Bicycle and Pedestrian Traffic Generators

Corridors used by bicyclists and pedestrians typically link major generators and activity centers. Schools and recreational facilities serve as destinations for a large number of bicyclists and pedestrians in Janesville and Milton and are evenly distributed to meet community needs in each city. Since the MPO boundary was amended to include the City of Milton and a portion of Milton Township in 2003 continued growth along the STH 26 corridor has created a need for improved bicycle linkages between the two Cities. It is imperative that a bicycle facility be included with the eventual reconstruction of STH 26.

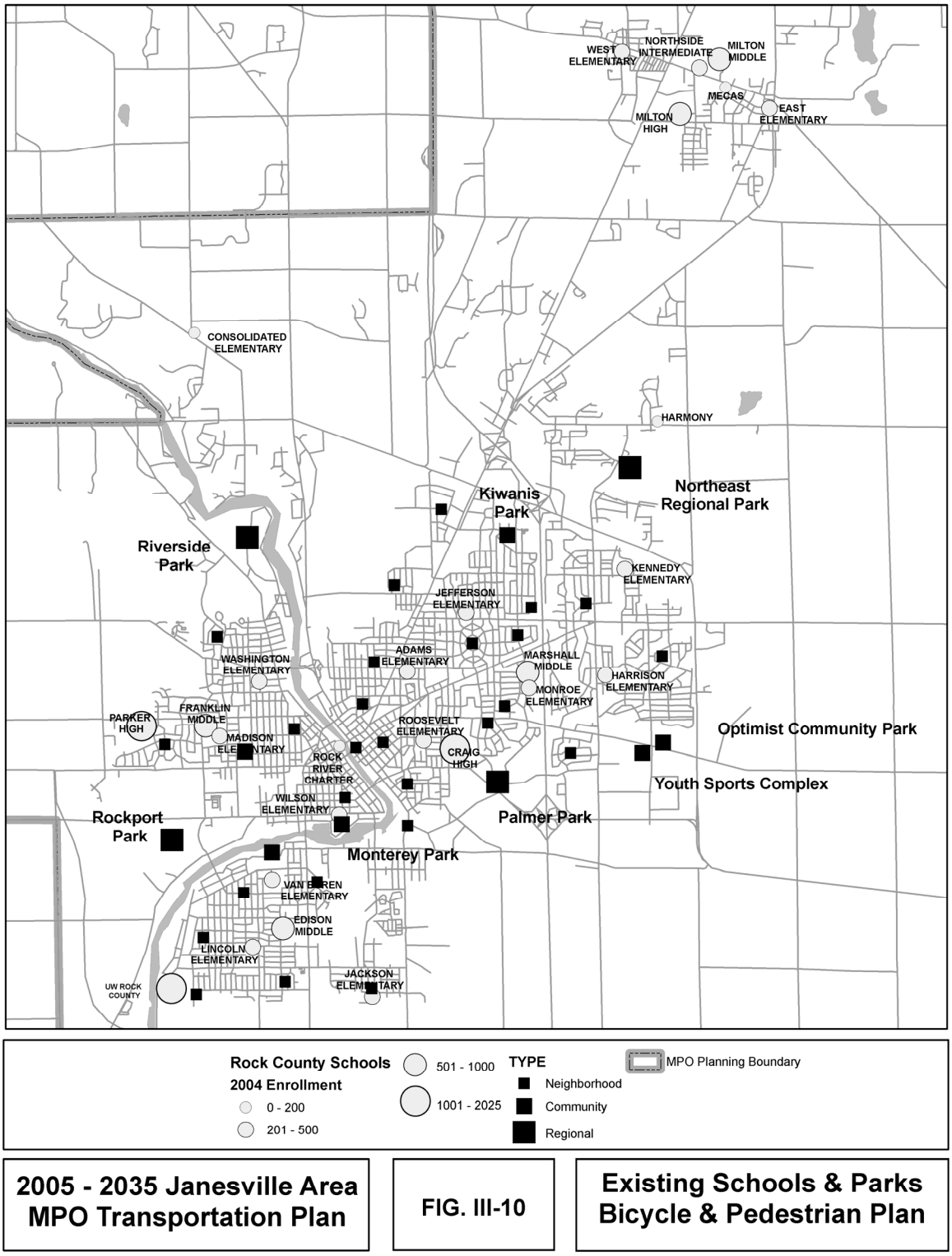
The City of Janesville's largest employer remains General Motors, with more employees by itself than any other concentration of businesses in the City. Since the most recent update to the Long Range Transportation Plan, the largest employment concentration in the City has shifted away from the south side to the downtown area which has major employers such as the Rock County, the City of Janesville, *The Janesville Gazette,* and Mercy Hospital. The next major employment concentration is the industrial employment center the Wright Road industrial park which includes the Lear Corporation, Lab Safety Supply, SSI Technologies, and Farm & Fleet distribution center.

The City of Milton's largest employer is the Milton School District, whose boundaries extend beyond City limits. The District employs 376 people. The next largest employer is the printing company Freedom Graphics with over 100 employees. Chemical producer Tomah Products has 52 employees, with many other small to medium sized businesses with 20 - 40 employees. The City has three key shopping centers, located at Merchant Row (downtown style), Parkview Drive (downtown style) and Hwy. 26 (strip mall style). Other shopping facilities are scattered throughout the City. Rental housing units total 592.

The largest employment concentration in the MPO, which includes retail employment, is along the Milton Avenue and USH 14 retail corridors near I-90. This cluster includes the Janesville Mall, Shopko, Farm & Fleet, Menards, Kmart, Target, and Wal-Mart in addition to various restaurants and cinemas and the Kennedy Road Industrial Park. Both Milton Avenue and USH 14 are high volume streets and development along those routes is oriented toward automobile traffic.

Other potential generators of bicycle and pedestrian traffic include multiple housing complexes and transportation terminals. Apartment complexes are located throughout the city although mobile home parks are concentrated on the south side. The largest apartment complex is located east of Interstate 90 on Morningside Drive and had 400 units. The Morningside Drive area also has the largest concentration of apartments with three more complexes having between 101-300 units and an additional complex with just under 50 units.

FIGURE III-10. EXISTING SCHOOLS AND PARKS

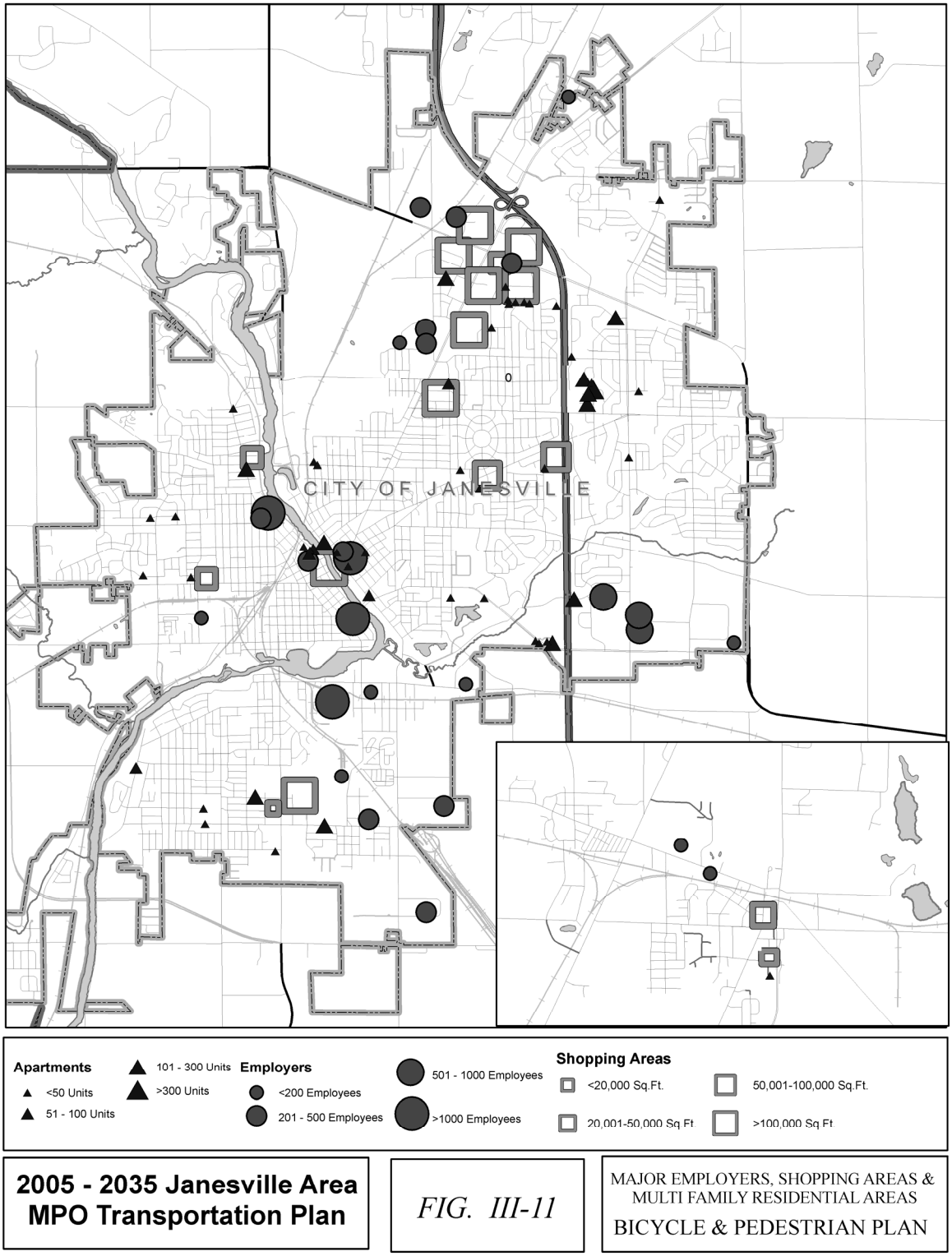


2005 - 2035 Janesville Area MPO Transportation Plan

FIG. III-10

Existing Schools & Parks Bicycle & Pedestrian Plan

FIGURE III-11. MAJOR EMPLOYERS, SHOPPING AREAS, AND MULTI FAMILY RESIDENTIAL AREAS



VI. PROPOSED BICYCLE AND PEDESTRIAN FACILITIES

The bicycle route system proposed for the Janesville Area MPO combines off-street and on-street facilities to provide access to a large portion of the MPO planning area. Multi-use trail segments take advantage of riverfront property and abandoned rail corridors. The focus of the /multi-use trail system is primarily on interconnecting major recreational facilities and providing key linkages for the on street bicycle transportation network. The overall goal is to develop a comprehensive off-street and on-street bicycle network that provides direct routes to major residential, employment, educational and recreational activity nodes and connects to the Rock County trail system.

The following development strategy consists of on-street improvements that compliment the existing and proposed off-street or trail facility recommendations and is aimed at creating a bicycle facility network within the MPO. The on street recommendations will occur primarily with street resurfacing and reconstruction projects while the off-street recommendations are split into two phases with general completion dates falling between 2006-2015 for Phase I, 2016-2035 for Phase II. It should be noted that completion of the Phase II projects will require significant amounts of work during the Phase I period in order for them to be successfully completed. Specific projects in the City of Milton and Rock County are also included with no specific time frame identified other than 2006-2035. Figure III-12 shows the recommendations for the proposed on-street network and Figure III-13 shows the proposed off-street/trail construction projects. Future extension of bike trails not identified on Figure III-13 may be proposed through updates of neighborhood plans or development proposals within the MPO area.

STREET PROJECTS

On-Street Facility Construction

The recommended on-street bicycle facility improvements are identified on Figure III-12. The facility improvement recommendations consist of three high-priority on street routes, and a future radial system of striped bike lanes. Streets recommended as bicycle routes were selected for access to employment centers, schools, recreation facilities, and shopping centers. Striped bike lanes were recommended where current and future pavement widths are adequate and where the street provided a direct connection to activity centers and the off street trail systems. As noted in the Wisconsin Pedestrian Policy Plan 2020, WisDOT will provide services and facilities accommodating pedestrians and bicyclists within State Highway rights-of-way in the MPO. Other recommended bike routes mentioned in this plan indicate favorable conditions for bicyclists. The on street recommendations are listed together and, when physical improvements are recommended, should be implemented as construction and reconstruction projects occur.

Develop a Recommended On-Street Bike Route Map

The first priority for the on-street bicycle route system will be the identification of recommended on-street routes connecting various activity centers, such as schools, major employers, shopping centers, and recreation areas. The initial recommendations will be based on the on-street recommendations shown in Figure III-12, however further examination of the safety and design characteristics of each of these segments and ranking based on Bicycle Compatibility Index (BCI) is necessary prior to officially identifying them as preferred bicycle routes. Upon completion of this more detailed analysis of the characteristics of each of these routes, a Recommended On-Street Bike Route Map should be

developed and made available to the public. It should be noted that all residential streets with low traffic volumes are considered "shared roadway" bicycle routes and can accommodate bicyclists without specific identification as a bicycle route.

Bikes on Buses

To promote and facilitate bicycling as an alternative means of transportation to and from work, the MPO and the Janesville Transit System should seek funding assistance, or include in their capital improvement budget, funding to develop a bikes on buses system. This system would bicycle carriers or racks that mount on the front of JTS buses. These bike carries accommodate up to two bicycles at a time and allow bicycle commuters to use the bus as a portion of their daily commute.

Bike Lanes

During the development of the recommended On-Street Bike Rout Map, specific streets should be designated as bike lanes within the MPO. These on street routes must meet minimum design requirements in order to be designated. The minimum curb-to-curb pavement width for a street with motor vehicle parking and a designated bicycle lane is 46 feet. The cross section would consist of 8-foot parking lanes, a four foot bicycle lane, and an 11-foot vehicle travel lane. Ideally, the cross section would provide a twelve foot vehicular travel lane, however 11-foot vehicle travel lanes may be allowed. The absolute minimum width cross section for a street with no vehicular parking would be 28 feet, however this configuration would have 11 foot vehicular travel lanes and three foot bike lanes. Ideally the vehicular lanes would be 12 feet and the bike lane would be four feet. This would require 32 feet of pavement width. Initially, two roads have been identified as candidates for bike lanes. In the future, consideration should be given to adding bike lanes to other roadways that would improve connectivity and complete a network of designated on-street bicycle routes through the city. Due to typical pavement widths ranging of 44 feet or less, the removal of parking from one, or both sides of the street will be necessary on most roads. Table III-4 is a priority list of eight streets identified as the best candidates for on street bike lanes.

Wright Road

As identified in Figure III-12, Wright road on the east side of the City of Janesville could currently accommodate bike lanes for its entire length. Beginning at the City limits on the south and extending north to the current terminus at Starbright Road, Wright Road is wide enough to accommodate bicycle lanes. The installation of bike lanes on Wright Road would provide an ideal first phase in the on-street bicycle network with minimal cost or disruption to motor vehicle traffic. This route would provide a direct link to the Youth Sports Complex, the Spring Brook Trail, numerous residential subdivisions, the NE Regional Park, and would connect to one of the only other bike lanes in the City at East Rotamer Road.

Read Road

A proposed on street bike lane is indicated for Read Road in Figure III-12. This segment of the road runs from East Delavan Drive south to STH 11 and the bypass trail in the Town of La Prairie. Since this is a town Road cross section the improvement recommended is for paved shoulders. This improvement would provide a link between the bypass trail and the Spring Brook Trail via Sharon Road.

Kellogg Avenue

Kellogg Avenue was also identified as a good location for bicycle lanes due to a wide pavement width along a majority of its length. Despite the physical capacity to accommodate

bicycle lanes, further examination is necessary to determine if Kellogg Avenue is a logical bicycle arterial for the south side and if it provides the necessary connections to major activity centers.

North Side Drive and Town Line Road - City of Milton

A north-south and east-west spine through the City of Milton was identified as a potential location for bicycle lanes in the City of Milton Comprehensive Plan. This north-south spine would run through the center of the City and generally follow the alignments of North Side Drive and Hilltop Drive, from a planned extension of Sunset Drive on the north to Town Line Road on the South. The east west spine would run along Town Line Road from County Highway Y on the west to the new Highway 26 overpass.

Wide Curb Lanes and Recommended On-Street Routes

The remaining on-street recommendations indicated in Figure III-12 are grouped into three categories. These categories indicate different levels for the recommended on street routes and generally do not require any physical improvements. Recommended on street routes were identified as major streets connecting different activity centers, such as schools and shopping centers, to each other and to the off-street trail network. In most cases, the streets are collectors or major roads that also accommodate a high amount of automobile traffic. Recommended on-street routes that have even higher automobile traffic were identified as a separate category. Bicyclists using these routes should be experienced and confident in riding with vehicular traffic.

Shared Use Streets and Urban Escape Routes

The remaining on-street bicycle network consists of all residential roads which have a low level of automobile traffic and are considered safe-shared roadways for all modes of travel. Finally, a number of "urban escape routes" were identified on the maps which indicate the best routes out of town for recreational cyclists that prefer to ride and train on rural county roads. Where not already in place, a minimum of four foot wide paved shoulders should be added to these routes.

On Street Bicycle Facility Improvement Schedule

While the off-street /multi-use trail is are easily categorized into three phases, the implementation of on-street improvements will be more dynamic in nature. The on-street improvements are tied directly to the street reconstruction and maintenance schedule and will be more cost effective to implement at that time. In order to facilitate bike lanes on many streets parking may need to be restricted on one or both sides. This will require approval from residents and property owners along the street and therefore does not allow for accurate estimates or targets for completion. With this in mind, nine on-street recommendations listed in Table III-4 have been prioritized based on existing road width characteristics and estimated Bicycle Compatibility Index (BCI) calculations. The BCI formula calculates the general suitability of streets for bicyclists at mid-block street segments. It should be noted that the BCI does not account for major intersections along the route where bicyclists may encounter a stop sign or traffic signal. Table III-5 provides a summary of how the BCI values are associated with level of service (LOS) designations and bicycle compatibility level qualifiers. Each of the road segments identified for improvement fall into the LOS "C" category or the moderately high to very high bicycle compatibility range.

Upon completion these nine projects will provide an identifiable network of designated on street bike routes that, when combined with the off-street trail network and the residential shared use streets, will

create a safe and efficient transportation system for bicyclists. The lower priority bike lane projects that may involve the removal of parking are shown as proposed wide curb lanes on Figure III-13.

TABLE III-4. BICYCLE LANES - PROJECT PRIORITY

Priority	Street Segment	General Pavement Width	Bicycle Compatibility Index Score
1	Wright Road – Delavan Drive to Rotamer Road and STH 26 when extended.	22' each lane; 48'	2.89
2	Read Road – STH 11/Bypass Trail to Delavan Drive (potentially wide paved shoulders)	24' to 30' feet – town road	2.70
3	Mineral Point Road – Parker High School to Franklin Street and the Ice Age Trail	40 to 48 feet	3.11
4	Mt. Zion – Woodman Rd to Wright Road/East Milwaukee Street	40 to 48 feet	3.09
5	Kellogg Avenue – South River Road to Beloit Avenue	44 to 55 feet	2.65
6	Crosby Avenue – Rockport Road to North Marion Avenue	40 to 48 feet	2.94
7	North Marion Avenue – North Crosby Ave to West Memorial Drive	40 feet	2.76
8	Pontiac Drive – Ruger Avenue to Humes Road	40 to 48 feet	3.35
9	Rotamer Road – Wright Road to Town Hall Road	48 feet *(future estimate)*	2.23
10	Hilltop Drive (Milton) – Madison to Evergreen Ln.	40 to 48 feet	2.72

TABLE III-5: BCI RANGES ASSOCIATED WITH LOS DESIGNATIONS AND COMPATIBILITY LEVEL QUALIFIERS

LOS	BCI Range	Bicycle Compatibility Level
A	>1.50	Extremely High
B	1.51-2.30	Very High
C	2.31-3.40	Moderately High
D	3.41-4.40	Moderately Low
E	4.41-5.30	Very Low
F	>5	Extremely Low

2005-2035 Rural Highway Projects

State highways in the Janesville Planning Area scheduled for reconstruction between 2005 and 2035 are appropriate roads to consider for paved shoulders. The cost of constructing paved shoulders on these roadways will be incorporated into the total project cost for these roads. These highway projects are included in the Streets and Highways section of the long range plan.