

# Janesville Area 2015-2050 Long Range Transportation Plan



May 19, 2016

**Janesville Area Metropolitan Planning  
Organization  
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Janesville, WI 53545**

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**RESOLUTION NO. 2016-03**

**RESOLUTION OF THE POLICY BOARD OF THE JANESVILLE AREA  
METROPOLITAN PLANNING ORGANIZATION APPROVING THE 2015-2050  
JANESVILLE AREA LONG RANGE TRANSPORTATION PLAN.**

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

**WHEREAS**, the plan was prepared to meet the requirements of Section 134 of Title 23, CFR 450 (the Federal Transit Administration's and Federal Highway Administration's regulations for urban transportation planning), Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Wisconsin under 23 U.S.C. 140 and 29 U.S.C. 794, sections 1101(b) of Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP – 21) (P.L. 112-141), and all applicable FAST Act and ADA requirements are met; and

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

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

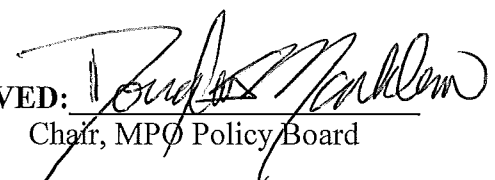
**WHEREAS**, the long range plan considers all modes of transportation and reflects the forecasted growth, land use and transportation plans, goals, objectives and policies of the member communities; and

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

**BE IT RESOLVED BY THE JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION THAT THE POLICY BOARD ADOPT THE 2015-2050 JANESVILLE AREA LONG RANGE TRANSPORTATION PLAN FOR THE JANESVILLE PLANNING AREA.**

**ADOPTED:** 5/19/16  
May 19, 2016

**ATTEST:**   
MPO Director

**APPROVED:**   
Chair, MPO Policy Board

# **Janesville Area 2015-2050 Long Range Transportation Plan**

## **Introduction**

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# 1. PLAN OVERVIEW

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The 2015-2050 Janesville Area MPO Long Range Transportation Plan is an update to the 2005-2035 Long Range Transportation Plan. This plan is a tool for developing safe, efficient transportation improvements for the Janesville Area MPO through the year 2050. These improvements encompass all modes of transportation including public transit and bicycle and pedestrian travel in addition to streets and highways. In accordance with Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and Fixing America's Surface Transportation Act (FAST Act), this plan addresses the deficiencies of the existing transportation system in the Janesville Area MPO planning area, analyzes the projected demand on that system, and identifies projects and policies to both preserve and enhance mobility.

The 2015-2050 Janesville Area MPO Long Range Transportation Plan is organized into the following sections:

- **Introduction** – outlines the MPO's transportation planning process, the adopted land use plan, and the public participation process used for developing and reviewing transportation documents.
- **Background: Land Use, Travel, Health, & Environment** – discusses land use issues and adopted land use plans, trends, and population projections that effect transportation recommendations. This section also discusses broader issues of health and the environment related to transportation.
- **Transit** – identifies transit issues, existing operating characteristics, safety, projected conditions and funding sources.
- **Bicycle and Pedestrian** – outlines planning criteria for developing bicycle and pedestrian facilities, existing conditions, proposed facilities, safety and education policies, implementation and funding.
- **Freight** - identifies freight issues, existing facilities, and general recommendations.
- **Streets & Highways** – summarizes existing conditions of the Janesville Area MPO's road network, safety, travel demand and system deficiencies status, and project recommendations and funding requirements for 2015-2050.
- **Environmental Justice** – identifies concentrations of minority and poverty populations and examines how well transportation serves populations as well as the impacts of the recommended projects on those groups.
- **Environmental Consultation** – identifies natural, cultural, and historic resources to be considered when planning for bicycle/pedestrian and street/highway projects. This section offers general guidance about permitting processes and ways to avoid, minimize, or mitigate negative impacts.
- **Opportunities for Public Comment Appendix** – Documents all notices, agendas, minutes, and comments related to the LRTP.
- **Streets & Highways Appendix** – Further describes cost estimation methodology, project details, etc.

## **2. JANESVILLE AREA MPO PLANNING PROCESS**

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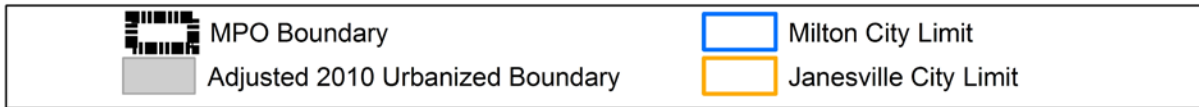
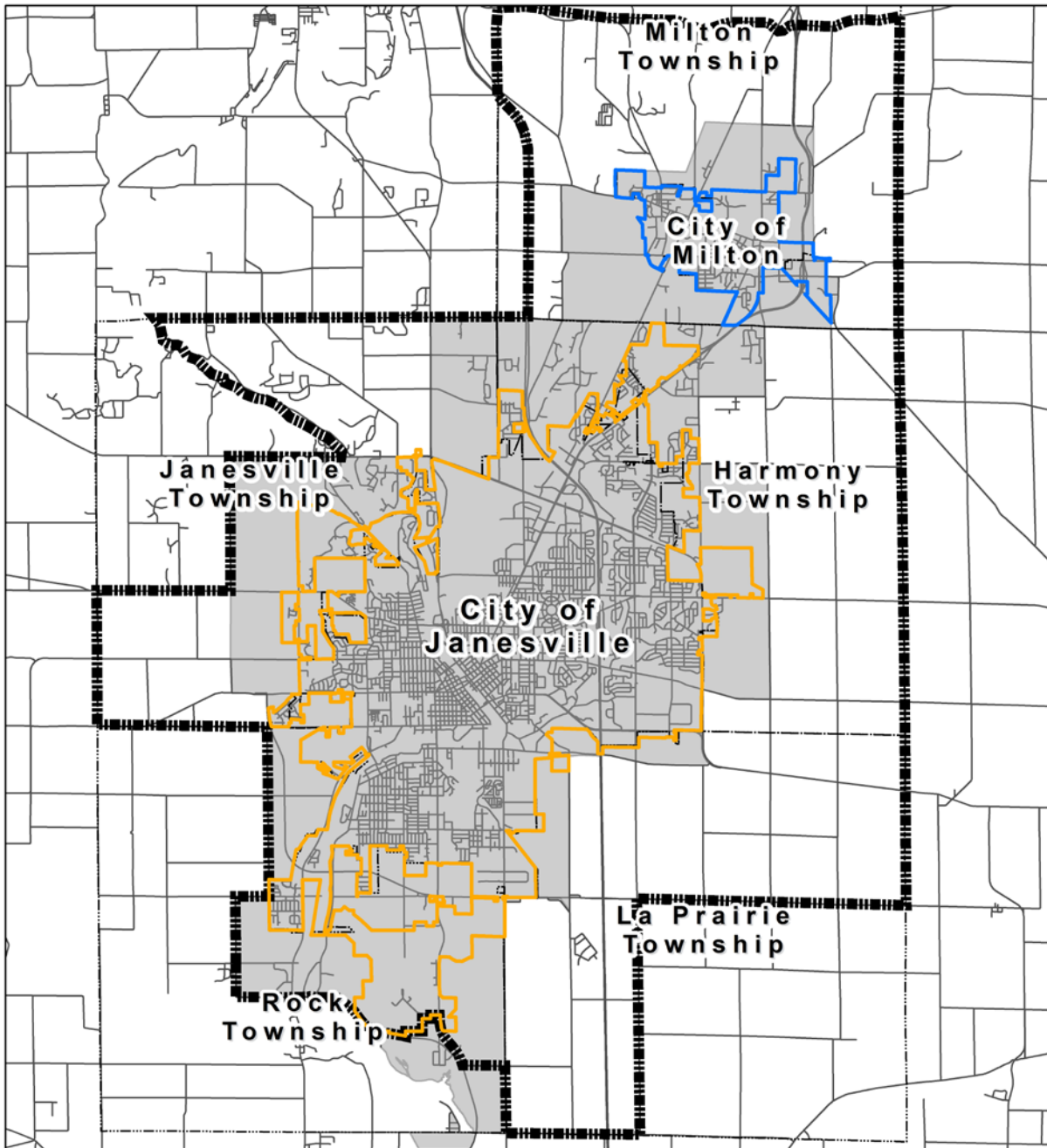
The Janesville Area MPO is responsible for developing transportation plans and programming projects for the Janesville planning area. The Metropolitan Planning Area consists of the City of Janesville, the City of Milton, and portions of the Towns of Harmony, Janesville, LaPrairie, Milton, and Rock (Figure 1).

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

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

The City of Janesville Public Works Department Planning Services Division serves as the staff for the MPO, and MPO functions are directed by a 16 member Policy Board consisting of seven Council members from the City of Janesville, the City of Janesville City Manager, the City of Milton Mayor, the Chairpersons from the Towns of Harmony, Janesville, LaPrairie, Milton, Rock, a member of the Rock County Board of Supervisors, and a representative from the Wisconsin Department of Transportation Southwest Office.

The MPO Policy Board is advised by a 24-member Technical Advisory Committee consisting of six individuals from the City of Janesville including the Deputy City Manager, Director of Public Works, Transit Director, MPO Director, City Engineer, and Assistant City Engineer. The City Administrator and the Director of Public Works from the City of Milton also sit on the Technical Advisory Committee. Rock County is represented by the Highway Commissioner/Public Works Director, the Assistant to the Public Works Director and the Planning Director. The elected Town Chairperson or his /her designee represents each of the five townships. The Beloit MPO Coordinator, a bicycle/pedestrian representative, and a freight representative also serve on the committee. In addition, three representatives from the Wisconsin Department of Transportation (WisDOT) and one person from the Federal Highway Administration (FHWA) serve on the Technical Advisory Committee.



2015-2050 Janesville Area Long Range Transportation Plan

**Fig. 1**

Janesville Metropolitan Planning Organization Boundary and Urbanized Area





## BACKGROUND

The Janesville Area MPO is responsible for coordinating transportation planning activities within this boundary. Another significant boundary shown on Figure 1 includes the urbanized boundary, which is used for determining funding eligibility for highway projects. The population of the planning area is 73,831 per the 2010 Census. The City of Janesville comprises 86% of the planning area population.

On a short-range basis, transportation planning within the MPO Boundary is conducted in response to land development pressures. Sites are reviewed in accordance with goals and objectives adopted as part of the Long Range Transportation Plan. Other planning documents that help to identify where transportation improvements will be needed include both the City of Janesville and City of Milton's Comprehensive Plan, and Public Works Programs and Capital Improvement Programs (CIP) from the City of Janesville, City of Milton, the County and Towns, and the MPO's six-year Transportation Improvement Program (TIP).

### *Long Range Transportation Plan*

The Janesville Area 2015-2050 Long Range Transportation Plan updates the 2005-2035 Long Range Transportation Plan, which was adopted by the MPO Policy Board in 2006 and reaffirmed in 2011. The 2015 plan serves as an update on the issues covered in the previous plan by encompassing all modes including public transit and bicycle and pedestrian travel in addition to motor vehicle transportation. This plan identifies the key projects from each of these modes, which, when combined and implemented as a multi-modal system, will develop the safest, most efficient transportation system for the MPO area. Plan updates will occur at least every five years, as federally required, to maintain consistency with forecasted transportation and land use conditions.

The Federal Transportation Bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21) was signed into law in July 2012 and carried into the Fixing America's Surface Transportation Act (FAST Act) in December 2015. One of the new MAP – 21/FAST Act requirements is that the long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets.

The cornerstone of FAST Act's highway program transformation is the transition to a performance and outcome-based program. States will invest resources in projects to achieve individual targets that collectively will make progress toward national goals.

FAST Act establishes national performance goals for Federal highway programs:

- **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.

- **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
- **System reliability**—To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays**—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

The long-range plan is tied to several short-range documents, which direct implementation of the recommendations found in the long-range plan. For example, short-range highway improvements, transit capital expenditures, and short-range bicycle facility projects receiving federal funds must be included in the long-range transportation plan for inclusion in the Transportation Improvement Program (TIP). Long-range plan transit recommendations will be paralleled in future Transit Development Plan updates. Both short-range and long-range bicycle and pedestrian projects in the urban area are referenced in the Bicycle & Pedestrian section of this plan. All highway, transit, and bicycle/pedestrian projects in the Janesville Area Long Range Transportation Plan have been coordinated with the City of Janesville, the City of Milton, Rock County, the Beloit MPO, and the townships of Rock, Milton, Harmony, LaPrairie, and Janesville. Representatives from each of these jurisdictions are participating members of the Janesville Area MPO Technical Advisory Committee and provide the project recommendations for highway and bridge projects within the MPO planning area, as well as trail connections, and joint transit service between Janesville, Milton, and other locations throughout the region.

### **3. JANESVILLE AREA MPO GOALS AND OBJECTIVES**

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The Janesville Area MPO sets more specific goals and objectives to further define the framework for the planning process and plan recommendations. The following goals and objectives were reviewed and slightly modified in 2010 during a minor update of the Plan. The Technical Advisory Committee reviewed the goals and objectives at the summer 2010 and fall 2010 meetings. Recommended revisions include language to stress the importance of environmental sustainability and the protection of agricultural lands. The objectives were also revised to be more mode specific.

The MPO reviewed the goals and objectives again as part of this plan update. Additionally, the MPO Bicycle/Pedestrian Sub-committee offered suggestions and additions to the bicycle/pedestrian goals and objectives.

#### **Introduction:**

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

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

**Objective:** By providing expanded facilities and services in accordance with the present and future demand to accommodate travel by auto, truck, bus, air, rail, bicycle, and foot with the intent of creating a balanced, coordinated and efficient transportation system. (Transit, Bicycle & Pedestrian, Highways).

**Objective:** By properly maintaining and preserving the existing transportation system in order to increase safety and maximize the life of the investment. (Transit, Bicycle & Pedestrian, Freight, Highway)

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

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

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

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

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

- Objective: By supporting the agricultural economy through the protection of agricultural lands, while maintaining an adequate road network to transport product to market.
- Objective: By providing adequate intermodal connections within transportation system. (Bicycle & Pedestrian, Transit, Highways).
- Objective: By encouraging the provision of adequate privately owned or paratransit transportation services. (Transit).
- Objective: By reducing injuries and fatalities in all transportation modes.
- Objective: By raising safety awareness of both the transportation industry and users of the transportation system.
- Objective: By seeking to incorporate, through its technical advisory committee, input from the various jurisdictions represented by the MPO to ensure coordination of area-wide transportation planning efforts.
- Objective: By contributing to the economic vitality of the planning area through the provision of a transportation system that provides for the effective movement of people and goods to and from major commercial and employment centers and intermodal facilities.

## Streets and Highways

- Goal:** To develop and maintain an increasingly energy efficient transportation system which includes and integrates all modes of travel and provides for the safe and effective movement of people and goods, while optimizing the financial resources of the community.
- Objective: By utilizing existing transportation facilities and services to their full potential.
- Objective: By providing expanded facilities and services in accordance with the present and future demand to accommodate travel by auto, truck, bus, air, rail, bicycle, and foot with the intent of creating a balanced, coordinated, and efficient transportation system.
- Objective: By minimizing the loss and damage to persons and property due to transportation related crashes.
- Objective: By developing and implementing programs which would lessen peak hour traffic congestion.
- Objective: By reducing injuries and fatalities in all transportation modes.
- Objective: By providing adequate intermodal connections within the transportation system.
- Objective: By designing future street and highway improvements which are compatible with existing land uses, which complement the land use plan, and which consider ecosystem sustainability and the protection of natural resources.

## **Bicycle and Pedestrian**

- Goal:** Develop a multi-modal transportation network within the Janesville Metropolitan Planning area that accommodates all modes of transportation and recreation and provides for the safe, efficient movement of people and goods.
- Objective:** Develop an on-street and off-street bicycle facility network that serves as a viable transportation option for beginning to advanced cyclists.
- Objective:** Provide bicycle and pedestrian facilities between residential areas and existing and planned employment and commercial centers, school facilities, parks and recreational facilities, and other public facilities.
- Objective:** Encourage and facilitate the provision of appropriate end of trip facilities such as bike racks, lockers, and showers at employment and commercial centers.
- Objective:** Provide cyclists with safe and convenient travel by making streets “bicycle friendly” and well designed to accommodate both motorized and non-motorized modes of transportation.
- Objective:** Coordinate planning, programming, events, and advocacy with organizations that have similar goals.
- Objective:** Gain input from bicyclists and the general public in the planning and development of bicycle and pedestrian facilities.
- Objective:** Develop education and safety programs aimed at children (for walking and biking), experienced bicyclists, and motor vehicle operators.
- Objective:** Encourage active enforcement of existing laws for motor vehicle operators regarding the rights of bicyclists and pedestrians.

## **Transit**

- Goal I:** To promote the role of public transit in the overall Janesville community transportation system.
- Objective A:** By encouraging the use of public transit as an alternative for work and shopping trips.
- Objective B:** By including transit service considerations in all development projects and coordinating public transit improvements with other modes of transportation and parking improvements.
- Objective C:** By providing a level of service consistent with the needs of the community and at a level of local subsidy as specified by the City of Janesville City Council.
- Objective D:** By promoting ridership through a comprehensive marketing plan.

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

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

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

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

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

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

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

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

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

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

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

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

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

## Freight

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

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

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

**Objective:** By providing adequate intermodal connections with transportation systems.

**Objective:** By providing adequate local street connections between highways and freight origins and destinations.

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

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

## 4. PUBLIC PARTICIPATION

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The planning process to develop the Long Range Transportation Plan is described in the MPO Public Participation Plan adopted in 2012 and the Environmental Consultation Plan of 2007. These Plans outline the formal public participation procedures, including types of stakeholders to be contacted, public notice requirements, comment periods, and methods of distribution of materials. In addition to following these procedures and timelines, the MPO extended multiple additional opportunities for input throughout the process. Below is a summary, and more detail may be found in the Opportunities for Public Involvement Appendix.

- A Bicycle/Pedestrian sub-committee formed to advise the section. Members include interested citizens, WisDOT representatives, and staff from the cities of Milton and Janesville and Rock County.
- A Freight sub-committee formed to advise the section. Members include economic development experts, WisDOT representatives, interested elected officials, and staff from the cities of Milton and Janesville.
- Held mini planning exercise session with Sustainable Janesville Committee at the committee's regular public meeting on June 17, 2014. Committee members participated in planning exercises related to the Bicycle & Pedestrian Section.
- Held two Bicycle & Pedestrian Public Open Houses in August 2014 to gather ideas and get feedback on how bicycle/pedestrian improvements should be prioritized.
- MPO staff held one Public Open House at the downtown Transfer Center in October 2015 to gather feedback regarding proposed changes to the Janesville Milton Whitewater Innovation Express Service. Displays included information about the Transit Section of the LRTP.

MPO Long Range Transportation Plan Major Milestones:

May 5, 2014 – Review of Overview Report for 2015-2050 Long Range Transportation Plan (TAC meeting)

October 21, 2014- Review of Introduction and Freight Sections. (TAC meeting)

June 30, 2015 – Develop list of projects for traffic forecasting. (TAC meeting)

August 11, 2015 – Review of Bicycle & Pedestrian and Transit Sections (TAC meeting)

January 28, 2016 – Review traffic forecasting results and develop list of recommended street and highway projects. (TAC meeting)

March 15 & 16, 2016 – Public Open Houses

April 19, 2016 – Adoption of LRTP (TAC meeting)

May 19, 2016 – Adoption of LRTP (Policy Board meeting)

## **5. JANESVILLE AREA MPO TARGETS AND PERFORMANCE MEASURES**

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Transportation planning agencies in Wisconsin, including FHWA and WisDOT, have been anticipating a performance based approach to planning and investment for several years. WisDOT and FHWA jointly host quarterly meetings in which all of Wisconsin's MPOs and RPCs meet to discuss topics of mutual interest, including performance based planning. Agencies including the Janesville Area MPO are working to identify data metrics that could be used to measure progress toward transportation goals and objectives. This section briefly summarizes FAST Act requirements and deadlines and describes the MPO's progress in meeting those requirements.

### **MAP-21 AND FAST ACT SYSTEM PERFORMANCE REQUIREMENTS**

A key feature of MAP-21, and continued in the FAST Act, is the establishment of a performance and outcome based program. The objective of this performance and outcome-based program is for States to invest resources in projects that collectively will make progress toward achievement of the eight metropolitan transportation planning factors codified in FAST Act.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the security of the transportation system for motorized and non-motorized users.
3. Increase the safety aspects of the transportation system for its users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.



FAST Act requires the Secretary, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below.

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries – both number and rate per vehicle mile traveled – on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

The DOT, State, and MPOs must coordinate to set performance targets within a set timeline. FAST Act requires MPOs to include targets in Metropolitan transportation plans and Metropolitan Transportation Improvement Programs.

The FHWA and FTA jointly issued a Notice of Proposed Rule Making (NPRM) on June 2, 2014 proposing revisions to the regulations governing the development of metropolitan transportation plans and programs for urbanized areas. The proposed rule lays out the process by which each level of government establishes performance targets, beginning with the federal DOT, then state, then MPO.

**As of April 2016, no deadline has been set for MPOs to establish targets.**

Each of the mode specific chapters contains a thorough discussion of transportation performance in the MPA, and a justification for each of the performance measures and targets. Some goals are easier to track with data than others; the Plan discusses where gaps in data exist, and the drawbacks of using certain data sets.

## PERFORMANCE TARGETS AND INDICATORS

Target/Goal	Facility Type	Indicator	Data Source	Data Frequency	Justification
<i>Economic Vitality</i>					
3% increase in non-residents using trail system every 3 years	Non-Motorized	# estimated trips per year	MPO	3 years	23% increase from 2010 to 2013
5% increase in total trail usage every 3 years					
.8% annual increase in ridership	Transit	# annual unlinked passenger trips	JTS	Annual	.6% is annual average

Increase in freight tonnage	Freight	Tons of freight shipped within region	Commodity Flow Survey	5 years	
<b>System Preservation</b>					
Maintain majority of trail mileage in fair or better condition	Non-Motorized	TBD Currently no PASER equivalent for trails.	MPO jurisdictions	5 years	Industry standard
Decrease # of miles of street in poor or failed condition	Motorized	PASER ratings	WISLR WisDOT	2 years	poor/failing roads increase cost to reconstruct
Replace structures rated below 50 within 7 years		Structure sufficiency ratings	Engineering WisDOT	2 years	
<b>Efficient Management and Operations (System Operation and Usage)</b>					
Maintain acceptable levels of traffic congestion	Motorized	Level-of-Service (LOS)	WisDOT Travel Demand Model	5 years	To ensure efficient operations
Maintain average traffic speed within 8mph of posted speed limit	Motorized	Speed limit studies	WisDOT Engineering	Variable	Improve safety and traffic flow
<b>Safety</b>					
Reduction in injury crashes	Non-Motorized	# crashes/year	TOPS Lab MV 4000	Annual	Past Performance
Reduction in fatal crashes					
Reduction in injury crashes	Motorized				
Reduction in fatal crashes					
Less than 5 preventable crashes per year	Transit	# of preventable crashes per year	JTS		
<b>Security</b>					
Secure transit facilities	Transit	# unlawful entries into transit facilities (break ins) % of buses with functioning security cameras	JTS	Variable	
<b>Target/Goal</b>	<b>Facility Type</b>	<b>Indicator</b>	<b>Data Source</b>	<b>Data Frequency</b>	<b>Justification</b>

<b>Accessibility and Mobility</b>					
5% reduction in sidewalk gaps every 5 years	Non-Motorized	# of miles of planned or recommended sidewalk	MPO	5 years	Past Performance
.86 miles/yr. new trail		# of miles of trail			25.8 miles recommended over 35 plan horizon
.4 miles/yr. bike lane	Motorized	# of miles of bike lane	MPO	Variable	14 miles recommended over 35 yr. plan horizon
Service within ¼ mile of at least 90% of the populated areas within JTS service area	Transit	Using GIS, analyze Census block data & transit routes	MPO	Annual	JTS standard since 2005
Service 6:15am - 6:15pm M-F; 8:45am – 6:15pm Sat; headways 60 min or less for regular service		Revenue hours of service	JTS	Variable	
<b>Integration &amp; Connectivity to the System</b>					
100% of public transit buses equipped with bike rack in 10 years	Non-Motorized	# or % of buses with bike racks	JTS	Variable	Aging buses to be replaced within 10 years
Encourage Park-and-Ride locations	Motorized	# of Park-and-ride locations	WisDOT MPO	Variable	There is demand for Park-and-Ride locations
<b>Protect and Enhance the Environment</b>					
Increase biking and walking as mode to work to 3% over 10 years	Non-Motorized	Census American Community Survey 5 year data	Census	Annual	Past performance
Convert JTS bus fleet to CNG by 2035	Transit	Bus fleet	JTS	Variable	Based on LRTP capital plan
Decrease drive alone work trips	Motorized	Census commuting data	Census ACS	Annual	Past performance
Improve Air Quality	Motorized	Air Quality Index	USEPA	Annual	Trend in improving overall air quality

While the table above suggests goals and data in order to monitor system performance related to each transportation mode in line with FHWA goals, the MPO additionally monitors regional data trends, as shown in the table below. This data is analyzed in the Background Section of this plan.

Indicator	Data	Data Source	Frequency
Population	Estimate by jurisdiction	DOA	Annual
Housing Units	HH estimate by jurisdiction	DOA & Census	Annual
Employment	% unemployed	DOA	Annual
Agricultural Preservation	Ag land use within the MPO	Rock County	As available

## 6. PLANS AND DOCUMENTS RELATED TO THE LONG RANGE TRANSPORTATION PLAN

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The LRTP is driven by the comprehensive land use plans of Rock County and the cities of Janesville and Milton. Recommended future land uses and related densities are used as the basis in the travel model to predict transportation infrastructure needs. Several MPO short-range plans and documents then directly implement the long-range plan recommendations.

### 1. Work Program

The MPO annual Work Program contains the transportation planning budget and guides both long range and short-range planning activities. The type of activities budgeted includes funding for transportation administration activities such as preparation of the TIP, MPO monitoring, and staff training. Items contained in the Work Program are reviewed by the Technical Advisory Committee and are approved by the MPO Policy Board.

### 2. TIP

The Transportation Improvement Program (TIP) is a staged six-year listing of actual improvement projects within the metropolitan area. The document identifies the scheduled construction year of the proposed project, type of project, funding source, and funding level. Projects are listed for highway, public transit, specialized transit, and bicycle/pedestrian modes, and these projects use a combination of federal, state and local funds. The Janesville Area MPO's TIP is typically updated on an annual basis and adopted by the MPO Policy Board. After the TIP is approved by the MPO, it is incorporated in the Statewide Transportation Improvement Program (STIP).

### 3. Transit Development Plan

The City of Janesville and the MPO complete a Transit Development Plan (TDP) every five years, with the next TDP scheduled to take place in 2017. The TDP will analyze all aspects of transit service including paratransit service, capital needs, and regional services.

#### 4. Regional Transportation Studies

The Wisconsin Department of Transportation, together with the several surrounding communities, Rock County, and the MPO work on regional transportation studies such as the STH 11 to Interstate 43 four-lane expansion study. There are no WisDOT studies currently underway.

#### 5. City of Janesville Comprehensive Plan

The purpose of the City of Janesville's Comprehensive Plan, adopted by the City Council March 9, 2009, is to help the City guide short-range and long-range growth and development. The Plan provides recommendations in the areas of land use, transportation, economic development, parks and open space, historical and cultural resources, housing, community facilities, agricultural and natural resources, utilities, and intergovernmental cooperation. The Comprehensive Plan serves as the primary tools used by City agencies, the Plan Commission, City Council and other policy bodies to make decisions about the location of land uses and community facilities, priorities for public investment and the extension of public services, business development, and how to meet transportation needs over the next 25 years.

The various plans fit together in a hierarchy that is rooted in the Comprehensive Plan. The Comprehensive Plan defines the urban area's twenty-year urban service limits and the conceptual Growth Development Plan that identifies recommended land uses within the twenty-year boundary. Critical Area and Neighborhood Plans take the recommendations of the Comprehensive Plan to a more localized and technical level by focusing on the physical infrastructure needs of smaller segments of the city. Finally, the Traffic Circulation, downtown plans such as the Rock Renaissance Area Redevelopment and Implementation Strategy (ARISE) and Parks & Open Space plans guide the implementation of the infrastructure improvements to address needs at the critical area and neighborhood levels, as well as regional and community levels.

#### 6. City of Milton Comprehensive Plan

The purpose of the City of Milton's Comprehensive Plan, adopted by the City Plan Commission, is to direct community development and land use decisions; assist with community facility budgeting; and stimulate private housing, business, and industrial investment. Elements in the Comprehensive Plan include a Land Use Plan, Community Character Plan, Transportation Plan, Community Facilities Plan, and Historic Resources Recommendations. The most recent Comprehensive Plan was adopted December 2008.

#### 7. Town Plans

Each township within the MPO has adopted a locally derived comprehensive land use plan. Rock County Planning, Economic & Community Development Agency prepared plans for the Town of Harmony, Janesville, La Prairie, Milton; these plans were adopted in 2009. The Town of Rock hired Vandewalle & Associates to assist with preparation of a plan that was adopted by the town in 2008.

## **7. PLANNING AREA TRANSPORTATION ISSUES**

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There are several regional transportation projects and issues concerning jurisdictions within the planning area, these include:

- Maintaining an effective transportation network with decreases in federal and state funding support.
- Studying feasibility of grade separation of intersections where railroads cross major roads and highways.
- Managing access on arterial streets, county, and state highways.
- Incorporating transportation improvements that complement and enhance downtown redevelopment in Janesville and Milton.
- Maintaining and expanding transit service to meet growing demand.
- Filling gaps in the existing trail network and extending off-road bicycle and pedestrian facilities to areas not currently connected to the trail network.
- Establishing networks of on-street bicycle facilities in the cities of Milton and Janesville.
- Improving accessibility to all users through engineering design and technology.
- Improving safety and livability in all transportation modes.

These regional issues are addressed in the following sections of the plan. Projects and policies identified in the highway, transit, and bicycle and pedestrian sections address the primary transportation concerns of the City of Janesville, City of Milton, county, and five townships. The financial element of each chapter discusses the projected sources required to implement these policies and projects with both traditional and non-traditional funding sources.