1998. Wisconsin Department of Transportation, Division of Investment Management, Bureau of Planning. Madison, WI.
- Wisconsin Pedestrian Policy Plan 2020, 2002. Wisconsin Department of Transportation, Division of Investment Management, Bureau of Planning. Madison, WI.
- Wisconsin State Highway Plan 2020, 2000. Wisconsin Department of Transportation, Division of Investment Management, Bureau of Planning. Madison, WI.