Janesville Area
2015-2050 Long Range Transportation Plan
Executive Summary

Bicycle & Pedestrian Section

DRAFT: October 29, 2015

Photo by Den Adler

INTRODUCTION AND PURPOSE

The Janesville Area MPO Bicycle and Pedestrian Plan serves as a long-range action plan for development and construction of on-street and off-street bicycle and pedestrian facilities within the urban area. The plan proposes extensions to the linear trail system already established along the Rock River and throughout several greenbelt areas within the MPO planning boundary, and it initiates a recognizable on-street system designed to promote bicycle use and safety for cyclist traveling on arterial streets. This plan provides an overview of existing and funded street and mixed-use trail projects, outlines goals and objectives for enhancing multimodal travel and recreation within the urban area, and identifies an improvement program for implementation between 2015-2050.

The bicycle and pedestrian plan has been developed for the Janesville area for several reasons. The plan responds to the increased public interest in trails, walkways, and on-street bike facilities for both recreation and transportation access by defining corridors where bicycles and pedestrian accommodations would most benefit the community. The plan also documents the strengths and weaknesses of the current system and the policies which guide active transportation planning in the urban area. Finally, the plan addresses the goals of the Moving Ahead for Progress in the 21st Century (MAP-21) which places great emphasis on non-traditional modes of transportation and requires that States and MPO's develop transportation plans that include bicycle and pedestrian projects and programs.

GOALS AND OBJECTIVES

Janesville's existing bicycle and pedestrian system provides a strong foundation for improving mobility and offering an enjoyable form of recreation. This plan seeks to encourage and provide for continued growth in the number of trips taken by bicyclists and pedestrians for all transportation purposes while also maintaining proper safety standards. Both off-road trails and shared roadway bicycle/pedestrian facilities are important to a balanced transportation network that serves the needs of all potential user groups. The following goals and objectives reflect what the MPO expects to accomplish over the next twenty years in regards to developing an effective, efficient bicycle and pedestrian network.

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

OBJECTIVES:

- Develop an on-street and off-street bicycle facility network that serves as a viable transportation option for beginning to advanced cyclists.
- Provide bicycle and pedestrian facilities between residential areas and existing and planned employment and commercial centers, school facilities, parks and recreational facilities, and other public facilities.

- Encourage and facilitate the provision of appropriate end of trip facilities such as bike racks, lockers, and showers at employment and commercial centers.
- Provide cyclists with safe and convenient travel by making streets "bicycle friendly" and well designed to accommodate both motorized and non-motorized modes of transportation.
- Coordinate planning, programming, events, and advocacy with organizations that have similar goals.
- Gain input from bicyclists and the public in the planning and development of bicycle and pedestrian facilities.
- Develop education and safety programs aimed at children (for walking and biking), experienced bicyclists, and motor vehicle operators.
- Encourage active enforcement of existing laws for motor vehicle operators regarding the rights of bicyclists and pedestrians.

FACILITY DEVELOPMENT PROCESS

Input from the public plays a crucial role in identifying transportation issues and prioritizing improvements. The objectives of this plan help to define *where* bicycle and pedestrian facilities will be developed and *what type* of bicycle and pedestrian facilities will be constructed. Connections between parks, specialized recreation facilities, and public centers are very important to the Janesville Area MPO. Convenient access, safety, varying levels of bicycling experience, and of course financial resources, will affect the decision as to what type of facilities will be constructed within the Janesville Area MPO planning area. In regards to bicycle facilities, bike paths are often preferred means of travel for less-experienced or younger bicyclists. The Bicycle/Pedestrian Sub-committee took into account the level of comfort a less experienced bicyclist would have when considering recommendations. Planning criteria determine the best kind of facilities to develop for both pedestrian and bicyclists.

PROPOSED BICYCLE AND PEDESTRIAN FACILITIES

Street Projects

City of Janesville – Proposed Bicycle Lanes

- Court Street – Academy Street to Main Street
- Austin Road – Court Street to Memorial Avenue
- Mineral Point Road – Parker High School to Franklin Street and the Ice Age Trail
- Kellogg Avenue – South River Road to Center Avenue
- Pontiac Drive – E. Milwaukee Street to Ryan Road

Read Road: Delavan Drive to STH 11 (La Prairie Township)
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 Ice Age Trail via Sharon Road.

N. Harmony Townhall Road: USH 14 to STH 26 (Harmony Township)
The Streets & Highways Chapter makes a long range recommendation to reconstruct this roadway into a four lane urban cross section. Reconstruction would take place in conjunction with jurisdictional transfer to the City of Janesville and the type of bicycle accommodation would be determined at that time. This is currently a town road cross section and the addition of paved shoulders would be an appropriate short-term accommodation.

Townline Road: CTH Y to Henke Road
Since this is a town road cross section the improvement recommended is for paved shoulders.

Hilltop Drive & Northside Drive: Townline Road to Northside Drive Terminus (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.

Road Reconfigurations or "Road Diets"

A "road diet" is the conversion of an undivided four-lane roadway into two driving lanes and a center two-way left turn lane. The resulting roadway, with one driving lane in each direction and a two-way left turn lane is commonly called a TWLTL (pronounced "Twiddle"). The reduction of driving lanes allows part of the roadway to be reallocated for other uses such as bike lanes, pedestrian crossing islands, and/or parking. FHWA guidance indicates roads with 15,000 ADT or less and with peak hour traffic counts of less than 1,000 per hour per direction are good candidates for a road diet. Some of the potential benefits of a three lane TWLTL over a four lane undivided road are:

- Improving safety for bicyclists.
- Improving speed limit compliance and decreasing crash severity when crashes do occur.
- The two-way left turn lane reduces the number of mid-block and intersection conflict points thereby reducing rear-end and side swipe crashes.
- The two-way left turn lane can be used by vehicles traveling in either direction for deceleration and refuge while making a midblock left turn maneuver.
- The two-way left turn lane can be used as an acceleration lane for vehicles turning left to enter the street from mid-block driveways.
- The two-way left turn lane can allow for easier and safer emergency vehicle movement, particularly during peak hour periods.

Driveway density, transit routes, the number and design of intersections along the corridor, as well as operational characteristics are some considerations to be evaluated before deciding to implement a road diet. The following roadway segments were identified as candidates for consideration of a road diet due to high driveway density, ADT volume, and other factors.

E. Milwaukee Street – Garfield to Wright Road

This segment of E. Milwaukee Street remains a four lane undivided roadway, while segments of the street on either side have previously been reconfigured. The segment between Milton and Garfield is west bound traffic only and was converted from two travel lanes to one travel lane and two bike lanes on either side. This conversion was implemented primarily to improve traffic operations. The segment between Wright Road and USH 14 was reconfigured in order to provide a center refuge island where the Ice Age Trail intersects with E. Milwaukee Street.

For the segment between Garfield and Wright, 2013 ADT ranges from 10,300 to 12,400 along the corridor. Maximum total peak hour traffic is 1,100 per hour, but available data does not split the traffic counts by direction. Surrounding land uses are primarily single family residential and some neighborhood commercial. Marshall Middle School and Monroe Elementary School are in close proximity to the intersection of E. Milwaukee Street and Pontiac.

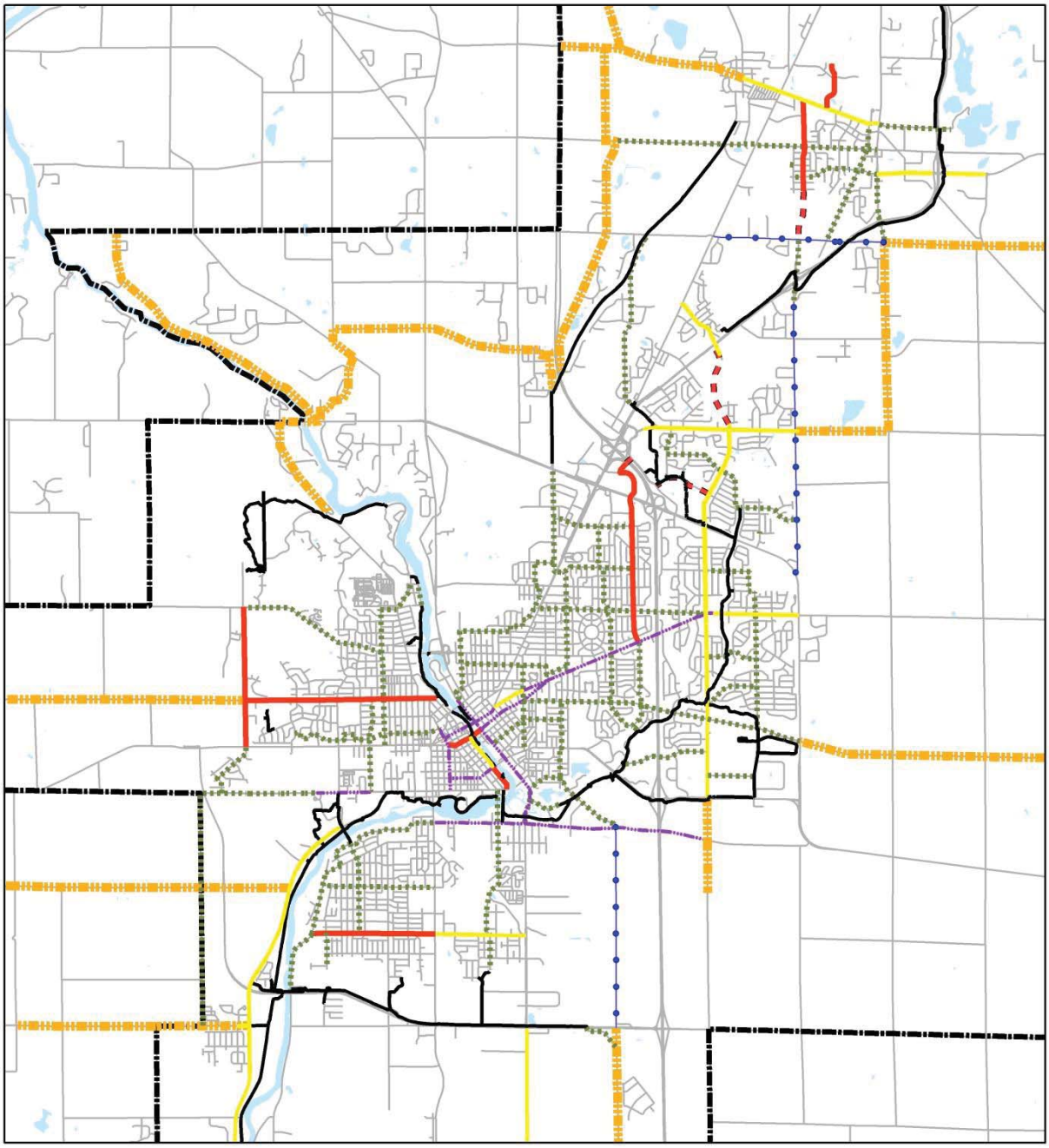
E. Memorial – Milton Avenue to Memorial Bridge

This road segment should be evaluated for a road diet in order to improve safety and calm traffic speeds. The Memorial Bridge is largely avoided by bicyclists because it is not a comfortable crossing. Therefore, an evaluation of on-street parking may be a more appropriate addition rather than bike lanes.

This roadway segment has ADT of roughly 10,500 and total peak hour traffic is less than 1,000. Surrounding land uses include single family residential and multi-family residential as well as some neighborhood commercial.

W. Court – Pearl to Austin

This road segment should be evaluated for a road diet in order to improve safety and calm traffic speeds. This roadway segment has ADT ranges of 10,600 to 11,200 and maximum total peak hour traffic of roughly 1,300 per hour.



Bike Lanes - Existing
Bike Lanes - Proposed
Bike Lanes - Proposed Future Street
Paved Shoulder or Bike Lane
Recommended On Street Routes
Recommended On Street - High Auto Traffic
Urban Escape Routes

2015-2045 Janesville Area Long Range Transportation Plan

Fig - 8

Recommended On Road Facilities

JANESVILLE AREA
Metropolitan Planning Organization (MPO)

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Off-Street Trail Projects

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 9.

Phase I: Short-Range Trail Plan – 2015-2025

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 four priority areas within the city. MPO staff identified the following four areas as top priorities for extension of the existing bicycle and pedestrian network:

1. Downtown Janesville
2. Glacial River Trail
3. Northeast Regional Park
4. Westside Fisher Creek

COMMITTED PROJECTS

HWY 14 West Connection: Deerfield Drive to Milton Ave. (1)
The Wisconsin Department of Transportation will make connections in the area of the USH 14/Humes Rd. and the STH 26/Milton Ave. interchanges as part of the I-39/90 reconstruction project. Either sidewalk or asphalt trail will make connections to existing networks.

RECOMMENDED PROJECTS

City of Janesville Short-Range Projects

Downtown Bicycle/Pedestrian Bridge (2)
A bicycle/pedestrian bridge is recommended to provide connectivity in the downtown that will be lost through the removal of the parking deck that spans the Rock River. The bridge may be located between the Milwaukee and Court Street bridges or located south of Court Street. This project is also identified in the Rock Renaissance Area Redevelopment & Implementation Strategy (ARISE).

Downtown Riverwalk Town Square (3)
This project establishes new riverwalk as well as modifies existing riverwalk along the east and west sides of the Rock River in the core of downtown. It also establishes riverwalk between Milwaukee Street and Court Street at the time of Parking Plaza removal where no trail currently exists on the east side and on the west side of the river the Ice Age Trail is delineated on the Parking Plaza with paint. The project elements include cantilevered walk on both sides of the river from roughly Milwaukee Street Bridge to Dodge Street, then on land walk from Dodge Street to Court Street. This project is included in downtown plans, including the Rock Renaissance Area Redevelopment and Implementation Strategy (ARISE).

Traxler Park Trail Extension (4)
An extension of the existing riverwalk on the east side of the Rock River will connect the downtown to Traxler Park. The project includes an at-grade crossing at Centerway and Main Street, and a potential boardwalk or tunnel crossing under the railroad trestle. This project is included in downtown plans, including the Rock Renaissance Redevelopment and Implementation Strategy (ARISE). A 2014 feasibility study explored several options for this improvement.

Ice Age Trail –West Side Downtown (5)
There are two small segments of missing Ice Age Trail in the downtown on the west side of the Rock River between Court Street and the pedestrian bridge near the Jackson Street Bridge. These connections will likely be made incrementally as redevelopment of riverfront property occurs.

Valley Park Connector (6)
This approximately ¼ mile off street trail connection from Valley Park south to the 11 Bypass trail will provide connection between UW Rock County and the City's trail system.

Westside Fisher Creek Trail (7)
A 2.7 mile 10- foot wide trail extending from the parking lot in Rockport Park along a cross-country ski trail, and the Fisher Creek corridor and under the railroad bridge to Rockport Road. It would then continue north along the Fisher Creek corridor under Rockport Road to West Court Street and then continue north to Mineral Point Avenue. The trail includes a connection to Parker High School.

Westside Greenbelt Trail (8)
This trail would extend from the terminus of the Westside Fisher Creek Trail (project 7) near Parker High School north to Memorial Drive/CTH A and the Cook Arboretum utilizing land dedicated for greenbelt stormwater conveyance.

Glacial River Trail – HWY 26 Overpass to Glacial River Trail (9)
The HWY 26 Bypass project, completed in 2014 by the State of Wisconsin, extended the Glacial River Trail south from Fort Atkinson to Janesville when the neighboring jurisdictions agreed to maintain the trail. The Glacial River Trail was not connected to the HWY 26 Overpass at the time of the bypass project due to physical constraints and existing development, although a signed on-street route provides direction to bicyclists. There are multiple possible alignments but the chosen alignment will be based on new development and redevelopment opportunities, as well as jurisdictional coordination efforts between the City of Janesville, Town of Harmony, and Rock County. The project is depicted as a large circle on the map.

Spring Brook Trail - NE Regional Park Extension (10)
An extension of the Spring Brook Trail north from its current terminus at Sandhill Drive within a planned greenbelt area through Northeast Regional Park to Rotamer Road.

PHASE II: LONG-RANGE TRAIL PROJECT – 2025-2050

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

Eastside Riverwalk – Court Street to Racine (11)
This segment is an extension of the downtown riverwalk along the east side of the Rock River from Court Street to E. Racine. This segment is expected to be constructed as redevelopment and revitalization of the downtown occurs. This project is included in downtown plans, including the Rock Renaissance Redevelopment and Implementation Strategy (ARISE).

Sports Complex Loop – Wuthering Hills to USH 14 Underpass (12)
An extension of the Sports Complex Loop branching off at Wuthering Hills Drive and following the public greenbelt east to USH 14. An existing bridge at HWY 14 would provide a grade separated crossing for a future trail extension to the east of USH 14.

Spring Brook Trail – NE to Harmony Town Hall (13)
An extension of the Spring Brook Trail where it branches from the main trail near Brunswick Lane and travels northeast along the greenbelt and terminates at USH 14 north of E. Milwaukee Street. An underpass at HWY 14 is planned for construction at the time of USH 14 improvement.

Spring Brook Trail - Rotamer Rd. to Highway 26 (14)
This trail is a continuation of the Spring Brook Trail from the terminus of project 10 that ended at Rotamer Road. The trail will intersect with the future Wright Road and use the overpass as a crossing, and then intersect with the Glacial River Trail on the north side of HWY 26. The Wright Road overpass was constructed as part of the HWY 26 bypass and the road has sidewalk and bike lanes.

City of Milton Projects 2025-2045

Glacial River Trail Connector to Henke Road (15)
An approximately ¼ mile connection from the Glacial River Trail to Henke Road will provide a more direct connection to Milton.

Highway 26/59 Recreation Area (16)
Recreational, multi-use trails will be included in the stormwater management and land use planning for the area as it develops.

Bowers Lake – Sunset Drive Trail (17)
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.

Janesville-Milton Ice Age Trail (18)
Utilizing the abandoned Railroad right-of-way, extend the existing Ice Age Trail Connector from W. High Street, through Merchant Row to Serns Road. The proposed trail would be a 10 foot wide unpaved multi-use trail.

Mud Lake Trail (19)
A multi-purpose trail connecting the Mud Lake recreational area and residential neighborhoods north of the current developed area of the City.

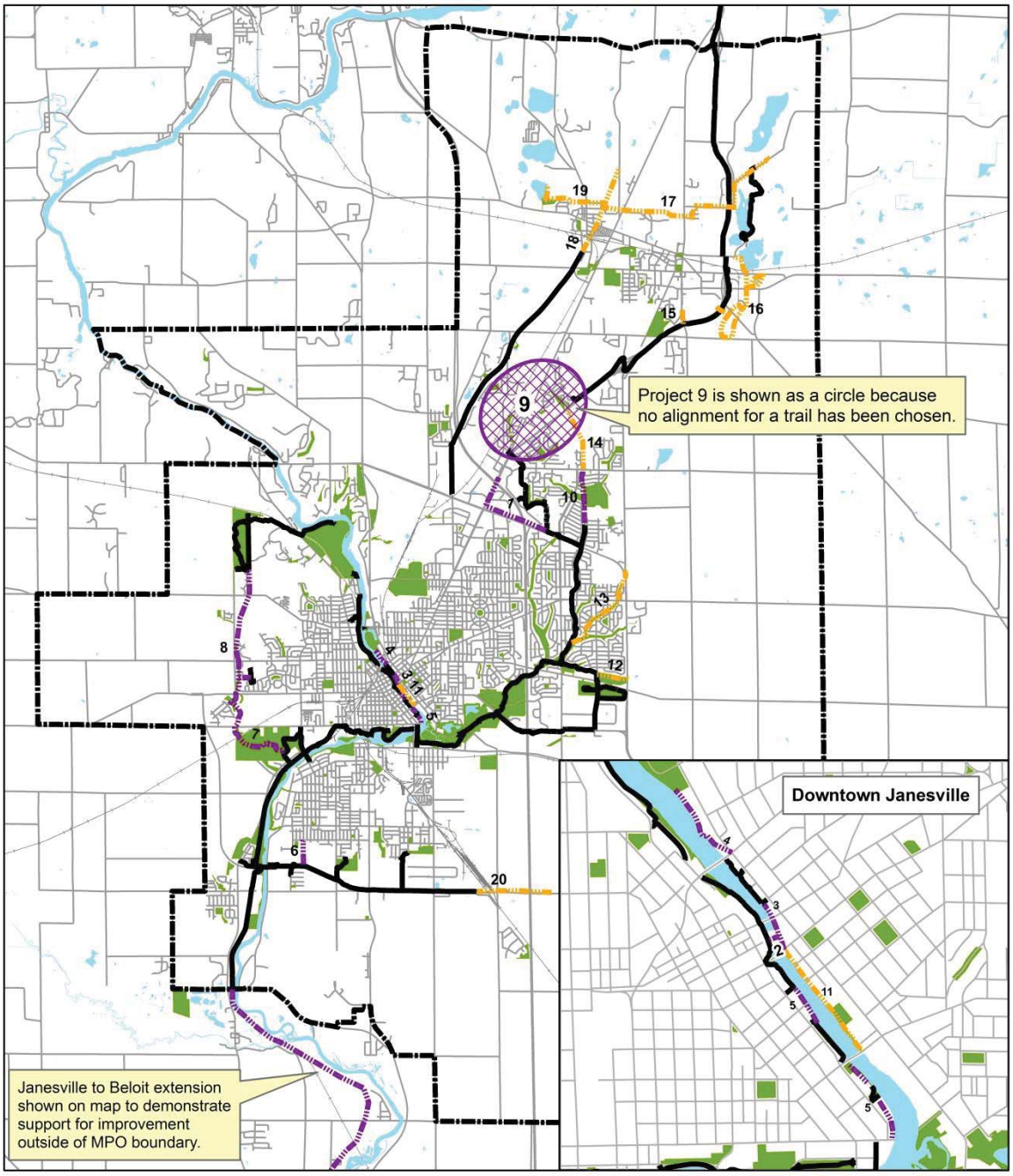
Undetermined Sponsor 2025-2045

STH 11 Trail Extension (20)
The reconstruction of the Avalon Road interchange will provide right-of-way for future trail from the current terminus of the trail at Read Road through the Diverging Diamond Interchange.

Rock County Projects 2016-2050

Peace Trail – To Beloit

This trail will link the existing Peace Trail in the Village of Afton 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. This trail project is outside of the Janesville Area MPA and is listed here to demonstrate support and consistency with Rock County Plans.


Project 9 is shown as a circle because no alignment for a trail has been chosen.
Downtown Janesville
Janesville to Beloit extension shown on map to demonstrate support for improvement outside of MPO boundary.
5 Project Number
Future off road trail
2016-2025
2025-2045
Parks & Green Space
MPO Planning Boundary
Existing Off-Road Trail
2015-2050 Janesville Area Long Range Transportation Plan
Fig - 9
Future Off-Street Trail Projects
JANESVILLE AREA
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Project #	Project Name	Timeframe	Estimated Cost 2015$
	Committed		
1	Deerfield Dr. to Milton Ave. connection	2016-2025	see note 1
	Short Range Projects		
2	Downtown Bicycle/Pedestrian Bridge	2016-2025	$ 1,200,000
3	Downtown Riverwalk Town Square	2016-2025	$ 1,506,822
4	Traxler Park Extension to Centerway	2016-2025	$ 356,868
5	Ice Age Trail: Court to trail hub (Rockport Rd.)	2016-2025	$ 231,840
6	Valley Park Connector	2016-2025	$ 154,560
7	Westside Trail - Fisher Creek to Mineral Point	2016-2025	$ 2,015,000
8	Westside Trail - Mineral Point to Arboretum	2016-2025	$ 1,081,000
9	Glacial River Trail connection from HWY 26 overpass	2016-2025	see note 2
10	NE Regional Park Extension to Rotamer Rd.	2016-2025	$444,360
	Long Range Projects		
11	Eastside Riverwalk: Court to Racine	2025-2045	$1,407,600
12	Wuthering Hills Connection HWY 14 underpass	2025-2045	$241,500
13	Springbrook Trail - NE to Harmony Town Hall	2025-2045	$811,440
14	Rotamer Rd. to HWY 26	2025-2045	$502,320
15	Glacial River Trail connection to Henke Road	2025-2045	$125,580
16	HWY 26/59 recreation area	2025-2045	$869,400
17	Bowers Lake/Sunset Trail	2025-2045	$1,159,200
18	Janesville to Milton Trail	2025-2045	$724,500
19	Mud Lake Trail	2025-2045	$579,600

	Notes
1	Funding for project included in committed I-39/90 reconstruction project
2	Various alignments have been considered but none chosen. Depending upon final chosen alignment, a trail utilizing the greenbelt north of John Paul Rd. varies from $965,000 to $1,060,000. An alignment on the south side of HWY 26 with ROW estimate $497,000

HAZARDOUS INTERSECTION AND AREAS

Dangerous intersections and corridors may be areas with a large number of crashes, or areas that users perceive to be dangerous. Factors such as speed, traffic volume, and visibility, topographic features such as hills or sharp curves contribute to risk of a crash involving a motorized vehicle.

Stakeholder Identified Hazards

Centerway Avenue & Ice Age Trail Crossing
Centerway is a four-lane undivided highway with high traffic volumes. The road also curves, which limits the sight distance for the person crossing the street.

Wright Road & Ice Age Trail Crossing
Wright Road has two driving lanes, two bike lanes, and two parking lanes in this location. There is signage and a painted crosswalk where the trail crosses. There is concern that if one car does stop for a person in the crosswalk, the vehicle behind the stopped car could maneuver around the stopped car and crash into the person crossing.

Afton Road & Peace Trail Crossing
Speed along Afton Road is likely a factor in users' concern with this crossing. Young families visiting Rockport Park also use this crossing and may be concerned with speed. There are no sight distance concerns.

John Paul Road – STH 26 Bicycle/Pedestrian Overpass to Wright Road
This section of John Paul Road is the signed on-street connection between Janesville's trail system and the Glacial River Trail. John Paul Road is a rural road with narrow shoulders and varying traffic speeds. Many attendees at public meetings voiced concern about this roadway. This roadway does not feel safe or comfortable to ride on. The segment of concern is highlighted on Figure 11 as a dashed red line.

Madison Avenue & John Paul Road
This intersection is a concern due to the volume of motorized traffic. The intersection is controlled by stop signs on John Paul Road. This intersection is also a high crash location, with two crashes occurring between 2005 and 2013, one fatal crash in 2011 involving a pedestrian and another injury crash involving a bicycle.

High Street & John Paul Road
This intersection is a concern due to the volume of motorized traffic and the proximity of Milton High School and Schilberg Park. The intersection is controlled by stop signs on High Street.

Madison Avenue & N. Clear Lake Avenue (Hwy 59)
This intersection is a concern due to volume of traffic. Temporary stop signs are used during school crossing guard hours.

Northside Drive & E. Madison Avenue (Hwy 59)
This intersection is a concern due to volume of traffic. Temporary stop signs are used during school crossing guard hours.

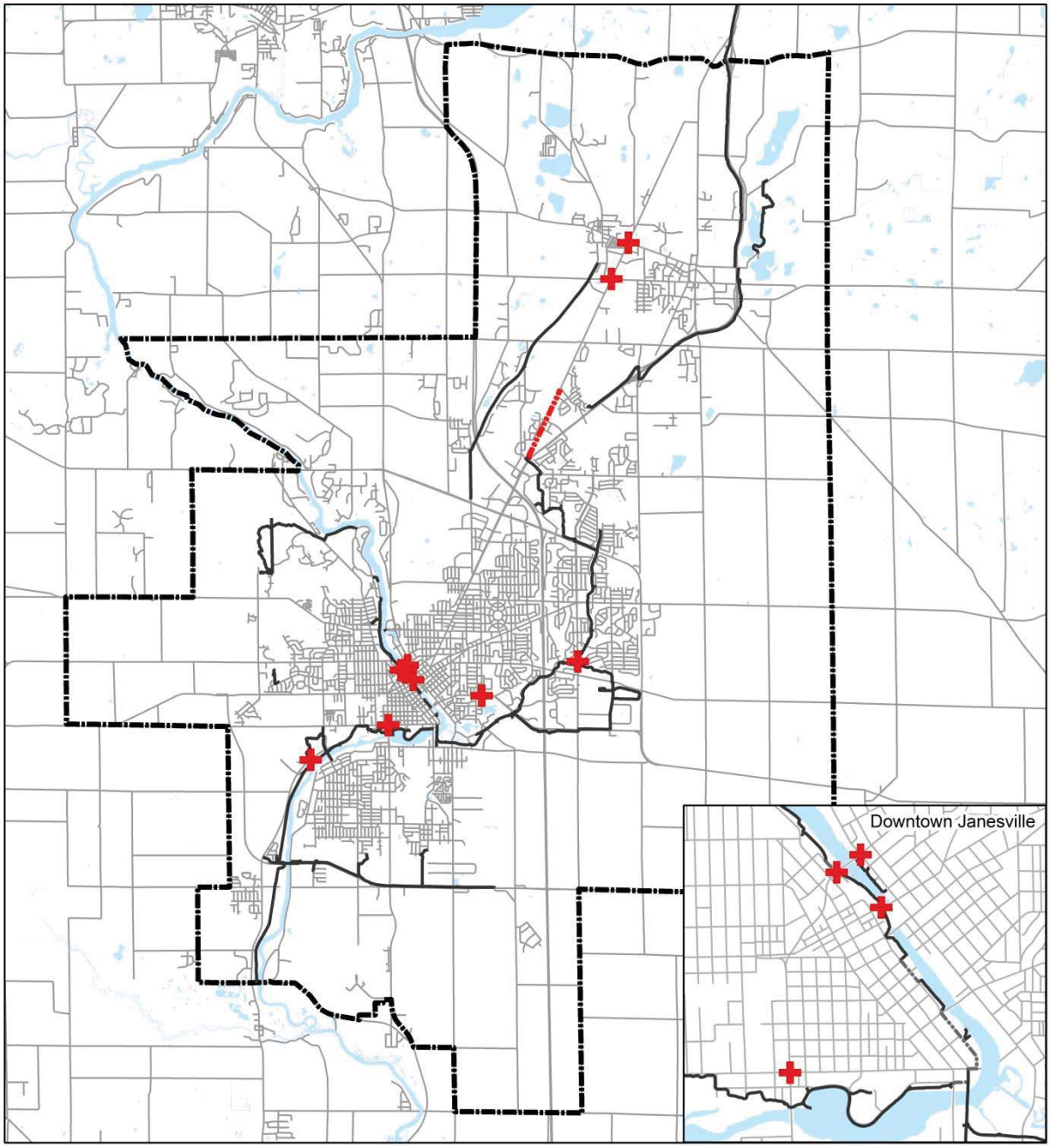
High Crash Locations
The MPO analyzed crash data using MV4000, a web-based search tool developed and maintained by the Wisconsin Traffic Operations and Safety Laboratory (TOPS). The MPO searched for crashes between motorized vehicles and bicyclists and pedestrians. The MPO analyzed crash data 2005-2013.

Center Avenue & Rockport Road – 8 crashes
Racine & Main – 6 crashes
Racine Avenue & Randall Road – 6 crashes
Centerway & Main Street – 5 crashes

Design and Safety Improvements

In order to address dangerous intersections and other locations identified above a further analysis of the contributing factors must be examined. There are many examples of what can be done to improve bicycle and pedestrian safety at high risk locations throughout the MPO. MPO communities have implemented various treatments in order to improve safety for all users, including road diets, signage, and pedestrian crossing islands. No specific recommendations to address these hazards are contained in this plan because communities must evaluate available data and seek public input in order to develop a context sensitive solution.

Safety improvement at E. Milwaukee Street and Ice Age Trail Crossing. Photo by MPO staff



Bicycle Hazard Point

Hazardous Corridor

Off-Road Trails

MPO Planning Boundary

2015-2050 Janesville Area Long Range Transportation Plan

Fig - 11

Bicycle & Pedestrian Hazard Areas

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Other Facilities and Amenities

Customer feedback from trail surveys indicate trail users wish to see more water fountains, bathrooms, directional signage, benches, and bicycle maintenance stations along the trail. The City of Janesville Parks Department considers public comment when adding amenities to the trail system. Amenities are added as funding and donations allow.

Bikes on Buses

The Janesville Transit System has installed bike racks on the front of the majority of the bus fleet. These bike racks accommodate up to two bicycles at a time and allow bicycle commuters to use the bus as a portion of their daily commute. For safety reasons, riders are required to receive training and certification prior to using the racks. JTS will continue to install bike racks on the remaining vehicles and new vehicles as funding becomes available.

Bike Racks

End of trip facilities such as bicycle racks are an important component of the bicycle network. The City of Janesville has bicycle rack guidelines for type and placement of racks for new commercial development. Racks are also located at most public buildings, parks, and schools. A 2014 inventory of racks identifies gaps in the system.

SYSTEM PERFORMANCE

A key feature of MAP-21 is the establishment of a performance and outcome based program. This section proposes **draft** performance targets for the Janesville Area MPO that meets the spirit of MAP-21. *The MPO expects to revise performance targets and indicators as necessary in order to meet requirements of MAP-21 or subsequent federal transportation legislation.*

The target setting process involved the analysis of trends and past performance in the Metropolitan Planning Area, examined bicycle and pedestrian recommendations contained in Section 7 of this Plan, and considered available data sets for measuring progress.

Target	Indicator	Data Source	Data Frequency	Justification
Economic Vitality				
3% increase in non-residents using trail system every 3 years	# estimated trips/year	MPO	3 years	23% increase from 2010 to 2013
5% increase in total trail usage every 3 years	# estimated trips/year	MPO	3 years	23% increase from 2010 to 2013
Safety and Security				
Continue trend of decreasing crashes over life of the plan	MV4000 crash data	TOPS Lab	Annual	Past performance
Continue trend of decreasing crashes over life of the plan	MV4000 crash data	TOPS Lab	Annual	Past performance
Accessibility and Mobility				
5% reduction in sidewalk gaps every 5 years	Miles of planned or recommended sidewalk	MPO	5 years	Past performance
.86 miles/yr. new trail	# of miles of trail	MPO	3 years	25.8 miles recommended over 30 plan horizon
Protect and Enhance the Environment				
Increase biking and walking as mode to work to 3% over 10 years	Census American Community Survey 5 year data	Census	Annual	ACS 2006-2010
Integration and Connectivity				
100% of public transit buses equipped with bike rack in 10 years	# or % of buses without bike racks	JTS	Variable	Aging buses to be replaced within 10 years
Efficiency and Preservation				
Maintain majority of street mileage in fair or better condition	PASER	MPO/ WisDOT	2 years	Industry standard