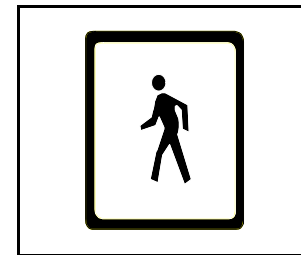
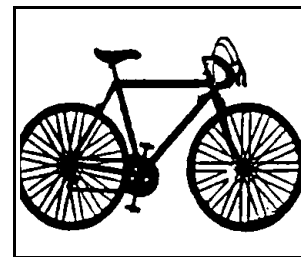
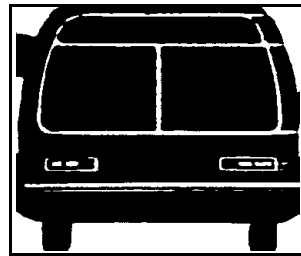
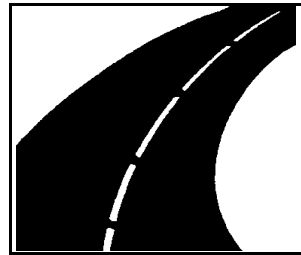


JANESVILLE AREA 2005 - 2035 LONG RANGE TRANSPORTATION PLAN



May 10, 2006

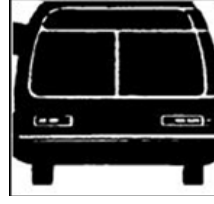
2005-2035
Janesville Area
Long Range Transportation Plan

Janesville Area Metropolitan Planning Organization
18 North Jackson Street
Janesville, Wisconsin 53545

Prepared by:
Janesville Area MPO
City of Janesville Community Development Department

Brad Cantrell, Community Development Director
Duane Cherek, Planning Services Manager
Alexis Kuklenski, MPO Coordinator
Matt Anderson, Associate Planner
Julie Esterl, Planning Assistant
Tera Barnett, Secretary

Final: May 10, 2006



MPO ORGANIZATION

The Janesville Area MPO includes the following units of government: City of Janesville, City of Milton, Rock County, and the Towns of Harmony, Janesville LaPrairie, Milton and Rock. The work of the Janesville Area MPO is directed by a Policy Board which i

Policy Board		TECHNICAL ADVISORY COMMITTEE	
COMMON COUNCIL	TOWN CHAIRPERSONS	CITY OF JANESVILLE	CITY OF BELOIT
Thomas J. Brien	Roger Fanning Town of Harmony	Thomas O. Rogers Assistant City Manager	Bob Soltau MPO Coordinator
Tim Wellnitz	Mike Saunders Town of La Prairie	Jack Messer Director of Public Works, City Engineer (Vice Chair)	WisDOT
Greg Addie	Edward Marshall Town of Janesville	David Mumma Transit Director	David Meuret Bureau of Planning
George Bruner	Mark Gunn Town of Rock	Bradley A. Cantrell Director of Planning Services (Chair)	Barbara Feeney Senior Planner
Craig DeGarmo	Bryan Meyer Town of Milton	Michael Hayek Engineering Director	FTA
Paul Williams Policy Board Vice - Chair		Dennis Ryan Traffic Engineer	Region 5 - Regional Administrator Administrator
Tom Wellnitz Policy Board Chair		CITY OF MILTON	FHWA
CITY OF JANESVILLE	WisDOT	Todd Schmidt City Administrator	Stephanie Hickman Community Planner
Steve Sheiffer City Manager	John Vesperman Planning Chief - Southwest Region	Howard Robinson Director of Public Works	BICYCLE/PEDESTRIAN
CITY OF MILTON		ROCK COUNTY	Carolyn Brandeen Rock Trail Coalition
Nathan Bruce Mayor		Phil Blazkowski Planning Director	TOWN CHAIRPERSONS
ROCK COUNTY		Ben Coopman Highway Commissioner	Roger Fanning Town of Harmony
Charles Elliott Rock County Board of Supervisors			Mike Saunders Town of La Prairie
			Edward Marshall Town of Janesville
PREPARED BY:	Janesville Area MPO	Charles Elliott Rock Co. Board of Supervisors	Mark Gunn Town of Rock
	May 2006	FREIGHT (non-voting member) Joe Houser GM freight representative	Bryan Meyer Town of Milton

The printing of this report was financed in part through a joint planning grant from the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration and the Wisconsin Department of Transportation

2005-2035 JANESVILLE AREA LONG RANGE TRANSPORTATION PLAN

TABLE OF CONTENTS

EXECUTIVE SUMMARY

I. SUMMARY	S1
II. PLAN RECOMMENDATIONS.....	S2
Transit	S2
Bicycle & Pedestrian	S3
Streets & Highways	S6
III. FREIGHT	S10
IV. ENVIRONMENTAL JUSTICE.....	S10
V. IMPLEMENTATION.....	S11

INTRODUCTION

I. PLAN OVERVIEW.....	I1
II. JANESVILLE AREA MPO PLANNING PROCESS.....	I2
MPO Organization and Committee Formation.....	I2
Background.....	I3
Goals and Objectives	I7
Public Participation.....	I8
III. TRANSPORTATION AND LAND USE ISSUES	
Janesville Area MPO Development Trends	I9
Janesville Area Socioeconomic Characteristics	I11
Environmental Justice Requirement	I13
Efficient Use of the Existing Transportation System	I14
Access Management	I15
Planning Area Transportation Issues	I16

TRANSIT

I. INTRODUCTION AND PURPOSE.....	II1
II. GOALS AND OBJECTIVES	II1
Janesville Transit System – Goals and Objectives	II1
III. TRANSIT ISSUES	II5
IV. EXISTING CONDITIONS	II6
Fixed Route Description	II6
Paratransit Service	II12
Intercity Bus Transportation.....	II12
JTS Rider Opinion Survey.....	II19
V. PROJECTED CONDITIONS (2006-2035).....	II20
Projected Ridership and Unserved Areas	II20
Long-Term Transit Issues.....	II24
Projected Operating Revenue & Funding Sources	II29
VI. FINANCIAL PLAN	II33

VII. IMPLEMENTATION	II35
2006-2010	II35
2011-2020	II36
2021-2035	II36
VIII.SUMMARY.....	II37
IX. REFERENCES	II38

BICYCLE & PEDESTRIAN

I. INTRODUCTION AND PURPOSE.....	III1
II. GOALS AND OBJECTIVES	III1
III. EXISTING CONDITIONS	III2
Rock County	III2
City of Beloit	III2
City of Milton	III2
City of Janesville	III3
IV. FACILITY DEVELOPMENT PROCESS	III6
Bicycle Facilities	III6
Pedestrian Facilities	III12
V. BICYCLE AND PEDESTRIAN ACTIVITY IN THE JANESVILLE MPO AREA	III16
Bicycle Crashes	III18
Pedestrian Crashes	III22
Bicycle & Pedestrian Crash Comparison	III26
Design and Safety Improvements	III26
VI. PROPOSED BICYCLE AND PEDESTRIAN FACILITIES	III31
Street Projects	III31
Phase II: Long Range Trail Project 2016-2035	III36
Pedestrian Facility Development Strategy.....	III42
Sidewalk Construction.....	III42
Other Pedestrian Facility Considerations	III42
Sidewalk Recommendations.....	III43
VII. SAFETY AND EDUCATION.....	III46
Education	III46
Current Safety Education Programs	III46
Enforcement.....	III47
VIII.IMPEMENTATION	III48
Project Recommendations	III48
Implementation Steps	III49
Maintenance.....	III53
Policy Recommendations	III54
IX. SUMMARY	III57
X. REFERENCES	III58

STREETS & HIGHWAYS

I.	INTRODUCTION.....	IV1
	Study Area Boundary	IV1
	Goals And Objectives	IV3
II.	EXISTING CONDITIONS.....	IV3
	Current Traffic Volumes.....	IV3
	Classification System.....	IV7
	City of Janesville Street Standards	IV16
	City of Milton Street Standards	IV19
	Bike Lane Standards	IV20
	Parking.....	IV21
	Public Health and Safety	IV23
	Traffic Incidents.....	IV23
	Air Quality Conditions	IV27
	Rail Transportation	IV27
III.	TRAVEL DEMAND 2035	IV28
	BACKGROUND & MODEL INPUTS.....	IV28
	Traffic Volumes.....	IV28
	Trip Purpose.....	IV29
	Socioeconomic Data	IV29
	Level-of-Service	IV29
	THE MODEL	IV31
IV.	FUTURE CONDITIONS	IV38
V.	RECOMMENDATIONS.....	IV42
	Recommended Projects	IV43
	Committed Projects	IV44
	Expansion Projects.....	IV44
	Preservation Projects	IV44
	Projects Under Study	IV45
	Recommended for Study	IV45
	Future Consideration	IV45
	Key Recommendations.....	IV47
VI.	FINANCIAL PLAN.....	IV54
	Available Funding Sources.....	IV54
	Available Federal Funding	IV56
	Summary of Long-Range Needs and Funding	IV58
VII.	IMPLEMENTATION	IV59
VIII.	SUMMARY.....	IV63
IX.	REFERENCES.....	IV64

FREIGHT ELEMENT

I. SUMMARY V1
II. INTRODUCTION AND PURPOSE V2
III. FREIGHT NETWORK AND FACILITIES V3
 Railroad Facilities V3
 Trucking Facilities V5
 Air Cargo Facilities V7
IV. CRASH DATA V8
V. EXISTING CONDITIONS V9
 Inbound Goods V9
 Outbound Goods V12
VI. REFERENCES V15

ENVIRONMENTAL JUSTICE

I. INTRODUCTION VI1
II. METHOD OF ANALYSIS VI2
 Definition of Terms VI2
 Methodology VI3
 Factors Evaluated VI4
III. FINDINGS VI4
IV. SUMMARY VI16
V. REFERENCES VI18

IMPLEMENTATION

I. INTRODUCTION VII1
II. STATUS OF 2020 LONG RANGE TRANSPORTATION PLAN VII1
III. LONG RANGE MULTIMODAL PLAN VII3
IV. PLANNING FACTORS VII6
V. SUMMARY VII11

LIST OF FIGURES

FIGURE S – 1 PROPOSED BICYCLE NETWORK	S5
FIGURE S – 2 PROPOSED ROADWAY PROJECTS	S8
FIGURE I – 1 JANESVILLE AREA MPO PLANNING BOUNDARY	I6
FIGURE I – 2 LAND USE MAP	I10
FIGURE II – 1 JTS FIXED ROUTE SYSTEM	II9
FIGURE II – 2 JTS NIGHTSIDE DEVIATED FIXED ROUTE SYSTEM.....	II10
FIGURE II – 4 LAND USE AND REGULAR TRANSIT ROUTES.....	II14
FIGURE II – 5 LAND USE AND NIGHTSIDE ROUTES	II15
FIGURE II – 6 JTS RIDERSHIP TRENDS 1999-2004	II17
FIGURE II – 7 REGULAR SERVICE AND HIGH GROWTH AREA MAP	II22
FIGURE II – 8 NIGHTSIDE ROUTES AND HIGH GROWTH AREA MAP.....	II23
FIGURE III – 1 EXISTING AND FUNDED BICYCLE/PEDESTRIAN SYSTEM	III5
FIGURE III – 2 EXAMPLE BICYCLE FACILITY STREET CROSS SECTIONS	III11
FIGURE III – 3 FUNCTIONAL CLASSIFICATION SYSTEM	III14
FIGURE III – 4 AVERAGE DAILY TRAFFIC 2003.....	III15
FIGURE III – 5 2000 CENSUS TRACT BOUNDARIES.....	III17
FIGURE III – 6 MEANS OF TRANSPORTATION TO WORK	III18
FIGURE III – 7 BICYCLE CRASHES 1994-2004	III21
FIGURE III – 8 PEDESTRIAN CRASHES 1994-2004	III25
FIGURE III – 9 BICYCLE & PEDESTRIAN CRASH COMPARISON.....	III27
FIGURE III – 10 EXISTING SCHOOLS AND PARKS.....	III29
FIGURE III – 11 MAJOR EMPLOYERS/SHOPPING/MULTI-FAMILY RES AREAS	III30
FIGURE III – 12 PROPOSED ON STREET BICYCLE NETWORK.....	III35
FIGURE III – 13 PROPOSED OFF-STREET TRAIL NETWORK	III40
FIGURE III – 14 SIDEWALK DEFICIENCIES EXISTING STREETS.....	III44
FIGURE III – 15 CITY OF MILTON SIDEWALK RECOMMENDATIONS	III45
FIGURE IV – 1 PLANNING AREA AND TRAFFIC ANALYSIS ZONES.....	IV2
FIGURE IV – 2 AVERAGE DAILY TRAFFIC.....	IV6
FIGURE IV – 3 URBAN AND RURAL FUNCTIONAL CLASSIFICATION MAP.....	IV14
FIGURE IV – 4 JANESVILLE STREET STANDARDS	IV18
FIGURE IV – 5 PUBLIC PARKING MAP, CITY OF JANESVILLE’S DOWNTOWN	IV22
FIGURE IV – 6 TRAFFIC CRASH MAP	IV25
FIGURE IV – 7 CURRENT DEFICIENCIES	IV35
FIGURE IV – 8 DEFICIENCIES WITH COMMITTED PROJECTS	IV36
FIGURE IV – 9 FULL-BUILD NETWORK’S DEFICIENCIES IN 2035	IV39
FIGURE IV – 10 LOCATION OF PROJECTS IN LRTP MODEL.....	IV40
FIGURE IV – 11 FIVE POINTS INTERSECTION	IV46
FIGURE IV – 12 RECOMMENDED PROJECTS	IV48
FIGURE V – 1 RAIL LINES IN MPO AREA.....	V4
FIGURE V – 2 TRUCK ROUTES	V6
FIGURE V – 3 FREIGHT TRANSPORTED BY AIR	V7

FIGURE V – 4 INBOUND COMMODITY TONNAGE	V9
FIGURE V – 5 MODAL SPLIT OF EXTERNAL INBOUND GOODS	V10
FIGURE V – 6 GOODS IMPORTED FROM OUTSIDE WI	V10
FIGURE V – 7 INTERNAL INBOUND MODAL SPLIT	V11
FIGURE V – 8 GOOD IMPORTED FROM WISCONSIN	V11
FIGURE V – 9 OUTBOUND COMMODITY TONAGE.....	V12
FIGURE V – 10 OUTBOUND COMMODITY’S, TOTAL TONS	V12
FIGURE V – 11 MODAL SPLIT OF EXTERNAL OUTBOUND GOODS	V13
FIGURE V – 12 COMMODITIES SHIPPED OUTSIDE WI	V13
FIGURE V – 13 MODAL SPLIT OF INTERNAL OUTBOUND GOODS	V14
FIGURE V – 14 COMMODITIES SHIPPED WITHIN WI.....	V14
FIGURE VI – 1 DISTRIBUTION OF TARGET POPULATIONS	VI6
FIGURE VI – 2A POVERTY POPULATION-TRANSIT ROUTES/DESTINATIONS	V12
FIGURE VI – 2B MINORITY POPULATION-TRANSIT ROUTES/DESTINATIONS	V13
FIGURE VI – 3A POVERTY POPULATION-PROPOSED PROJECTS/DESTINATIONS ..	V14
FIGURE VI – 3B MINORITY POPULATION-PROPOSED PROJECTS/DESTINATIONS .	V15

LIST OF TABLES

TABLE S – 1 FUTURE OFF-ROAD TRAILS.....	S4
TABLE S – 2 PROPOSED STREET AND HIGHWAY PROJECTS.....	S9
TABLE I – 1 JANESVILLE AREA SOCIOECONOMIC VARIABLES.....	I11
TABLE I – 2 HISTORY OF PLANNING AREA POPULATION 1970–2000	I13
TABLE II – 1 JTS: FREQUENCY AND SPAN OF SERVICE.....	II6
TABLE II – 2 JTS FARE STRUCTURE.....	II12
TABLE II – 3 JTS PARATRANSIT OPERATING STATISTICS	II12
TABLE II – 4 OPERATING EXPENSE SUMMARY 2005	II16
TABLE II – 5 REVENUE SUMMARY 2005	II16
TABLE II – 6 JTS RIDERSHIP TRENDS 1999–2004	II17
TABLE II – 7 JTS SERVICE TRENDS 1999–2004	II18
TABLE II – 8 JTS FINANCIAL TRENDS 1999–2004	II18
TABLE II – 9 TRANSIT SURVEY – TRIP PURPOSE.....	II19
TABLE II – 10 JTS PROJECTED RIDERSHIP.....	II21
TABLE II – 11 JTS OPERATING EXPENSES & CAPITAL EXPENDITURES 2006-2035 .	II31
TABLE II – 12 JTS ESTIMATED REVENUE & ASSISTANCE 2006-2035.....	II32
TABLE II – 13 JTS 1998-2020 FINANCIAL PLAN	II34
TABLE III – 1 MEANS OF TRANSPORTATION TO WORK	III16
TABLE III – 2 JANESVILLE MPO BIKE CRASH SUMMARY 1995-2004.....	III19
TABLE III – 3 JANESVILLE MPO PEDESTRIAN CRASH SUMMARY 1995-2005	III23
TABLE III – 4 BICYCLE LANES – PROJECT PRIORITY	III34
TABLE III – 5 BCI RANGES.....	III34
TABLE III – 6 FUTURE OFF-STREET TRAIL PROJECTS.....	III41
TABLE III – 7 BICYCLE FACILITY UNIT COSTS	III48

TABLE IV – 1 CHANGE IN TRAFFIC VOLUMES ON RURAL ROADS.....	IV4
TABLE IV – 2 CHANGE IN TRAFFIC VOLUMES ON URBAN ROADS	IV5
TABLE IV – 3 TRIP DATA BY VEHICLE TYPE.....	IV7
TABLE IV – 4 FUNCTIONAL CLASSIFICATION SYSTEM	IV8
TABLE IV – 5 RURAL PRINCIPAL AND MINOR ARTERIAL CLASSIFICATION.....	IV9
TABLE IV – 6 RURAL MAJOR COLLECTOR CLASSIFICATION	IV9
TABLE IV – 7 RURAL MINOR COLLECTOR CLASSIFICATION	IV10
TABLE IV – 8 RURAL LOCAL ROAD CLASSIFICATION.....	IV10
TABLE IV – 9 URBAN PRINCIPAL ARTERIAL CLASSIFICATION CRITERIA.....	IV11
TABLE IV – 10 URBAN MINOR ARTERIAL CLASSIFICATION CRITERIA	IV12
TABLE IV – 11 URBAN COLLECTOR CLASSIFICATION CRITERIA.....	IV12
TABLE IV – 12 URBAN LOCAL CLASSIFICATION CRITERIA	IV13
TABLE IV – 13 CLASSIFICATION OF MPO PLANNING AREA.....	IV15
TABLE IV – 14 CITY OF JANESVILLE GENERAL STREET STANDARDS	IV17
TABLE IV – 15 MILTON’S STREET STANDARDS	IV19
TABLE IV – 16 RURAL STATE HIGHWAY BIKE LANE WIDTHS	IV20
TABLE IV – 17 URBAN ROADWAY BIKE LANE WIDTHS.....	IV21
TABLE IV – 18 LOCATIONS WHERE CRASHES RESULTED IN AT LEAST 5 INJ.	IV23
TABLE IV – 19 HIGH INCIDENT LOCATIONS.....	IV23
TABLE IV – 20 TRAFFIC CONTROLS.....	IV26
TABLE IV – 21 LEVEL-OF-SERVICE	IV30
TABLE IV – 22 LEVEL-OF-SERVICE THRESHOLDS	IV30
TABLE IV – 23 CURRENT DEFICIENCIES.....	IV32
TABLE IV – 24 DEFICIENCIES WITH COMMITTED PROJECTS (2035).....	IV33
TABLE IV – 25 2035 NETWORK DEFICIENCIES, FULL-BUILD SCENARIO.....	IV38
TABLE IV – 26 PROJECTS MODELED IN LRTP.....	IV41
TABLE IV – 27 COMMITTED PROJECTS	IV49
TABLE IV – 28 STH 26 PROJECTS.....	IV50
TABLE IV – 29 SHORT RANGE PLANNED PRESERVATION.....	IV51
TABLE IV – 30 RECOMMENDED EXPANSION & STUDY PROJECTS.....	IV52
TABLE IV – 31 PLANNED PRESERVATION.....	IV53
TABLE IV – 32 FEDERAL EXPENDITURES/AVAILABLE FUNDING 2005-2035	IV57
TABLE IV – 33 ANTICIPATED FUNDING AND NEED	IV58
TABLE IV – 34 IMPROVEMENT IMPLEMENTATION AND MONITORING PLAN	IV60
TABLE V – 1 MAIN COMMODITIES MOVED.....	V1
TABLE V – 2 ACCIDENTS PER YEAR.....	V8
TABLE V – 3 ROADWAYS WITH THE MOST TRUCK CRASHES.....	V8
TABLE V – 4 ORIGINATING REGION-SELECT EXTERNAL OUTBOUND GOODS.....	V10
TABLE V – 5 ORIGINATING DESTINATION-SELECT INTERNAL INBOUND GOODS.....	V11
TABLE V – 6 DESTINATION OF SELECT EXTERNAL INBOUND GOODS.....	V13
TABLE V – 7 DESTINATION OF SELECT INTERNAL OUTBOUND GOODS.....	V14
TABLE VI – 1 STATUS OF 2005 LRTP’S PROJECTS.....	VI2
TABLE VI – 2 LRTP FUNDING SUMMARY.....	VI5

APPENDICES

INTRODUCTION APPENDIX

POPULATION CHARACTERISTICS.....	2
---------------------------------	---

STREETS & HIGHWAY APPENDIX

STATE AND TRUNK HIGHWAYS.....	1
ROCK COUNTY AND MILTON	1
JANESVILLE.....	2
STATE HIGHWAY 26 REALIGNMENT	3
CORRIDORS 2020 HIGHWAYS.....	6
CORRIDORS 2030 HIGHWAYS.....	7
AVERAGE DAILY TRAFFIC	8
Janesville.....	8
Milton	10
CRASH DATA.....	11
Major Crash Locations	11
Fatality Crashes	12
Injury Crashes.....	13
RECOMMENDED PROJECTS	
Committed Projects	14
Planned Projects.....	15
Expansion Projects.....	15
Preservation Projects	15
Projects Under Study	15
Recommended for Study	16
Future Action.....	16
RECOMMENDED PLANNED EXPANSION PROJECTS.....	22
RECOMMENDED PLANNED PRESERVATION PROJECTS	24
FINANCIAL PLAN	26
HISTORICAL STREET AND HIGHWAY SPENDING.....	37
HIGHWAY IMPROVEMENT AND TYPE DEFINITIONS.....	39
STATEWIDE AVERAGE HIGHWAY IMPROVEMENT COSTS	41
2003 ORIGIN-DESTINATION SURVEY	42
DEFICIENCY DEVELOPMENT.....	45
Deficiency Analysis.....	45
LOS.....	53

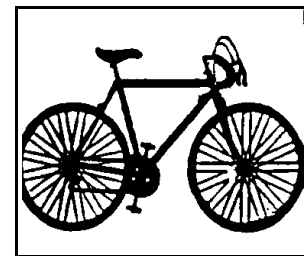
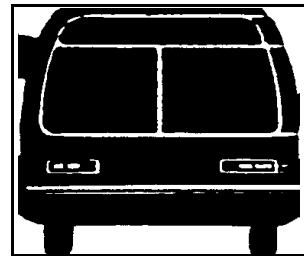
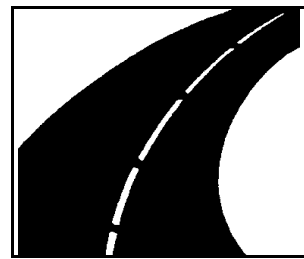
FREIGHT – APPENDIX

WISCONSIN TRUCK OPERATORS MAP.....	1
------------------------------------	---

OPPORTUNITIES FOR PUBLIC INVOLVEMENT – APPENDIX

I. INTRODUCTION.....	1
II. NOTIFICATION PROCEDURES & DOCUMENT REVIEW	1
III. OPPORTUNITIES TO COMMENT.....	4
IV. COMMENTS RECEIVED.....	4
V. MEETING NOTES & AGENDAS	7
VI. MPO PUBLIC PARTICIPATION MAILING LIST	38

JANESVILLE AREA 2005 - 2035 LONG RANGE TRANSPORTATION PLAN



EXECUTIVE SUMMARY

May 10, 2006

Section S

(This Page Intentionally Left Blank)

TABLE OF CONTENTS

I. SUMMARY	1
II. PLAN RECOMMENDATIONS	2
TRANSIT	2
BICYCLE & PEDESTRIAN	3
STREETS & HIGHWAYS	6
III. FREIGHT	10
IV. ENVIRONMENTAL JUSTICE	10
V. IMPLEMENTATION	11

LIST OF FIGURES

FIGURE S - 1 PROPOSED BICYCLE NETWORK	5
FIGURE S - 2 PROPOSED ROADWAY PROJECTS	8

LIST OF TABLES

TABLE S - 1 FUTURE OFF-ROAD TRAILS	4
TABLE S - 2 PROPOSED STREET AND HIGHWAY PROJECTS	9

(This Page Intentionally Left Blank)

I. SUMMARY

The *2005 - 2035 Janesville Area Long Range Transportation Plan (LRTP)* identifies the Janesville Area Metropolitan Planning Organization's (MPO) existing transportation conditions and those areas where improvements are needed to adequately provide a cost effective and efficient transportation system over the next 30-years. A multimodal combination of capital investment and infrastructure improvement projects should maintain existing levels of transit service, preserve existing roads, and provide for new major roads and bicycle connections to the highest growth sectors of the planning area.

The *2005 – 2035 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.
- **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.
- **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 2005-2035.
- **Freight** - identifies freight issues, existing facilities, and proposed facilities.
- **Environmental Justice** – identifies concentrations of minority and poverty populations and examines the impacts of the recommended projects on those groups.
- **Implementation** – identifies the status of the major projects recommended in the last plan, the, funding requirements and sources to implement recommendations, and implementation plan for preferred alternative.

The Janesville Area MPO's *2005-2035 Long Range Transportation Plan* has an overall transportation goal of developing and maintaining 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 communities. This goal reflects the MPO's focus on efficient and integrated local transportation planning.

II. PLAN RECOMMENDATIONS

The recommendations identified in each section of the long range plan focus on maintaining the existing levels of service for the transit system, increasing opportunities for bicycle and pedestrian travel, and alleviating existing and projected street congestion through a combination of reconstruction, new construction, and rehabilitation projects. Specific recommendations for each mode are listed on the following pages.

Approval of the Long Range Transportation Plan does not constitute a commitment by the MPO or its member jurisdictions to complete the recommended projects. Prior to a projects implementation and funding, it must be reviewed and approved by the responsible jurisdiction(s).

TRANSIT

The Transit Element of the long range plan focuses on the existing conditions and forecasts future revenue and expenses for the fixed route bus system based on existing levels of Federal and State operating and capital assistance. The plan recommends maintaining existing service levels while continually evaluating opportunities to expand or restructure service to meet the needs of passengers trying to reach the area's major employers and commercial centers. The plan does not recommend any major alterations to public transit service, as it is expected that route revisions and service level alternatives will continue to be assessed through the Transit Development Plan and special study process. In general, public transit is expected to continue to provide less than 1% of all trips taken in the urban area, based on commuter data from the 2000 U.S. Census. Despite the small percentage of the total trips served, it provides a means to work, school, and other destinations that is both necessary and beneficial for the transit dependent population.

Transit Recommendations

- Provide efficient, cost effective fixed route service with a focus on the transportation needs of senior citizens, disabled persons, children, and major employment centers.
- Maintain service to high transit potential areas in the City.
- Evaluate need for expanding or restructuring service to reach newly developed residential and commercial areas through the TDP process.
- Explore options for cost-sharing with corporations or other jurisdictions to provide service to major employment centers not currently served by transit.
- Implement capital improvements for bus replacements and rehabilitation, shelter and sign replacements, and garage facilities.
- Construct a new transit garage and maintenance facility.

Over the next 30 years, the Janesville Transit System is expected to continue providing citywide service with a focus on school and work trips for transit-dependent populations. Service levels, funding availability, and ridership demographics will continue to be monitored regularly over the planning period through the TDP process. Changes to the system will occur as local support, federal and state funding, and private participation affect the overall scope of transit service within the city and state.

BICYCLE & PEDESTRIAN

The bicycle route system proposed for the Janesville Area MPO uses 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, abandoned rail corridors, and the public greenbelt system. The focus of the multi-use trail system is to connect major recreational facilities and provide key linkages for an 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 connect to the Rock County trail system.

The bicycle facility development strategy consists of on-street improvements that compliments the existing and proposed off-street trail 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, and 2016-2035 for Phase II. The recommendations for the proposed on-street network are shown in the Bicycle and Pedestrian Element in Figure III-1, while Figure III-2 details the proposed off-street projects.

Bicycle & Pedestrian Recommendations

The on-street recommendations aim to identify the most direct and safe routes for bicyclists of all abilities. The recommendations formally identify an on-street network through the creation of an on-street bike route map, and where feasible, integrate bicycle facilities into existing major streets and future construction projects. An additional priority project related to the on-street bicycle network is to develop a *bikes-on-buses* program with the Janesville Transit System, which would allow passengers to mount their bikes onto the bus. Bike carriers would allow commuters to use both the bus and their bikes for their daily commute.

As mentioned above, the off-street trail recommendations have been divided into two phases. The proposed projects for each phase are shown in the Bicycle and Pedestrian section in Figure S – 1, and listed in Table S – 1, along with the jurisdictional responsibility. The focus of the first phase is to complete the existing off-street trail network by 2015. This includes completing the Fisher Creek trail from Rockport to Parker High School, the Rock River Trail through downtown Janesville and extending the Spring Brook Trail to the Northeast Regional Park. The phase two projects are aimed at completing the off-street trail loops, one on the east side of the Rock River, one on the west and one on the south. The second phase also identifies longer term regional projects, such as connections between Janesville and Milton, and Janesville and Beloit, which will require the efforts of multiple jurisdictions.

The pedestrian facility recommendations aim to continue providing for pedestrian needs by installing sidewalks with new development and in existing areas that do not have them. Safety improvements are recommended for intersections that have had multiple accidents, both bicycle and pedestrian, in the last ten years. Intersection improvements may range from physical reconstruction projects to improved signage and pedestrian activated signalization.

In addition to recommendations for the physical improvement of the bicycle and pedestrian environment, safety and education play an important a role in upgrading this element of the transportation network. Safety is primarily addressed through the physical design and maintenance of the bicycle and pedestrian

facilities, while education can be addressed in person with bicyclists, motorists, parents, peers, teachers, law enforcement official, and many others.

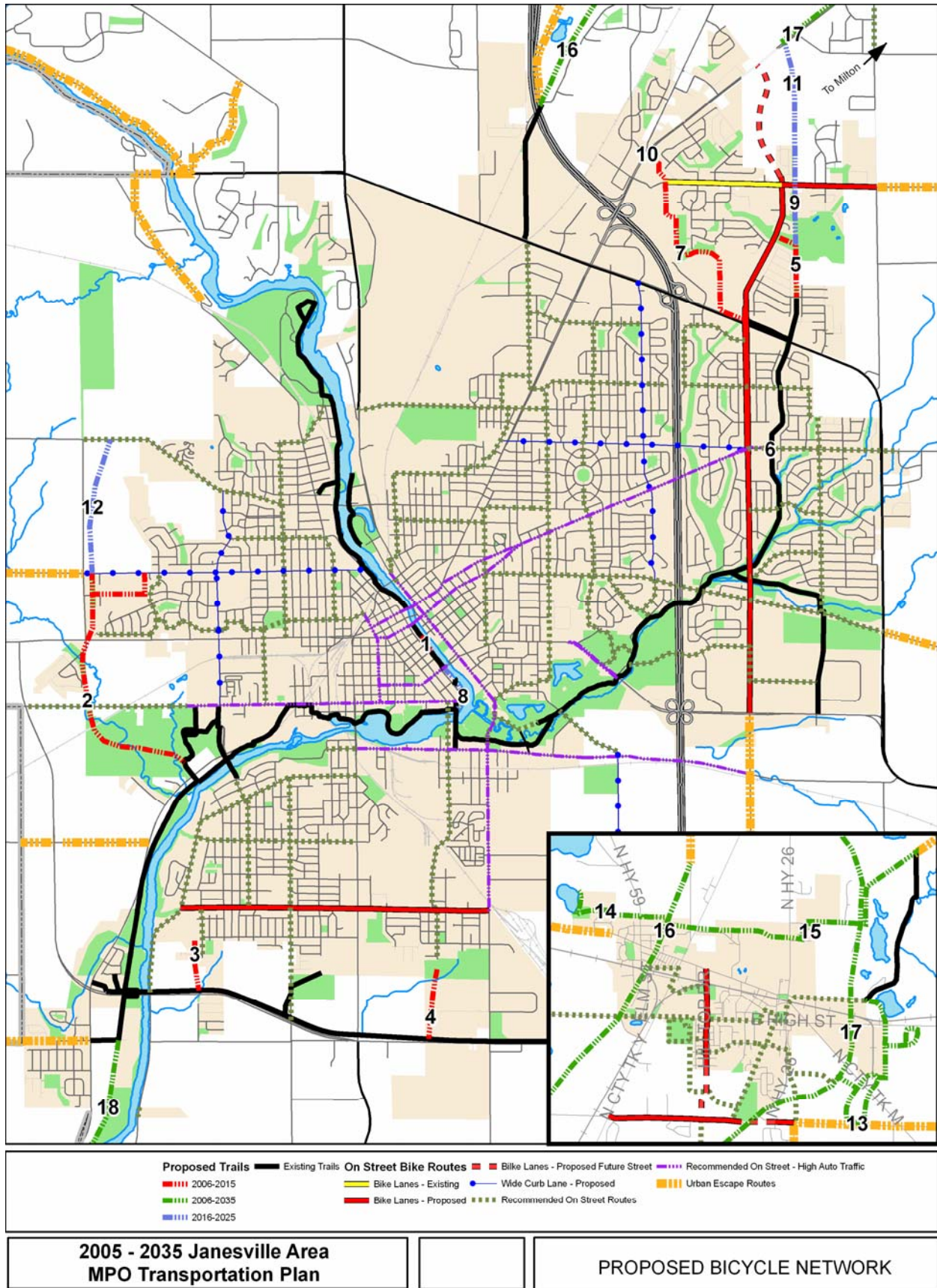
The interest level in the new bicycle trails reflects a demand by the public for not only for recreational opportunities but also for transportation opportunities to reach the park system, commercial and employment centers, downtown and other public facilities within the MPO. The plan recommends extensions to the off-street trail system and the creation of a connective on-street bike lane network that will improve access to commercial centers and the high growth residential districts over the next 30 years. The proposed off-street bike trails are listed in Table S – 1 and illustrated in Figure S – 1. The on-street network is also shown in Figure S – 1. The plan recommends that the proposed bike lanes be added in conjunction with scheduled roadwork, which makes the implementation schedule variable.

TABLE S - 1 FUTURE OFF-ROAD TRAILS

Map ID	Project Name	Timeframe*
City of Janesville Projects		
Phase I		
1	Ice Age Trail - Racine to Wilson, Union to Van Buren	2006-2015
2	Westside Fisher Creek Trail	2006-2015
3	Valley Park Connector	2006-2015
4	Jackson School Connector	2006-2015
5	Spring Brook Trail - NE Regional Park Extension	2006-2015
6	Spring Brook Trail - E Milwaukee Street Underpass	2006-2015
7	Rotamer Connector East	2006-2015
Phase II		
8	Ice Age Trail - River Street	2016-2035
9	NE Regional Park	2016-2035
10	Overpass - West Rotamer Rd at HWY 26	2016-2035
11	NE Regional Park to HWY 26	2016-2035
12	Westside Greenbelt Trail	2016-2025
City of Milton Projects		
13	Highway 26/59 Recreation Area	2006-2035
14	Clear Lake Trail	2006-2035
15	Bowers Lake - Sunset Drive Trail	2006-2035
Rock County Projects		
16	Janesville-Milton Trail	2006-2035
17	HWY 26 Corridor Trail	2006-2035
18	Rock River Parkway Connector - To Beloit	2006-2035

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

FIGURE S - 1 PROPOSED BICYCLE NETWORK



STREETS & HIGHWAYS

The Streets & Highways Element of the long range plan updates the *2020 Long Range Transportation Plan* and focuses on the mode that provides the majority of delivery and personal trips made within the planning area. According to 2000 U.S. Census results, 95% of work based trips are made by commuters driving alone or carpooling. 1994 trip survey data from WisDOT indicate that automobiles and light trucks make up 90% of vehicle trips with the remainder made by heavy trucks. Both results reflect the high number of personal vehicle trips made in a relatively compact metropolitan area, and the need to create a system that is conducive to automotive travel.

Existing street and highway data, such as the functional classification system, and street standards are provided in the plan, along with inventories of traffic controls and crashes. The main focus of the highway section, involves the level of service deficiency analysis, which forecasts where capacity and congestion problems will occur, based on population, housing, and employment projections for the study area. The majority of significant future capacity deficiencies are projected for Janesville's eastside, including the I-39 corridor, and sections of USH 14, Milton Avenue, and STH 26. The recommended expansion projects create alternative connections, intended to meet the traffic demand expected by 2035. The recommended projects are illustrated in Figure S – 2 and listed in Table S – 2.

Streets & Highway Recommendations

- Construct a transportation system that is compatible with existing and future development patterns.
- Implement rehabilitation, reconditioning, and resurfacing projects to preserve the existing highway system.
- Implement capacity expansion projects to meet future growth and proactively relieve anticipated congestion (Projects listed in Table S – 2).
- Continue to develop plans for alternate routes around the urbanized areas that will eliminate unnecessary through traffic and congestion.
- Continue planning and monitoring activities to maintain traffic data, and aid in the prioritization and funding of street and highway projects.
- Continue programming, financing, and traffic monitoring procedures such as pavement management, intersection studies, and traffic counting programs, to achieve the MPO's general transportation goals and objectives.

The goal of the recommended street and highway projects is to meet the future transportation needs of our growing community, while maintaining the road system in its current condition, or better. Continued growth along the urban area fringe and increased travel demand between the MPO and surrounding communities will also be an important transportation issue in the coming years. Construction of the recommended expansion projects are intended to have a positive effect on safety and congestion, and provide continued economic development opportunities throughout the MPO.

All of the projects that the MPO Policy Board has already reviewed and approved through the *2006-2011 Transportation Improvement Program (TIP)* have been included in the LRTP as they are listed in the TIP, and make up the recommended projects for the first 7 years of the LRTP (2005-2011). Projects added beyond the first 7 years are new elements of the LRTP. The most significant projects scheduled for the first 7 years of the plan are:

- the Highway 26 bypass (project number 17) around the eastern edge of the City of Milton. The project is scheduled to begin construction in 2009 and conclude in 2014.
- the study of the costs and benefits associated with creating a west and southeast bypass around the City of Janesville (project number 55). The study examines the merits of three projects that have the potential to be implemented individually or as a group. One project is the expansion of Highway 11/14 from County Highway O to Highway 89. The other two projects examine the benefits of new connections; one between Highway 11 and Highway 11/14, the other is a north-south connection between the Highway 11 bypass and Highway 14.

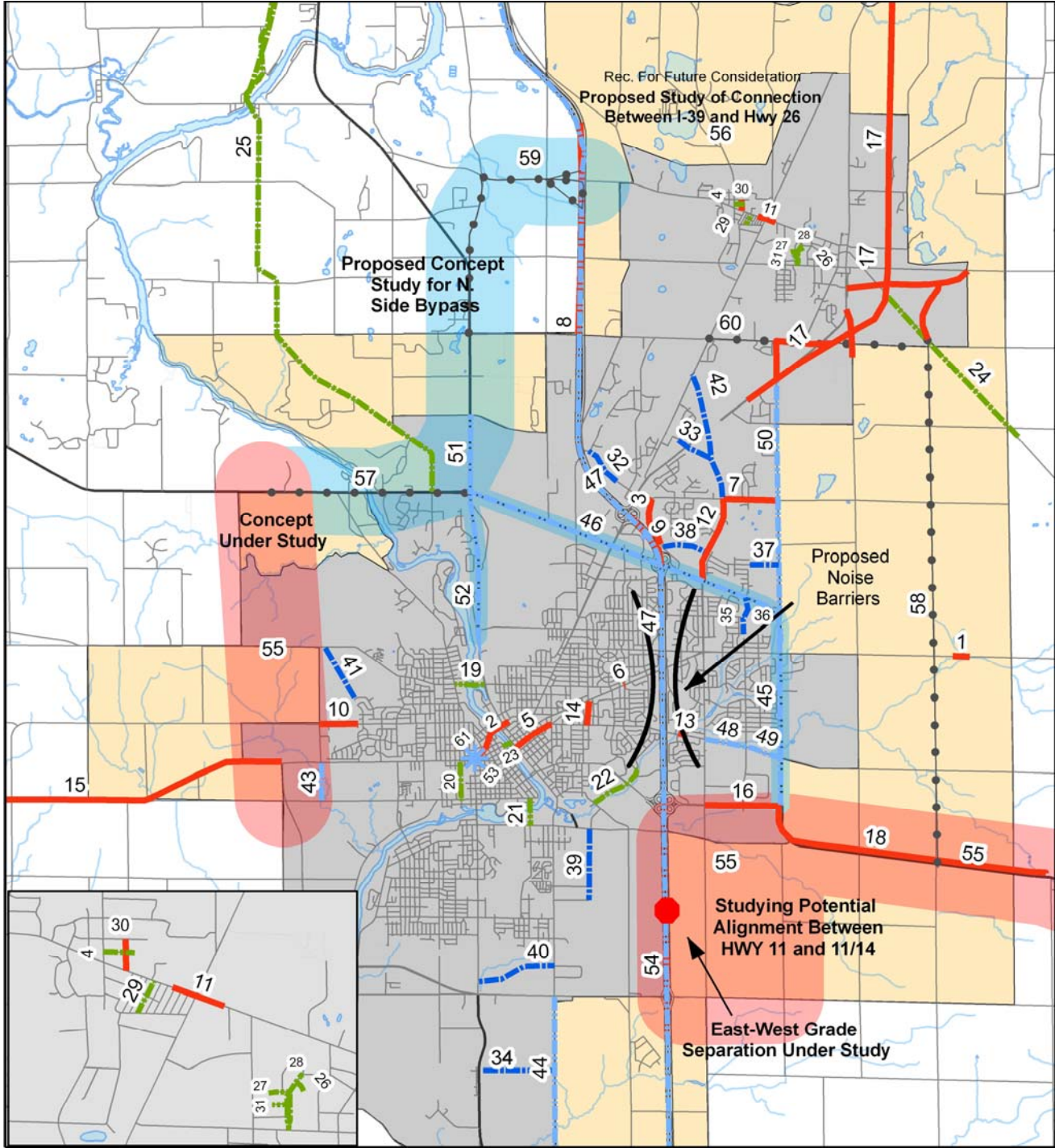
Between 2012 and 2030 there are several projects recommended. However, these projects will need to receive approval from their sponsor jurisdiction(s) and committed funding before they can be implemented. The major projects scheduled for this period are:

- the expansion of I-39 to six lanes (project number 47) and the installation of noise barriers along the residential areas.
- a study of the options for the reconstruction of the Five Points Intersection (project number 53).
- the expansion of Town Hall Road to four lanes (project number 50).
- the expansion of County Highway G to four lanes (project number 44) in coordination with the Beloit MPO.
- a study of the costs and benefits of expanding either all or portions of Highway 14 to six lanes in the City of Janesville (projects 45 & 46).
- a study of the costs and benefits of expanding all or a portion of Highway 51 from Black Bridge Road to Russell Road to four lanes (projects 51 & 52).

Towards the later years of the plan, we will want to begin preparing for the next set of major improvements. Due to the difficulties associated with estimating needs 30 years out, these projects may overlap this planning cycle and the next. The major projects planned within the final phase are:

- the study of the benefits of creating a north side bypass connecting to I-39 using portions of Highway 14, Highway 51, Kidder Road and County Highway M (projects 57, 51, & 59) and its possible implementation. If the north side bypass is constructed, there is the potential to continue the connection to Highway 26 (project number 56), creating an east-west corridor north of the Cities of Milton and Janesville.
- the expansion of Milton-Shopiere Road (project number 58) to create a north-south corridor on the east side of the MPO.

FIGURE S - 2 PROPOSED ROADWAY PROJECTS



Recommended Projects	Plan. Exp. - Add Capacity	Boundaries	Studies *
Committed	Rec. For Future Consideration	MPO Boundary	Under Study
Planned SR Preservation	5 Project Number	Urban Area	Recommended For Study
Plan. Exp. - New Road			

*Projects under or proposed for study have not been approved, nor has their final alignment been identified. The colored area indicates the potential location of the corridor, should the project be approved.

**2005 - 2035 Janesville Area
Transportation Plan**

**PROPOSED STREET
& HIGHWAY PROJECTS**

TABLE S - 2 PROPOSED STREET AND HIGHWAY PROJECTS

Project Number	Type	Project	Segment	Year	Funding Source	Status
Projects listed in approved 2006-2011 Transportation Improvement Plan and carried into L RTP						
1	CP	Black Hawk Creek Bridge	Located on CTH A	2008	BR --	Funding in first 3 years of TIP
2	CP	Centerway	N. Parker Drive / Five Points Intersection	2006	STH COJ	Funding in first 3 years of TIP
3	CE	Deerfield	Sandhill / Rotamer Rd	2006	COJ --	Funding in first 3 years of TIP
4	CP	Division Street	Hwy 59 / Lamar	2008	COM --	Funding in first 3 years of TIP
5	CP	E. Court Street	Main St / Garfield Ave	2007	URB COJ	Funding in first 3 years of TIP
6	CP	East Milwaukee St	Lexington Dr Intersection	2006	STH COJ	Funding in first 3 years of TIP
7	CE	East Rotamer Road	N. Wright Rd/Town Hall Rd	2008	URB COJ	Funding in first 3 years of TIP
8	CP	I-39 / I-90	STH 26 / USH 51	2006	STH --	Funding in first 3 years of TIP
9	CE	I-39/I-90	USH 14 & STH 26 overpass	2011	STH --	Funding in first 3 years of TIP
10	CP	Mineral Point Avenue	Parker H.S. / Austin Rd	2007	COJ --	Funding in first 3 years of TIP
11	CP	N. John Paul Rd	Madison Ave Intersection	2007	COM --	Funding in first 3 years of TIP
12	CE	North Wright Road	USH 14 / E. Rotamer Rd	2006	COJ --	Funding in first 3 years of TIP
13	CP	Ruger Ave Bridge	Also known as Spring Brook Bridge	2007	BR --	Funding in first 3 years of TIP
14	CP	S. Randall Ave	Ruger Ave / East Milwaukee St	2007	LRIP COJ	Funding in first 3 years of TIP
15	CP	STH 11	Footville / Janesville Bypass	2010	STH --	Funding in first 3 years of TIP
16	CE	STH 11/USH 14	Wright Rd / CTH O	2008	STH COJ	Funding in first 3 years of TIP
17	CE	STH 26 - Phase 1	STH 59 Relocation	2009	MAJ --	Funding in first 3 years of TIP
17	CE	STH 26 - Phase 2	CTH Y / Town Line Road	2012	MAJ --	Funding in first 3 years of TIP
17	CE	STH 26 - Phase 3	CTH N / Town Line	2013	MAJ --	Funding in first 3 years of TIP
17	CE	STH 26 - Phase 4 & 5	Town line Road / South Fort Interchange	2014	MAJ --	Funding in first 3 years of TIP
18	CP	USH 14	Janesville limits / STH 89	2010	STH --	Funding in first 3 years of TIP
19	SR P	Memorial Drive	N. Washington St / Parker Dr. Bridge	2010	BR COJ	Listed in out years of TIP
20	SR P	Pearl St	Court St. / Rockport Rd	2010	LRIP COJ	Listed in out years of TIP
21	SR P	Jackson Street	Bridge over Rock River	2010	BR COJ	Listed in out years of TIP
22	SR P	Palmer Drive	Sharon Rd./ Mohawk Road	2010	URB COJ	Listed in out years of TIP
23	SR P	E. Milwaukee St Bridge	Bridge over Rock River	2010	BR COJ	Listed in out years of TIP
24	SR P	CTH M	CTH MM / COM Limits	2011	RU- STP RC	Listed in out years of TIP
25	SR P	CTH F	USH 14 / MPO Boundary	2008	RU-STP RC	Listed in out years of TIP
26	SR P	Garden Lane	Greenhill to Cul-de-sac	2007	LRIP COM	Listed in out years of TIP
27	SR P	Wallace Way	Greenhill West to Dead-end	2007	LRIP COM	Listed in out years of TIP
28	SR P	Homestead	Greenhill West to Dead-end	2007	LRIP COM	Listed in out years of TIP
29	SR P	First Street	Hwy 59 /Vernal	2007	COM --	Listed in out years of TIP
30	SR P	Burdick St	Clear Lake Ave. / Termi.	2007	LRIP COM	Listed in out years of TIP
31	SR P	Greenhill Drive	High St / Larch Lane	2007	LRIP COM	Listed in out years of TIP
48	PE C	Ruger Ave	S. Wright Rd / Wuthering Hills Dr	2010	URB --	Recommended in L RTP & TIP
49	PE C	Ruger Ave	Wuthering Hills Dr / USH 14	2010	URB --	Recommended in L RTP & TIP
54	US	I-39 / I-90	Illinois State Line / Madison	2006	STUDY --	Funding in first 3 years of TIP
55	US	USH 14	Janesville / Interstate 43	2006	STUDY --	Funding in first 3 years of TIP
55 b	US	West Side Bypass	STH 11 / HWY 14	2011	STUDY --	Funding in first 3 years of TIP
Projects recommended in L RTP that may move into a future Transportation Improvement Program						
32	PE NR	Kettering Street	Kennedy Rd/N Brentwood Dr	2012-2035	URB --	Recommended in L RTP
33	PE NR	McCormick Dr	McCormick Dr Termi. / New Wright Rd	2012-2035	COJ --	Recommended in L RTP
34	PE NR	NEW ROAD Rd (by airport)	HWY 51/ CTH G	2012-2035	COJ --	Recommended in L RTP
35	PE NR	North Wuthering Hills Drive	Mackinac / HWY 14	2012-2035	URB --	Recommended in L RTP
36	PE NR	Randolph Road	Holly Dr/Wuthering Hills Dr	2012-2035	COJ --	Recommended in L RTP
37	PE NR	Sandhill Road	Wuthering Hills / Townhall	2012-2035	COJ --	Recommended in L RTP
38	PE NR	Sandhill Road	Deerfield / Sandhill Termi	2012-2035	COJ --	Recommended in L RTP
39	PE NR	Todd Drive	Todd Dr Termi/Conde St	2012-2035	COJ --	Recommended in L RTP
40	PE NR	Venture Dr	Venture Drive Termi/ HWY 51	2012-2035	COJ --	Recommended in L RTP
41	PE NR	Waveland Road	Waveland Termi/CTH A	2012-2035	COJ --	Recommended in L RTP
42	PE NR	Wright Rd	E. Rotamer Rd / CTH Y	2012-2035	URB --	Recommended in L RTP
43	PE C	Austin Road	W. Court St/Rockport Rd	2012-2035	URB --	Recommended in L RTP
44	PE C	CTH G	HWY 11 / South MPO boundary	2012-2035	URB --	Recommended in L RTP
45	PE C	HWY 14 (Rec. For Study)	HWY 11 / Wright Rd	2012-2035	STH --	Recommended in L RTP
46	PE C	HWY 14 (Rec. For Study)	Wright Rd / HWY 51	2012-2035	STH --	Recommended in L RTP
47	PE C	I-39/I-90	Through Rock County	2012	MAJ --	Recommended in L RTP
47 b	PE C	Ryan Rd (part of I-39 project)	Morse / Deerfield	2012	MAJ --	Recommended in L RTP
50	PE C	Town Hall Rd	HWY 14 /HWY 26	2012-2035	URB --	Recommended in L RTP
51	PE C	USH 51 North (Rec. For Study)	Russell Rd. / USH 14	2012-2035	STH --	Recommended in L RTP
52	PE C	USH 51 North (Rec. For Study)	Black Bridge Rd / USH 14	2012-2035	STH --	Recommended in L RTP
53	PE C	Westside Gateway	5 Points Feasibility Study	2007	STUDY --	Recommended in L RTP
56	LR E	E Klug Rd Extension	HWY 26 / I-39	2015-2045	N/A --	Recommended for future consideration in L RTP
57	LR E	HWY 14	HWY 51 to future HWY 11 Bypass	2015-2045	N/A --	Recommended for future consideration in L RTP
58	LR E	Milton-Shopiere	E HWY 11/14/Townline Rd	2015-2045	N/A --	Recommended for future consideration in L RTP
59	LR E	North Bypass	USH 51 to Kidder Rd to CTH M From HWY 14/ I-90	2015-2045	N/A --	Recommended for future consideration in L RTP
60	LR E	Town Line Rd	Milton - Shopiere / County Y	2015-2045	N/A --	Recommended for future consideration in L RTP
61	LR E	Westside Gateway	5 points	2015-2045	N/A --	Recommended for future consideration in L RTP

Type
 CP: Committed Preservation SR P: Short Range Preservation PE C: Planned Expansion (Capacity Expansion)
 CE: Committed Expansion PE NR: Planned Expansion (New Road) US: Under Study
 LR E: Long Range Expansion

Note:
 The long range preservation (2012-2035) will be addressed through each jurisdictions preservation budget. The specific projects will be identified as 2012 approaches. Some of the projects may also address safety concerns.

III. FREIGHT

The Freight Element is the Janesville Area MPO’s first attempt at incorporating freight planning into its long range transportation plan. In light of this initial effort to comply with Federal requirements, the MPO has chosen to focus on collecting inventory and activity data on the MPO’s freight network. This will establish a base from which future changes, plans and recommendations for the freight system can be evaluated.

MAIN COMMODITIES MOVED

Approximately 15.5 million tons of goods are shipped to and from Rock County each year. The moderate cost, reliable delivery time, and on-site delivery benefits associated with shipping by truck led to it being the preferred mode of transport within Rock County; 77 percent of all goods are hauled by truck and 23 percent travel

Commodity	Tons	Percent Of Total Tons
Transportation Equipment	3,271,511	22%
Secondary Traffic	2,148,542	14%
Chemicals	1,452,844	9%
Farm Products	1,436,616	9%
Total Tons	15,549,221	

by rail. The main goods carried to and from Rock County are transportation equipment, secondary traffic¹, chemicals, and farm products, as shown in the adjacent table. The majority of goods are traded within the state. Outside of Wisconsin, the Midwestern states are the county’s dominate trading partner.

Locally, GM is the largest single generator of freight traffic. Each day GM produces approximately 400 truckloads of goods. These vehicles are either entering Janesville with deliveries or traveling between GM’s plant, staging areas, and other suppliers. In addition, GM unloads about 55 boxcars a day.

Freight moving through the Janesville Area MPO is well served by truck routes and rail providers. The existing truck routes serve all the MPO’s major commercial districts and provide connections to the major destinations within the region, such as Chicago, Milwaukee, and Madison. The importance of freight movement, combined with forecasted increases in both truck traffic and overall vehicle traffic make it important to consider the proportion of truck traffic expected on our roadways in our plans. The data gathered in this plan will give us a base from which to start future analysis and begin to make recommendations.

IV. ENVIRONMENTAL JUSTICE

The Environmental Justice Element identifies the areas within the MPO that have a high proportion of low-income and minority persons, and evaluates whether or not the negative impacts to those areas, resulting from the recommended projects, is disproportionate to the rest of the community.

In addressing environmental justice, the MPO has identified areas within the urbanized boundary with a significant low-income or minority population, and then analyzed and addressed, when appropriate, the impact of the recommended projects on the target groups. The City of Janesville was the only area to have census block groups with a concentration of low-income or minority persons². All of these areas are served by public transportation, and a majority have retail, recreation, schools and job opportunities, within their immediate vicinity, see Figures VI-2 A & B. Public transportation will take residents to medical

¹Traffic moving between warehouses and distribution centers.

² One block group within both the Town of Janesville and the City of Janesville had a concentration of minority persons, however further investigation indicated that this was most likely due to the presence of the Rock County Jail.

facilities, and other major destinations within an average of five to 20 minutes. With the exception of one potential project (the expansion of USH 14 to six lanes near the Milton Avenue intersection), the recommended projects do not disrupt the existing opportunities within each block group, see Figures VI-3 A & B. In summary, the environmental justice analysis did not indicate that recommended projects would cause the low-income and minority persons to have an unfair number of negative impacts imposed upon them.

V. IMPLEMENTATION

Recommendations in the long range plan will be implemented over the planning period through planning and monitoring activities such as local budgets, capital improvement programs, land use planning, pavement management systems, and the ongoing process of data collection and analysis. The responsible jurisdiction(s) will need to review each project and approve its funding prior to a projects implementation.

The Elements contained in the plan have been designed to meet the goals and objectives that Janesville, Milton and the surrounding townships in the planning area have been striving to maintain in regards to transportation planning over the past two decades. In addition, the overarching goals and objectives of the plan address the seven factors that long range plans are required to consider as part of the metropolitan planning process, as outlined in the 1998 Transportation Equity Act for the 21st Century (TEA-21).

The seven planning factors are:

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

The revenues needed to implement the projects recommended throughout the plan are expected to be available, should funding levels remain consistent with historical trends.

Implementation of the plan, continued evaluation of its elements, and updates of the information contained within the plan will provide the Janesville Area MPO with extensive opportunities over the next 30 years to meet its transportation planning goal of a safe, effective, and energy efficient transportation system for all modes.