

Chapter 4 - Transportation

4.1 Overview

As defined in Wisconsin State Statutes 66.1001, the Transportation element of a community's comprehensive plan is to be:

"A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation."

"The element shall compare the local governmental unit's objectives, policies, goals, and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the community."

Planning for transportation is planning for land-use, which in turn, is planning for community character. One cannot be done without consideration for the others. A well-planned transportation system, composed of an adequate road network, appropriate land use controls *and* other transportation options and infrastructure, can provide various socio-economic and environmental benefits. A well-planned transportation system can impact fiscal resources, land use and conservation, air quality, health and safety of the citizenry, and overall quality of life. Alternatively, a poorly planned transportation network, heavily reliant on a single transportation mode can and does produce urban sprawl, pollution and safety hazards and can change the character of a community permanently.

An increasingly extensive transportation network that has fueled population growth and development in areas where roads have been improved, expanded or created has heavily influenced the low-density development pattern of the mid to late 20th century. This development pattern illustrates the relationship between transportation and the many elements discussed in this Comprehensive Plan. This is particularly true with respect to land use and housing, as much of the Town's population and household growth is being fueled by the regional connectivity provided by high-capacity highways such as I-90/39, increased capacity on highways and arterial streets such as State Highways 26 and 14, and the construction of new local and private roads. As the community continues to grow, so does the demand for new or improved roads to service new developments.

National, regional, and local road networks, bike and pedestrian routes, and other recreational transportation (including water sports), airport service, public transit and freight rail are within close proximity to the Town of Johnstown and available for service to its citizens and industries. Although the Town of Johnstown does not have jurisdiction over all of the roadways and other transportation modes that are present in the Town, the development decisions made by the Town will impact the amount and type of traffic using facilities that are controlled by other jurisdictions. Additionally, the extent to which the local street system can accommodate local travel will directly impact the amount of traffic that is diverted onto State and/or County facilities. For this reason, transportation planning at the Town level is crucial.

The inventory provided on the following pages is a comprehensive discussion of roadways, railways, pedestrian, bicycle, transit, and recreational systems within the Town of Johnstown and the region. The following goals, objectives and policies will provide a framework by which to analyze and manage

transportation needs to meet the goal of efficiently, equitably, and safely serving existing and planned land uses in the Town of Johnstown and the region.

4.2 Existing Conditions

Similar to other rural communities with relatively low population densities, the Town's transportation system is dominated by singularly occupied automobiles utilizing an extensive road network. Historically, there has been little demand for other transportation options, though residents of Rock County have recently expressed interest in alternative transportation modes. Air and rail service, specialized transportation/transit, and extensive bicycle/pedestrian lanes and trails are available in or near the Town of Johnstown.

This section inventories facilities that are available to residents and businesses in the Town of Johnstown for travel by road, rail, air, water, transit and multi-use and snowmobile trails.

Roads and Bridges

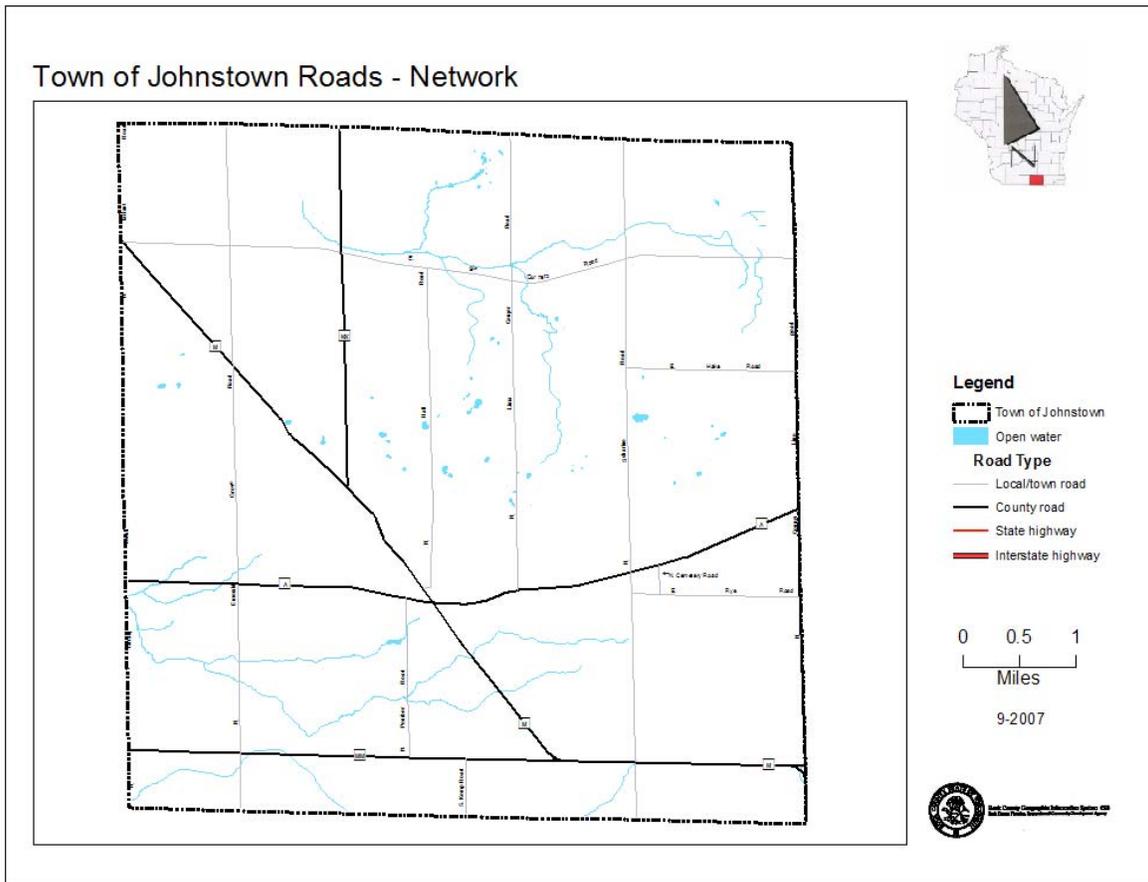
Well functioning roads are the Town's lifelines to its economy. Town roads accommodate agricultural, automobile, and bicycle/pedestrian traffic, and provide local and non-local users, and their products and services, access to local, regional, state, and national locations.

The Town of Johnstown is well connected to the surrounding region with a roadway network of about 58 total miles. County highways account for 19.3 of those miles leaving nearly 39 miles as local roadways. These roads vary in their use, volume, and function, but each plays a critical role in the movement of people and products through the town. The chart and maps on the following pages illustrate some details relating to Johnstown's road network and function. These data are useful in anticipating needs for service, expansion, signage, traffic control, and perhaps most importantly, provision of state and federal highway funds for these improvements.

There are two significant bridges in the Town of Johnstown. One is under Rock County jurisdiction and one is under Town jurisdiction .

In general, the Town has the responsibility to provide maintenance and repair, snow removal and if necessary, replacement of all local roads and their associated bridges. This responsibility presents what is perhaps the single most significant cost expenditure to the Town. Funding is provided by the State based on miles of roadway however, the high cost of maintaining these roadways and bridges may cause the tendency for disrepair or inadequacy or unsafe driving conditions.

Map 4.1



Functional Classification

The State of Wisconsin’s Department of Transportation (WDOT) (see: *State of Wisconsin, Department of Transportation, Facilities Development Manual, Procedure 4-1-15*) uses a functional classification system to identify roads according to the service they are intended to provide. The Town’s functional road classifications reflect the capacity to provide land access and/or mobility to users (see Figure 4.1). Functional classifications are defined as follows:

Arterials

Principal Arterials - serve corridor movements having trip length and travel density characteristics of an interstate or an interregional nature. These routes generally serve all urban areas with a population greater than 50,000 inhabitants. The rural principal arterials are further subdivided into “interstate highways” and “other” principal arterials.

Minor Arterials - in conjunction with other principal arterials, serve cities, large communities, and other major traffic generators providing interregional and inter-area traffic movements.

Collectors

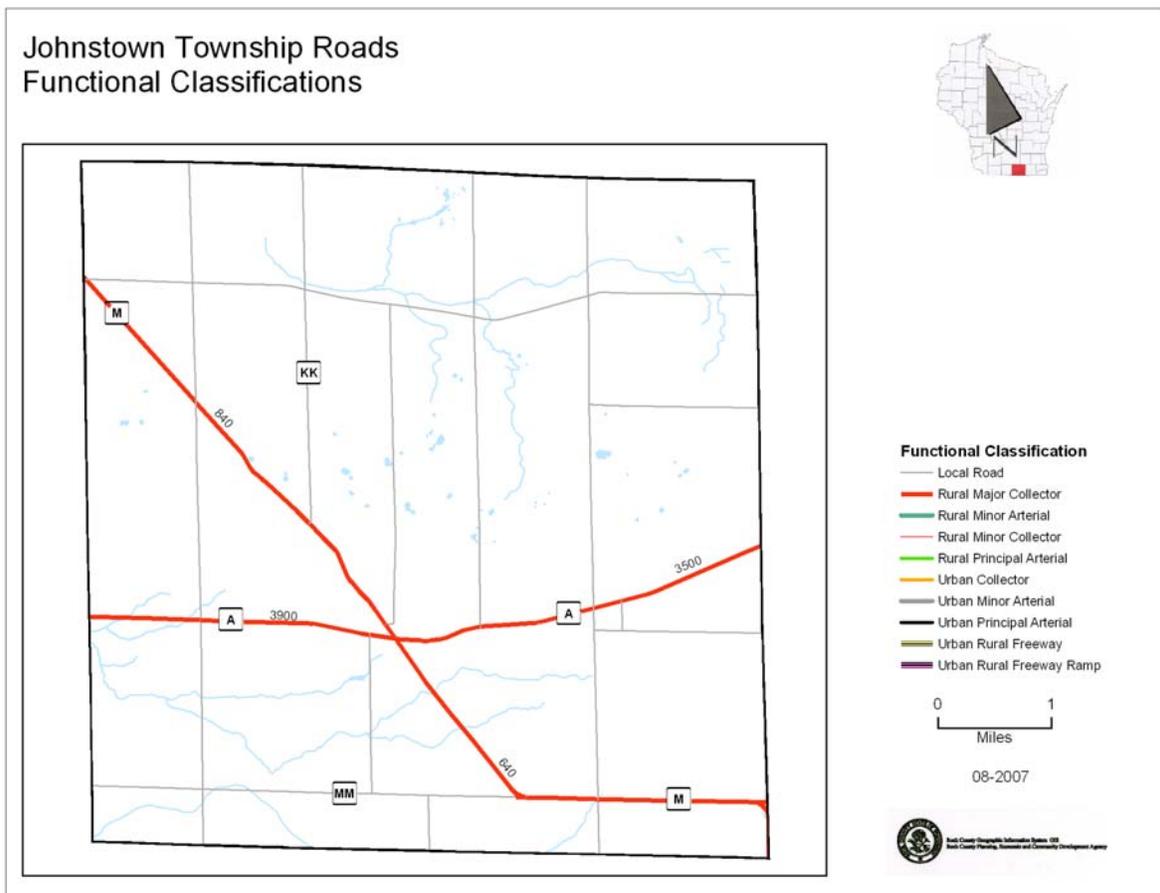
Major Collectors – provide service to moderate sized communities, and other inter-area traffic generators, and link those generators to nearby larger population centers or higher functionally classified roadways.

Minor Collectors – provide service to all remaining smaller communities, link the locally important traffic generators with their rural hinterland, and are spaced consistent with population density so as to collect traffic from local roads and bring all developed areas within a reasonable distance to a collector road.

Local Roads

Local Roads – provide access to adjacent land and provide for travel over relatively short distances on an inter-township or intra-township basis. All roads not classified as arterials or collectors are local functional roads. The road network in the Town of Johnstown is primarily made up of local roads.

Map 4.2



**Figure 4.1:
Roads within or of significance to the Town of Johnstown:
Functional Classification**

Principal Arterials (Urban/Rural Freeway)	Principal Arterials	Minor Arterials	Major Collectors	Minor Collectors
Interstate 90/39	State Highway 11	none	CTH A	none
	US Highway 14 (urban)		CTH M	

Major Roadways Affecting the Town

Interstate Highway 90/39 (I-90/39) serves as Rock County’s principal limited access, north-south traffic artery and is likely to exert an influence on the Town’s development patterns. This facility connects the Town, as well as the rest of Rock County to major urban markets to the north and west such as Madison, Wausau, Minneapolis/Saint Paul and continuing as far west as Seattle, Washington. To the east, I-90 links Rock County to the Chicago metropolitan area and beyond through New York City, finally terminating in Boston, Massachusetts. I-39 traverses south from Rockford, Illinois to Normal, Illinois. Convenient access points to I-90/39 for Town of Johnstown residents are located at Highways 26, 14 and 11.

US Highway 14 is a multi-purpose principal arterial that goes from Chicago, Illinois to Yellowstone National Park in Wyoming. This highway provides regional links from La Crosse through Rock County to the I-43 interchange, which then continues on into Illinois and the northwest suburbs of Chicago.

US Highway 51 is a multi-purpose principal arterial that goes from northern Wisconsin to New Orleans, Louisiana. US Highway 51 is commonly used for local travel to points between La Cross, Madison, and Rockford, Illinois.

Wisconsin State Trunk Highway 11 (STH 11) is a principal east/west arterial that traverses Rock County from border to border and traverses the State of Wisconsin from Racine almost to Dubuque, Iowa. On the east side of Rock County STH 11 is a dually designated route with US Highway 14. Near the City of Janesville, STH 11 and US Highway 14 diverge and STH 11 continues on to the west into Green County. STH 11 primarily serves rural oriented land uses. Improvements along STH 11 may have implications for the Town of Johnstown even though the roadways lies south of the Town border.

Wisconsin State Trunk Highway 26 (STH 26)

STH 26 runs north and south between the City of Janesville and Oshkosh, Wisconsin. This highway is due for improvement and expansion beginning in 2008.

Traffic Accidents

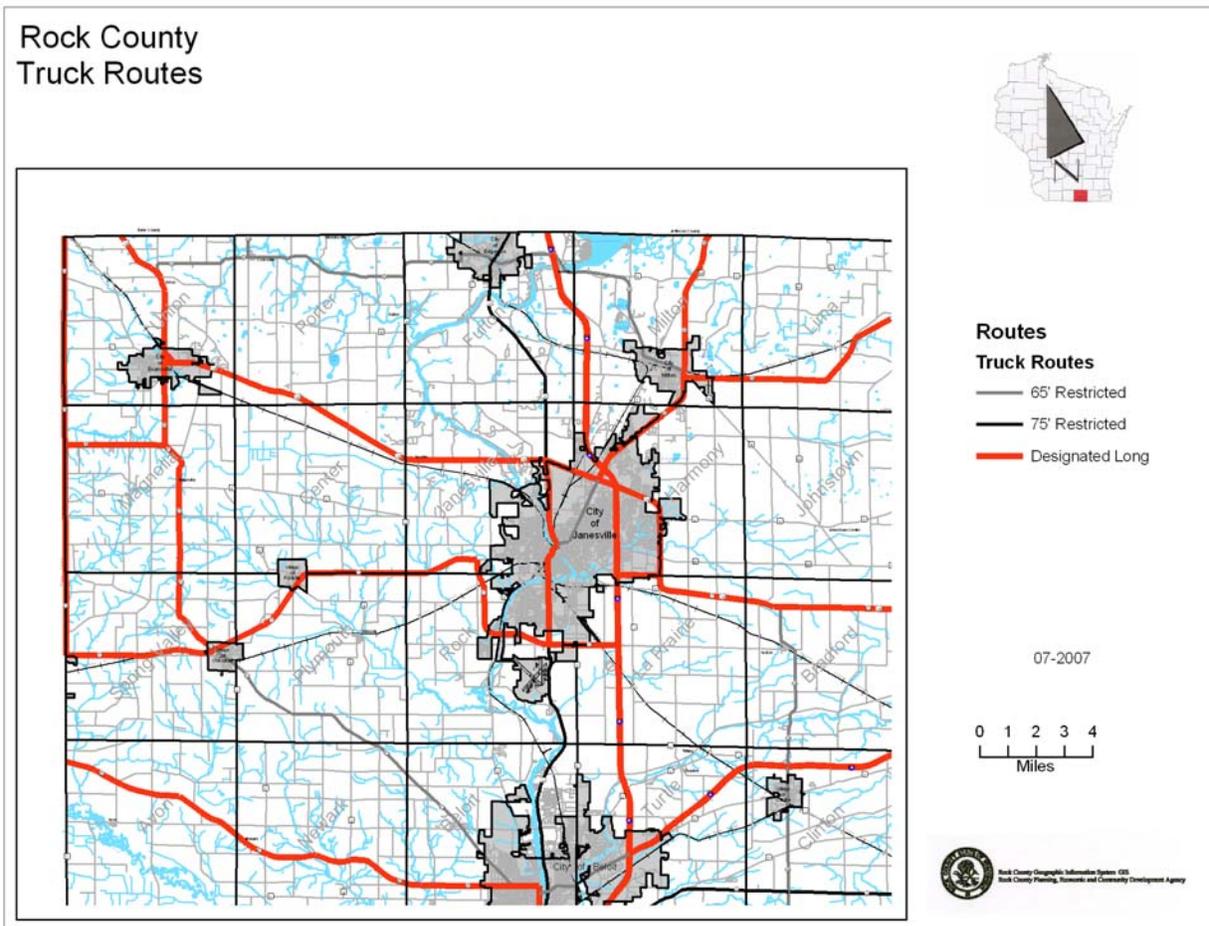
The quantity of traffic accidents in the Town of Johnstown is a likely indicator of the overall traffic volumes and safety of the roadways. Available accident data for the years 2000, 2003 and 2006 indicate that there were 34 accidents involving 44 vehicles, 36 accidents involving 46 vehicles and 28 accidents involving 39 vehicles in each of those respective years. There were a total of 2 traffic fatalities in the Town for all three years, both occurring in the year 2003. The accident data does not indicate any areas or intersections of special concern at this time however, periodic analysis of where accidents are occurring

will keep the Town informed as dangerous issues arise. Speeding has been an issue on County Road A and to a lesser degree along on County Road MM.

Trucking

The Town of Johnstown is close to several truck routes including I90/39, US HWY 14, STH 11 STH 26 and STH 59). There are no truck routes directly within the Town. Easy access to truck routes provides the Town with connections to regional and national markets.

Map 4.3



Rail

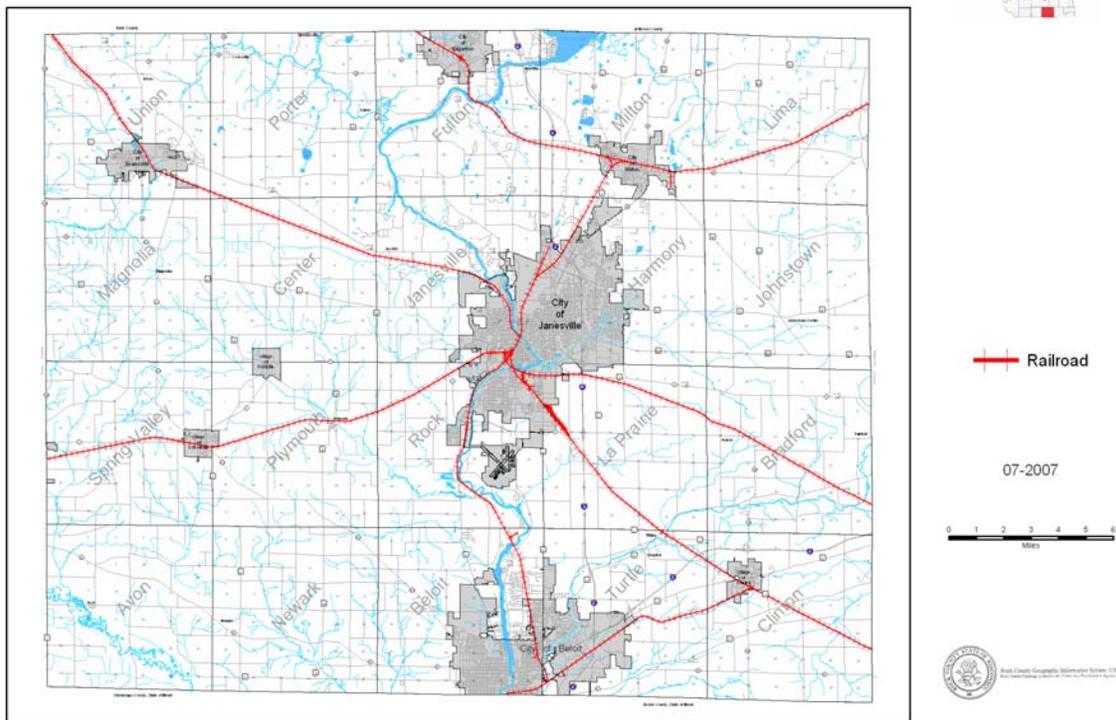
There is no passenger rail serving the Town of Johnstown or Rock County at this time. However, the feasibility of commuter rail is being investigated as an aspect of the South Central Wisconsin Commuter Study. Three freight rail providers provide movement of 23% of the freight in Rock County. The lines most accessible to the Town of Johnstown are the Union Pacific and the Wisconsin and Southern. All the rail lines in Rock County are shown in Map 4.4.

The **Union Pacific Railroad** operates on tracks that run from northern City of Janesville, southeast to the county line, before crossing into Illinois in route to Chicago. This line primarily transports component truck parts to the Janesville General Motors plant and distributes newly manufactured vehicles. In addition, this line transports grain and corn.

The **Wisconsin & Southern Railroad** runs through Orfordville, Hanover, Janesville, Milton, Edgerton and Avalon. A wide range of products are shipped on this line, including corn and grain, lumber, canned goods, paper, fertilizer, aggregate, ethanol, gasoline, sugar, pulp board, plastic, metal scrap, auto parts and military vehicles (See Map 4.4).

Map 4.4

Rock County Rail System



Air

The closest airport to the Town of Johnstown is Southern Wisconsin Regional Airport, located west of Highway 51 in the southern most portion of the City of Janesville. This airport is categorized as an Air Carrier/Cargo airport and as such there is no commercial passenger air service.



Southern Wisconsin Regional Airport

Dane County Regional Airport in Madison, Wisconsin and Chicago Rockford International Airport are the nearest commercial passenger facilities. Dane County Regional Airport provides daily service to Chicago O'Hare International Airport. Other private airports include the Beloit Airport and several private landing strips located throughout Rock County.

Water

A number of rivers, streams and lakes in Rock County are ideal for boating and other water sports. In the Rock County POROS plan, a detailed River Trails Plan identifies waterways that are favorable for canoeing and kayaking. Although none are directly within the Town of Johnstown, several are easily accessible by Town residents. Lake Koshkonong, located on the northern border of Rock County, is also a popular destination for boating and water sports.

Bike, Pedestrian and Multi-Use Routes and Trails

An expansive network of bicycle and pedestrian routes span throughout Rock County. This system of routes connects urbanized areas with destinations that offer recreation and natural amenities. All County Parks can be accessed via bicycle/pedestrian routes and lanes.

Several additional routes were proposed by the Rock County POROS Plan within the Town of Johnstown (see Map 4.5 below) to further expand and connect bicycle and pedestrian transportation options for all areas of Rock County.

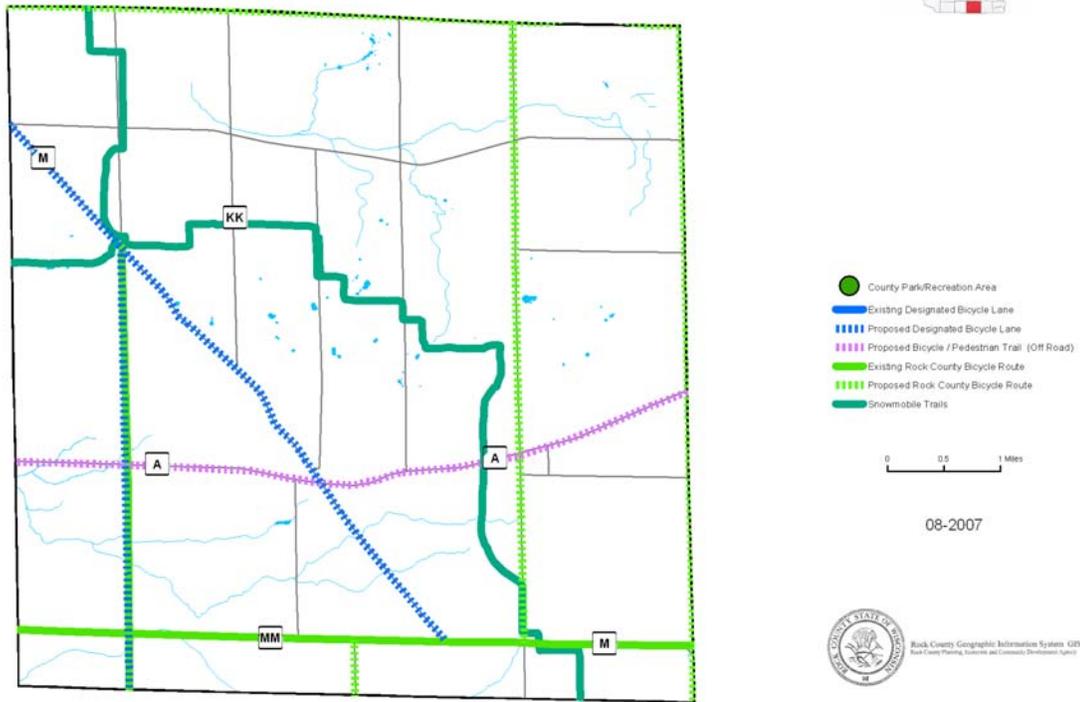
Snowmobile Trails

Each year easements are obtained from various landowners, and together they comprise the Rock County Snowmobile Trail. Part of this approximately 226 mile trail system bisects the Town of Johnstown from the northwest to the southeast (see Map 4.5). The trail is made possible by the Wisconsin Snowmobile Trail Fund, which finances the easements in their entirety. Twenty-two bridges have also been

paid for with the trail grant program. The trail now encircles the entire county, with numerous trail spurs connecting adjoining trails in adjacent counties.

MAP 4.5

JohnstownTownship Bicycle, Pedestrian and Snowmobile Routes and Trails Plan



Transit

Buses

City bus systems operate within the City of Beloit and the City of Janesville however, neither system provides service to the Town of Johnstown, making use of those systems impractical by Town residents. There are currently no known plans to expand this, or any other municipal transit service into the Town of Johnstown.

An interstate bus line operated by **Van Galder** starts in Madison, makes stops at South Beloit, Rockford, and O'Hare Airport and terminates in downtown Chicago. Not all routes stop at all locations. Most routes stop on North Pontiac Drive in the City of Janesville, providing convenient access for Town of Johnstown residents.

Greyhound buses are also available from the Beloit Greyhound terminal in the City of Beloit. These routes head north to Madison or south to Chicago where they link to nationwide routes. Tickets are **not** sold at the terminal, and must be purchased online or by telephone.

Both Van Galder and Greyhound bus lines offer charter services, for group travel, tour packages, or other special events.

Para-Transit

The Rock County Council on Aging provides specialized transit services, which are designed for use by elderly or disabled persons. To be eligible for the service, an individual must be at least 55 years of age, or physically disabled. Rides using wheelchair lift-equipped vans are available, for a fee, Monday through Friday from 8:00 am to 5:00 pm for all areas within the Town of Johnstown.

Users must arrange trips by calling the Specialized Transit Agency by 12:00 p.m. at least two (2) days in advance of the scheduled trip. Passengers are picked up at their scheduled time and taken to their destination. Once the rider's scheduled appointment has completed, he/she must place a call to the Specialized Transit Agency in order to notify the van driver that it's time to make a return trip.

The Rock County Council of Aging also offers a volunteer driver escort program called RIDES, where volunteers offer their time and their own vehicles to drive patrons to medical appointments. Transportation is available to Madison, Milwaukee, Monroe and Rockford, IL and riders are charged per mile.

In addition to these County services, the State of Wisconsin has a Vanpool and a Rideshare program that has a computerize system for providing rides to customers who live and work in the same area. Both operations are based in Madison, Wisconsin.

4.3 Existing Plans and Projects

This section reviews State, County and regional transportation plans and projects that are relevant to the Town of Johnstown. The Town of Johnstown's goals, objectives, and policies for transportation are consistent with these plans and projects, although this Comprehensive Plan may address concerns and recommended improvements that are not yet acknowledged by any other state or regional plan.

The Town of Johnstown lies within Rock County and the State of Wisconsin. Each of these entities has a transportation plan or plans that specify future action within the Town, or at the very least, plans that will connect to and/or affect the transportation system within the Town of Johnstown.

Existing plans, programs and studies that may affect the Town of Johnstown include the following:

State Plans

- Translinks 21: A Multimodal Transportation Plan for Wisconsin's 21st Century
- Connections 2030 Plan
- Wisconsin State Highway Plan 2020
- Wisconsin Rail Issues and Opportunities Report
- Wisconsin Airport System Plan
- Wisconsin Pedestrian Policy Plan

State Corridor Plans and Studies:

- I90/39 Corridor
- Hwy. 14/11 Study
- STH 26 Corridor expansion project

Rock County Plans and Projects

- Rock County Public Works Projects
- Rock County Bike and Pedestrian Plan
- Parks Outdoor Recreation and Open Space Plan

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Metropolitan Planning Area Plans

- Janesville Area 2005-2035 Long Range Transportation Plan, Transportation Improvement Plan
- Stateline Area Transportation Study 2035 Long-Range Plan

State Plans

Translinks 21: A Multi-Modal Transportation Plan for Wisconsin's 21st Century

Completed in 1995, Translinks 21: A Multimodal Transportation Plan for Wisconsin's 21st Century provides an overall vision, goals and recommendations for planning in the state through 2020. This plan calls for the creation of a state grant program to help local governments prepare transportation corridor management plans (no grant exists as of this writing), the provision of state funding to assist small communities in providing transportation services to elderly and disabled persons (this provision is being used for Rock County), and the development of a detailed method of assessment of local road investment needs. The overall goal of the planning process is to identify a series of policies to aid transportation decision-makers when evaluating programs and projects. This Plan is the predecessor for the Connections 2030 Plan currently in progress and described below.

Connections 2030 Plan

When completed, this plan will be a long-range, need-based transportation plan that addresses highways, local roads, air, water, rail, bicycle, pedestrian, and transit facilities and services. The overall goal of this plan will be to identify a series of policies to aid transportation decision-makers when evaluating programs and projects. Policy recommendations in the plan will refer to specific corridors throughout the State, five of which include Rock County as part of the corridor.

Alpine Valley Corridor – Janesville/Beloit to Milwaukee

Blackhawk Corridor – Madison to Chicago via Beloit

Cheese Country Corridor – Dubuque to Janesville/Beloit

Rock River Corridor – Janesville/Beloit to Oshkosh

Southern Tier Corridor – Janesville/Beloit to Racine/Kenosha

Wisconsin State Highway Plan 2020

The Wisconsin State Highway Plan plans for the 11,800 miles of state-managed highways in Wisconsin, specifically focusing on pavement and bridge preservation, traffic movement and safety. This plan identifies Interstate 90/39 as a "Corridors 2020 Backbone route," meaning the state treats this route as one which connects major population and economic centers and provides economic links to national and international markets.

This plan, revised every six years, also addresses projected congestion. In Rock County, Interstate 90/39 south of the City of Janesville to the state line is expected to be extremely congested, with severe congestion occurring north of Janesville. Moderate congestion is foreseen for Highway 14, and for Highway 51 north of the City of Janesville to the county line.

These projections assume no capacity expansions to the roadways.

The State Highway Plan does not identify construction projects specifically, but rather it develops strategies and policies to improve the state highway system over the next 20 years.

The strategies and policies set forth in this plan are expansive and cover topics including preserving transportation infrastructure, improving traffic movement and safety, economic development, environmental protection, and financing. Special emphasis is given to the high investment needed to mitigate congestion in Southeastern Wisconsin. Given its focus, the plan does not identify improvement needs under local jurisdiction.

Wisconsin Rail Issues and Opportunities Report

This plan, completed in 2004, is the result of a public outreach effort to determine issues related to rail transportation. This plan is intended to direct the rail element of the *Connections 2030* plan currently in progress. Issues identified in the plan are categorized as rail network issues, intercity passenger rail issues, safety issues and legislative issues. Commuter rail, locomotive horns at roadway/railway crossings and a proposal to reduce mercury emissions are identified as emerging issues in the plan.

Wisconsin State Airport System Plan 2020

This plan is an inventory of airport facilities throughout the state, and what services they provide. Included are upgrade recommendations, along with information on funding and environmental consequences. This airport is categorized as Air Carrier/Cargo meaning that it can accommodate all aircraft, up to and including wide body jets and large military transports. It is one of only 10 airports in the state with this classification. The Southern Wisconsin Regional Airport provides Rock County with adequate corporate access at this time..

Wisconsin Pedestrian Policy Plan 2020

This plan, completed in 2002, details how state and local jurisdictions can improve pedestrian safety and comfort, while increasing walking as a practical mode of transportation. Options for pedestrian facilities are explored, especially those that are user-friendly for the elderly, children and people with disabilities. The need for education efforts among law enforcement, motorists and pedestrians is discussed, as is WisDOT's leadership role, in promoting walkability.

State Corridor Plans and Studies

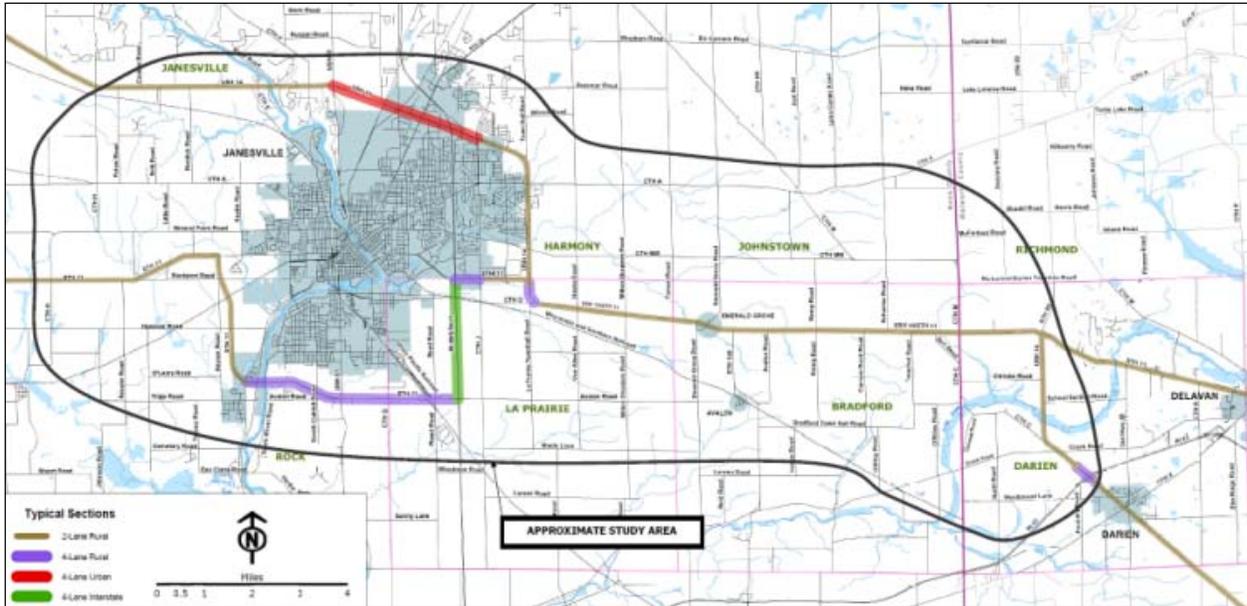
I 39/90

The widening of Interstate 39/90 is a major undertaking to increase capacity that is planned to begin in 2013 or 2014. Over 45 miles will be widened from 2-lanes to 3-lanes in each direction for the portion of the interstate spanning from Highway 12/18 (the "Beltline") in Madison to the Illinois state line. All work is planned to take place within the existing right-of-way. Construction will begin at the state line, and work northward. Also, all bridges along the route will be rehabilitated. Improvements on I39/90 may influence traffic patterns within the Town in future years.

USH 14/STH 11

The US Highway 14/Wisconsin Highway 11 corridor is a heavily traveled and crucial link from Janesville to Darien, through Walworth County. As traffic volume has increased, so have crash rates, therefore corridor improvements have been deemed necessary. The study of this corridor began in 2003, and is expected to end in 2008. The study analyzes system linkage, future travel demand, safety, capacity and socio-economic demands. The study area for the US 14/STH 11 Corridor Study includes much of the Town of Johnstown and is shown in Map 4.6.

MAP 4.6 US 14/STH 11 CORRIDOR STUDY AREA



Source: Wisconsin Department of Transportation

County Plans

County Public Works Projects

Each year the Rock County Department of Public Works lists future road and bridge projects, both for the current year, and for the future. The road projects for 2007 are: County Trunk Highway (CTH) B in the western portion of the County, a portion of CTH D in La Prairie Township, CTH S in Turtle Township, and State Highway 184 in Center and Janesville Townships. Future projects include CTH F, in the Townships of Fulton and Janesville and CTH A, in the Townships of Johnstown and Johnstown.

The County Highway A project in the Town of Johnstown includes plans to recondition the CTYA from US 14 to the county line. It is anticipated that the work will be done in phases beginning at US 14. The project will begin in 2010 and will involve reconstruction of ditches and may include a bike lane.

Southern Wisconsin Regional Airport Land Use Plan

The firm Mead and Hunt is currently completing a Land Use Plan, and related Zoning Amendments for the 3-mile jurisdictional area surrounding the Southern Wisconsin Regional Airport. This plan will manage growth encircling the airport and provide tools for enforcing height regulations and other aspects of development that consider compatibility with aviation. This plan has applicability for any company wishing to fly out of Southern Wisconsin Regional Airport.

2003 Rock County Bicycle and Pedestrian Routes and Trails Plan

Completed by the Rock County Parks Department, with assistance from HNTB Corporation, this plan includes existing and proposed off road bike and pedestrian trails, bike lanes, abandoned rail corridors

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and local roads with low traffic volumes (see previous discussion in “Existing Conditions” “Bike, Pedestrian and Multi-Use Routes and Trails”). Criteria for the location of future routes include smooth terrain and low traffic volume. Loop routes are to be integrated into the system to allow the opportunity for shorter outings. This map plan was adopted as a component of Rock County’s Parks, Outdoor Recreation, and Open Space Plan (see Map 4.5) and as a Sub Element of this Transportation Element.

Parks, Outdoor Recreation and Open Space Plan (POROS)

The recently adopted Rock County 2009-2014 Parks, Outdoor Recreation & Open Space Plan (POROS) includes plans and policies for several modes of recreational transportation, including bicycle/pedestrian, hiking, boating and snowmobiling.

Metropolitan Planning Area (MPO) Plans

2005-2035 Janesville Area Long Range Transportation Plan

This Plan is federally mandated in order for the Metropolitan Planning Area surrounding the City of Janesville to qualify for federal and state transportation funding assistance. The MPO is known simply as the Janesville Area MPO. The MPO’s urbanized area includes a population of 78,544 people. Although the Town of Johnstown is not within the Janesville MPO planning area it is likely to be affected by transportation decisions made by the MPO.

South Central Wisconsin Commuter Study

The Beloit centered MPO called the State Line Area Transportation Study (SLATS) is facilitating this corridor-planning project that aims to improve transit links from the Janesville/Beloit area to points in the Chicago metropolitan area and to Dane County, WI. While the feasibility commuter rail to Harvard, IL via the Village of Clinton is of interest, this study also assesses the idea of bus rapid transit (BRT) to connect the communities.

A stakeholder survey as been completed as part of this study, and a market analysis has begun. The market analysis has revealed that travel flows to and from South Central Wisconsin were highest to and from the Cities of Madison, WI and Rockford, IL in addition to a substantial amount of travel between the Cities of Janesville and Beloit. As of early April 2007, the final draft of the *Initial Transportation Inventory Report* was complete. This portion of the study inventories rail and bus service, and highways in the region. Regional transit initiatives proposed by others entities in the region are also examined.

The next steps in the Commuter Study process are to continue the market analysis, and a Purpose and Needs Report. This report will set the framework for goals and objectives of the study, and help determine which transportation alternatives are most reasonable. The Town of Johnstown should become active participants in this study.

4.4 Transportation Issues and Opportunities

Road Conditions

According to public input, roadways in the Town of Johnstown are viewed to be in good condition, and there are no immediate hazards, however there are always areas in need of repair. Roadway funds from the Town have been used primarily toward repairs, rather than preventative maintenance. A national push has been occurring to focus on preventative road maintenance because it saves money over time. The key to being proactive is to get to a point where there are no pressing road repairs. This is a lofty goal and is not likely to be met without additional funding. Many state and national aids are available for financing transportation improvements and repairs. The Town must actively seek funding assistance when available and appropriate.

One of the best means to organize road repair needs is by maintaining an up-to-date inventory. WisDOT offers an online database for local jurisdictions to utilize, called WISLR (Wisconsin Information System for Local Roads). The benefits of keeping the information updated, not only by entering initial data, but by continuing to keep the data up to date, must be understood by all jurisdictions, and effort should be put forth to do so.

Transportation for Agriculture

As the Town of Johnstown plans for the future it is essential to consciously keep transportation convenient for the agricultural community by making sure to provide adequate access for agricultural suppliers, processors, service providers, etc. The local road system will allow the continued transport of farm produce to local, regional, national and international markets and should continue to be thought of as the local economic link to the rest of the world.

Congestion

It is commonly believed that you cannot build your way out of congestion. If new routes are constructed to ease capacity, oftentimes development then is generated along the new route, only adding to the congestion. While the question use to be “Which comes first, transportation or land use?” it is now understood that the two must come together. Transportation and Land Use planning must be integrated in context-sensitive transportation investments to ease congestion. This Comprehensive Plan will attempt to address this issue in the Land Use Element.

One way to ease congestion is by reducing the number of Single-Occupancy Vehicle (SOV) trips in the area. Over 94% of random survey respondents in Rock County drive alone to work and/or school each day. Carpooling is only slightly utilized, and busing, walking and biking are even less popular. While reducing SOV trips is more applicable and realistic in urbanized areas, rather than in an unincorporated county, there are changes that could be made. Possibilities include making new bicycling, walking and transit facilities and routes more available.

Safety

As population and traffic continue to increase in the town, it is important to consider the possible conflict between slow moving vehicles associated with agricultural transport and the safety of the general public and how best to meet future agriculture transportation needs. Speeding should be monitored especially along County Roads A and MM.

The inventorying of detailed accident data can be helpful in identifying problem intersections or roadways, and alleviating accident occurrences. Although the technology exists to record exact longitude and latitude points of an accident as soon as emergency personnel arrive at the scene, a system to do so has yet to be established by the Rock County Sheriff Department. This technology is referred to as "geocoding", and can be used along with the existing Geographic Information System in the County to create a uniform crash data analysis system, across jurisdictions. This data would be useful in determining where priority areas are for road/safety improvements.

Currently, Rock County requires easements for vision triangles at intersections when a land division takes place, however landowner cooperation and town level enforcement varies. Landowners sometimes wish to create new buildable lots in locations that are not conducive to safe driveway access. Locating driveways in unsafe locations that do not provide adequate sight clearance can prove dangerous for the property owner, and for innocent drivers and passengers alike. Rock County and the Town of Johnstown have policies in place to regulate driveway placement, however a driveway ordinance at the Town level could increase regulation on such specifications as width, length and slope of driveways as well as driveway placement to ensure road access safety and adequate ingress and egress for emergency vehicles to all properties regardless of weather conditions.

Accessibility

While Rock County offers para-transit service to residents of the Town of Johnstown, there may be opportunity and need for additional services. Additionally, improvements should be made in marketing to spread awareness of existing programs.

Singularly occupied automobiles are the dominant transportation mode in the Town. Historically, there has been little demand for other transportation options, however, the Town should keep abreast of opportunities and interest in alternative transportation modes. Developing transportation mode alternatives may prove critical to preserving the Town's character and accommodating new businesses and residents. Accordingly, providing additional transportation alternatives to those who commute out of the Town to another county is another aspect of accessibility that warrants exploration. The South Central Wisconsin Commuter Study is sure to provide some answers, particularly addressing those who commute to the south and the Chicago area. To serve those who commute to the north and to the Madison area, a Park and Ride facility may be feasible. Unofficial parking lots in the Newville area are common parking points for people carpooling to destinations northward. The K-Mart parking lot in Janesville also serves as an unofficial parking facility. At this time, the City of Madison Metro Transit is considering the practicability of establishing a Park and Ride in the Evansville area.

Connectivity Standards

Oftentimes the way land is developed and divided in the unincorporated county does not lend itself well to future development surrounding the area. For instance, flag lots prohibit the installation of through streets at suitable intervals, and cul-de-sacs impede accessibility from one neighborhood to another. Though most homeowners enjoy this type of isolation, it could prove dangerous in an emergency. The construction of stub streets rather than cul-de-sacs and design layouts that provide for future connectivity should be encouraged in future developments.

4.5 Transportation Goals and Objectives and Policies

The following goals, objectives and policies should be used as rules or courses of action to be followed to guide future transportation projects, plans and improvements in order to help assure that the overall goals of this Comprehensive Plan are accomplished.

Transportation Goal #1:

Provide a safe, efficient and equitable regional transportation system while minimizing impacts on farming, landowners and the environment.

- Objective:* Continue to monitor the safety of all roads in the community.
- Objective:* Promote and improve awareness and utilization of existing transit services, especially those that serve the elderly and disabled.
- Objective:* Coordinate transportation and land use planning to minimize sprawl and traffic congestion.
- Objective:* Monitor speeding along all roads in the Town, especially on County Roads A and MM.
- Objective:* Promote right-of-way plantings and beautification that incorporates native plantings and maintains the scenic value and rural character.
- Objective:* Inform potential new residents of the existence and necessity of agricultural traffic within and around the Town.
- Objective:* Ensure that each new buildable lot has a safe driveway access point and meets sight distance standards.

Transportation Goal #2:

To support the development of a regional transportation network.

- Objective:* Cooperate with county and state entities to provide a safe interconnected road network.
- Objective:* Require and maintain an interconnected network of local roads.

Transportation Goal #3:

To offer alternate mode options to help minimize Single Occupancy Vehicle (SOV) trips and provide recreation opportunities within the Town of Johnstown and the region.

- Objective:* Utilize State and federal funding programs whenever possible, to help finance highway and bridge, transit, rail, enhancements and other transportation improvements, especially those that reduce Single Occupancy Vehicle trips and air pollution, and benefit economic development in the region.

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- Objective:* Ensure that the Town of Johnstown is and remains a safe and enjoyable location for recreational transportation, such as snowmobiling, bicycling and walking.
- Objective:* Expand, create and/or maintain local and regional facilities and services for biking, walking, and other non-auto modes of transportation.
- Objective:* Support the findings of the South Central Wisconsin Commuter Study, to provide transportation alternatives to commuters in the Southern Wisconsin/Northern Illinois region.
- Objective:* Aim to acquire more Rustic Road designations on appropriate roadways in the Town of Johnstown.

Transportation Goal #4:

Support agriculturally economic sound transportation-related improvements in the Town of Johnstown.

- Objective:* Use, update and accurately maintain the Wisconsin Information System for Local Roads (WISLR) to manage and inventory road attributes, administration, condition and maintenance requirements.
- Objective:* Involve Town of Johnstown representatives in transportation-related committees and planning efforts throughout Rock County and the region.
- Objective:* Preserve, maintain and support transportation corridors that connect Rock County's companies to regional markets.
- Objective:* Support and encourage the use of the Southern Wisconsin Regional Airport.

These policies should be used as rules or courses of action to be followed in order to assure that the goals and objectives of this transportation element be accomplished. The Town of Johnstown should use the following policies to guide future transportation projects, plans and improvements:

1. Rezoning and land divisions in the Town shall be approved in appropriate locations based upon the Town of Johnstown Development Plan, so as to best utilize existing transportation networks without contributing to sprawl or traffic congestion.
2. The Town of Johnstown shall consider future roadway additions and enhancements in the context of future long-term land use planning.
3. The Town of Johnstown shall support better education and notification for bicycle rules and regulations and enhancing their visibility while using town roads.
4. The Town shall support regional efforts to develop high-speed rail service through Rock County.
5. Snowmobile routes shall continue to be properly designated and maintained.
6. A driveway ordinance shall be drafted and adopted, to regulate driveway placement, width, length, slope and to uphold access control. The number of driveways and residential access points shall be limited on busy local roadways.
7. Bike and pedestrian trails and routes in the Town shall be connected to nearby trails and routes in adjacent towns and cities.
8. The Town shall provide information to generate increased awareness of the transit services offered by the Rock County Council on Aging.

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9. State and federal funding programs shall be applied for and utilized whenever possible, to help finance highway and bridge maintenance, transit, rail enhancements and other transportation improvements, especially those that reduce Single Occupancy Vehicle trips and air pollution, and benefit economic development in the region.
10. Participate in multi-jurisdictional transportation system improvements and maintenance projects in and around the Town.
11. The Town of Johnstown shall request Rock County Public Works to study any intersections that may warrant a study for improved traffic control/warning.
12. The Town shall request the Rock County Public Works to improve the quality of maintenance of existing roads in the Town of Johnstown.