

Janesville Area 2015-2050 Long Range Transportation Plan

Street & Highway Executive Summary Draft: April 7, 2016



INTRODUCTION AND PURPOSE

The Streets and Highways section of the Janesville Area *2015-2050 Long Range Transportation Plan* (LRTP) is an update to the most recent plan, the *2005-2035 Long Range Transportation Plan*. In an attempt to support and maintain the highest possible level of personal mobility, the Streets and Highways section evaluates the existing traffic circulation system, analyzes the street systems current and projected deficiencies, and identifies short and long-range improvement projects.

This section not only identifies projects anticipating state and federal funding, it also identifies local street connections consistent with area land use plans. While these local connections are likely to be funded by local sources, and therefore not included in the fiscally constrained tables in the Plan, they represent important connections for the overall transportation system.

GOAL AND OBJECTIVES

The goal and objectives for highway planning in the Janesville Planning Area coincide with the goal and objectives listed in the introduction. The objectives specifically pertaining to highway transportation are summarized below:

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 properly maintaining and preserving the existing transportation system in order to increase safety and maximize the life of the investment.

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 supporting the agricultural economy through the protection of agricultural lands, while maintaining an adequate road network to transport product to market.

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

CURRENT TRANSPORTATION ISSUES

Congestion

The I-39/90 corridor has the most serious congestion issues in the Janesville area. Traffic is heavy particularly on weekends during the tourist season. Few other streets or highways in the planning area experience congestion. The commercial areas along Milton Ave./STH 26 and Humes Rd./USH 14 experience some delay because there are many traffic signals (and one at-grade rail crossing) along the corridors, although they are not considered congested from a capacity definition.

Rail Transportation

Although the focus of this chapter is highways and streets, rail lines affect traffic flow along major streets such as West Court Street, Delavan Drive, USH 51 and USH 14 in Janesville and John Paul Road and Janesville Street in Milton where at-grade crossings are located. Trains sometimes block these intersections for long periods, creating delay and congestion. Trains delay emergency response vehicles, which is a particular issue in Milton where the city is bifurcated by rail line. There are no grade-separated crossings in Milton to allow vehicles north-south access.

The Union Pacific and Wisconsin & Southern railways serve the City of Janesville and Wisconsin & Southern serves the City of Milton. The Wisconsin & Southern railroad uses Janesville as the hub from which they serve south central Wisconsin and northern Illinois. The Janesville area utilizes rail primarily to haul manufacturing components, and agricultural commodities. In several locations within the urban area, abandoned track has been converted into mixed-use recreation trails. A map of Janesville's existing rail lines and specific rail related issues are addressed in the Freight section of this plan.

Parking

The majority of the street network within the urbanized area is designed to provide at least one lane of parking. The availability of on-street parking relates to the design standards, functional classification, and speed limit of each street.

THE MODEL

In developing the Long Range Transportation Plan and evaluating the potential needs of the MPO for the next 35 years, roughly 45 projects were analyzed to help understand projected transportation needs. The MPO requested WisDOT analyze four future scenarios; those results are discussed below.

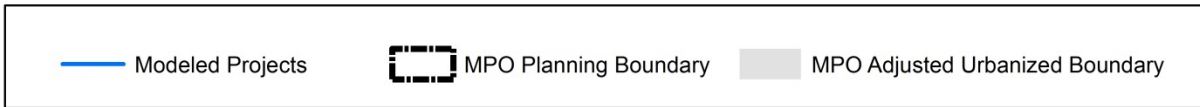
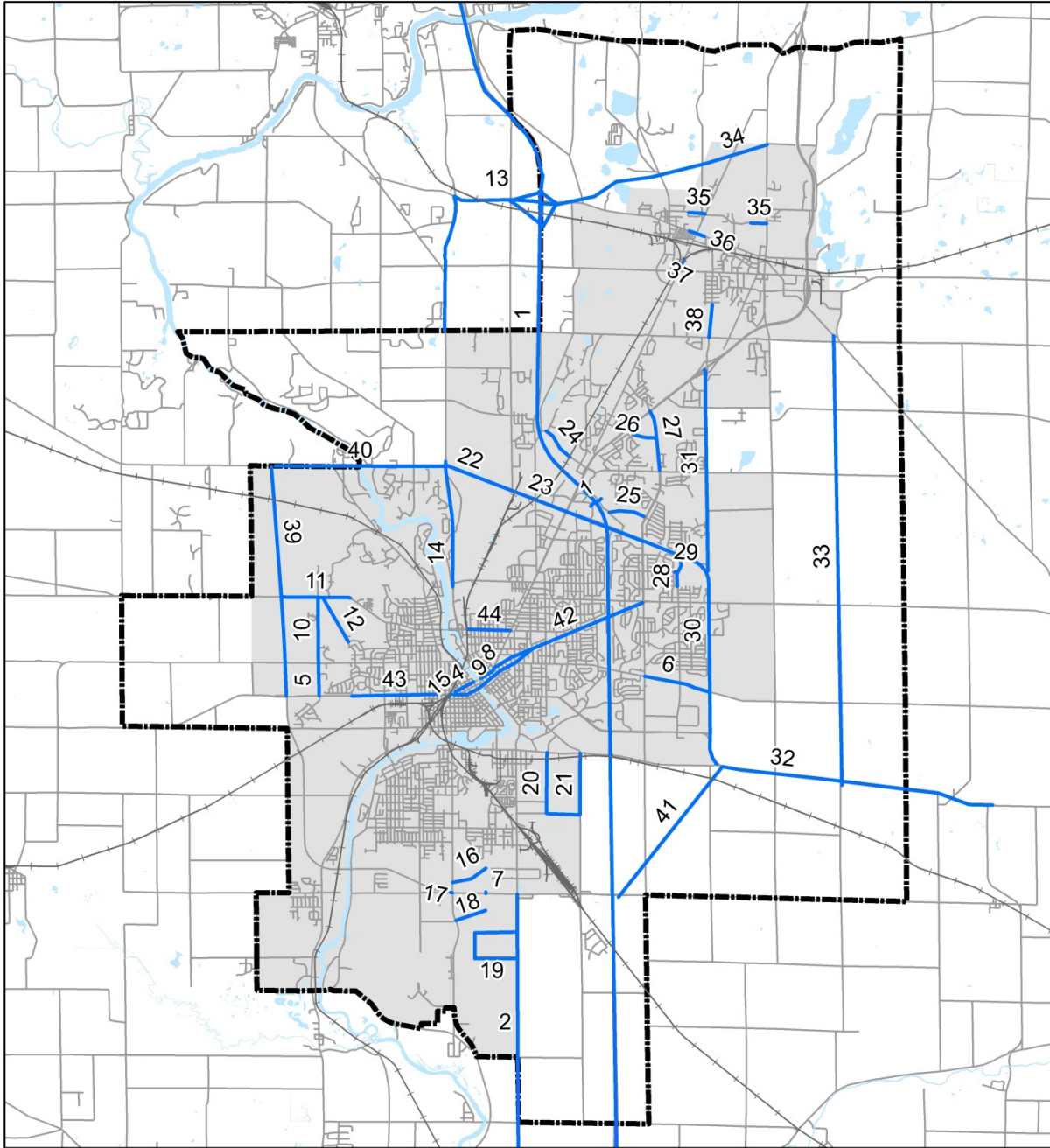
No Build 2050 with Committed Projects

The No Build 2050 network refines the 2050 congestion level prediction by incorporating into the model the new and expansion projects that have been completed since the existing base year network (2010) and those projects that have funding secured for construction in the coming years. The transportation model was run with the existing plus committed projects and the traffic volumes expected in 2050 to develop the deficiency levels that can be expected in 2050, which is shown below.

No Build Level of Service (2050)		
	Deficiency	Length
1	Milton Ave/STH 26	E. Memorial Dr. to Mt. Zion Ave.
2	Milton Ave/STH 26	Mt. Zion to Randolph/Kennedy Rd.
3	USH 14	Evansville to USH 51
4	USH 51/Centerway	N. Main St. to N. Parker Dr.

Scenario Packages 1, 2, and 3 each contained a mix of potential projects to test the impacts of the projects on the overall system. These scenarios assisted with not only identifying recommended projects, but in prioritizing the projects. Below are significant findings of the modeling process.

- Milton Ave./STH 26 from Memorial Dr. to Randolph/Kennedy is forecasted to have major congestion in 2050. Expanding USH 51 from Blackbridge Rd. to USH 14 and expanding USH 14 from USH 51 to Wright Rd. helped ease Milton Ave. congestion somewhat. However, even with alternate route improvements, Milton Ave. still had concerning levels of congestion. Therefore, the MPO recommends expansion of Milton Ave.
- Level of Service (congestion levels) on 11/14 east of Janesville are expected to improve over time. This is mainly due to population decline in the Town of La Prairie.
- The West Side Bypass would divert some traffic from USH 14 from USH 51 to CTH O.
- Road reconfigurations (projects 42, 43, 44) and conversion of one-way to two-way streets in downtown Janesville (projects 8, 9) are not expected to have a negative impact on traffic congestion.



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Modeled Projects



RECOMMENDED PROJECTS

The recommended projects were drawn from several sources including: the *Rock Renaissance Area Implementation Strategy (ARISE)*, 2016-2021 Transportation Improvement Program, State, County, and local jurisdictions, and the results of the transportation model.

Planned

The MPO realizes that needs and priorities may change over the course of this 35-year plan. Therefore, the construction dates shown within this plan are tentative. The MPO's actual needs and funding availability will govern when recommended projects are constructed.

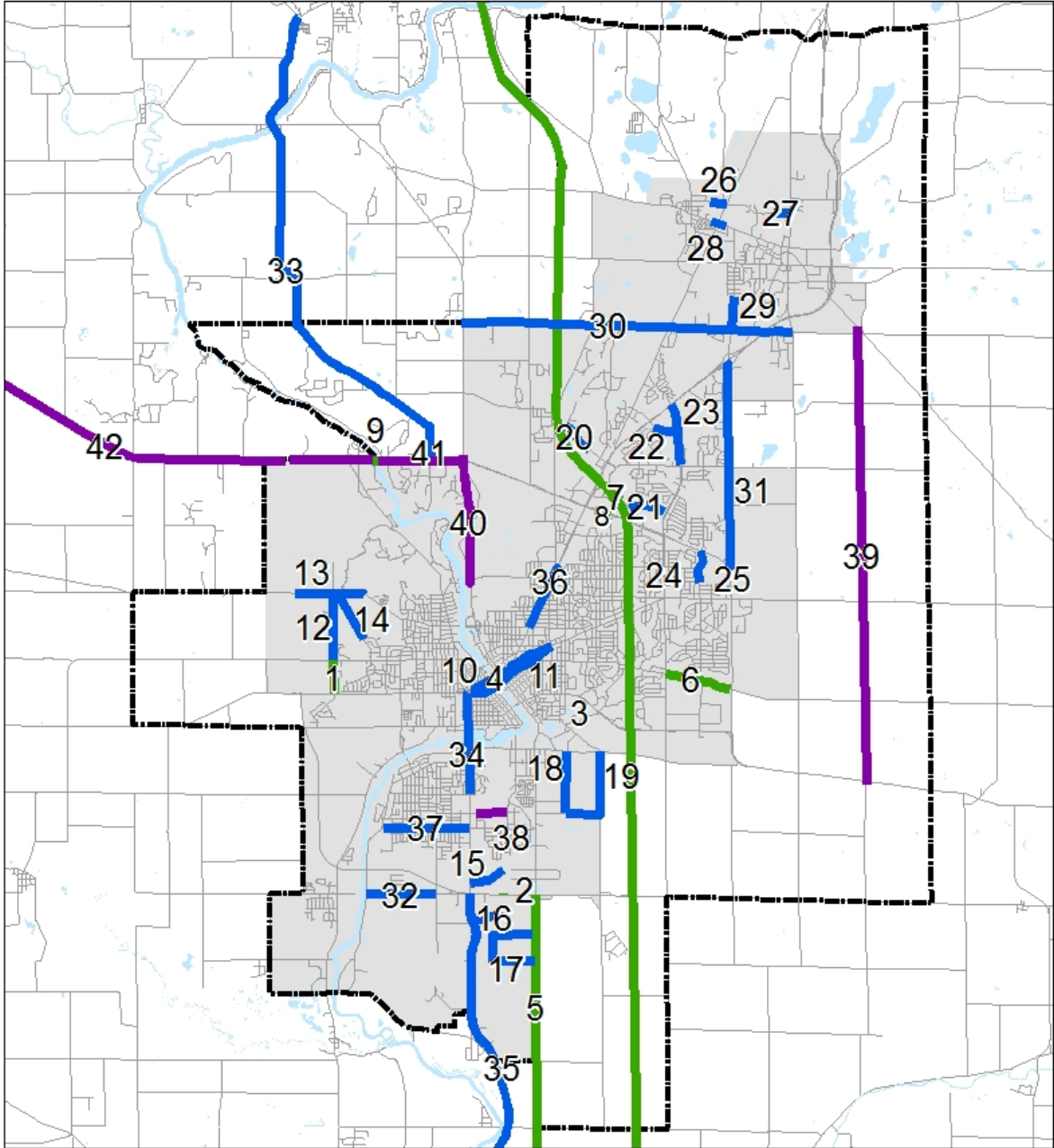
Planned preservation projects include the reconstruction, rehabilitation, resurfacing, and reconditioning of roadways and bridges, as well as signal installation. Capacity expansion projects include adding travel lanes, or the construction of a new alignment to provide additional capacity or access. Expansion projects also include upgrading a roadway from a rural design to an urban design. Some of the preservation projects are also intended to address safety concerns through rebuilding the existing roadway. The capacity expansion projects have the potential to address safety by addressing congestion issues on existing corridors. The alignments shown are for illustrative purposes only. Early in the design phase, the responsible jurisdiction will provide the final alignment.

Planned							
#	Project	Extent	Sponsor	Federal	State	Local	Total
<i>City of Janesville</i>							
10	Milwaukee St.	Major rehab River to Locust	COJ	\$ 2,839		\$ 710	\$ 3,549
11	Court St.	One to two way traffic conversion: Linn to Atwood or Ringold	COJ			\$ 274	\$ 274
12	Austin Rd.	Reconstruction: Mineral Point to Memorial	COJ	\$ 3,850		\$ 962	\$ 4,812
13	W. Memorial	Reconstruction: Timber Lane to 1,800 Feet west	COJ	\$ 4,044		\$ 101	\$ 4,145
14	Waveland Rd.	Extension to CTH A	COJ			\$ 3,195	\$ 3,195
15	Venture Dr.	Extension to USH 51	COJ			\$ 3,862	\$ 3,862
16	Innovation Dr.	Extension to USH 51	COJ			\$ 1,783	\$ 1,783
17	New Road	Serve future industrial development	COJ			\$ 6,313	\$ 6,313
18	Todd Dr.	Extension from Delavan to Conde St.	COJ			\$ 3,454	\$ 3,454
19	Conde St.	Extension to Read Rd., upgrade Read intersection to Delavan	COJ			\$ 5,348	\$ 5,348
20	Kettering St.	Extension from Kennedy Rd. to N. Brentwood Dr.	COJ			\$ 2,080	\$ 2,080
21	Sandhill Rd.	Extension to Deerfield Dr.	COJ			\$ 2,671	\$ 2,671
22	McCormick	Extension to Wright Rd.	COJ			\$ 1,621	\$ 1,621
23	Wright Rd.	Extension to John Paul Rd.	COJ			\$ 6,677	\$ 6,677
24	N. Wuthering Hills Dr.	Extension to USH 14	COJ			\$ 2,337	\$ 2,337
25	Randolph Rd.	Extension Holly Dr. to Wuthering Hills Dr.	COJ			\$ 238	\$ 238
<i>Milton</i>							
26	Sunset Dr.	Extension Lucas Ln. to John Paul Rd.	COM			\$ 1,192	\$ 1,192
27	Sunset Dr.	Extension to Old STH 26	COM			\$ 1,192	\$ 1,192
28	Traffic Signal	John Paul Rd. and Madison	COM			\$ 150	\$ 150
29	Hilltop	Extension to Townline Rd.	COM			\$ 2,575	\$ 2,575
<i>Township</i>							
30	Townline Rd.	Reconstruction USH 51 to Henke Rd.	TOM, TOH, COM			\$ 12,276	\$ 12,276
31	Harmony Town Hall Rd.	Reconstruction: widen to urban 4 lane USH 14 to STH 26	COJ, TOH	\$ 14,991		\$ 3,748	\$ 18,738
32	Avalon Rd.	Reconstruction: River Rd. to S. Oakhill	COJ, TOR	\$ 5,366		\$ 1,342	\$ 6,708
<i>Rock County</i>							
33	CTH F	Reconstruction USH 14 to Edgerton (partially funded)	RC	\$ 13,367		\$ 3,342	\$ 16,709
<i>State of Wisconsin</i>							
34	USH 51	Reconstruction: Court to Joliet	WIS		\$ 8,103		\$ 8,103
35	USH 51	Reconstruction: STH 11 to Beloit city limits	WIS		\$ 44,991		\$ 44,991
36	Milton Ave./STH 26	Reconstruction: Memorial to Kennedy/Randolph	WIS		\$ 12,642		\$ 12,642

Proposed or Potential Projects

The following list of projects is not fiscally constrained. This list represents projects that may become planned projects if conditions or expected revenues change. Traffic forecasting suggests USH 14 and USH 51 will not experience enough congestion to warrant expansion. However, if growth projections or travel behavior changes, the MPO recognizes that expansion may be necessary. It is also possible these projects may not be necessary until after this plan's horizon (beyond 2050), such as expansion of Milton Shopiere Road.

Proposed or Potential Projects							
#	Project	Extent	Sponsor	Federal	State	Local	Total
37	Kellogg Ave.	Resurfacing: River Rd. to Center Ave.	COJ	\$ 680		\$ 170	\$ 850
38	Conde St. Connection	New connection across General Motors property	COJ			\$ 1,958	\$ 1,958
39	Milton Shopiere	USH 14 to 59: limited access 2 lane highway	?			\$ 45,879	\$ 45,879
40	USH 51	Expansion to 4 lane Urban: Blackbridge to USH 14	WIS		\$ 30,476		\$ 30,476
41	USH 14	Expansion to 4 lane: USH 51 to West Side Bypass	WIS		\$ 34,094		\$ 34,094
42	USH 14	Expansion to 4 lane: West Side Bypass to Evansville (CTY TKM)	WIS		\$ 73,532		\$ 73,532



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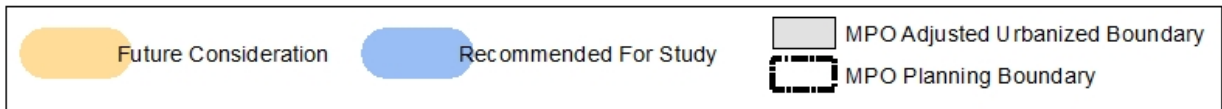
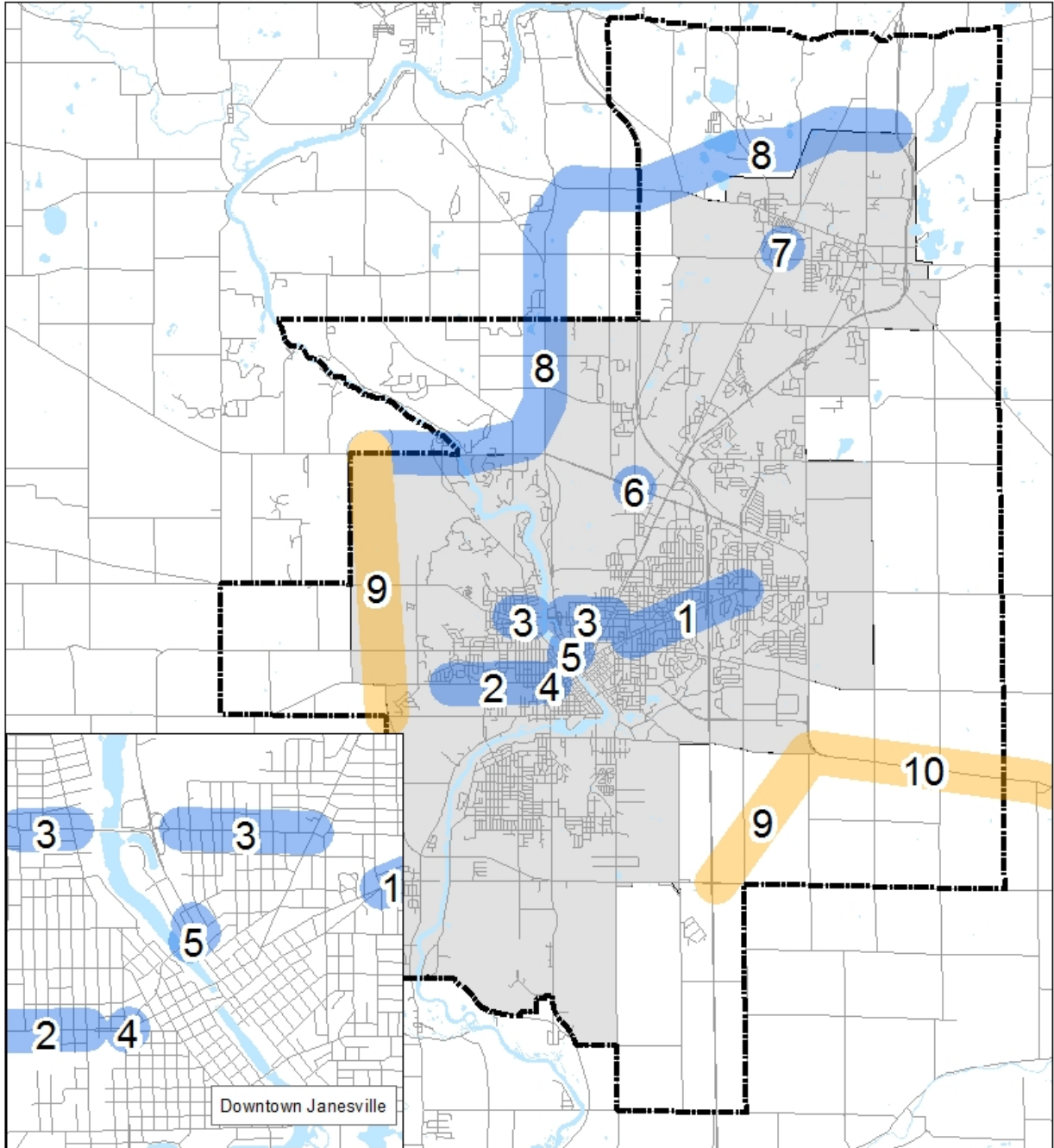
Recommended Street & Highway Projects



Recommended for Study

These are state or local projects that require further action, such as a study.

Recommended for Study or Future Consideration			
#	Project	Extent	Sponsor
1	E. Milwaukee	Road Diet: Ringold to Wright Rd.	COJ
2	W. Court	Road Diet: Pearl to Waveland	COJ
3	Memorial	Road Diet: Bridge to Milton Ave.; Oakhill to N. Washington	COJ
4	Five Points	Grade separation	COJ, WIS
5	Centerway/Main/Parker	Realignment (ARISE)	COJ, WIS
6	USH 14 @ RR	Grade separation	WIS
7	John Paul Rd. @ RR	Grade separation	COM
8	North Side Bypass	USH 51 to Kidder Rd. to CTH M, interchange, E. Klug Extension	WIS
9	West Side Bypass	West Court to USH 14 & Avalon to 11/14 new connections	WIS
10	11/14 east	Expansion 11/14 CTH O to I-43	WIS



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Recommended for Study or Future Consideration



FISCAL CONSTRAINT

The adopted *2015-2050 Long Range Transportation Plan* must demonstrate expected revenues are sufficient to fund recommended projects. All committed projects and planned projects make up the fiscally constrained Streets & Highways Plan. Costs are listed for the Proposed or Potential Projects in order to identify the resources needed to move a project into the Planned list or to include the project in the TIP or STIP. The long range plan will need to be amended to include any projects identified through studies listed in the plan, before the projects can move into the most current TIP or STIP.

	Planned or Programmed			Estimated Available Funding		
	2016-2020	2021-2030	2031-2050	2016-2020	2021-2030	2031-2050
Majors	\$ 570,274	unknown	unknown	\$ 570,274	\$ 116,678	unknown
STH	unknown	\$ 83,570	\$ 135,099	\$ 75,273	\$ 178,829	\$ 506,295
SHR Bridge	\$ 5,295	\$ 12,580	\$ 35,617	\$ 5,295	\$ 12,580	\$ 35,617
STP Urban	\$ 3,192	\$ 7,045	\$ 20,357	\$ 3,215	\$ 7,638	\$ 21,624
GTA	\$ 15,388	\$ 36,557	\$ 103,499	\$ 15,388	\$ 36,557	\$ 103,499
CHA	\$ 1,925	\$ 4,574	\$ 12,951	\$ 1,925	\$ 4,574	\$ 12,951
LRIP	\$ 642	\$ 1,525	\$ 4,317	\$ 642	\$ 1,525	\$ 4,317
FSP	\$ 2,800	\$ 6,652	\$ 18,833	\$ 2,800	\$ 6,652	\$ 18,833
Local Bridges	\$ 2,036	\$ 3,973	\$ 11,247	\$ 1,672	\$ 3,973	\$ 11,247