


# 2055 Long Range Transportation Plan

September 2026

## Appendix A – Public & Stakeholder Engagement Summary

slats
STATELINE AREA
TRANSPORTATION STUDY

# Appendix A

# Public & Stakeholder Engagement Summary

SLATS is committed to conducting an open, inclusive, and transparent public involvement program that provides meaningful opportunities for residents, stakeholders, agency partners, and elected officials to help shape the region's transportation future.

A Public Engagement Plan (PEP) was prepared at the outset of the 2055 Long-Range Transportation Plan (LRTP) update to guide public and stakeholder engagement activities throughout plan development. The PEP established the overall outreach approach, identified key audiences, and outlined engagement strategies designed to provide meaningful opportunities for participation. The PEP was updated in May 2026 to refine outreach activities and encourage broader participation.

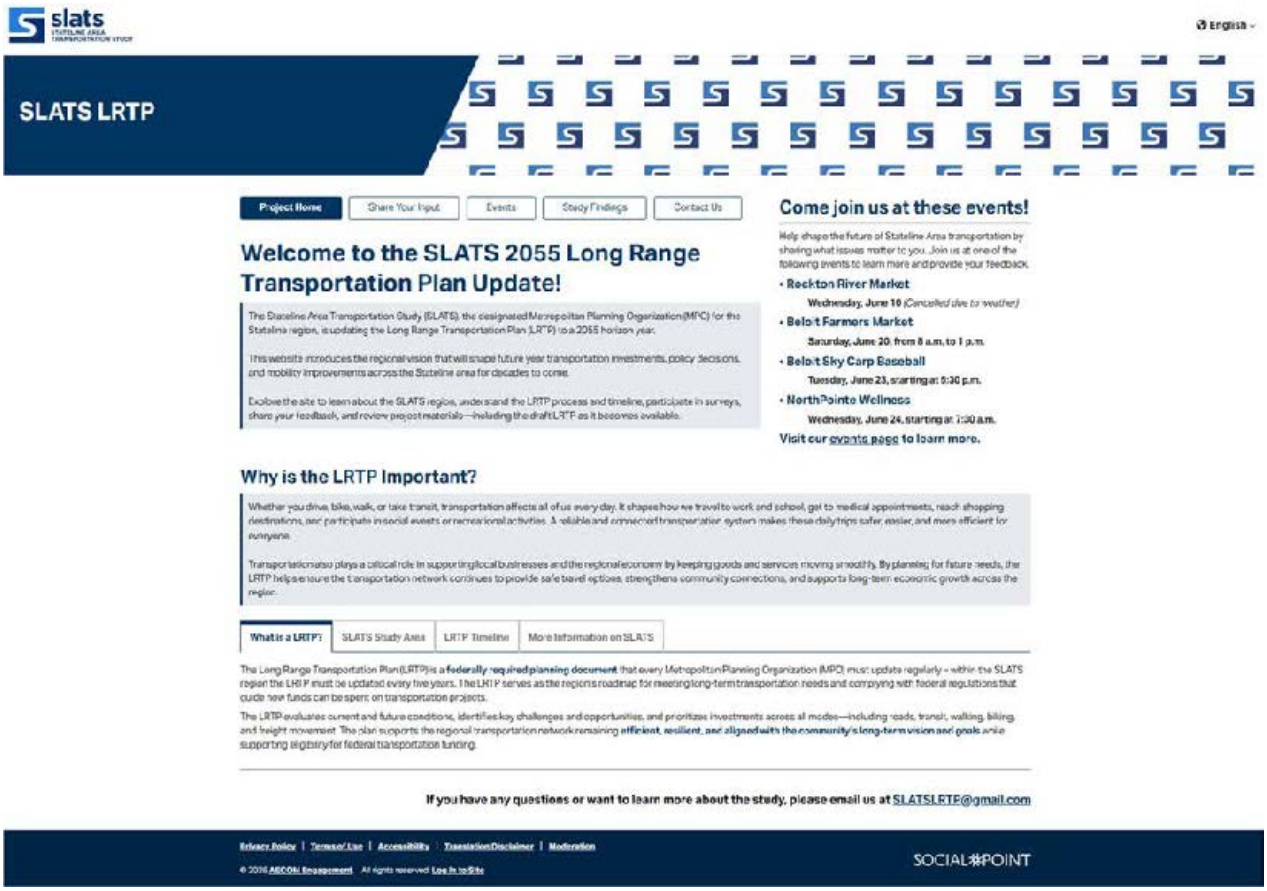
This appendix provides supporting documentation from the public and stakeholder engagement process, including survey results, stakeholder meeting summaries, public comments, outreach materials, open house materials, and committee presentations. Summaries of key engagement activities and the ways public and stakeholder input informed the development of the LRTP are included in the main plan document. For information regarding engagement objectives, outreach strategies, and participation methods, please refer to the PEP.

## LRTP Project Webpage (Social Pinpoint)

A project website (**www.SLATSLRTP.com**) was developed using the Social Pinpoint platform and served as the primary online hub for public engagement and project information throughout the development of the 2055 LRTP. The website was designed to provide residents, stakeholders, and agency partners with a convenient and accessible way to learn about the plan, track progress, review project materials, and participate in the planning process.

The website hosted a variety of engagement tools and informational resources, including project background information, study goals and objectives, schedules, key milestones, and announcements regarding upcoming outreach activities. The platform also served as the primary location for the project's self-selected community survey and online interactive mapping tool, which allowed participants to identify transportation needs, concerns, and opportunities throughout the SLATS planning area. **Figure 1** displays the website homepage.

FIGURE 1. SLATS 2055 LRTP PROJECT WEBSITE

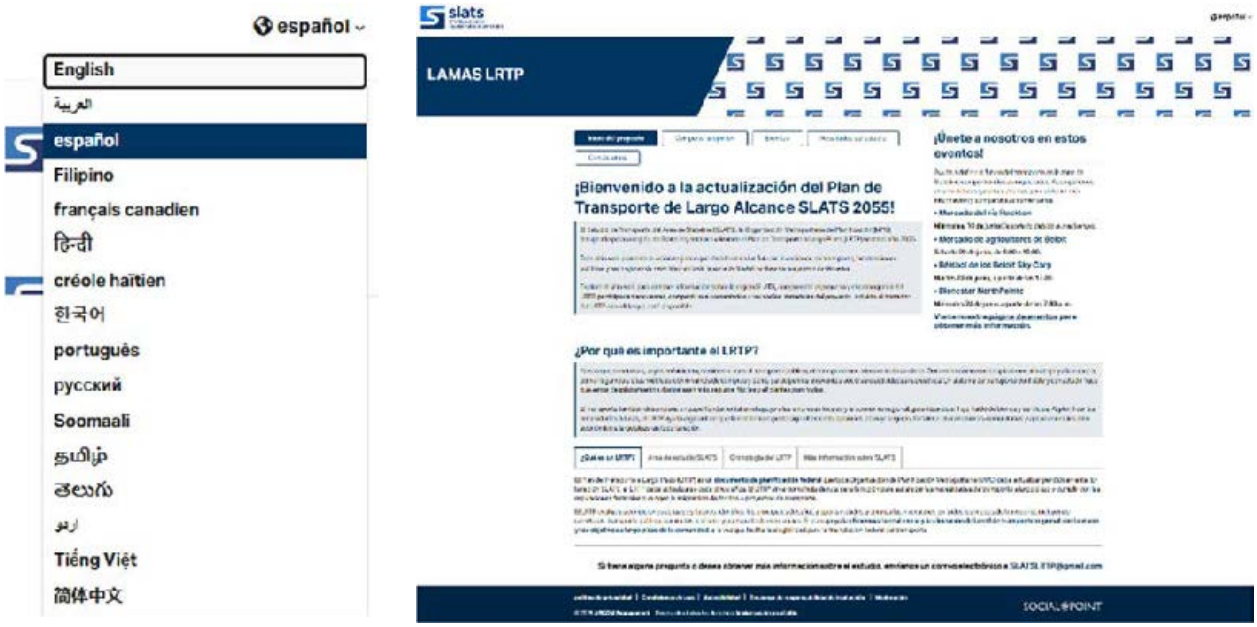



In addition to supporting public input, the website served as a repository for project materials throughout the planning process. Presentation materials, draft and final plan documents, public meeting notices, and other project resources were made available online to promote transparency and keep stakeholders informed. By combining project information, engagement tools, and document access within a single platform, the website provided multiple opportunities for meaningful public participation and ongoing involvement in the LRTP process.

## Limited English Proficiency (LEP)

The Social Pinpoint platform included built-in translation functionality that allowed website content, surveys, project information, and engagement tools to be translated into multiple languages. This feature helped support SLATS LEP efforts by reducing language barriers and expanding access to project information and participation opportunities for non-English speakers. **Figure 2** displays an example of the translated website content, along with the drop-down box of languages that could be selected.

FIGURE 2. SLATS 2055 LRTP PROJECT WEBSITE – TRANSLATED WEBSITE CONTENT




## Self-Select Community Survey

While the primary public opinion tool for the 2055 LRTP was the statistically valid SLATS Transportation Survey conducted in spring 2026, two general survey questions were also made available through the project website, and at in-person outreach events for any interested resident, stakeholder, or transportation system user to answer. This self-selected survey opportunity provided additional qualitative insight into community transportation concerns and priorities. The two questions were:

**Question 1:** *What do you believe is the most important transportation issue facing the Stateline Area through the year 2055?*

**Question 2:** *If you could make just one transportation improvement within the region, what improvement would that be?*

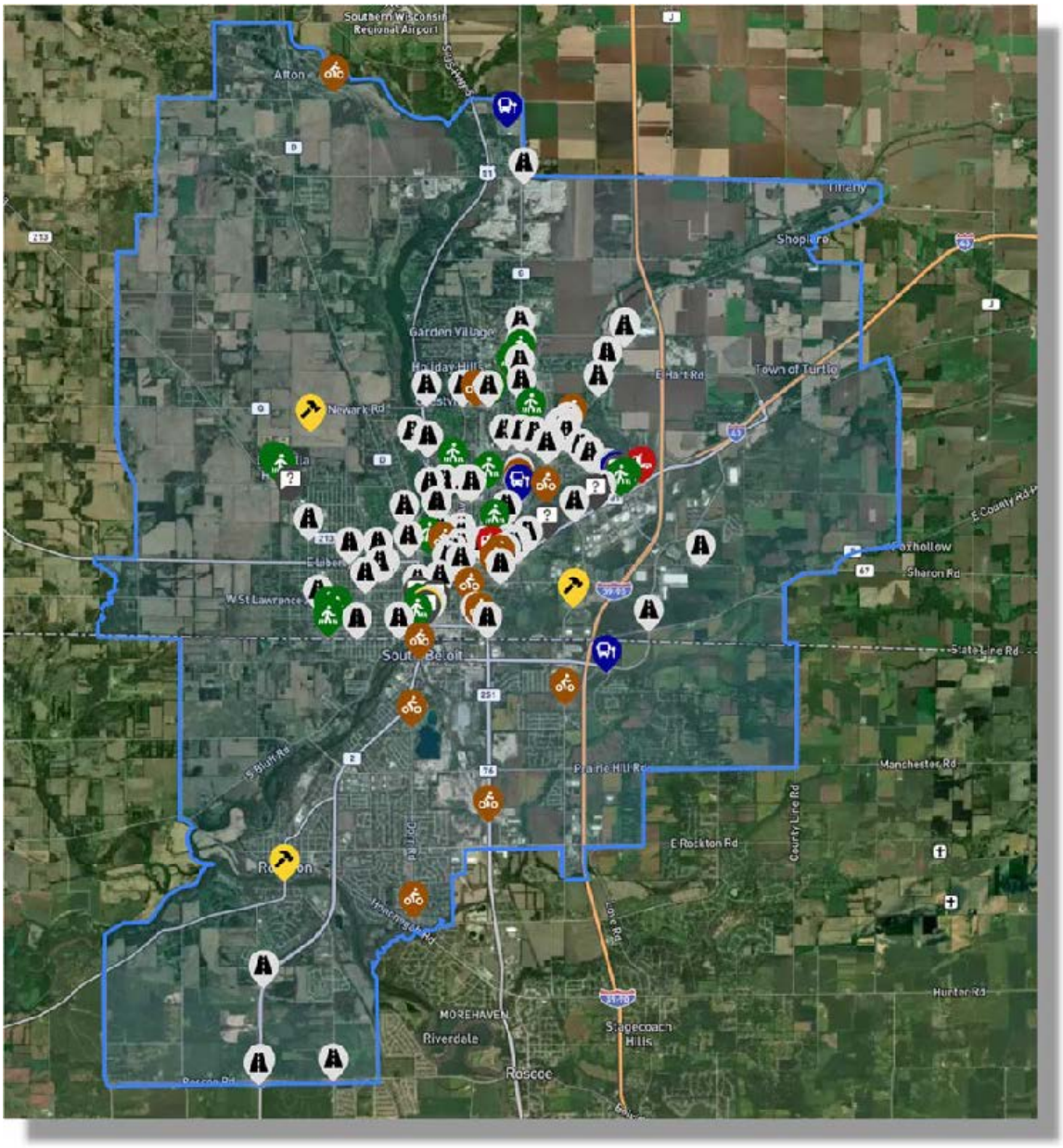
These comments supplement the statistically valid survey results and provide additional context during the development of the LRTP. The complete, unedited responses to both questions are provided at the end of this appendix.

## Online Interactive Mapping

The project website included an interactive mapping tool that allowed participants to identify specific transportation issues and opportunities by placing markers directly on a map of the SLATS MPA. Participants could submit comments tied to individual locations, providing geographically specific feedback on roadway conditions, safety concerns, traffic operations, bicycle and pedestrian facilities, transit, and other transportation topics.

A total of 154 map markers were submitted during the engagement period. **Figure 3** illustrates the distribution of submitted markers throughout the SLATS MPA, demonstrating that feedback was received from communities across the region.

**FIGURE 3. DISTRIBUTION OF MAP MARKERS WITHIN THE SLATS MPA**




Key themes identified from the comments included concerns regarding roadway conditions, traffic operations (such as signal timing, turn lanes, and congestion), transportation safety, and the need to maintain and improve existing infrastructure. Comments also highlighted the importance of coordination across the Illinois-Wisconsin state line, reflecting the unique regional context of the SLATS area. The feedback received through this exercise helped inform the development of the LRTP goals, objectives, needs assessment, and project recommendations.

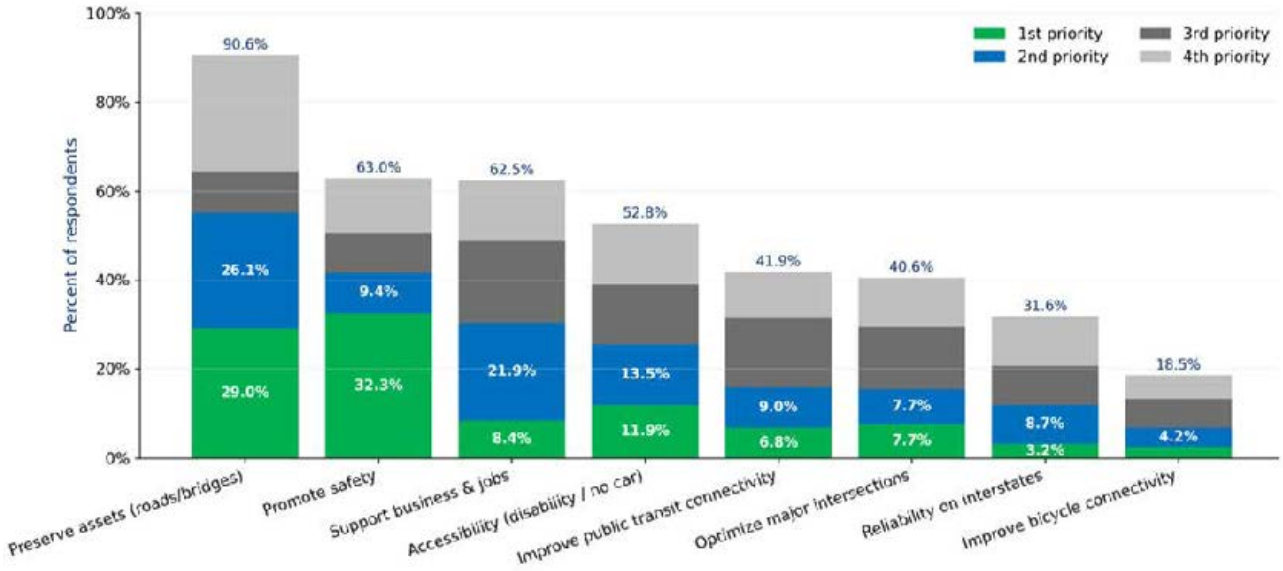
The complete, unedited map comments and submitted marker locations are provided at the end of this appendix.

# Statistically Valid Community Survey

As part of the 2055 LRTP update, SLATS conducted a statistically valid community survey in partnership with ETC Institute during the spring of 2026. The survey served as the primary public opinion tool for the planning process and was designed to obtain representative feedback from residents throughout the SLATS MPA. A separate survey report documents the survey methodology, response rates, and detailed findings and should be referenced for additional information.

Overall, survey results indicated strong support for maintaining and improving the existing transportation system before pursuing major system expansions. As shown in **Figure 4**, respondents identified preserving existing transportation assets, improving safety, and supporting economic development and access to jobs as the region's highest transportation priorities over the next 25 years. Nearly 91 percent of respondents identified preserving roads, bridges, and other transportation infrastructure as a priority, while safety emerged as the highest-ranked first-choice priority among respondents.

**FIGURE 4. TOP PRIORITIES FOR THE STATELINE REGION TO ADDRESS OVER THE NEXT 25 YEARS**




Source: SLATS 2055 LRTP Statically Valid Survey, ETC Institute – March 2026.

Survey participants were also asked a series of open-ended questions regarding the future of the region's transportation system. The responses highlighted concerns related to aging infrastructure, growing congestion, transportation safety, funding uncertainty, and gaps in transit and regional connectivity. **Figure 5** provides a word cloud summarizing the most frequently cited issues and challenges. Collectively, these responses suggest that residents view transportation investments as essential to maintaining reliable access to jobs, healthcare, schools, and other daily destinations. For additional survey findings, please refer to the ***2026 SLATS Transportation Survey Findings Report***.

**FIGURE 5. MOST IMPORTANT TRANSPORTATION ISSUE OR CHALLENGE FACING THE SLATS MPA THROUGH 2055**




Source: SLATS 2055 LRTP Statically Valid Survey, ETC Institute – March 2026.

## Pop-up Engagement Events

Pop-up events were held to replace a traditional open house meeting that was originally included in the PEP. Rather than asking residents to attend a formal meeting, the project team brought information directly to community gathering places where people were already spending time, mainly events that attracted a regional crowd. This approach helped increase visibility, engage a broader cross-section of residents, and collect feedback from individuals who may not otherwise participate in a traditional public meeting format.

Three pop-up events were conducted in June 2025:

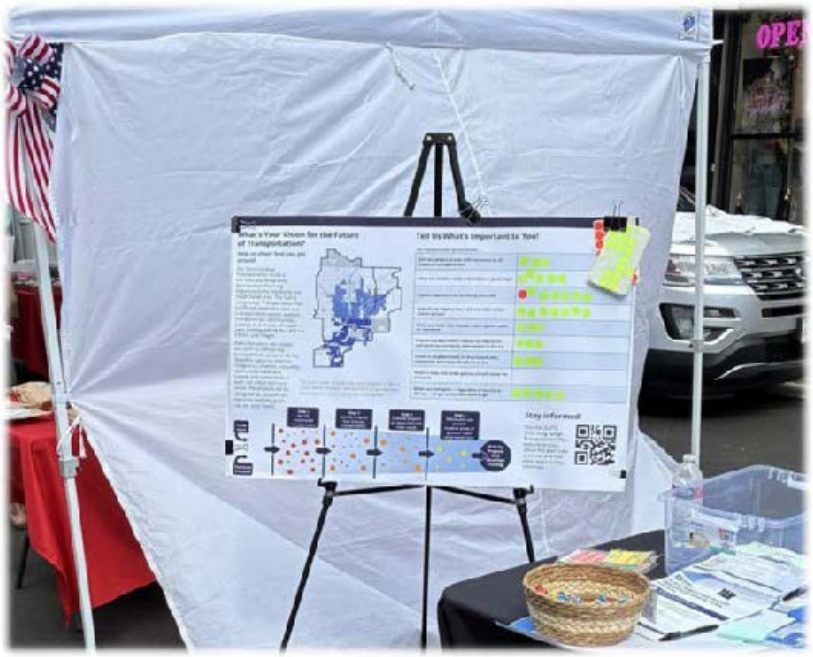
- Beloit Farmers Market , Beloit, Wisconsin on June 20
- Sky Carp baseball game, Beloit, Wisconsin on June 23,
- NorthPointe Wellness in Rockton, Illinois, on June 24.

At each event, participants could engage in three interactive activities designed to gather input on transportation needs, priorities, and opportunities throughout the SLATS planning area: a transportation values activity, transportation issues and opportunities mapping and a puff ball prioritization activity. Participation in each activity was optional, with the broader goal of encouraging meaningful interaction between participants and the project team.

**Transportation Values Activity:** A board showing the SLATS area transportation concepts along with information about the LRTP process and next steps was on display at each of the pop-up events. Participants were invited to place dot stickers next to the concepts they considered most important. This provided insight as to what transportation concepts, participants valued, participants indicated that "expanding and improving bus, rail and other public transit options" as the most important to them.

**Figure 6** shows the Transportation Values board on display at pop-up events, the summary of Transportation Values Exercise is incorporated in summary in subsequent sections, by event.

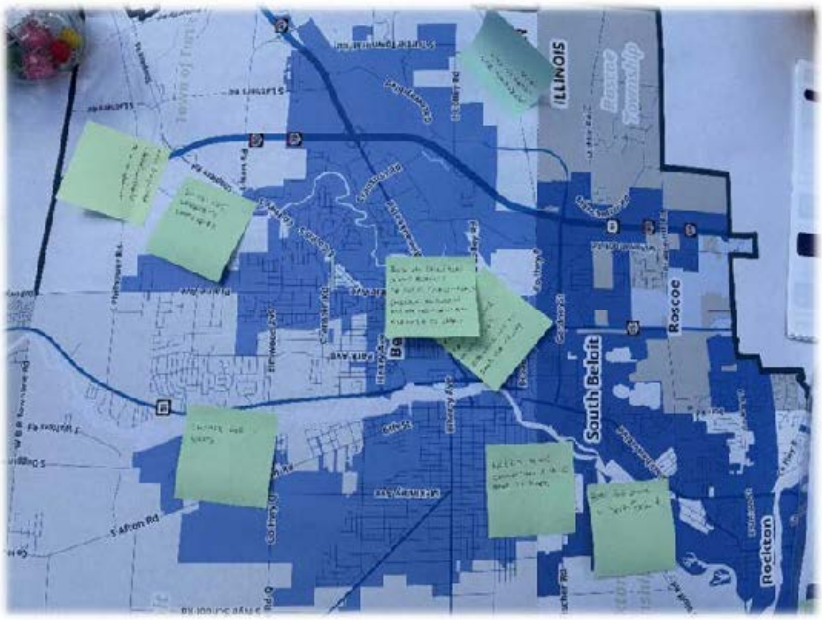
FIGURE 6. TRANSPORTATION VALUES EXERCISE



**Transportation Issues and Opportunity Mapping:** A large map of the SLATS planning area was also provided for reference and to collect location specific input about transportation conditions. Participants identified locations were they experienced transportation challenges, safety concerns, connectivity gaps and opportunities for improvement. This activity facilitated qualitative feedback through meaningful one-on-one conversations between participants and project team members. Participants highlighted corridors with truck traffic concerns, safety concerns, and gaps in multimodal network discussing their experiences with the project team members. Recurring themes are summarized in the subsequent section, by event.

**Figure 7** displays an example of comments provided by participants during the mapping activity.

FIGURE 7. TRANSPORTATION ISSUES AND OPPORTUNITY MAPPING




**Puff ball prioritization activity:** Participants were provided five puff balls (votes) and were asked: "If you have five transportation puff balls to shape the future of the transportation system how would you investment?" Participants could distribute their votes among seven transportation priorities based on the issues they felt were most important. They could allocate all five votes to a single priority or spread them across multiple priorities. In total, 391 votes were cast across the three events, providing quantitative insight into community transportation preferences and investment priorities. **Figure 8** displays the transportation priority activity at the pop-up events. **Table 1** and **Figure 9** summarize the results from each event.

FIGURE 8. PUFF BALL ACTIVITY

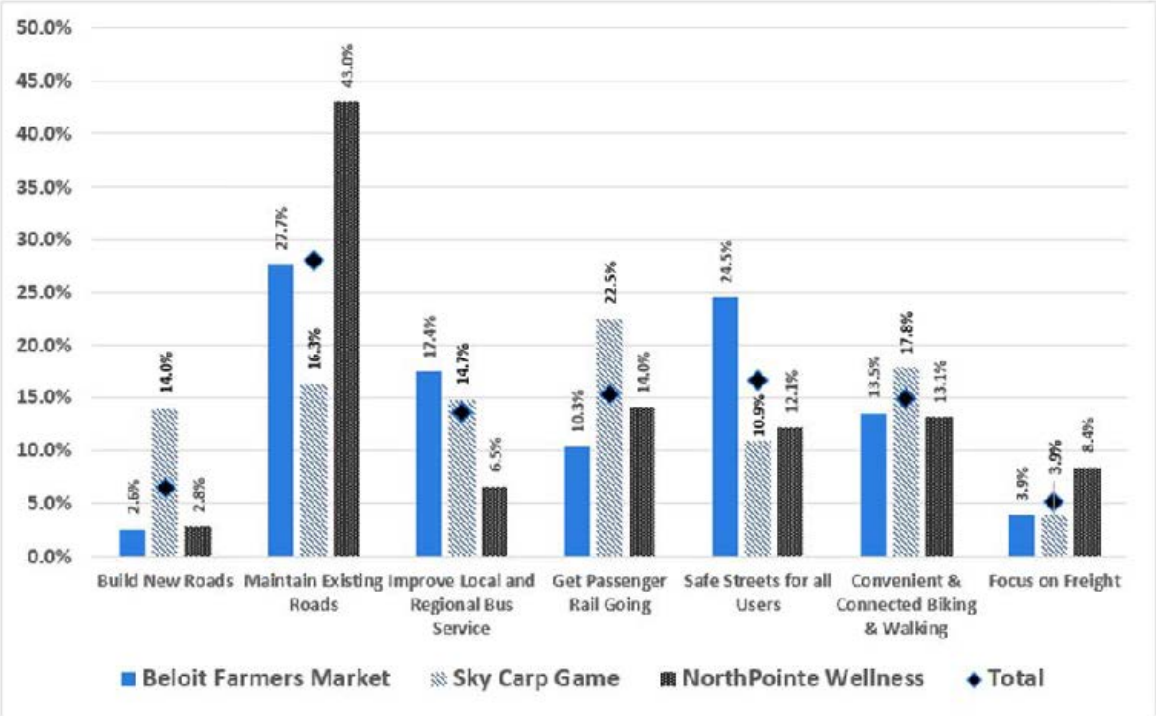



Across all pop-up locations, maintaining existing roads emerged as the highest priority, receiving 110 votes (28.1% of all votes cast). Safe streets for all users received 65 votes (16.6%), while obtaining passenger rail service accounted for 60 votes (15.3%). Connected biking and walking facilities received 58 votes (14.8%), and improving local and regional bus service received 53 votes (13.6%). Building new roads (25 votes, 6.4%) and freight-related improvements (20 votes, 5.1%) received comparatively lower levels of support.

**TABLE 1. 'PUFF BALL' INVESTMENT RESULTS**

| | Beloit Farmers Market | | Sky Carp Game | | NorthPointe Wellness | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Count | Percentage | Count | Percentage | Count | Percentage | Count | Percentage |
| 1 Build New Roads | 4 | 2.6% | 18 | 14.0% | 3 | 2.8% | 25 | 6.4% |
| 2 Maintain Existing Roads | 43 | 27.7% | 21 | 16.3% | 46 | 43.0% | 110 | 28.1% |
| 3 Improve Local and Regional Bus Service | 27 | 17.4% | 19 | 14.7% | 7 | 6.5% | 53 | 13.6% |
| 4 Get Passenger Rail Going | 16 | 10.3% | 29 | 22.5% | 15 | 14.0% | 60 | 15.3% |
| 5 Safe Streets for all Users | 38 | 24.5% | 14 | 10.9% | 13 | 12.1% | 65 | 16.6% |
| 6 Convenient & Connected Biking & Walking | 21 | 13.5% | 23 | 17.8% | 14 | 13.1% | 58 | 14.8% |
| 7 Focus on Freight | 6 | 3.9% | 5 | 3.9% | 9 | 8.4% | 20 | 5.1% |
| | 155 | | 129 | | 107 | | 391 | |

**FIGURE 9. 'PUFF BALL' INVESTMENT RESULTS**




While priorities varied somewhat by event location, several common themes emerged. Emerging themes from each event are summarized in the subsequent section.

The pop-up events successfully engaged residents in convenient and accessible settings while generating meaningful feedback on transportation needs and priorities. Overall, the results indicate broad support for maintaining the existing transportation system while also investing in safety improvements, multimodal connectivity, transit services, and future passenger rail opportunities. These findings provide valuable guidance for the development of transportation strategies that reflect the priorities of communities throughout the study area.

Additional findings and comments from the respective events are summarized below.

### *Beloit Farmers Market (June 20, 2026)*

A pop-up engagement event was held at the Beloit Farmers Market, providing an opportunity to engage community members in a familiar and well-attended setting. The event was designed to bring the planning process directly to residents and visitors, allowing participants to learn about the Long-Range

Transportation Plan (LRTP), discuss transportation issues, and provide input through a variety of interactive activities.

Approximately 30 individuals stopped by the project booth during the event, generating a wide range of feedback on transportation needs and priorities. Participants were engaged throughout the morning, although a larger share of visitors later in the event were from outside the study area. These individuals were encouraged to provide input based on their experiences traveling to and within the SLATS region. One participant completed a written comment form.

Interactions with project materials and activities at this event was strong. During the puff ball prioritization activity, participants placed the greatest emphasis on maintaining existing roads (27.7%) and safe streets for all users (24.5%), reflecting strong support for preserving infrastructure while improving safety and accessibility.

Additional feedback gathered through conversations, and activities included the following:

- Mixed opinions regarding road diets, with some participants expressing concerns about increased congestion and traffic backups, particularly on Cranston Road.
- Concerns about proposed roundabouts, especially in locations with significant truck traffic. One participant noted potential challenges for oversized vehicles traveling along STH 81 through Beloit.
- Strong concerns about pedestrian and bicyclist safety, with many participants indicating they do not feel safe traveling by these modes on portions of the existing network.
- Perceptions that existing transit service is not frequent or reliable enough to support daily commuting needs.
- Comments from individuals who work with students emphasizing the need for improved transit service to help young people access employment opportunities.
- Interest in better coordination between school bus services and local transit routes.
- Requests for improved bicycle and transit connections between Beloit and South Beloit, including better access across the Blackhawk Boulevard bridge over Turtle Creek.
- Concerns regarding the existing bus route on Emerson Street between Milwaukee Road and Central Avenue, with a suggestion to relocate the route to Clary Street because of pedestrian safety concerns.
- Identification of the US 51 corridor as a difficult and unsafe route for bicyclists.

Overall, feedback from the Beloit Farmers Market highlighted the community's interest in improving transportation safety and multimodal travel options while continuing to maintain and preserve the existing transportation system. **Figure 10** displays the table setup.

FIGURE 10. PHOTOS FROM THE BELOIT FARMERS MARKET





### *Beloit Sky Carp Baseball Game (June 23, 2026)*

A pop-up engagement event was held during a Beloit Sky Carp baseball game, providing an opportunity to engage residents and visitors in a relaxed, family-friendly environment. The event was designed to bring the planning process directly to community members by meeting them where they already gather, allowing participants to learn about the LRTP and share feedback through a series of interactive activities. **Figure 11** displays the table setup at the Sky Carp game.

**FIGURE 11. PHOTOS FROM THE SKY CARP GAME**





The event attracted a diverse group of participants from throughout the SLATS MPA as well as visitors from outside the region. Engaging individuals from outside the MPA was particularly valuable because one of the planning requirements for the LRTP is to consider tourism and the movement, or travel, of visitors into and through the region. While some non-residents did not participate in the puff ball budgeting exercise, they were willing to provide general feedback regarding their travel experiences in the area. Several visitors commented that the transportation system within the SLATS region functions well overall and that access to the interstate system is convenient and easy to navigate. These observations provide useful perspective on how visitors and tourists experience the region's transportation network.

Participants from within the study area actively engaged with project materials and activities generating numerous conversations about mobility and transportation choices. During the puffball prioritization activity, participants expressed strong support for expanding travel options beyond the automobile, participants showed the strongest support for passenger rail service (22.5%) and connected biking and walking facilities (17.8%), highlighting interest in a more multimodal transportation network. Additional feedback gathered through conversations, activities included the following:

- Strong interest in developing passenger rail connections to regional destinations, particularly connections that would provide alternatives to driving.
- Support for expanding and connecting bicycle and pedestrian facilities, including both recreational trails and facilities that support daily transportation needs.
- Interest in safer crossings and improved accessibility for pedestrians throughout the region.
- Recognition of the need to maintain existing roads and bridges before pursuing major roadway expansion projects.
- Continued concerns regarding traffic safety, particularly at busy intersections and along higher-speed roadways.

- Interest in providing more transportation choices for individuals who do not drive, including older adults, students, and individuals with disabilities.
- Support for improving transit frequency, reliability, and service coverage to better support commuting and daily travel needs.
- Desire for stronger connections between different transportation modes, including transit, walking, bicycling, and future passenger rail service.
- Positive feedback from visitors outside the SLATS MPA regarding the overall quality of the transportation network and the region's interstate access.

Overall, feedback from the Beloit Sky Carp event demonstrated strong community interest in maintaining the existing transportation system while expanding mobility options through investments in passenger rail, transit, bicycling, and walking. The event also provided valuable input from visitors and non-residents, helping the planning process address tourism- and visitor-related travel needs. Participants frequently emphasized the value of providing transportation choices and improving connectivity throughout the region, reinforcing the importance of a multimodal approach to future transportation planning.

### *NorthPointe Wellness (June 24, 2026)*

Participants from within the study area actively engaged with project materials and activities generating numerous conversations about mobility and transportation choices. During the puffball prioritization activity maintaining existing roads was the dominant priority, receiving 43.0% of all votes cast at the event. NorthPointe participants also showed support for passenger rail service (14.0%), safe streets for all users (12.1%), and freight improvements (8.4%).

Feedback from attendees closely aligned with the activity results. Many participants emphasized the need to improve pavement conditions, with Willowbrook and Gardner roads specifically referenced on several occasions. Although not a major theme, some attendees identified heavy truck traffic as a contributing factor to roadway deterioration.

Attendees also discussed concerns about potential traffic growth associated with the opening of the casino. Many anticipated increased traffic volumes in the Illinois portion of the SLATS MPA once the facility opens. Despite these concerns, participants generally agreed that traffic congestion within the region is not a significant issue.

In addition, attendees highlighted the need to improve both north-south and east-west connectivity. Enhanced transit service was identified as a key opportunity for improving north-south travel, with many participants supporting increased service frequency and expanded coverage to better meet commuting and everyday travel needs. Several attendees also noted the need to strengthen east-west connections to improve access across the region. Finally, participants emphasized the importance of completing bicycle and pedestrian networks, noting that existing gaps limit connectivity and prevent the development of a fully integrated regional trail system.

**Figure 12** displays the table setup from the pop-up event.

FIGURE 12. PHOTOS FROM NORTHPOINTE WELLNESS





## Stakeholder Discussion Groups

To develop a deeper understanding of regional transportation issues and opportunities and to inform plan recommendations, AECOM conducted three virtual stakeholder interviews with leaders representing key transportation interest groups.

The interviews were held virtually, via Microsoft Teams on June 23 and 24, 2026, and focused on transportation safety, housing and land use, mobility, and school transportation. More than 80 stakeholders from across the planning area were invited to participate, including municipal officials, nonprofit leaders, school representatives, public health professionals, bicycle and environmental advocates, transit operators, economic development specialists, land developers, community advocates, law enforcement representatives, and others.

**In total, 21 stakeholders participated** in the three virtual workshops, providing valuable insights and perspectives to help shape the plan's recommendations.

In addition, the project team met with the Beloit Area Task Force on Homelessness. Input from major employers regarding regional transportation and transit needs was collected as part of the Beloit-Janesville Express (BJE) Transit Study was also incorporated into the LRTP.

Key issues and opportunities identified for the SLATS MPA are summarized in **Table 2**.

**TABLE 2: STAKEHOLDER DISCUSSION THEMES**

| Issue or Opportunity | Notes |
|---|---|
| **Transportation Issues Facing the community** | Language barriers between transit barriers and the Spanish-speaking population |
| | Limited transportation access and connectivity contributing to workforce shortages |
| | Limited east-west connectivity in Beloit, hindering development to the west. |
| | Transportation as a barrier to housing and economic development |
| | Truck traffic causing operational and safety concerns |
| | Distracted driving and speeding |
| | Traffic safety around school zones is an issue – speeding in school zones |
| | Limited sidewalk availability – gaps, only on one side of the street, etc. (a lot of little things add up) |
| | Existing transit hours of operation insufficient to get people to and from jobs |
| **Mobility enhancement opportunities to support land use, housing and economic development** | Infrastructure connections to support new housing development in Rockton |
| | Create alternative routes to reduce congestion in downtown Beloit and improve regional access |
| | Improve transit access to workforce housing and employment centres and essential services |
| | Reroute truck traffic and improve bike and pedestrian network in downtown Beloit to support redevelopment |
| | Redevelop Broad Street in Beloit with a mix of housing and commercial uses |
| | Extend Shopiere Road to Park Road to improve access and open land for development |
| | Improve access to I-90 from the west side to support development |
| **Ways to Improve Transportation Safety** | Implement distracted driving enforcement program and coordinate with Roscoe on lessons learned |
| | Redesign intersections and turning movements to better accommodate trucks. |
| | Upgrade ADA accessibility at pedestrian crossings |
| | Implement safe routes to schools programs |
| | Construct a regional outer loop/bypass that spans both sides of the Stateline to alleviate truck travel out of downtown Beloit alleviate east -west connections and free up pressure from Rockton to Beloit |
| **Desired Transit Improvements** | Establish public transit at regional level – no regional funding opportunities in WI |
| | Provide fare-free transit for students and school related travel to encourage ridership and lifelong riders |
| | Expand transit service, including evening service through at least 10 pm to improve access to jobs. |
| **Areas for Roadway Safety Improvements** | Milwaukee Road and White Avenue Intersection |
| | Milwaukee Road and Willowbrook Road intersection |
| | 4th Street between Portland Avenue and Liberty Avenue to better accommodate truck traffic |
| | Cranston Road, Milwaukee Road and Inman Parkway (traffic calming near schools) |
| | Prairie Avenue from Beloit to Janesville |
| | WIS 81 and Portland, Liberty and Madison roads (truck traffic and turning movements) |
| | US 51 and Elmwood Drive offset intersection (wrong-way movements and driver confusion) |
| | Improve access to I-90 and I-39 between Rockton and Machesney Park |
| | Improve east-west connectivity on Woodman's and 213 corridors |
| **Areas for Bicycle and Pedestrian Improvements** | Manchester Road |
| | Construct off-road path on the south side of Milwaukee St. to provide a visible/safe bicycle route to schools |
| | Complete the Shopiere Road path from Cranston to County BT |
| | Develop recreational paths to improve last mile connectivity for students and school related travel |
| **Policy and Education to Improve safety** | Implement Complete Street policy to better accommodate all roadway users |
| | Implement school-based and community education programs for micromobility users |
| | Promote early transit use and education |
| **Future Transportation Issues** | Growing use of E-moto, scooters and other micromobility devices present emerging safety challenges |

# Public Review of the Draft Plan

Consistent with SLATS Public Involvement Plan, a draft of the 2055 LRTP was available for a 30-day public review and comment period from August 25, 2026, through September 24, 2026. Stakeholders were notified of the document's availability and encouraged to share it throughout their networks. SLATS also published notices regarding the draft plan in the *Beloit Daily News* and on the LRTP project website. No comments on the draft 2055 LRTP were submitted to SLATS or the consultant team during the formal comment period. However, a few comments were received during the public open houses held as part of the 30-day public review period (discussed in the following section).

# Public Open Houses

Two public open houses were held during the 30-day public review period for the draft LRTP. Both open houses took place on Tuesday, September 15, 2026. The first open house was held from 1:00 to 3:00 p.m. at South Beloit City Hall, 519 Blackhawk Boulevard, South Beloit, Illinois. The second open house was held from 4:00 to 6:00 p.m. at Beloit City Hall, 100 State Street, Beloit, Wisconsin.

### *Public Comments Received*

The feedback received was consistent with the priorities established in the draft 2055 LRTP. No revisions to the overall direction of the draft LRTP were identified through the public open house process. The following summarizes the key takeaways. A detailed summary is provided at the end of this document.

**Major Themes Heard from Attendees**

- Strong support for prioritizing **safety and infrastructure preservation**
- General agreement that congestion is a localized issue rather than a region-wide concern
- Support for balancing mobility and safety, including recent roadway reconfiguration projects that have demonstrated safety benefits
- Continued support for implementing roadway, multimodal, and intersection improvements identified in the LRTP
- Strong interest in improving regional connectivity and preserving future transportation corridors

**Project and Corridor Priorities**

- **Shopiere Road/Prairie Avenue** intersection identified as a near-term safety and operational priority
- Support for future improvements at **4th Street/Portland Avenue**, including additional evaluation of a roundabout alternative
- Strong support for advancing **Elmwood Avenue & US 51** intersection improvements as the highest priority project along the corridor
- Support for completing **Willowbrook Road improvements** between the state line and Gardner Street
- Ongoing concerns regarding the condition of **Gardner Street** and the need for earlier improvements if feasible
- Recognition that future casino-related growth may increase demands on the Willowbrook corridor

**Regional Connectivity & Long-Term Vision**

- Strong support for preserving right-of-way identified in the LRTP
- Attendees recognized the importance of the **BT Extension** for future mobility, development, and network connectivity

- Support for preserving corridors associated with potential future river crossings
- **Prairie Hill Road Bridge connection** identified as an important regional connectivity investment
- Importance of preserving corridors to maintain flexibility for future growth and transportation needs
- Discussion of Prairie Hill Road's long-term role as an enhanced east-west corridor and future truck route connection

**Multimodal and Freight Priorities**

- Strong support for implementing recommendations from the Regional Active Transportation Plan
- Continued interest in filling bicycle and pedestrian network gaps and improving trail connectivity
- Support for future bicycle and pedestrian accommodations along corridors such as **IL 251**, **Park Avenue**, and **Elmwood Avenue**
- Support for conducting a future transportation and land use study near the state line
- Continued concern regarding truck traffic, particularly along **IL 2**
- Support for future freight and truck travel analysis to better understand regional needs

# SLATS Technical Advisory Committee and Policy Board Coordination

The project team met with the SLATS TAC and Policy Board at four key milestones during the development of the 2055 LRTP. These meetings provided opportunities to review technical findings, confirm planning priorities, evaluate transportation needs, discuss project evaluation, review draft recommendations, and provide guidance on the development of the fiscally constrained project list.

Meetings were held on April 7, 2026, June 23, 2026, August 24, 2026, and September 29, 2026. Copies of the presentations are available at the end of this document.

The draft 2055 LRTP was presented to the SLATS TAC and Policy Board at the August meeting, with the final plan presented for adoption on September 29, 2026. As part of the adoption meeting, a public hearing was conducted to provide the public an opportunity to comment on the plan.

Following the public hearing, the SLATS TAC and Policy Board unanimously voted to adopt the SLATS 2055 LRTP. Based on current law, the next LRTP update must be completed by September 2031.

### *Comments Received During the Public Hearing*

Following a brief presentation by the consultant team at the September 29, 2026, SLATS Policy Board and TAC meeting, a public hearing was opened to receive comments on the draft LRTP. Three individuals provided comments during the hearing. A summary of the comments received is provided below and is also documented in the official meeting minutes.

**Speaker 1**

- Expressed concern regarding the volume of truck traffic on WIS 81 and suggested additional efforts be explored to reduce pass-through truck traffic in the region
- Encouraged SLATS to coordinate with Dane County and City of Madison regarding further study of a Madison-Rockford passenger rail corridor

**Speaker 2**

- Expressed concern regarding heavy truck traffic in the Illinois portion of the SLATS MPA, in particular along IL 2, IL 75, and IL 251
- Noted that pavement conditions are already poor in many locations and that heavy truck traffic contributes to these concerns

**Speaker 3**

- Expressed appreciation for bicycle and pedestrian projects being specifically identified in the LRTP, and as documented in the Active Transportation Plan
- Commented that it is encouraging to see projects continue to advance through successive LRTP updates

# Supporting Public Engagement Materials

The following sections include the supporting public engagement materials used during the development of the SLATS 2055 LRTP. Additionally, input received throughout the planning process is summarized. The following sections include:

1) Self-Select Community Survey – Open-Ended Comments
2) Online Interactive Mapping – Submitted Map Markers and Comments
3) Pop-Up Engagement Events
4) Stakeholder Discussion Groups – Meeting Summaries and Notes
5) Public Review of the Draft Plan
6) Public Open House Materials
7) Summary of Public Open House Comments
8) SLATS TAC and Policy Board Coordination – Meeting presentations and materials
    a. April 7, 2026
    b. June 23, 2026
    c. August 24, 2026
    d. September 29, 2026

**The section headings above contain internal links to the corresponding sections. Scroll over and click the text to navigate directly to the referenced section of this appendix.**

Click here to access the LRTP Public Engagement Plan

# 1) Self-Select Community Survey

A community survey was conducted to gather public input on transportation needs, priorities, and future investments within the SLATS planning area. This section contains the open-ended comments submitted by survey participants. Please note that these same questions were included in the statistically valid community survey conducted in Spring 2026.

## SLATS 2055 LRTP – Community Survey Results

As part of the development of the SLATS 2055 LRTP**,** SLATS conducted an extensive statistically valid survey in Spring 2026 as its primary public engagement tool. In addition, two of the survey's general questions were made available during the same time to all residents within the SLATS Metropolitan Planning Area (MPA).

The following contains the unedited responses to these two questions. These comments provide valuable qualitative feedback and community perspectives that complement the statistically valid survey results and help inform the transportation planning and project development process.

### Unedited Responses – Question 1

# What do you believe is the most important transportation issue facing the Stateline Area through the year 2055?

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| 1) | Getting rid of the "road diet" narrowing of main corridors through out the city. |
| 2) | Quick transportation to O'Hare and to the downtown Chicago area. |
| 3) | Overreliance on cars. Lack of timely, frequent, affordable public transportation + walkability. |
| 4) | Trying to figure out how autonomous operated vehicles will work in the future especially not knowing if mass transit will be many smaller public transportation autonomous vehicles or several larger ones. The days of everybody driving themself and only their own vehicle will be reduced. How to plan that nearly 30 years from now will be a challenge. |
| 5) | Over crowded highways. Cost of fuel and energy to travel. Toxic emissions from vehicles. |
| 6) | Commuting into outlying areas |
| 7) | One lane on high consumed roads make traffic congested and road rage incidents. |
| 8) | We need more transportation between cities |
| 9) | The stupid changes from 4 lane roads to 2 lane! Its ridiculous!! |
| 10) | The #1 issue is the road diets you are implementing while at the same time the City of Beloit wants more growth and the area in general is growing. These are conflicting goals that will lead to more traffic accidents and congestion. I understand this is a jobs program to keep the road construction industry vibrant, but my question is, why can't you guys just fix the roads in the area that are in disrepair. The attempt to spend money on restricting newer roads while ignoring roads that have not been touched in over 40 years goes against what you are supposed to be doing. |
| 11) | Hi cost of cars and insurance, which makes transportation very expensive, and how many accidents there are. In addition, lack of EVs on the roads contribute to our chronic problem of air pollution, which explains our high incidence of respiratory conditions and others caused or stressed by pollution, as reported by the Wisconsin Department of Health. |
| 12) | Lack of public transportation that's easy for everyone to understand / need to end stigma of using public transportation.<br>Many main roads in Beloit have been converted from 4 lanes (2 lanes on each side of the roadway) to 2 lanes which makes Beloit's "rush hours" extremely clogged up during these |

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| | times on these roads (Cranston rd, riverside, milwaukee, prairie) |
| 13) | Keeping some form of economically efficient public transportation in a community that has residents who don't own vehicles and count on public transportation to get to the clinics, hospitals and grocery stores. Beloit will always have people who need this. We are not a wealthy community. |
| 14) | It would be nice if high school students could ride city busses for free- with just scanning their school IDs. I think scanning is needed for Identification in case of behavior problems |
| 15) | The city has a lot of car-centric infrastructure. As population increases, roads will become more congested with additional drivers. The solution is to subtly discourage individual driving through design choices. Slowly reducing the number of travel paths available to cars while leaving those paths open to pedestrians and cyclists would encourage the use of alternate transit means, and increase interest/ridership for the public transit system.<br><br>An ideal end-goal for this transition would be something like how Amsterdam transit functions, where local transit ends up being slower by car compared to biking or taking public transit |
| 16) | Lack of ridership which will be emphasized to cut budgets. More PR. |
| 17) | Lack of infrastructure for pedestrians and cyclists |
| 18) | It is impossible to access some resources (jobs, stores, schools, parks, other) without a car or public transit. More bike or pedestrian access would be necessary. |
| 19) | Struggled to pick which issue is more important so you're getting two:<br><br>1. Connectivity throughout the region.<br>Getting to janesville has confusing fares thanks to using two different agencies busses plus unnecessarily long cirucitous routing, the lack of a connection to the Van Galder line in the Beloit/South Beloit area, and the lack of any fixed route down to Rockford.<br><br>2. Infrastructure support.<br>I live in Beloit so I see the problems mostly in Beloit, but there's multiple bus stops that are unmarked and aren't even along a sidewalk (The worst example is Beloit Transit Route 5, Light at Walmart entrance.) Also there's a whole transit center at Piggly Wiggly that's a kinda sorta blocked off parking lot with paper signs. These are the biggest issues, but there's smaller examples of a lack of investment dotted all throughout the system. (Drive around and count how many bus stops are in 10 gallon buckets of concrete for lore examples) |
| 20) | Increased congestion on Rt 81 from exit 287 to South Beloit exit 1. Especially with new casino. Additionally, cross-over traffic from 81 down Cranston to Shopier or other cross-over pinch points that go to 2 lanes. The backup is already a problem. Willowbrook is about to be overrun with excessive traffic on a 2 lane rd. Finally, the middle of downtown Beloit traffic. Close the Grand between State and White and make that pedestrian only with tables and gathering spots. Add parking areas around the downtown area to replace lost spots. |
| 21) | I dont know |
| 22) | Undoing the recent two-lane updates. Transitioning four-lane roads down to two has increased traffic congestion, especially during morning commutes (e.g., Prairie Ave, Riverside, etc.). This puts stress on drivers and has subsequent consequences. It may have been redesigned to achieve grant funding, but it was a terrible idea (and this is coming from someone who NEVER complains publicly like this; just someone with common sense). |
| 23) | Connecting BIKE corridors: Between South Beloit and Beloit - Beloit and Janesville - East and |

West sides of Beloit and surrounding areas.

24) The intentional bottlenecks in traffic caused by narrowing mutli lane streets in order to add bike lanes that largely go unused.

25) That you think we need to be more green.

26) The fact that you people believe we need everything to be "greener"

27) Failure to think forward with the expectation of growth in our community.

28) 1 lane roads , it takes you 15 min. to go 11/2 miles home at 3:30 by the turner school area. Stupidest decision to put these schools do close together . And I see Illinois people dropping off and picking up kids everyday.

29) Stop reducing the 4 lane roads down to 2 lanes. People cause more problems passing in the center lane than they ever did when it was 2 lanes each way.

30) The constant road diets nonsense. Now don't get me wrong, in larger cities with much larger roadways to manage they can and are useful. However, taking perfectly hood 2 larger e roads and reducing them to one in a city of our size is not only ridiculous, it's not warranted statistically. The accident to road reducing ratio is NOT relevant.

31) Railroads fixing their part of the road.

32) I believe the growing reliance on people need to have their own car and/or public transportation will dropping by the year.
You already don't have to go grocery shopping anymore. They will deliver it for you. This type of service will continue to grow get cheaper and more efficient. Don't pour too many resources into a declining use item.

33) Wind and weather shelters

34) Bottlenecking the traffic, cutting down 4 lane roads to 2 lane roads under the guise of "safety". It's atrocious what Beloit is doing to the traffic. Everyone is stuck behind cars not knowing which way to go and no way to go around the vehicles blocking or road blocking moving traffic.

    Blocking intersections because they are turning 10 feet past the main intersection.

    Robinson school. Allowing vehicles to park stand and stop in LANES for driving and no repercussion's. No tickets. No diverging. The school then stops all cars from traveling so they can get the parents out of the parking lot and are held hostage until the entire school is cleared. If they weren't in a hurry to find a better place to park, they shouldn't get priority exiting the property.

35) Fixing the changes you made for 4 lane roads to 2 lane! Horrible!!!!

36) 4 lane roads being taken away for bike lanes that aren't used.

37) Better roads, enforcement of alternate side street parking, synchronized traffic lights to avoid prolonged red lights when cross streets are empty

38) I think Wisconsin should do a benefit access card so people who are disabled can ride for free like Illinois does

39) Bad investments in public transportation and poor road conditions

40) Lack of tickets for speeding.

41) Car traffic is generating too many health problems, such as deaths, injuries (which cost the community significantly in terms of medical costs and hours of work lost) and respiratory conditions. We need to help people leave their cars at home and walk, bike, or use public transit.

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| 42) | Lack of direct road to get from west side to east side restaurants. Speeding. |
| 43) | Increasing congestion on major thoroughfares. Lack of transportation modes outside of car/truck. |
| 44) | Funding. The only way to connect gaps is through multiple layers of state and local partnerships. The plan is great, the funding dollars provided to SLATS are not enough. |
| 45) | Improving safety of roads, paths, and sidewalks |
| 46) | Connecting existing bike/ped paths with existing paths and creating more bike lanes that are swept on a regular basis so employees can safely bike/walk to work and students can safely bike/walk to school. |
| 47) | Connecting existing multi-use bike paths with one another using new paths or bike lanes which need to be maintained i.e. swept on a consistent basis. The reason for the 1st sentence is to encourage employees to bike or walk to work and make it safe for students to either bike or walk to school. This would also encourage those living in the area to using these paths & lanes for healthy recreational opportunities. |

### Unedited Responses – Question 2

## If you could make just one transportation improvement within the region, what improvement would that be?

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| 1) | Get rid of the Jersey barriers along Milwaukee Rd /hwy 81 on the east bound lanes |
| 2) | A passenger train that would run to O'Hare (or near O'Hare with a shuttle bus between the train depot and O'Hare) and on to downtown Chicago |
| 3) | Improve public transportation options. |
| 4) | Update the existing roads |
| 5) | High speed rail. Connecting communities. |
| 6) | Passenger rail to different outlying areas |
| 7) | Bring back 2 lanes on each side making it a 4 way road. |
| 8) | Passenger rail is NEEDED!! Severely. It can connect on with Rockford and Madison, too. |
| 9) | Fix those roads back to 4 lane |
| 10) | Getting rid of SLATS and re-configuring the roads that you have messed up with bike lanes and other road diet manuevers. |
| 11) | Network of designated bike and hike trails that would allow me to get around without a car or without needing to brave car traffic. |
| 12) | There have been so many changes to Beloit's roadways over the last few years and there doesn't seem to be much positive feedback from these changes. Having some roads that are 4 lanes are good to ensure traffic flow and prevent congestion. |
| 13) | Find one fuel for the buses and just use it. Beloit can't afford to keep switching to new vehicles. Doesn't NYC have electric buses? I have been on NYC buses and they usually run on time! |
| 14) | We need traffic lanes not bike lanes everywhere that are unusable in the winter time |
| 15) | I would grade separate all the bike lanes, so cyclists feel safer and are more likely to actually use them, as well as adding them to most roads |

16) Timely and easy transportation between cities., to other hubs, and hopefully rail service.
17) If I could freely add one transportation improvement, I would establish a light rail system connecting Beloit to nearby cities such as Rockford and Janesville. I choose such a drastic change, because light rail service would create more pedestrian/cycling infrastructure demand in the region
18) Complete a citywide network of designated hiking/biking trails.
19) Redo the Beloit-Janesville Express into a more proper Stateline Express, taking the weird neighborhood loop in janesville (the one on the south end of janesville, not the county loop interlined at the end of the route) out of the route and put those extra operation hours into a fixed route down to Rockford. No weird circulators or deviations, just a bidirectional line connecting Janesville to Rockford via Blackhawk and Beloit. It would take some changes in surrounding networks but streamlining and extending this route would create some real regional connectivity.
20) An off-ramp or frontage rd. to the Casino to prevent excessive traffic down willowbrook from 81.
21) Stop making every road one lane on each side
22) I dont have enough experience to know
23) Improve the "free" flow of traffic, especially in high traffic areas.
24) White Avenue in Beloit.
25) Eliminating bike lanes.
26) Less bike lanes
27) Widen the roads back out.
28) Change the lanes that were reduced to 2 lanes back to 4 and stop creating unneeded obstacles in the roadway claiming it prevents accidents.
29) Stop the insane round snouts and the traffic. plan change. It was good as it was 10 years ago. This blocking off turn ins to parking lots are so stupid
30) Put a turn arrow on Henry Ave at Park Ave. With the increased traffic due to the new school it took me 3 rounds of green thru red light rotations to make the left turn onto Park and there were only 3 cars in front of me when I got to the intersection. One car got to make the left turn in each rotation. Meanwhile, people tend to cut through the Mobil station parking lot to miss the intersection.
31) Return the roads to 2 lanes where the ridiculous road diets have been implemented. Mainly Milwaukee rd, Henry Ave, Cranston and Riverside Dr.
32) Fixing the residential streets
33) I don't see the point in driving around large 27,000 pound buses with no people on them. Have we looked into going with a pay per used model similar to Uber? I can't imagine how much money we would save if we drove around in a Corolla and just picked up a few people that I've ever seen actually on the bus to ride it.
    You could always choose to charge people based on income if that was one of your goals. So it would be like a true rideshare program with the city either picking up part of it or the person if they were financially responsible picking up it.
34) At least a one to two hour increase in service
35) Buses
36) 1)More lanes,not less!
    2)Uphold laws and traffic progression.
    3)Ticket the parents in school zones for blocking traffic.

4)Stop employment for the people who won't fix the roads and or conditions.

I will NOT BE VOTING for anyone currently on the board, or associated with the current system unless they actually fix the problems they created. The board approved the changes, and refuses to change it back and acknowledge they made a mistake.

I hope you all are fired.

37) Quit charging roads w 4 lanes to 2 lanes!!

38) Open all 2 lane roads back to 4.

39) Beloit needs to STOP reducing two lane streets to one lane. It backs up traffic needlessly and makes left turns difficult and dangerous!!! 😡😡😡😡

40) Beloit transit should run on Saturday's like they use to and run night shifts between Beloit and Janesville

41) Kill the emphasis on oversized buses. Do not buy another electric bus. Engage (Tesla?) to form a partnership to replace buses with robotaxis.

42) Redo cranston

43) Continue to extend the network of designated walk/bike trails.

44) new road to the Walmart area

45) Improved connectivity between Rockton and Janesville, Rockton and Madison.

46) Create 4 TJ Nees!

47) Road diets to improve safety of roads that were overbuilt for traffic volumes. This will slow traffic and make room for more active transportation facilities.

48) Slow traffic down on all streets especially the arterial roads.

49) Figure out ways to slow down traffic on all roads, especially arterials.

# 2) Online Interactive Mapping

An online interactive mapping tool allowed residents, businesses, and stakeholders to identify transportation issues, opportunities, and locations of concern throughout the region. This section includes the map markers and accompanying comments submitted by participants.

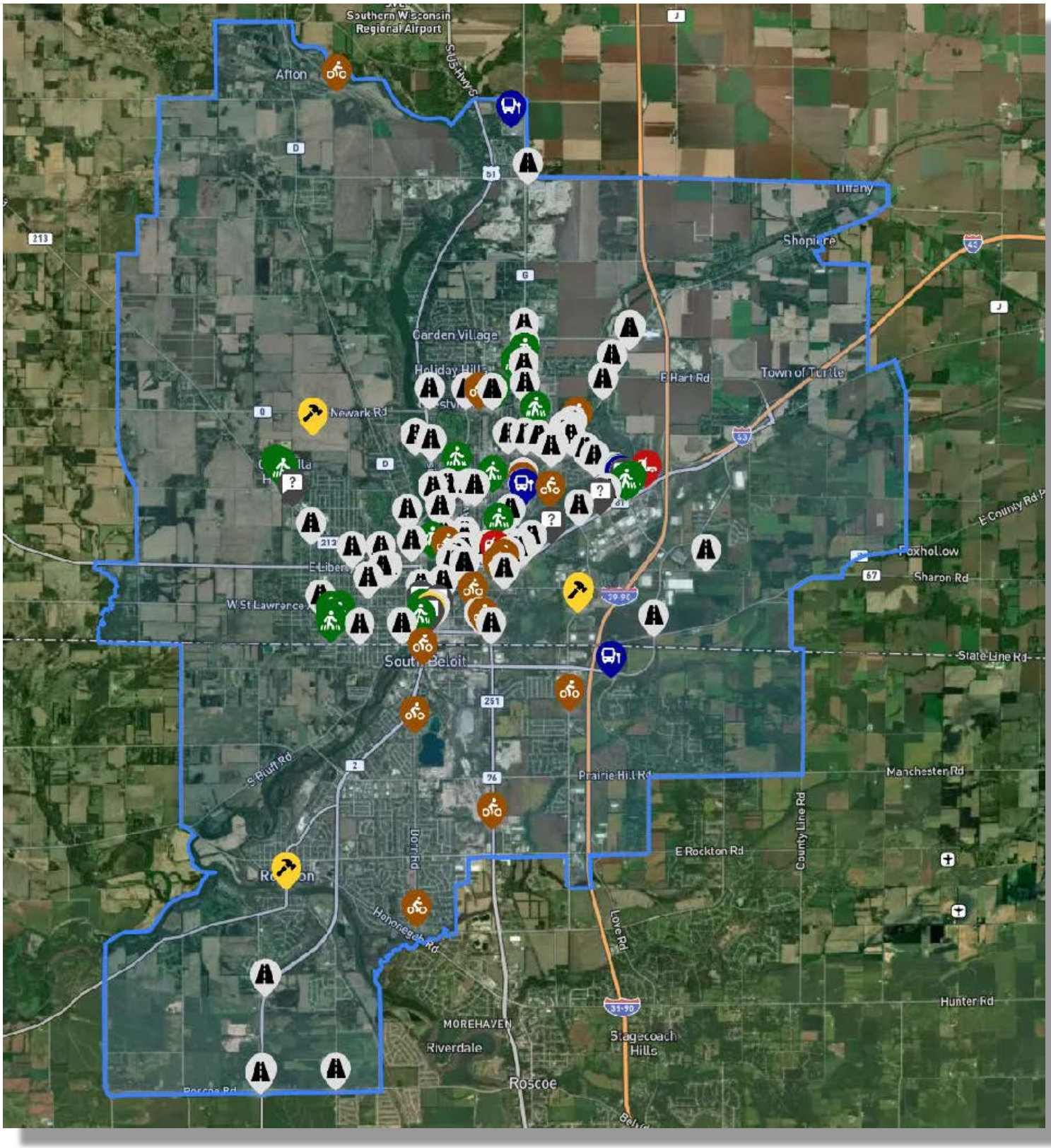
# SLATS 2055 LRTP – Online Mapping Results

As part of the development of the SLATS 2055 LRTP**,** SLATS provided an online mapping tool that allowed residents, stakeholders, and system users to identify transportation issues, concerns, and opportunities throughout the SLATS Metropolitan Planning Area (MPA). Participants were able to place pins directly on an interactive map and provide location-specific comments regarding roadway, bicycle, pedestrian, transit, safety, and other transportation-related needs.

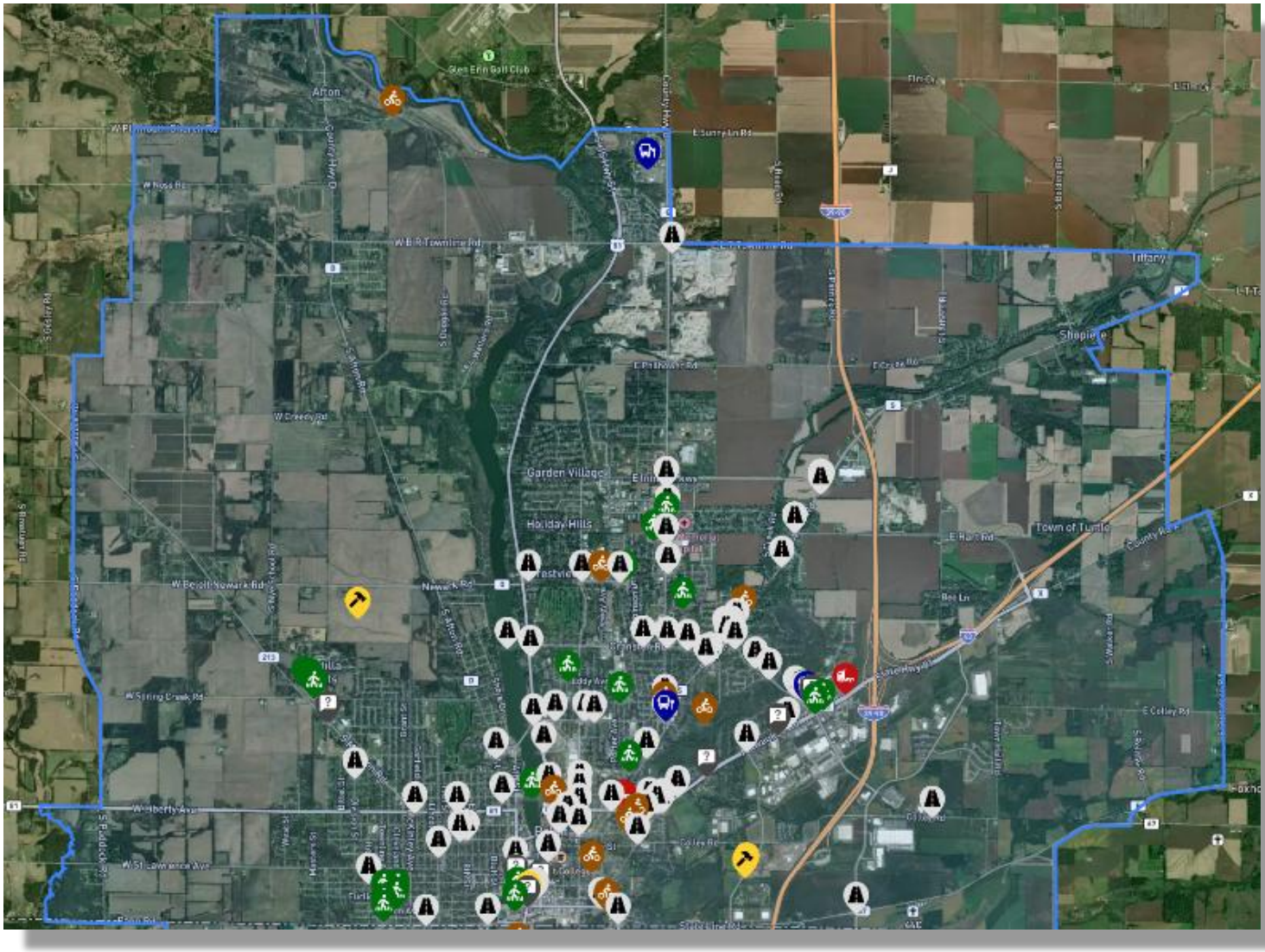
The following map illustrates the locations of comments submitted through the online mapping exercise. A table follows the map that summarizes the issues and themes identified by participants, along with an approximate location of where the marker was placed on the map. Together, these results provide valuable insight into community transportation needs and help inform the development of the SLATS 2055 LRTP.

## Map Marker Locations

Two screenshots of the online map markers are provided on the following page:


Southern Wisconsin Regional Airport
Afton
Tiffany
Shopiere
Garden Village
Holiday Hills
E Hart Rd
Town of Turtle
Newark Rd
E Liberty
W St Lawrence
South Beloit
State Line Rd
Foxhollow
Sharon Rd
E County Rd P
S Bluff Rd
Prairie Hill Rd
Manchester Rd
Burr Rd
E Rockton Rd
County Line Rd
Love Rd
Hunter Rd
Honeoreah Rd
MOREHAVEN
Riverdale
Roscoe
Stagecoach Hills

## Zoom-in of Previous Map



## Unedited Map Marker Comments

| Comment | Approximate Location |
|---|---|
| 1) Get rid of jersey barriers here. Make right turn only from Milwaukee rd onto Milwaukee Rd/Hwy 81(No left turn here). Widen out Milwaukee rd to original configuration | 1169 Brewster Avenue, Beloit, Wisconsin 53511, United States |
| 2) Lanes for turning and are not long enough as the increased congestion from switching to a 2 lane causes delays and waiting several light cycles has lead to more road rage and frustration. Change it back to 4 lanes | 2450 Cranston Road, Beloit, Wisconsin 53511, United States |
| 3) Reducing lanes and thus creating congestion is unwarranted. Change it back to 4 lanes | 1771 Wisconsin Avenue, Beloit, Wisconsin 53511, United States |
| 4) This area floods with every rain and creates long standing water that is a public health hazard and mosquitoe breeding swamp | 552 Ritsher Street, Beloit, Wisconsin 53511, United States |
| 5) Road needs replaced as it's like off roading to drive on | 622 Portland Avenue, Beloit, Wisconsin 53511, United States |
| 6) Should have remained 4 lanes. Wasting space to create traffic congestion is ridiculous | 2328 Shopiere Road, Beloit, Wisconsin 53511, United States |
| 7) The reduction of lanes from four to two causes significant delays and traffic back ups. | 2070 Yorkshire Drive, Beloit, Wisconsin 53511, United States |
| 8) The congestion on 39 is dangerous. More rail traffic and high speed rail could help alleviate this congestion. This congestion extends to Madison. | 3890 Songbird Lane, Cherry Valley, Illinois 61016, United States |
| 9) The south end of Dearborn could be connected to Rockton Road for bicyclists to access the Stone Bridge Trail. | 13700 Dearborn Avenue, South Beloit, Illinois 61080, United States |
| 10) Willowbrook Road does not have consistent enough shoulders/bike lanes for bicyclists to comfortably travel its entire length. | 15432 Willowbrook Road, South Beloit, Illinois 61080, United States |
| 11) Do not close this street. There are cross walks at each intersection. People need to use them. | 408 East Grand Avenue, Beloit, Wisconsin 53511, United States |
| 12) Need resurfacing | 1115 La Salle Street, Beloit, Wisconsin 53511, United States |
| 13) Needs resurfacing | 1125 La Salle Street, Beloit, Wisconsin 53511, United States |
| 14) Need resurfacing | 1214 La Salle Street, Beloit, Wisconsin |

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| | | 53511, United States |
| 15) | have seen the idea to connect this intersection to church st and remove the corner with woodward - that would be better | 1112 Prince Hall Drive, Beloit, Wisconsin 53511, United States |
| 16) | Light from Freeman to Milwaukee Rd insufficient for high volume of trucks using Pilot | 2933 Milwaukee Road, Beloit, Wisconsin 53511, United States |
| 17) | Might be addressed by TLA plans, but no left turn lane into the school causes multiple cars to veer each morning. The traffic lane on Henry not aligning when crossing Glen is also a problem | 711 Henry Avenue, Beloit, Wisconsin 53511, United States |
| 18) | Turns from Prairie to Copeland and Chapman cause delays on Prairie and are confusing due to the angles of this configuration - should be reconsidered, especially with rail crossings affecting two of the roads as well | 1655 Copeland Avenue, Beloit, Wisconsin 53511, United States |
| 19) | This should be right turn only from Milwaukee onto Milwaukee - no reason to turn left here as the road comes from the same direction | 1163 Milwaukee Road, Beloit, Wisconsin 53511, United States |
| 20) | One of these streets should have slower speed limit and signage for bikes so that the students can safely get to Strong Stadium from Beloit College and back. This would be a nice route to connect downtown with the east part of town, as it has less traffic than other streets. | 1015 Chapin Street, Beloit, Wisconsin 53511, United States |
| 21) | At least one of the trails should be smoother to allow for biking, so that bikers can safely get to and from the Aldi shopping area. Signage should be added as well. | 1859 Arrowhead Drive, Beloit, Wisconsin 53511, United States |
| 22) | The fences around parks should come down to facilitate access. That way they could be used to extend the network of bike/ped trails. | 1221 Clary Street, Beloit, Wisconsin 53511, United States |
| 23) | This should be a main biking road and should be clearly marked, speed lowered. | 1109 Hinsdale Avenue, Beloit, Wisconsin 53511, United States |
| 24) | This light has been blinking red lights for years and the new turning lanes that are added leaves many drivers confused and using the wrong lanes. | 950 Park Avenue, Beloit, Wisconsin 53511, United States |
| 25) | Switching this area to be 1 lane on each side instead of two has caused me to | 1909 Milwaukee Road, Beloit, Wisconsin 53511, United States |

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| | witness several road rage incidents between drivers that are unwilling to let others merge. This primarily happens during “rush hour” times. | |
| 26) | Putting a cement wall in this section of Milwaukee rd leads to more congestion of traffic looking to turn right onto Milwaukee from the residential neighborhood as they no longer have a right/slow lane to turn into and are needing to wait for traffic coming from white avenue. | 1200 Milwaukee Road, Beloit, Wisconsin 53511, United States |
| 27) | This road should have left turn lanes for all the side streets in both directions | 1802 Harrison Avenue, Beloit, Wisconsin 53511, United States |
| 28) | Awkward and extremely busy intersection - need bigger or more roads to get from Milwaukee Rd area into downtown | 1309 White Avenue, Beloit, Wisconsin 53511, United States |
| 29) | New striping wastes so much pavement. Go back to two lanes, add turn lanes for subdivision and hart, and increase speed back to 45 from creek rd to interstate | 2691 Shopiere Road, Beloit, Wisconsin 53511, United States |
| 30) | Intersection of State line road / E County road P and Gateway Blvd - Needs a sign for the median on the West of the intersection, it's not visible at night and potentially dangerous | 3217 County Highway P, Beloit, Wisconsin 53511, United States |
| 31) | Traffic often gets confusing when busses are trying to pull out of the school en masse. This creates delays and collision risks, especially near the school. There should be a traffic signal at this intersection for traffic moving Northeast that halts traffic as busses depart at the start/end of the school day and during large scale events. | 2602 Blarney Stone Drive, Beloit, Wisconsin 53511, United States |
| 32) | Liberty Avenue has too many road connections, leading to congestion. Some of the road connections should be cut off to road traffic, making it align better with collector road design philosophy | 1050 Ninth Street, Beloit, Wisconsin 53511, United States |
| 33) | A bus route could be used to offset increased traffic to the casino | Willow Brook Road, Beloit, Wisconsin 53511, United States |
| 34) | Traffic from 251 maintains too much speed entering the city. Some form of physical speed control (ie a chicane) should be implemented | 105 Dearborn Street, Beloit, Wisconsin 53511, United States |
| 35) | Area missing sidewalks | 2373 Skyline Drive, Beloit, Wisconsin |

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| | | 53511, United States |
| 36) | Area missing sidewalks | 1450 Bayliss Avenue, Beloit, Wisconsin 53511, United States |
| 37) | Area missing sidewalks | 701 Eddy Avenue, Beloit, Wisconsin 53511, United States |
| 38) | Area missing sidewalks | 2770 Iva Court, Beloit, Wisconsin 53511, United States |
| 39) | A pedestrian bridge from Riverside Park to the High School would provide more routes for students coming and going, as well as direct access to a healthy after-school hangout spot | 152 Middle Street, Beloit, Wisconsin 53511, United States |
| 40) | More roads should be converted to public spaces, similar to how this one was. It promotes a sense of community, and reduces maintenance costs | 319 State Street, Beloit, Wisconsin 53511, United States |
| 41) | The Beloit Janesville Express makes too many stops at the campus, making it inconvenient for transit between Janesville and Beloit | Blackhawk Technical College, Janesville, Wisconsin 53546, United States |
| 42) | The sidewalk in front of Mercy Beloit gets uncomfortably close to the road | 2825 Prairie Avenue, Beloit, Wisconsin 53511, United States |
| 43) | The lane reduction was good and should not be reverted. It makes the road safer, and encourages alternate means of transport | 2757 Prairie Avenue, Beloit, Wisconsin 53511, United States |
| 44) | This would make a good spot for a walking path, to bypass the awkward shape of the block | 1513 Harvey Street, Beloit, Wisconsin 53511, United States |
| 45) | This patch of grass is inaccessible by crosswalk, and the traffic light negates traffic visibility needs of cars. The grass should be replaced with something that is both aesthetically pleasing and beneficial, such as low-maintenance prairie flowers | 1888 Shopiere Road, Beloit, Wisconsin 53511, United States |
| 46) | The area around Milwaukee Road is very pedestrian-unfriendly. The road itself doesn't have enough protected crossings which leads to jaywalking, and the surrounding area has little to no walking paths. Any walking in this area tends to be done in parking lots and grass patches | 2777 Milwaukee Road, Beloit, Wisconsin 53511, United States |
| 47) | Crossing this bridge on foot feels dangerous, due to the proximity of road traffic. Needs a barrier between the road and walking path | 321 Broad Street, Beloit, Wisconsin 53511, United States |

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| 48) | The reason bicycle lanes go unused is because the city uses basic painted lanes, which provide no protection from road vehicles. Bicycle lanes should be separated from the road by either a barrier or a grade change in order to encourage use | 2 Abc Parkway, Beloit, Wisconsin 53511, United States |
| 49) | Older island here limits turn lane length and prohibits more than 2-3 cars to use turn arrow, often backing up traffic down Shopiere | 2308 Shopiere Road, Beloit, Wisconsin 53511, United States |
| 50) | No bicycle lane coming off of shopiere and running Prairie | 1842 Prairie Avenue, Beloit, Wisconsin 53511, United States |
| 51) | The pedestrian paths on this road make it near impossible to safely cross. I see people jaywalk in front of semi trucks because pedestrian crossings are too far apart and sometimes just never get to go even if you press the button. At this point, I truly believe the only solution that wouldn't bring the intersections to a standstill would be a walking/biking path at a higher overpass or lower underpass grade. | 2787 Milwaukee Road, Beloit, Wisconsin 53511, United States |
| 52) | Walking paths between the Transit Center, City Hall, and the Post Office should be more visibly obvious, it can be confusing at times | 211 Water Street, Beloit, Wisconsin 53511, United States |
| 53) | Roads should be curvier to encourage people to slow down on long straightaway like this. | 1139 Park Avenue, Beloit, Wisconsin 53511, United States |
| 54) | This is an equally powerful transfer station to the downtown transfer station (5 routes downtown, 5 routes here), and yet it's a not even blocked off section of a parking lot with paper signs. I know getting a full station installed is expensive, but could there at least be road paint indicating safe pedestrian areas vs bus lanes in the lot? Maybe some informational posts in place of the paper signage? | 1806 Prairie Avenue, Beloit, Wisconsin 53511, United States |
| 55) | There used to be a Beloit Transit to Van Galder connection here, but route 5 got replaced removing the connection entirely. And it was already a hard connection to make anyway. There | 15766 Manchester Road, South Beloit, Illinois 61080, United States |

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| | should be some kind of regular bus service to this connection. | |
| 56) | This is the most dangerous bus stop in the region. The road is always busy during the times this route (Route 5) runs, there's no sidewalk, there's no nearby crossing to get to the DMV area meaning the only safe way to do so is to catch route 3 at Walmart proper for a 1 stop ride. | 2680 Cranston Road, Beloit, Wisconsin 53511, United States |
| 57) | This crosswalk doesn't exist. There's paint on the ground and a digital sign implying there's a crosswalk, but there is no traffic phase in which a pedestrian may cross from Walmart to the DMV area and the road is far too busy to expect drivers to yield to pedestrians without a proper crossing phase. | 2676 Cranston Road, Beloit, Wisconsin 53511, United States |
| 58) | the intersection of madison road and e liberty is very scary. an entrance for the new gas station should NOT have gone in-gone back in just in front of the intersection, gas station entrances should be off madison rd and garfield ave. | 1407 East Liberty Avenue, Beloit, Wisconsin 53511, United States |
| 59) | All of Portland needs redone i have a brand new vehicle and bike and this road is horrible with bumps | 863 Ninth Street, Beloit, Wisconsin 53511, United States |
| 60) | Road signs on concrete need to be more clear. They repainted over it to many times | 2781 Milwaukee Road, Beloit, Wisconsin 53511, United States |
| 61) | Congested bad 1 lane makes it worse | 2450 Cranston Road, Beloit, Wisconsin 53511, United States |
| 62) | Crossing the street and parking downtown is dangerous and tight. We need more parking around the city and close the street between State and 51 to pedestrians only. Add tables and community gathering in the middle. Greenery. | 430 East Grand Avenue, Beloit, Wisconsin 53511, United States |
| 63) | The amount of traffic to the new casino is going to be unmanageable from 81 down Willowbrook. This will already compound traffic issues on 81 near Walmart. We want to bring people to our businesses but more traffic will also choke accessibility for locals without improved infrastructure. | Willow Brook Road, Beloit, Wisconsin 53511, United States |
| 64) | Pinch point for traffic creating congestion | 2600 Cranston Road, Beloit, Wisconsin |

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| | to and from 81. | 53511, United States |
| 65) | If Elmwood could be expanded to two-way traffic and connected to the Newark/51 intersection, it would improve the East/West connection on the north side of town | 701 Elmwood Avenue, Beloit, Wisconsin 53511, United States |
| 66) | Need turn lanes onto Prairie like the other direction as traffic has increased from newer subdivision | 2625 Prairie Avenue, Beloit, Wisconsin 53511, United States |
| 67) | This portion of 81 is overloaded with trucks - need expansion of road for this and for volume of traffic or identify another thoroughfare from city center to interstate area | 1419 White Avenue, Beloit, Wisconsin 53511, United States |
| 68) | New traffic markings do not line up when traveling north on Shopiere across Cranston leading to cars veering into traffic turning right from Cranston | 2450 Cranston Road, Beloit, Wisconsin 53511, United States |
| 69) | Left turn lane not long enough - cannot access even during lighter traffic periods since all cars are stopped in single lane at light | 2355 Cranston Road, Beloit, Wisconsin 53511, United States |
| 70) | Lanes not well defined from curve to Shopiere Rd intersection - turn lanes into retail would be helpful | 1802 Prairie Avenue, Beloit, Wisconsin 53511, United States |
| 71) | This intersection really could be completely removed. Vacate to offer additional parking for college area. | 600 Woodward Avenue, Beloit, Wisconsin 53511, United States |
| 72) | With the new homes being built and the school here, traffic is likely to increase. Please reconsider opening back up to 4 lanes, however it may have to look. Two lanes causes too much congestion. | 2965 Prairie Avenue, Beloit, Wisconsin 53511, United States |
| 73) | This intersection cries for a roundabout. I am no advocate for roundabouts, and I do think the new all way stop has helped immensely, but to keep the flow of traffic moving, a roundabout is the best answer here. Do it before this area really starts to develop and adding a roundabout becomes more challenging. | East Inman Parkway, Beloit, Wisconsin 53511, United States |
| 74) | Somehow end the alternating two to four lanes. Its confusing and causes drivers to have to merge which causes unnecessary backups and "close calls" when people suddenly realize they have to merge, only to go back to four lanes in a short | 2147 South Riverside Drive, Beloit, Wisconsin 53511, United States |

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| | distance. It just doesn't feel natural driving down this road anymore. | |
| 75) | Open back up to two lanes to accommodate morning commutes, especially around schools. | 2757 Prairie Avenue, Beloit, Wisconsin 53511, United States |
| 76) | This is one of the worst roads in Beloit. You nearly catch air from the dip and bump in the road | 1322 Division Street, Beloit, Wisconsin 53511, United States |
| 77) | Missing sidewalk | 1757 Highland Avenue, Beloit, Wisconsin 53511, United States |
| 78) | Missing sidewalk | 1556 Euclid Avenue, Beloit, Wisconsin 53511, United States |
| 79) | Define if Park heading north is one lane or two. Too many people passing on right thinking its two lanes between White and ABC road. Need painted lane lines. | 1255 Park Avenue, Beloit, Wisconsin 53511, United States |
| 80) | Every bike lane is a hinderance to the regular and timely flow of traffic. Lane reductions to make space for bike lanes, which go largely unused most of the year regardless of weather conditions, should be reversed to allow restoration of preexisting traffic patterns to reduce congestion. | 2 Abc Parkway, Beloit, Wisconsin 53511, United States |
| 81) | Just make this section a single lane each way with dedicated right turn lanes all the way to Milwaukee. Why have the merge before the bridge? | 2676 Cranston Road, Beloit, Wisconsin 53511, United States |
| 82) | Bike lanes or a bike path from Park to Prairie. | 2492 Dewey Avenue, Beloit, Wisconsin 53511, United States |
| 83) | Sidewalks are needed from park to Robinson. | 2550 Loma Drive, Beloit, Wisconsin 53511, United States |
| 84) | There needs to be sidewalks and bike lanes on Elmwood from Prairie to Park to connect these two areas that are currently disconnected. | 2550 Pioneer Drive, Beloit, Wisconsin 53511, United States |
| 85) | 6th street to Liberty needs to have lanes reconfigured. Either 2 lanes each direction with a marked parking lane like it is north of Maple, or 2 lanes with a center turn lane. | 1462 Sixth Street, Beloit, Wisconsin 53511, United States |
| 86) | Need a left turn lane on Townline rd onto hwy 51 south. Cars come down Prairie Ave to Townline to go south on hwy 51. Traffic light is timed to short | County Highway G, Janesville, Wisconsin 53511, United States |

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| 87) | This intersection has 2 lanes through the stop light and then the right lane merges and disappears less than 500 ft after the intersection. This causes an unsafe situation with people having to race their way to the merge. I have personally almost had people wreck into me because they wanted the lane I was in. Why cant they make that right lane a right turn only lane just like it is at Cranston & Prarie Ave. | Henry Avenue, Beloit, Wisconsin 53511, United States |
| 88) | The lane reduction here with the edition of a painted out bicycle lane is going to get someone killed. The bike lane is prevalent and then disappears about 500ft down the way. To add to the confusion you also have 2 lanes merging together at the exact point of the bike lane disappearing. I have addressed this issue with council members and was even called by the roads planner to no avail. I fear it will take a death the fix the issue. | 2600 Cranston Road, Beloit, Wisconsin 53511, United States |
| 89) | This stretch of Hackett is notoriously dark. Lines should be added to the road and off street parking should be reduced or revoked at night | 752 Hackett Street, Beloit, Wisconsin 53511, United States |
| 90) | Put Cranston back to 4 lanes. There is no statistically relevant reason to have reduced the lanes in the 1st place. The traffic back ups have become ridiculous and hinder traffic flow and are frustrating to even the calmer of drivers | 1850 Cranston Road, Beloit, Wisconsin 53511, United States |
| 91) | The lines on MANY of the roads are so faded you cannot even see them in the daylight let alone in the rain or when it's dark | 800 Pleasant Street, Beloit, Wisconsin 53511, United States |
| 92) | Closing off the 4 lane is a unwarranted and statistically wrong development. Especially, considering school busses and semis that have yo stop at the railroad tracks. There was NO reason to reduce lanes here. There have NOT been even close to enough accidents here to warrant a 2 lane | 1169 Brewster Avenue, Beloit, Wisconsin 53511, United States |
| 93) | What is being done about all the traffic that will flow into our neighborhoods on Colley Road West to Milwaukee Road | Willow Brook Road, Beloit, Wisconsin 53511, United States |

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| | from the Casino???? We dont want them there. | |
| 94) | Should be right turn only onto White Ave. They can go up to Park and then turn left at the light above. | 600 Woodward Avenue, Beloit, Wisconsin 53511, United States |
| 95) | Add a curbed triangle area with signage stating right turn only | 2781 Milwaukee Road, Beloit, Wisconsin 53511, United States |
| 96) | Need lights or round about | 1601 Morgan Terrace, Beloit, Wisconsin 53511, United States |
| 97) | People will pass on the right even though its a one lane road when traveling north. Lanes need to be defined with paint. | 1313 Park Avenue, Beloit, Wisconsin 53511, United States |
| 98) | Visablity at this intersection is bad. Makes turning left onto 51 hard to do, and also the center bushes do block visablity of traffic that is travelling northbound when turning left onto ABC | 1501 South Riverside Drive, Beloit, Wisconsin 53511, United States |
| 99) | Viability and amount of traffic make this intesection difficult to cross or turn left onto Park | 897 Elmwood Avenue, Beloit, Wisconsin 53511, United States |
| 100) | Make 6th street from Liberty all the way to Maple two lane with center turn lane. The current 4 lane has people parking in the right lane and makes it confusing. Also after Olympian there is no defined lanes. | 1136 Sixth Street, Beloit, Wisconsin 53511, United States |
| 101) | Missing sidewalk | 309 Cleveland Street, Beloit, Wisconsin 53511, United States |
| 102) | Needs sidewalk | 201 Townline Avenue, Beloit, Wisconsin 53511, United States |
| 103) | Needs sidewalk | 1758 Kenwood Avenue, Beloit, Wisconsin 53511, United States |
| 104) | Viability issues when looking south. | 1 Abc Parkway, Beloit, Wisconsin 53511, United States |
| 105) | Trucks that are to long and large are parking in angle parking causing congestion and unsafe conditions. | 416 East Grand Avenue, Beloit, Wisconsin 53511, United States |
| 106) | Viability issue when leave are on trees, trees need to be trimmed back from roadway along Shirland between Bluff and bridge | 112 Bluff Street, Beloit, Wisconsin 53511, United States |
| 107) | Signage for lane end or a turn right only lane when right lane ends | 103 Moore Street, Beloit, Wisconsin 53511, United States |
| 108) | Needs signage for lane ending or a turn right only lane | 704 Fourth Street, Beloit, Wisconsin 53511, United States |
| 109) | Missing traffic light | 144 West Grand Avenue, Beloit, Wisconsin 53511, United States |

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| 110) | The amount of traffic and the hill make it nearly impossible to turn left onto Milwaukee when leaving cemetery. | 2222 Milwaukee Road, Beloit, Wisconsin 53511, United States |
| 111) | Left turn arrow to turn onto State St from Broad is too short only long enough for a couple of cars. | 302 State Street, Beloit, Wisconsin 53511, United States |
| 112) | Need a left turn arrow for all. Traffic light is missing from corner so very hard to see the existing one when traveling west on Grand. | 144 West Grand Avenue, Beloit, Wisconsin 53511, United States |
| 113) | To much traffic on 81 causes backups to those trying to turn left from 213. People speed on 81 as well. | 1407 East Liberty Avenue, Beloit, Wisconsin 53511, United States |
| 114) | Now that Frederick is no longer a one way road it has become really congested for those leaving woodmans and trying to turn left onto 213. | 1800 South Madison Road, Beloit, Wisconsin 53511, United States |
| 115) | Zig zag pattern. Just stop! | 950 Park Avenue, Beloit, Wisconsin 53511, United States |
| 116) | Stop the zig zag patterns. You're just encouraging accidents! | 1139 Park Avenue, Beloit, Wisconsin 53511, United States |
| 117) | Bigger warning signs. Semi trucks going down roads with that has small signage that says no trucks. | 3405 Colley Road, Beloit, Wisconsin 53511, United States |
| 118) | STOP the zig zag road patterns. All you are doing is confusing people instead of helping. People and visitors don't know what lane to be in and turn from the wrong lanes repeatedly. | 2963 Shopiere Road, Beloit, Wisconsin 53511, United States |
| 119) | Change back to 4 lanes so we can actually move traffic instead of block it. | 2474 Bootmaker Drive, Beloit, Wisconsin 53511, United States |
| 120) | The parents and teachers block this road and act like they own it. Parking IN the lanes. Not clearing the location and teachers blocking traffic until all the parents have left. Maybe you need a "park And ride" to remove all parents off the property and bus the kids to an adequate pick up zone since you allowed this section to be abused. | 1786 Cranston Road, Beloit, Wisconsin 53511, United States |
| 121) | Narrowing roads for an unused bike lane that has an extra wide bike path next to it. | 2550 Cranston Road, Beloit, Wisconsin 53511, United States |
| 122) | This intersection remains one of the worst in the city and should be completely reworked to allow better traffic flow, site lines (especially for left | 1888 Shopiere Road, Beloit, Wisconsin 53511, United States |

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| | hand turns from Shopiere to Prairie from both directions. | |
| 123) | Reimagine on-street parking for this block of E. Grand - many vehicles are too long and block traffic lanes | 419 East Grand Avenue, Beloit, Wisconsin 53511, United States |
| 124) | If single lane traffic in each direction must remain, consider adding center turn lane, particularly by OLA, and eliminate on street parking | 2173 Shopiere Road, Beloit, Wisconsin 53511, United States |
| 125) | Eliminate school pickup parking on Milwaukee Rd to reduce blocked traffic each afternoon during school year | 887 Milwaukee Road, Beloit, Wisconsin 53511, United States |
| 126) | Realign Hart Rd intersection so that you can see traffic on Shopiere Rd before turning | 2703 Shopiere Road, Beloit, Wisconsin 53511, United States |
| 127) | Add a right turn lane from Prairie Ave onto Huebbe Parkway as many cars turn right for the hospital and Beloit Clinic | 1904 Huebbe Parkway, Beloit, Wisconsin 53511, United States |
| 128) | Synchronized traffic lights; Pleasant St travelers sit at prolonged red lights when cross streets are empty | 420 Pleasant Street, Beloit, Wisconsin 53511, United States |
| 129) | Missing sidewalk | 1919 Cleora Drive, Beloit, Wisconsin 53511, United States |
| 130) | Missing Sidewalk | 1900 Cleora Drive, Beloit, Wisconsin 53511, United States |
| 131) | Missing Sidewalk | 1939 Cleora Drive, Beloit, Wisconsin 53511, United States |
| 132) | Missing Sidewalk | 1948 Masters Street, Beloit, Wisconsin 53511, United States |
| 133) | Missing sidewalk | 1926 Cleora Drive, Beloit, Wisconsin 53511, United States |
| 134) | Missing sidewalk | 1990 Cleora Drive, Beloit, Wisconsin 53511, United States |
| 135) | Open Shopiere back up to improve traffic flow. | 2185 Shopiere Road, Beloit, Wisconsin 53511, United States |
| 136) | Open Cranston back up to improve traffic flow | 2472 Cheshire Lane, Beloit, Wisconsin 53511, United States |
| 137) | Open them back up to improve traffic flow. | 2016 Cranston Road, Beloit, Wisconsin 53511, United States |
| 138) | More housing and schools on the west side of Beloit | 2150 Newark Road, Beloit, Wisconsin 53511, United States |
| 139) | Go back to old pavement marking and add a signal at Inman and Shopiere | East Inman Parkway, Beloit, Wisconsin 53511, United States |
| 140) | New road from Woodman's residential area to restaurants by Walmart | 2158 South Riverside Drive, Beloit, Wisconsin 53511, United States |
| 141) | Bridge reconstruction in 2027 will place increased traffic burden throughout other | North Blackhawk Boulevard, Rockton, Illinois 61072, United States |

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| | parts of Rockton. | |
| 142) | Dangerous intersection. Many drivers fail to obey stop sign, which can be very difficult to see around sunrise/sunset. | 10393 Old River Road, Rockton, Illinois 61073, United States |
| 143) | Increased traffic flow may create safety issues in the future. | Illinois Highway 2, Rockton, Illinois 61072, United States |
| 144) | Dangerous intersection. Needs traffic control mechanism, but could need widening to maintain traffic flow. | Illinois Highway 2, Rockton, Illinois 61072, United States |
| 145) | This needs to be extended to Hononegah Road to connect with bike trail on south side and Forest Preserve area. | 12560 Wilmington Clse, Roscoe, Illinois 61073, United States |
| 146) | Would be great to extend this path to Beloit to link with areas south. | 1144 Dorr Road, South Beloit, Illinois 61080, United States |
| 147) | Problematic intersection. Will need improvements if there is any development in the adjacent properties. | Illinois Highway 2, Rockton, Illinois 61072, United States |
| 148) | Problematic intersection--two way stop. Needs a roundabout. | Illinois Highway 2, Rockton, Illinois 61072, United States |
| 149) | Build a bridge over Bass Creek (old railroad bridge piers are still there) to connect the section of the Peace Trail from Duggan Rd to where it ends north of Afton across from The Table Bar. | 3107 West Bass Creek Road, Beloit, Wisconsin 53511, United States |
| 150) | extend the Turtle Creek Park bike path to go under Broad St at the creek so pedestrians and cyclists can get across that road where cars are going around a blind corner at excessive speeds | 1341 Marinoff Drive, Beloit, Wisconsin 53511, United States |
| 151) | fix the new road markings to make Shopiere Rd safer for cyclists from Cranston to Murphy Woods Rd | 2414 Heather Terrace, Beloit, Wisconsin 53511, United States |
| 152) | Add bike lanes to Blackhawk BLvd from Shirland to Prairie Hill | 380 Blackhawk Boulevard, South Beloit, Illinois 61080, United States |
| 153) | Give Broad St a road diet to slow traffic speeds | 1126 Broad Street, Beloit, Wisconsin 53511, United States |
| 154) | Slow traffic down on Milwaukee Rd between Lee Lane and the Split at White Ave. | 2642 Blarney Stone Drive, Beloit, Wisconsin 53511, United States |

# 3) Pop-Up Engagement Events

A series of pop-up engagement events were conducted at community locations to increase public awareness of the LRTP and gather input from a broad cross-section of residents. This section includes the outreach materials used for these events.

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TRANSPORTATION STUDY

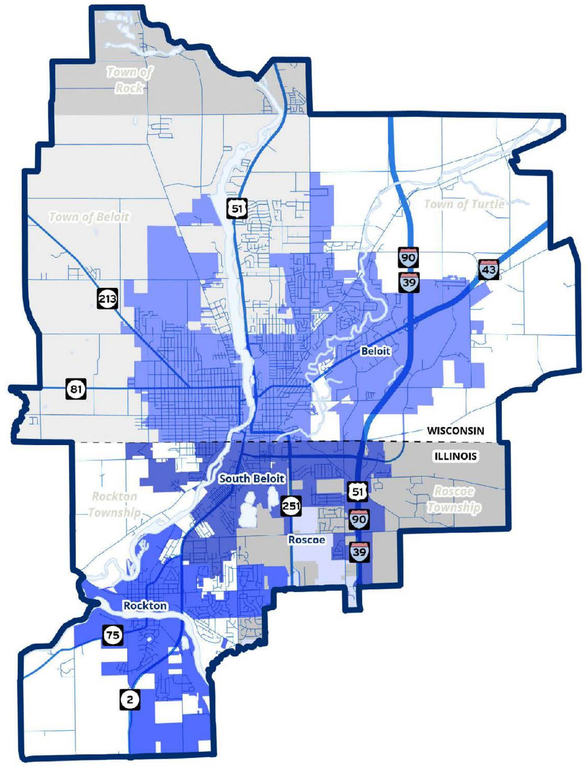
# SLATS 2055 Long Range Transportation Plan Update

## What's Your Vision for the Future of Transportation?

***Help us shape how you get around.***

The Stateline Area Transportation Study is the federally designated Metropolitan Planning Organization for the Beloit and South Beloit area. The SLATS Long Range Transportation Plan (LRTP) will determine how our transportation system evolves to support our communities, looking at all modes of travel: cars, walking, biking, bus and rail transit, and freight.

Every five years, we update the LRTP to identify key transportation projects for the Stateline region to address congestion, crashes and safety, multimodal travel and transit, and connectivity in both our urban and rural areas. The projects will be designed to support our regional mobility goals, values, and needs.

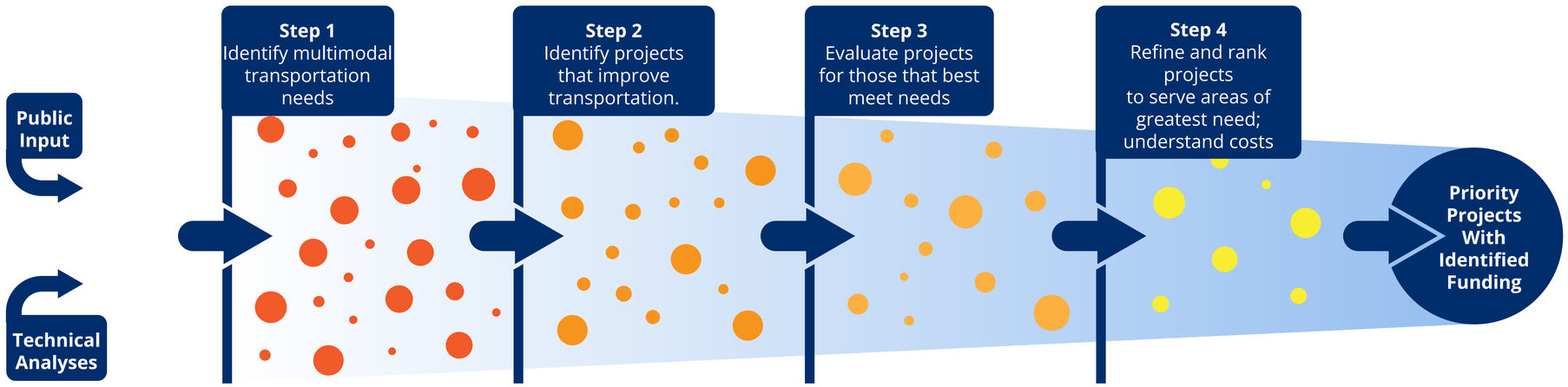



*The SLATS area includes the municipalities of Beloit, South Beloit, Rockton, and portions of surrounding townships on either side of the state border.*

## Tell Us What's Important to You!

*Our transportation system should...* *Place your stickers here!*

| | |
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| **Connect people to jobs and businesses by all modes of transportation** | |
| **Keep our existing roads and bridges in good shape** | |
| **Expand opportunities for biking and trails** | |
| **Expand and improve bus, rail, and other public transit options** | |
| **Make our roads and transportation system safer for everyone** | |
| **Reduce transportation's impact on nature, air, and water by promoting alternatives to driving** | |
| **Invest in neighborhoods so they're walkable, connected, and enjoyable places to live** | |
| **Grow in ways that make getting around easier for everyone** | |
| **Make sure everyone — regardless of income or ability — can get where they need to go** | |

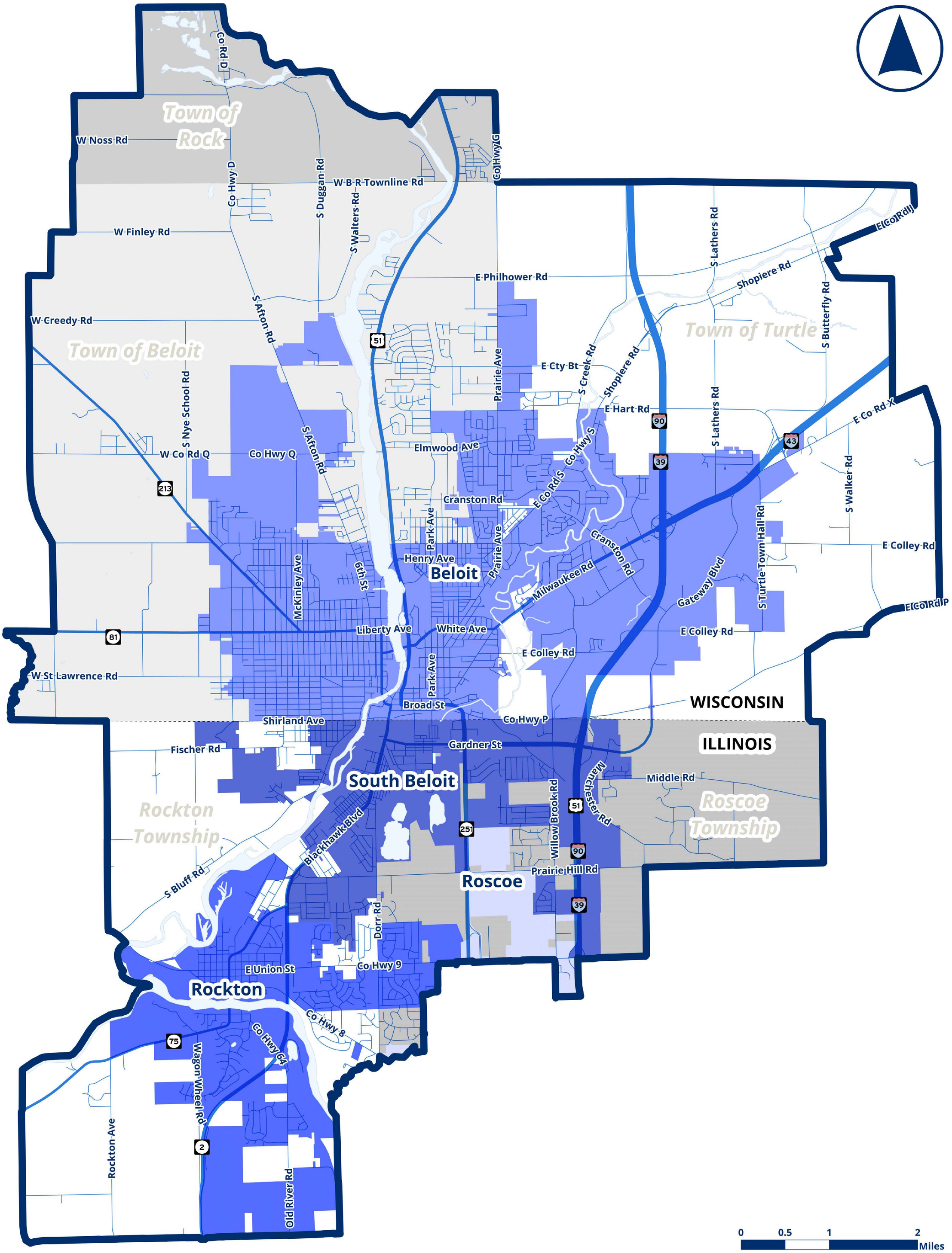



## Stay informed!

Visit the SLATS 2055 Long Range Transportation Plan website to learn about the plan, take a survey, and find other ways to stay informed.

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# Transportation Issues and Opportunities



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# SLATS 2055 LONG RANGE TRANSPORTATION PLAN UPDATE

## WE WANT TO HEAR FROM YOU!

Your input will help shape the future of transportation in the Stateline Area through 2055.

## OVERVIEW

SLATS is updating the Long Range Transportation Plan (LRTP) to identify transportation needs, prioritize projects, and guide investments through the year 2055.

The LRTP considers all modes of transportation, including driving, public transit, walking, biking, passenger rail, and freight, and supports a safe connected, efficient, and sustainable transportation system for our communities.

## HOW TO PARTICIPATE

### ONLINE: SHARE YOUR INPUT

Scan the QR code to the left or visit **slatslrtp.com** explore the map and share your ideas.

### MAIL: RETURN YOUR COMMENTS

Mail this form to:

**SLATS - Long Range Transportation Plan Update**
**C/O Beloit City Hall**
**100 State Street, 3rd Floor**
**Beloit, WI 53511**

***Your input makes a difference!***

**Phone:** 608.364.6702 **Fax:** 608.364.2879

# YOUR INPUT MATTERS

Please take a few minutes to share your thoughts.

## What do you think is the most critical transportation issue or challenge facing the Stateline Area through the year 2055?

## How would you define a high-quality transportation system for the Stateline Area?

*Describe two or three key elements that you would expect in a high-quality transportation system.*

**OPTIONAL: TELL US ABOUT YOURSELF**

Name (Optional) _____

Email (Optional) _____

City/Community (Optional) _____

**All comments are valuable and will be considered.**
***Thank you for helping plan our shared transportation future!***

# 4) Stakeholder Discussion Groups

Stakeholder discussion groups were held with representatives from local governments, transportation agencies, community organizations, businesses, housing developers, and other interested parties. This section includes meeting summaries documenting key themes, concerns, and recommendations discussed during these sessions. Additionally, the team met with the Beloit Area Task Force on Homelessness.

**SLATS 2055 LRTP Discussion Guide**
**Housing, Land Use and Mobility Group**
**Tuesday, June 23, 2026**
**3:00 to 4:00 pm**

**Key issues identified in bold face**

| | |
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| **Participants** | • Jim Meyer, AECOM<br>• TJ Nee, SLATS<br>• Nathan, AECOM<br>• Ola Hussien, AECOM<br>• Rodolfo Albarca, Community guy land use<br>• Andrew Rogers: local developer and home builder<br>• Happy Welch, Rockton<br>• Drew Pennington, Greater Beloit Economic Development<br>• Nathan Watson, Next Generation Development<br>• Kari Swirth, Greater Beloit Chamber of Commerce<br>• Dan Barkes, Henricks Commercial Properties<br>• Mark Henderson, Village of Rockton Community Development Director<br>• Teri Bown, City of Beloit Community Development Director |
| **Subject** | **Housing, Land Use, Mobility** |
| 1. Tell us a little about yourselves and the people you work with. What is your interest or expertise in the areas of land use, development, housing?<br><br>What's a key issue you'd like to solve? | • Rodolfo: Interested in more transportation from and to work<br>• TJ Nee: opportunities for development and integrating land use with transportation and providing safe options for everyone<br>• Andrew Rogers: Where the transportation hubs are going to be and how the municipalities are going to deal with some of the spread and growth. Constructing 120-140 single family homes, 15-20 multifamily units a year<br>• Drew Pennington: Interested in commercial corridors (TIF district) Madison Road, Beloit-Janesville Express, redevelopment opportunities, Casino and how it ties in to transportation system<br>• Nathan Watson: Building 300 homes in south central and southeast, northeast and Winnebago county. Developing 240 multifamily units. Highways in the area are overbuilt. Corridors are unfriendly to pedestrian movement. Greenfield developments lack transportation connections.<br>• Kari Swirth: getting employees to and from work, TIF districts, gateway, casino, TIF districts, access to healthcare and staffing<br>• Dan Barkes: Hendricks developments across the area; US 51, downtown, South Beloit and surrounding area. Need to improve how people get around. Activating the west side of Beloit and South Beloit, Rockton etc. but how? Bypass around the area? Substantial traffic and many trucks running through downtown area that can be taken around the city |

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| 2. I want to look at a number of ways that transportation aligns with housing, affordability, and development in the area. What are the challenges facing land development now and how do those relate to transportation?<br><br>Are there any specific planned developments worth noting? What type and location of development would be beneficial? | • Housing is a large issue; affordable housing is non-existent – quality product at an affordable price range is hard to find. Looking for the 2nd tier home buyers to free up inventory for 1st time home buyers.<br>• Housing is selling well everywhere in the geography. Weak last mile connections on the periphery of properties limit opportunity. Creating more downtown housing will make downtown more vibrant- but it's difficult and expensive<br>• Roscoe has no strong downtown, no logical place for retail and support businesses to concentrate but has a strong highway network. Downtown living can reduce burden on the transportation network.<br>• City of Beloit has a great opportunity and Hendricks is doing a great job there and there's room for more in terms of downtown redevelopment. Currently developing homes around where jobs are. Interstates are barriers in many communities<br>• **Rockton lacks housing inventory, houses off the market in a couple of days. Problem is getting infrastructure to new subdivisions. Good transportation network, challenge is cost of subdivision infrastructure and connections**<br>• Housing is needed throughout the area but especially near commercial and employment zones. A lot of the stock is single family housing, which is not ideal for young people, typically seeking multifamily housing<br>• Trying to retain businesses and getting people to their job. Trying to eliminate the barriers of getting access to more people, not just localized. Have not heard of I can't get there but the workforce market is at a bad stop now.<br>• Abundance of single family homes but quality is missing, renovation costs are astronomical<br>• **Limited to no mixed-use development. A lot of single family homes are owned by single retired people. Creating housing for retirees to move into and free up single family homes is a need. Broad Street is an opportunity for redevelopment with the right fit.**<br>• $25-$35 a square foot in many markets but in this market is tougher, closer to $15-$20 with lower rents making these projects not feasible. Hendricks taking lower return to help the community |
| 3. In terms of housing affordability, what are the issues for people who want to buy or rent housing? How is affordable housing related to employment location?<br><br>In some areas, lower cost housing is located distant from employment centers, leading to high transportation costs. Is that the case here? | |

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| 4. Is houselessness a problem in the SLATS area? Do shortcomings in the transportation system exacerbate the ability of unhoused people to navigate the support systems? | |
| 5. Let's talk about overall mobility and how it affects cost of living, wages, and land use. Where are the biggest gaps in the transportation system? Regional travel (Janesville, Madison, Milwaukee, Rockford, Chicago)? Options for rural travel? Is bus service adequate? | • For downtown redevelopment and infill, **bus access is important for the workforce housing element. The goal is to create workforce housing where employees can walk to their jobs or transit and access grocery stores**<br>• **High truck traffic through downtown is a safety issue- rerouting truck routes? Additionally, as charter schools grows, truck traffic is a safety issue also an issue for hospitality industry**<br>• TIF district on Prairie, sidewalks so its walkable, but going from 2 lanes to 1 near a school doesn't make sense<br>• Building infill and green fill development. The way to continue to succeed is a strong downtown, it has to be strong for people to be there.<br>• White street feels safer than Prairie because its narrow, frequent road intersections, 25mph makes sense in the city of Beloit as opposed to the Stateline. **More walkability and bike-ability, road diets are needed**<br>• **Road diets are needed in downtown areas**<br><br>Regional<br>• Rockton road network is good and in close proximity to major arteries and commercial and employment zones. Able to take in additional inventory without delays and congestion. Highways 2 and 251 are great connectors to Rockford and north. The issue hits at **Stateline entering Beloit and its where the congestion begins. Bypassing around that to let access get around that would cut down on the downtown Beloit traffic**<br>• **Need access to I-90 and I-39 on the Illinois side, between Rockton and Machesney Park.** Currently challenging as one of the entry roads is just 2 lanes with a lot of truck traffic<br>• For Beloit the two exits and the redoing of I-43 interchange helped and routed people to I-90 if you're going to Illinois. The Shopiere exit is easy and quick to get to Janesville and Madison.<br>• **Connecting the west side to I-90 is challenging, limited east-west connection; once you get to I-90 its easier.**<br>• Regional connectivity for the community is easy from Beloit. **Challenging on the west side for trucks and schools. Milwaukee Road is challenging for students to get from Fruzen to wherever they need to go.**<br>• **Developers are driven by the market, hearing hesitancy about commuting from the west side and people are** |

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| | **electing to stay in Rockton or move to the east side neighborhoods on Beloit to avoid the drive to I-90**. **Ability to get to I-90 from the west side will open up the area for redevelopment.**<br>• Cranston Road diet has been successful in a number of ways but the **public perception** is the challenge, school district moved all middle schools to the east side<br>• **Prairie Avenue from Beloit to Janesville needs enhancement, 2 lanes, no shoulders**<br>• **Shopiere Road extension to Park Road will open up that area for development.** Limited river crossings and are not straight<br>• Expect growth in multifamily housing due to affordability issues. |
| 6. Are there policy changes – from development planning to zoning restrictions or anything else – that would improve the economic viability and affordability of the region? | |
| 7. Finally, if you could make only one investment in improving transportation, what would it be? | • Beefing up the bike trail system.<br>• **East-west connection and traffic calming, eliminate traffic lights and replacing with RAB**<br>• Trail system from Janesville to South Beloit<br>• East-west connection, around Woodman's and 213 corridor<br>• **East-West connection**<br>• **Outer loop/bypass to alleviate truck travel out of downtown that spans both sides of the Stateline to alleviate east-west connection and frees up pressure from Rockton to Beloit.**<br>• Rockton would consider expanding to the west side if there's a bypass making the connection on that side of the river<br>• Focus on quality of transportation system, traffic calming and connectivity to trails as a great amenity and give more ability for multifamily.<br>• **Invest in public transportation and night service to at least 10pm. Social services, employers and the general public al bring up the lack of service after 6pm.** |

**SLATS 2055 LRTP Discussion Guide**
**School Transportation Group**
**Wednesday, June 24, 2026**
**10:00 to 11:00 am**

**Key issues highlighted in bold face**

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| | TJ Nee, SLATS<br>Jim Meyer, AECOM<br>Nathan, AECOM<br>Ola Hussien, AECOM<br>Mike Sindahl, Turner School district<br>Teri Bown, Beloit Transit<br>Carl Lange, City of Beloit Parks commission, Bike enthusiast |
| **Subject** | **School Transportation** |
| 1. Tell us a little about yourselves and the people you work with. What is your role in getting people to and from schools? Does your work focus primarily on students or on staff? | |
| 2. I want to look at all the ways people get to and from school. Let's start with walking and biking. How popular is walking? What barriers do people face walking and biking to your schools? Are there specific safety or connectivity issues? How important is it to your school to address those? | • More students biking in middle schools, but overall only a minority are biking to schools.<br>• **Safe paths to schools is a barrier.**<br>• There's a large open enrollment population, so a lot of students get dropped off; 1,600 students in Turner School<br>• **Recreational paths to provide the last mile. Gets intense on Cranston with drop-offs, bicycles have to get in from the back side. A lot of parents dropping off at Milwaukee also gets intense. Students cross south of White, even though there's crossing guards, its still a barrier for students biking.**<br>• Inman Parkway was a barrier but an improvement project has helped<br>• **Disconnected ped and bike networks.**<br>• Cranston west of Prairie has school traffic back ups<br>• Parents are more reluctant with younger kids walking or biking to school<br>• In more compact neighborhoods on the west side, walking buses are a possibility<br>• The main cost to the school is the parking lot repaving. |

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|---|---|
| 3. How about buses, both school buses and public transit? How well are your schools served by buses? What barriers do students and staff experience? | • Open enrollment students don't qualify for yellow bus. A lot of them are coming from Beloit SD.<br>• The Beloit bus system has a fixed school bus route 3 hrs morning 3 hours afternoon and does a figure 8 and serves all schools. Not fully utilized, run with a van now. Two new buses are available but short-staffed to get the new buses running. Implemented August 2025. New student rate- $0.50, regular fare is $1.50. It does not go up to Inman<br>• In the middle of the TDP process. Exploring a deviated route that would go 3 hours morning and afternoon for the Turner School students with the Clinic Route. Would not be provided in the summer unless there's a need.<br>• Theres a number of students riding from the transfer center, but no data is available.<br>• **Biggest barrier to riding the bus is lack of evening service; students enrolled in after school activities past 6pm would not be able to ride the buses as that's when service ends.**<br>• **The stigma around transit use and safety is a barrier, some parents don't think they're safe,**<br>• Open enrollment students are being made aware of transit services. |
| 4. Finally, let's talk about driving to school. What issues do you have with drop off and pick up? How about students who drive themselves, what issues do they experience? What do we need to do to solve these issues? | • **People drive too fast during pick up and drop off in some cases. Buildings separate traffic from buses. Traffic and speed on Inman is the biggest concern.**<br>• Signalized intersections have the most accidents and traffic, and are near schools as the schools are on the main arterials during peak 15 minutes<br>• Confusion in getting student their transit cards and how to get money on the cards. Hearing that affordability in itself is a barrier<br>• No parking issues, so only low income or people who are forced to use the bus end up using transit, others are not discouraged.<br>• Those that benefits from discounts are users who can afford a large amount at once, and that has been changed to capping. Transit users pay close attention to cost.<br>• A lot of homeless use the buses or need to use the bus to get to Janesville to get court.<br>• Transit working with social services who give tokens to people to get to work and schools etc. Trying to use the fare capping but only benefits but seeing that tokens accommodate this segment more as topping up the card is a challenge.<br>• **Language barriers amongst adults, not the students. No employees or drivers speak Spanish** |

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| 5. Are there policy changes – from individual schools, districts, cities, or other jurisdictions – that would improve school transportation? | • Transit agency plans to work on messaging and awareness about buses being clean and safe with drivers looking out for students<br>• Transit agency will coordinate with Turner school district. Difficult to coordinate times but with 3 hour windows in the morning and afternoon it should work well for students to get there on time.<br>• Beloit and Merrill used to have a safe routes to schools program but not anymore. Turner does not have any.<br>• **Free ridership is increasing ridership for students and getting future riders is working in other communities.**<br>• **Janesville ridership jumped because of the free fares**<br>• **Efforts to remove stigma can be resolved over time with getting students when they're young to use transit and getting them more accustomed to it**<br>• Walking school buses<br>• Identifying champions to undertake safe routes to school especially targeting neighborhood within 2 miles of schools<br>• Bicycle school buses<br>• Working with students to understand the rules of the road early on |
| 6. Finally, if you could make only one investment in improving school transportation, what would it be? | • **Free fare for students and school travelers**<br>• **Off road path on the south side of Milwaukee Street so people can SEE that you can cycle to school**<br>• **Finishing the path on Shopiere will be fantastic and having those stop signs there and just upgrading the intersection would go a long way**<br>• Continuous off-road facilities<br>• Paying for cost of transit is a barrier, state and fed subsidize it and there are grants, but its difficult to get the local match to do expansions as fare never covers the entire cost. |

**SLATS 2055 LRTP Discussion Guide**
**Transportation Safety Group**
**Tuesday, June 23, 2026**
**1:30 to 2:30 pm**

**Key issues identified in bold face**

| **Subject** | **Transportation Safety** |
|---|---|
| **Participants** | • TJ Nee, SLATS<br>• Jim Meyer, AECOM<br>• Nathan Guequierre, AECOM<br>• Ola Hussien, AECOM<br>• Carl Lange, Coalition and Parks Commission, member of Stateline Bicycle Group<br>• Jeff Johson, Rock Trail Coalition<br>• Jon Cohn, Town of Beloit FD, Interim Chief<br>• Deputy Chief Justin Jobst, Town of Rockton<br>• Rick Barder, Youth Cycling Committee, traffic review committee City of Beloit, Wisconsin Bike Federation<br>• Joe Rose, Town of Beloit, Public Works Director<br>• Todd Meedham, Town Engineer for Town of Beloit<br>• Frank Mckear, Town Engineer Beloit |
| | |
| 1. Tell us a little about yourself, and why transportation safety in the Beloit metropolitan area is of interest to you. | |
| 2. If you had to choose only one, what would you say is the most important transportation safety issue currently facing the region? | • **Interaction between pedestrians, cyclists and automobiles is an issue**<br>• **E-moto, scooters and alternative electronic vehicles are an emerging issue**. Users are not following the rules of the road and driving up to 20mph on downtown sidewalks. We would need to work on education. This was echoed by another participant too.<br>• **Distracted driving, texting, and using navigation. Impacts emergency traffic too; more emergency vehicles are being involved in secondary crashes**. Echoed by another participant too.<br>• Pot holes also result in safety issues.<br>• Transit boarding and alighting where there are no designated stops and conflicts with e-moto.<br>• Maintenance of bike lanes lacking, nails and clutter on the road<br>• Gaps in bike and pedestrian network lead to exposure to traffic. |

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| 3. Thinking about safety for car and truck drivers, are you aware of specific locations that have serious safety problems? | • Cranston from Shopiere to Menards area sees occasional backs up. US 51 is congested during peak hours<br>• **US 51 and Elmwood Drive offset intersection with people going the wrong way; highlighted by multiple participants**<br>• County BT and Shopiere intersection was bad but is better now with stop signs<br>• **4th Street between Portland and Liberty, left turn into businesses. Redesign for better angles for the trucks. Driving faster because of 2-lane through lanes stopping for left turners and not turning at Liberty**<br>• Improvements going in at Park Avenue and Liberty, Cranston and Shopiere; new striping could alleviate bottlenecks and move traffic smoother<br>• **Milwaukee Road around White Avenue, with cars going 60-70 MPH. Can be addressed by RAB at Willowbrook and Milwaukee Road. Relevant at Milwaukee Road and White as well.**<br>• Shopiere Road had a speed issue but road diet helped from the interstate to Cranston<br>• City of Beloit hearing complaints on road diet on US 51 where people are using it to pass on the paved shoulder and in the bike lane. Some crashes too.<br>• **Truck issues on WIS 81 at Portland, Liberty and Madison, tight for big trucks to make corners.** |
| 4. Are these problem areas related to other operational characteristics, e.g. high congestion areas, urban areas, rural roadways, complex intersections, etc.? Or could they be more related to driver behavior? Red light running, reckless driving, speeding? | |
| 5. How would you describe safety for pedestrians and bicyclists? Are there particular problem areas? | • Coming off of Dearborn, crossing to Turtle Creek, Broad Avenue splits into two, no place for bicyclists past Gardner. Tense going around the curves when heading into Illinois<br>• **Multiple lanes on Manchester are hard for pedestrians to cross and bicyclists merging into traffic to proceed to the south.**<br>• Curve on Broad Street on 251 is tough for cyclists<br>• **Shopiere Road bike facility from Cranston to County BT with separated bike lane, 1 mile section with no facility**<br>• **1,000 Friends' study around Beloit College where students have a hard time negotiating crossings, off the campus around area buildings. Non-compliance for ADA facilities. Rick Barder will dig up study and send it along.** |

| | |
|---|---|
| | • Pleasant street corridor study, future possibilities, making it easier for people to get across |
| 6. Transportation safety improvements are often categorized as initiatives in Design, Policies, Enforcement, Education. Let's start with Design. Are there general changes to roadway design you'd like see? How about in specific locations? | • **Adopt a local complete streets policy although there isn't one for Wisconsin.** Other communities adopted policies on their own and Beloit can do that.<br>• Road diets feel safer, US 51, Henry, Cranston. Reduced crash injuries by 20-30%, Marketing that to the rest of the community. Bike lanes are an added benefit, primary purpose is road diets. However, the public has pushed back on road diets somewhat due to perception of added delay for motor vehicles.<br>• Illinois's new law on e-bike classifications and who should be using them. Working on messaging to raise awareness and educate. |
| 7. What changes to transportation policies, enforcement, or education programs could improve safety? | • **School curriculum, or an education campaign for e-scooter education for high school students. Start younger, not tied to drivers education**.<br>• Awareness through newspapers; not a lot of reach but may provide some coverage and articles about the topic<br>• Working with young riders 6-8th graders working through school districts in Illinois to educate about operating e-scooters, insurance and license are required. Class 1 up to 20 mph. Class 2, pedal Class 3, pedal assists → need to be ridden by 16+ because of the speed. Law enforcement are aware of cases of vehicle manipulation to override speed governors.<br>• Motorized scooters are gone from Beloit, company's choice<br>• **Jobst working with IDOT to implement a distracted driving enforcement program. Roscoe did it last year. Rock River bridge will be removed. Working with village of Rockton police, holding a forum to speak to public** |
| 8. Of all the things we've mentioned, what would make the most difference? What would have the biggest impact? | • Add an offroad path on Newark from 213 to US 51<br>• Connecting the greenway, Milwaukee St and the path that comes off of Cranston, Bridge it over Turtle Creek for pedestrians and bicyclists.<br>• **Off-road multiuse path for pedestrians and cyclists on 81 from White Avenue to Fruzen Middle School or Willow Brooke.**<br>• **Truck Bypass around Beloit**<br>• County BT extension from an outer ring growth point and relieving congestion on Cranston, improving the connection between US 51 and STH 81 |
| 9. *Back-up Question*: What about safety issues for transit users? Things like unlighted or poorly located stops? Passenger behavior? Long headways leading to long waits at stops exposed to elements? | |

# 2055 Long Range Transportation Plan Update

# Beloit Area Task Force on Homelessness Meeting

May 28, 2026

AECOM

# Agenda

1) LRTP Overview
2) Housing and Transportation Discussion
3) Wrap-up / Questions










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TRANSPORTATION STUDY

# 2055 Long Range Transportation Plan Update

## LRTP Overview

# Long Range Transportation Plan (LRTP) Overview

- What is the LRTP?
  - A 20- to 30-year plan that guides transportation investments, priorities, and polices
  - Multimodal: addresses roadway, transit, freight, bicycle, pedestrian, rail, and ITS
  - Federally required plan that is updated every five years

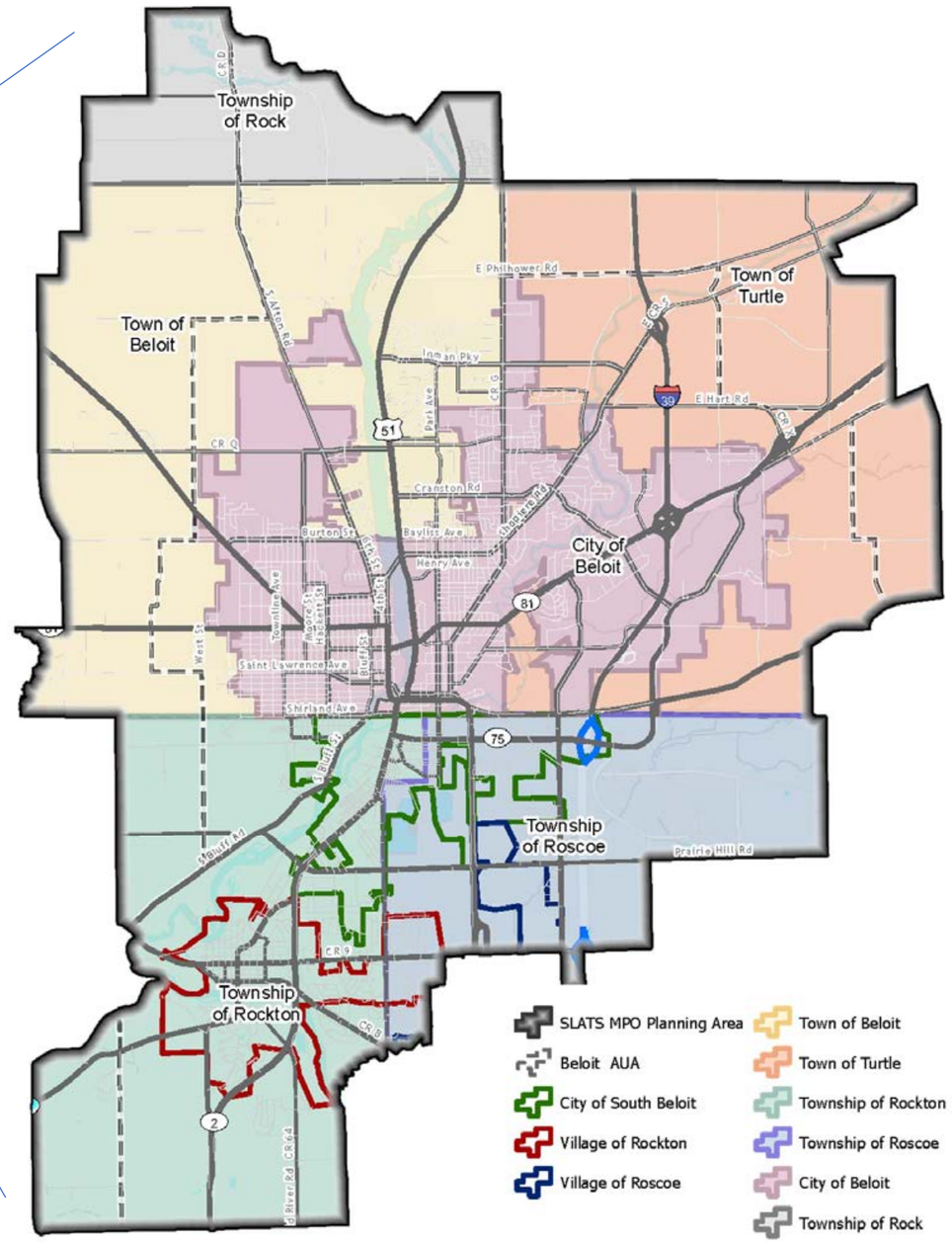
## Federal Planning Factors



# Metropolitan Planning Area

- City of Beloit, WI
- Town of Beloit, WI
- Town of Turtle, WI
- Rock County, WI
- City of South Beloit, IL
- Village of Rockton, IL
- Rockton Township, IL
- Winnebago County, IL



# The Housing and Transportation Connection

- Transportation shapes daily access and opportunity
  - Access to jobs, healthcare, vital services, errands, recreation, and social connections
- Housing + transportation costs make up a large share of household expenses
  - Location and travel options directly impact overall affordability
- Transportation influences where and how housing develops
  - Infrastructure and transit availability shape growth patterns and access
- Coordinating land use and transportation expands choices
  - Supports a mix of housing types and travel options across the region

# Why This Matters for the LRTP Update

- Infrastructure Investment and Jobs Act (IIJA) strengthens the link between housing and transportation
  - Encourages coordination between transportation, land use, and housing
- Supports housing near transit and existing infrastructure
  - Expands planning programs to support development near transit and job centers
- Invests in transit and multimodal access to connect people to destinations
  - Improves access to jobs, services, and daily needs across the region

# What have we heard so far?

- Desire for stronger regional transportation connections
  - Need for improved north-south transportation options
    - Beloit Janesville Express (BJE) Intercity Bus Study
    - Madison-Rockford Passenger Rail Studies
    - Enhanced connections between BTS and SMTD
  - Blackhawk Technical College now operates a shuttle connecting to South Beloit, IL
- Challenges traveling between west and east side of the river
  - Limited access from neighborhoods west of the river to job opportunities, especially in the Gateway Area
- New casino will create additional job opportunities
  - Is there sufficient housing nearby or will workers need to commute from outside the area?
  - Need for reliable transportation options – including late service – to support nontraditional work hours

# Why are we here today?

- Understand the current situation
  - Identify key local and regional issues
- Gain insight into access to transportation services
  - Understand availability, reliability, and coverage of services
- Gain insight into gaps and barriers
  - Identify challenges, including local housing availability and commuting needs
- Discuss opportunities and enhance future coordination
  - Identify potential solutions and improve coordination for future planning

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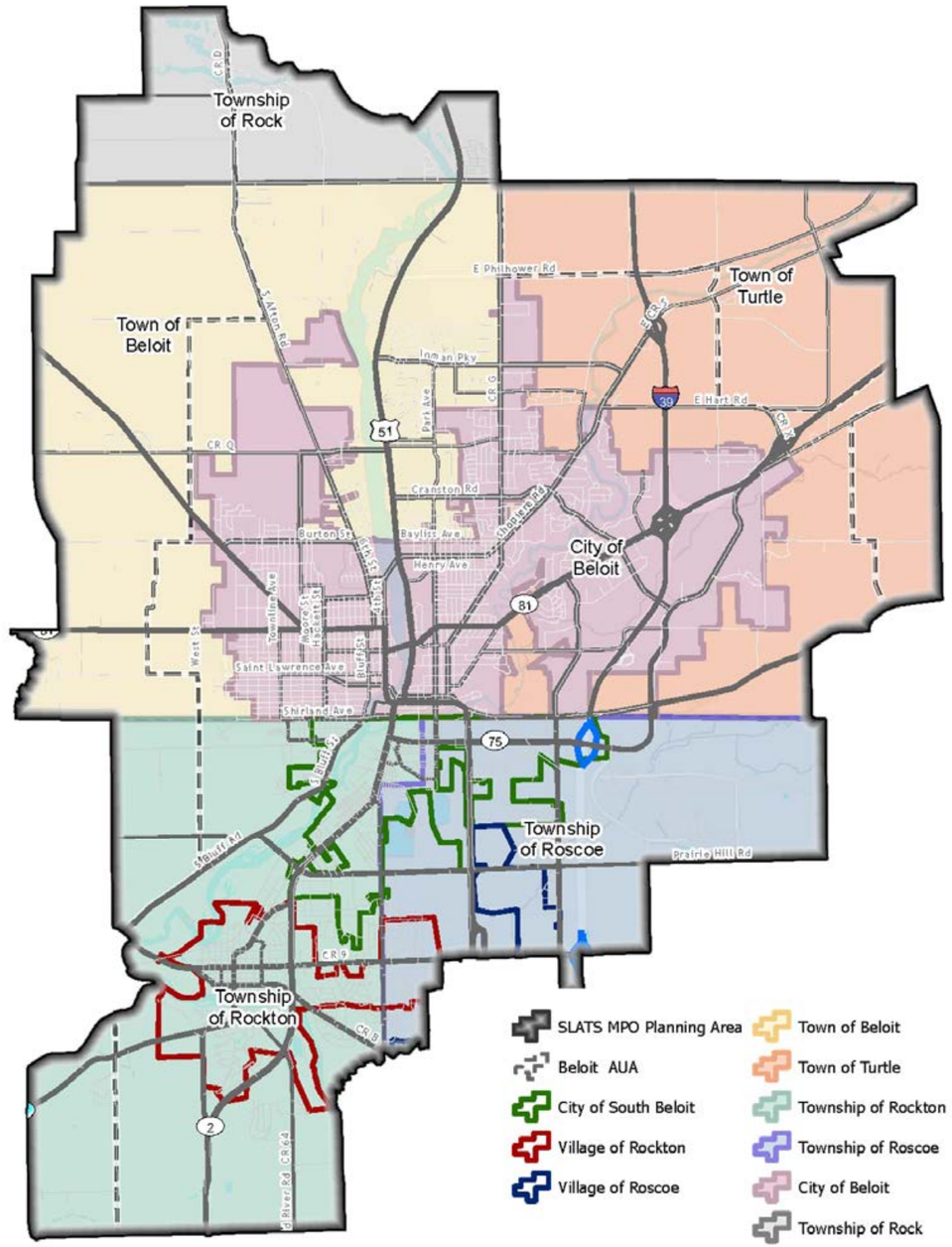
# 2055 Long Range Transportation Plan Update

# Housing and Transportation Discussion

# A) Understanding the Current Situation

1) From your perspective, what are the biggest housing challenges in the Stateline MPO area right now?

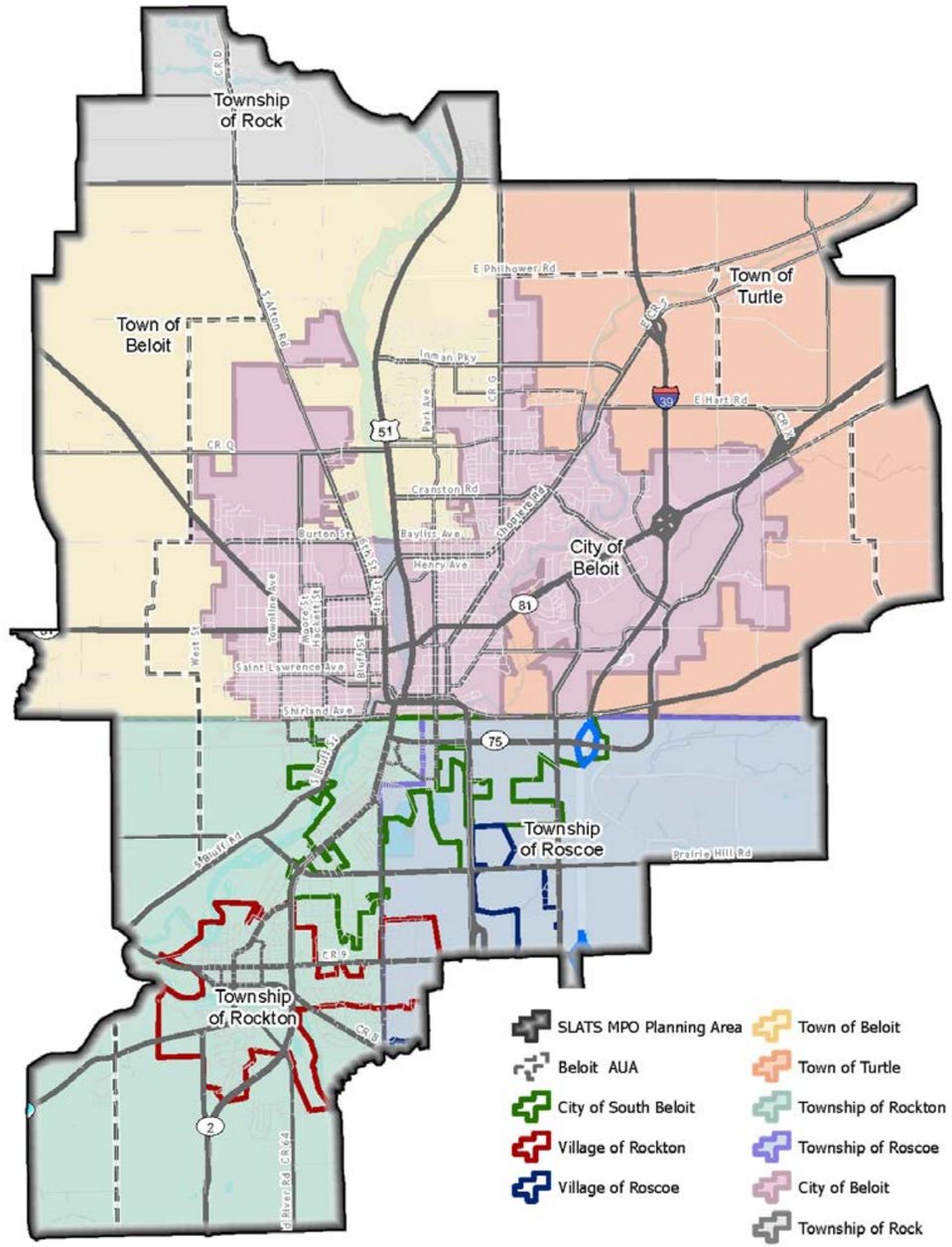
2) How does transportation – or lack of options – affect individuals experiencing homelessness or housing instability in this region?



# B) Access to Services

1) Which types of services or destinations are hardest for people to reach today?

2) How well do current transit options align with where housing and services and are located?

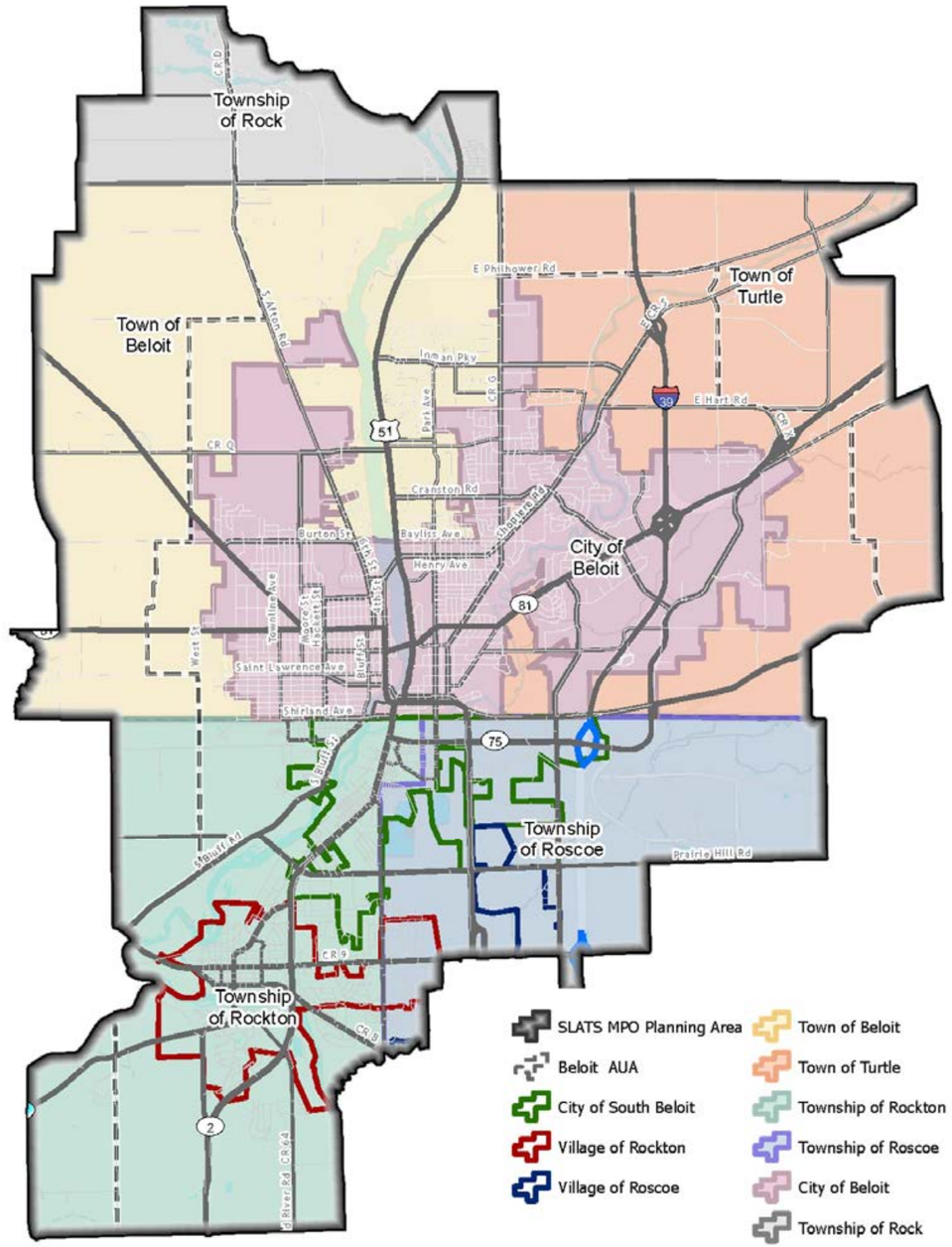


# C) Barriers and Gaps

1) What are the biggest transportation barriers facing the populations you serve?

2) Are there specific groups that face greater mobility challenges?

3) Looking ahead to 2055, how do you see these challenges changing?

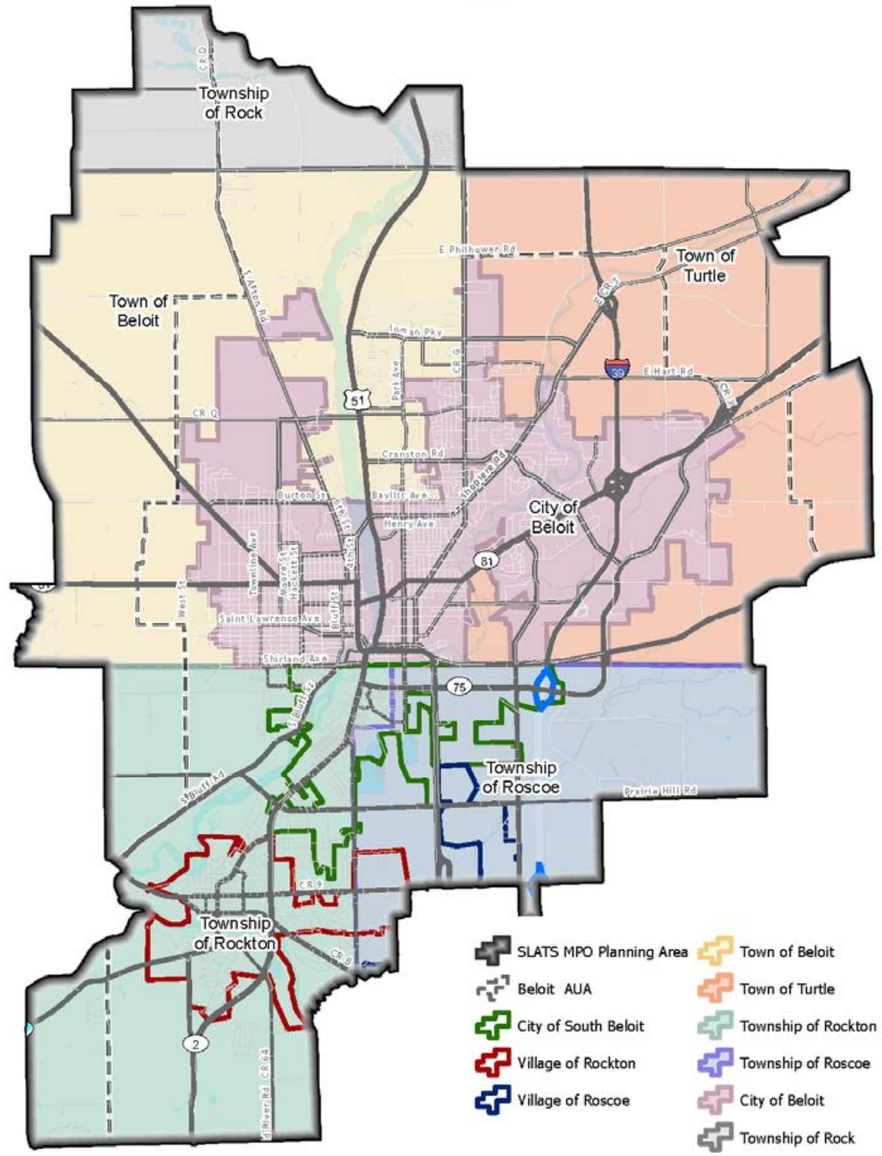


# D) Opportunities / Solutions / Coordination and Future Planning

1) What transportation improvements would make the biggest difference for the people you work with?

2) Where are there opportunities to better coordinate housing and transportation?

3) Are there plans, studies, or initiatives that you are aware of that might help inform the 2055 LRTP?



2055 Long Range Transportation Plan Update

# Wrap-up / Questions

## Transportation Safety – Email Addresses and Invitation Text4

FarleyT@beloitwi.gov; stewarts@beloitwi.gov; a.truman@southbeloit.org; ljones@town.beloit.wi.us; chief@rocktonpolice.org; hollinger@rocktonpolice.org; prindivilles@beloitwi.gov; FrisbeeW@beloitwi.gov; firedepartment@townofturtlewi.gov; rfpd@rocktonfire.com; B.Kunce@southbeloit.org; jbergeron@harlemroscoefire.org; faith.duncan@illinois.gov; kathy.spellman@illinois.gov; jcohn@town.beloit.wi.us; policedepartment@townofturtlewi.gov; Duane.Jorgenson@co.rock.wi.us; jrose@town.beloit.wi.us; barber@rocktonvillage.com; kevin.wernet@co.rock.wi.us; michael.borgwardt@co.rock.wi.us; CURT.FELL@co.rock.wi.us; johnson.jeffandsusan@charter.net; rocktontwnsptkehoe@gmail.com; kevin.bunge@civilideas.com; s.haas@southbeloit.org; litespeedrick@gmail.com; cplange@att.net; fmckearn@rhbatterman.com; tsch@vierbicher.com; highwaydepartment@townofturtlewi.gov; engineering@southbeloit.org; erasmussen@winnebagocountywi.gov; jmatz@co.winnebago.wi.us; edward.witkiewicz@dot.wi.gov; rpw@wiessinger.com; matthew.schreiber@dot.wi.gov

**Subject: SLATS 2055 LRTP Update – Stakeholder Discussion Invitation**

Dear SLATS Stakeholder,

The Stateline Area Transportation Study (SLATS) is updating the region's Long Range Transportation Plan (LRTP), and your perspective is an important part of this effort. We are organizing a series of one-hour virtual small-group discussions focused on key topics that will shape the future of transportation in the Stateline area, as well as enhance quality of life and regional economic vitality.

You have been identified as a key stakeholder for the **Transportation Safety** discussion group. We hope you (or a designee) will be able to participate and share your insights and expertise.

The discussion is scheduled for **Tuesday, June 23 from 1:30 PM to 2:30 PM** and will be professionally facilitated. Please look for a calendar invitation from Nathan Guequierre at AECOM (our planning consultant) with additional details.

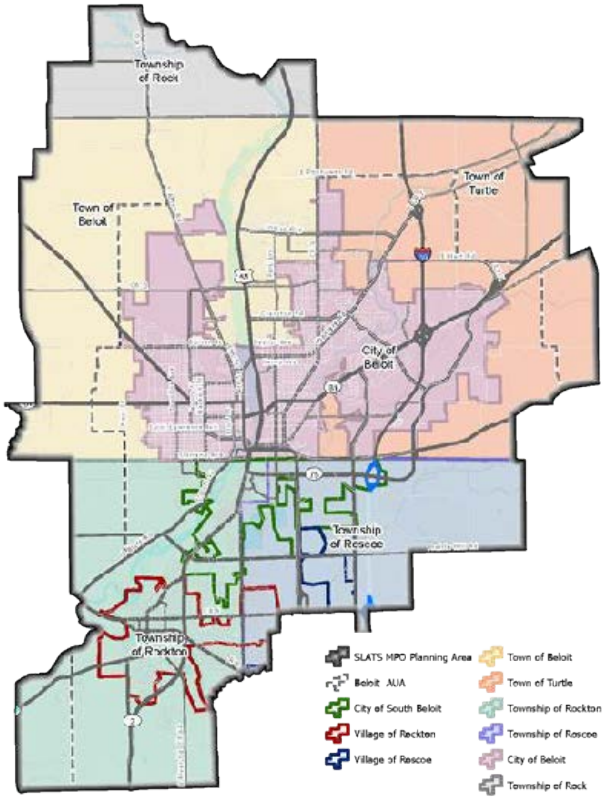
In the meantime, we encourage you to visit the SLATS 2055 LRTP website for more information about the project. We would also appreciate your help in sharing this effort with your network:

**www.slatslrtp.com**

Thank you for your time and support of this important initiative.

Sincerely,
T.J. Nee

**For reference, our discussion will include issues for the entire SLATS Metropolitan Planning Area, as shown below.**



## Housing, Land Use, and Mobility – Email Addresses and Invitation Text

bizjaka@janesvillewi.gov; smith@ci.janesville.wi.us; coopera@beloitwi.gov; Shannon.Colson@co.rock.wi.us; karis@greaterbeloitchamber.org; cplange@att.net; lspcayuda@yahoo.com; penningtond@beloitwi.gov; ewilliams2008@ymail.com; faith.duncan@illinois.gov; lcasey@nwbr.org; keckma@hononegah.org; kleigh@naturalland.org; mhenderson@rocktonil.gov; hwelch@rocktonil.gov; mperry@community-action.org; ryan.greendeer@ho-chunk.com; s.henthorn@southbeloit.org; sharon@statelinemtd.org; TVerbeke@r1planning.org; BownT@beloitwi.gov; brian.anderson@bankatfirstnational.com; steve.bamberger@bankatfirstnational.com; Dan.Barkes@hendricksgroup.net; acadiahomesllc@gmail.com; nathanw@nextgenbuilds.com; andrew@newleafremodeling.com; matthew.schreiber@dot.wi.gov; Bclwv2010@gmail.com; naacpwi@hotmail.com; lavozdebeloit@gmail.com

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You have been identified as a key stakeholder for the **Housing, Land Use, and Mobility** discussion group. We hope you (or a designee) will be able to participate and share your insights and expertise.

The discussion is scheduled for **Tuesday, June 23 from 3:00 PM to 4:00 PM** and will be professionally facilitated. Please look for a calendar invitation from Nathan Guequierre at AECOM (our planning consultant) with additional details.

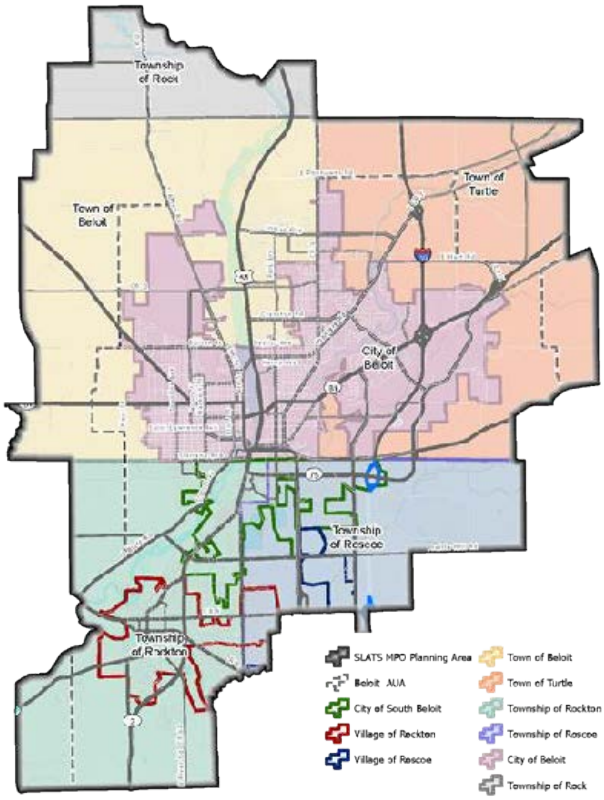
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Town of Beloit
Town of Turtle
City of Beloit
Township of Roscoe
Township of Rockton
SLATS MPO Planning Area
Beloit AUA
City of South Beloit
Village of Rockton
Village of Roscoe
Town of Beloit
Town of Turtle
Township of Rockton
Township of Roscoe
City of Beloit
Township of Rock

## School Transportation – Email Addresses and Invitation Text

jessica.finlayson@richardsonschool.com; admissions@richardsonschool.com; tduran@sdb.k12.wi.us; csilva@sdb.k12.wi.us; jsilva@sdb.k12.wi.us; kristi.cole@tlabeloit.com; mason@rccs.us; nfinney@blackhawk.edu; tseivert@olaschool.ws; MDugan@hononegah.org; czizekc@prairiehill.org; phelps@rockton140.org; wanderson@sdb.k12.wi.us; nbutenhoff@sb320.org; mccarthyd@turnerschools.org; claube@sdb.k12.wi.us; litespeedrick@gmail.com; cplange@att.net; johnson.jeffandsusan@charter.net; anderbyrneek@beloit.edu; khood@familyservices1.org; lspcayuda@yahoo.com; statelitbeloit@gmail.com; bownt@beloitwi.gov; BOLLB@TURNERSCHOOLS.ORG

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You have been identified as a key stakeholder for the **School Transportation** discussion group. We hope you (or a designee) will be able to participate and share your insights and expertise.

The discussion is scheduled for **Wednesday, June 24 from 10:00 AM to 11:00 AM** and will be professionally facilitated. Please look for a calendar invitation from Nathan Guequierre at AECOM (our planning consultant) with additional details.

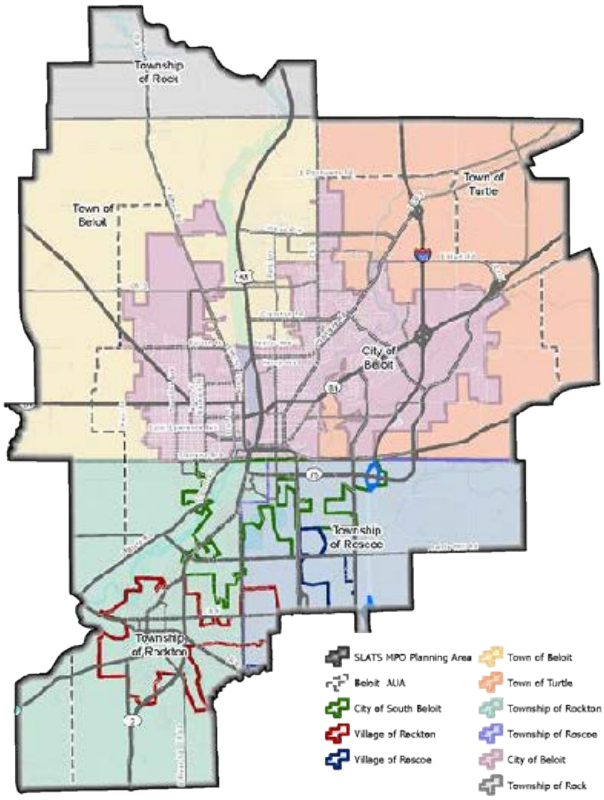
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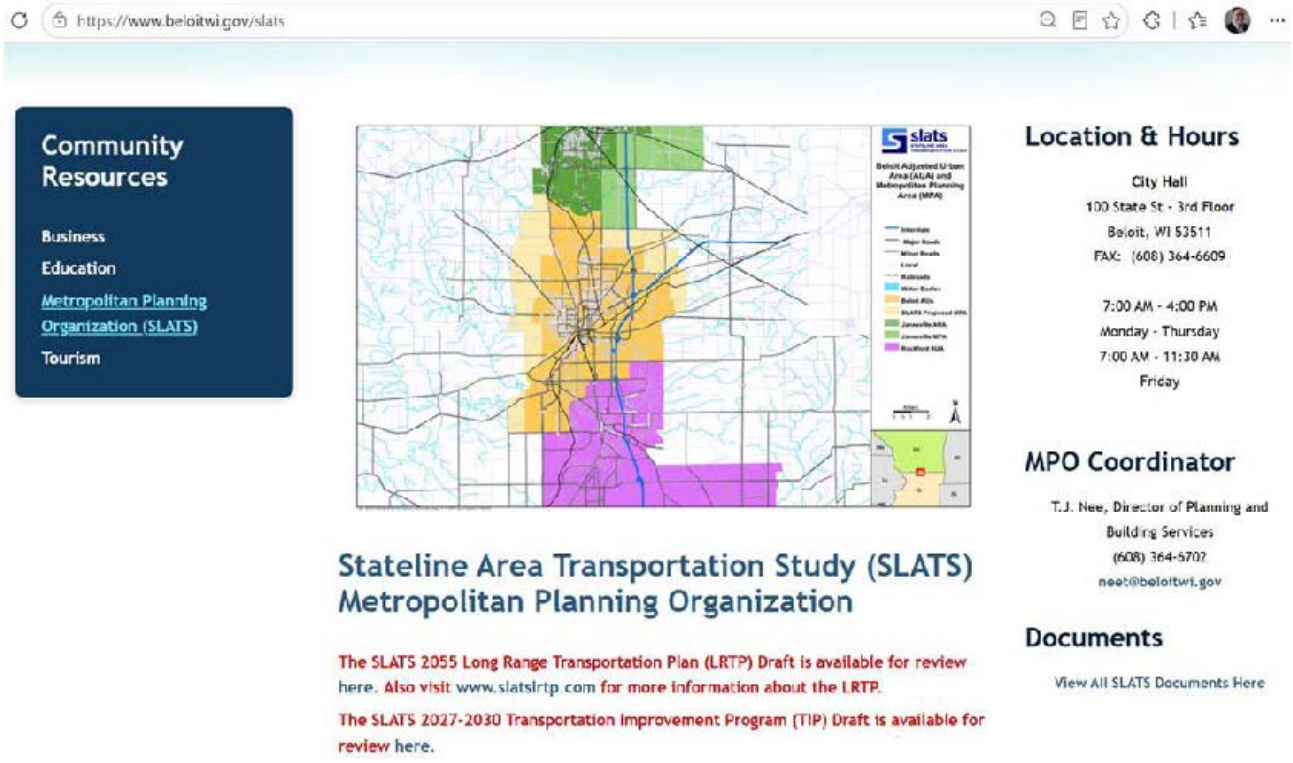
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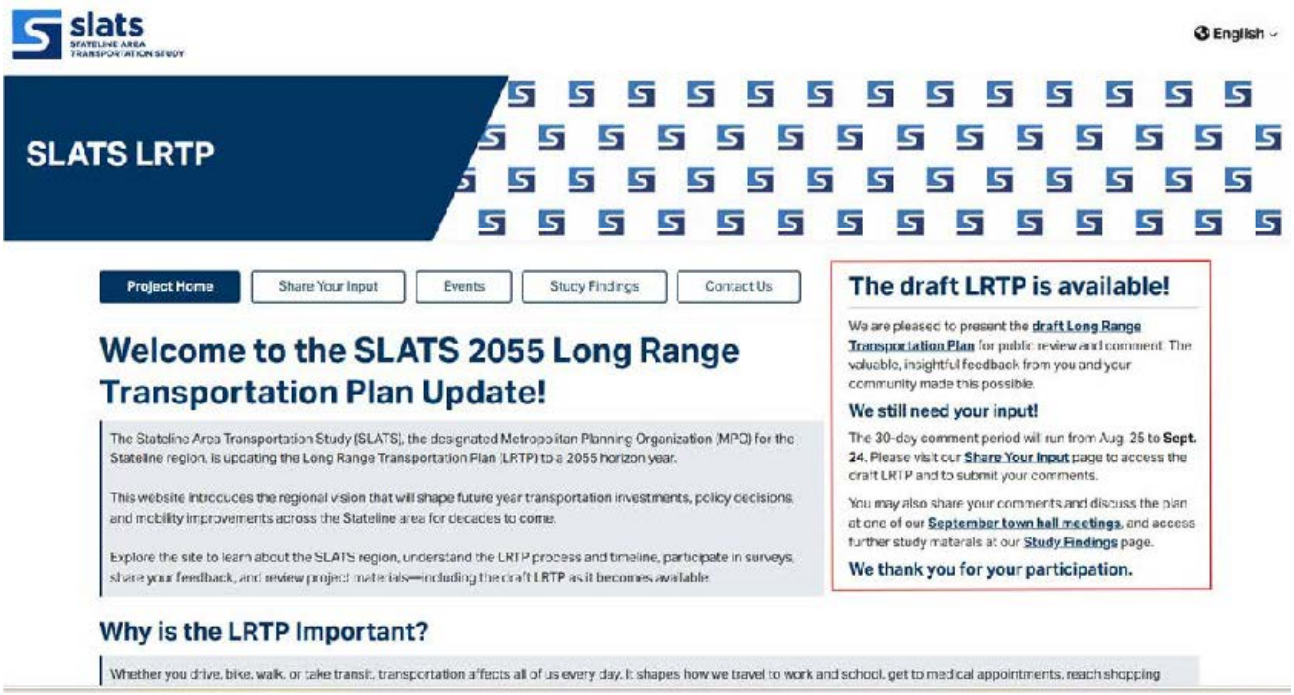
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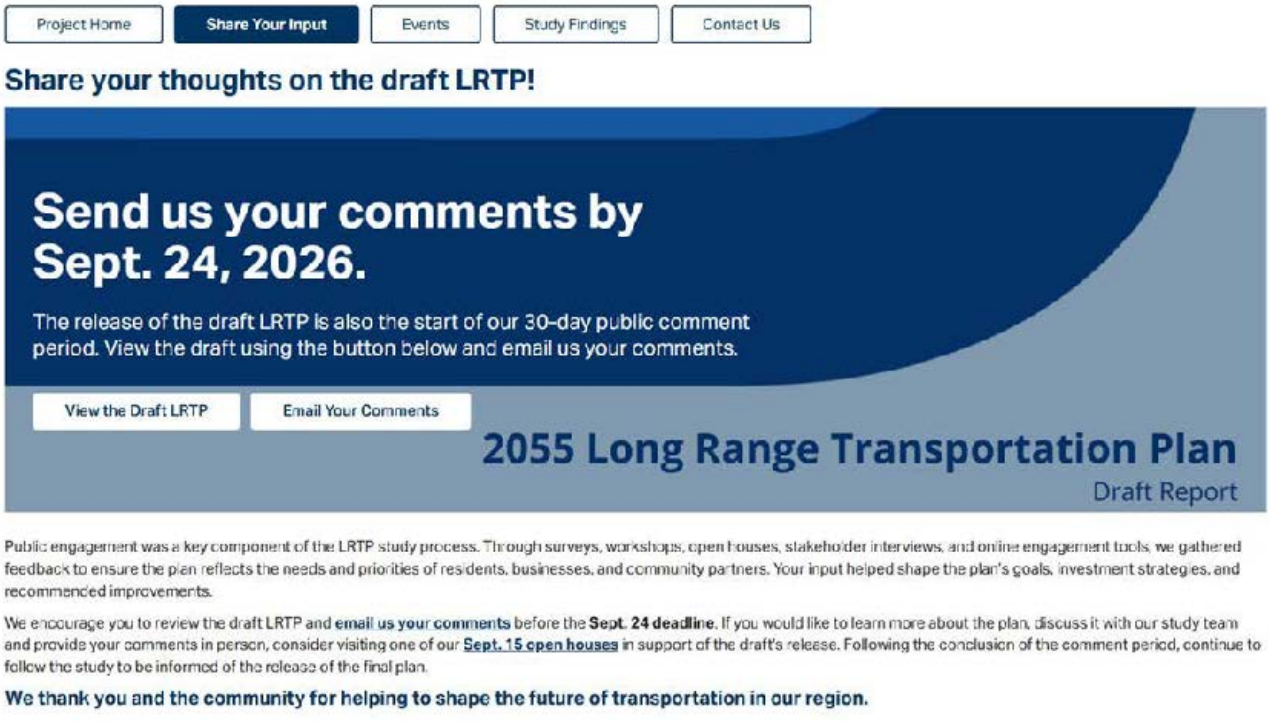

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City of Beloit
Township of Rock

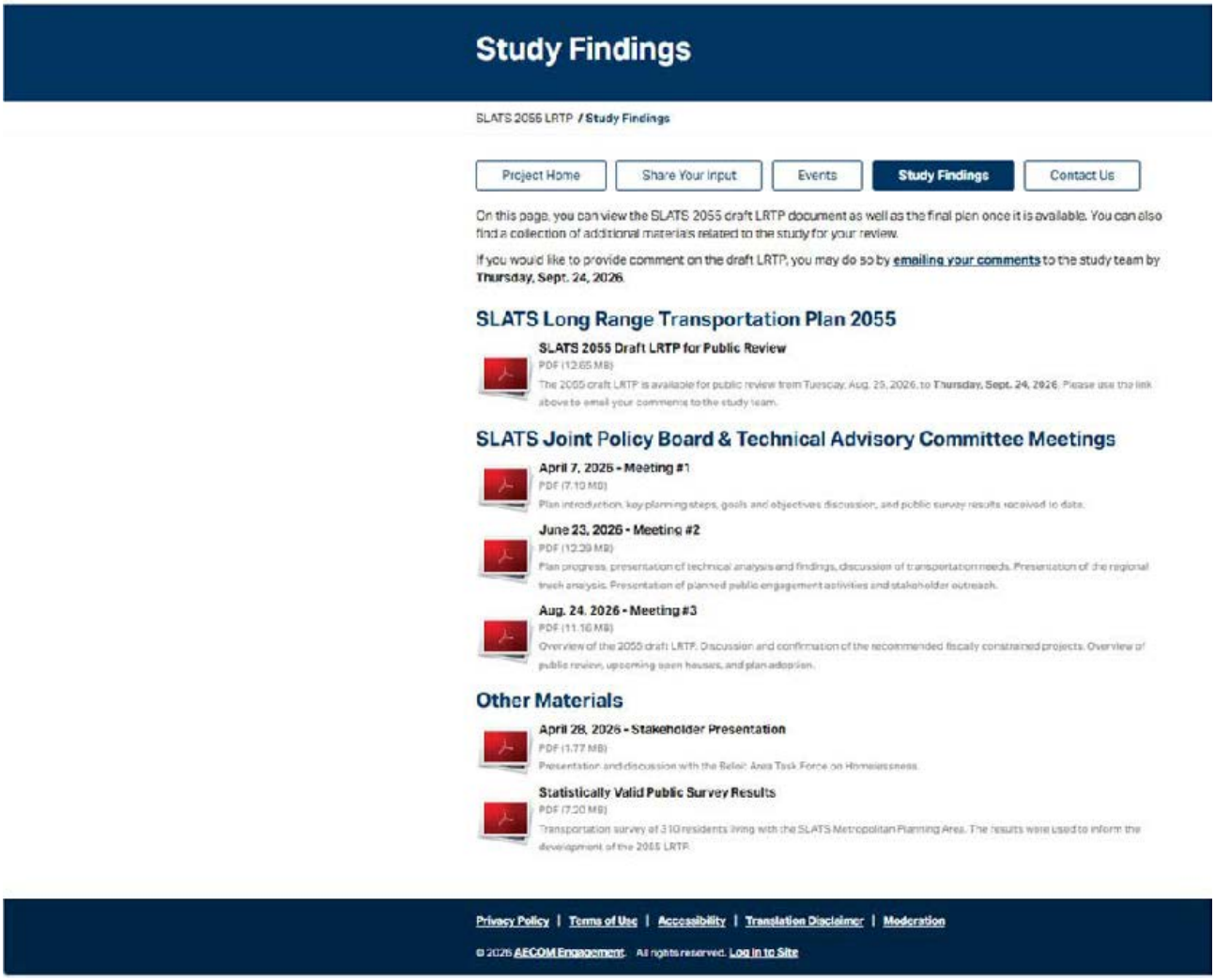
# 5) Public Review of the Draft Plan

Per SLATS Public Involvement Plan, an announcement was published in the local newspaper to announce the 30-day public review period for the 2055 LRTP. The review period ran from August 25, 2026 to September 24, 2026. The following screenshots show the draft LRTP available on City of Beloit (SLATS home page) and the SLATS 2055 LRTP project website. Additional LRTP materials were also made available on the LRTP project website.




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STATELINE AREA TRANSPORTATION STUDY
English
SLATS LRTP
Project Home
Share Your Input
Events
Study Findings
Contact Us
Welcome to the SLATS 2055 Long Range Transportation Plan Update!
The Stateline Area Transportation Study (SLATS), the designated Metropolitan Planning Organization (MPO) for the Stateline region, is updating the Long Range Transportation Plan (LRTP) to a 2055 horizon year.
This website introduces the regional vision that will shape future year transportation investments, policy decisions, and mobility improvements across the Stateline area for decades to come.
Explore the site to learn about the SLATS region, understand the LRTP process and timeline, participate in surveys, share your feedback, and review project materials—including the draft LRTP as it becomes available.
The draft LRTP is available!
We are pleased to present the draft Long Range Transportation Plan for public review and comment. The valuable, insightful feedback from you and your community made this possible.
We still need your input!
The 30-day comment period will run from Aug. 25 to Sept. 24. Please visit our Share Your Input page to access the draft LRTP and to submit your comments.
You may also share your comments and discuss the plan at one of our September town hall meetings, and access further study materials at our Study Findings page.
We thank you for your participation.
Why is the LRTP Important?
Whether you drive, bike, walk, or take transit, transportation affects all of us every day. It shapes how we travel to work and school, get to medical appointments, reach shopping


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Share your thoughts on the draft LRTP!
Send us your comments by Sept. 24, 2026.
The release of the draft LRTP is also the start of our 30-day public comment period. View the draft using the button below and email us your comments.
View the Draft LRTP
Email Your Comments
2055 Long Range Transportation Plan
Draft Report
Public engagement was a key component of the LRTP study process. Through surveys, workshops, open houses, stakeholder interviews, and online engagement tools, we gathered feedback to ensure the plan reflects the needs and priorities of residents, businesses, and community partners. Your input helped shape the plan's goals, investment strategies, and recommended improvements.
We encourage you to review the draft LRTP and email us your comments before the Sept. 24 deadline. If you would like to learn more about the plan, discuss it with our study team and provide your comments in person, consider visiting one of our Sept. 15 open houses in support of the draft's release. Following the conclusion of the comment period, continue to follow the study to be informed of the release of the final plan.
We thank you and the community for helping to shape the future of transportation in our region.



# Study Findings

SLATS 2055 LRTP / **Study Findings**

Project Home | Share Your Input | Events | **Study Findings** | Contact Us

On this page, you can view the SLATS 2055 draft LRTP document as well as the final plan once it is available. You can also find a collection of additional materials related to the study for your review.

If you would like to provide comment on the draft LRTP, you may do so by **emailing your comments** to the study team by **Thursday, Sept. 24, 2026**.

## SLATS Long Range Transportation Plan 2055

**SLATS 2055 Draft LRTP for Public Review**
PDF (12.65 MB)
The 2055 draft LRTP is available for public review from Tuesday, Aug. 25, 2026, to **Thursday, Sept. 24, 2026**. Please use the link above to email your comments to the study team.

## SLATS Joint Policy Board & Technical Advisory Committee Meetings

**April 7, 2026 - Meeting #1**
PDF (7.10 MB)
Plan introduction, key planning steps, goals and objectives discussion, and public survey results received to date.

**June 23, 2026 - Meeting #2**
PDF (12.39 MB)
Plan progress, presentation of technical analysis and findings, discussion of transportation needs, Presentation of the regional truck analysis, Presentation of planned public engagement activities and stakeholder outreach.

**Aug. 24, 2026 - Meeting #3**
PDF (11.16 MB)
Overview of the 2055 draft LRTP, Discussion and confirmation of the recommended fiscally constrained projects, Overview of public review, upcoming open houses, and plan adoption.

## Other Materials

**April 28, 2026 - Stakeholder Presentation**
PDF (1.77 MB)
Presentation and discussion with the Belair Area Task Force on Homelessness.

**Statistically Valid Public Survey Results**
PDF (7.20 MB)
Transportation survey of 310 residents living with the SLATS Metropolitan Planning Area. The results were used to inform the development of the 2055 LRTP.

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**STATELINE AREA**
**TRANSPORTATION STUDY NOTICE**

The Stateline Area Transportation Study (SLATS), the designated Metropolitan Planning Organization (MPO), for the Beloit (WI-IL) Urbanized Area has scheduled a 30-day public review period on the draft SLATS 2055 Long Range Transportation Plan (LRTP) and the draft 2027-2030 Transportation Improvement Program (TIP) beginning August 30, 2026. Public open houses on these items will be held Tuesday September 15, 2026 from 1-3 PM at South Beloit City Hall, 519 Blackhawk Boulevard, South Beloit, IL and from 4-6 PM at Beloit City Hall, 100 State Street, Beloit, WI. SLATS will review and take action on the LRTP and TIP at a joint meeting of the SLATS Policy Board and Technical Advisory Committee scheduled on Tuesday September 29, 2026 at 10 A.M. at Beloit City Hall, 100 State Street, Beloit, WI. Public participation will be on the agenda prior to action on the TIP and a public hearing will be held on the LRTP prior to action on it. Additional notice of and information about the September 29, 2026 SLATS meeting and all agenda items will follow by separate notice.

This public notice of public involvement activities and time established for public review and comment on the TIP and LRTP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program.

All documents will be made available for public review on the SLATS website which is linked on the City of Beloit website, www.beloitwi.gov in the Document Center under Stateline Area Transportation Study (SLATS). Questions and comments during the 30-day review period can be directed to the SLATS office at 608-364-6702, or email neet@beloitwi.gov.

Para más información o si usted está interesado en participar en el planeamiento del proceso de transporte en su comunidad y si usted necesita asistencia con el idioma, por favor comuníquese al teléfono 608-364-6690.

Date: August 25, 2026
CITY OF BELOIT, WISCONSIN
BY: Rebecca Wallendal, City Clerk-Treasurer
Published (1) August 28, 2026
65707155-5231-35286

**STATELINE AREA**
**TRANSPORTATION STUDY NOTICE**

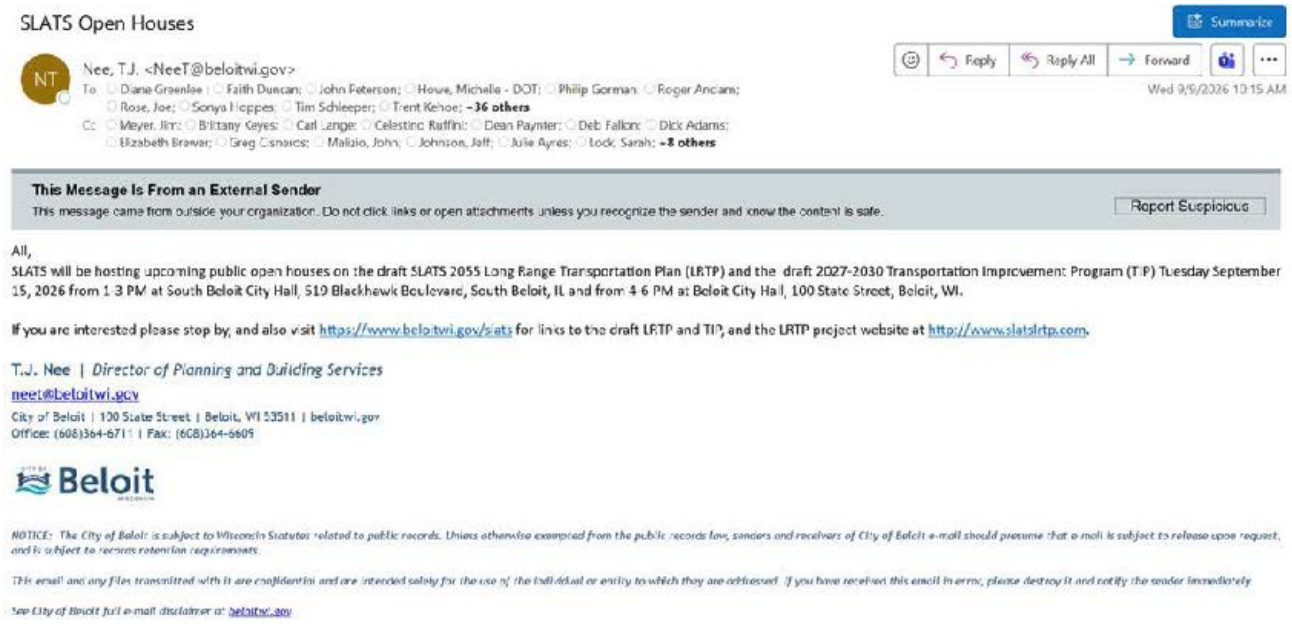
The Stateline Area Transportation Study (SLATS), the designated Metropolitan Planning Organization (MPO), for the Beloit (WI-IL) Urbanized Area has scheduled a joint Policy Board and Technical Advisory Committee meeting for Tuesday September 29, 2026 at 10 A.M. at Beloit City Hall, 100 State Street, Beloit, WI. Persons planning to join this meeting who will need accessibility accommodations should notify the SLATS office at 608-364-6702 / email neet@beloitwi.gov at least five days prior to the meeting so that reasonable accommodations can be made. The meeting agenda includes Public Participation; Minutes of the meeting from August 24, 2026; TIP Administrative Modifications; Final 2027-2030 TIP; SLATS Self-Certification for the 2027-2030 TIP; Public hearing on the SLATS 2055 Long Range Transportation Plan (LRTP) and final SLATS 2055 LRTP; Final 2027 Unified Planning Work Program (UPWP); Technical Advisory Committee Agency Reports; Scheduling of future meetings; Adjournment. All documents will be made available for public review on the SLATS website which is linked on the City of Beloit website, www.beloitwi.gov in the Document Center under Stateline Area Transportation Study (SLATS).

Para más información o si usted está interesado en participar en el planeamiento del proceso de transporte en su comunidad y si usted necesita asistencia con el idioma, por favor comuníquese al teléfono 608-364-6702.

Date: September 9, 2026
CITY OF BELOIT, WISCONSIN
BY: Rebecca Wallendal, Clerk-Treasurer
Published (1) September 15, 2026
Published (2) September 22, 2026
65707155-5231-35286

# 6) Public Open House Materials

Two public open houses were held during the draft plan review period to provide information on the LRTP and offer opportunities for public input. This section contains meeting materials, displays, and information presented at the open houses. In addition to publishing a notice in the newspaper, SLATS also emailed regional planning partners (screenshot below) to advertise the open houses.



SLATS Open Houses

Summarize

Reply | Reply All | Forward

Wed 9/9/2026 10:15 AM

Nee, T.J. <NeeT@beloitwi.gov>

To: Diane Greenlee; Faith Duncan; John Peterson; Howe, Michelle - DOT; Philip Gorman; Roger Anclam; Rose, Joe; Sonya Heppes; Tim Schleeper; Trent Kehoe; **+36 others**

Cc: Meyer, Jim; Brittany Keyes; Carl Lange; Celestino Ruffini; Dean Paynter; Deb Fallon; Dick Adams; Elizabeth Brewer; Greg Cisneros; Malizia, John; Johnson, Jeff; Julie Ayres; Lock, Sarah; **+8 others**

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Report Suspicious

All,

SLATS will be hosting upcoming public open houses on the draft SLATS 2055 Long Range Transportation Plan (LRTP) and the draft 2027-2030 Transportation Improvement Program (TIP) Tuesday September 15, 2026 from 1-3 PM at South Beloit City Hall, 519 Blackhawk Boulevard, South Beloit, IL and from 4-6 PM at Beloit City Hall, 100 State Street, Beloit, WI.

If you are interested please stop by, and also visit https://www.beloitwi.gov/slats for links to the draft LRTP and TIP, and the LRTP project website at http://www.slatslrtp.com.

T.J. Nee | *Director of Planning and Building Services*

neet@beloitwi.gov

City of Beloit | 100 State Street | Beloit, WI 53511 | beloitwi.gov

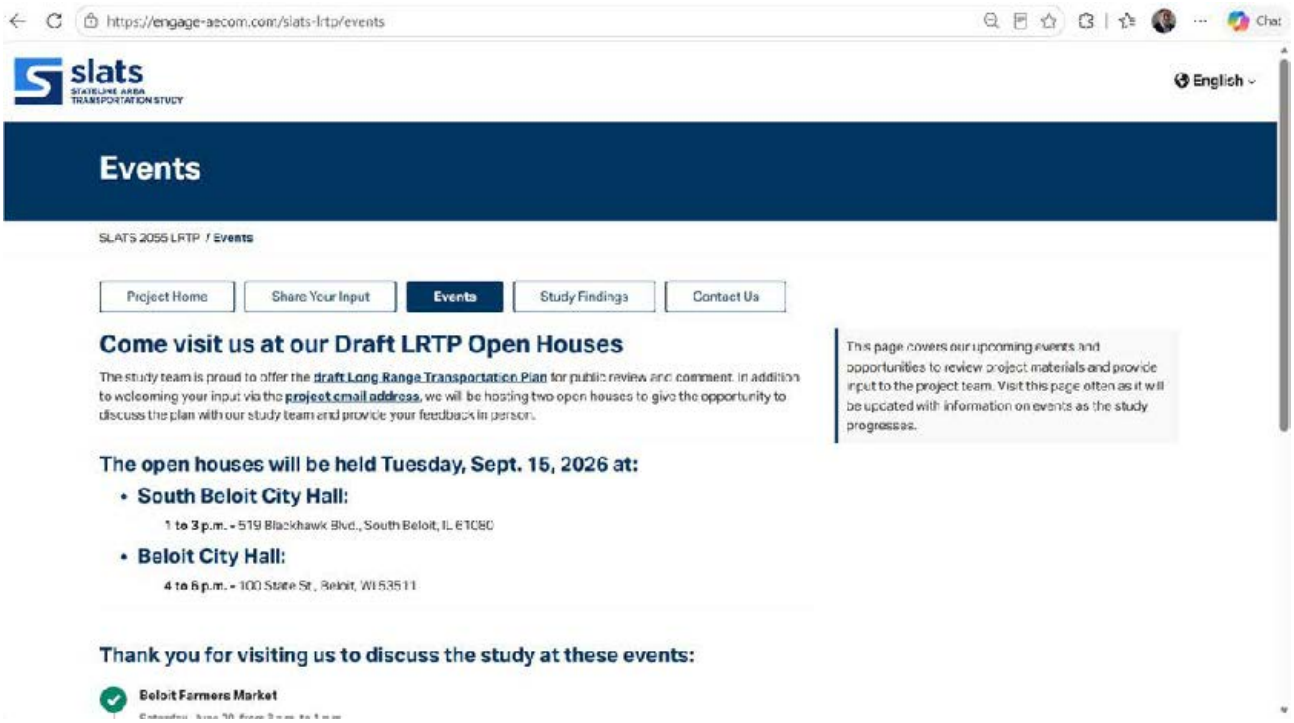
Office: (608)364-6711 | Fax: (608)364-6609

Beloit

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https://engage-aecom.com/slats-lrtp/events

slats STATELINE AREA TRANSPORTATION STUDY

English

**Events**

SLATS 2055 LRTP / Events

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**Come visit us at our Draft LRTP Open Houses**

The study team is proud to offer the draft Long Range Transportation Plan for public review and comment. In addition to welcoming your input via the project email address, we will be hosting two open houses to give the opportunity to discuss the plan with our study team and provide your feedback in person.

This page covers our upcoming events and opportunities to review project materials and provide input to the project team. Visit this page often as it will be updated with information on events as the study progresses.

**The open houses will be held Tuesday, Sept. 15, 2026 at:**

- **South Beloit City Hall:**
  1 to 3 p.m. - 519 Blackhawk Blvd., South Beloit, IL 61080
- **Beloit City Hall:**
  4 to 6 p.m. - 100 State St., Beloit, WI 53511

**Thank you for visiting us to discuss the study at these events:**

**Beloit Farmers Market**


slats
STATELINE AREA TRANSPORTATION STUDY
English
SLATS LRTP
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The draft LRTP is available!
We thank everyone who visited our open houses on Sept. 15 for coming to discuss the draft LRTP with us and share their feedback in person. A summary of what we heard can be found on our Study Findings page.
Your input is still welcome!
The 30-day comment period continues until Thursday, Sept. 24. Please visit our Share Your Input page to access the draft LRTP and to submit your comments.
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# 2055 Long Range Transportation Plan

## Overview of the Planning Process

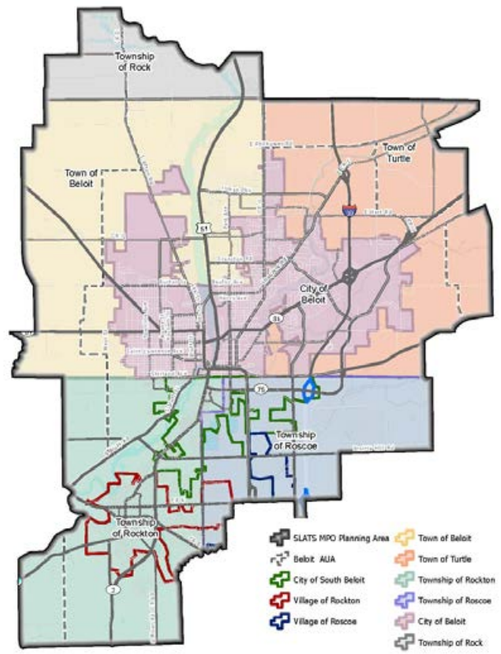
The **Stateline Area Transportation Study (SLATS)** is the Metropolitan Planning Organization (MPO) for the region. SLATS works with local, state, and federal partners to plan future transportation investments for the **SLATS Metropolitan Planning Area (MPA).**

SLATS has prepared **2055 Long Range Transportation Plan (LRTP)** which identifies transportation needs, priorities, and investments that will guide regional transportation decisions.

Key elements of the LRTP include:

- Addresses the ten Federal planning factors
- Identifies transportation needs and priorities
- Evaluates current and future year needs for roadways, public transportation, bicycling, walking, and freight
- Plans for a long-term horizon (through 2055)
- Updated every five years

SLATS
Metropolitan Planning Area







## Regional Transportation Needs / Priorities

The 2055 LRTP priorities were developed through a combination of technical analysis and input from area residents and regional stakeholders. The priorities reflect the region's transportation needs and opportunities, while selected public comments highlight what we heard throughout the planning process.

### Regional Priorities

- **Preserve and maintain existing transportation assets**
- **Improve transportation safety for all users**
- **Expand transportation choice and improve regional connectivity**
- **Support economic development and freight mobility**
- **Position the region for future passenger rail opportunities**

### Public Comments

**"Maintaining existing infrastructure should be the region's first priority."**

**"Safer intersections and better traffic management would make a big difference for drivers, pedestrians, and bicyclists."**

**"More travel options would reduce dependence on cars and give people greater mobility and independence."**

**"Better access between major roads, interstates, and industrial areas is important for the region's future."**

**"Rail service would provide a convenient alternative to driving and help connect our region to larger destinations."**

# Modal Priorities

2055 Long Range Transportation Plan

## Public Transportation

Beloit Transit System

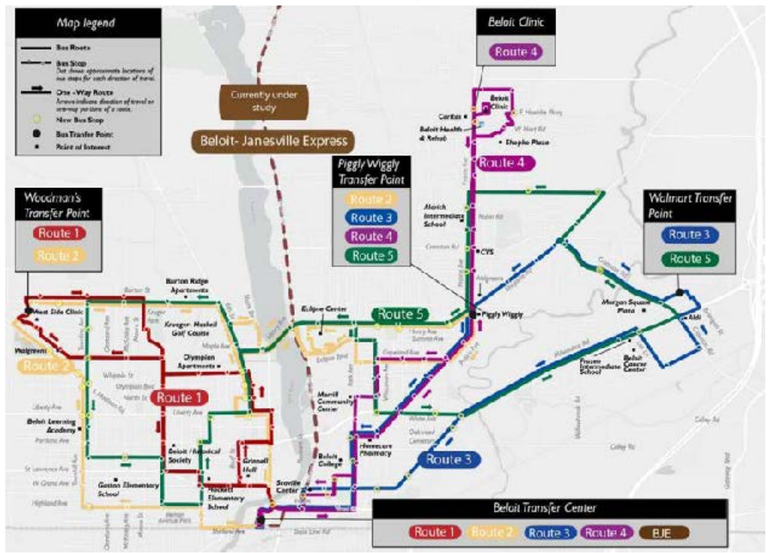



Stateline Mass Transit District



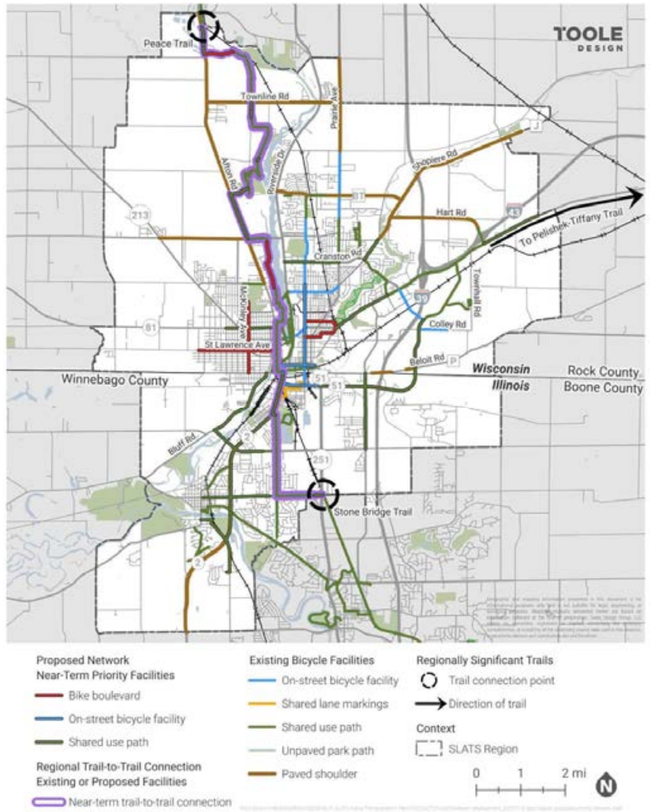
- Enhance transit reliability, frequency, and regional connectivity
- Pursue funding to expand service hours, coverage, and customer amenities (enhanced stop locations)
- Continue to strengthen coordination among transit providers and regional partners
- Implement BTS microtransit in the Gateway area
- Support long-term sustainability of regional transit connections, including BJE service

BTS Fixed Route Service




## Active Transportation

Priority Projects Network

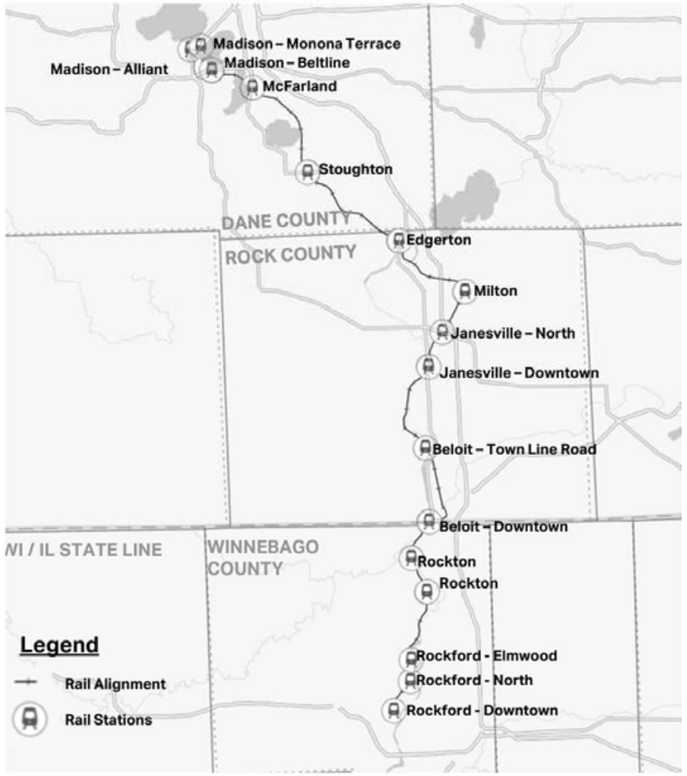



Planning Level Cost Opinions

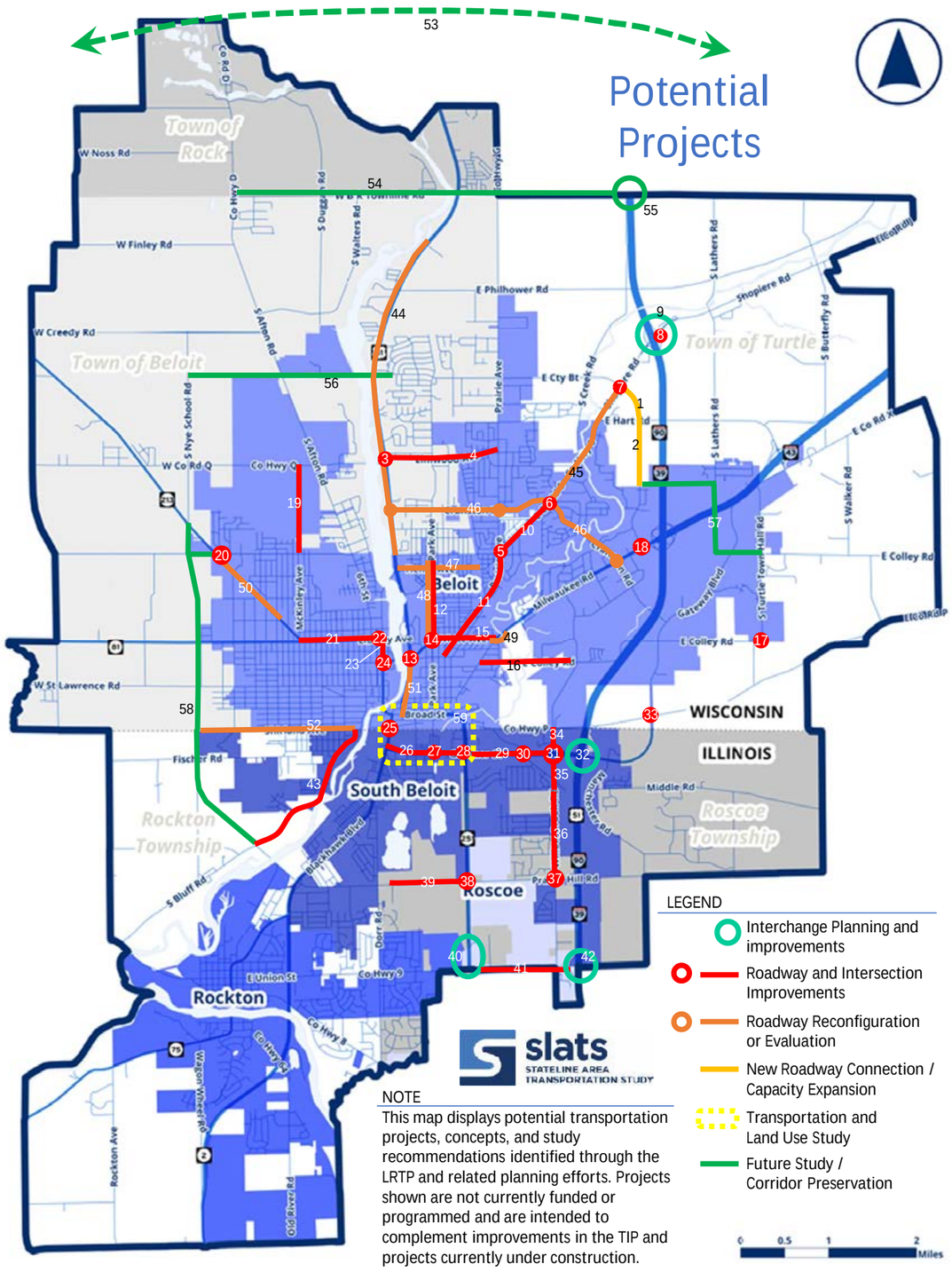
| *Project Name* | *Facility* | *Project Extent* | *Project Length* | *Construction Cost Opinion* |
|---|---|---|---|---|
| Hackett St | Bike Boulevard* | House St to Shirland Ave | 1.8 miles | $400,000 |
| St. Lawrence Ave | Bike Boulevard* | Masters St to 4th St | 1.8 miles | $400,000 |
| Liberty Ave | Shared Use Path | Madison Road to 5th St | 0.8 miles | $1.1 million |
| Blackhawk Blvd | Shared Use Path | Shirland Ave to Prairie Hill Road | 2.1 miles | $2.9 million |
| E Union St / Rockton Rd | Shared Use Path | N Blackhawk Blvd to Old Meadow Ln | 1.5 miles | $2.1 million |
| Rockton Rd | Shared Use Path | Quail Trail to Stone Bridge Trail | 0.2 miles | $300,000 |
| 4th St/Broad St | Protected Bike Lane | 5th Street Trail Connection at Grand Ave, then along Broad Street to Grand Ave/Turtle Creek Park trail connection | 1 mile | Flexposts: $500,000<br>Concrete: $1.6 million |
| Park Ave | Bike Lane or Protected Bike Lane | Bayliss Ave to Broad St | 1.8 miles | Flexposts: $1 million<br>Concrete: $2.8 million |
| Strong Ave/Woodward | Bike Boulevard* | Park Ave to Milwaukee Rd | 0.8 miles | $200,000 |
| Keeler Ave | Bike Boulevard* | Park Ave to Evergreen Ave | 0.8 miles | $200,000 |
| Milwaukee Rd | Shared Use Path | La Salle to Lee Ln | 1.5 miles | $2.0 million |
| S Afton Rd | Shared Use Path | W Big Hill Rd to Newark Rd | 1.1 miles | $1.5 million |
| S Duggan Rd | Shared Use Path | Townline Rd | 0.4 miles | $500,000 |
| W Bass Creek Rd | Bike Boulevard* | S County Rd D to W Bass Creek Rd | 0.7 miles | $200,000 |
| S County Rd D | Shared Use Path | Pitt Road or Peace Trail to W Bass Creek Rd | 0.6 miles | $800,000 |

## Passenger Rail

Madison-Janesville-Beloit-Rockford Passenger Rail Corridor




- Identified by the public as one of the top priorities to pursue over the next 25 years
- Advance regional partnerships to support future passenger rail service
- Preserve potential corridors, station locations, and right-of-way opportunities
- Pursue funding and corridor development opportunities
- Continue planning and evaluation of service, ridership, and infrastructure needs




## BT Extension

1. Shopiere to Hart – new roadway connection; improve network connectivity and access
2. Hart to Milwaukee, via Winchester Drive – new roadway connection; improve connectivity and access

## Elmwood Avenue

3. US 51 / Newark intersection – realign/reconfigure to improve access and network connectivity
4. Riverside and Park – reconfiguration with continuous cross-section

## Shopiere Road

5. Prairie Ave / Bayliss Ave / Moccasin Trail – operational improvements; potential roundabout
6. Cranston Road intersection – geometric and operational improvements
7. Inman Parkway intersection – operational improvements; evaluate future signal or roundabout
8. I-39/90 northbound interchange ramp – roundabout and operational improvements
9. I-39/90 interchange – long-term geometric and capacity improvements
10. Prairie to Cranston – 3-lane cross-section conversion to improve safety and operations

## Prairie Avenue

11. Shopiere to Woodward – rehabilitation and operational improvements

## Park Avenue

12. Bayliss to White – rehabilitation and operational improvements

## White Avenue (WIS 81)

13. US 51 intersection – operational improvements and access management; Woodward intersection – access management
14. Park Avenue – roundabout to improve safety and operations
15. Park to Milwaukee – 3-lane cross-section conversion to improve safety and operations

## Colley Road

16. Milwaukee to Willowbrook – capacity and connectivity improvements
17. Turtle Town Hall Road – intersection realignment

## Milwaukee Road

18. Freeman Parkway intersection – geometric, operational, and capacity improvements

## McKinley Avenue

19. Burton to Beloit Newark (County Q) – connectivity and operational improvements

## Madison Road

20. Burton Road intersection – geometric and operational improvements; intersection realignment (potential roundabout)

## Liberty Avenue (WIS 81)

21. Madison to 4th – 3-lane cross-section conversion to improve safety and operations
22. 4th, 5th and 6th Streets – geometric and operational improvements; intersection realignment and signal modifications

## 4th Street

23. Liberty Avenue to Portland Avenue – 3-lane cross-section conversion to improve safety and operations
24. Portland Avenue intersection – operational improvements (potential roundabout)

## State Street

25. Shirland / Colby – intersection realignment to improve connectivity and operations

## Gardner Street (IL 75)

26. IL 2 to IL 251 – rehabilitation, operational improvements, and access management
27. Park Avenue intersection – geometric improvements to improve truck movements and safety
28. IL-251 intersection – operational improvements; potential roundabout
29. IL 251 to I-39/90 – rehabilitation, operational improvements, and access management
30. Manchester Road intersection – realignment with geometric, safety, and operational improvements
31. Willowbrook Road intersection – geometric improvements for safety and operations
32. I-39/90 interchange – short-term operational improvements; evaluate long-term modifications
33. Gateway Boulevard and Beloit Road intersection – geometric/traffic control improvements

## Willowbrook Road

34. Stateline to Gardner – capacity and operational improvements coordinated with WI improvements
35. Gardner to Bastian – rehabilitation including pavement and shoulder improvements
36. Bastian to Prairie Hill – rehabilitation including pavement and shoulder improvements

## Prairie Hill Road

37. Willowbrook intersection – operational improvements; potential roundabout
38. N. 2nd Street (IL 251) intersection – geometric improvements and access management
39. Fulmar Drive to IL 251 – roadway upgrades and potential capacity improvements

## Rockton Road

40. IL 251 interchange – interchange improvements to enhance safety, capacity, and operations
41. IL 251 to Willowbrook – roadway upgrades and potential capacity improvements
42. I-39/90 interchange – monitor traffic operations; potential geometric and operational improvements

## Bluff Street

43. Prairie Hill to Shirland – geometric and safety improvements

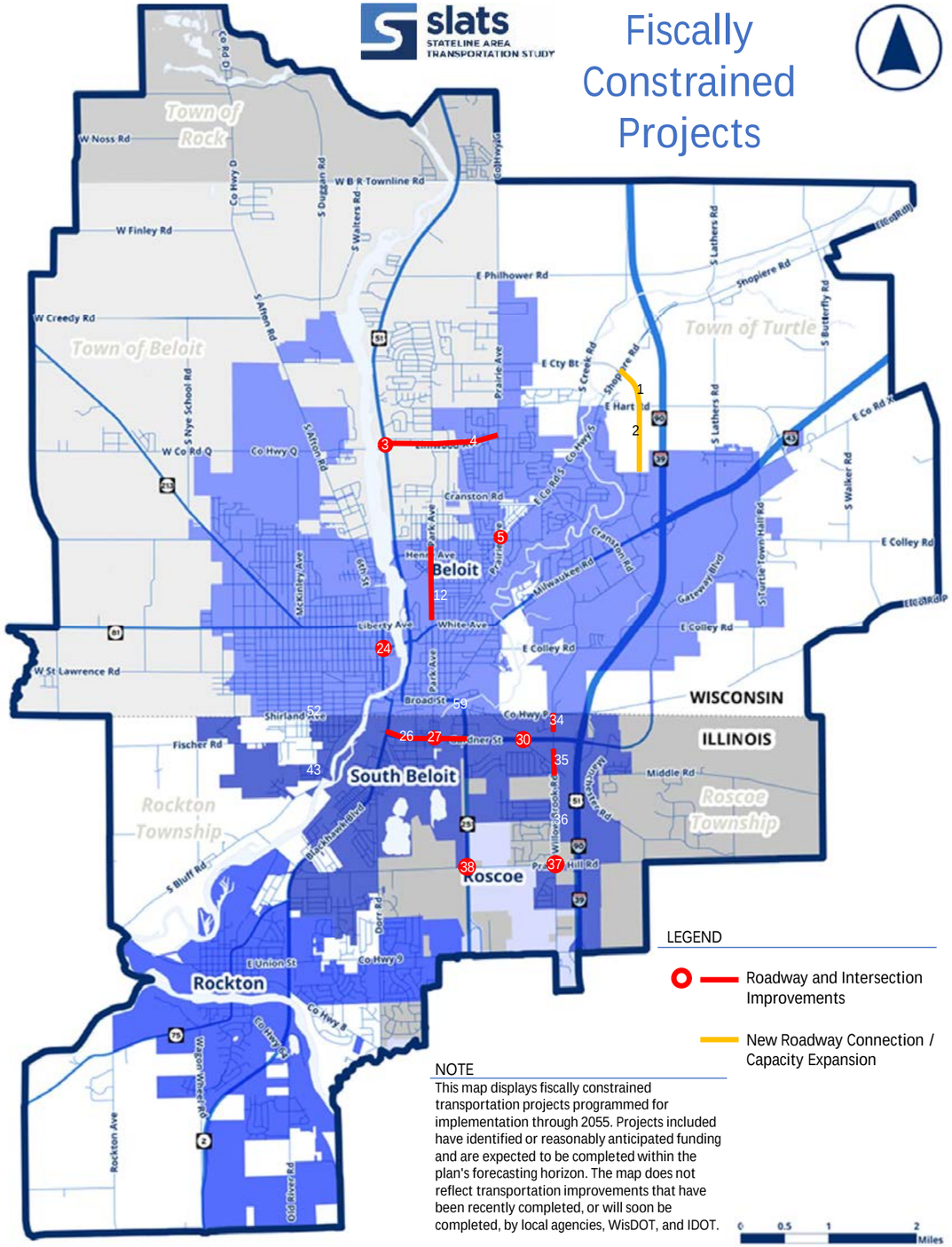
## Roadway Configuration Improvement / Study

44. US 51 (Henry to north of Philhower) – evaluate corridor reconfiguration performance and identify potential operational enhancements
45. Shopiere Road (Cranston to Inman) – evaluate corridor reconfiguration performance and identify potential operational enhancements
46. Cranston Road (Riverside to Milwaukee) – evaluate corridor reconfiguration performance and identify potential operational and safety enhancements
47. Henry Avenue (Riverside to Royce) – evaluate corridor reconfiguration performance and identify potential operational and safety enhancements
48. Park Avenue (Bayliss to White) – evaluate corridor reconfiguration performance and identify potential operational enhancements
49. Milwaukee Avenue (White to Turtle Creek) – evaluate corridor reconfiguration performance and identify potential operational enhancements
50. Madison Avenue (Burton to Townline) – evaluate feasibility and benefits of a road reconfiguration
51. Pleasant Street (Broad to White) – implement road reconfiguration to enhance safety
52. Shirland Avenue (Prairie Hill extension to Bluff) – evaluate feasibility and benefits of a road reconfiguration

## Future Studies / Perseveration

53. Regional Truck Corridor Optimization Study – evaluate transportation strategies to reduce pass-through truck traffic within the SLATS MPA and improve freight movement along US 14/WIS 11
54. Townline Road (County Hwy D to I-39/90) – evaluate long-term corridor improvements and connectivity needs
55. Townline Road (at I-39/90 interchange) – evaluate long-term need/feasibility of a new interchange
56. Inman Road (Hillside Avenue to Nye School Road) – evaluate the feasibility and benefits of a new river crossing to improve east-west network connectivity
57. Eastside roadway network – evaluate the feasibility of enhancing the roadway connectivity to support future growth and development
58. Prairie Hill Road (Bluff Road to Nye School Road) – evaluate a future north-south corridor connection and preservation needs
59. Broad / Gardner / Dearborn (US 51) / Blackhawk area – transportation and land use study to support redevelopment, enhance multimodal connections, and advance transportation and future land use planning goals

# Fiscally Constrained Projects




| Wisconsin portion of the SLATS MPA | | | |
|---|---|---|---|
| Project ID | Project Description | Program Year [2] | Estimated 2027 Cost |
| 5 | Shopiere Road (Prairie Ave / Bayliss Ave / Moccasin Trail) - construct roundabout; improve access and operations by closing Bayliss and realigning Moccasin. | 2033 | $ 4,750,000 |
| 3 | US 51 / Newark intersection (Elmwood Avenue Phase 1) – realign/reconfigure to improve access and network connectivity | 2035 | $ 2,800,000 |
| 24 | 4th Street / Portland Avenue intersection – construct roundabout | 2038 | $ 3,500,000 |
| 1 | BT Extension (Shopiere to Hart) Phase 1 – new roadway connection to improve network connectivity and access | 2041 | $ 3,200,000 |
| 12 | Park Avenue (Bayliss to White) – rehabilitation and operational improvements; construct bicycle facility consistent with the Active Transportation Plan | 2043 | $ 2,000,000 |
| 2 | BT Extension (Hart to Milwaukee, via Winchester Drive) Phase 2 – new roadway connection to improve connectivity and access | 2046 | $ 2,500,000 |
| 4A | Elmwood Avenue (Riverside and Park) Phase 2 – reconfiguration with continuous cross-section | 2048 | $ 2,500,000 |
| 4B | Elmwood Avenue (Park and Prairie) Phase 3 – reconfiguration with continuous cross-section | 2052 | $ 3,500,000 |

| Illinois portion of the SLATS MPA | | | |
|---|---|---|---|
| Project ID | Project Description | Program Year [2] | Estimated 2027 Cost |
| 34 | Willowbrook Road (Stateline to Gardner) – capacity and operational improvements coordinated with WI improvements | 2031 | $ 1,800,000 |
| 35 | Willowbrook Road (Gardner to Bastian) – rehabilitation including pavement and shoulder improvements | 2034 | $ 2,400,000 |
| 27 | Gardner Street (IL 75) Park Avenue intersection – geometric improvements to improve truck movements and safety | 2041 | $ 1,200,000 |
| 30 | Gardner Street (IL 75) Manchester Road intersection – realignment with geometric, safety, and operational improvements | 2045 | $ 1,200,000 |
| 37 | Prairie Hill Road (IL-251 intersection) – operational improvements; potential roundabout | 2051 | $ 2,000,000 |
| 38 | Prairie Hill Road (N. 2nd Street (IL 251) intersection) – geometric improvements and access management | 2055 | $ 1,000,000 |

NOTES 1) Project 26 is a planned reconstruction of IL 75 (IL 2 to IL 251) by IDOT in FY 2036; estimated cost is $30,000,000.

2) The program years reflect planning assumptions used to demonstrate fiscal constraint and estimate year-of-expenditure costs. They do not establish a required implementation order. As funding availability, project readiness, grant opportunities, and regional priorities change over time, SLATS and its partner agencies may revise project sequencing through future programming and implementation decisions. Any changes to project timing or sequencing will continue to be evaluated to ensure that the LRTP and TIP remain fiscally constrained.

# 7) Summary of Public Open House Comments

The following document summarizes the public and stakeholder feedback received during the public open houses.

**Key Themes from the SLATS 2055 LRTP Public Open Houses**
**September 15, 2026**

South Beloit City Hall (1:00 PM to 3:00 PM)
Beloit City Hall (4:00 PM to 6:00 PM)

The public open houses provided residents and stakeholders an opportunity to review and comment on the draft SLATS 2055 Long Range Transportation Plan (LRTP), which is currently available for a 30-day public review period. The draft 2027-2030 Transportation Improvement Program (TIP) was also available for review and discussion. A handful of individuals attended.

**Overall Support for the Draft Plan**

Attendees agreed that the fiscally constrained project recommendations support the vision, goals, and objectives outlined in the 2055 LRTP. No opposition to the recommended plan was expressed during the open houses. Feedback supported the proposed roadway, safety, preservation, and multimodal investments identified in the draft LRTP.

Attendees confirmed that safety and infrastructure preservation should be the highest transportation priorities within the region, consistent with the draft LRTP. Attendees generally agreed that congestion is not a widespread regional issue and is typically limited to peak travel periods and specific intersections where periodic delays and backups occur. Concerns regarding recent roadway reconfigurations were discussed, and it was felt that the benefits shown by recent data, including declining crash rates following implementation, outweigh some additional delays that motorists may experience during peak times. It was noted that the City has been making recent modifications to address some roadway reconfiguration concerns and that SLATS intends to further study the corridors to determine whether additional improvements or adjustments may be warranted.

**Intersection and Operational Improvements**

As documented in the draft LRTP, a number of the intersection improvements identified in the fiscally constrained projects were discussed as locations where improvements could enhance safety and operations. These included:

Attendees discussed the **Shopiere Road and Prairie Avenue** intersection and confirmed this is a challenging location. Attendees described recurring operational issues and observed illegal turning movements that contribute to safety concerns. Attendees agreed that the recommended improvement at this location would address both safety and traffic operations and would be a strong candidate for implementation in the near term.

**4th Street and Portland Avenue** was also confirmed as a location in need of improvement to better accommodate existing, and future, traffic. The discussion referenced recent study findings that confirmed operational concerns in the area and reinforced the need to enhance east-west connectivity. A roundabout concept was discussed, and attendees generally agreed it has the potential to provide safety and operational benefits while minimizing potential right-of-way impacts. It was acknowledged that additional detailed study would be needed to fully understand the impacts.

**Elmwood Avenue Projects**

The Elmwood Avenue corridor and related intersection improvements generated positive discussion. Attendees viewed the intersection of **Elmwood Avenue and US 51** as the highest priority, confirming that it makes sense to focus first on the intersection improvements followed by future corridor improvements extending to the east. This is consistent with the fiscally constrained programming of projects in the 2055 LRTP.

Attendees also highlighted the opportunity for this project to improve bicycle and pedestrian connectivity along the Elmwood corridor, particularly with the addition of bicycle accommodations on the Newark Road bridge that will soon be completed. The segment between Park Avenue and Prairie Avenue was identified as a challenging location for bicyclists and pedestrians and was viewed as a priority area for future multimodal improvements when this project advances to design and construction.

**Regional Connectivity and Corridor Preservation**

Generally speaking, attendees recognized the long-term vision of the potential projects presented and emphasized the importance of preserving corridors identified in the LRTP to support the development of the region's long-term transportation network and future growth.

The **BT Extension** was recognized as an important future connection that could improve mobility, support future development opportunities, and strengthen overall network connectivity. There was general agreement that this corridor provides an important north-south connection that also can enhance east-west connectivity.

Additionally, there was discussion regarding the BT Extension and how it could support broader regional connectivity by enhancing access to the west side of the river. The need for a new river crossing, while presenting challenges, could connect to an improved north-south arterial corridor on the west side of the SLATS MPA. Attendees emphasized the importance of preserving right-of-way along the respective corridors to maintain flexibility for future transportation needs and regional growth. Attendees noted that the limited

number of current river crossings creates challenges for east-west travel and reinforces the importance of preserving and advancing projects that improve network connectivity.

Completion of the **Prairie Hill Road bridge** connection was noted as a particularly important investment due to its role in improving regional connectivity and travel options. Additionally, preserving ROW extending north from the river crossing to the state line is important to accommodate a future roadway extension. Related to this discussion, attendees discussed the long-term role of **Prairie Hill Road** as an enhanced east-west transportation corridor within the SLATS MPA. Discussion included its potential future function as a possible three-lane facility and its connection to other planned network improvements. Attendees also noted plans for the segment between Boone County and IL 251 to eventually serve as a designated truck route.

It was also noted that an interchange at I-39/90 would align well with this corridor being a major east-west route; however, the current interchange spacing would likely prohibit such an improvement to be made in the future.

**Willowbrook Road Corridor**

Attendees strongly supported completion of the **Willowbrook Road improvements between the state line and Gardner Street**, citing the importance of improving safety, operations, and multimodal accommodations. While attendees recognized existing funding challenges on the Illinois side of the corridor, it was clear that this project is needed as soon as possible to align with the planned improvements on the Wisconsin side and accommodate anticipated growth in corridor traffic related to the casino opening.

Recent improvements at the **Prairie Hill Road and Willowbrook Road** intersection were also discussed, and attendees agreed the location could potentially benefit from a future roundabout, consistent with the fiscally constrained project recommendations. Attendees noted that traffic generated by the soon-to-be-completed casino development could increase demand along the Willowbrook corridor and at this intersection, making future operational and safety improvements increasingly important.

**Gardner Street Corridor**

The condition of **Gardner Street** was identified as a significant concern. Attendees noted that pavement conditions, maintenance needs, and safety considerations indicate the corridor requires improvements in the near term. While a future major rehabilitation project has been tentatively identified by IDOT for FY2036, attendees expressed concern that improvements will be needed much sooner due to the corridor's current condition and anticipated traffic growth.

The project team discussed how the draft LRTP seeks to improve intersections along the corridor through the fiscally constrained improvements identified in the plan. Attendees agreed with this approach and emphasized the importance of continued coordination with IDOT as future improvements are planned and programmed.

**Truck Traffic**

Heavy truck traffic continues to be a concern in portions of the SLATS MPA. Attendees at the South Beloit open house discussed frequent truck traffic along **IL 2** and confirmed that heavy truck movements remain a regular occurrence. Attendees supported SLATS plans to conduct additional study and analysis of regional truck travel patterns to better understand existing conditions and future freight transportation needs.

**Rockton Area Projects**

Attendees discussed ongoing transportation projects in the Rockton area, including improvements along **Old River Road** and **IL 2**. The discussion also highlighted the importance of continuing investments in side paths and other bicycle and pedestrian facilities to improve connectivity and provide safe transportation options throughout the area.

**Transportation and Land Use Planning**

Attendees expressed support for conducting a future transportation and land use study in the vicinity of the state line, as identified in the LRTP's potential projects list. Attendees indicated that such a study could help guide future corridor improvements, support economic development planning, identify multimodal opportunities, and inform long-term transportation investments, particularly along the Gardner Street corridor.

**Active Transportation and Multimodal Connectivity**

A recurring theme throughout both open houses was the importance of implementing recommendations from the regional Active Transportation Plan, which is referenced in the LRTP as the primary document for planned and priority bicycle and pedestrian projects within the region. Attendees supported continued investments in bicycle and pedestrian infrastructure as a means of improving mobility, safety, and accessibility for users of all ages and abilities.

Attendees emphasized the importance of filling gaps in the existing bicycle and pedestrian network and identifying opportunities to strengthen connections between neighborhoods, employment centers, schools, parks, and commercial areas. Attendees noted that future corridor and land use studies could help identify additional multimodal connection opportunities. The importance of connecting to regional trails was also mentioned.

Specific discussion occurred regarding potential bicycle and pedestrian accommodations along **IL 251**, including the feasibility of a side path facility. Attendees also highlighted the need for continued improvements along **Park Avenue**, consistent with the fiscally constrained projects identified in the LRTP.

**Summary**

Overall, feedback received at the public open houses was supportive of the draft 2055 LRTP and the fiscally constrained project recommendations. Attendees emphasized the importance of maintaining a focus on safety, preservation, intersection improvements, regional connectivity, corridor preservation, freight mobility, and expanded bicycle and pedestrian infrastructure. Attendees agreed that the proposed projects and recommendations align with the region's transportation needs and provide a reasonable framework for addressing future growth and mobility challenges through 2055.

# 8) SLATS TAC and Policy Board Coordination

The SLATS Technical Advisory Committee and Policy Board provided ongoing guidance throughout the development of the 2055 LRTP. This section includes meeting presentations from the April, June, August, and September 2026 committee meetings.

# 2055 Long Range Transportation Plan Update

# Joint Policy Board & Technical Advisory Committee Meeting

April 7, 2026

AECOM

# Agenda

1. 2055 LRTP Overview
2. Key Planning Steps
   - Goals and Objectives
   - Needs and Opportunities
   - Project Evaluation and Fiscal Constraint
   - Public and Stakeholder Engagement
3. Public Survey Results
4. Discussion / Questions










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STATELINE AREA
TRANSPORTATION STUDY

# 2055 Long Range Transportation Plan Update

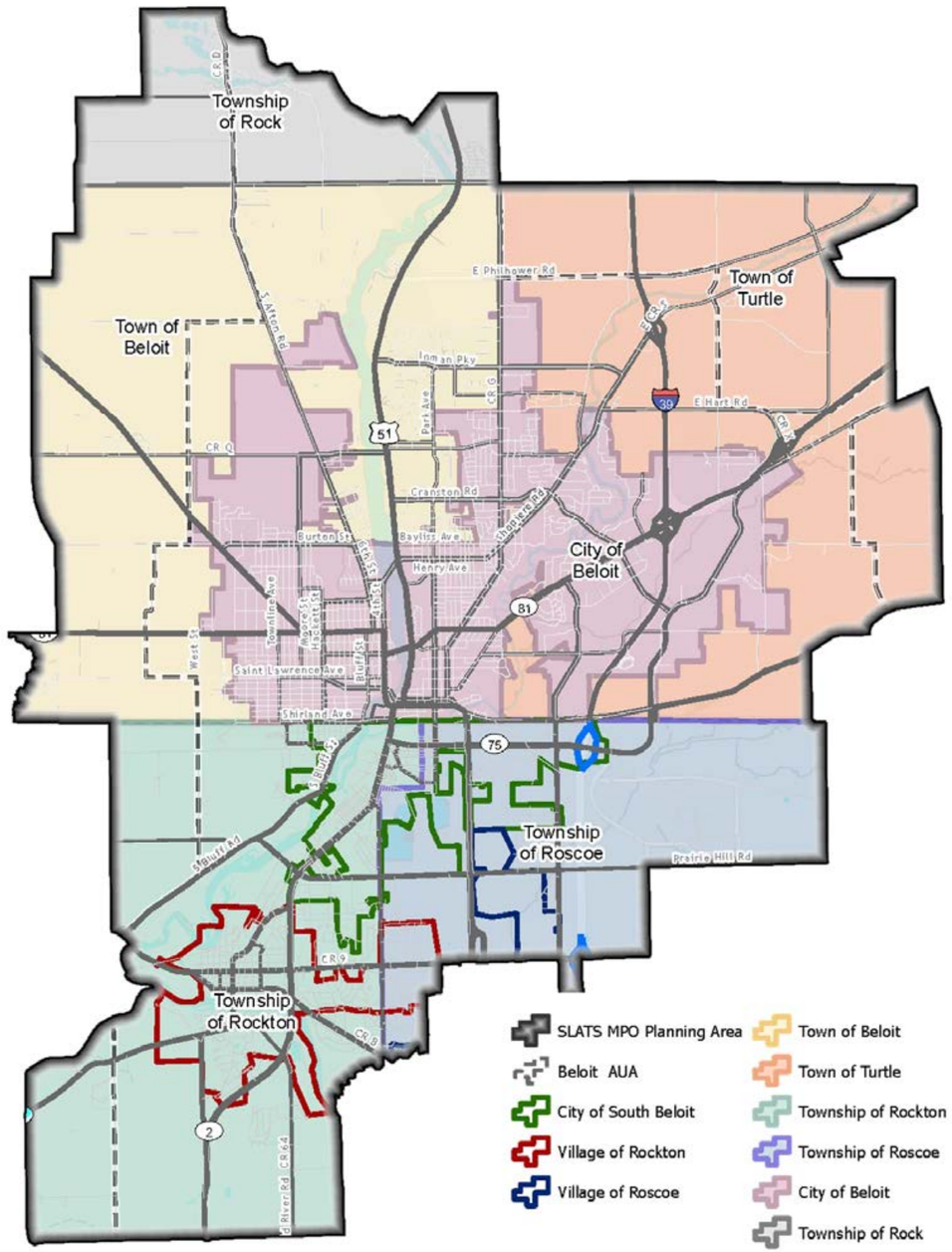
## 2055 LRTP Overview

# Purpose and LRTP Requirements

- Forecast to 2055
  - Consistent with other recent MPO LRTPs
- Framework and Vision
  - Federally mandated
  - Long-term framework guiding transportation investment and policy
- Multimodal Integration
  - Addresses roadway, transit, freight, bicycle, pedestrian, rail, and ITS
- Regulatory Compliance
  - Addresses federal and state requirements
  - Transparent decision-making, performance measures, public/stakeholder engagement, and fiscal constraint
- Regional Impacts
  - Investments support mobility, safety, economic vitality, and quality of life

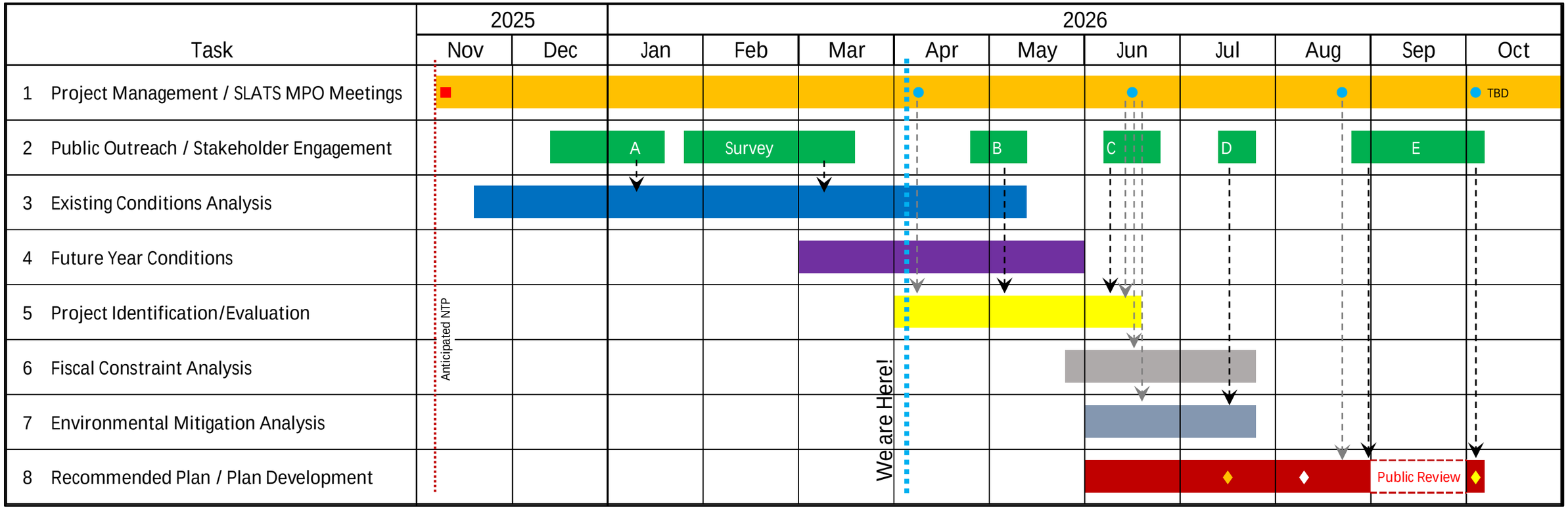
# SLATS Metropolitan Planning Area

- City of Beloit, WI
- Town of Beloit, WI
- Town of Turtle, WI
- Rock County, WI
- City of South Beloit, IL
- Village of Rockton, IL
- Rockton Township, IL
- Winnebago County, IL



# Schedule

- Draft Report – August 2026
- Final Plan Adoption – October 2026




- SLATS Kick-off Meeting
- SLATS MPO meetings
- Preliminary DRAFT LRTP for SLATS Staff Review/Comments
- DRAFT LRTP to SLATS Committees
- Submit FINAL LRTP (adopted by Oct. 4, 2026)

- A Develop Social Pinpoint Site (SPP); Issues Mapping; and, Existing Conds / Survey
- B Stakeholder Outreach (Virtual Meetings)
- C SPP Update; Comments on Potential Projects; Online Public Open House
- D SPP Update (possible second survey or other engagement activity)
- E Draft LRTP (Public Review); Final LRTP posted after adoption of the 2055 LRTP.

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STATELINE AREA
TRANSPORTATION STUDY

# 2055 Long Range Transportation Plan Update

## Key Planning Steps

# Key Planning Steps

- Goals and Objectives
  - Establishes the regional multimodal transportation vision
  - Aligned with performance measures

- Needs and Opportunities
  - Assess current and future (2055) system across all modes

- Project Evaluation and Fiscal Constraint
  - Coordination with WisDOT/IDOT to identify historical funding/projections
  - Identification of fiscal constrained projects, and illustrative projects

- Public and Stakeholder Engagement
  - Provide various opportunities to participate
  - Stakeholder engagement at key points; including with MPO Board and TAC engagement

# Goals and Objectives

# Federal Requirements

23 U.S.C. § 450.306

Defines the scope of the metropolitan transportation planning process.

Requires MPOs to consider the 10 federal planning factors when developing the LRTP (and TIP).

| | |
|---|---|
| **Economic Vitality** | ...support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; |
| **Safety** | increase the safety of the transportation system for motorized and nonmotorized users; |
| **Security** | increase the security of the transportation system for motorized and nonmotorized users; |
| **Accessibility and Mobility** | increase the accessibility and mobility of people and for freight; |
| **Environment** | protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; |
| **Integration and Connectivity** | enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; |
| **System Efficiency** | promote efficient system management and operation; |
| **Preservation** | emphasize the preservation of the existing transportation system; |
| **Resiliency and Reliability** | improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and, |
| **Travel and Tourism** | enhance travel and tourism. |

# SLATS Goals Align with WisDOT and IDOT Statewide LRTP Goals

CONNECT 2050

- Safety – Reduce fatalities and serious injuries for all users across all modes.
- Efficient Multimodal Mobility – Support reliable movement of people and goods using an integrated, multimodal system.
- Infrastructure Stewardship – Preserve and optimize existing transportation assets before expanding the system.
- Economic Competitiveness – Strengthen Wisconsin's economy by supporting freight movement, workforce access, and regional connectivity.
- Equity and Accessibility – Improve access to transportation options for people of all ages, abilities, incomes, and locations.
- Environmental Sustainability – Reduce transportation's environmental impacts and increase system resilience.

MOVE ILLINOIS LRTP LONG RANGE TRANSPORTATION PLAN

- Safety and Security – Improve safety outcomes for all transportation users statewide.
- Multimodal Mobility and Access – Provide reliable, connected transportation options for people and freight across urban and rural Illinois.
- Equity and Inclusion – Ensure transportation investments equitably serve historically underserved and environmental justice communities.
- System Stewardship – Maintain and modernize existing infrastructure to maximize return on investment.
- Environmental Sustainability and Resilience – Address climate impacts and support a more sustainable transportation system.
- Economic Vitality – Support statewide economic growth, freight movement, and community development.

# Review of SLATS 2045 LRTP Goals and Objectives

1) Economic Vitality
2) System Preservation
3) Mobility and Accessibility
4) Safety and Security
5) Environmentally Friendly
6) Healthy Neighborhoods
7) Land Use Integration
8) Environmental Justice and Equity in Transportation System Development

| Goals | Objectives |
|---|---|
| 1. Economic Vitality – Prioritize transportation investments that foster regional economic development opportunities. | a. Coordinate transportation, land use, and economic development planning across the state line. |
| | b. Develop a transportation system to enhance access to local and regional employment centers. |
| | c. Maintain and improve existing transportation links to central business districts within the MPA. |
| | d. Improve access to major tourist destinations, including roadways, bicycling, and public transportation. |
| 2. System Preservation – Strategically support and strengthen existing local and regional transportation assets. | a. Strive for sufficient budgetary resources to maintain the existing transportation infrastructure. |
| | b. Where possible, enhance the system efficiency of existing travel corridors as opposed to adding new roadway capacity. |
| | c. Utilize emerging technology to increase the efficiency of the existing regional transportation system. |
| | d. Improve the resilience of the regional transportation system to minimize service disruptions and to quickly recover when they occur. |
| 3. Mobility and Accessibility – Develop a comprehensive, multimodal system that enhances mobility and accessibility for all transportation users. | a. Enhance connectivity and access in the regional roadway network to facilitate reliable travel conditions. |
| | b. Enhance transit connectivity and accessibility within the Stateline Area. |
| | c. Expand the bicycle and pedestrian system to improve regional connectivity with a particular focus on enhancements to the multi-use trail system. |
| | d. Support the development of complete streets which incorporate appropriate transit, bicycle and pedestrian accommodations into roadway improvements. |
| | e. Advance regional transit planning, including passenger rail service, to identify opportunities to connect to Rockford, Janesville, Madison, Chicago and Milwaukee. |
| 4. Safety and Security – Improve transportation safety and security throughout the region. | a. Minimize crash exposure within the Stateline Area with an emphasis on reducing fatalities and serious injuries. |
| | b. Consider all system users (cyclists, transit users, pedestrians, motorists, freight carriers) when planning, designing and constructing transportation facilities. |
| | c. Support public education to promote safe transportation behavior. |
| 5. Environmentally Friendly – Promote transportation investments that preserve and protect the environment. | a. Support transportation system investments that preserve open space and natural amenities, adequately accommodate stormwater runoff, and enhance connections to these regional assets. |
| | b. Proactively evaluate, and minimize, the environmental impacts of proposed transportation improvements within the region. |
| | c. Identify and expand transportation options that reduce automobile travel and/or promote energy conservation. |
| 6. Healthy Neighborhoods – Provide well-connected, sustainable neighborhoods that enhance quality of life. | a. Facilitate the efficient, effective movement of freight through the region to minimize the negative impacts on residential neighborhoods. |
| | b. Support mixed-use, transit-oriented developments that encourage walkable, connected neighborhoods that provide an alternative to driving. |
| 7. Land Use Integration – Strengthen the integration between land use and transportation initiatives to promote transportation system efficiency. | a. Coordinate transportation planning with regional land use plans. |
| | b. When appropriate, identify and plan for corridor preservation to accommodate future year capacity needs. |
| | c. Plan the transportation system to encourage contiguous development consistent with smart growth principles. |
| 8. Environmental Justice and Equity in Transportation System Development – Prioritize transportation investments that support and improve mobility and access for traditionally underserved residents, workers, business owners, and visitors. | a. Actively engage people of color, low income and transient populations, and people with limited English proficiency in transportation system planning and development. |
| | b. Prioritize multimodal transportation investments that enhance access to jobs, healthcare, education and other essential destinations for traditionally underserved residents. |

# 2055 LRTP Goals and Objectives

## Discussion

- Are there any changes or additions that should be made for the 2055 LRTP goals and objectives?

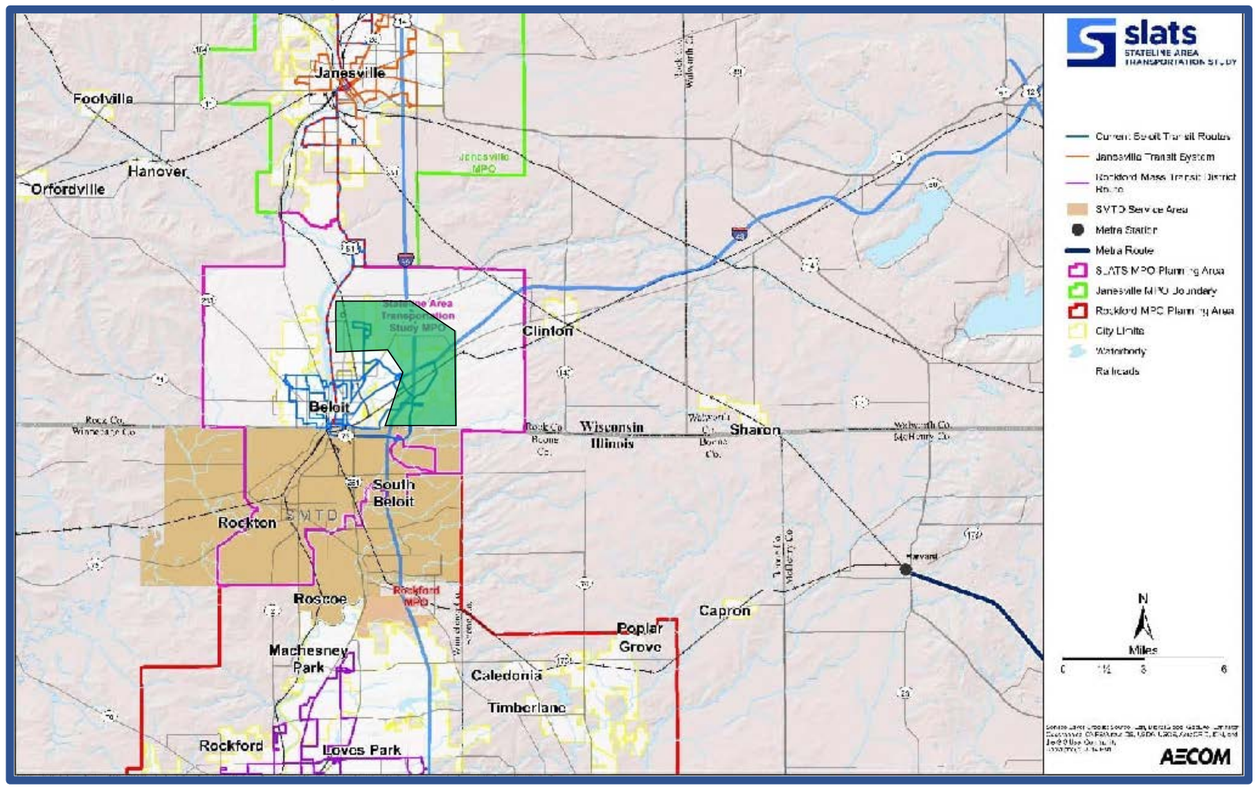
## Next Steps

- Please email TJ with any comments by Tuesday, April 14th

# Needs and Opportunities

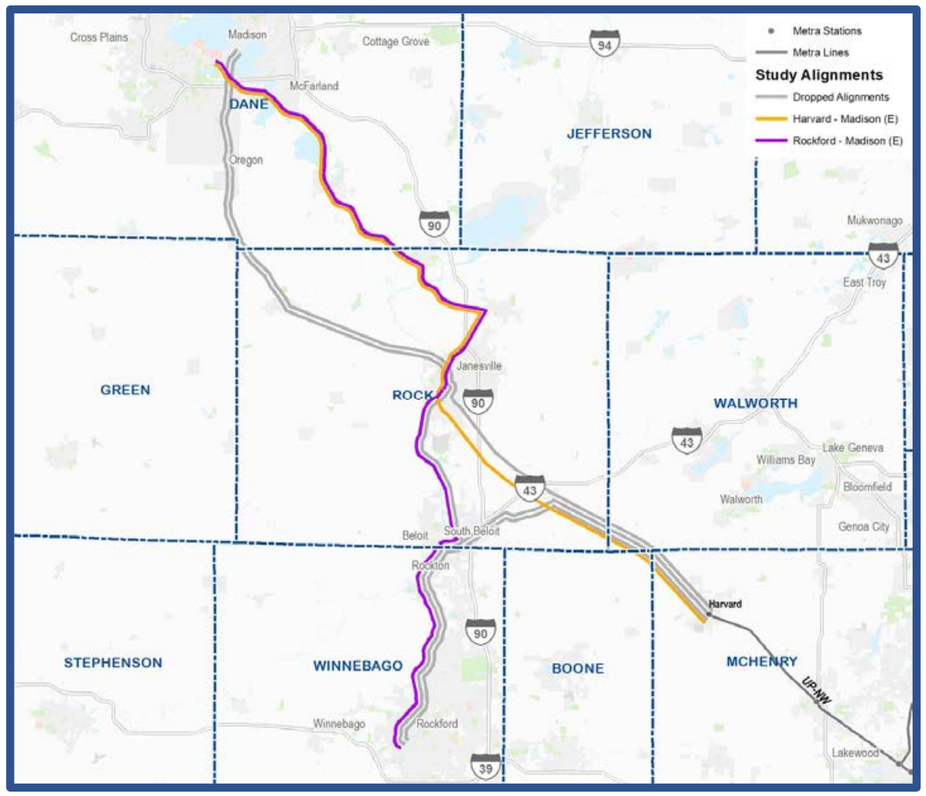
# Review of 2045 LRTP – Public Transportation

## Enhanced Regional Service




- Enhance regional service coordination
  - Encourage compact development / land use coordination
  - Advance discussions / implementation of coordinated service
- Explore On-Demand Service / Microtransit
  - Enhance existing BTS fixed-route service

## Advance Passenger Rail Service Planning




- Preserve railroad right-of-way
- Revaluate ridership potential using new US Census data
- Coordinate with future development
- Monitor opportunities related to the pending Federal surface transportation bill

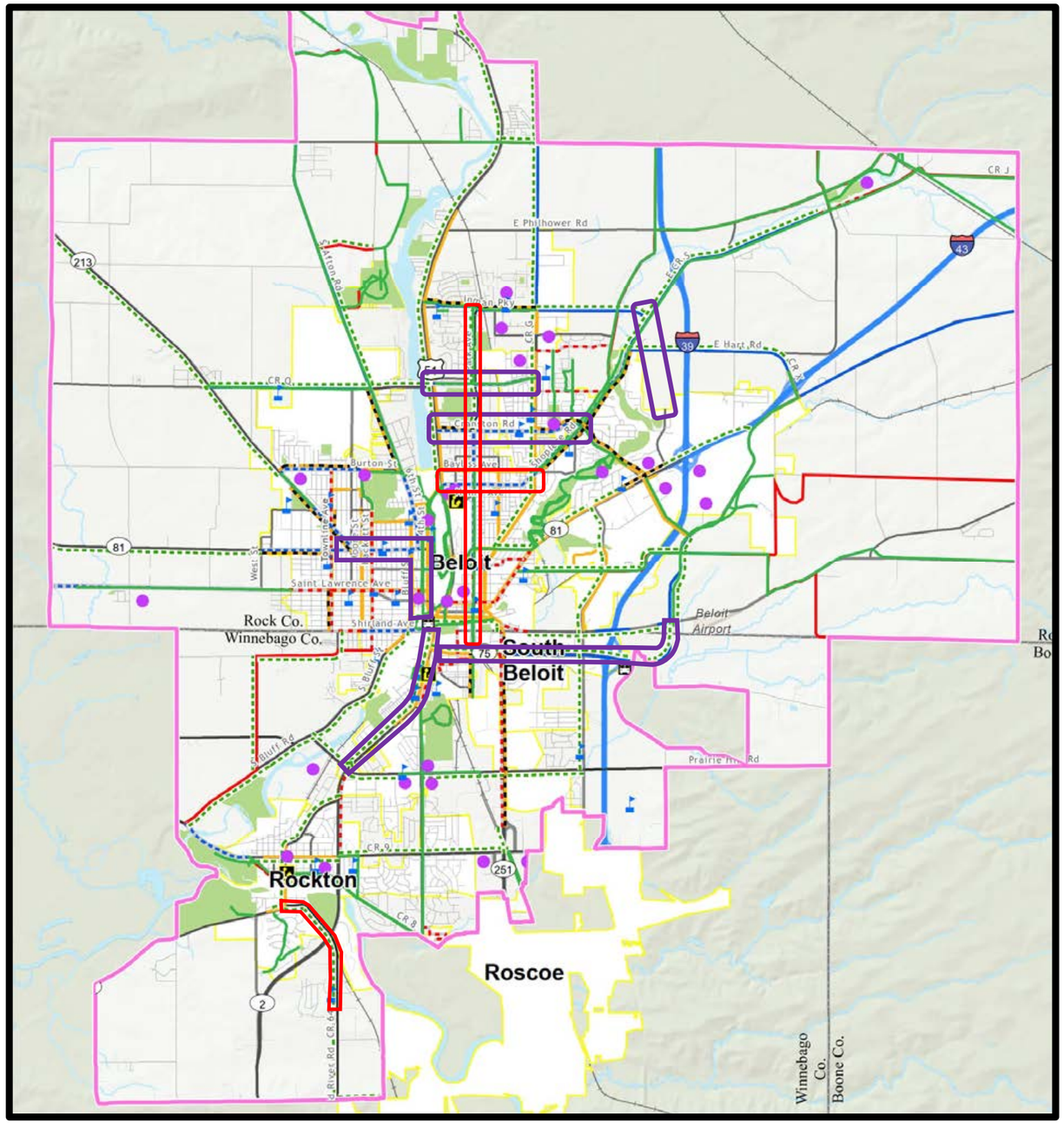
# 2045 LRTP – Non-Motorized Improvements

## Committed Projects

- Park Avenue (Ingersol to Inman Parkway)
- Henry Avenue (Riverside Drive to Prairie Avenue)
- Old River Road (IL-75 to Stephen Mack Middle School)

## Fiscally Constrained Roadway Projects

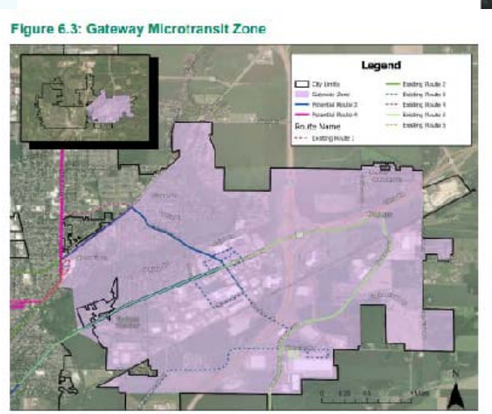
- Cranston Road (Riverside Drive to Prairie Avenue)
  - continue east to Shopiere Road
- Elmwood Avenue (Riverside Drive to Prairie Ave.)
- Liberty Avenue (West St. to Fourth St.), and Fourth St. (Broad St. to Liberty Ave.)
  - fiscally constrained roadway improvements are only along some portions of this corridor
- BT Extension – new roadway project to include appropriate complete streets elements
- Gardner Street (Blackhawk Boulevard to IL 251)
  - continue east to Gateway Boulevard
- Blackhawk Boulevard (Prairie Hill to the state line)

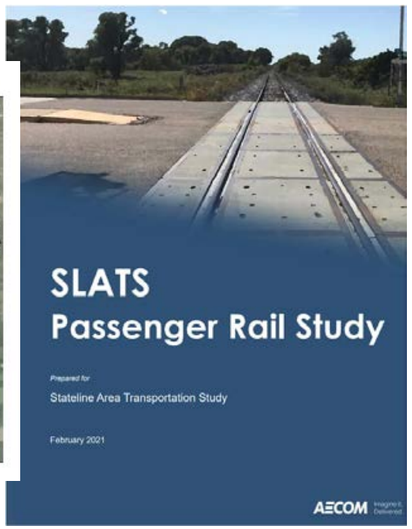


# Leverage Recent Planning Efforts

- Active Transportation Plan
- Passenger Rail Studies
- Transit Studies
  - Microtransit
  - Regional Transit Development Plan
  - Beloit-Janesville Express
  - Rock County Coordinated Public Transit – Human Services Transportation Plan
- Corridor Studies
  - Shopiere Road
  - Wisconsin Hwy 81 (WIS 213 – Milwaukee Rd)



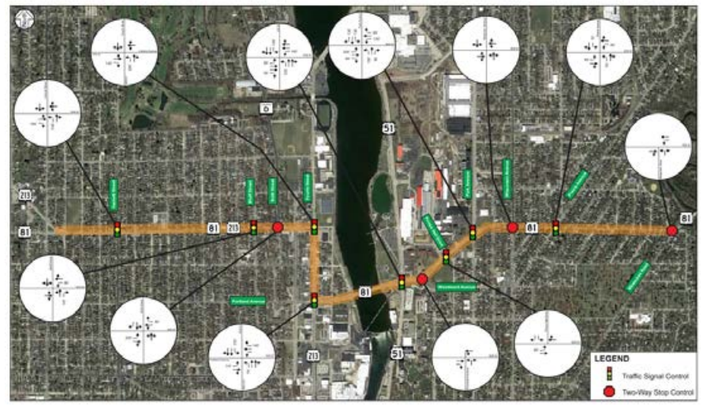







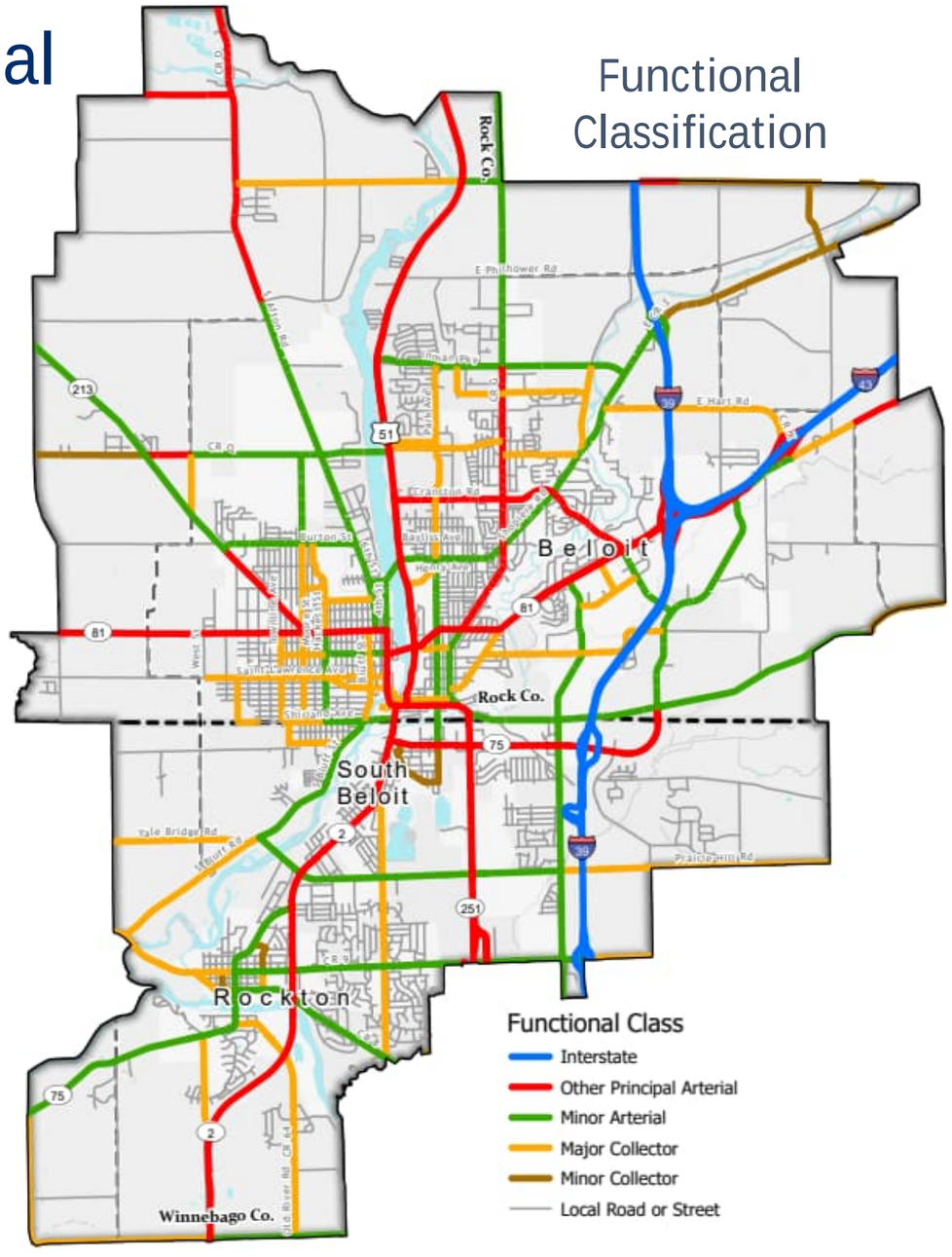
Rock County Coordinated Public Transit – Human Services Transportation Plan

2024-2028

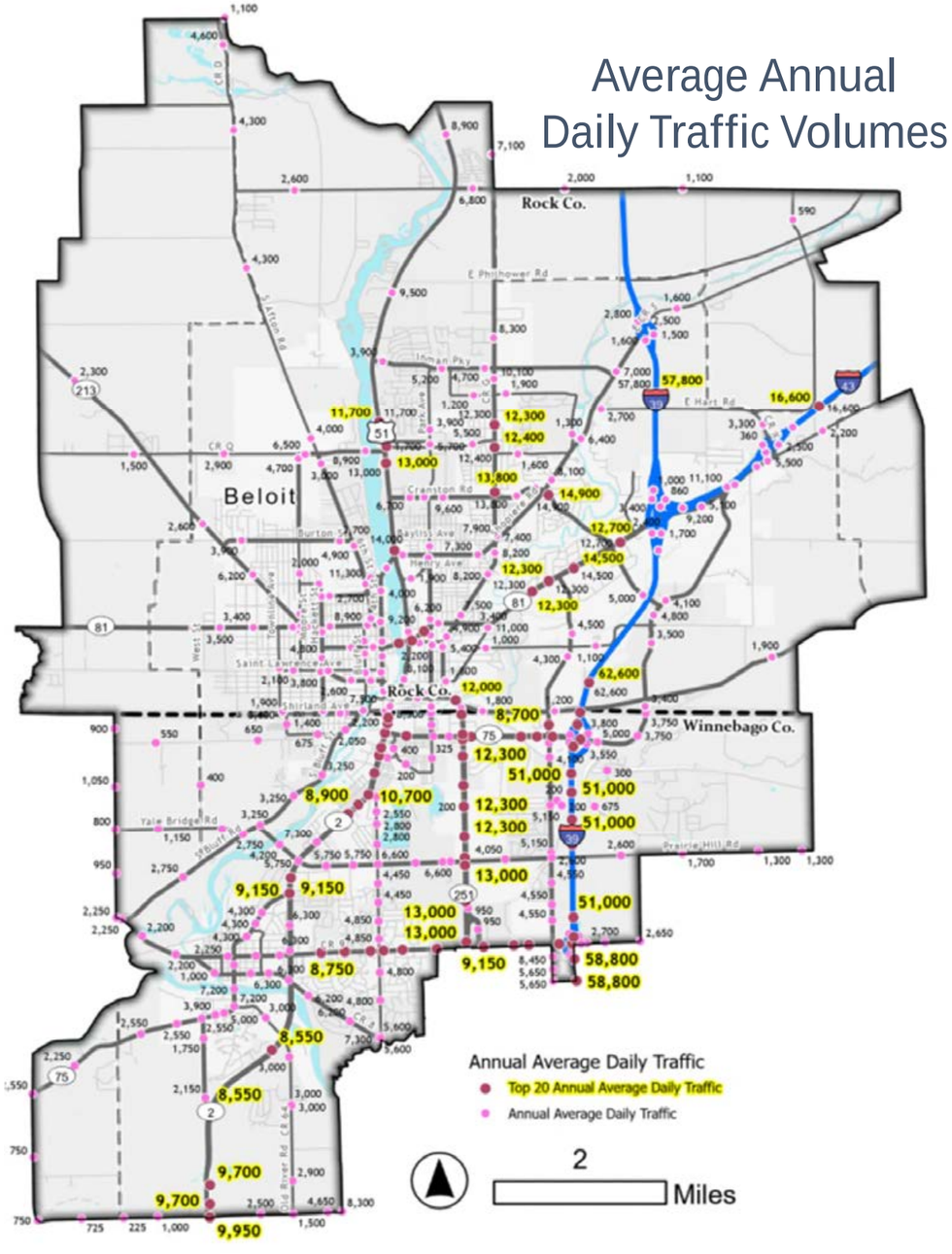


# Functional Class & Volumes

## Functional Classification

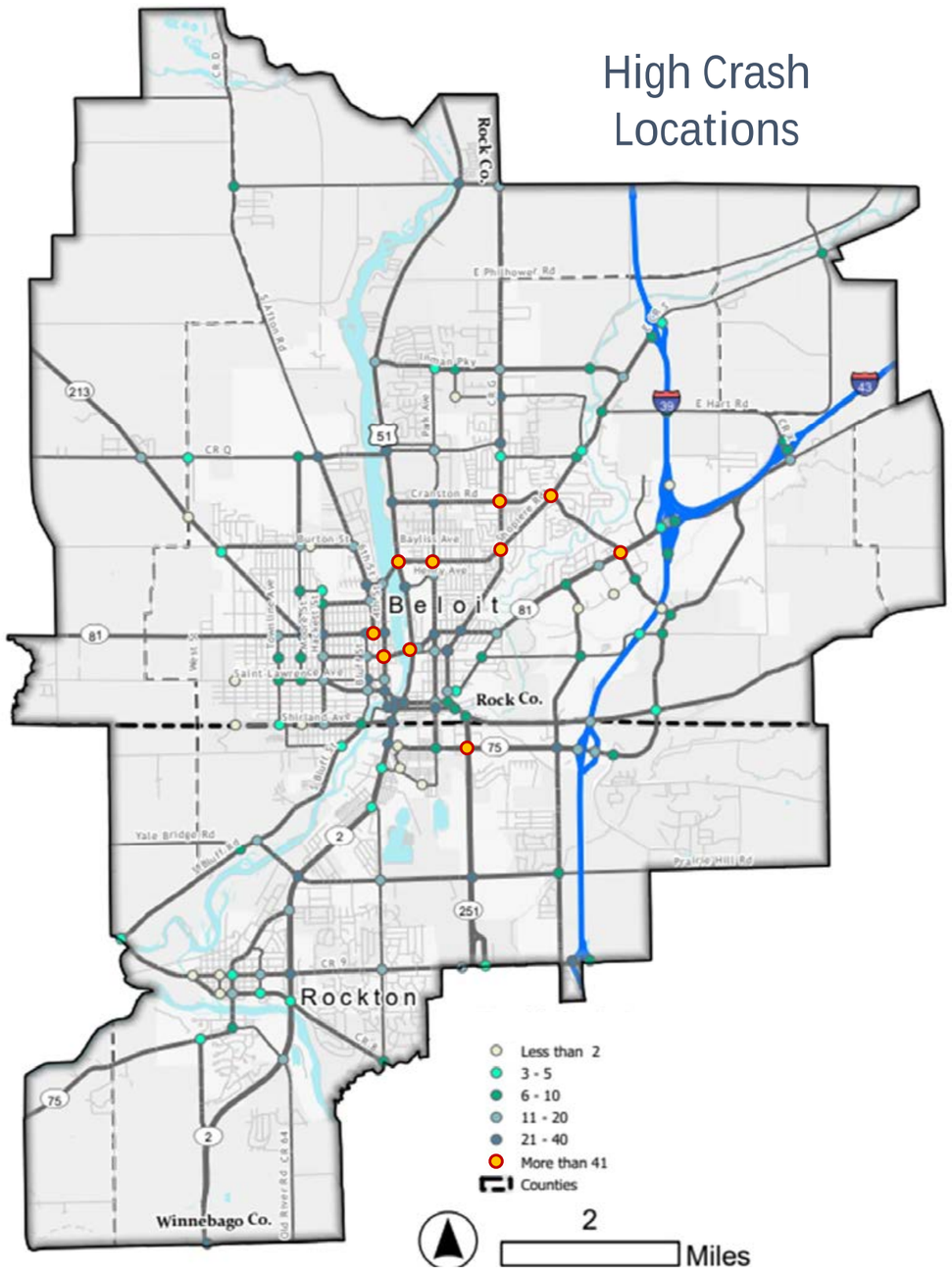



## Average Annual Daily Traffic Volumes

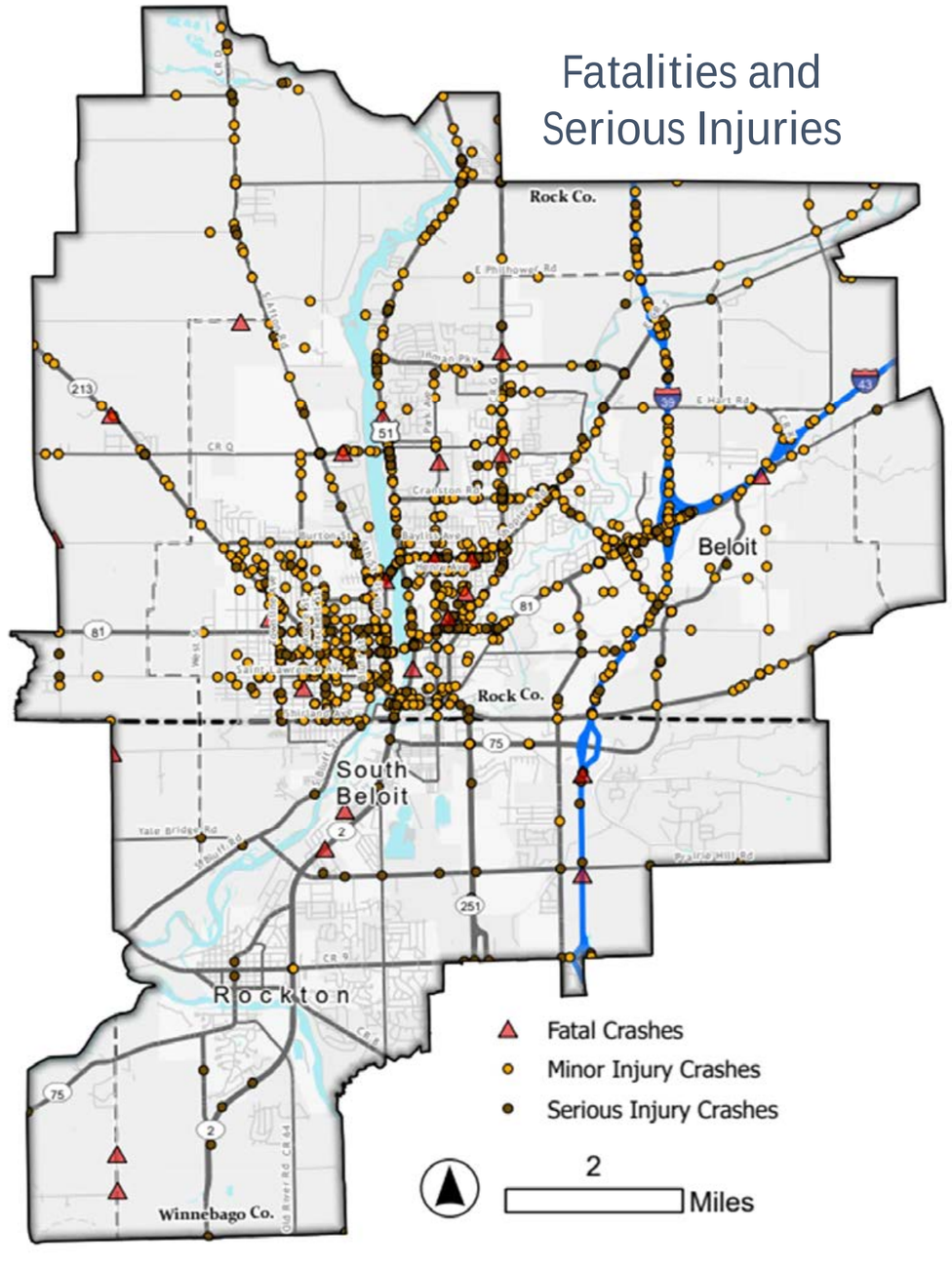


# Safety Analysis

## High Crash Locations

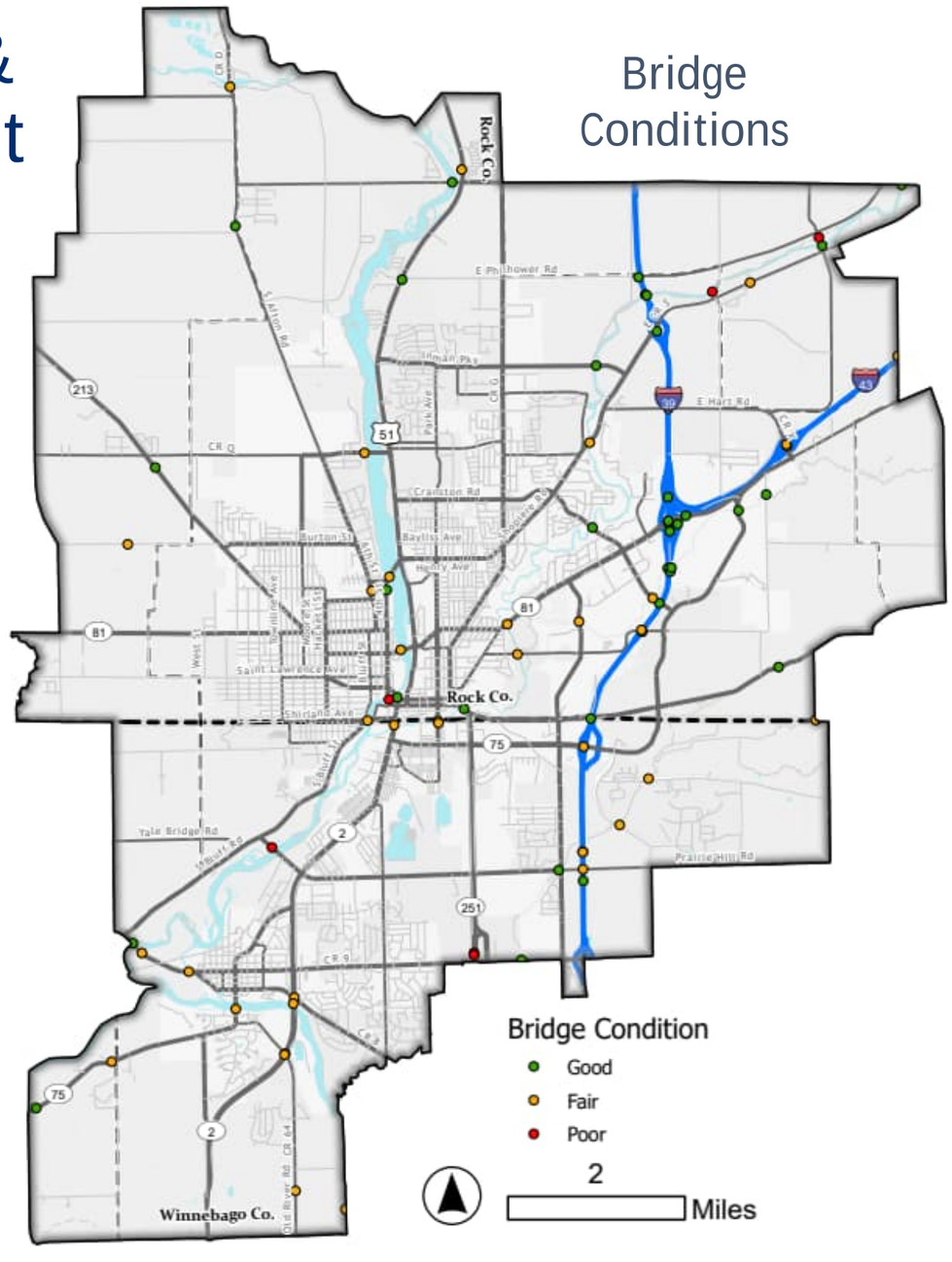



## Fatalities and Serious Injuries



# Bridges & Pavement

## Bridge Conditions

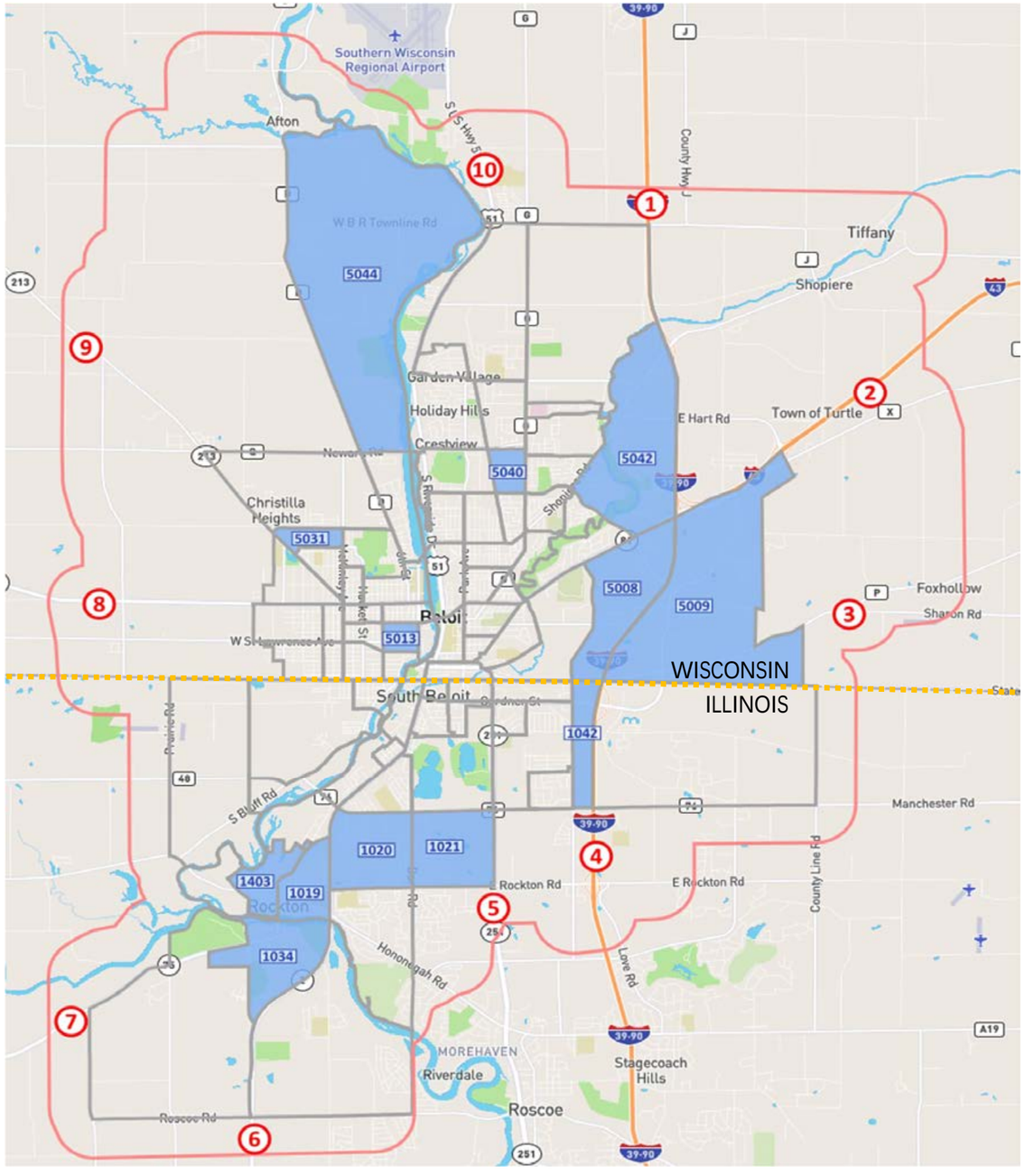



## Pavement Conditions



# Regional Truck Travel Analysis

| | ID | Location |
|---|---|---|
| Origins | 1 | I-39 (North MPA Boundary) |
| | 2 | I-43 |
| | 3 | WI 67 |
| | 4 | I-39 (South MPA Boundary) |
| | 5 | IL 251 (2nd Street) |
| | 6 | IL 2 (Main Street) |
| | 7 | IL 75 (Freeport Road) |
| | 8 | WI 81 (Liberty Avenue) |
| | 9 | WI 213 (Madison Road) |
| | 10 | US 51 (North MPA Boundary) |



# Regional Truck Travel Analysis

## Legend

AADT = Average Annual Daily Traffic

HCV = Heavy Commercial Vehicles (Trucks)

E–E = External – External Trips

E–I = External – Internal Trips

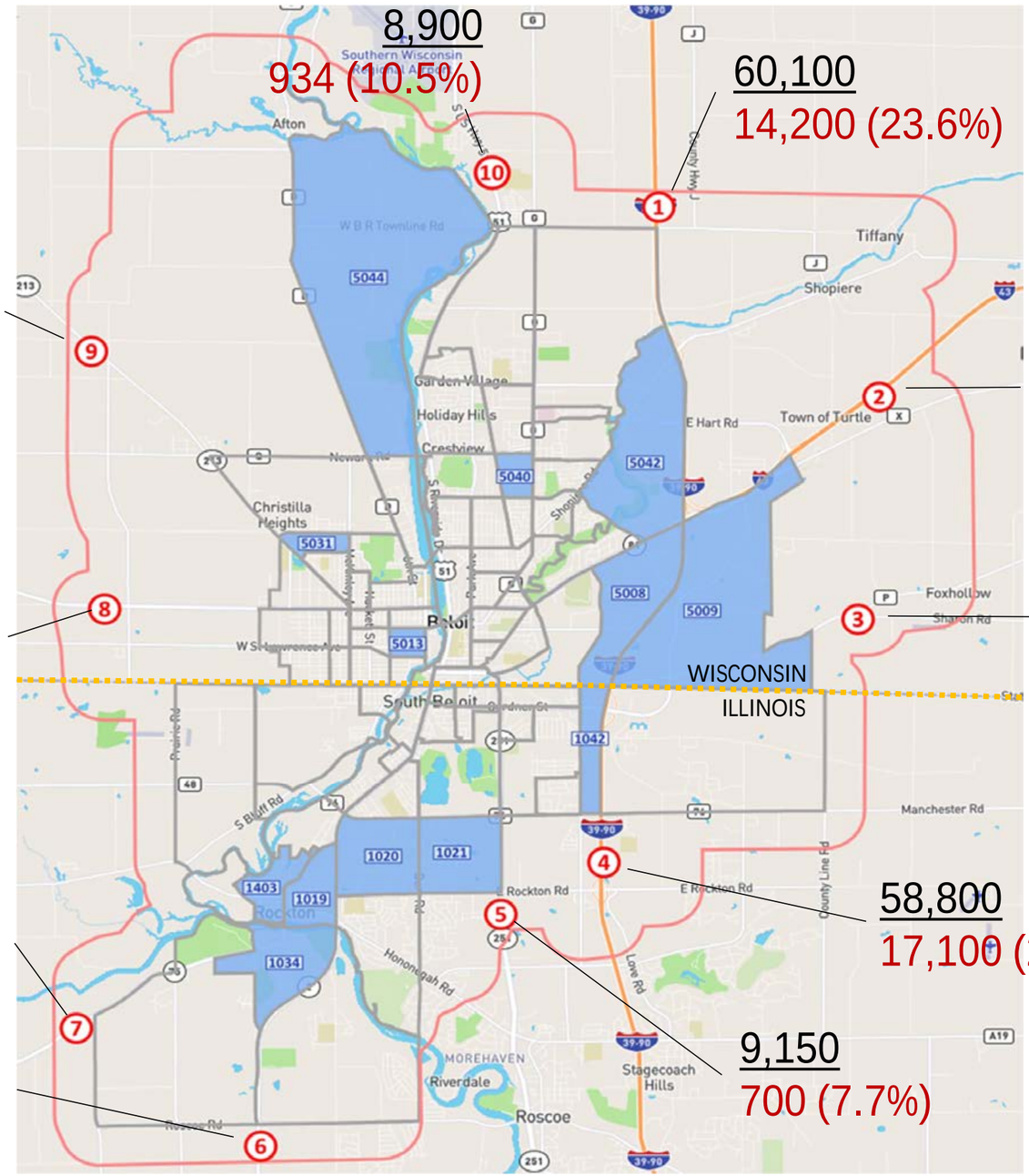
| | | | | | | Directional (Assume 50/50 Split) | | HCV | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | ID | Location | AADT | HCV | HCV % | AADT | HCV | E-E Trips | E-E % | E-I Trips | E-I % |
| Origins | 1 | I-39 (North MPA Boundary) | 60,100 | 14,200 | 23.6% | 30,050 | 7,100 | 6,578 | 93% | 522 | 7% |
| | 2 | I-43 | 16,600 | 3,584 | 21.6% | 8,300 | 1,792 | 1,205 | 67% | 587 | 33% |
| | 3 | WI 67 | 1,900 | 237 | 12.5% | 950 | 119 | 41 | 35% | 78 | 65% |
| | 4 | I-39 (South MPA Boundary) | 58,800 | 17,100 | 29.1% | 29,400 | 8,550 | 7,274 | 85% | 1,276 | 15% |
| | 5 | IL 251 (2nd Street) | 9,150 | 700 | 7.7% | 4,575 | 350 | 74 | 21% | 276 | 79% |
| | 6 | IL 2 (Main Street) | 9,950 | 520 | 5.2% | 4,975 | 260 | 17 | 7% | 243 | 93% |
| | 7 | IL 75 (Freeport Road) | 2,250 | 295 | 13.1% | 1,125 | 148 | 28 | 19% | 120 | 81% |
| | 8 | WI 81 (Liberty Avenue) | 3,500 | 704 | 20.1% | 1,750 | 352 | 203 | 58% | 149 | 42% |
| | 9 | WI 213 (Madison Road) | 2,300 | 255 | 11.1% | 1,150 | 128 | 0 | 0% | 128 | 100% |
| | 10 | US 51 (North MPA Boundary) | 8,900 | 934 | 10.5% | 4,450 | 467 | 48 | 10% | 419 | 90% |

# Regional Truck Travel Analysis

- Average Annual Daily Traffic (AADT)
- Heavy Commercial Vehicle (HCV) volumes

Legend

AADT Volume
HCV Volume (HCV%)



# Regional Truck Travel Analysis

- External – External Truck Trip Percentages

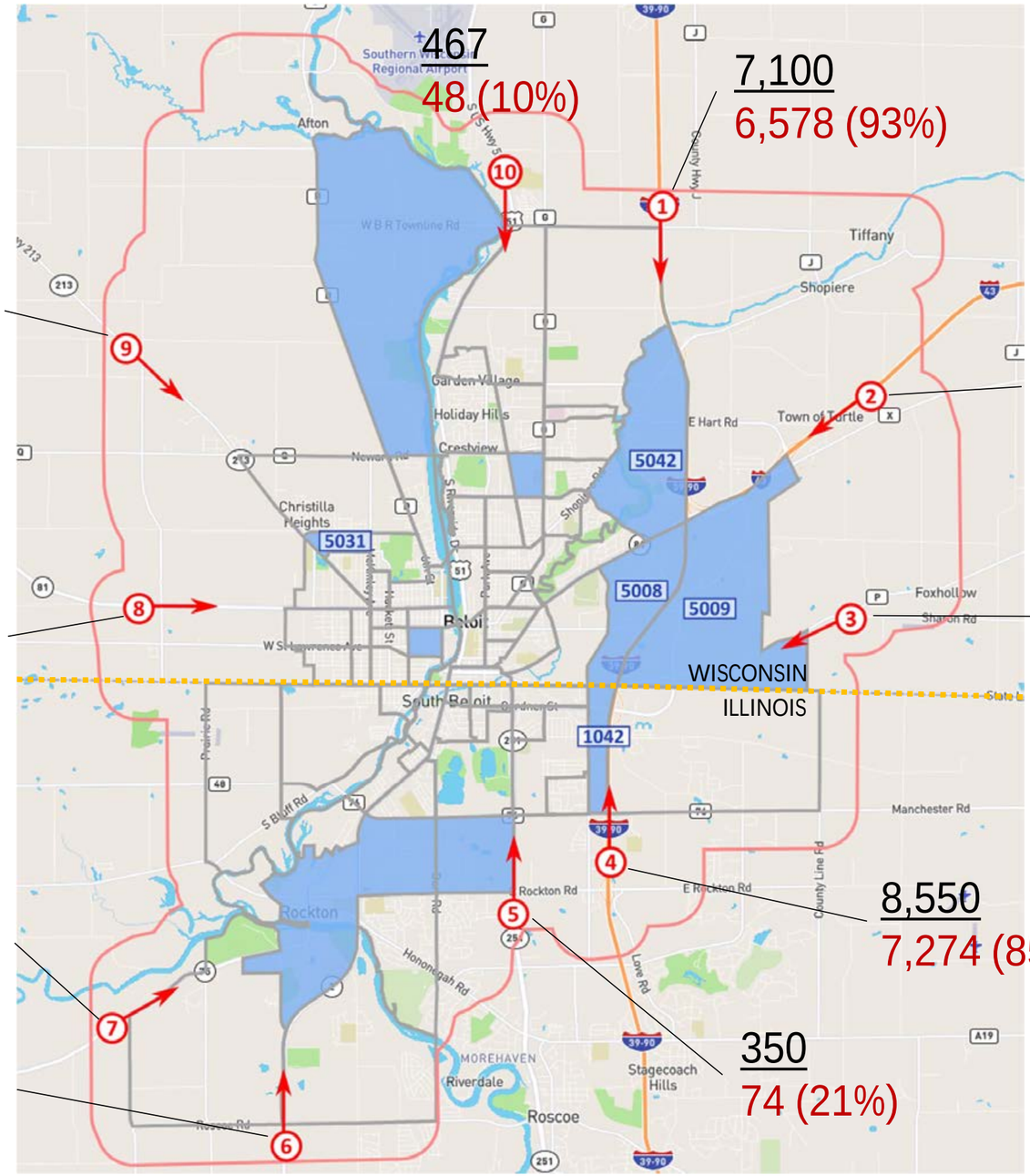
| | | | Screenline Destination | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ID | Location | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Screenline Origin | 1 | I-39 (North MPA Boundary) | | 41% | 8% | 22% | 11% | 3% | 14% | 13% | 0% | 0% |
| | 2 | I-43 | 8% | | 0% | 12% | 7% | 0% | 5% | 39% | 0% | 0% |
| | 3 | WI 67 | 47% | 0% | | 12% | 0% | 0% | 67% | 91% | 25% | 0% |
| | 4 | I-39 (South MPA Boundary) | 25% | 16% | 13% | | 0% | 0% | 0% | 22% | 0% | 67% |
| | 5 | IL 251 (2nd Street) | 39% | 8% | 0% | 0% | | 0% | 0% | 0% | 0% | 7% |
| | 6 | IL 2 (Main Street) | 0% | 3% | 0% | 0% | 0% | | 1% | 2% | 0% | 3% |
| | 7 | IL 75 (Freeport Road) | 9% | 10% | 0% | 0% | 0% | 2% | | 0% | 0% | 0% |
| | 8 | WI 81 (Liberty Avenue) | 2% | 15% | 100% | 37% | 33% | 1% | 0% | | 0% | 0% |
| | 9 | WI 213 (Madison Road) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% |
| | 10 | US 51 (North MPA Boundary) | 0% | 0% | 0% | 27% | 2% | 1% | 6% | 29% | 33% | |

# Regional Truck Travel Analysis

- External – External Trips

Legend

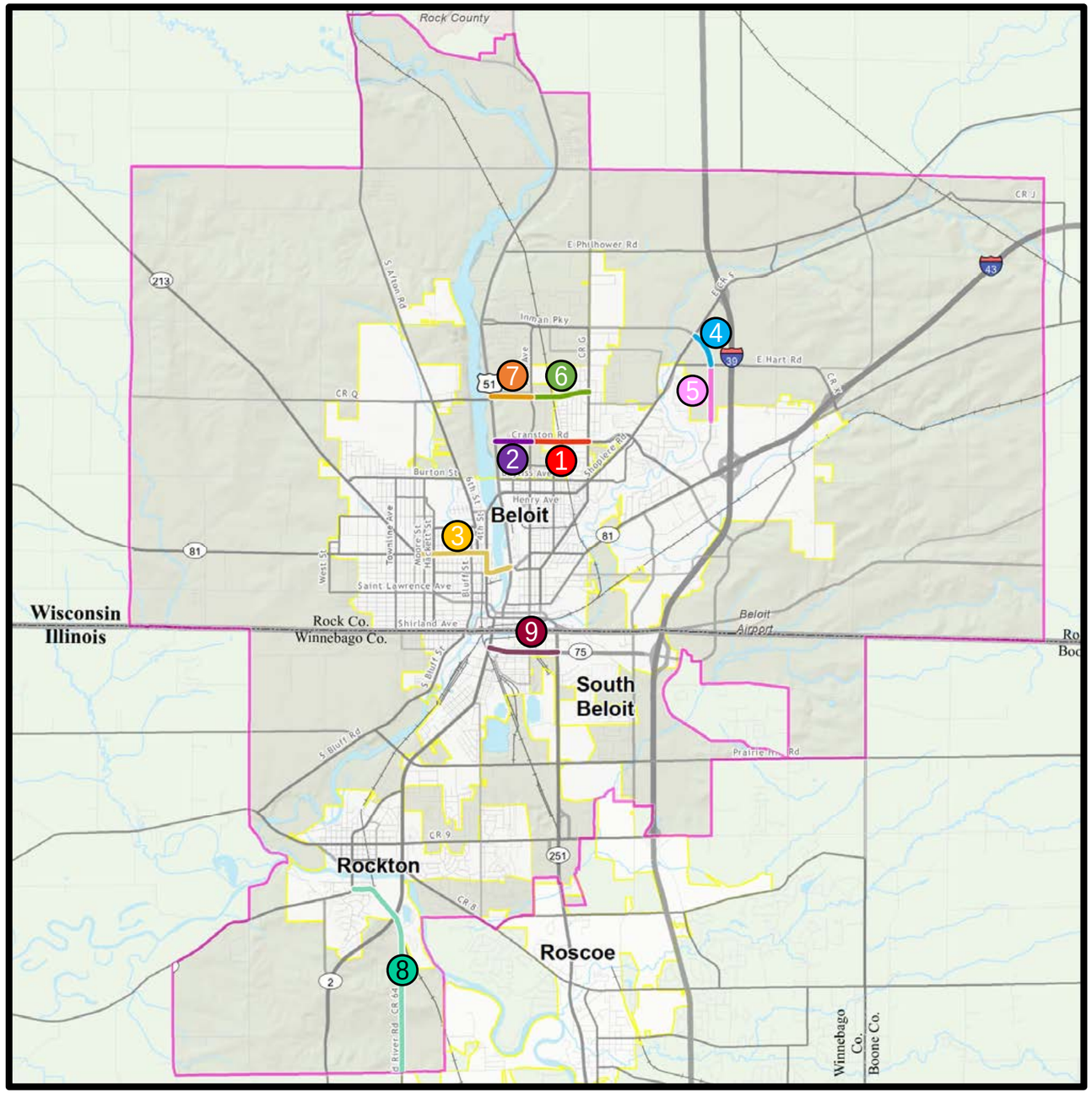
HCV Volume
E-E Trips (E-E%)



# Project Evaluation and Fiscal Constraint

# 2045 LRTP Fiscally Constrained Plan

1. Cranston Road – Phase 1 (Park Avenue to Prairie Avenue) – FY 2025
2. Cranston Road – Phase 2 (Riverside Drive to Park Avenue) – FY 2027 / 2029
3. Liberty Avenue / 4th Street / Portland Avenue – FY 2027
4. BT Extension – Phase 1 (S to approx. 200 feet south of Hart) – FY 2029
5. BT Extension – Phase 2 (200 feet south of Hart to Winchester) – FY 2031
6. Elmwood Avenue – Phase 1 (Riverside Drive to Park) – FY 2033
7. Elmwood Avenue – Phase 2 (Park to Prairie) – FY 2035
8. Old River Road (IL-75 to Roscoe Road) – FY 2024 (currently in the 2021 TIP)
9. Gardner Street – Phase 1 (FY 2028) and Phase 2 (FY 2032); the limits of phase 1 and phase 2 to be determined.



# 2045 LRTP Illustrative Projects / Future Studies

A Blackhawk Boulevard – Corridor Study identified several recommendations for bicycle accommodations and upgrade of Turtle Creek to accommodate bikes and address flooding issues.

B Shirland Avenue – Potential complete streets project to enhance east-west connectivity and to link to the new stadium.

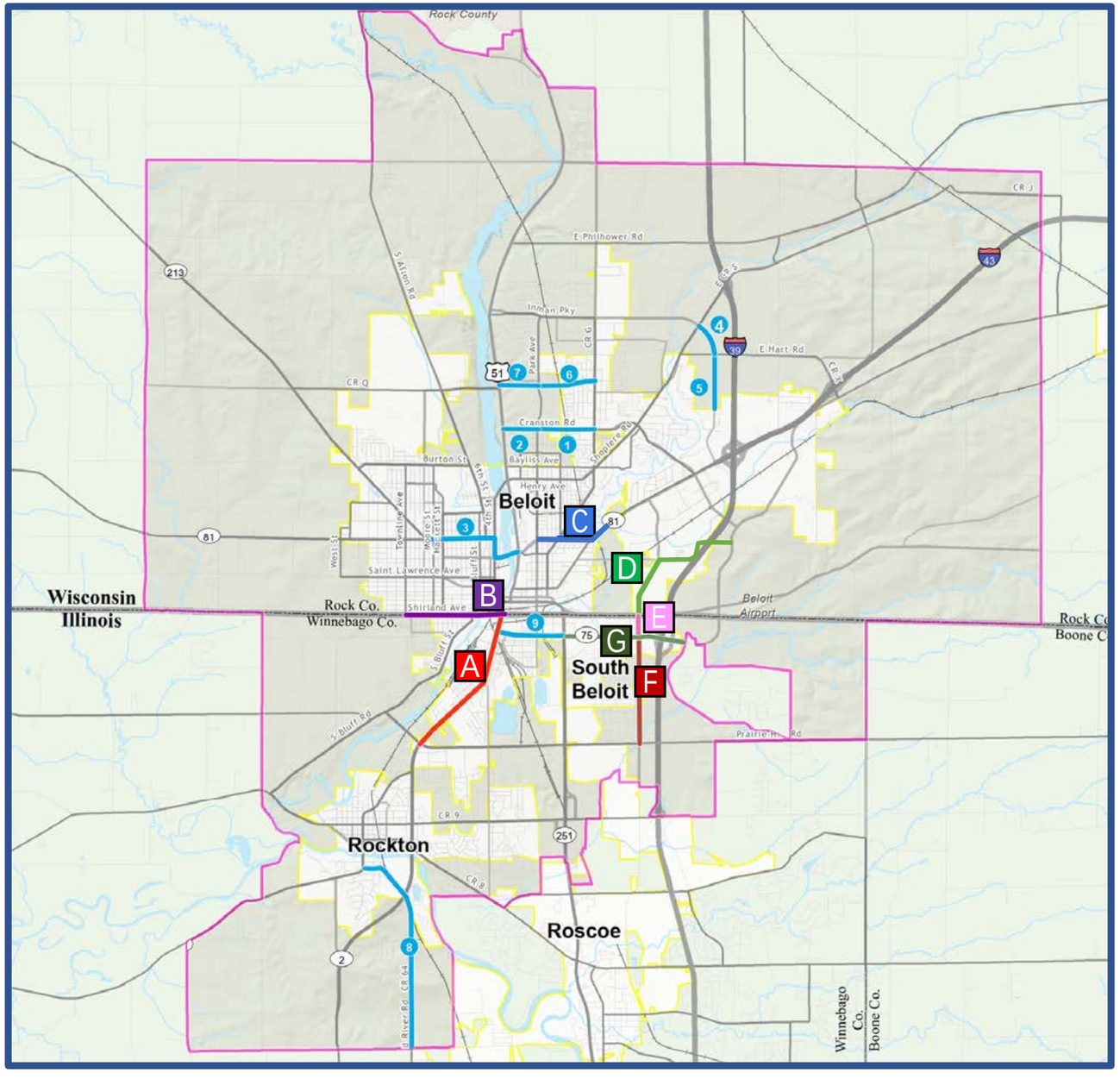
C Milwaukee Road / White Avenue – Monitor for potential congestion and traffic operational issues.

D Willowbrook Road and Colley Road – Local roadway improvements being planned to accommodate the new Casino

E Willowbrook Road (State line to Gardner) – Priority segment that will require improvements to accommodate the next casino.

F Willowbrook Road (Gardner to Prairie Hill) – Priority segment that will require improvements to accommodate the next casino.

G Gardner Street – traffic operational/signal improvements; accommodate truck traffic



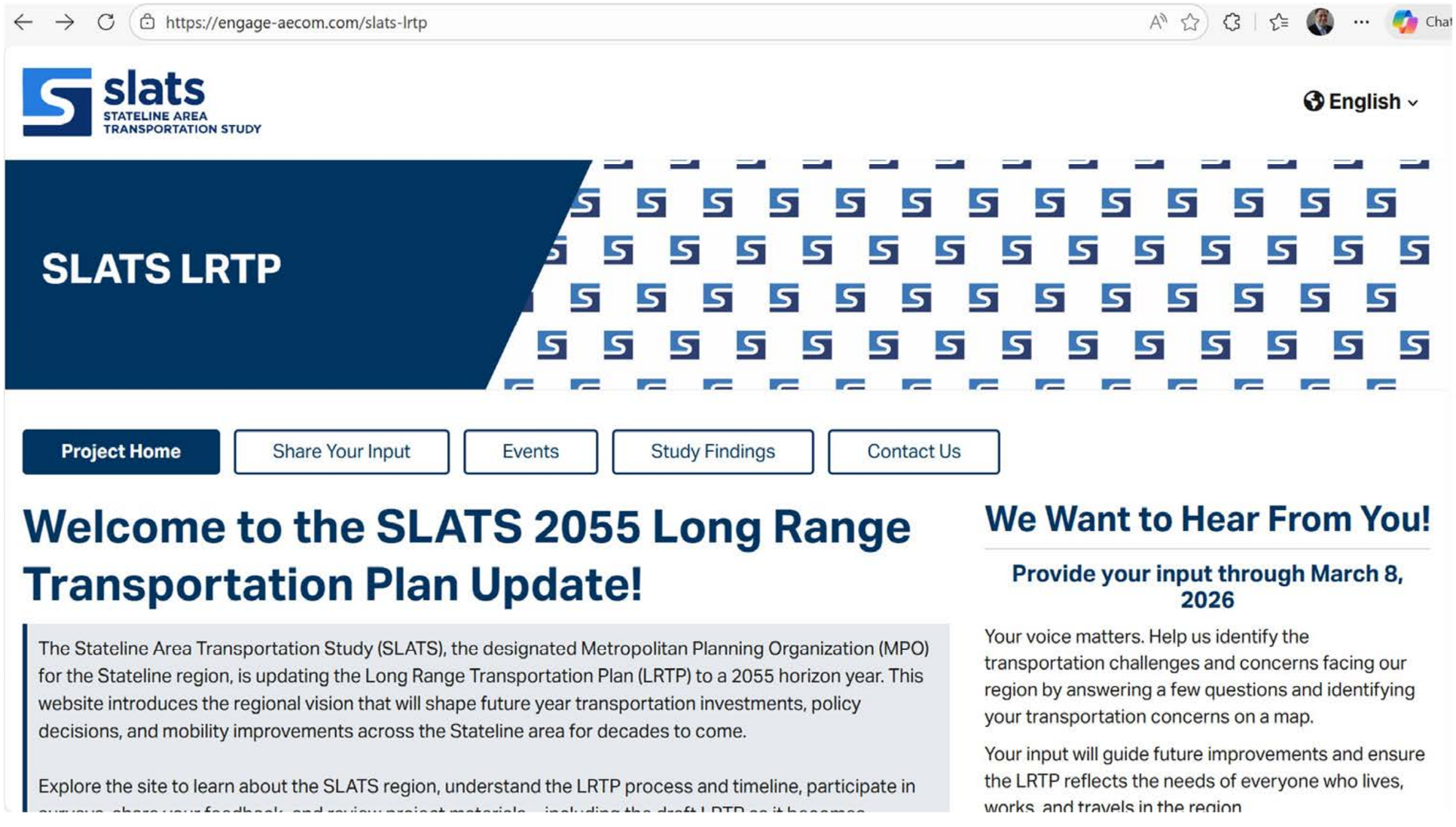
# Public and Stakeholder Engagement

# A Look Back at Public Comments on 2045 Draft LRTP

- Desire for longer transit hours of service, no consistent way to get home after an evening shift.
- Maintenance concerns.
- Increase in truck traffic, especially related to Amazon and other Gateway businesses.
- Desire for enhanced biking facilities adjacent to schools and other locations.
- Discussion of using local transit enhancements as well as a desire to enhance regional transit (crossing the Stateline)
- Traffic concerns such as speeding and enforcement on Park Avenue, Harrison Avenue, Milwaukee Road (south of White Avenue) including the curve at Bushnell Street and Milwaukee Road/White Avenue.

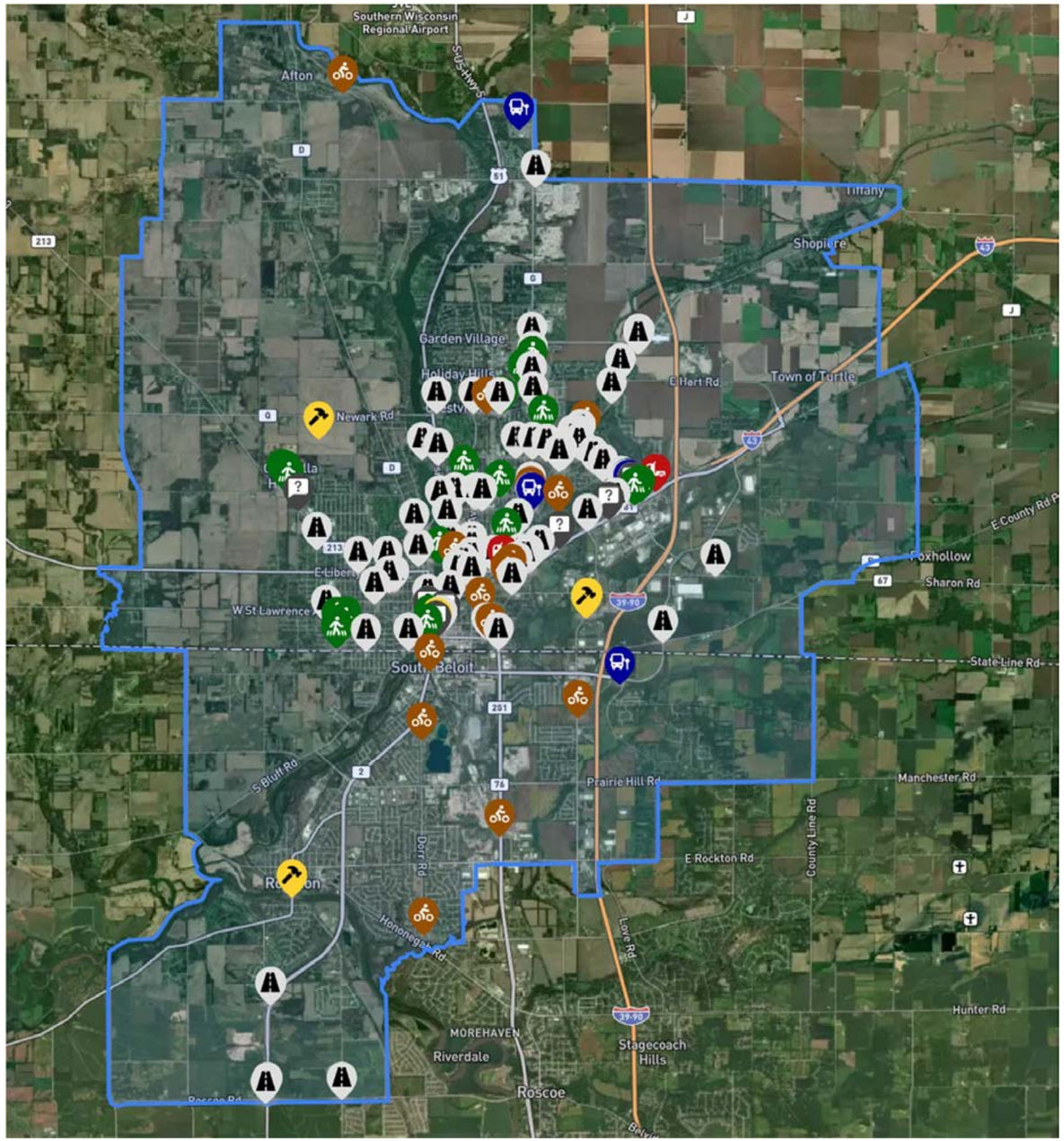
# LRTP Website

## www.SLATSLRTP.com



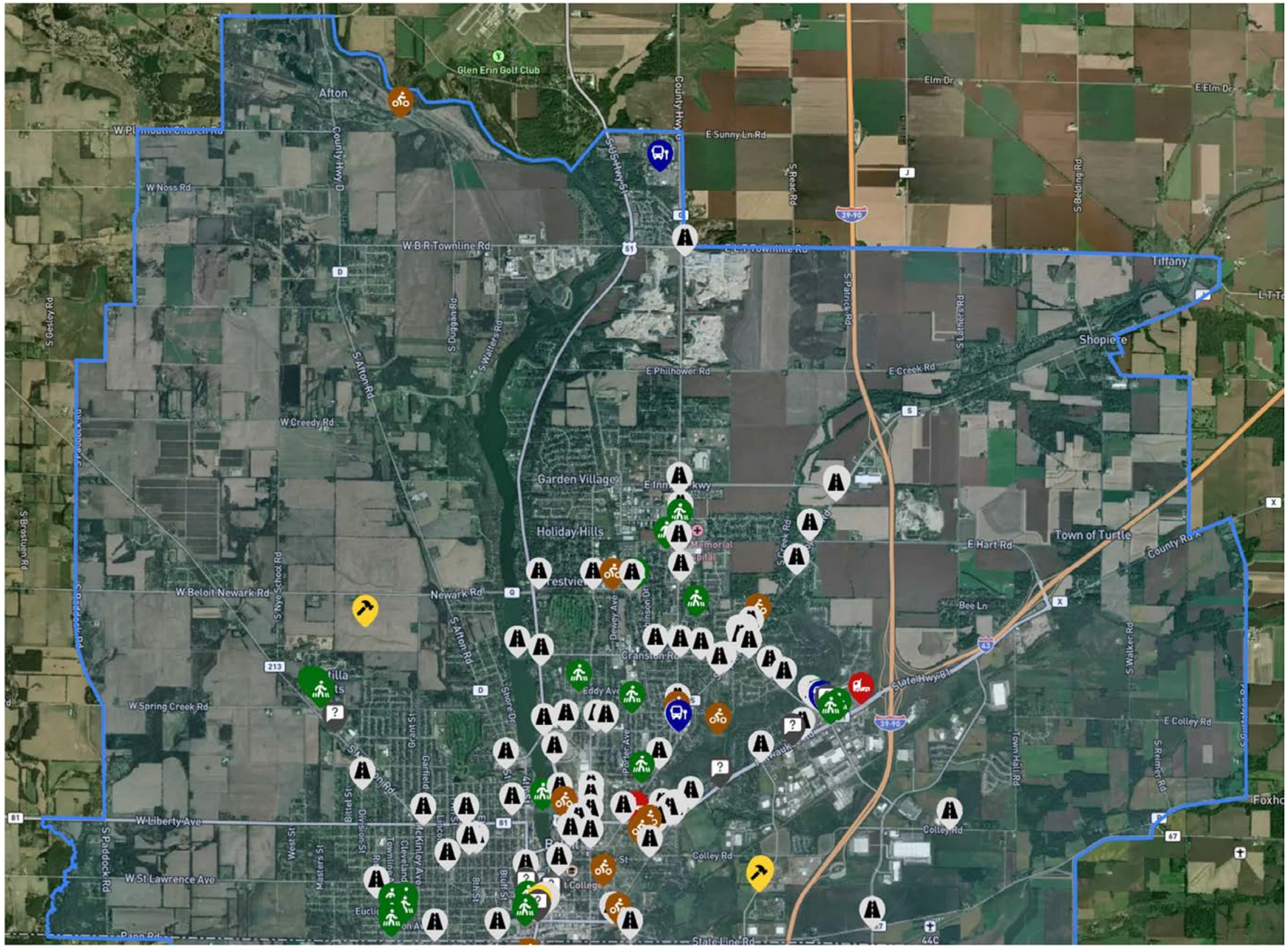
# Online Issues Mapping

- Brief Survey
- Interactive Mapping
- (154 markers)



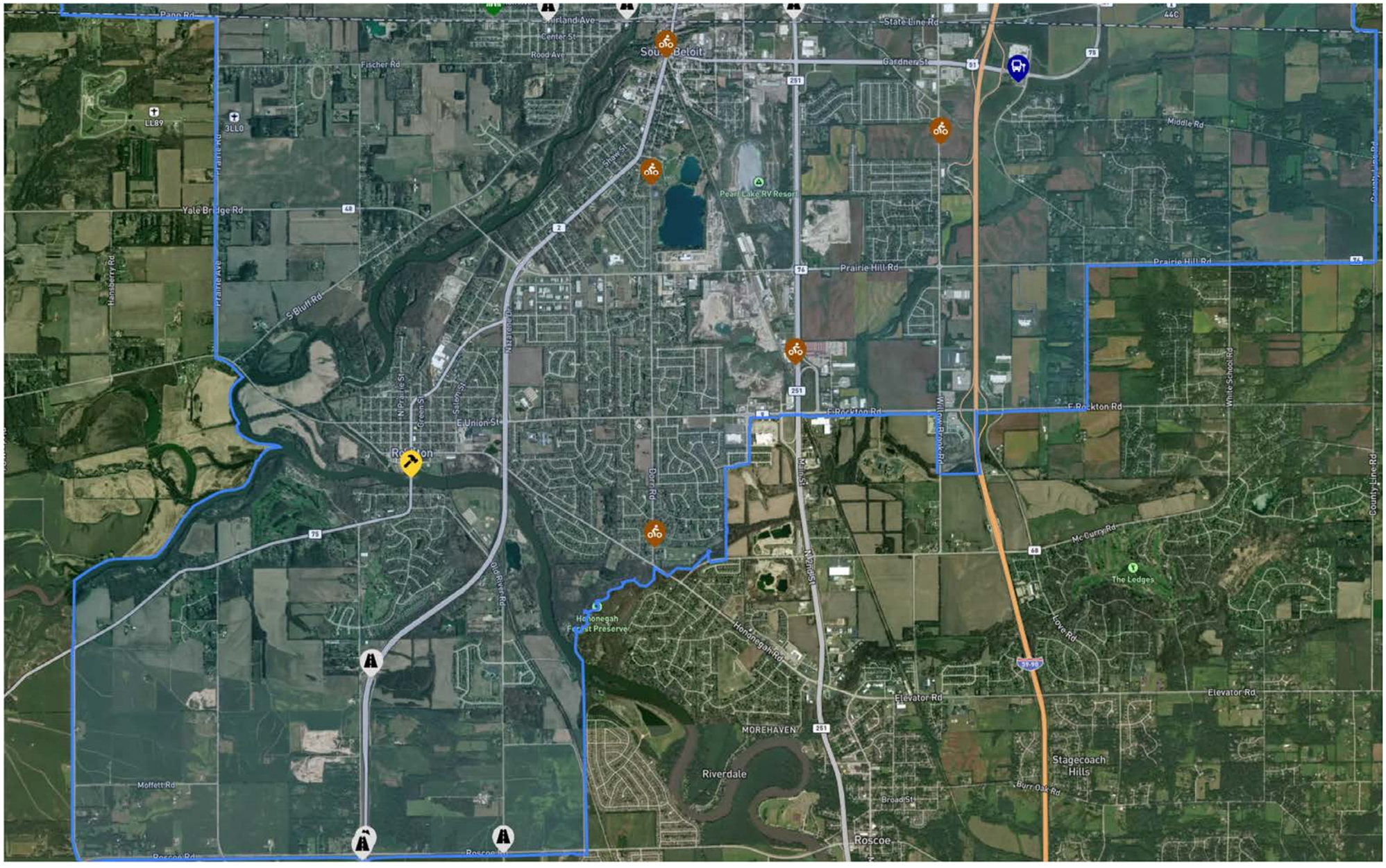
# Online Issues Mapping

Distribution of markers from the Wisconsin side of the SLATS MPA



# Online Issues Mapping

Distribution of markers from the Illinois side of the SLATS MPA



2055 Long Range Transportation Plan Update

# Public Survey Results

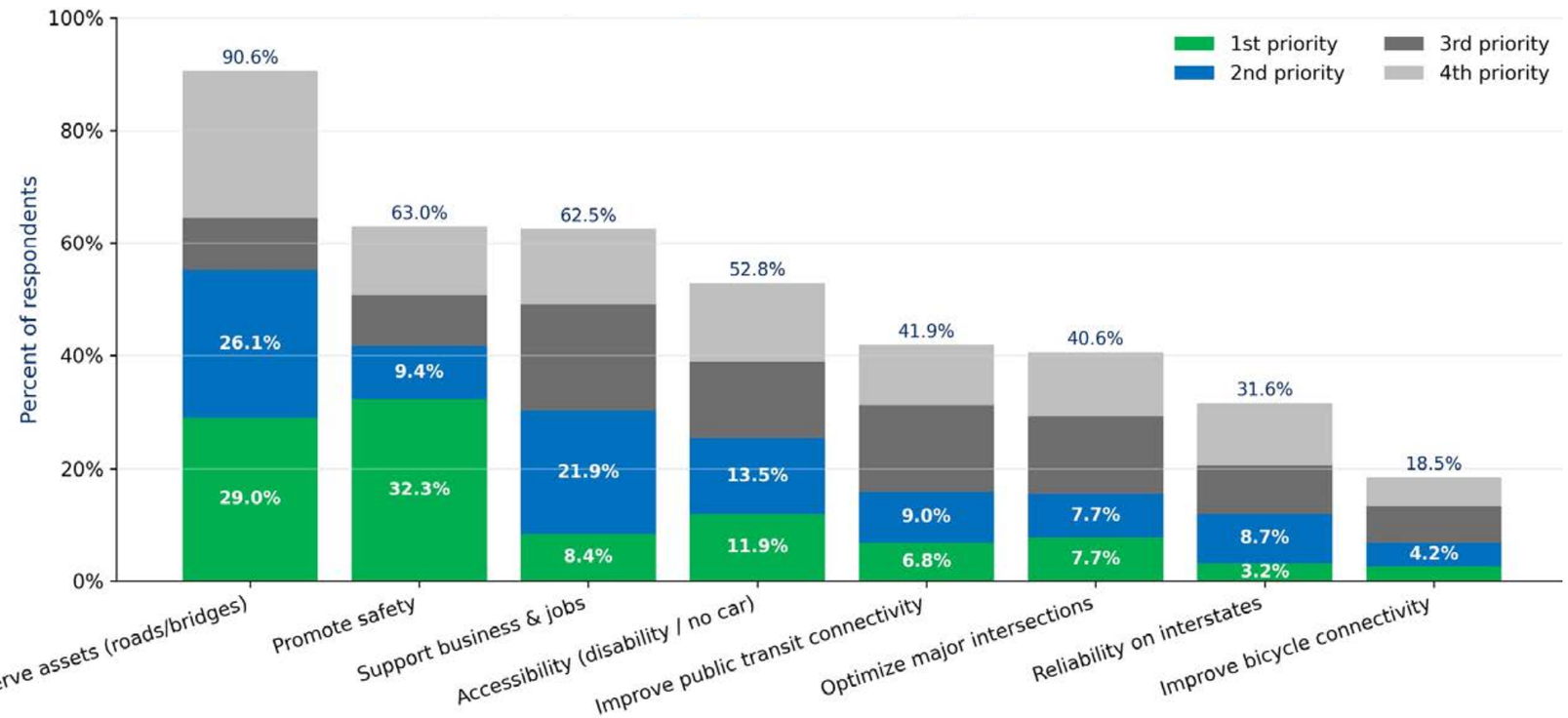
# Statistically Valid Survey

- Conducted in February 2026
- Targeted 300 Responses (within the MPO)
  - Margin of error of ±4.9% at the 95% confidence level
  - Completed surveys target: 70% in Wisconsin and 30% in Illinois
  - All responses were verified against the original random sample
  - Sample reasonably reflects the SLATS demographic and geographic makeup
- Random Sampling
  - Mailed surveys (return reply envelopes and QR code to complete an online version)
  - Postcards (survey website and QR code)
  - Targeted social media outreach, emails, and text messages (with online survey link)
  - Toll-free number (allows participants to complete the survey by phone)

# Top Priorities

## What should be the top priorities for the Stateline region to address over the next 25 years? (does not include "don't know“ responses)

- Preserving assets, promoting safety, and supporting businesses/jobs are the top 3 themes (>60%)
- Nearly 91% of respondents identified the need to preserve existing infrastructure assets (roads, pavement, bridges, etc.)
  - Nearly 30% higher than the second-place category
- Nearly 1 out of 3 (32%) respondents identified safety as their top priority
  - Highest ranked number 1 priority

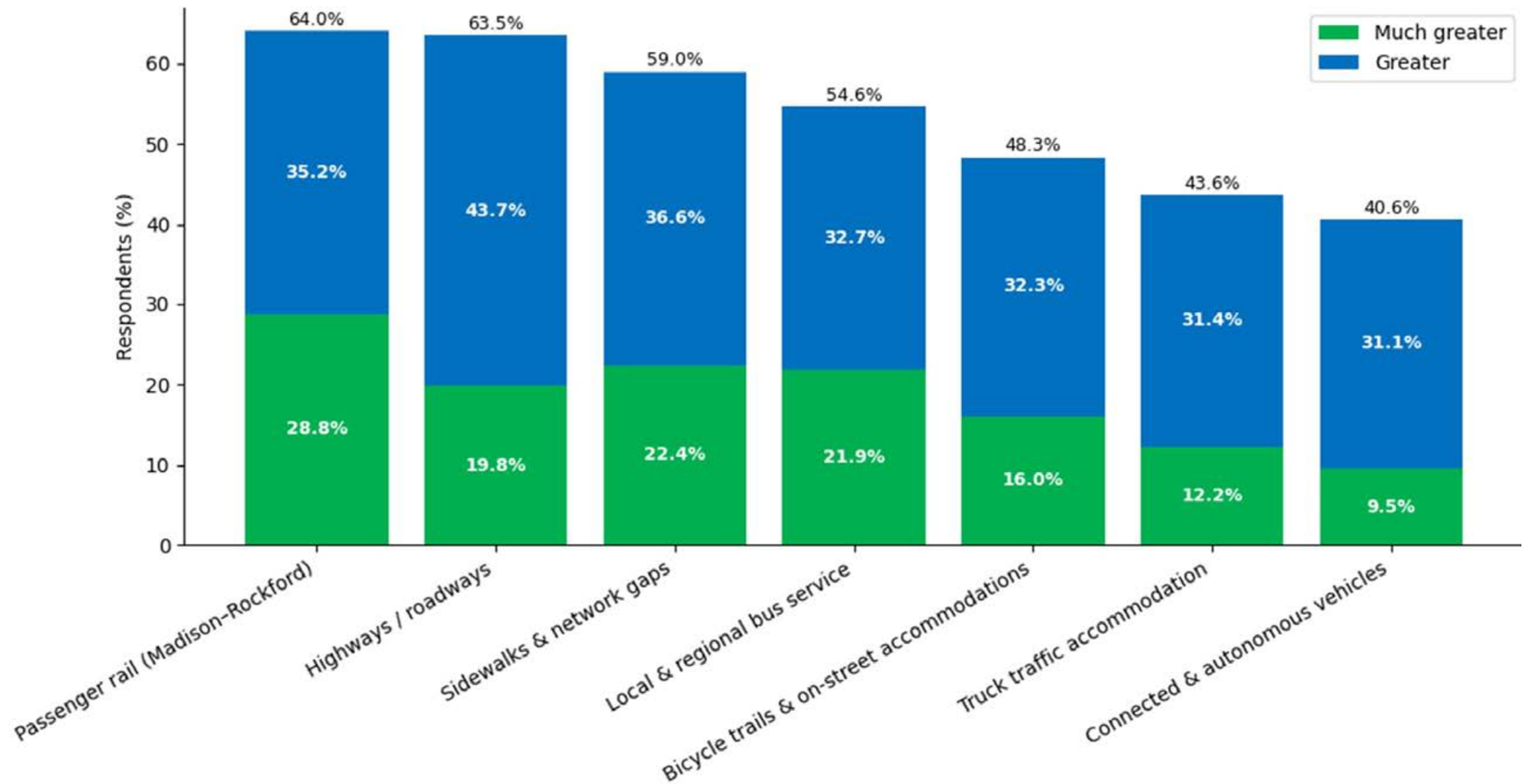


# Transportation Funding

## How do you think current funding levels for the following types of transportation projects in Stateline Area should change over the next 25 years? (does not include "don't know“ responses)

- Strong support across most modes - especially passenger rail, highways/roadways, sidewalks and bus service (>50% ‘Much Greater’ or ‘Greater’)

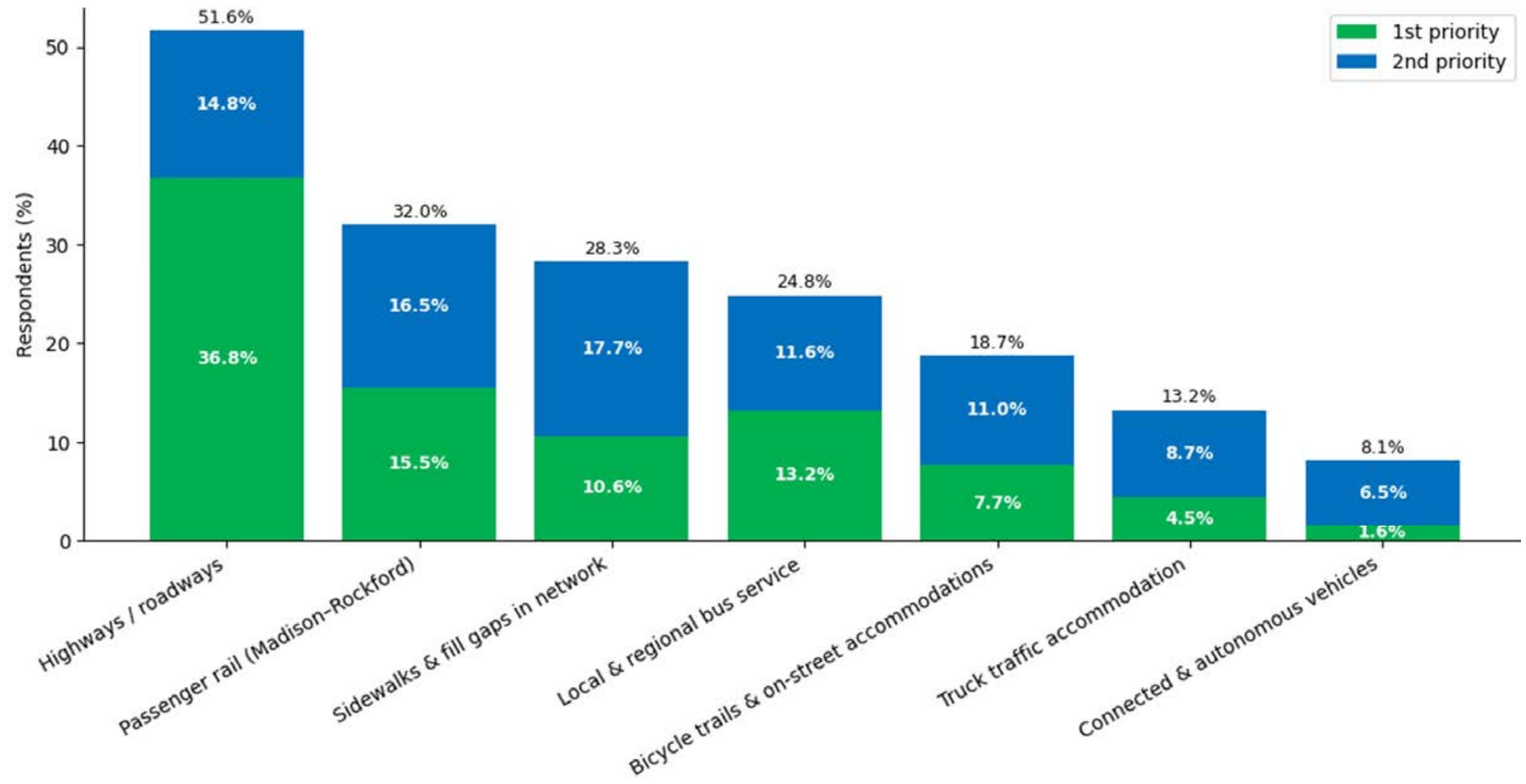
- 64% of respondents want ‘Much Greater’ or ‘Greater’ funding for passenger rail service, followed closely by nearly the same percentage for highways/roadways



# Transportation Funding (Top 2 Priorities)

## What are the top two funding priorities for the Stateline area? (uses same categories as previous slide; does not include "don't know“)

- Nearly 37% of respondents identified highways/roadways as the top priority
- Nearly 52% of respondents identified highways/roadways as their first or second priority
- Nearly 1 out of 3 (32%) respondents identified passenger rail service as their first or second priority



# How might your travel change if your system improvements are made.

- Open ended response (86 comments)

- Commonly observed terms
  - rail / passenger rail
  - bus / transit
  - accessibility
  - safety
  - bike / biking
  - walking / sidewalks
  - travel / commute

Key Theme

*If safe, accessible, and reliable travel options existed, some people would change how they travel*



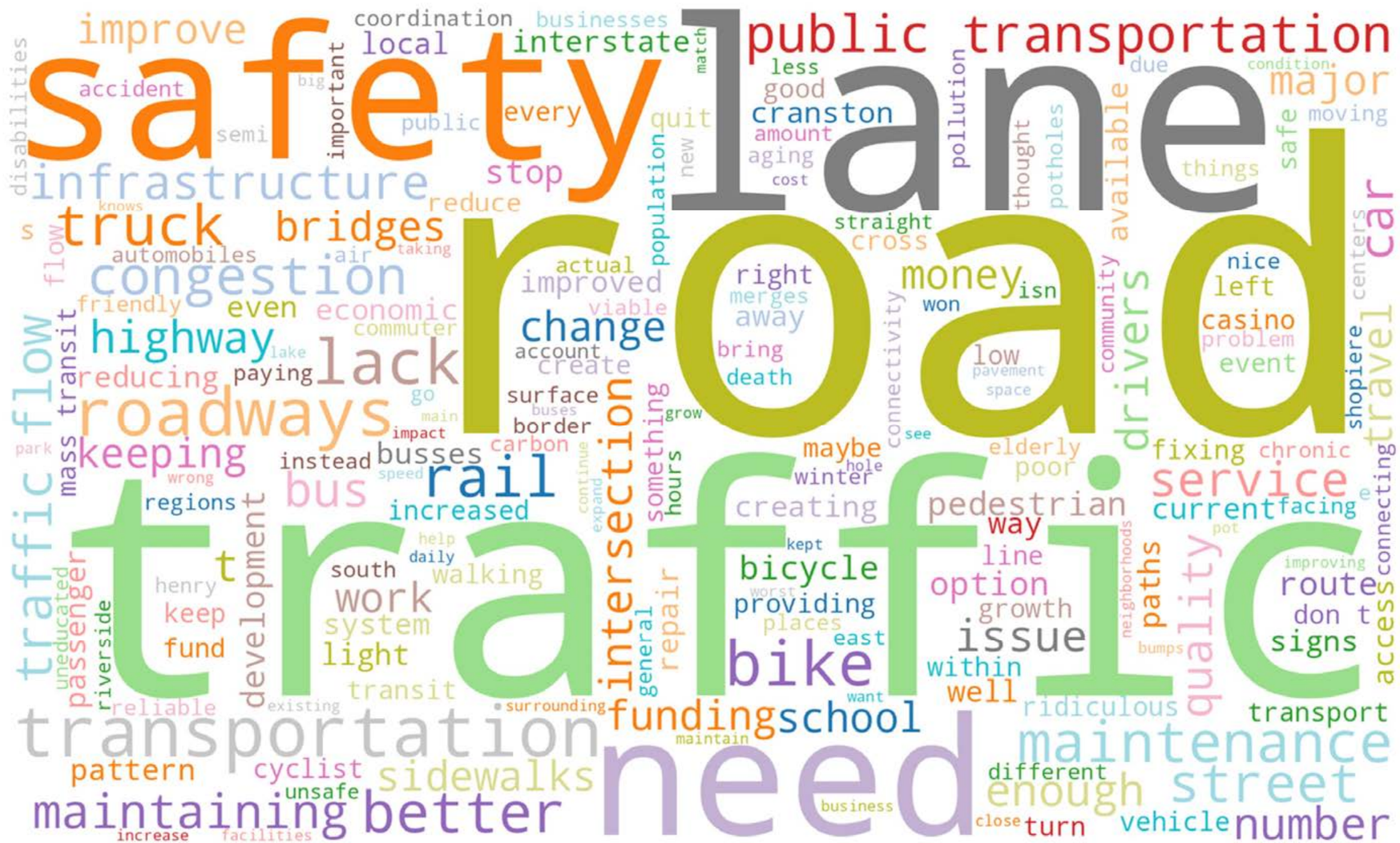
# Most important transportation issue or challenge facing the area through 2055?

- Open ended response (183 comments)

Key Themes

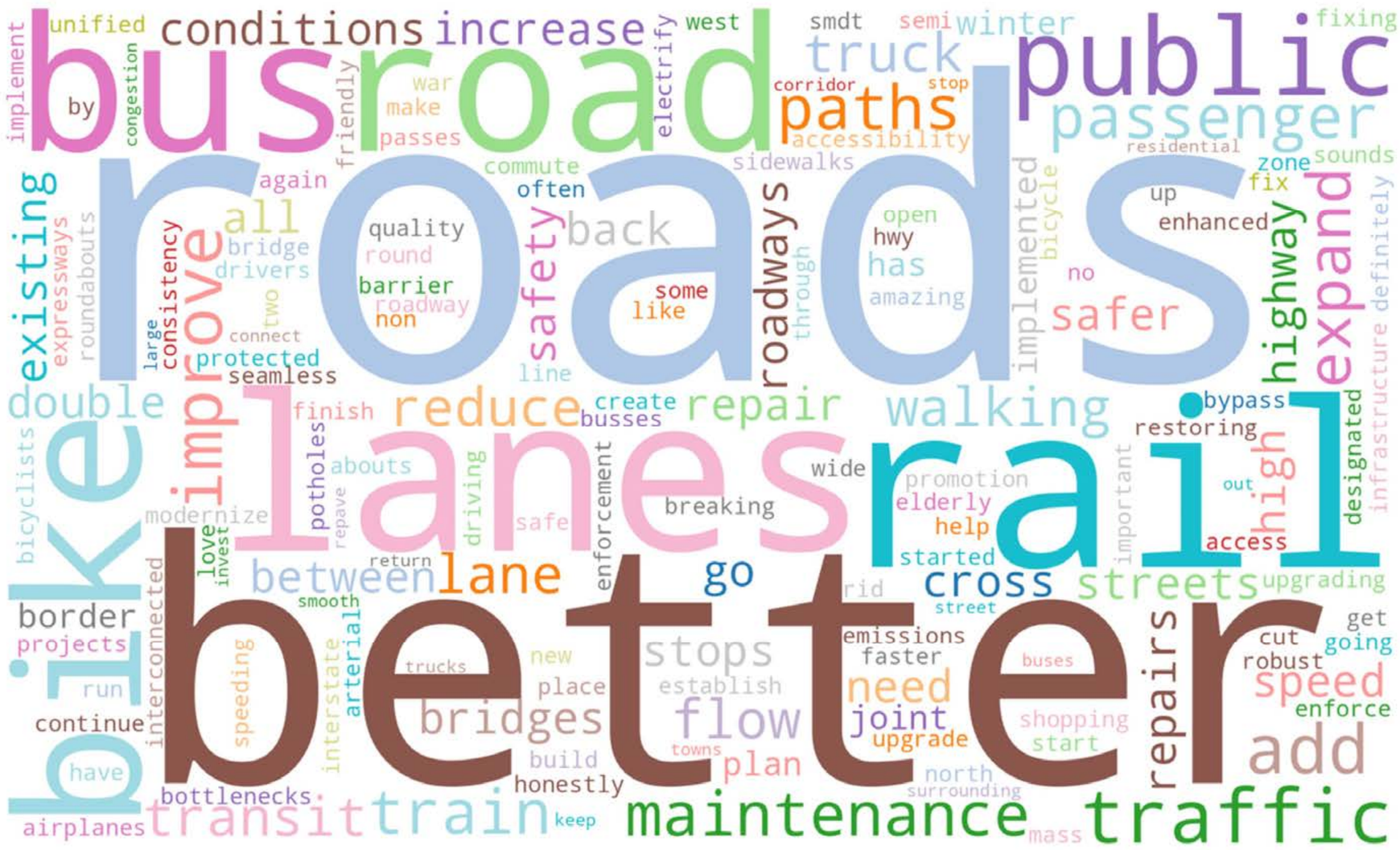
- Aging and poorly maintained roads
- Growing congestion
- Safety concerns
- Funding uncertainty
- Gaps in transit and regional connectivity

*Respondents describe these challenges as daily constraints on reliability, safety, and access to jobs, healthcare, and essential services.*



# What one transportation improvement would you make in the Stateline Area?

- Open ended comments
  - 183 Total
  - 133 Rock County
  - 50 Winnebago County
- Respondents overwhelmingly want to “fix the basics first,” with road repair and maintenance standing out as the top improvement
- Rock County respondents emphasized improving traffic flow, enhanced lane configuration, enforcement, and truck routing
- Winnebago County respondents emphasized enhanced cross state connectivity – including transit and passenger rail



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TRANSPORTATION STUDY

# 2055 Long Range Transportation Plan Update

## Discussion / Questions

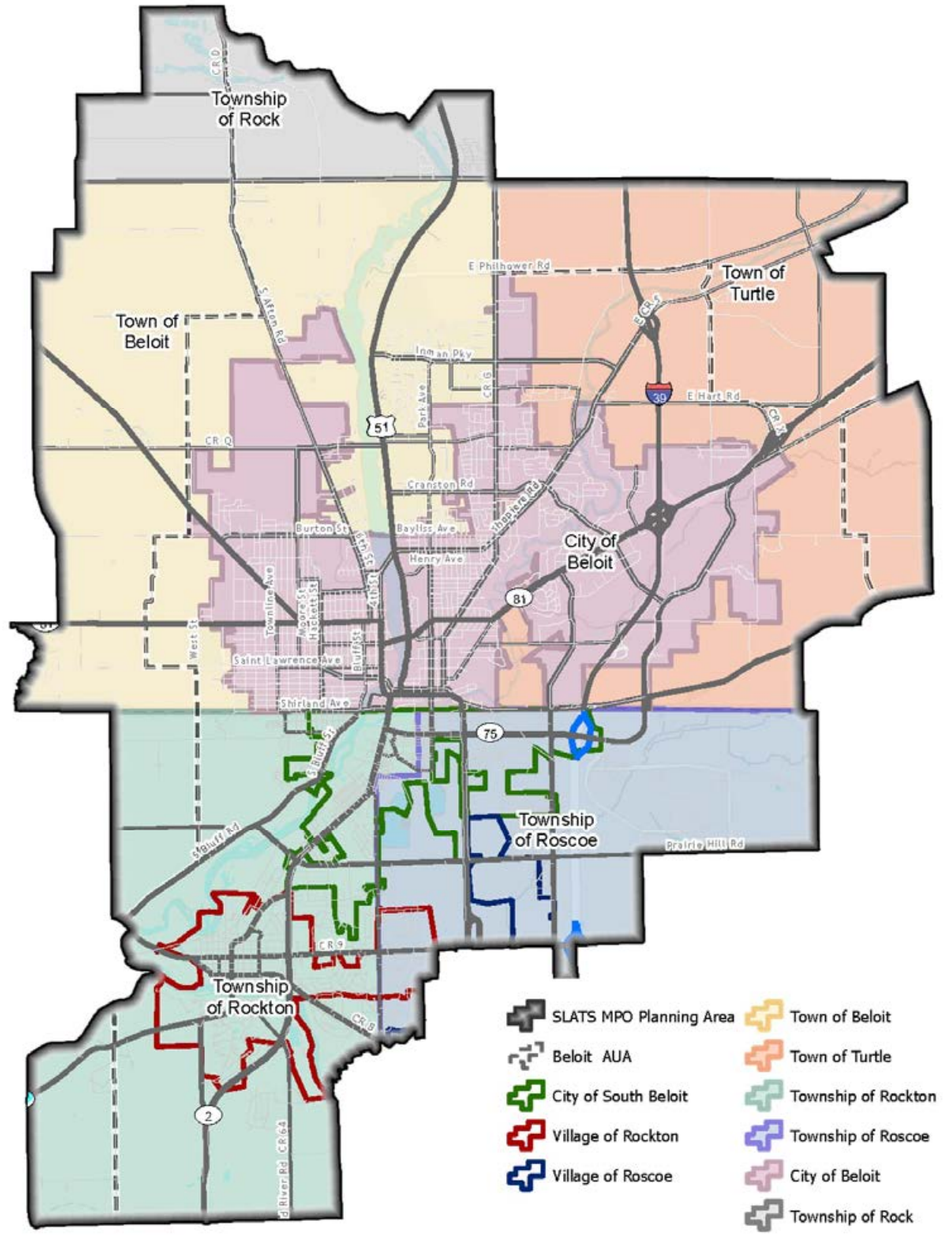
# 2055 Long Range Transportation Plan Update

# Joint Policy Board & Technical Advisory Committee Meeting

June 23, 2026

# Agenda

1. Purpose of Today's Meeting
2. LRTP Progress Update
   - Schedule
   - Public and Stakeholder Engagement
3. Confirm Transportation Needs and Discuss Plan Priorities
   - Population and Employment Growth
   - Traffic Growth / Congestion / Bottlenecks
   - Safety / Crash Analysis
   - Freight / Regional Truck Analysis
   - Maintenance
   - Public Transportation
   - Passenger Rail
   - Active Transportation
4. Wrap-up / Questions



2055 Long Range Transportation Plan Update

# Purpose of Today’s Meeting

# Today's Meeting and Anticipated Outcomes




- LRTP progress update
  - Review schedule
  - Technical tasks
  - Public outreach and Stakeholder engagement
- Confirm transportation needs
  - Review analysis and highlight key trends and issues
  - Balance findings with stakeholder and public input
  - Confirm alignment with real-world experience
- Discuss priorities for the draft plan
  - Identify key regional priorities (safety, mobility, access, system condition, etc.)
  - Discuss tradeoffs and considerations
  - Gather input on advancing priority improvements and projects

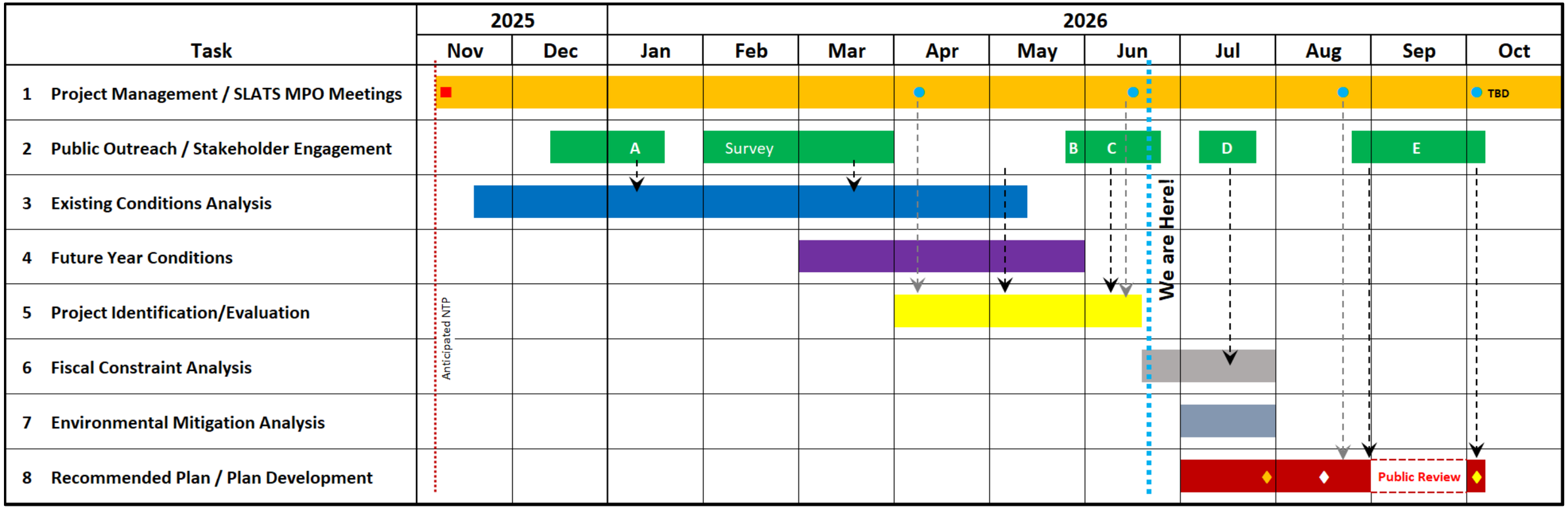
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TRANSPORTATION STUDY

# 2055 Long Range Transportation Plan Update

# LRTP Progress Update

# Schedule

- Draft Report – August 2026
- Final Plan Adoption – October 2026




- SLATS Kick-off Meeting
- SLATS MPO meetings
- Preliminary DRAFT LRTP for SLATS Staff Review/Comments
- DRAFT LRTP to SLATS Committees
- Submit FINAL LRTP (adopted by Oct. 4, 2026)

- A Develop Social Pinpoint Site (SPP); Issues Mapping; and, Existing Conds / Survey
- B Stakeholder Outreach (Virtual Meetings)
- C SPP Update; Comments on Potential Projects; Online Public Open House
- D SPP Update (possible second survey or other engagement activity)
- E Draft LRTP (Public Review); Final LRTP posted after adoption of the 2055 LRTP.

# Public Outreach

www.SLATSLRTP.com

**Stay informed!**

Visit the SLATS 2055 Long Range Transportation Plan website to learn about the plan, take a survey, and find other ways to stay informed.

## Recent and Upcoming Events




### ✓ Rockton River Market

Wednesday, June 10

*(Canceled due to weather)*

### ✓ Beloit Farmers Market

Saturday, June 20

### ✓ Beloit Sky Carp Baseball

Tuesday, June 23, starting at 5:30 p.m.

### ✓ NorthPointe Wellness

Wednesday, June 24, starting at 7:30 a.m.

# Beloit Farmers Market

## 30 to 40 participants

- Mixed opinions on road diets
  - Some expressed concerns about backups on Cranston
- Concerns about planned roundabouts
  - Particularly with heavy truck traffic
  - Potential difficulties with oversized truck traffic on STH 81 through Beloit
- Strong concerns about pedestrian and bicyclist safety
  - Several noted they do not feel safe using these modes
- Desire to increase transit service and improve frequency
- Multiple comments from individuals who work with students
  - Improve bus service to improve access to jobs
- Better coordination between school buses and city buses
- Desire for improved bike and bus connections to South Beloit
  - Desire for better connections into South Beloit at the Blackhawk bridge over Turtle Creek
- A specific concern about the bus route on Emerson (between Milwaukee Rd and Central)
  - Suggestion to reroute it to Clary due to pedestrian safety concerns
- US 51 safety concerns for bicyclists









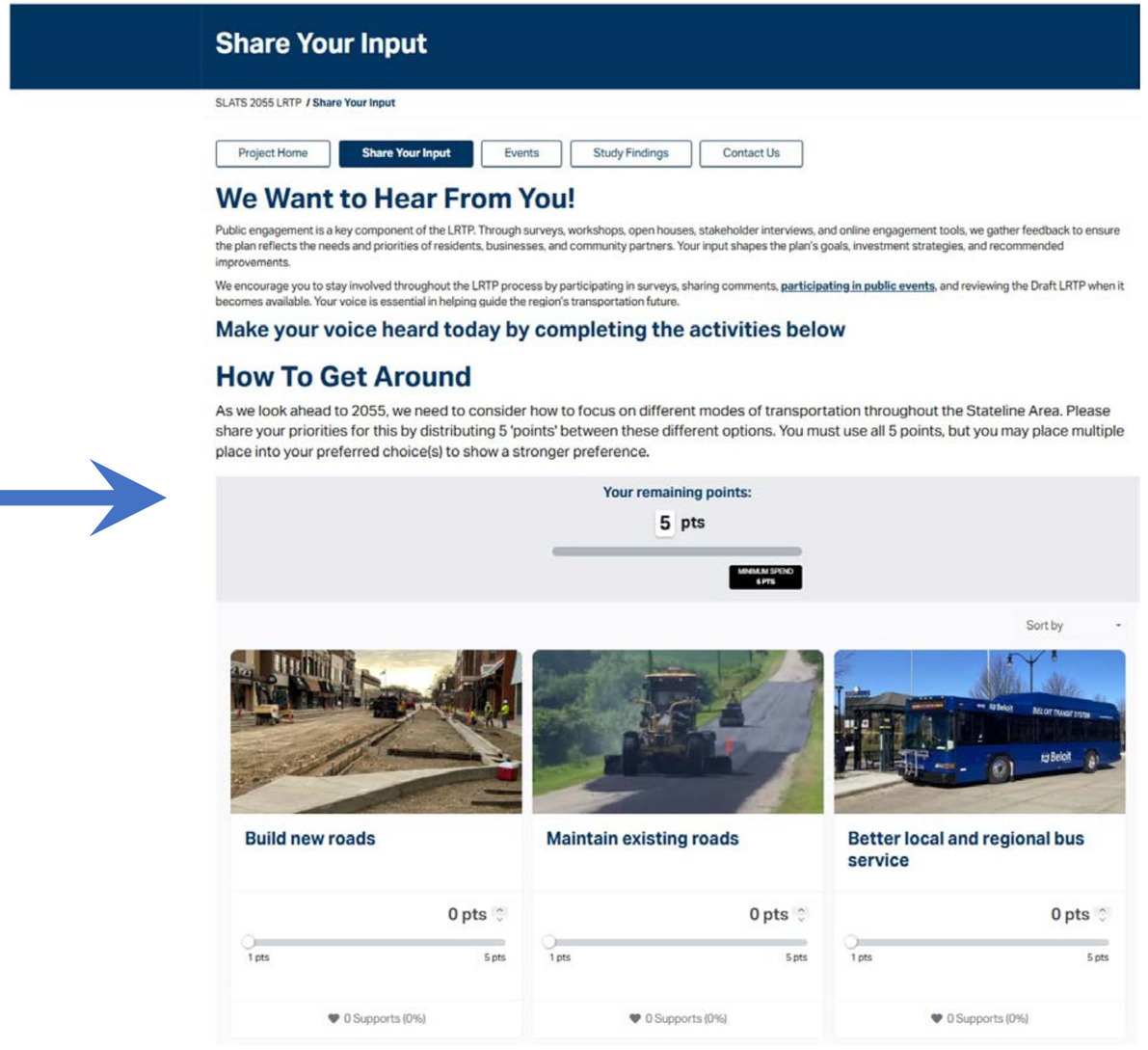



# LRTP Website

## In-Person Activities



## Online Activities



# Stakeholder Engagement

## *Completed*

- ✓ Beloit Area Task Force on Homeless
- ✓ Conversations with Employers (informed through the BJE study)




## *Upcoming Stakeholder Discussions*

- ✓ Transportation Safety
- ✓ Housing, Land Use, and Mobility
- ✓ School Transportation

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TRANSPORTATION STUDY

# 2055 Long Range Transportation Plan Update

# Confirm Transportation Needs and Discuss Plan Priorities

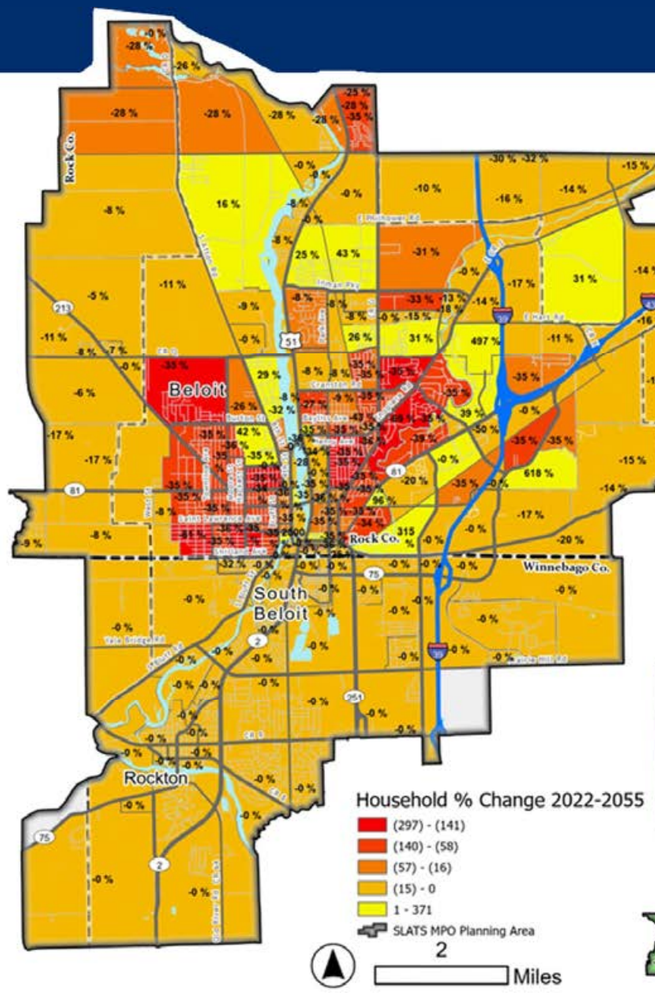
# System Needs and Priorities

- Population and Employment Growth
- Traffic Growth / Congestion / Bottlenecks
- Safety / Crash Analysis
- Freight / Regional Truck Analysis
- Maintenance
- Public Transportation
- Passenger Rail
- Active Transportation

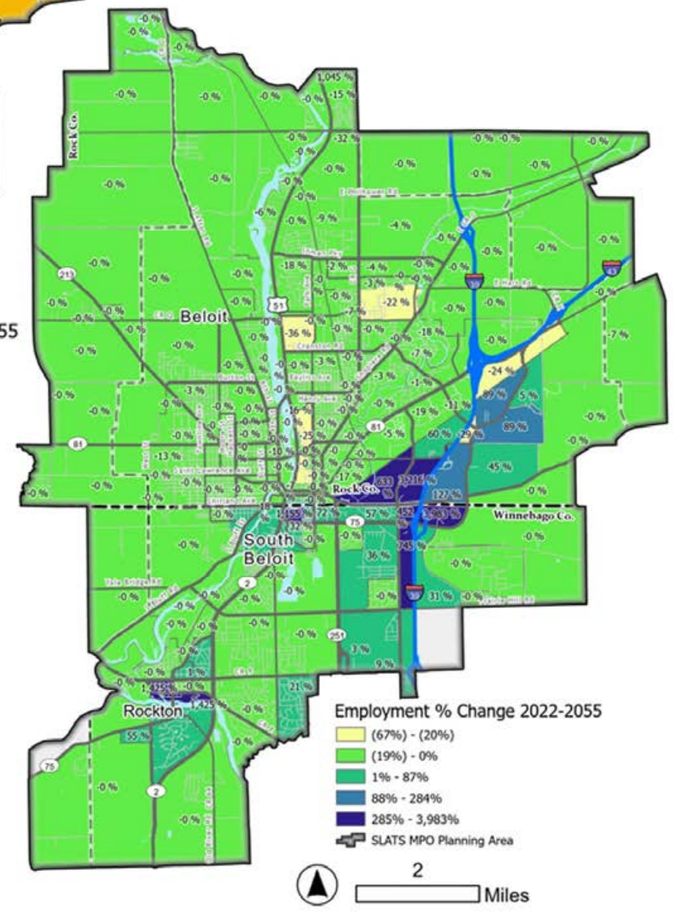


# Population and Employment Growth

- Planning assumption: Conservative “stable to low” growth scenario
  - WisDOT forecasts indicate potential decline
  - Local perspective supports more stable conditions
    - New housing developments occurring to the north
- Focus on transportation implications
  - How would decline, stable, or modest growth affect:
    - Travel demand
    - Congestion levels (daily vs. peak periods)
    - Project priorities and timing
- Employment-driven travel may increase
  - New activity (e.g., casino, major employers) could drive localized demand
  - Key areas: I-39 corridor, Gateway area, Gardner corridor, and Willowbrook corridor
- Key considerations for the LRTP
  - Even with limited population growth, targeted employment growth may impact some isolated corridors, interchanges, and intersections
  - Potential for increased regional travel – do people commute longer distances to access jobs?





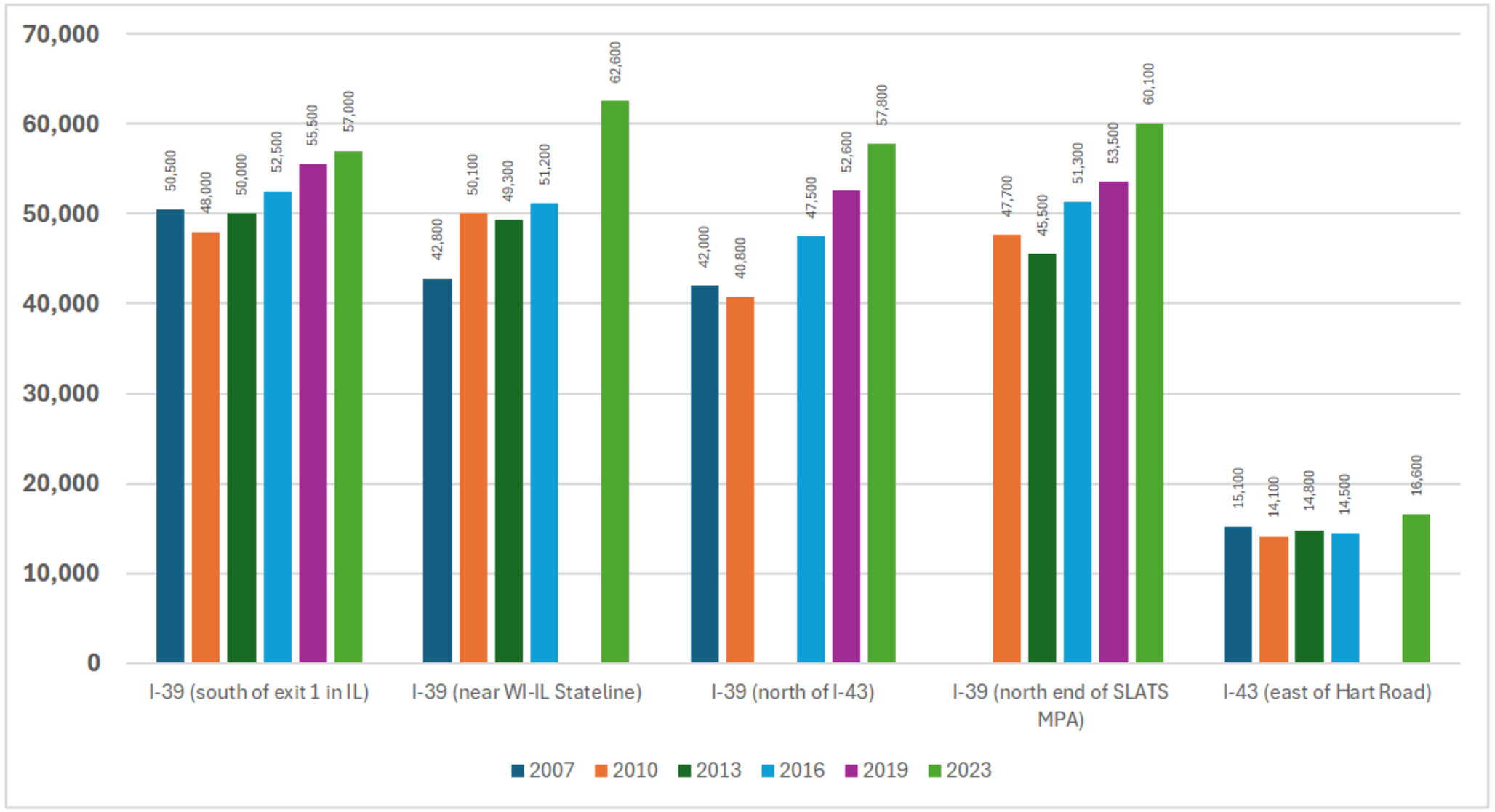
# Traffic Growth / Congestion / Bottlenecks

- Overall context
  - Limited regional population growth → congestion not expected to be widespread
  - System generally operates well today, with localized pressure points
  - Truck traffic contributes to traffic delays
- Interstate system
  - Traffic growth concentrated along interstate corridors
  - Key driver of regional and through travel demand
  - Continued focus area for monitoring and investment
- River crossings
  - Critical network connections with limited redundancy
  - North–south screenline provides insight for regional mobility
  - Potential for localized congestion or bottlenecks
- Key takeaway for the LRTP
  - Focus on corridor-level and intersection needs and bottlenecks rather than systemwide congestion
  - Employment-driven travel may increase localized impacts

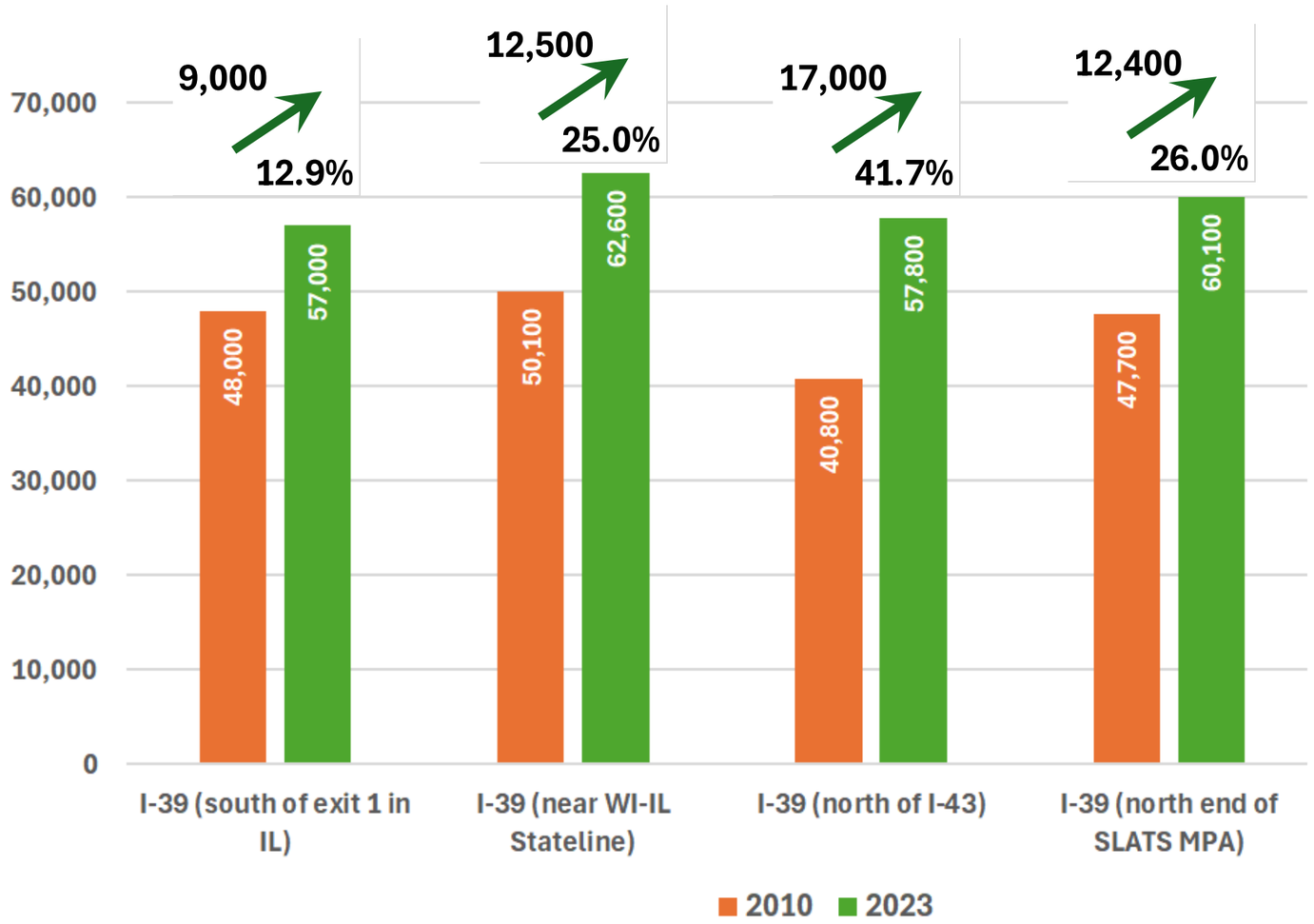




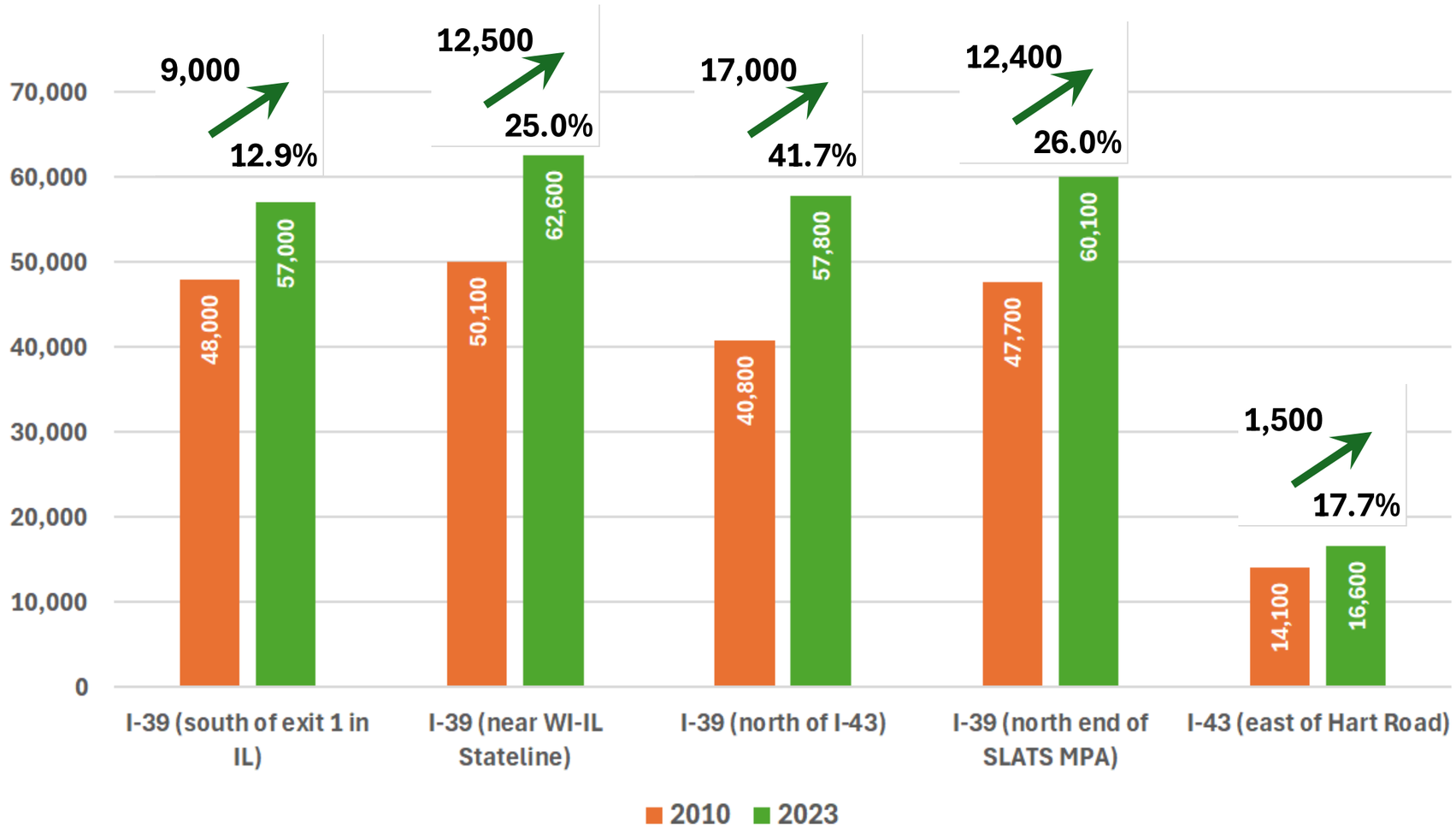

# Historic Interstate Volumes



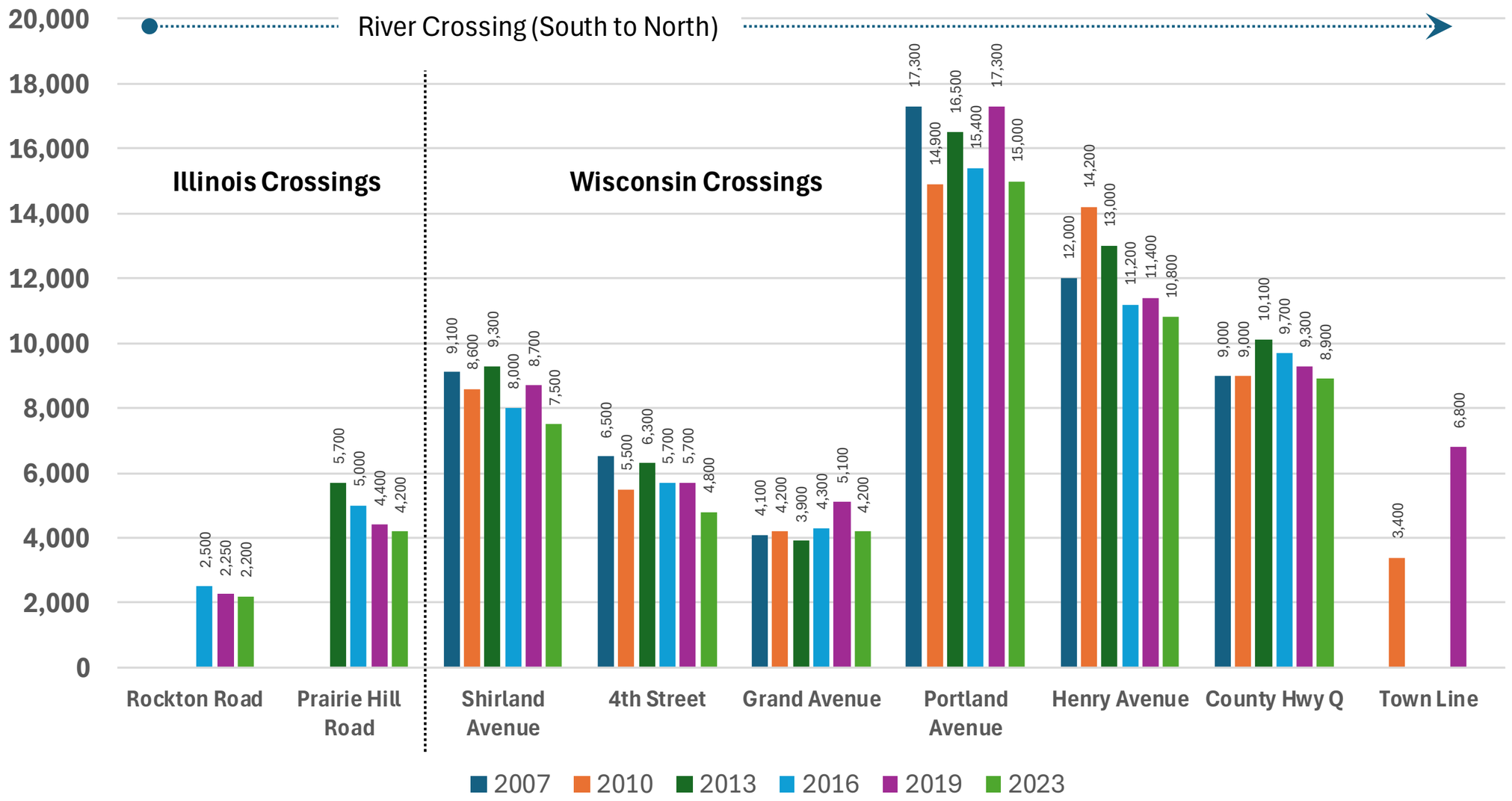
# Interstate Historic Volumes (2010 vs. 2023)



# Interstate Historic Volumes (2010 vs. 2023)



# River Crossings (Historic Volumes)



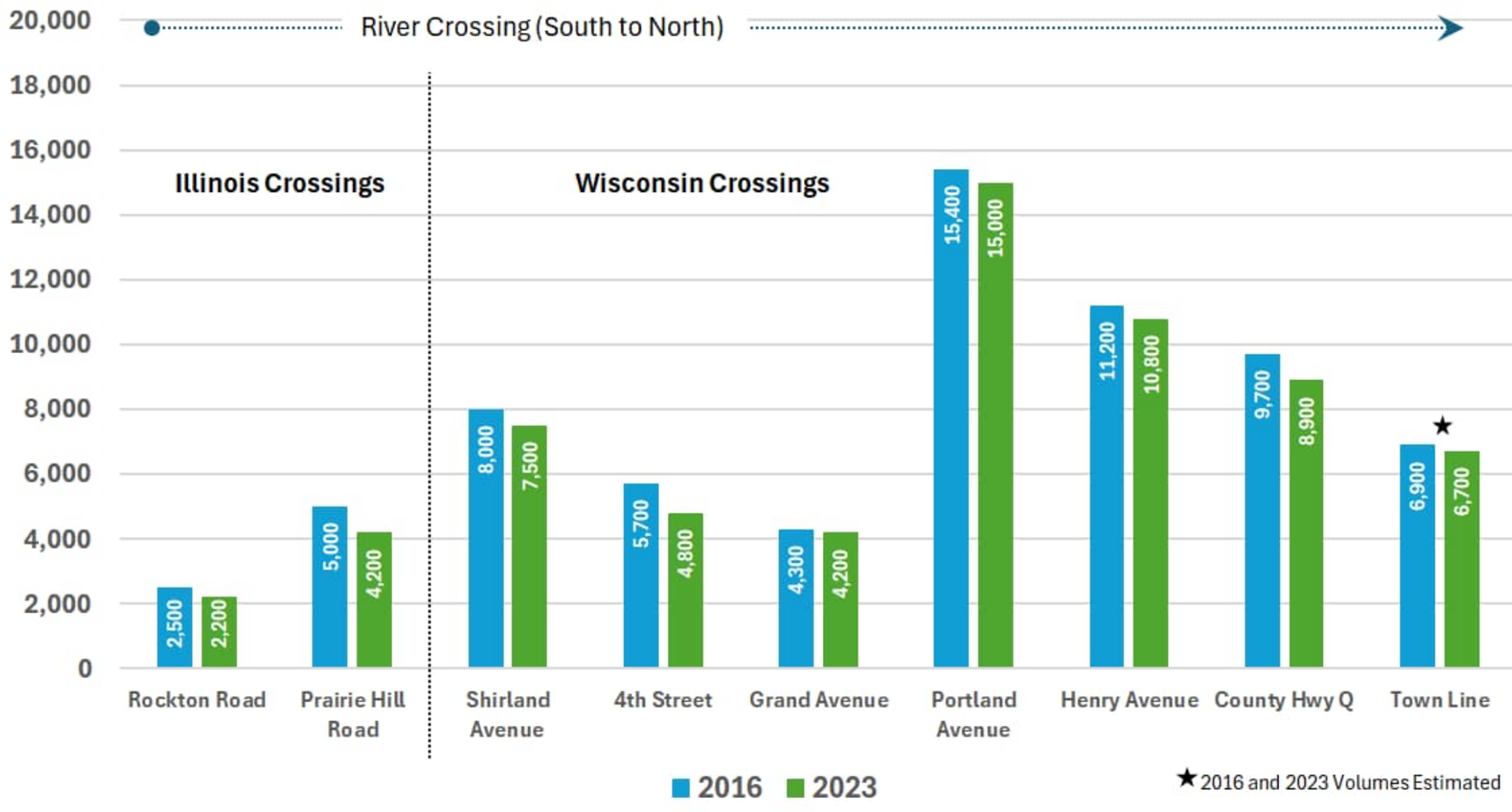
# River Crossings (Historic Volumes)

2016 vs. 2023 Volumes

*Total Crossings*
2016: 68,700
2023: 64,300
Change: -4,400 (-6.4%)

*Illinois Crossings*
2016: 7,500
2023: 6,400
Change: -1,100 (-14.7%)

*Wisconsin Crossings*
2016: 61,200
2023: 57,900
Change: -3,300 (-5.4%)



# Freight / Regional Truck Analysis

- Regional Truck Data
  - What are the numbers?
  - Does perception and reality line up?
- Localized Impacts and Community Concerns
  - Freight movements not always aligned with preferred routes
- Concentrated truck traffic affects:
  - Downtown Beloit
  - White Avenue corridor
  - Gardner Street (truck bottleneck)
  - Safety and multimodal conflicts
  - Neighborhood quality of life
  - Routing and enforcement challenges



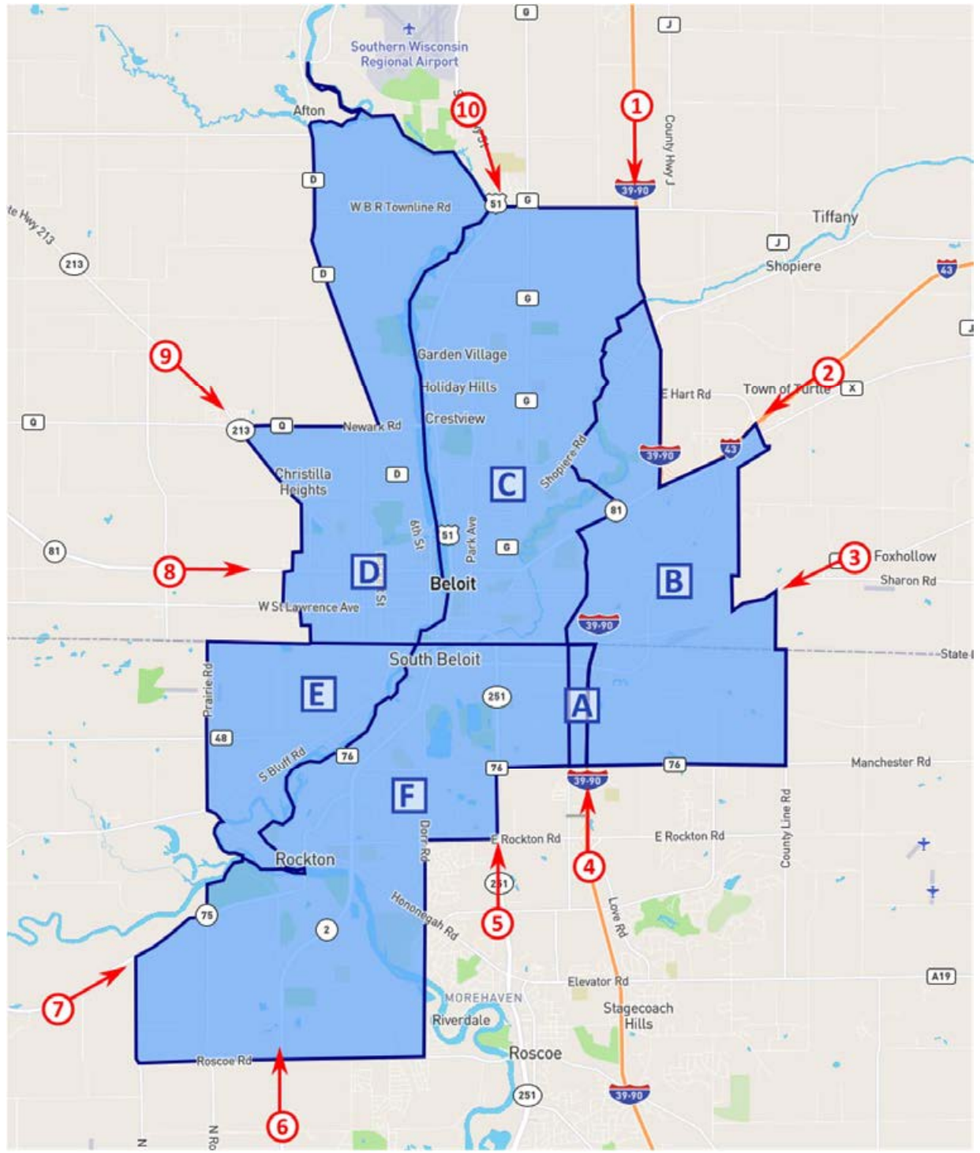

I-39, just south of Exit 1 in Illinois.




Shopiere Road, turning right onto County Route BT.

# Regional Truck Travel Analysis Summary

- Approximately 15,500 trucks per day pass through the SLATS MPA
  - Most are interstate truck trips are pass-through trips (remain on the Interstate)
  - The highest pass-through truck volumes occur on I-39/90, traveling north-south between zones 1 and 4
- In contrast, most truck trips using a US or State Highway begin or end in the SLATS MPA (non-pass-through trips)
- Approximately 3,800 trucks per day are destined to the SLATS MPA (zones A-F)
  - 63% travel on the Interstate
  - 37% travel on the US and State Highways



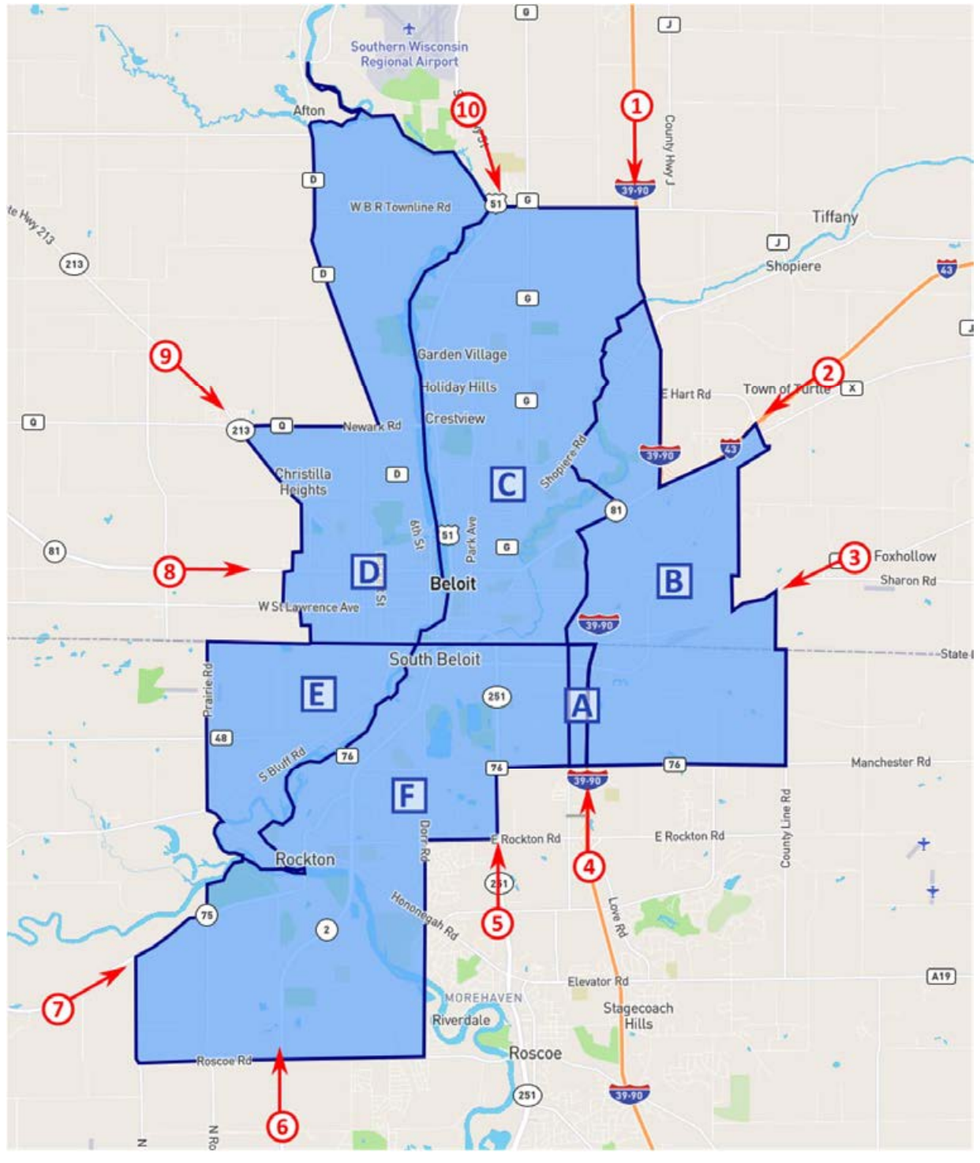

Access Point

SLATS MPA

# Regional Truck Travel Analysis Summary

## East-West Travel in the Region

- About 18% of trucks (220) traveling on I-43 (from zone 2) continue west on WI 81 (to zone 8)
- Roughly 20 trucks per day travel east-west across the SLATS MPA via state highways (zones 3, 7, 8, and 9)
- Trucks traveling to or from the SLATS MPA, using a non-interstate route, typically use their access point closest to their destination (rather than crossing the entire region - for example, trucks entering from Zone 9 are generally destined for Zone D).
- Most trucks traveling to the SLATS MPA are destined for areas along the I-39/90 corridor (zones A and B)



# Regional Truck Travel Analysis Summary

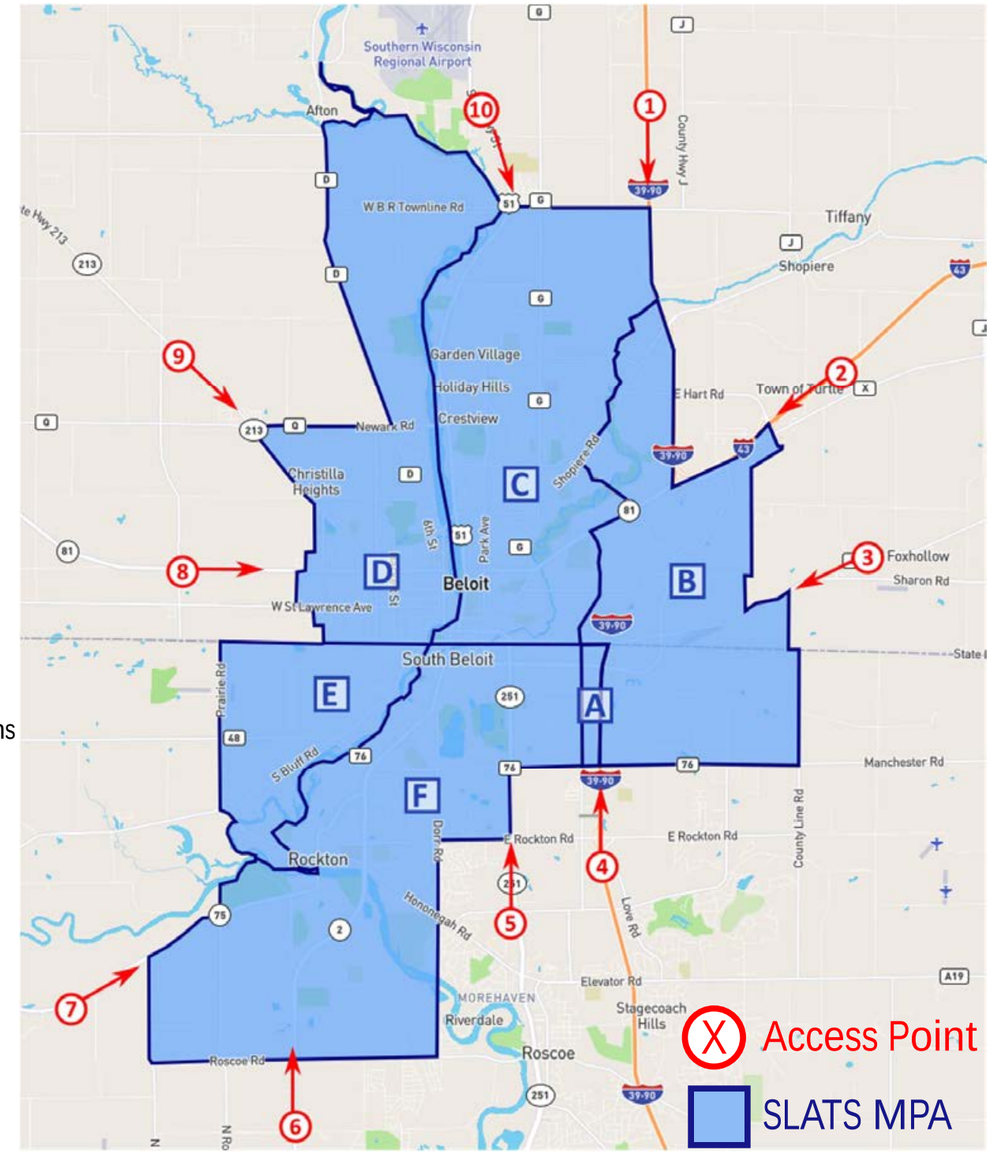
| | Daily Truck Trips |
|---|---|
| **External-External**<br>Trips that do not stop in the SLATS MPA | 15,468 |
| | |
| Interstate only | 14,662 |
| Interstate & US/State Highway | 709 |
| US/State Highway only | 97 |

| Route | Daily Truck Trips |
|---|---|
| 1 -> 4 | 6,481 |
| 1 -> 2 | 26 |
| 4 -> 1 | 6,251 |
| 4 -> 2 | 902 |
| 2 -> 1 | 47 |
| 2 -> 4 | 889 |

*Trips might not add up due to u-turns

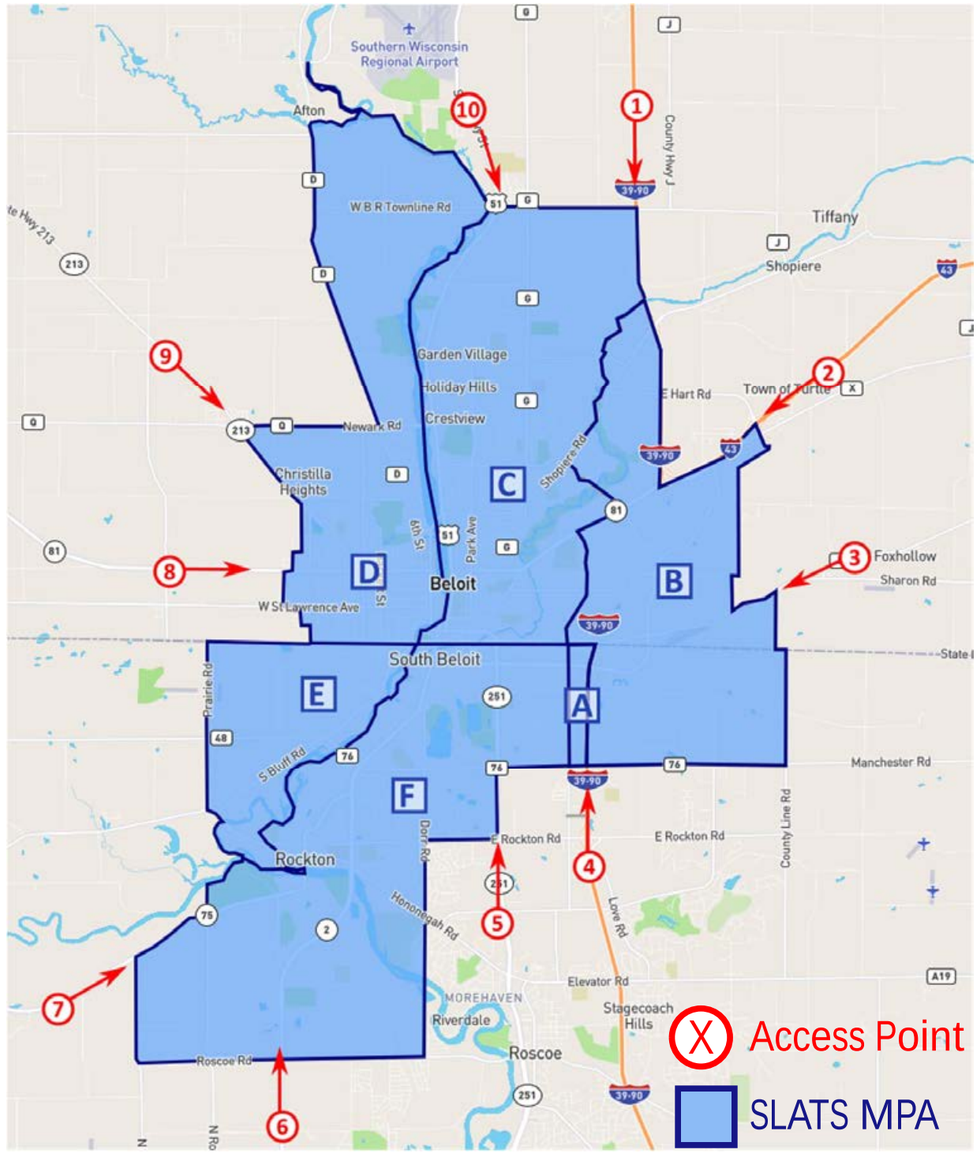
| **External-Internal**<br>Trips start outside SLATS MPA but end in the MPA | 3,798 |
|---|---|
| | |
| External trips begin from: | |
| Interstate | 2,385 |
| US Highway | 419 |
| State Highway | 994 |

| Origin | Daily Truck Trips |
|---|---|
| 1 | 522 |
| 2 | 587 |
| 4 | 1,276 |

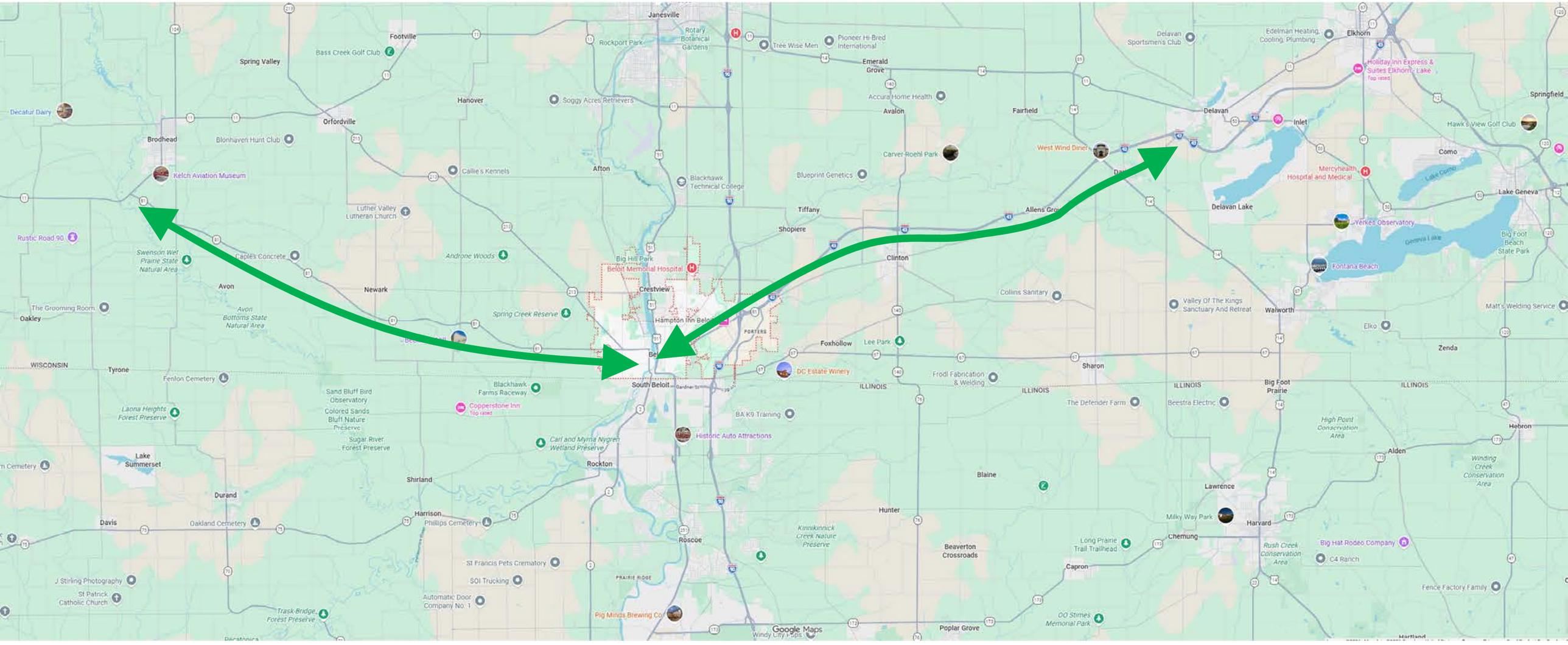


# Regional Truck Travel Analysis Summary

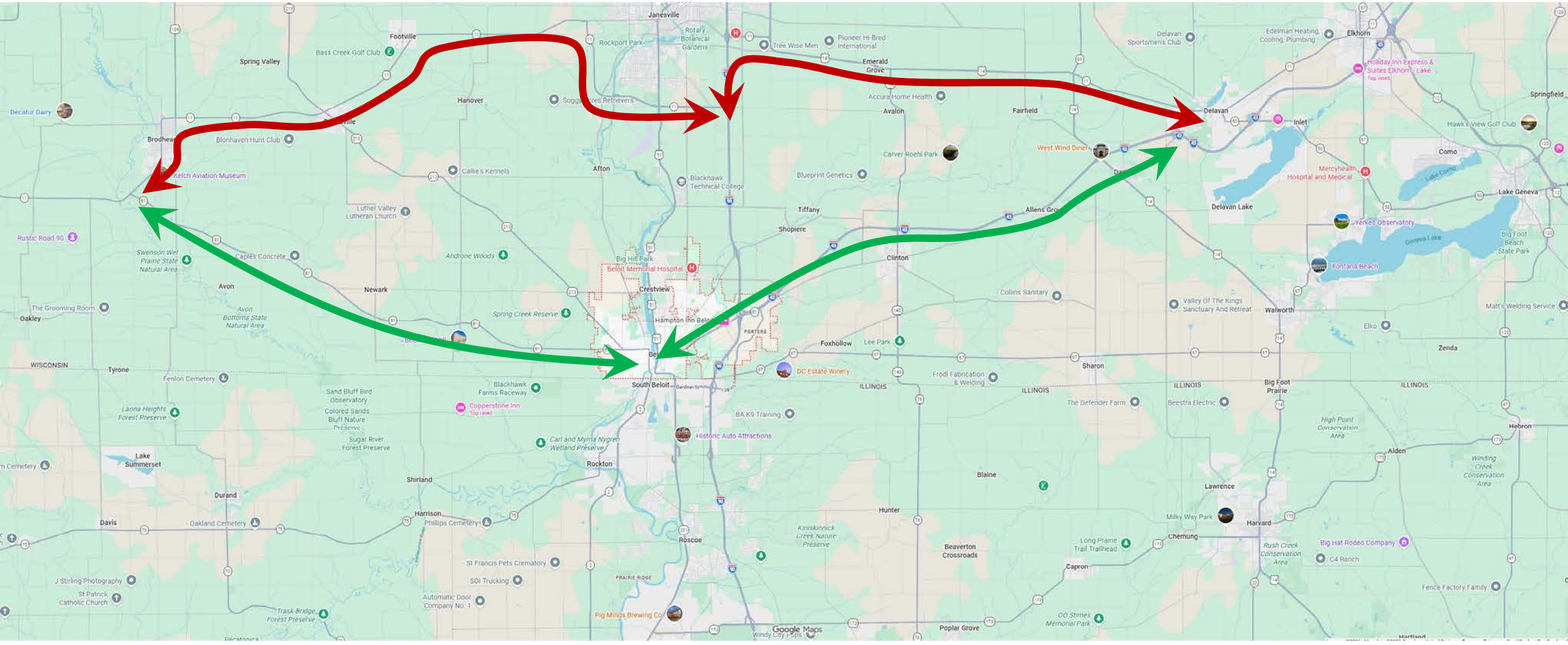
| | Daily Truck Trips |
|---|---|
| **Internal-External**<br>Trips start within SLATS MPA but end outside the MPA | 3,798 |
| | |
| External trips begin from: | |
| Zone A | 1,628 |
| Zone B | 2,059 |
| Zone C | 53 |
| Zone D | 20 |
| Zone E | 0 |
| Zone F | 36 |



# Regional Freight / Truck Perspective



# Regional Freight / Truck Perspective



# Freight / Regional Truck Key Takeaways

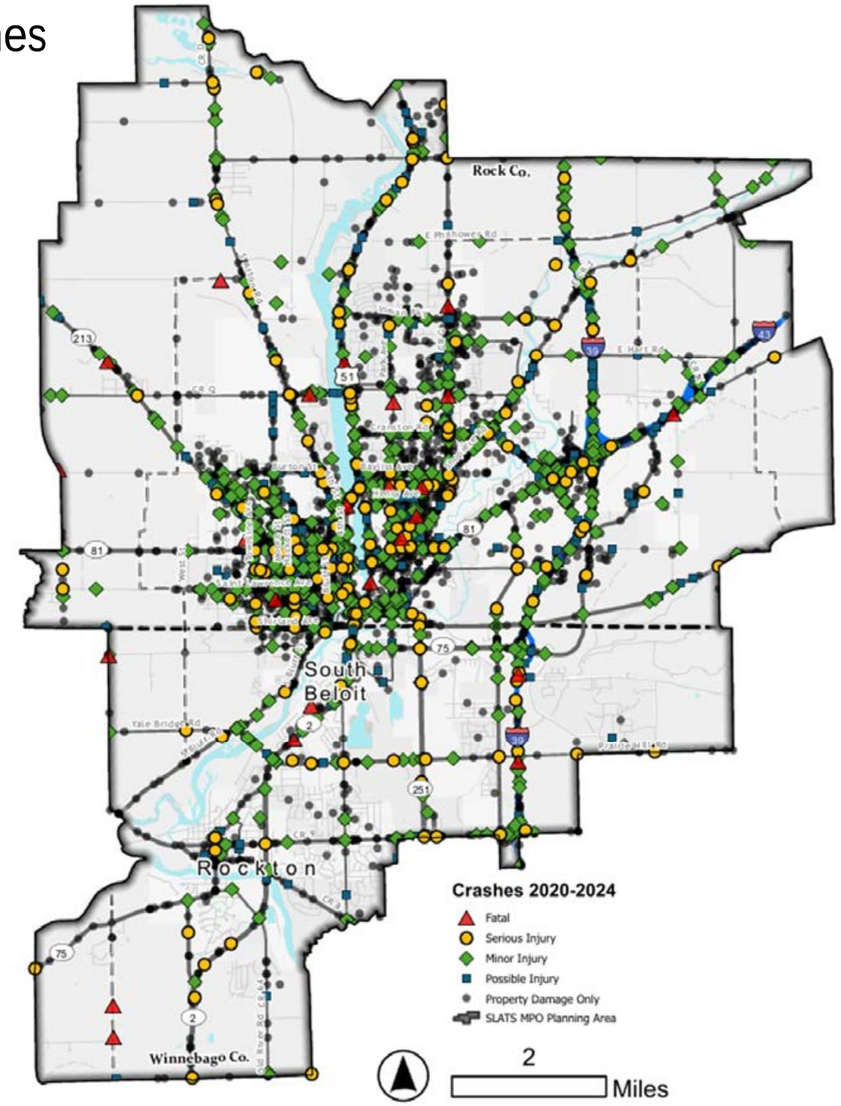
- System Routing Challenges
  - Avoid solutions that shift trucks between corridors
  - Opportunity to improve:
    - Regional truck routing strategy
    - Wayfinding and signage
    - Coordination with WisDOT / IDOT
- LRTP-Identified Freight System Needs
  - Maintain efficient freight mobility and regional connectivity to support economic activity
  - Focus on connections between industrial areas, interstates, and regional markets
  - Address operational and safety issues on key freight corridors
  - Support freight while balancing livability, safety, and multimodal access
- Key Freight Corridors and Focus Areas
  - Gardner Street and Willowbrook Road
    - Critical for industrial access and I-39 connectivity
    - Emerging pressures (e.g., casino-related traffic demand)
    - I-39 interchange geometrics and operational concerns
  - Access to the Gateway Area



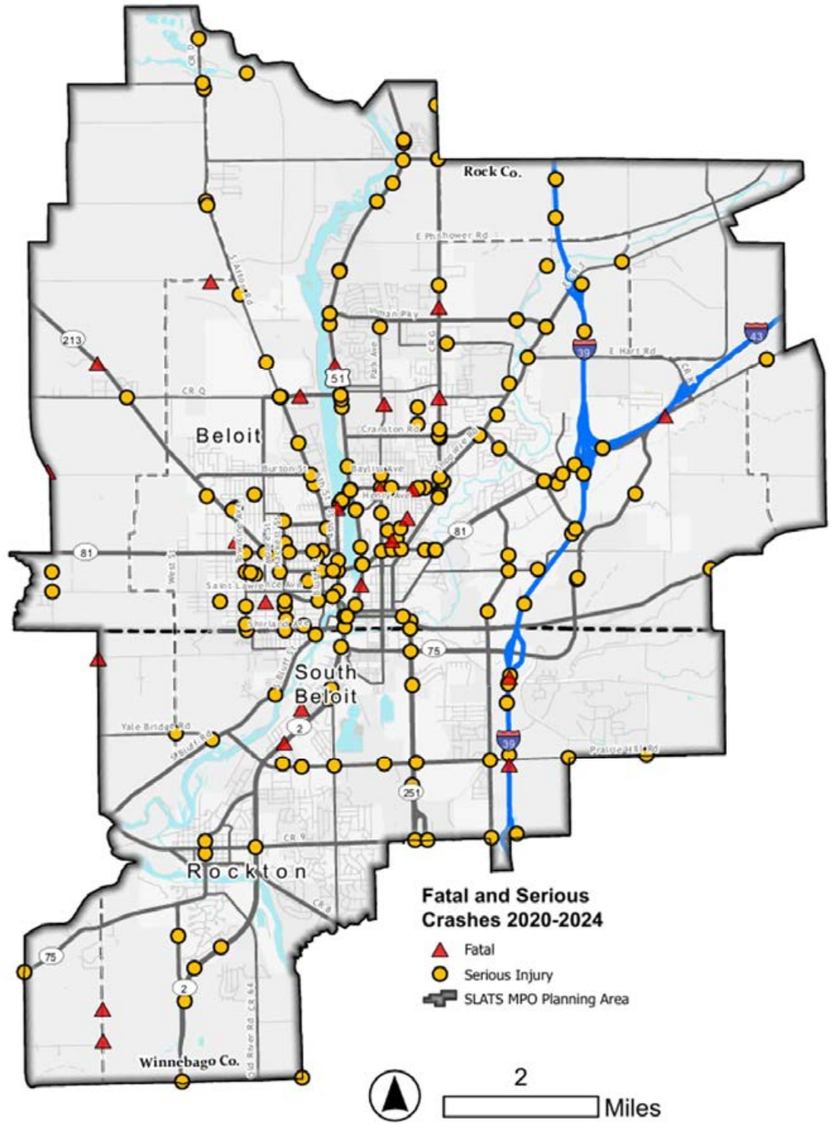



# Safety / Crash Analysis (2020 – 2024)

Total Crashes

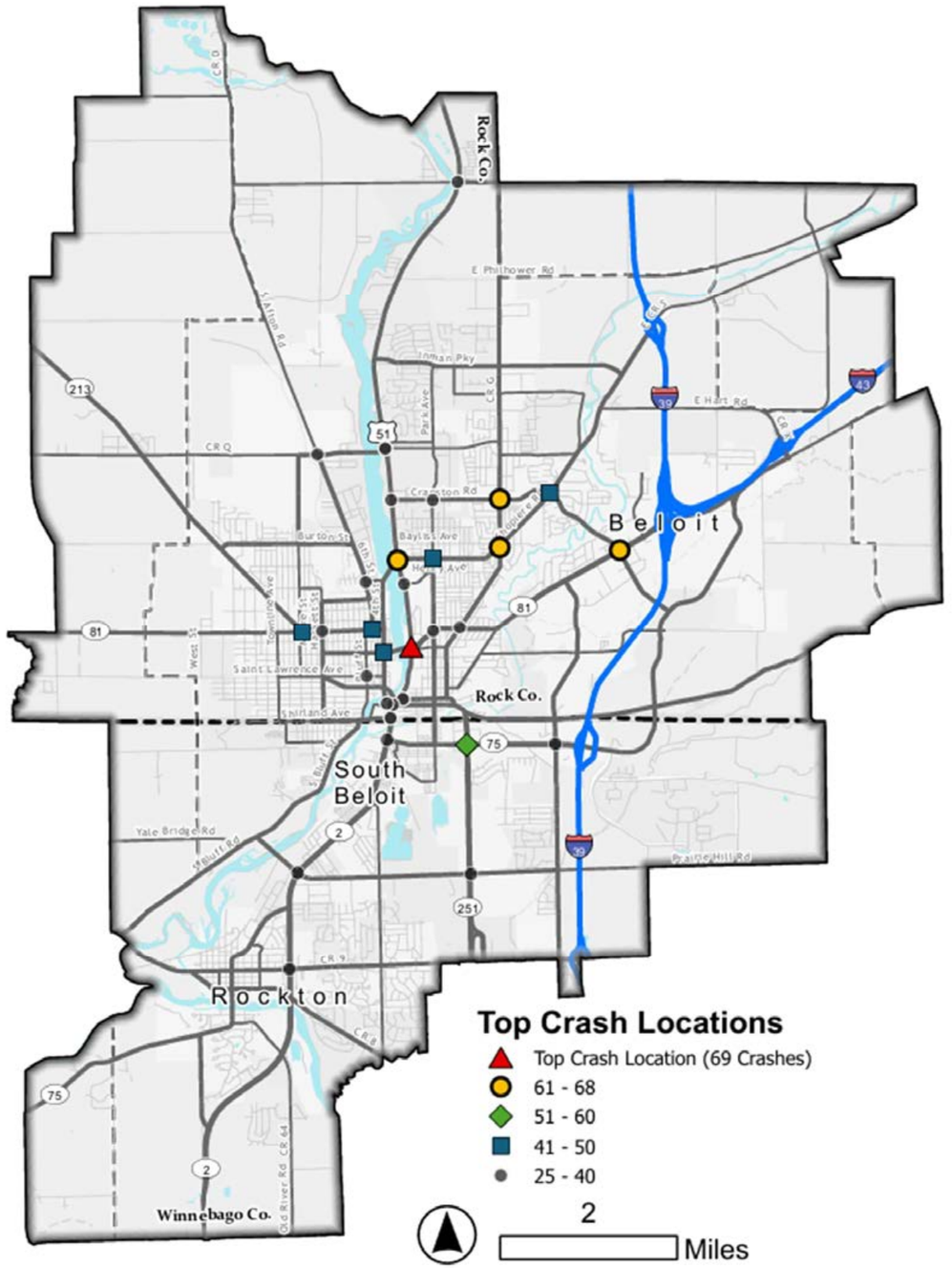



Fatal and Serious Injury



# Safety / Crash Analysis

- Top Crash Locations
  - Current or Planned Studies
    - STH 81/US 51
    - STH 81/Wisconsin
    - STH 81/Hwy 213
- STH 81/Milwaukee (roundabout)
- Pleasant Street
  - Confirming road diet study assumptions and traffic operations
- Gardner Street Corridor
  - IL 251
  - Blackhawk
  - Willowbrook



# Road Diet Impacts

- Are they effective?

**Henry Avenue**

| | 2018-2020 | | 2022-2024 | | Change | |
|---|---|---|---|---|---|---|
| | # | Average | # | Average | | |
| Fatal | 0 | 0.0 | 0 | 0.0 | 0.0 | -100% |
| Serious Injury | 1 | 0.3 | 2 | 0.0 | 1.0 | -100% |
| Minor Injury | 25 | 8.3 | 8 | 0.3 | -17.0 | -88% |
| Possible Injury | 15 | 5.0 | 9 | 1.3 | -6.0 | -33% |
| PDO | 82 | 27.3 | 64 | 9.3 | -18.0 | -20% |
| | **123** | **41.0** | **83** | **27.7** | **-40.0** | **-33%** |

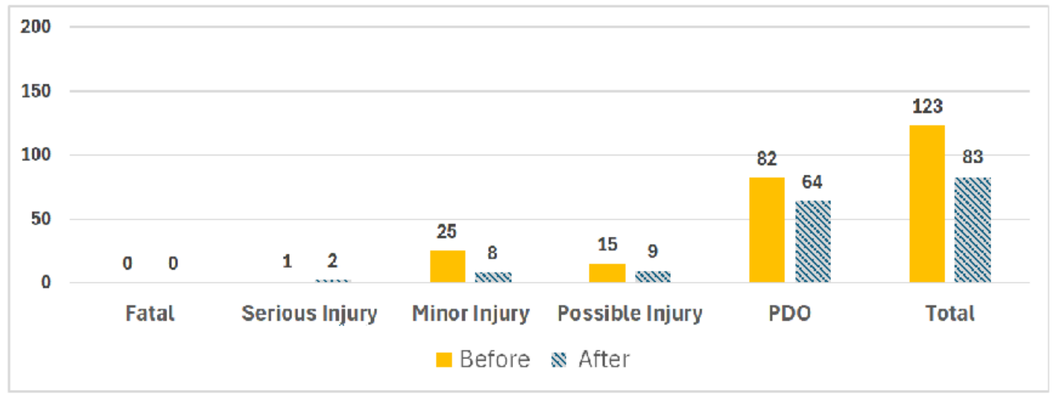
**Cranston Road**

| | 2018-2020 | | 2022-2024 | | Change | |
|---|---|---|---|---|---|---|
| | # | Average | # | Average | | |
| Fatal | 1 | 0.3 | 0 | 0.0 | -1.0 | -100% |
| Serious Injury | 1 | 0.3 | 0 | 0.0 | -1.0 | -100% |
| Minor Injury | 8 | 2.7 | 1 | 0.3 | -7.0 | -88% |
| Possible Injury | 6 | 2.0 | 4 | 1.3 | -2.0 | -33% |
| PDO | 35 | 11.7 | 28 | 9.3 | -7.0 | -20% |
| | **51** | **17.0** | **33** | **11.0** | **-18.0** | **-35%** |

**Total (Combined Henry and Cranston)**

| | 2018-2020 | | 2022-2024 | | Change | |
|---|---|---|---|---|---|---|
| | # | Average | # | Average | | |
| Fatal | 1 | 0.3 | 0 | 0.0 | -1.0 | -100% |
| Serious Injury | 2 | 0.3 | 2 | 0.0 | 0.0 | 0% |
| Minor Injury | 33 | 2.7 | 9 | 0.3 | -24.0 | -73% |
| Possible Injury | 21 | 2.0 | 13 | 1.3 | -8.0 | -38% |
| PDO | 117 | 11.7 | 92 | 9.3 | -25.0 | -21% |
| | **174** | **58.0** | **116** | **38.7** | **-58.0** | **-33%** |

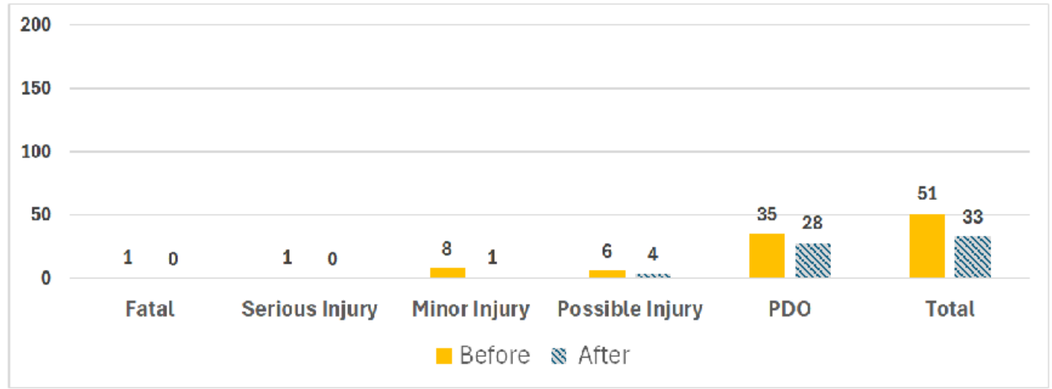
**Henry Avenue**




Change in Crashes

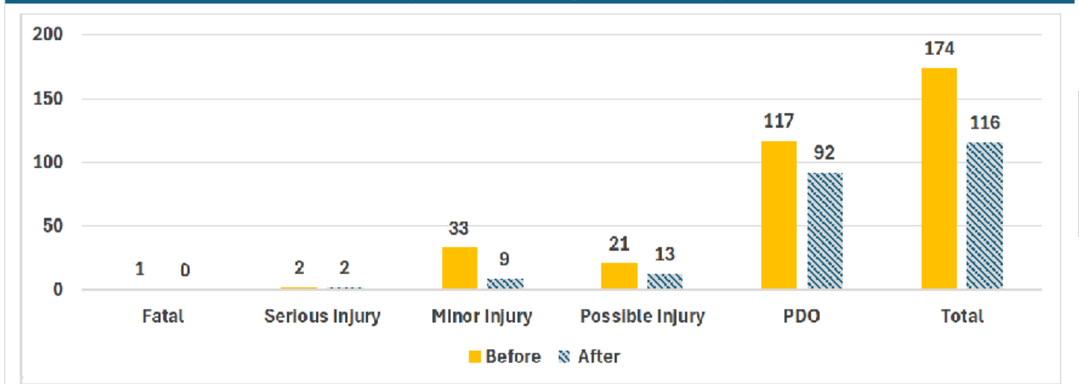
33%
40

**Cranston Road**




35%
18

**Total (Combined Henry and Cranston)**




33%
58

# Road Diet Impacts

- Injury Related Crashes

## Henry Avenue

| | Injury Crashes | | | |
|---|---|---|---|---|
| | Before | After | Change | % Chang |
| Serious Injury | 1 | 2 | 1 | 100.0 |
| Minor Injury | 25 | 8 | -17 | -68.0 |
| Possible Injury | 15 | 9 | -6 | -40.0 |
| | 41 | 19 | -22 | -53.7 |

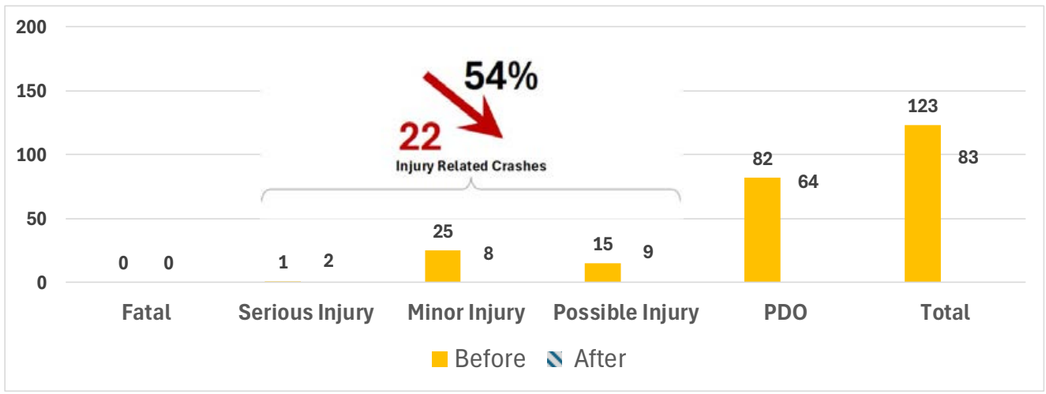
## Cranston Road

| | Injury Crashes | | | |
|---|---|---|---|---|
| | Before | After | Change | % Chang |
| Serious Injury | 1 | 0 | -1 | -100.0 |
| Minor Injury | 8 | 1 | -7 | -87.5 |
| Possible Injury | 6 | 4 | -2 | -33.3 |
| | 15 | 5 | -10 | -66.7 |

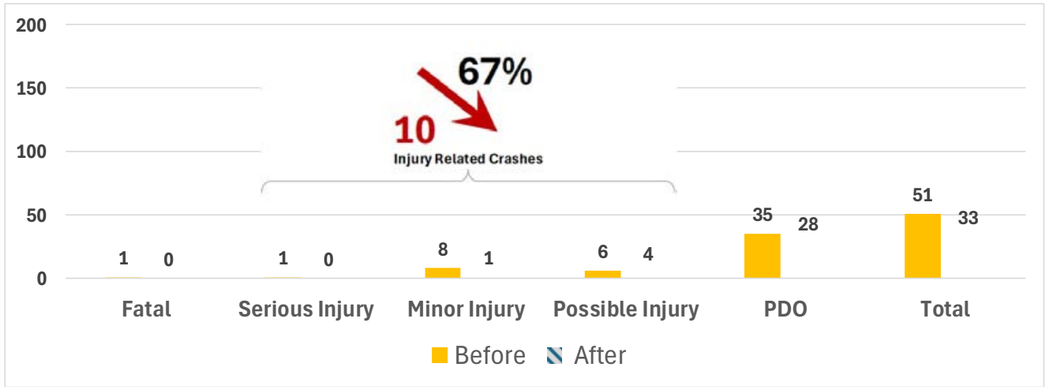
## Total (Combined Henry and Cranston)

| | Injury Crashes | | | |
|---|---|---|---|---|
| | Before | After | Change | % Chang |
| Serious Injury | 2 | 2 | 0 | 0.0 |
| Minor Injury | 33 | 9 | -24 | -72.7 |
| Possible Injury | 21 | 13 | -8 | -38.1 |
| | 56 | 24 | -32 | -57.1 |

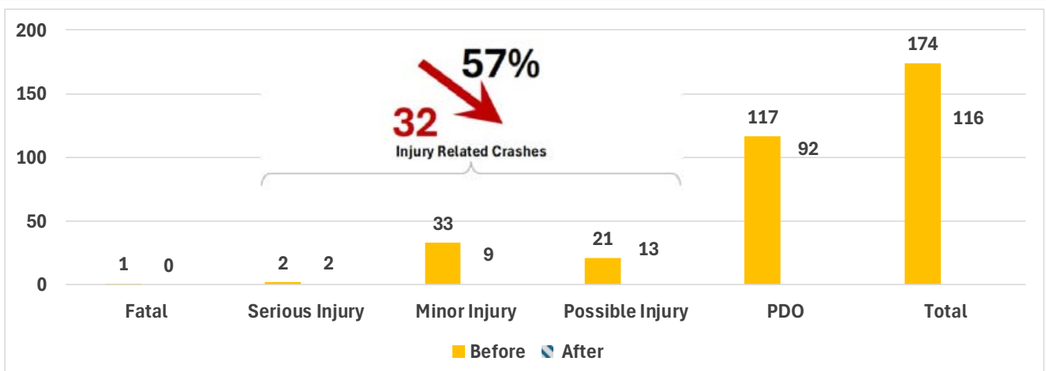
## Henry Avenue




## Cranston Avenue




## Total (Combined Henry and Cranston)



# Maintenance

- Maintenance is the region's top priority
  - Strong public feedback emphasizes fixing pavement and bridges
    - "Fix the basics first" is the dominant message
  - Key corridors (e.g., Gardner, Willowbrook) face added pressure from trucks and new development

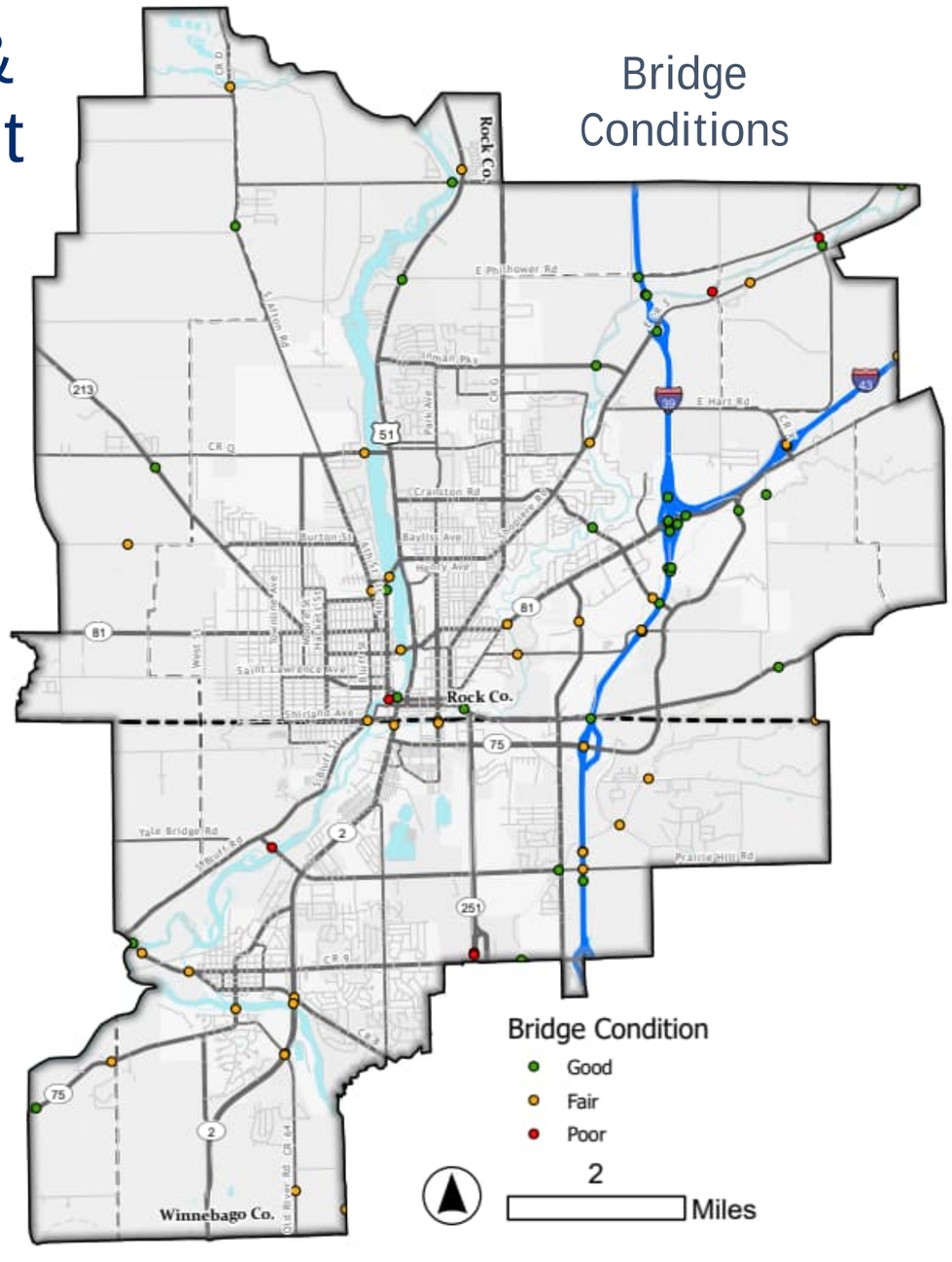


- Targeted structural needs and systemwide upkeep
  - River Crossings
    - Poor condition: 4th Street, Prairie Hill



# Bridges & Pavement

## Bridge Conditions




## Pavement Conditions



# Public Transportation

## Key Transportation Challenges and Context

- Rock County is highly car-dependent
  - Approximately 90% of residents travel by car
  - Approximately 5% walk, bike, or use transit
- Major barriers to mobility
  - Low-income individuals and those without vehicles
  - Older adults, youth, and people with disabilities
  - Rural residents and underserved communities
- Mobility gaps impact vulnerable populations
  - Low-income individuals and those without vehicles
  - Older adults, youth, and people with disabilities
  - Rural residents and underserved communities
- Infrastructure challenges
  - Low walkability in some communities
  - Safety concerns (i.e., speeding, walking/biking concerns, etc.)






# Public Transportation

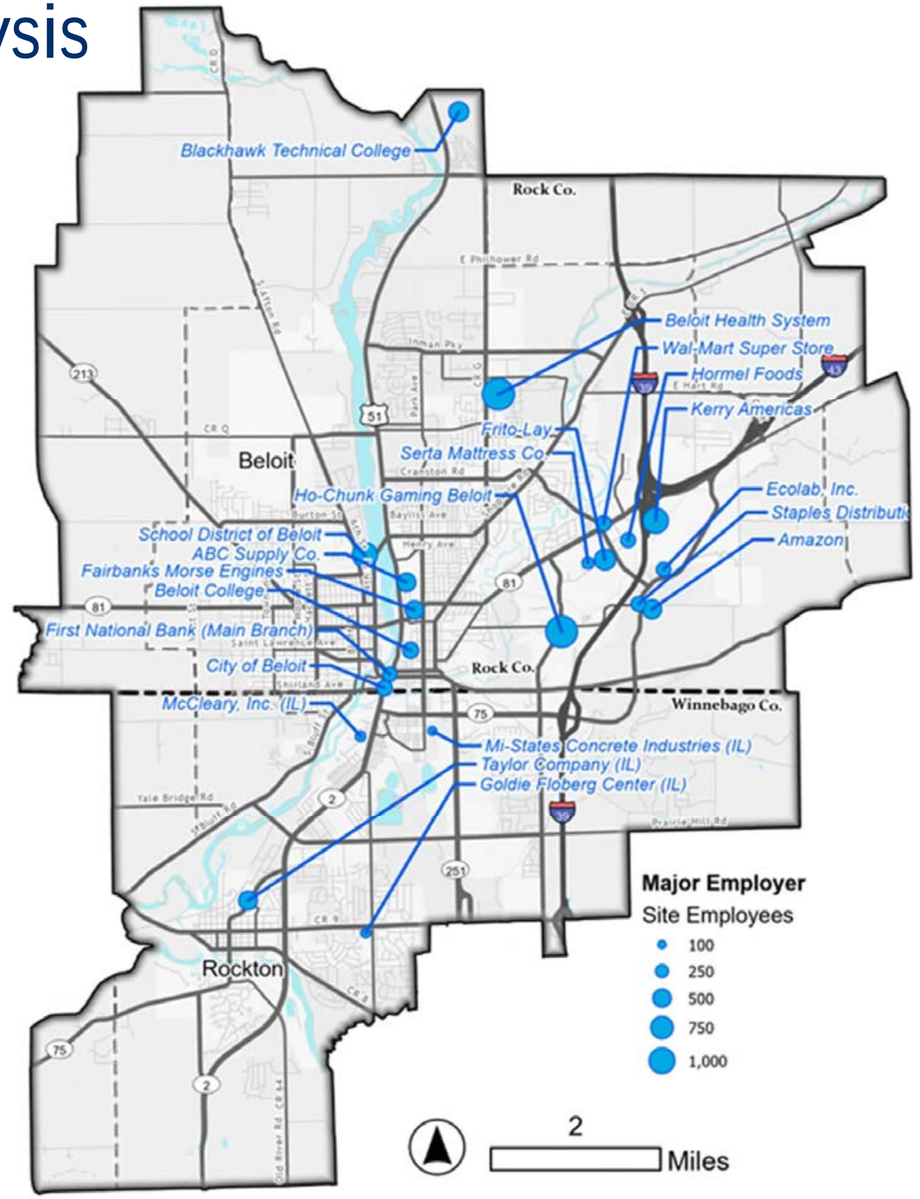
## Rock County Summit: Insights, Priorities and Next Steps

- Top Issues Identified
  - Need for better rural transportation coordination
  - Affordability barriers for low-income populations
  - Specialized transit systems operating at capacity
  - Limited-service hours and lack of last-minute ride options
- Key Priorities (voted)
  - Expand early/late transit service options
  - Improve regional coordination across providers
  - Increase advocacy and funding support
  - Develop centralized or coordinated transportation systems
- Opportunities and Next Steps
  - Improve public awareness and education on existing services
  - Strengthen partnerships (public, private, nonprofit)
  - Explore innovative solutions (AI scheduling, volunteer drivers, personal driver programs)
  - Continue collaboration and reconvene stakeholders for further action



# What we Heard from Employers / Service Analysis

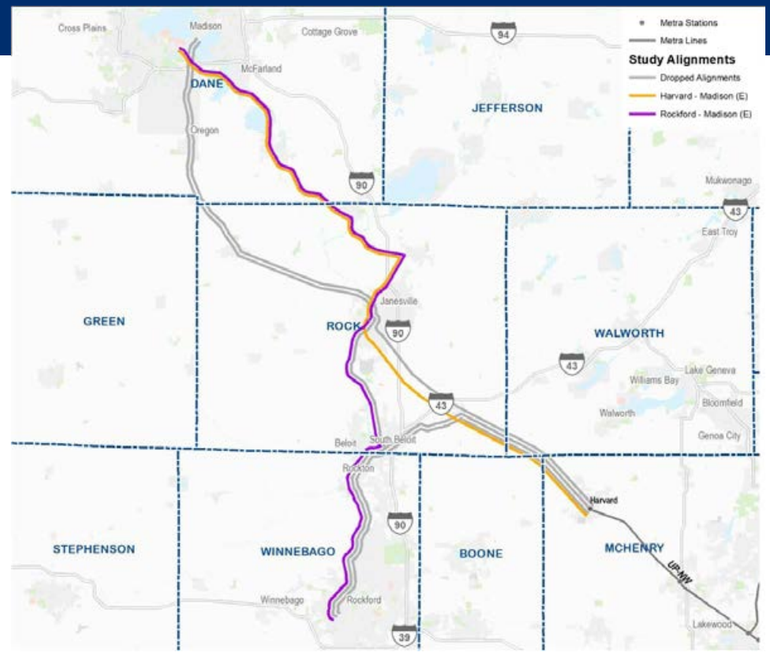
- Strong demand for later evening service
  - Beloit Janesville Express currently ends at 6:00 PM
  - Different BTS and Janesville service hours create evening service gaps
    - Impacts job seekers, shift workers, and students
    - Especially affects regional trips across jurisdictions
- Limited weekend service reduces transit usefulness
  - Restricts access for seven-day-a-week employers
  - Constrains shift flexibility and workforce reliability
- Workers traveling longer distance for jobs
  - Increasing number of workers commuting from Rockford to the Stateline area
  - Rockford commute is becoming more common compared than Janesville commute
- Funding constraints limit service expansion
  - Difficulty aligning service levels with employer needs and workforce demand



# Passenger Rail

## Why it Matters for the SLATS Region

- Address Regional Challenges
  - Passenger rail supports economic competitiveness and access to opportunity
- Ridership and Demand
  - The corridor could support 800 to 2,200 weekday passenger trips, led by access to Madison's employment base
- Economic Impact
  - Rail investment may create 22,000 to 29,000 new jobs and generate billions in wages and regional output over 30 years
- Long-Term Growth Strategy
  - Passenger rail is a strategic, long-term growth plan preserving corridors and coordinating regional development




| Downtowns Poised for Density | Need for Multi-Family Development |
|---|---|
| Given the preexisting clustering of commercial activity, the downtown Station Areas (Rockford, Beloit, Janesville, Madison) are good candidates for future TOD that is mixed-use and higher density. There are recent examples of the trend towards mixed-use, including in Beloit. | There is a Corridor-wide need for additional housing supply proximate to transit options, particularly in Dane County. Suburban and exurban Station Areas represent opportunities for adding higher density, multi-family housing at a variety of price points. |
| **Future Greenfield Opportunities** | **Ample Brownfield/Greyfield Sites** |
| While most Station Areas would be characterized as downtown or suburban, there are a few greenfield sites in Station Areas (Milton, Beloit-Town Line Road, Rockford-North ) that hold long-term opportunity to add large-scale development. | Several Corridor areas have ample brownfield and greyfield* sites that are poised for redevelopment, particularly in downtown (Rockford, Janesville) and suburban Station Areas that become underutilized. |

# Passenger Rail

## Moving Passenger Rail from Planning to Progress

- Statewide Rail Plan Amendment
  - WisDOT added the Madison-Rockford corridor in March 2026
  - Position for funding to conduct feasibility studies
  - Conduct detailed service planning, ridership refinement and governance structures
- Stakeholder Engagement
  - Advance regional partnership
  - Engage freight railroads, state DOTs, and operators to align priorities and discuss feasibility
  - Illinois area residents expressed support for passenger rail as an opportunity to improve regional mobility concerns
- **Build Public and Political Support**
  - Develop sustained consensus highlighting rail as a long-term investment to expand job access and regional growth
- Coordinate long-term vision with on-going development
  - Preserve corridors and potential future station locations



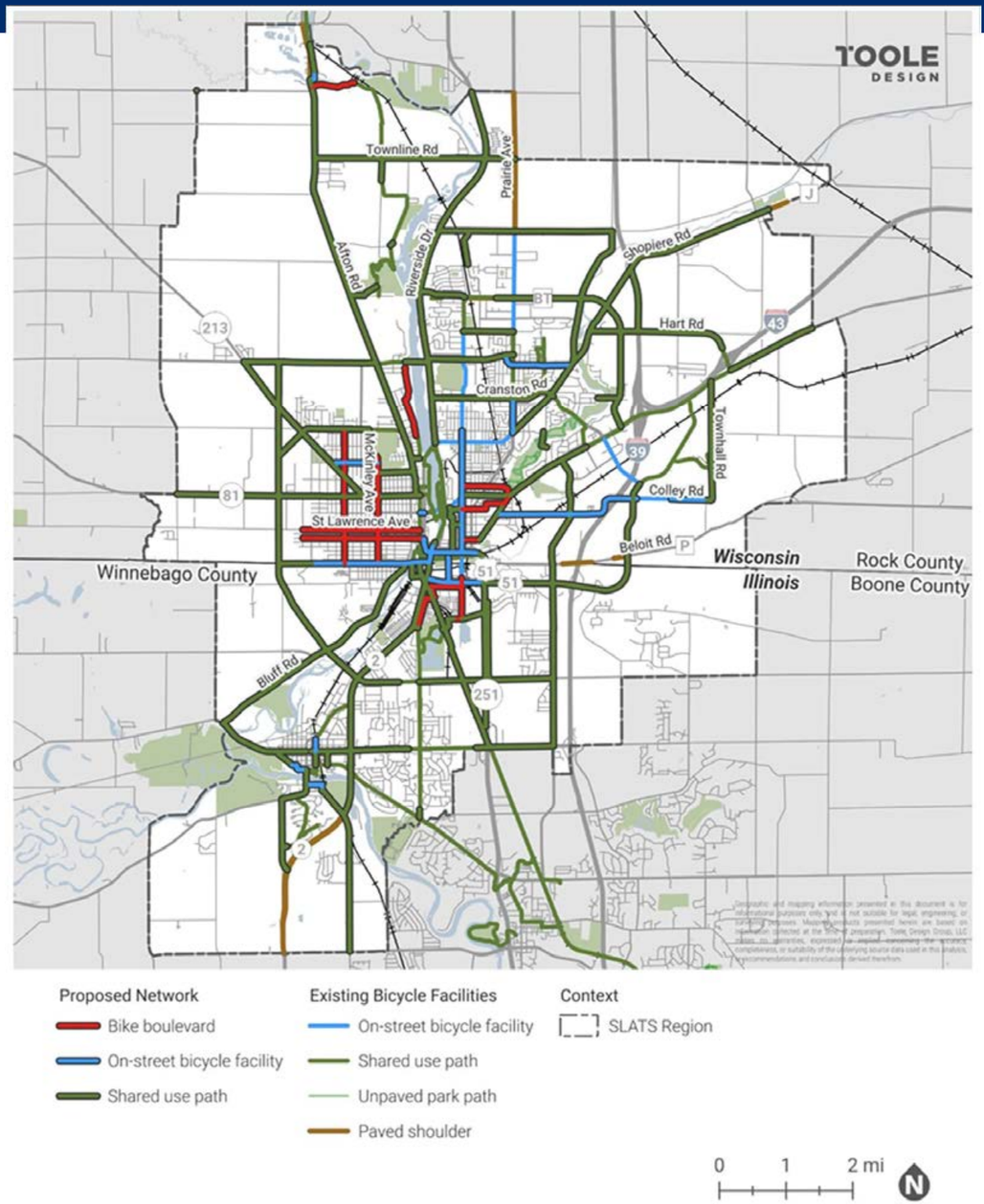

**Table 20: Long-Range Intercity Passenger and Commuter Rail Projects (Amended March 2026)**

| Description | Cost | Funding Source |
|---|---|---|
| Milwaukee to Chicago Hiawatha Service Expansion (10 round trips) – Step 3: Preliminary Engineering and NEPA | TBD | Not yet programmed |
| Milwaukee to Green Bay Service Extension – Step 3: Preliminary Engineering and NEPA | TBD | Not yet programmed |
| Milwaukee – Madison – Eau Claire – Twin Cities (MMET) – Step 3: Preliminary Engineering and NEPA | TBD | Not yet programmed |
| Twin Cities – Milwaukee – Chicago Service Expansion via La Crosse (TCMC2) – Step 3: Preliminary Engineering and NEPA | TBD | Not yet programmed |
| Northern Lights Express (NLX) through Superior | TBD | Not yet programmed |
| Milwaukee – Racine – Kenosha – Chicago Rail Service | TBD | Not yet programmed |
| Madison – Janesville – Rockford Rail Service | TBD | Not yet programmed |
| Eau Claire-Twin Cities Corridor | TBD | Not yet programmed |

# Active Transportation

## SLATS Recommended Bicycle Network

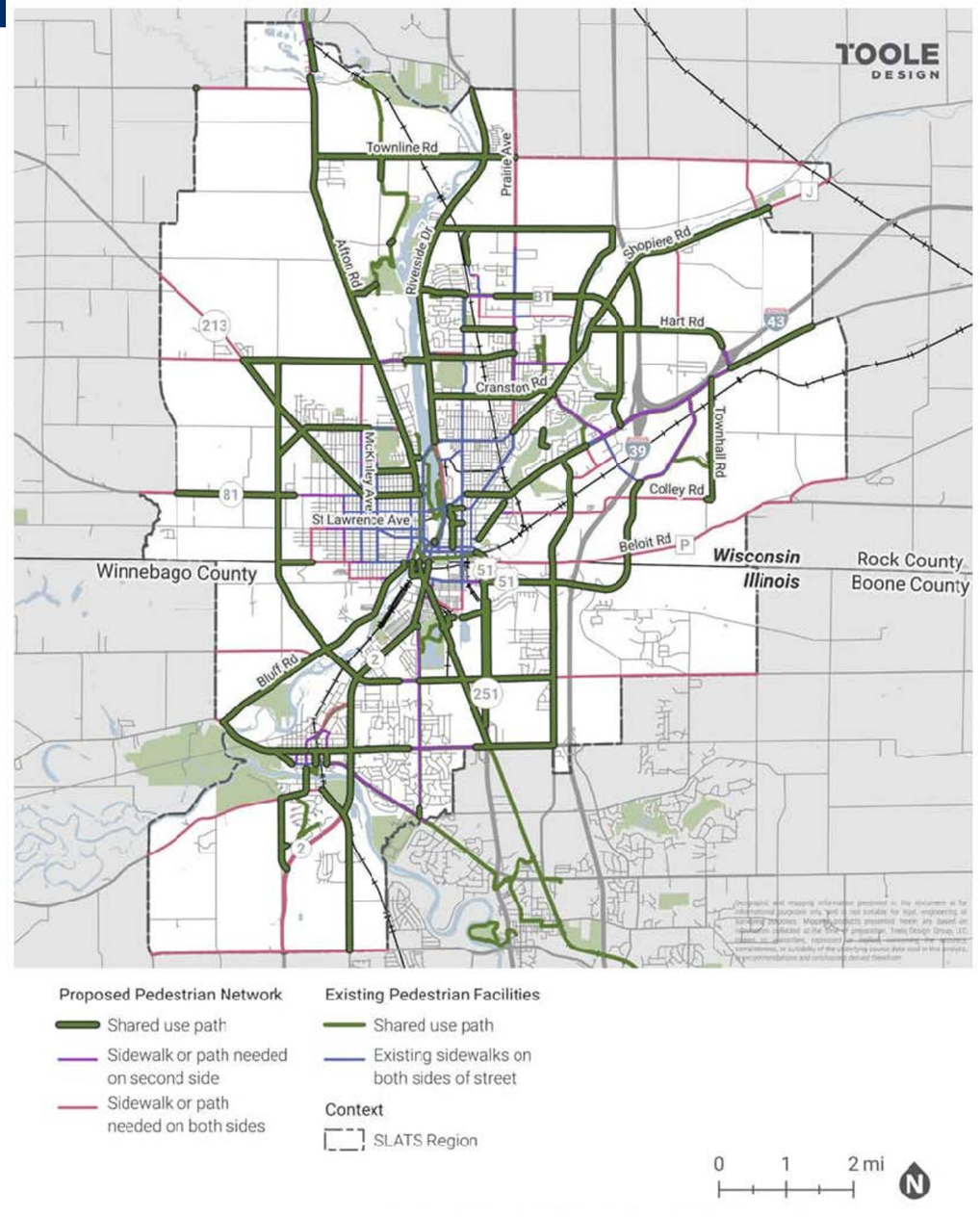
- Based on existing conditions, public input, and best practices
- Supports all ages and abilities
  - Expand access for a wide range of users
- Flexible implementation approach
  - Facility types vary based on right-of-way and project constraints
  - Improvements can be incorporated during repaving, reconstruction, or redevelopment
- Focus on arterial and collector streets
  - Local connections added where needed
- Emphasis on building a connected system
  - Shared-use paths and neighborhood linkages
  - Small-scale connections (e.g., easements, gaps) can improve overall network connectivity
  - Existing paved shoulders and informal facilities provide interim bicycle space and may be upgraded over time
- New development and redevelopment
  - Incorporate planned bicycle and pedestrian facilities when feasible



# Active Transportation

## SLATS Recommended Pedestrian Network

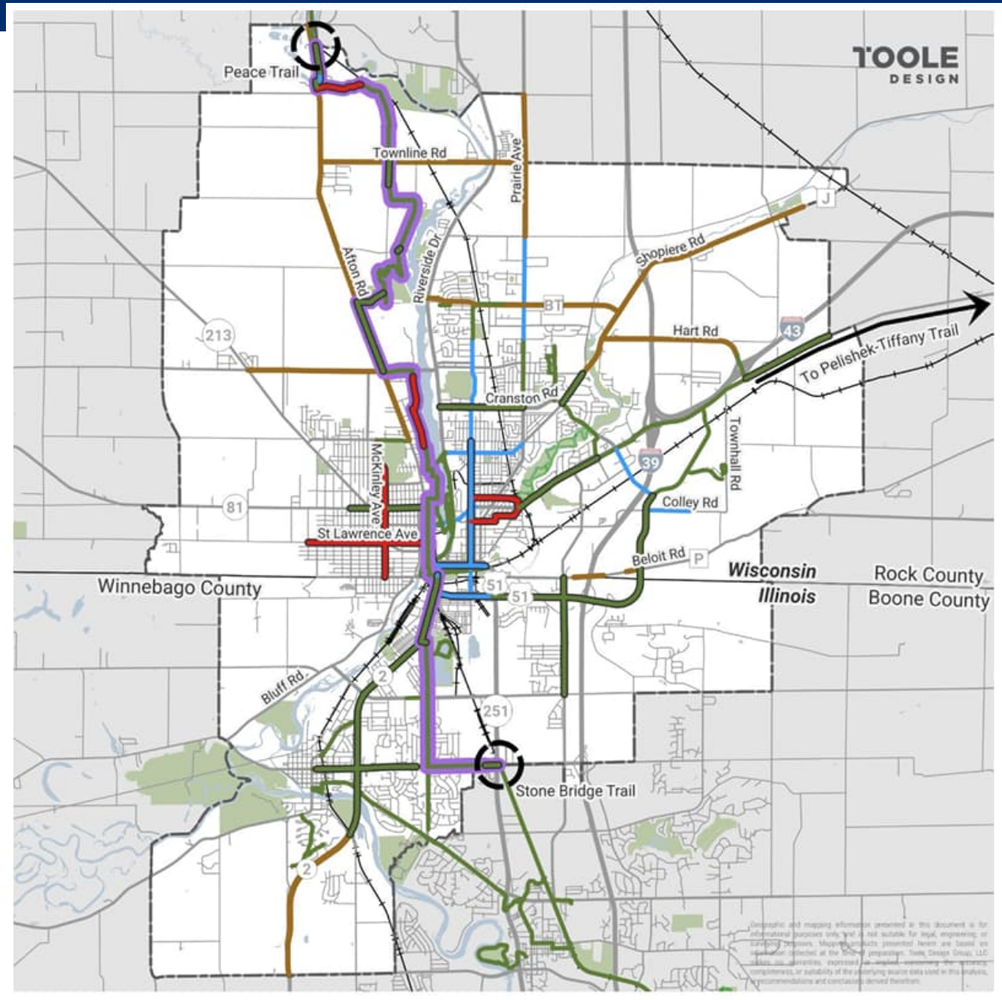
- Sidewalks and pedestrian facilities
  - Foundation of the transportation system, providing access to homes, jobs, and services
- Prioritize safe, comfortable walking environments for all users
  - Especially for vulnerable populations
- Pedestrian network includes sidewalks on both sides of collector and arterial streets
  - Local streets also considered where appropriate
- Shared-use paths are recommended in key corridors
  - Paired with sidewalks to ensure access on both sides of the street
- Focus investments in areas with higher activity
  - Schools, commercial areas, and community destinations
  - Locations with known safety concerns
- Crossings are critical to network connectivity
  - Should be designed to improve safety and accessibility
- Due to funding constraints, prioritize projects that:
  - Close gaps in the network
  - Improve safety and connectivity



# Active Transportation

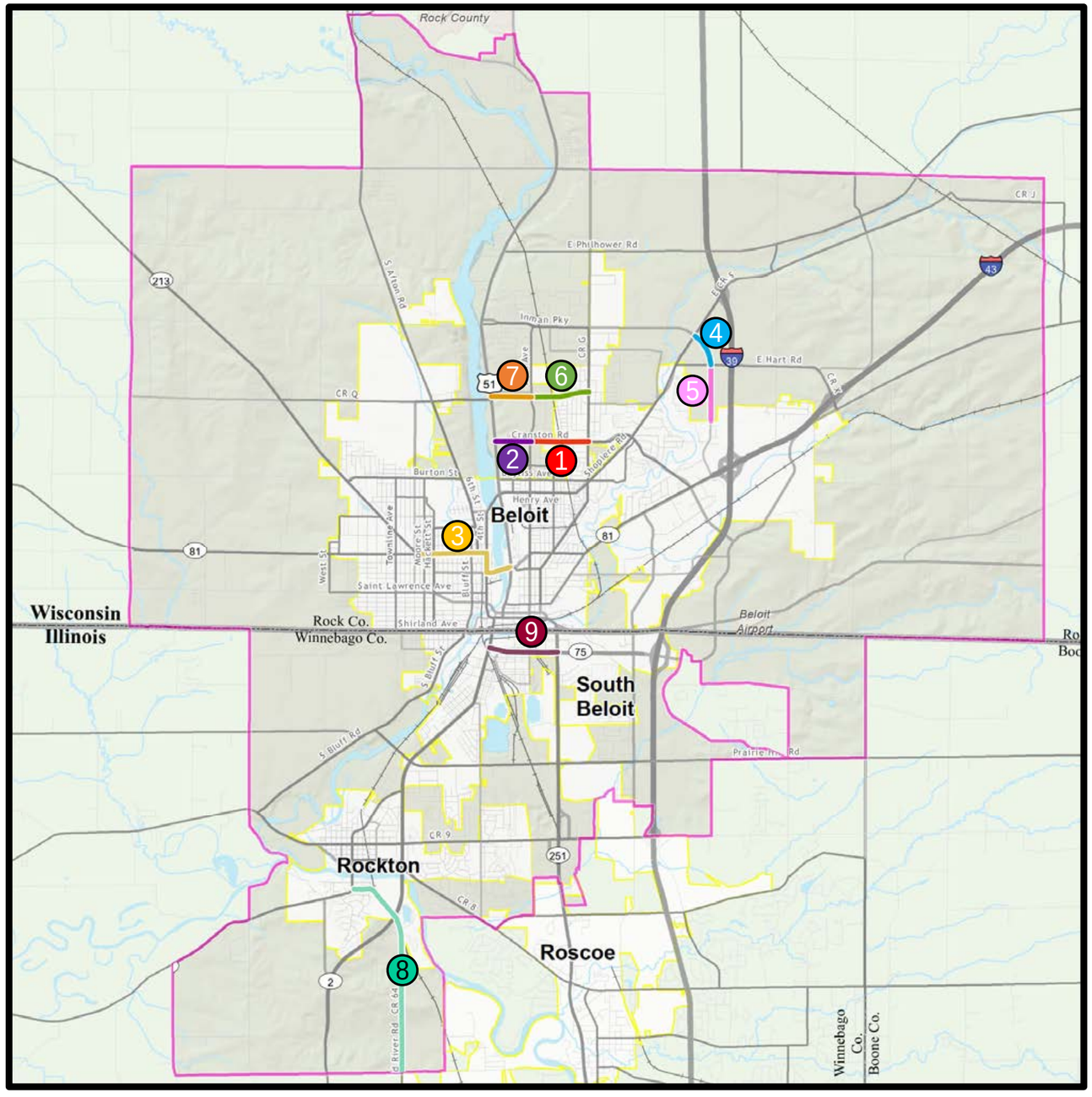
## Priority Network

- Focus on connectivity
  - Links key population centers within the region
  - Connects to major regional trails and destinations
  - Closes critical gaps in the existing bicycle and pedestrian network
- Trail-to-Trail connection
  - Connect Peace Trail to Stone Bridge Trail
  - Near-term implementation through existing routes, gap-filling, and wayfinding
  - Long-term vision for a continuous, separated facility
- Near-Term Priority Projects
  - Mix of shared-use paths, bike boulevards, and protected bike lanes
  - Focus on corridors such as Hackett St, St. Lawrence Ave, Liberty Ave, Park Ave, and Milwaukee Rd
  - Designed to improve network continuity and low-stress travel options
- Safety-Focused System Improvements
  - Evaluate high-crash and multilane corridors for safety improvements ("road diets")
  - Implement intersection safety packages (e.g., curb extensions, high-visibility crosswalks, signal improvements)
  - Prioritize downtown areas and high pedestrian activity zones
- Supporting System Enhancements
  - Develop a regional wayfinding system to improve navigation and visibility
  - Expand trailheads and access points as the network grows
- Implementation Approach
  - Prioritize projects proactively, while leveraging coordination with roadway projects
  - Maintain flexibility to refine alignments during design while following plan principles



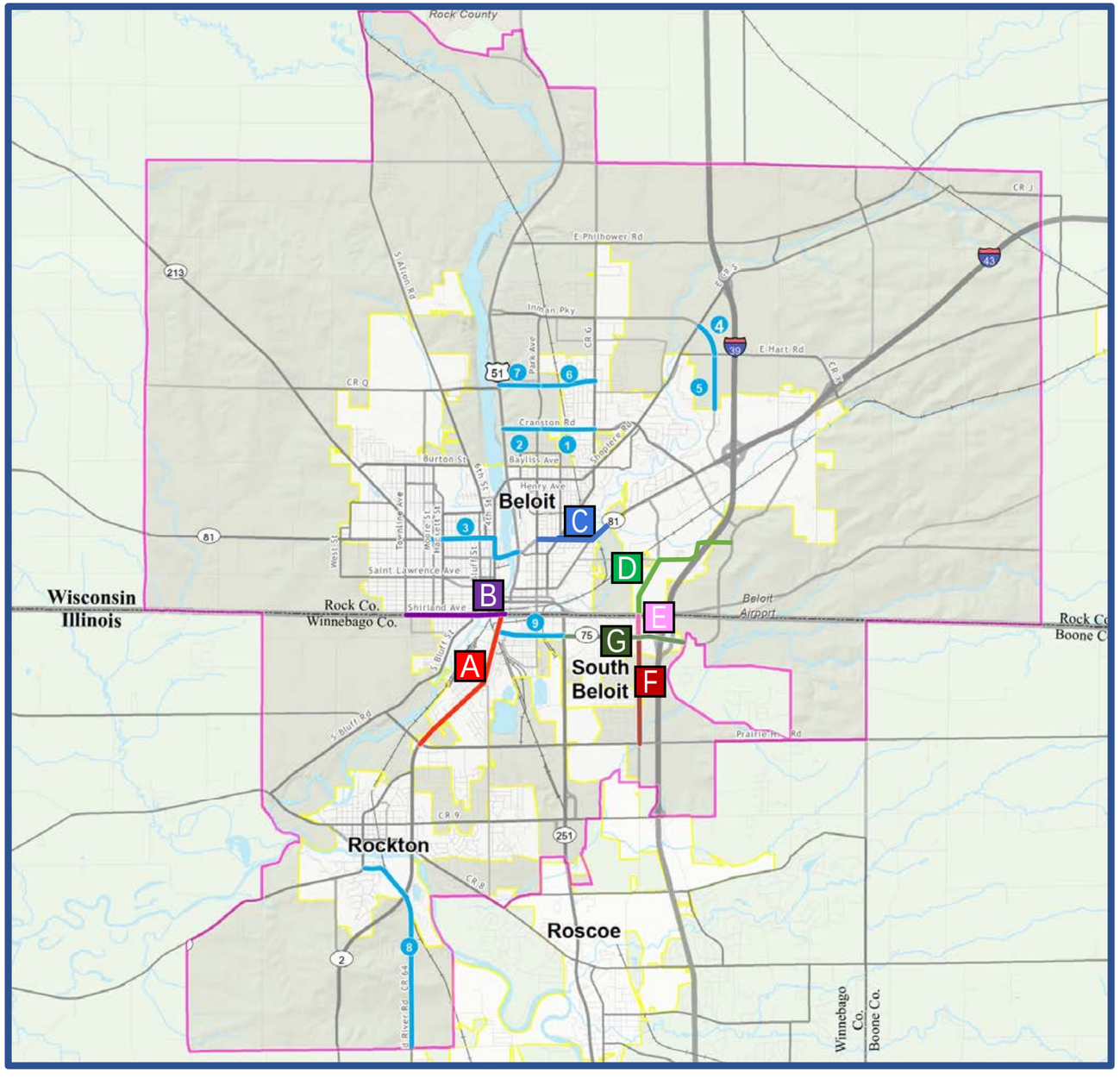
# 2045 LRTP Fiscally Constrained Plan

1. Cranston Road – Phase 1 (Park Avenue to Prairie Avenue) – FY 2025
2. Cranston Road – Phase 2 (Riverside Drive to Park Avenue) – FY 2027 / 2029
3. Liberty Avenue / 4th Street / Portland Avenue – FY 2027
4. BT Extension – Phase 1 (S to approx. 200 feet south of Hart) – FY 2029
5. BT Extension – Phase 2 (200 feet south of Hart to Winchester) – FY 2031
6. Elmwood Avenue – Phase 1 (Riverside Drive to Park) – FY 2033
7. Elmwood Avenue – Phase 2 (Park to Prairie) – FY 2035
8. Old River Road (IL-75 to Roscoe Road) – FY 2024 (currently in the 2021 TIP)
9. Gardner Street – Phase 1 (FY 2028) and Phase 2 (FY 2032); the limits of phase 1 and phase 2 to be determined.



# 2045 LRTP Illustrative Projects / Future Studies

- A Blackhawk Boulevard – Corridor Study identified several recommendations for bicycle accommodations and upgrade of Turtle Creek to accommodate bikes and address flooding issues.
- B Shirland Avenue – Potential complete streets project to enhance east-west connectivity and to link to the new stadium.
- C Milwaukee Road / White Avenue – Monitor for potential congestion and traffic operational issues.
- D Willowbrook Road and Colley Road – Local roadway improvements being planned to accommodate the new Casino
- E Willowbrook Road (State line to Gardner) – Priority segment that will require improvements to accommodate the next casino.
- F Willowbrook Road (Gardner to Prairie Hill) – Priority segment that will require improvements to accommodate the next casino.
- G Gardner Street – traffic operational/signal improvements; accommodate truck traffic



# Regional Priorities for Discussion for the 2055 LRTP

## Completed / In-Progress

**Build upon previous planning efforts and studies**

- **Cranston Road** – Phase 1 (Park Avenue to Prairie Avenue)
- **Cranston Road** – Phase 2 (Riverside Drive to Park Avenue)
- **Old River Road -** IL-75 to Roscoe Road
- **Willowbrook Road** - coordinated with Casino opening, improvements limited to the Wisconsin side of the MPO area

## MPO Led (Fundable)

**Regionally significant projects that SLATS could continue to advance through MPO processes and funding discussions.**

- **Gardner Street**, Blackhawk to IL 251
- **Willowbrook Road**, segments south of the state line, and continuing south of Gardner
- **BT**, Hart to Winchester
- **Elmwood Avenue** –Riverside to Prairie
- **Shirland Avenue** , potential road diet (location TBD)

## State (DOT) Led




**Connecting highways and other corridors that remain important to the region but would need to be led by WisDOT or IDOT**

- **Liberty Avenue / 4th Street / Portland Avenue**
- **I-39 / Gardner** interchange improvements
- **Regional Truck improvements**

- Are there additional improvements that you think are missing?

2055 Long Range Transportation Plan Update

# Wrap-up / Questions

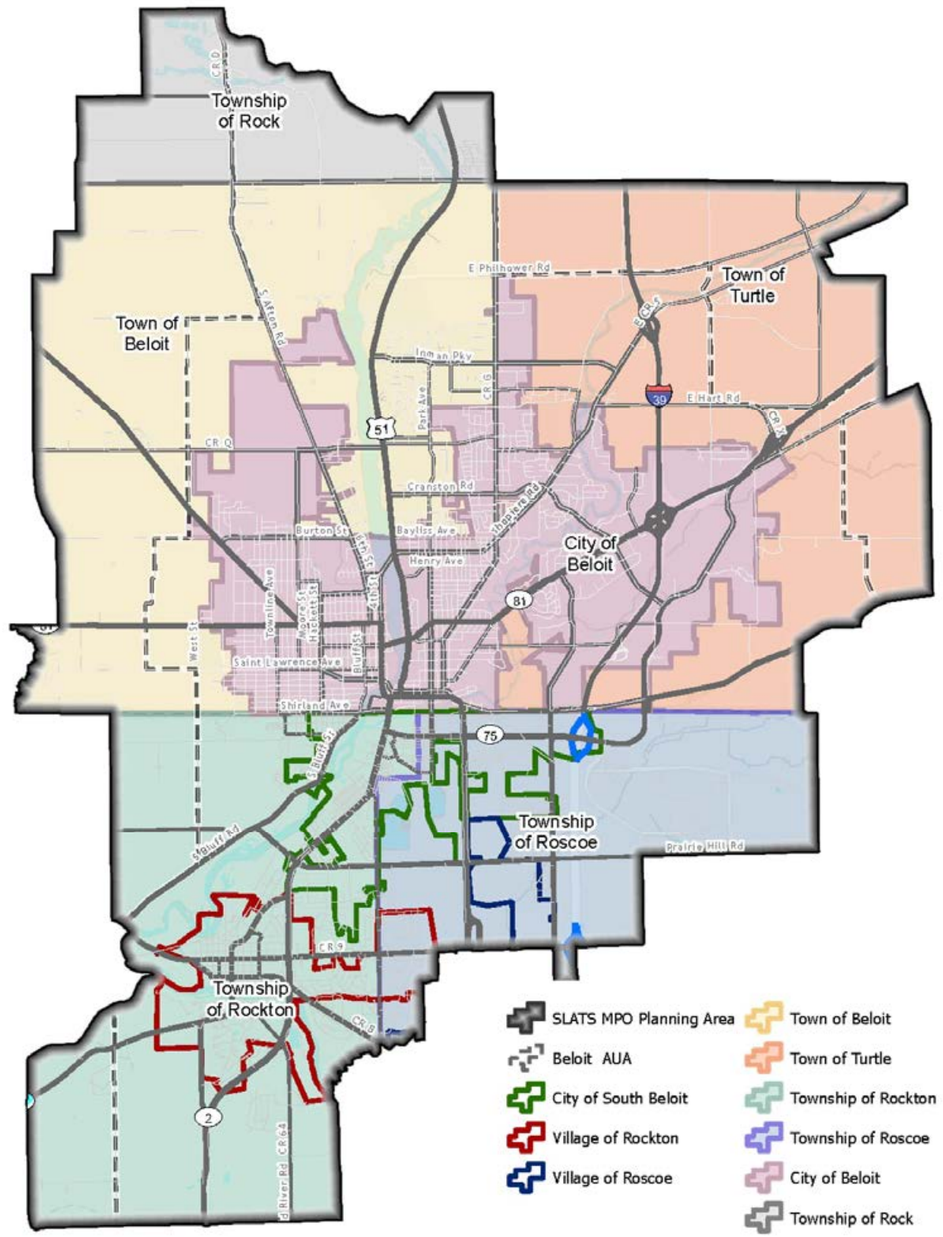
# 2055 Long Range Transportation Plan Update

# Joint Policy Board & Technical Advisory Committee Meeting

August 24, 2026

# Agenda

1. Draft 2055 LRTP Overview
2. Public and Stakeholder Engagement
3. Draft Plan Recommendations
4. Public Review and Plan Adoption
5. Discussion



slats
STATELINE AREA
TRANSPORTATION STUDY

# 2055 Long Range Transportation Plan Update

# Draft 2055 LRTP Overview

# Draft Plan Chapters




- Chapter 1: Overview
  - LRTP introduction, metropolitan planning area, and federal planning requirements
- Chapter 2: Public and Stakeholder Engagement
  - Documents how residents, transportation providers, partner agencies, and stakeholders were engaged
- Chapter 3: Goals and Objectives
  - Framework for defining the goals and objectives that reflect community priorities and guide investment decisions through 2055
- Chapter 4: Demographic and Socioeconomic Conditions
  - Population, employment, land use, and other key demographic characteristics that influence travel behavior and regional transportation needs
- Chapter 5: Growth Trends and Future Forecasts
  - Documents recent development and projected population and employment changes through 2055
- Chapter 6: Existing and Future Transportation Conditions
  - Multimodal evaluation of roadway, freight, public transportation, active transportation, aviation, and passenger rail
- Chapter 7: Transportation Needs and Opportunities
  - Synthesizes public and stakeholder input and technical analysis findings to identify the key regional transportation issues, mobility needs, and opportunities
- Chapter 8: Transportation Investments and Recommendations
  - Universe of transportation projects and strategies to respond to the regional needs
  - Fiscally constrained projects and illustrative projects, representing longer-term opportunities for future planning, funding, and regional coordination
  - Multimodal recommendations

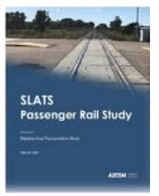
# Supporting Documents and Technical Appendices










The 2055 LRTP is supported by….

## LRTP Documents / Appendices

- Public Engagement Plan
- 2026 SLATS Transportation Survey Findings Report
- Public Involvement Summary
- Goals and Objectives
- Demographic Trends
- Existing and Future Conditions
- Plan Review
- Fiscal Constraint Analysis
- Transportation System Performance Report
- Community Impact Analysis
- Environmental Mitigation Analysis

## Modal Plans Informing LRTP Development

- Transit Development Plan (2026)
- Active Transportation Plan (2026)
- Passenger Rail Studies (2021 and 2025)

## Additional Plans Reviewed/Considered

- Local Comprehensive Plans
- Rock County
  - Preserve Rock 2025-2035: A 10-Year County Farmland Preservation Plan
  - Renew Rock 2025-2045 Comprehensive Plan
- WisDOT and IDOT - Highway Safety Improvement Program (HSIP), Freight Plans, etc.
- Corridor Studies

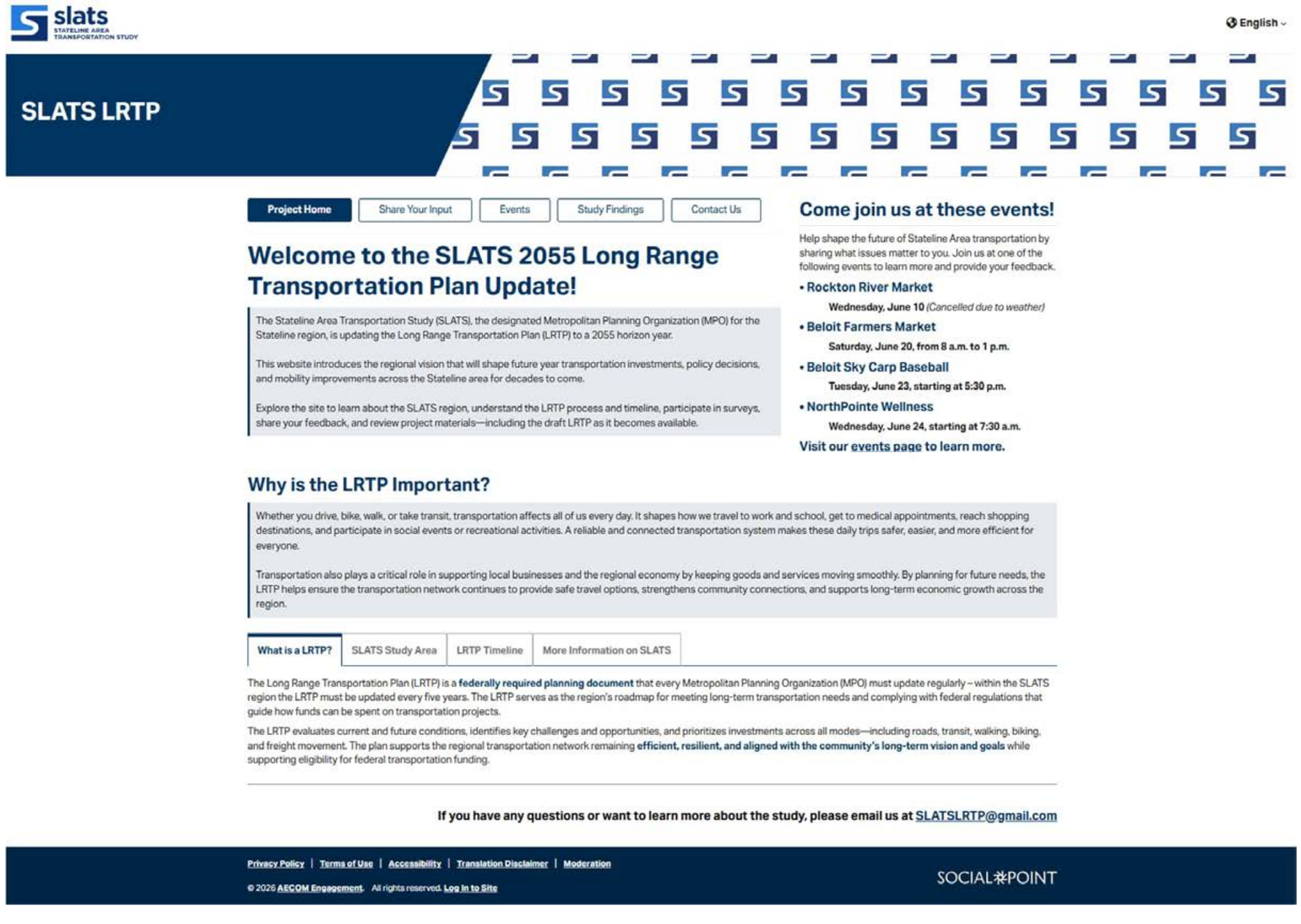
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STATELINE AREA
TRANSPORTATION STUDY

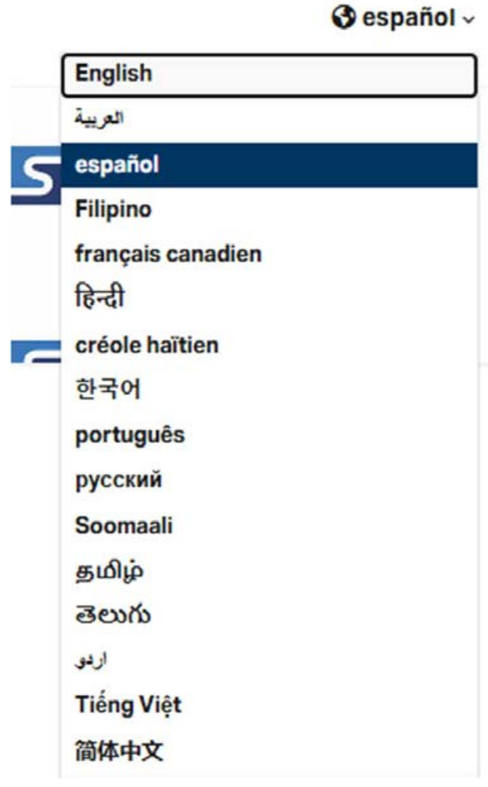
# 2055 Long Range Transportation Plan Update

# Public and Stakeholder Input

# Summary of Engagement

# www.slatslrtp.com



# Open Ended Survey and Online Mapping

## Your Voice, Your Transportation System

Nearly 100 open-ended comments were received from the Spring 2026 survey.

**47**

What do you believe is the most important transportation issue facing the Stateline Area through the year 2055?

**49**

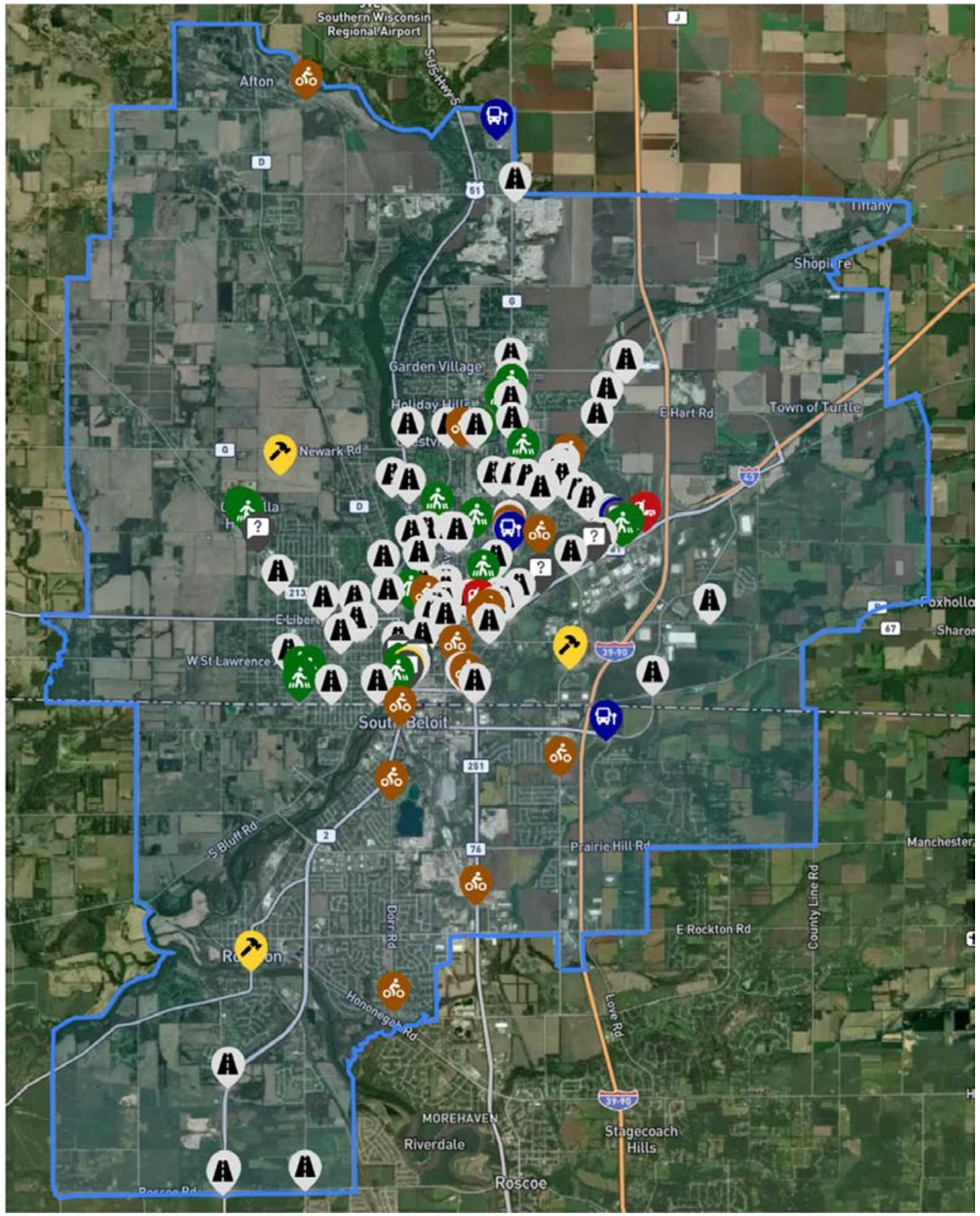
If you could make just one transportation improvement within the region, what improvement would that be?

## Mapping Transportation Needs

Participants placed 154 markers identifying transportation issues and improvement opportunities throughout the Stateline Area during the Spring 2026 online mapping exercise.

**154**

- 59.7% Roadway
- 15.6% Pedestrian
- 10.4% Bicycle
- 5.8% Other
- 3.9% Development/Growth
- 2.6% Transit
- 1.9% Freight



# Statistically Valid Survey




**310**

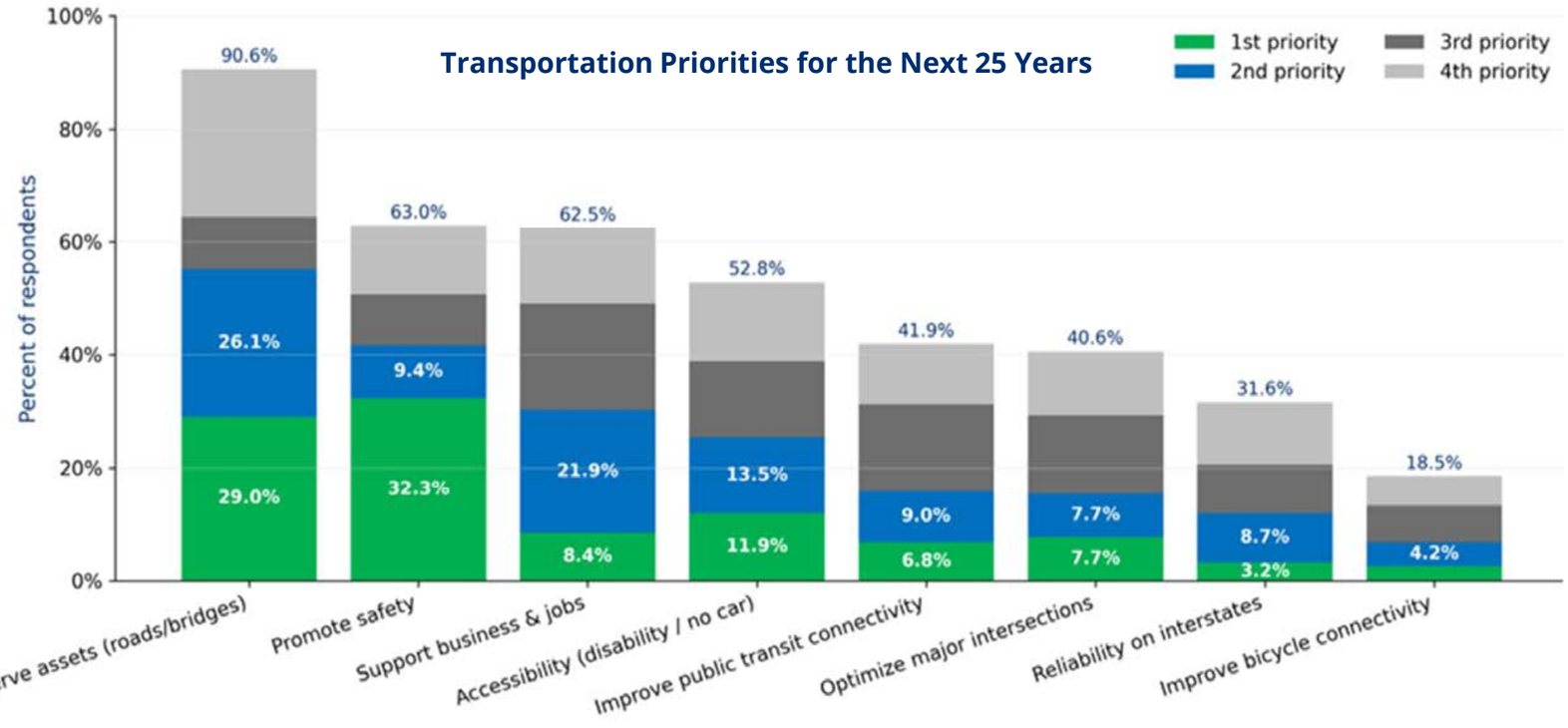
survey responses

Statistically valid results provide a representative assessment of transportation priorities across the Stateline Area.

±5.8% Margin of Error

95% Confidence Level

- *2026 SLATS Transportation Survey Findings Report*
  - Charts summarizing overall survey results
  - Tabular data for all survey questions
  - Cross-tabulated results by county (Rock County and Winnebago County)
  - Open-ended survey responses
  - A copy of the survey instrument



# Community Pop-up Engagement Events

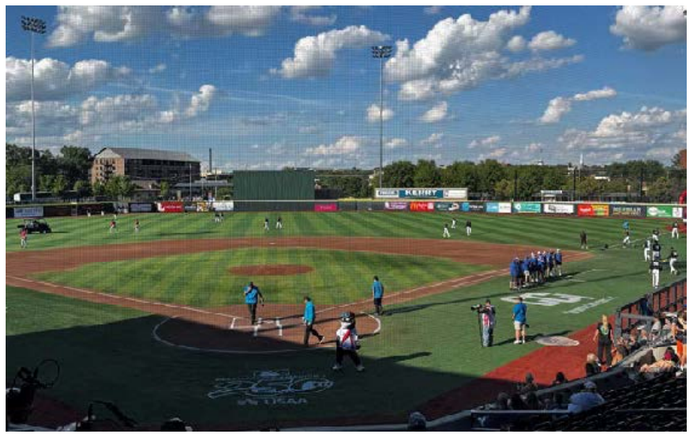
**125+**

***Residents and Visitors Engaged Across the Region***

**Beloit Farmers Market**
**Downtown Beloit**
June 20, 2026



**Beloit Sky Carp**
**Baseball Game**
June 23, 2026



**NorthPointe Wellness**
**Rockton, Illinois**
June 24, 2026



# Pop-up Engagement Events

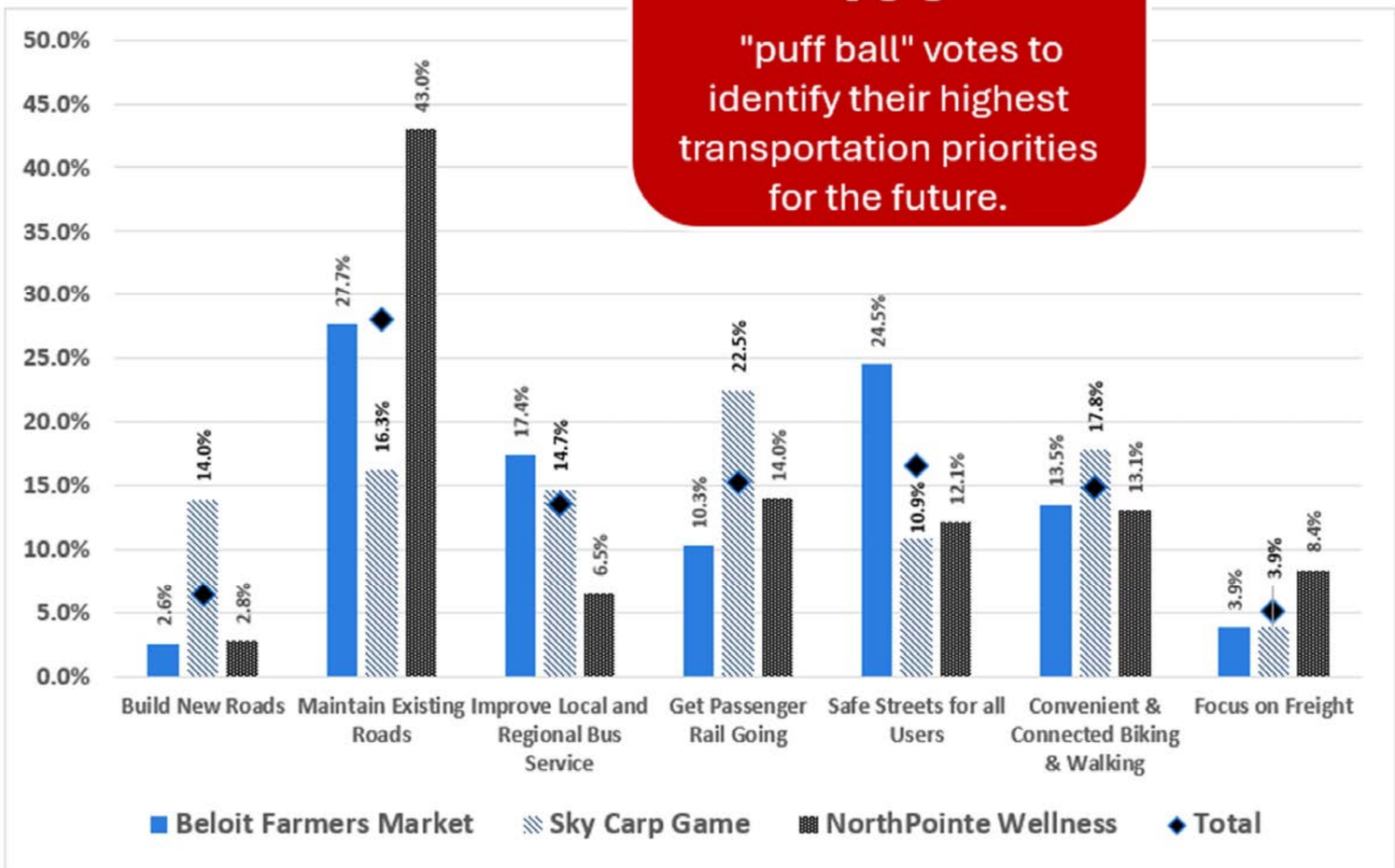








Community members allocated nearly **400** "puff ball" votes to identify their highest transportation priorities for the future.



# Stakeholder Discussions

## Transportation Safety

- Region's top transportation priority
- Top Concerns: speeding, distracted driving, multimodal conflicts, and high-risk intersections
- Support for complete streets, safer crossings, shared-use paths, and safety education

## Housing, Land Use and Regional Mobility

- Limited east-west access and I-39/90 connectivity constrain growth and mobility
- Transportation investments are essential to supporting future growth, redevelopment, and economic competitiveness
- Support for expanded transit, multimodal options, and improved freight access

## School Transportation

- Student safety concerns focus on traffic speeds, drop-off operations, and network gaps
- Gaps in pedestrian and bicycle networks limit convenient access to schools
- Support for Safe Routes to School, enhanced transit, and expanded trail connections

## Beloit Area Task Force on Homelessness

- Transportation is a key barrier to housing stability and economic opportunity
- Many housing-insecure residents depend on transit, walking, and bicycling for daily travel
- Priority placed on expanding reliable connections to employment, healthcare, and support services

## One-on-One Discussions with Major Employers

- Workforce commuting patterns increasingly span the Wisconsin-Illinois state line
- Existing transit service does not fully meet employer shift and scheduling needs
- Improved regional mobility is needed to connect workers with employment opportunities

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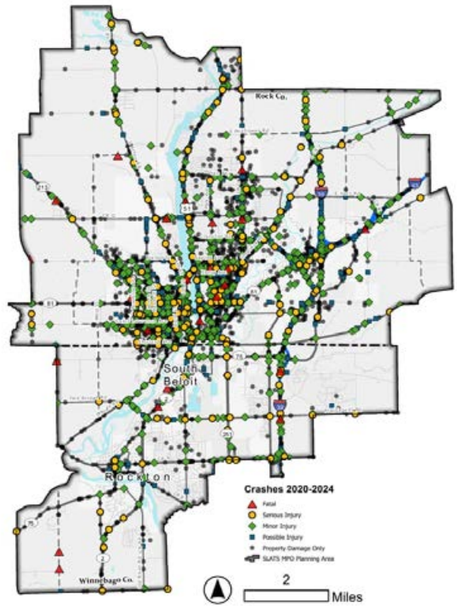
# 2055 Long Range Transportation Plan Update

# Draft Plan Recommendations

# Identifying Regional Transportation Needs

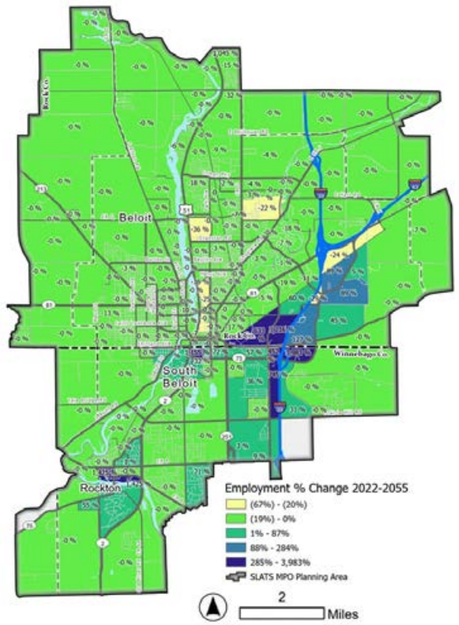
- Public and Stakeholder Input
  - Residents
  - Businesses and Employers
  - Community Organizations
  - Local and Regional Transportation Partners
  - Vistors and Tourists
- Technical Analysis
  - Validate public and stakeholder input
  - Assess development and growth impacts
  - Identify emerging trends and challenges
  - Evaluate system performance
  - Identify potential opportunities

















# Regional Transportation Needs/Priorities

- Preserve and maintain existing transportation assets
- Improve transportation safety for all users
- Expand transportation choice and improve regional connectivity
- Support economic development and freight mobility
- Position the region for future passenger rail opportunities

## Preserve / Maintain

"Fix the roads we already have before building new ones. Potholes, pavement conditions, and aging bridges need long-term attention."

"Maintaining existing infrastructure should be the region's first priority."

## Passenger Rail

"A passenger rail connection between Madison and Rockford would create new opportunities for work and travel."

"Rail service would provide a convenient alternative to driving and help connect our region to larger destinations."

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2055 LRTP

## Safety for All Users

"Safer intersections and better traffic management would make a big difference for drivers, pedestrians, and bicyclists."

"Truck traffic, speeding, and congestion create safety concerns that need to be addressed."

## Economic Development

"Transportation investments should focus on connecting people to jobs and supporting economic growth."

"Better access between major roads, interstates, and industrial areas is important for the region's future."

## Transportation Choice / Connectivity

"We need better transportation connections between communities on both sides of the state line."

"More travel options would reduce dependence on cars and give people greater mobility and independence."

*Comments from the 2026 Statistically Valid Survey – open ended responses.*

# Modal Priorities

## Public Transportation

- Enhance transit reliability, frequency, and regional connectivity
- Pursue funding to expand service hours, coverage, and customer amenities (enhanced stop locations)
- Continue to strengthen coordination among transit providers and regional partners
- Implement BTS microtransit in the Gateway area
- Support long-term sustainability of regional transit connections, including BJE service
  - Recent BJE service change implemented to enhance intercity service

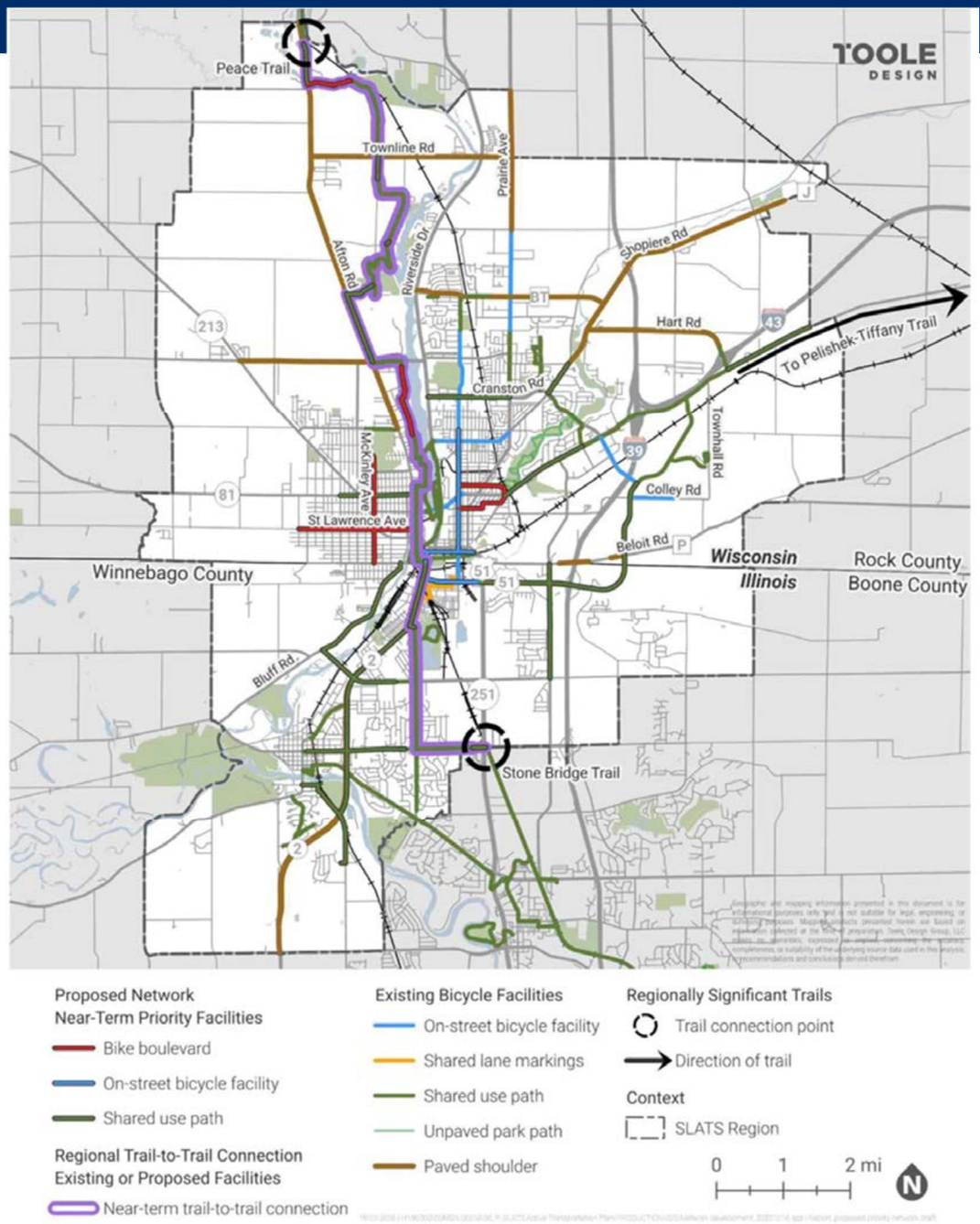





# Modal Priorities

## Active Transportation

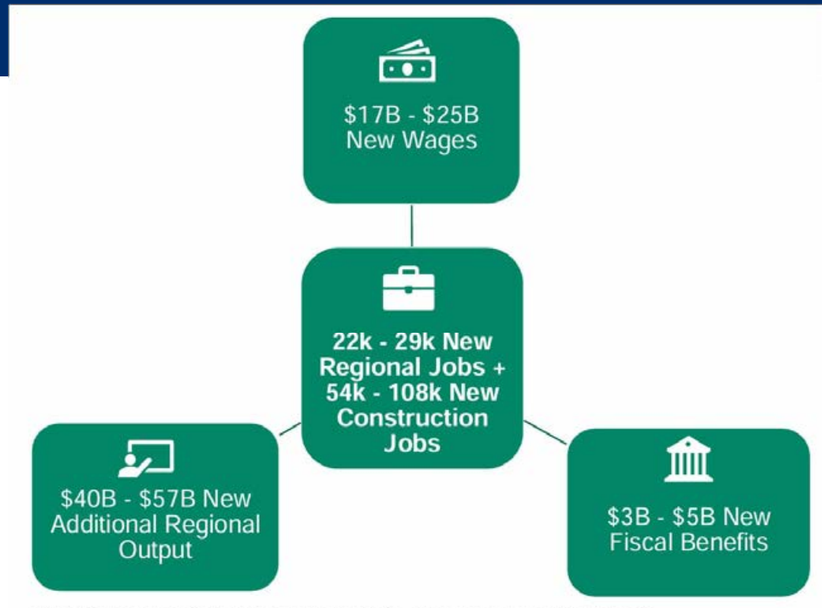
- Implement priority bicycle, pedestrian, and trail projects identified in the Active Transportation Plan
- Improve regional connectivity by closing gaps in trail, bicycle, and pedestrian networks
- Integrate active transportation considerations into future transportation investments and project development
- Strengthen coordination among local partners to advance shared mobility goals
- Support local implementation through funding opportunities, technical assistance, and policy guidance
- Expand education and encouragement programs that promote safe walking and bicycling



# Modal Priorities

## Passenger Rail

- Advance regional partnerships to support future passenger rail service
- Preserve potential corridors, station locations, and right-of-way opportunities
- Pursue funding and corridor development opportunities
- Continue planning and evaluation of service, ridership, and infrastructure needs




*Note: Estimates above reflect direct economic benefits (i.e., jobs, wages, output, and fiscal impact).*
*Source: AECOM estimates; $USD 2025*

**Federal Railroad Administration Corridor ID Program: Potential Funding Opportunity**

The **FRA Corridor Identification and Development (Corridor ID) Program** provides a pathway for advancing new intercity passenger rail corridors from concept through planning, development, and implementation. For emerging corridors such as the Madison-Rockford corridor, important steps in the corridor development process include:

- ✓ Establishing a corridor sponsor and regional partnership
- ✓ Demonstrating support from local, regional, and state agencies
- ✓ Defining the corridor vision, purpose, and travel markets
- ✓ Identifying potential station locations and service concepts
- ✓ Evaluating ridership potential, infrastructure needs, and operating considerations
- ✓ Coordinating with host railroads and transportation agencies
- ✓ Positioning the corridor for future Service Development Plan (SDP) funding and project advancement.

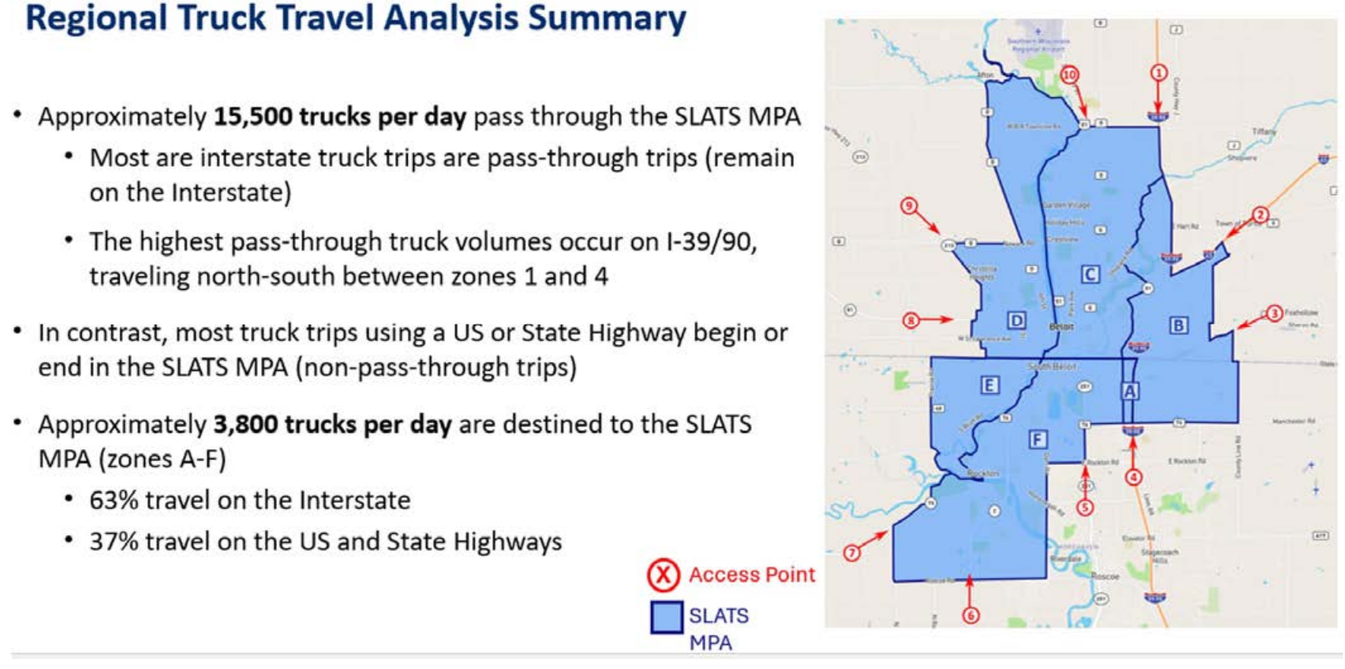
# Modal Priorities

## Freight

- Preserve and improve the regional freight transportation network and reliability on major interstate and regional corridors
- Enhance connections between freight generators, industrial areas, and key transportation facilities
- Continue to evaluate regional freight and truck travel to identify truck patterns, system needs, bottlenecks, and investment priorities
- Coordinate with public and private partners to address freight needs and support economic growth

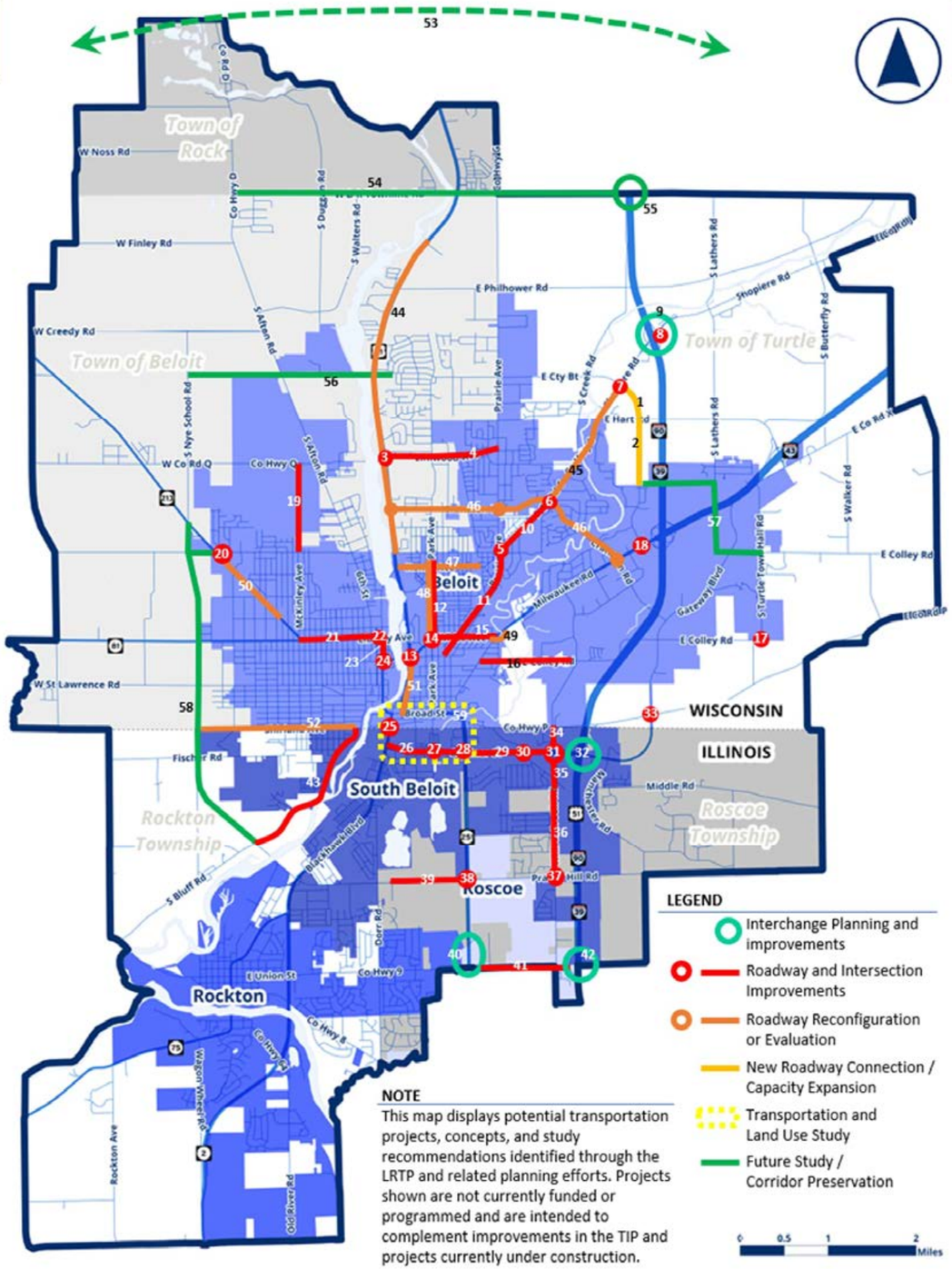


*Eastbound on Garnder Street, at Willowbrook Road Intersection*



# Potential Transportation Projects / Studies

- Roadway and Intersection Improvements
  - Pavement resurfacing
  - Roadway reconstruction
  - Urban cross-section enhancement
  - Operational improvements
  - Geometric improvements
  - Capacity improvements
- Roadway Reconfiguration
  - Evaluate recent roadway reconfigurations
  - Evaluate potential future locations
- Future Studies
  - Interchange areas
  - Connectivity studies
  - Transportation and land use visioning

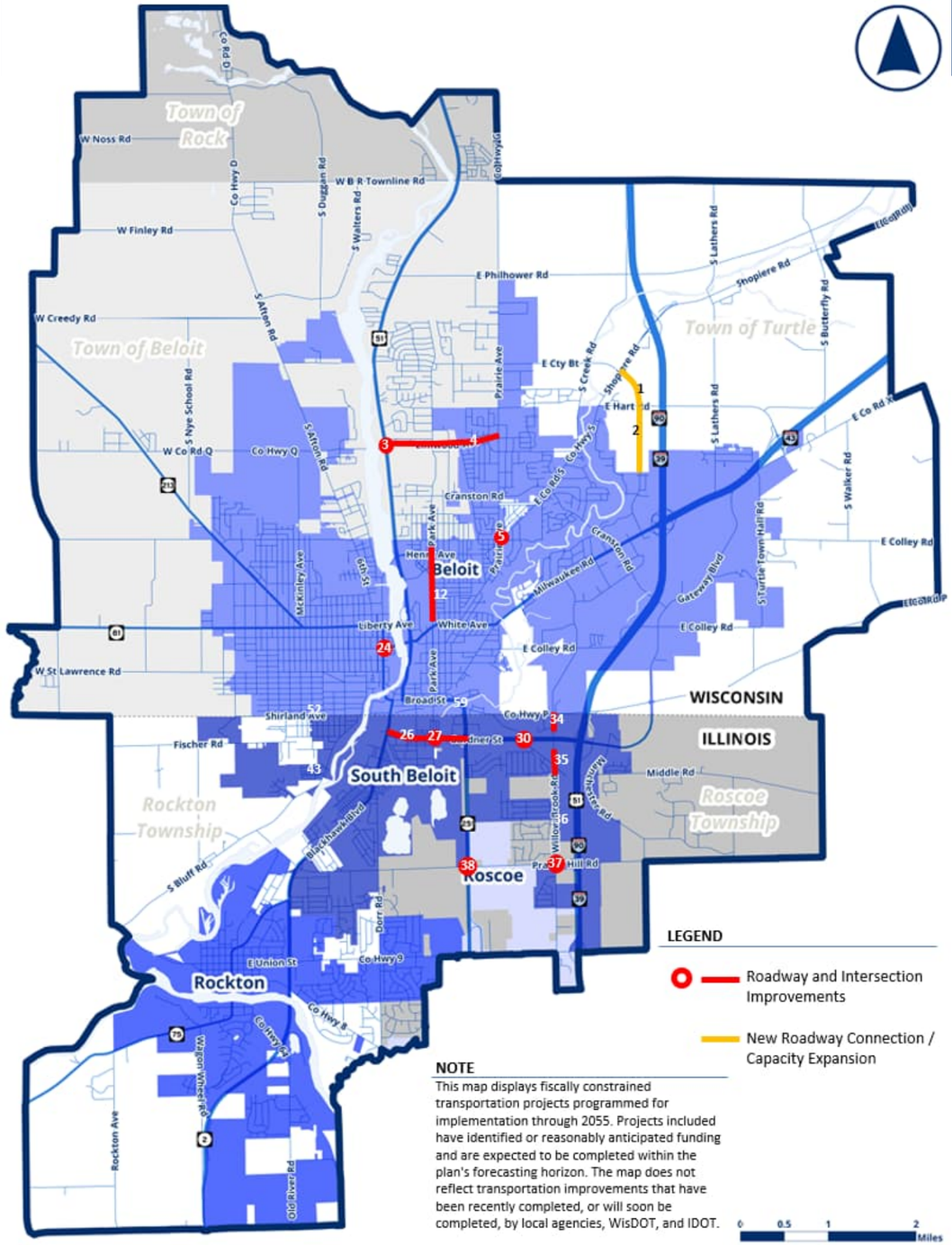


# Fiscally Constrained Projects

| Wisconsin portion of the SLATS MPA | | | |
|---|---|---|---|
| Project ID | Project Description | Program Year | Estimated 2027 Cost |
| 5 | **Shopiere Road (Prairie Ave / Bayliss Ave / Moccasin Trail)** - construct roundabout; improve access and operations by closing Bayliss and realigning Moccasin. | 2033 | $4,750,000 |
| 3 | **US 51 / Newark intersection (Elmwood Avenue Phase 1)** – realign/reconfigure to improve access and network connectivity | 2035 | $2,800,000 |
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| 1 | **BT Extension (Shopiere to Hart) Phase 1** – new roadway connection to improve network connectivity and access | 2041 | $3,200,000 |
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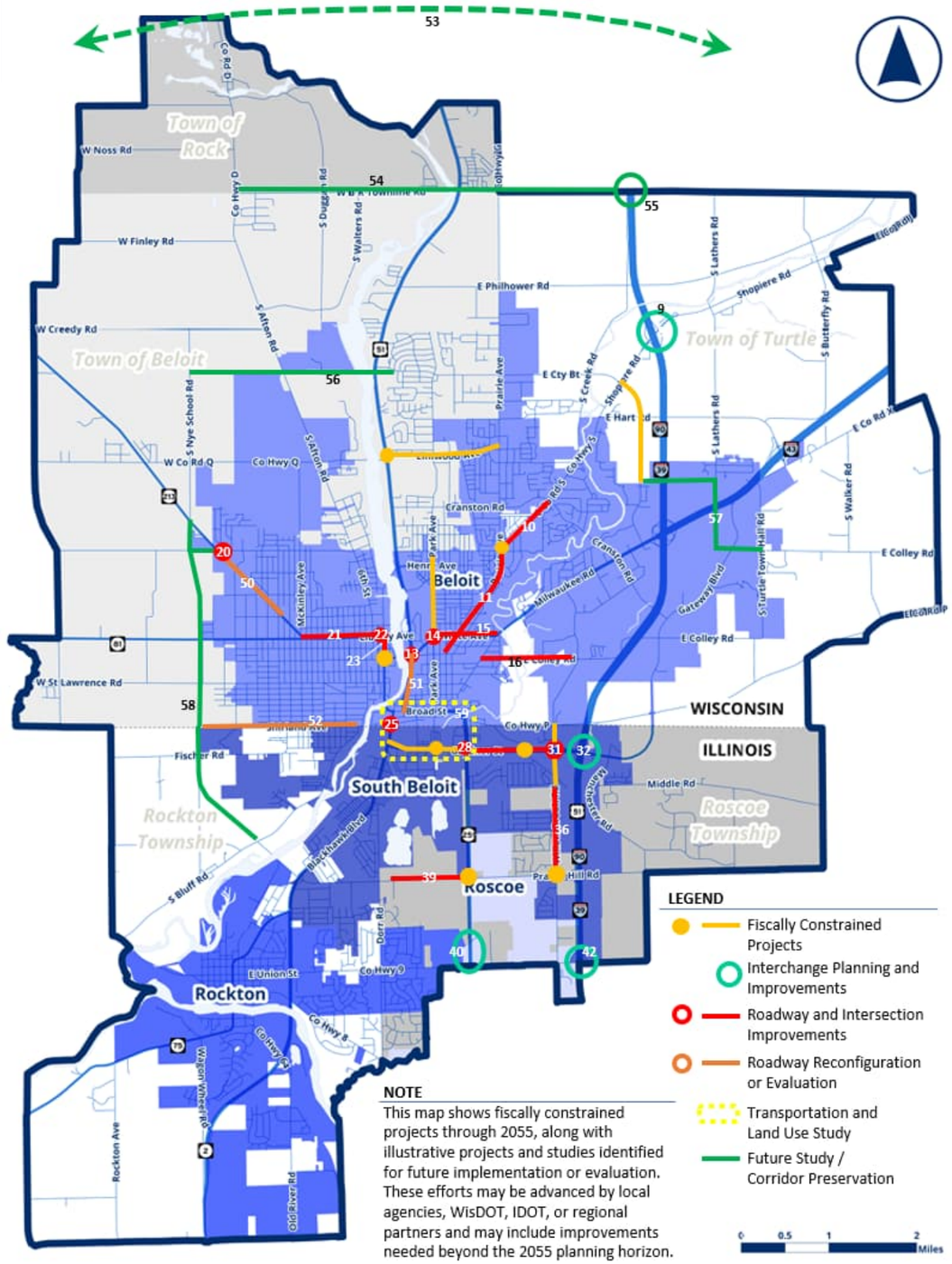
NOTE: Project 26 is a planned reconstruction of IL 75 (IL 2 to IL 251) by IDOT in FY 2036; estimated cost is $30,000,000.



# Illustrative Projects & Future Studies

- Potential projects and studies identified through the LRTP planning process that may advance as funding, partnerships, and opportunities become available

- Future Study Areas
  - Interchange planning and operational improvements
  - Potential corridor and roadway connectivity studies
  - Transportation and land use coordination study
    - Bounded by Gardner Avenue (south), Broad Street (north), Blackhawk Boulevard (west), and Illinois Route (IL) 251 (east)



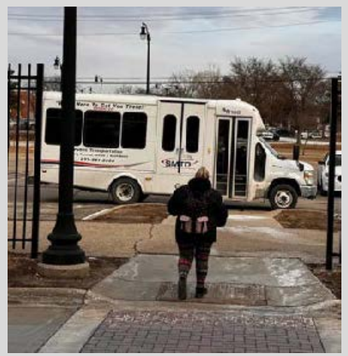
slats
STATELINE AREA
TRANSPORTATION STUDY

# 2055 Long Range Transportation Plan Update

# Public Review and Plan Adoption

# Draft Plan Review and Approval

- August 25th
  - 30-day public review period begins
- September 15th
  - Public open houses
    - South Beloit City Hall (1pm to 3pm)
    - Beloit City Hall (4pm to 6pm)
- September 26th
  - 30-day public review period ends
  - Review and summarize comments
- September 29th
  - Joint Policy Board & Technical Advisory Committee Meeting
  - Public hearing on the 2055 LRTP
  - Adoption of the 2055 LRTP







2055 Long Range Transportation Plan Update

# Discussion

# Recommended Bicycle Projects

| *Project Name* | *Facility* | *Project Extent* | *Project Length* | *Construction Cost Opinion* |
|---|---|---|---|---|
| Hackett St | Bike Boulevard* | House St to Shirland Ave | 1.8 miles | $400,000 |
| St. Lawrence Ave | Bike Boulevard* | Masters St to 4th St | 1.8 miles | $400,000 |
| Liberty Ave | Shared Use Path | Madison Road to 5th St | 0.8 miles | $1.1 million |
| Blackhawk Blvd | Shared Use Path | Shirland Ave to Prairie Hill Road | 2.1 miles | $2.9 million |
| E Union St / Rockton Rd | Shared Use Path | N Blackhawk Blvd to Old Meadow Ln | 1.5 miles | $2.1 million |
| Rockton Rd | Shared Use Path | Quail Trail to Stone Bridge Trail | 0.2 miles | $300,000 |
| 4th St/Broad St | Protected Bike Lane | 5th Street Trail Connection at Grand Ave, then along Broad Street to Grand Ave/Turtle Creek Park trail connection | 1 mile | Flexposts: $500,000<br>Concrete: $1.6 million |
| Park Ave | Bike Lane or Protected Bike Lane | Bayliss Ave to Broad St | 1.8 miles | Flexposts: $1 million<br>Concrete: $2.8 million |
| Strong Ave/Woodward | Bike Boulevard* | Park Ave to Milwaukee Rd | 0.8 miles | $200,000 |
| Keeler Ave | Bike Boulevard* | Park Ave to Evergreen Ave | 0.8 miles | $200,000 |
| Milwaukee Rd | Shared Use Path | La Salle to Lee Ln | 1.5 miles | $2.0 million |
| S Afton Rd | Shared Use Path | W Big Hill Rd to Newark Rd | 1.1 miles | $1.5 million |
| S Duggan Rd | Shared Use Path | Townline Rd | 0.4 miles | $500,000 |
| W Bass Creek Rd | Bike Boulevard* | S County Rd D to W Bass Creek Rd | 0.7 miles | $200,000 |
| S County Rd D | Shared Use Path | Pitt Road or Peace Trail to W Bass Creek Rd | 0.6 miles | $800,000 |

*Bicycle Boulevard cost opinions do not include intersection treatments. Specifically, the bicycle boulevard cost opinions are based on painting bicycle boulevard markings and installing traffic calming elements, such as speed cushions, approximately every 300 feet.

# 2055 Long Range Transportation Plan Update

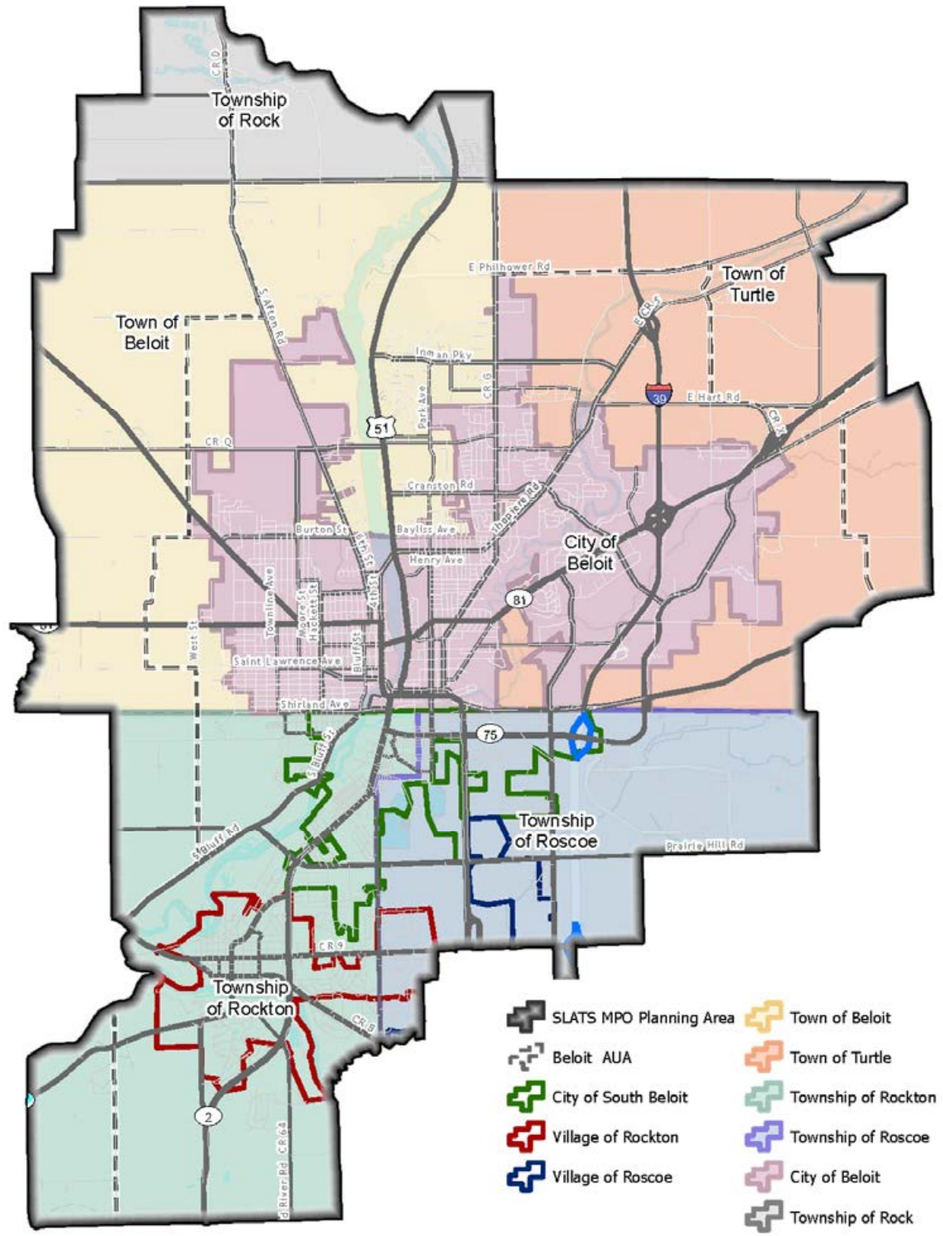
# Joint Policy Board & Technical Advisory Committee Meeting

September 29, 2026

AECOM

# Agenda

1. 2055 LRTP Highlights
2. Recap of Public and Stakeholder Feedback
3. Environmental Consultation Feedback
4. Discussion and 2055 LRTP Plan Adoption



# 2055 Long Range Transportation Plan Update

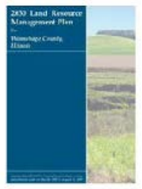
## 2055 LRTP Highlights

# Supporting Documents and Technical Appendices

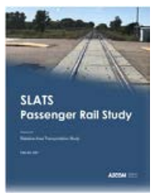













The 2055 LRTP is supported by….

## LRTP Documents / Appendices

- Public Engagement Plan
- 2026 SLATS Transportation Survey Findings Report
- Public Engagement Summary
- Goals and Objectives
- Demographic Trends
- Existing and Future Conditions
- Relevant Plans Review
- Fiscal Constraint Analysis
- Transportation System Performance Report
- Environmental Mitigation Analysis
- Community Impact Analysis
- Regional Truck Analysis

## Modal Plans Informing LRTP Development

- Transit Development Plan (2026)
- Active Transportation Plan (2026)
- Passenger Rail Studies (2021 and 2025)

## Additional Plans Reviewed/Considered

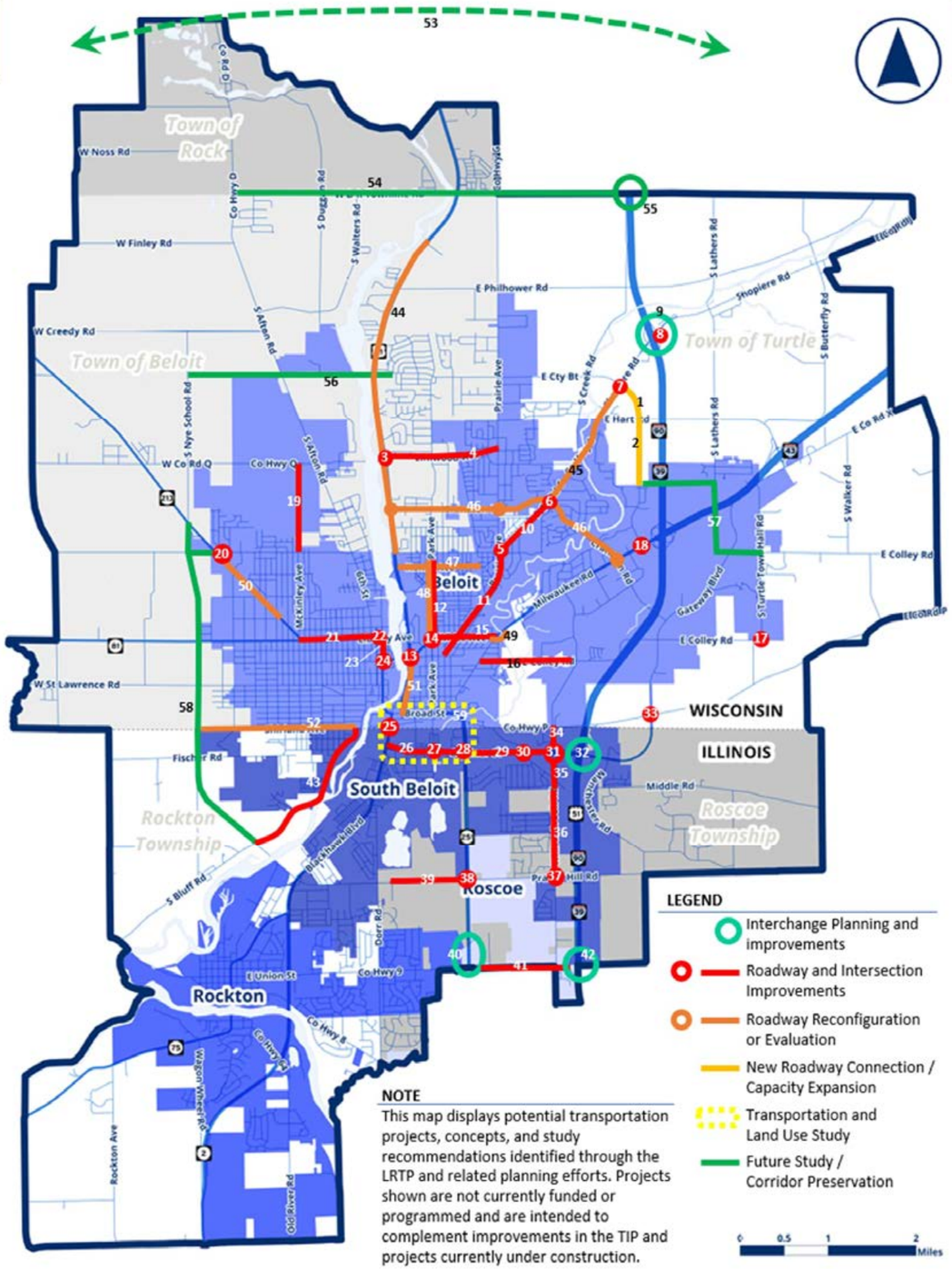
- Local Comprehensive Plans
- Rock County
  - Preserve Rock 2025-2035: A 10-Year County Farmland Preservation Plan
  - Renew Rock 2025-2045 Comprehensive Plan
- WisDOT and IDOT - Highway Safety Improvement Program (HSIP), Freight Plans, etc.
- Corridor Studies

# Regional Transportation Needs / Priorities

| | Public Comments |
|---|---|
| • Preserve and maintain existing transportation assets | "Maintaining existing infrastructure should be the region's first priority." |
| • Improve transportation safety for all users | "Safer intersections and better traffic management would make a big difference for drivers, pedestrians, and bicyclists." |
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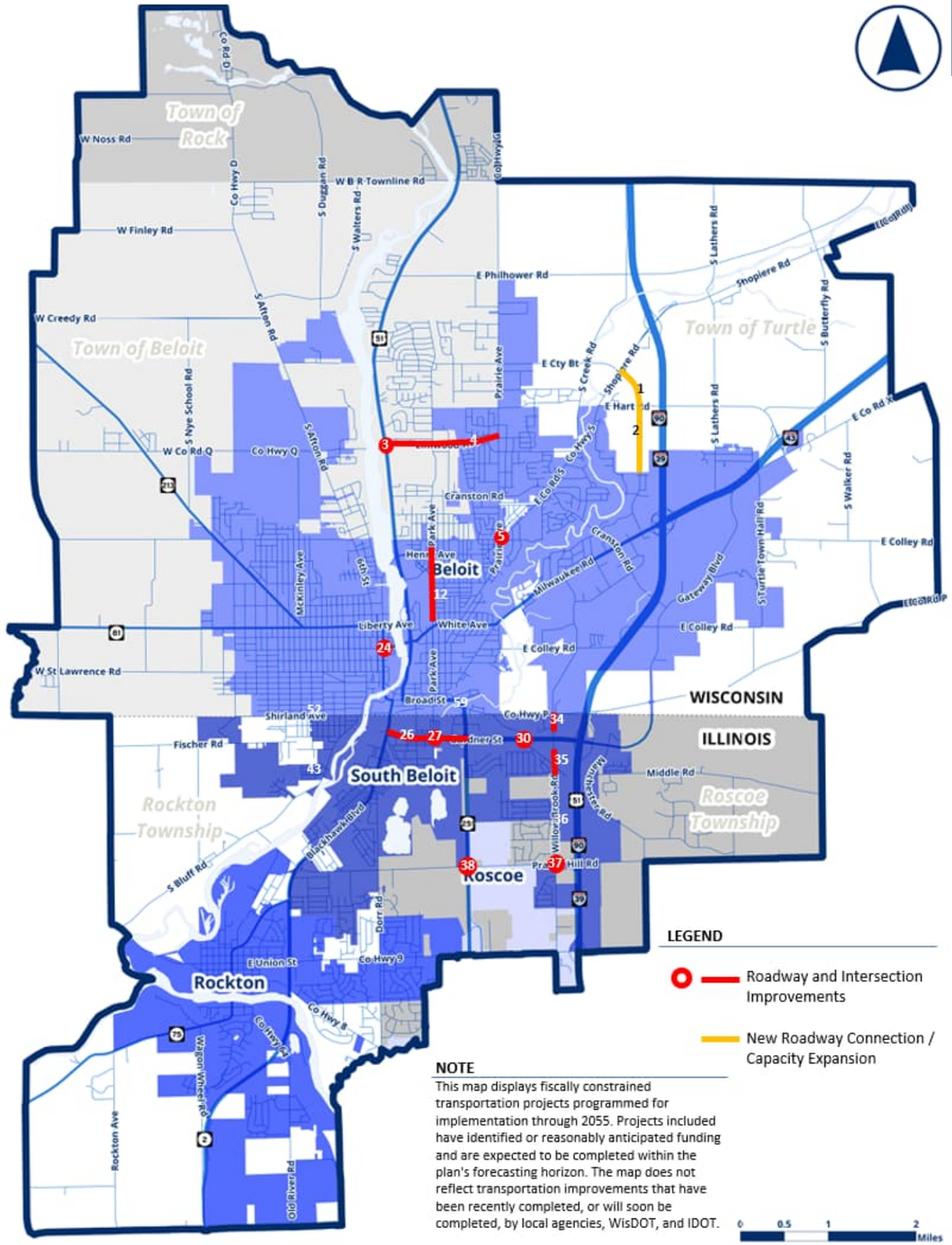


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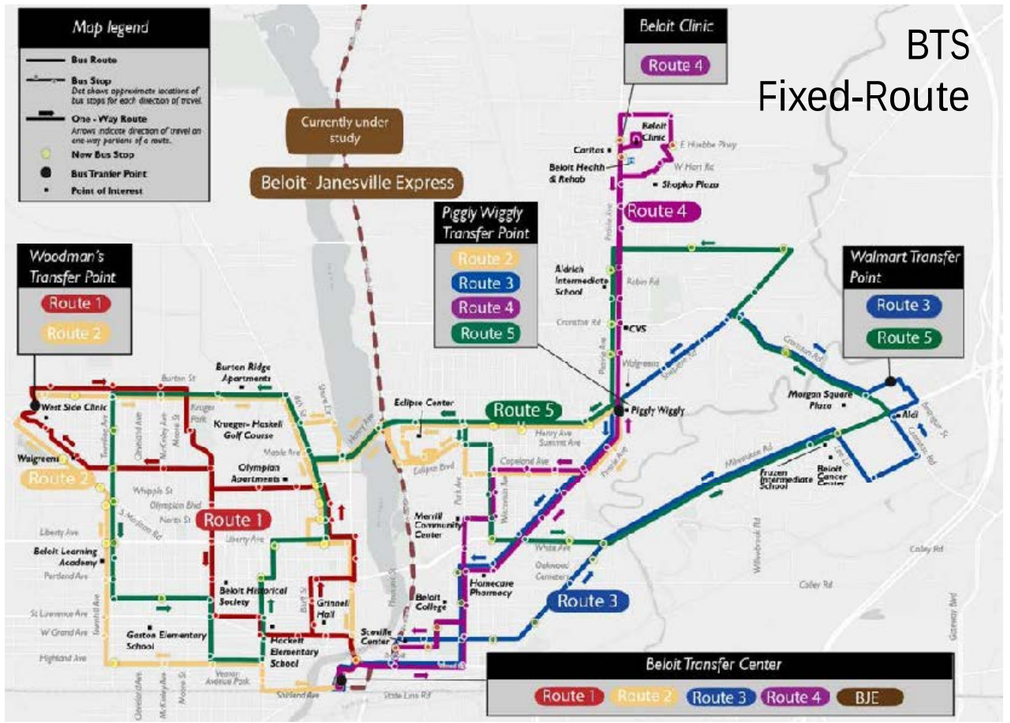
Beloit
Transit System




Stateline Mass
Transit District

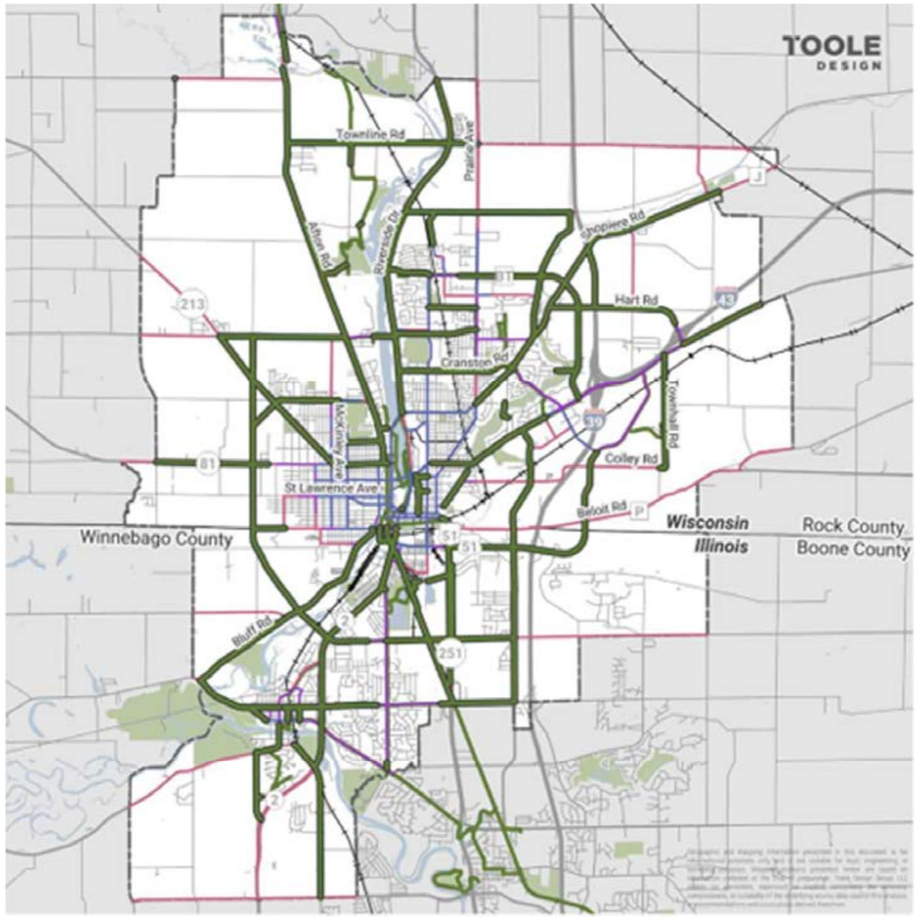


BTS
Fixed-Route

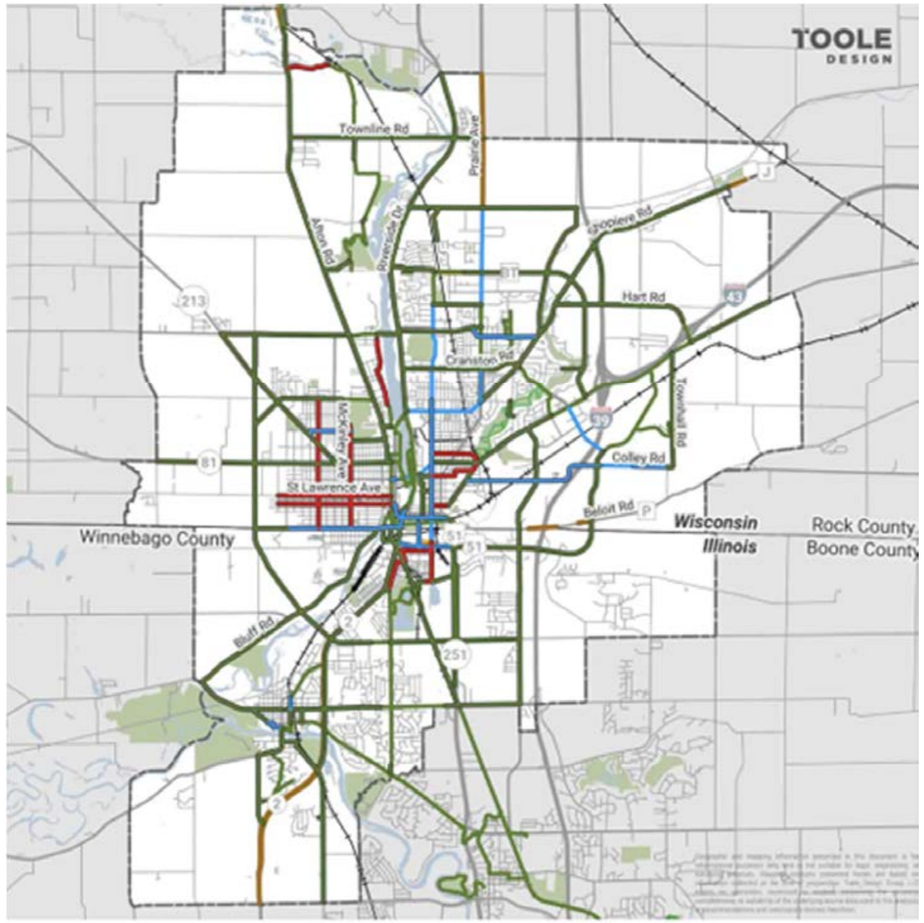


# Active Transportation Priorities

Recommended Pedestrian Network

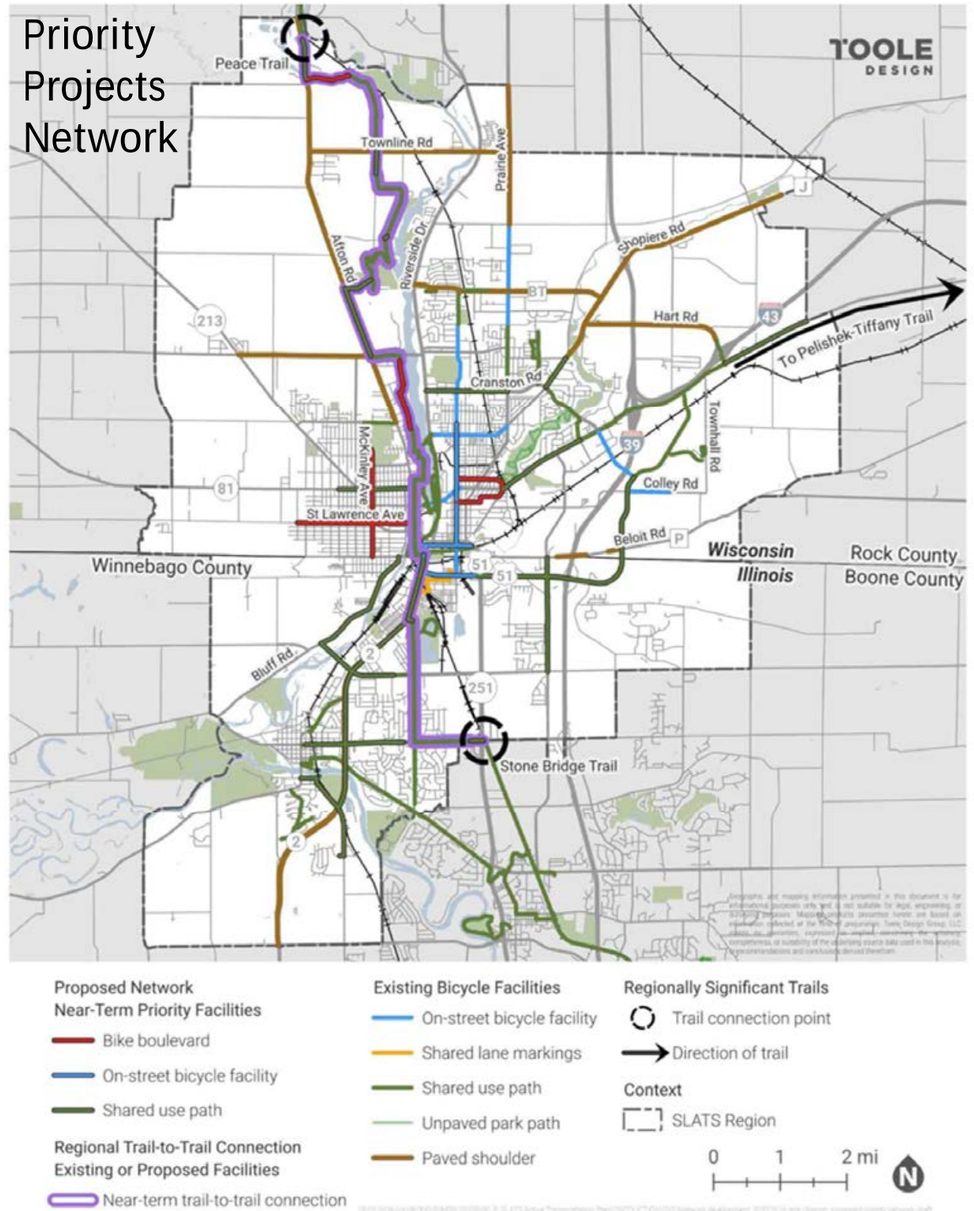



Recommended Bicycle Network



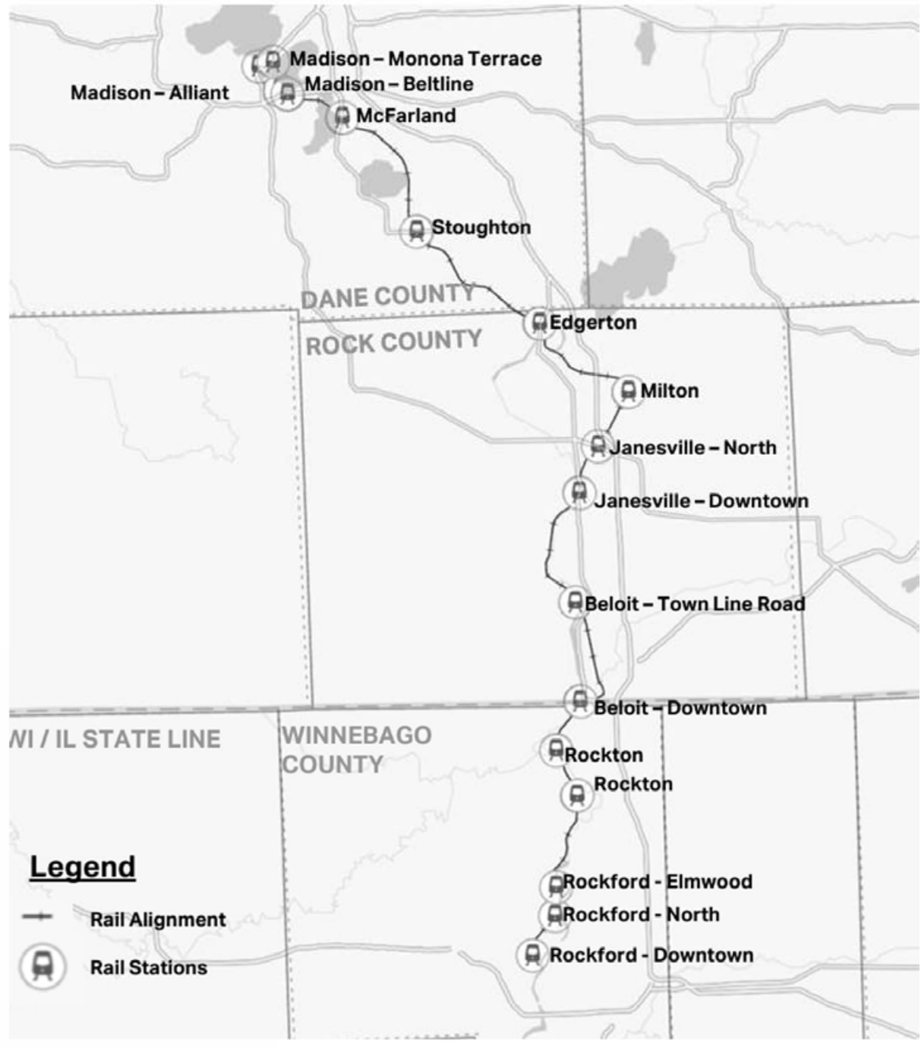
# Active Transportation Priorities

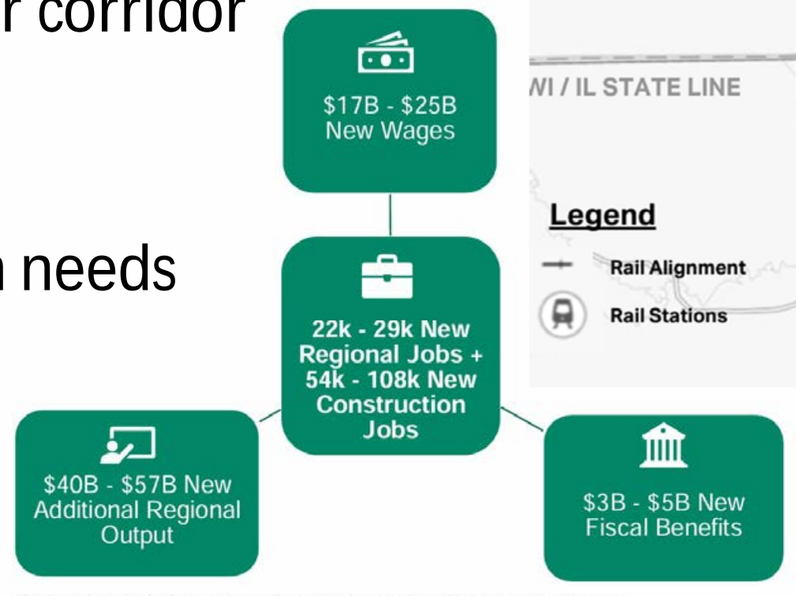
- Integrate pedestrian and bicycle improvements into transportation investment decisions
- Expand and connect the regional active transportation network
- Strengthen coordination among SLATS member communities and partner agencies
- Provide leadership, technical support, and implementation tools for local jurisdictions
- Encourage walking and bicycling through education, outreach, and safety initiatives



# Passenger Rail Priorities

- Continue regional coordination to advance a shared passenger rail vision
- Preserve potential rail corridors and station development opportunities
- Pursue state and federal funding for corridor planning efforts
- Support future studies of service, infrastructure, and implementation needs




*Note: Estimates above reflect direct economic benefits (i.e., jobs, wages, output, and fiscal impact).*
*Source: AECOM estimates; $USD 2025*

# What's Next?

On-going studies to support and advance the LRTP recommendations…

Study/Analysis

- Traffic Signal Inventory
- Roadway Reconfiguration Analysis
- Shirland Avenue Reconfiguration Technical Analysis
- Regional Truck Analysis
- Milwaukee Road Operation Analysis
- Transportation and Land Use Study



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STATELINE AREA
TRANSPORTATION STUDY

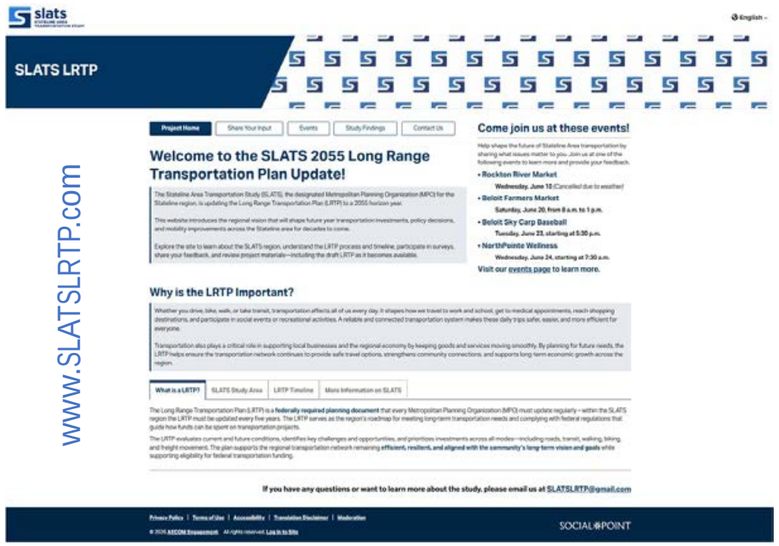
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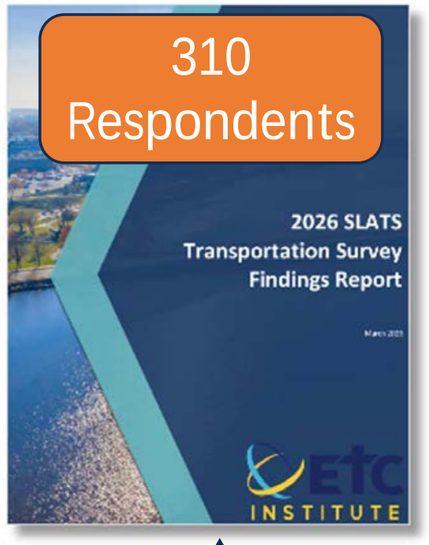
# Recap of Public and Stakeholder Feedback

# Public & Stakeholder Engagement Summary



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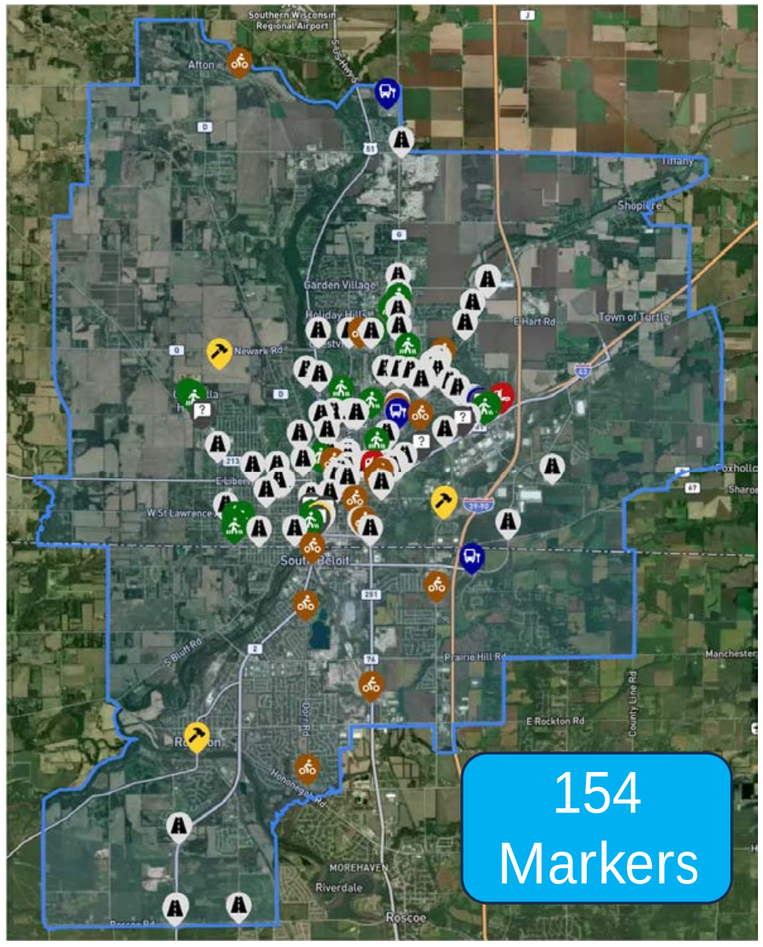




Statistically Valid Survey

Pop-Up Events

Open Ended Survey




Online Issues Mapping

**47**

What do you believe is the most important transportation issue facing the Stateline Area through the year 2055?

**49**

If you could make just one transportation improvement within the region, what improvement would that be?

Stakeholder Discussion Groups

- Transportation Safety
- Housing, Land Use and Regional Mobility
- School Transportation
- Beloit Area Task Force on Homelessness
- One-on-One Discussions with Major Employers

# 30-Day Public Review and Open Houses

- August 25 through September 24
  - 30-day public review period
    - Draft 2055 LRTP
    - Draft FY 2027-2030 TIP
  - No public comments received

- September 15
  - Public open houses
    - South Beloit City Hall
    - Beloit City Hall
  - 3 Attendees






# Public / Stakeholder Feedback on Draft 2055 LRTP

- No opposition expressed to the draft LRTP or fiscally constrained projects
- Feedback confirmed the plan's vision, goals, priorities, and investment strategy
- Strong support for prioritizing safety and infrastructure preservation
- General agreement that congestion is a localized issue (not a region-wide concern)
- Support for balancing mobility and safety, including recent roadway reconfiguration projects that have demonstrated safety benefits
- Continued support for implementing roadway, multimodal, and intersection improvements identified in the LRTP
- Strong interest in improving regional connectivity and preserving future transportation corridors

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TRANSPORTATION STUDY

## 2055 Long Range Transportation Plan Update

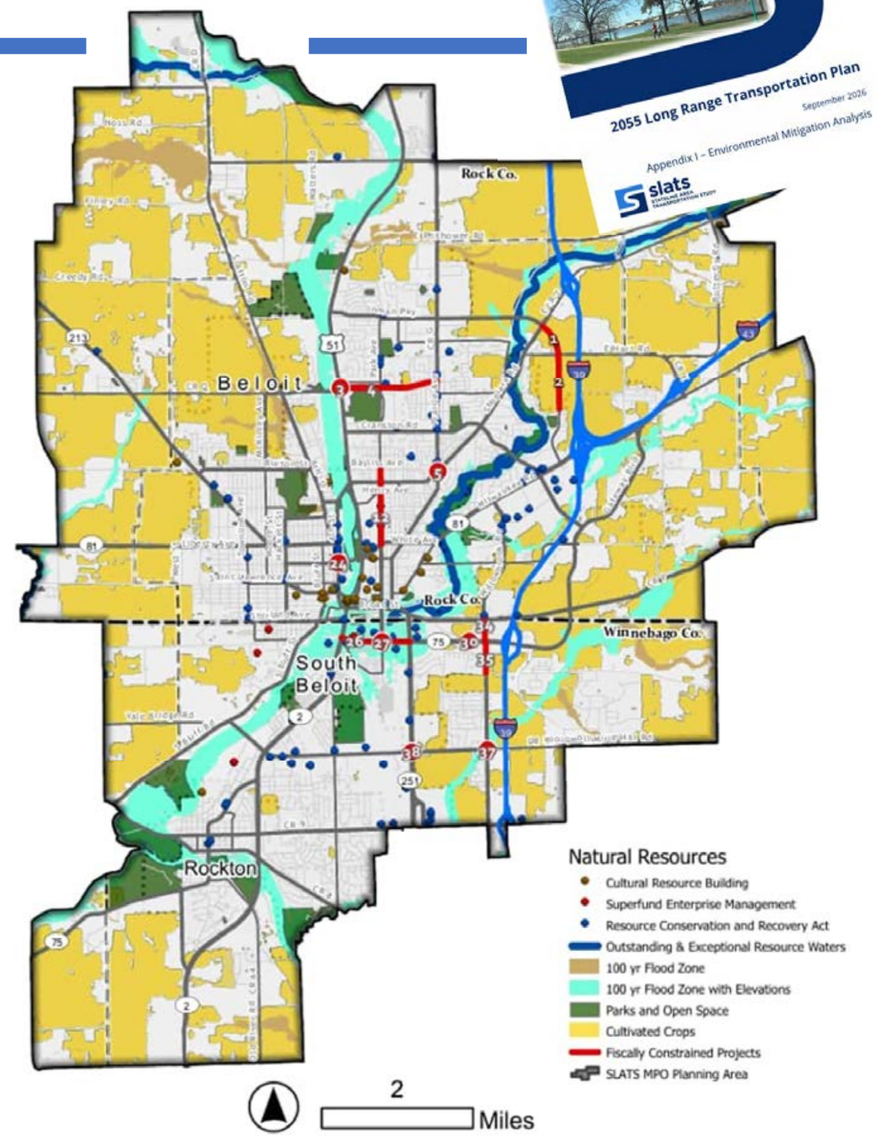
# Environmental Consultation Feedback

# Environmental Consultation

- September 10 through September 25
  - Draft LRTP and *Environmental Mitigation Analysis* Appendix available for review

- Emailed to 35 agencies / stakeholders
  - Two responses received
    - Winnebago County Soil & Water Conservation District
    - U.S. Fish and Wildlife Service (Illinois - Iowa Field Office)



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STATELINE AREA
TRANSPORTATION STUDY

# 2055 Long Range Transportation Plan Update

## Discussion and 2055 LRTP Plan Adoption




# 2055 Long Range Transportation Plan

May 2026 (Updated)

## Public Engagement Plan

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TRANSPORTATION STUDY

# Public Engagement Plan

The Stateline Area Transportation Study (SLATS) and its partner, AECOM, are developing the 2055 Long Range Transportation Plan (LRTP) Update to guide transportation decision-making within the SLATS Metropolitan Planning Area (MPA). The organizations are committed to an open, inclusive, proactive, and transparent public engagement process as part of this effort. This Public Engagement Plan (PEP) outlines the communications and outreach approach for plan development, including goals and objectives for public involvement, as well as the strategies and techniques that will be used to support meaningful participation. The PEP is intended to help ensure that the planning process reflects the needs, priorities, and perspectives of regional stakeholders.

The original PEP was prepared in January 2026 and revised in May 2026 to reflect changes in the public engagement strategy. Revisions focused primarily on the public meeting and open house approach, with greater emphasis placed on community-based engagement activities, such as pop-up events.

## Background

Public engagement and stakeholder involvement are critical elements of the LRTP process. Developing a transportation system that meets the evolving needs of residents, businesses, and visitors throughout the Stateline area will support regional growth and development while providing a range of safe, efficient, and multimodal transportation options. The LRTP also serves as an important tool for supporting local and regional economic development and enhancing quality of life. The purpose of the 2055 LRTP is to evaluate existing and future conditions affecting regional access and mobility and to identify transportation improvements that address current and emerging needs. A variety of public and stakeholder engagement activities will support these efforts throughout plan development.

## Engagement Overview

This PEP was prepared at the outset of the planning process to establish engagement goals and objectives, identify target audiences, and outline strategies for public and stakeholder involvement. The PEP serves as a framework for outreach activities throughout the project and guides engagement efforts during each phase of the planning process. SLATS and AECOM will work together to share information, identify stakeholders, and gather input to support and enhance the LRTP technical analyses. Engagement activities are organized around two primary phases:

- **Issues and Opportunities** – This phase focuses on gathering input from stakeholders, the traveling public, and other interested parties regarding transportation needs, issues, and opportunities within the MPA. Using a variety of engagement tools and communication methods, participants will have opportunities to learn about the planning process and provide feedback to help inform technical analyses, including existing and future conditions assessments, project identification, and needs analysis.

- **Draft and Final LRTP** – This phase will provide opportunities for stakeholders and the public to review and comment on the transportation strategies, recommendations, and projects identified in the draft 2055 LRTP. A range of communication and engagement techniques will be used to share information and gather feedback to support development of the recommended plan.

## Stakeholder Engagement Goals & Objectives

The PEP outlines an approach to public and stakeholder engagement intended to support effective communication, informed decision-making, and meaningful opportunities for participation throughout the LRTP update process. The approach is designed to provide timely, accessible, and transparent opportunities for stakeholders to learn about the plan and share input on transportation needs and priorities.

SLATS established overarching objectives for public engagement in its 2012 Public Involvement Plan (PIP). Building upon those objectives, the PEP is intended to:

- Provide guidance for stakeholder engagement such that it incorporates best practices as well as meets SLATS requirements;
- Identify key stakeholders that are affected by or able to influence the plan;
- Identify the most effective methods and structures to disseminate study information and accomplish regular, accessible, transparent and appropriate consultation that provides stakeholders with an opportunity to contribute to plan outcomes;
- Define reporting and monitoring measures to ensure the effectiveness of the PEP and periodic reviews of the PEP based on findings and;
- Establish formal concern/resolution mechanisms and outline methods to incorporate input into the planning process and report back to stakeholders regarding the use of their input.

# Stakeholder Identification & Analysis

## Stakeholder Identification

Stakeholders are persons or groups who are directly or indirectly affected by a proposed action, as well as those who may have interests in the LRTP process or the ability to influence or contribute to its outcomes. Stakeholders provide valuable insights into transportation needs, priorities, challenges, and opportunities, helping ensure that the LRTP reflects a broad range of perspectives and supports informed, inclusive decision-making throughout the planning process.

Example stakeholder groups include:

- Traveling public, residents and employees
- State and local government officials, including Regional and Metropolitan planning organizations and transit agencies
- Special interest groups (economic development, tourism, environmental, bicycle, manufacturing, distribution and freight hauling industries, etc.)
- Demographic groups with special transportation needs based on age, ability, income, etc.

Example stakeholder groups are listed in **Table 1**.

**TABLE 1. STAKEHOLDER GROUPS**

| |
|---|
| **Traveling Public, Residents and Employees** |
| ■ Commuters |
| ■ Visitors / Tourists |
| ■ Residents within the MPA |
| ■ Workers employed within the MPA |
| **Government Officials** |
| ■ SLATS Member Agencies and planning partners |
| ■ Municipal elected and appointed officials |
| ■ County elected and appointed officials |
| **Transit Agencies** |
| ■ Beloit Transit System |
| ■ Stateline Mass Transit District |
| **Special Interest Groups and Agencies** |
| ■ Greater Beloit Chamber of Commerce |
| ■ Greater Beloit Economic Development Corporation |
| ■ Emergency service providers |
| ■ School District Transportation Officials |
| ■ Local/Regional Developers (Housing and Commercial Development) |
| ■ Beloit Area Task Force on Homelessness (BATFH) |
| ■ Bicycle Organizations and/or advocates |

### *Demographic Groups with Special Transportation Needs*

The regional transportation system must serve all residents, including those with special transportation needs, such as low-income individuals, people with disabilities, and younger and older adults. The PEP recognizes that meaningful engagement with these populations may require collaboration with organizations that serve, support, or represent demographic groups with special transportation needs.

In addition to the organizations listed above, potential partners may include:

- Community Action
- Latino Services Providers Coalition
- Agency for Aging and Disability
- NAACP
- Urban League
- United Way
- Goodwill
- Lutheran Social Service
- Catholic Charities
- Employment Agencies
- Social Services Agencies
- Community Centers
- Libraries
- Schools
- Churches and Faith-based organizations

Throughout the planning process, opportunities may arise to coordinate with these and other relevant organizations. Such coordination may include participation in surveys, review of draft plan materials, and sharing information with clients, members, and community partners. Input received from stakeholders throughout the region will help inform the development of the LRTP and support consideration of the transportation needs of diverse populations.

# Stakeholder Analysis

Stakeholder analysis helps identify the relationship between stakeholder groups and the plan and can inform the selection of appropriate communication and engagement methods. When considering how information is shared with different stakeholder groups, several factors may be considered, including:

- The *extent of impact* of the study on the stakeholder group;
- The *extent of influence* of the stakeholder group on the study; and,
- The *appropriate* engagement and information dissemination methods.

Engagement efforts should recognize that different stakeholder groups may interact with the planning process in different ways. Input from government agencies and local governments may be reflected through participation in SLATS committees, coordination activities, and consideration of adopted plans and studies. Residents, community organizations, and special interest groups may contribute through public meetings, surveys, online engagement opportunities, and review of project materials.

**Table 2** provides a summary of typical engagement and communication techniques that may be used during the LRTP process and their potential applications. The specific techniques used throughout the planning process may vary based on project needs, stakeholder interest, and available opportunities for engagement.

**TABLE 2. OUTREACH ACTIVITIES**

| ENGAGEMENT TECHNIQUE | POTENTIAL APPLICATION |
|---|---|
| **Outreach Database**<br>Leverage existing email databases and social media platforms. | Government officials, special interest groups, traveling public, residents and employers |
| **Social Media Support**<br>Targeted information distribution through electronic media | Traveling public, special interest groups, residents and employers, demographic groups with special transportation needs (limited applicability) |
| **Social Pinpoint (Project Webpage)**<br>Custom online engagement website able to accommodate surveys, interactive mapping, event information, and host LRTP related materials | Traveling public, government officials, special interest groups, residents and employers, demographic groups with special transportation needs (limited applicability) |
| **Interactive Mapping (through Project Webpage)**<br>Online engagement tool used to gather location-based feedback on transportation needs, priorities, and potential improvements across the SLATS region | Traveling public, government officials, special interest groups, residents and employers, Environmental Justice populations demographic groups with special transportation needs (limited applicability) |
| **Statistically Valid Survey**<br>Professionally administered survey of the SLATS region designed to provide statistically valid insight into transportation needs, priorities, and potential improvements | Entire SLATS geography, urban and rural. Traveling public, government officials, special interest groups, residents and employers, demographic groups with special transportation needs (limited applicability) |
| **Open Houses / Pop-up Events**<br>Engagement activities that allow participants to learn about the study, discuss transportation topics, and provide input on local needs and potential improvements. | Traveling public, residents, special interest groups |
| **Stakeholder Discussion Groups**<br>Facilitated interaction with a broad range of participants | Special interest groups, demographic group representatives, housing & development representatives |

# Stakeholder Engagement Activities

The following section summarizes the stakeholder engagement activities that will be implemented throughout the planning process to gather input, inform decision-making, and support completion of plan tasks.

## Outreach Database / Social Media Support

Project notifications and engagement opportunities will be promoted through SLATS social media channels and, where appropriate, through the communication networks of partner organizations. This approach will leverage established audiences and communication channels to increase awareness of the LRTP and encourage participation. Information shared through these platforms may direct interested parties to project resources, including the LRTP Social Pinpoint site, and provide partner organizations with content that can be shared with their respective stakeholders and communities. Utilizing existing communication platforms is expected to broaden project visibility and support public engagement throughout the planning process.

## Social Pinpoint / Interactive Mapping (Project Webpage)

Social Pinpoint (LRTP Project Webpage) is an online mapping and engagement platform that provides opportunities for the public to learn about the LRTP and share location-specific feedback. Transportation planning benefits from local knowledge regarding travel patterns, transportation system conditions, and opportunities for improvement. Through the Social Pinpoint platform, participants will be able to identify and comment on transportation issues, needs, concerns, and potential improvements throughout the region using an interactive map interface. The platform will be available for the duration of the LRTP study.

A self-select survey, open to all residents of the SLATS region, may be used to gather additional public input during key phases of the LRTP update. The survey can include questions related to transportation needs, priorities, and potential improvements, including open-ended questions consistent with those used in the statistically valid survey. Providing both survey opportunities helps broaden participation while allowing interested residents to share more detailed feedback. The Social Pinpoint platform includes built-in translation capabilities that can enhance accessibility for individuals with Limited English Proficiency (LEP), providing additional opportunities for residents to access information and participate in online engagement activities.

The interactive mapping component will encourage participants to provide geographically referenced input that helps identify transportation challenges, opportunities, and desired improvements from a local perspective. Feedback received through the survey and mapping tools will be reviewed and considered as part of the planning process and may help inform technical analyses, plan recommendations, and project identification. Regional planning partners may also be encouraged to share the Social Pinpoint site through their communication channels to increase awareness and participation throughout the study area.

## Statistically Valid Survey

A statistically valid survey will be conducted as part of the LRTP update to identify key transportation values and issue areas. It will be statistically valid for the entire SLATS MPA, both urban and rural areas. The random sampling and monitoring of responses will provide survey results that align with key regional demographics-gender, age and race. The survey will be designed using accepted statistical methods so that the results are reliable, unbiased, and suitable for informing long-range transportation priorities. Randomly selected participants may take the online survey during the existing conditions and needs assessment phase of the LRTP update.

A statistically valid survey will be administered to a randomly selected sample of households throughout the SLATS region. It is anticipated that approximately 25,000 to 30,000 residents will receive an invitation to participate. The survey will be available in multiple languages, and a dedicated Spanish-language phone line may be provided to allow residents to complete the survey by telephone. Survey results will help identify transportation issues and opportunities, inform the development of goals, objectives, and desired outcomes, and provide a statistically representative understanding of regional transportation needs and priorities. Findings will be summarized and presented primarily through charts, tables, and other graphical formats to clearly communicate key results. A separate Survey Summary document will be developed.

## Open Houses / Pop-up Events

Open houses and public meetings are a common approach for engaging the public during long-range transportation planning efforts. For the LRTP update, the initial approach was to engage through traditional public meeting formats; however, experience from recent planning efforts in the SLATS region showed that pop-up events are a more effective way to reach a broader cross-section of residents. By bringing engagement activities to locations where people already gather, pop-up events can reduce participation barriers and create additional opportunities for input from individuals who may be less likely to attend a formal public meeting.

Pop-up events may be conducted at high-traffic community locations throughout the planning process to share LRTP information, answer questions, and gather feedback on transportation needs, issues, and opportunities. Potential locations may include community events, commercial areas, transit facilities, and other public gathering places. Event opportunities may be promoted through project partners, social media channels, and the project website. Feedback collected through these activities will be documented and considered alongside input received through other engagement methods.

In addition to pop-up events and other engagement activities, a formal public open house may be held during the draft plan review period. The open house would provide an opportunity for residents and stakeholders to review draft LRTP materials, ask questions, and provide feedback on proposed recommendations and projects.

The open house may be publicized through project partners, social media channels, the project website, and other appropriate communication methods, including news releases. Comments and feedback received during the open house should be documented and considered as part of the final plan development process.

## Stakeholder Discussion Groups

Small stakeholder discussion groups are anticipated to be convened throughout the LRTP update to provide additional insight into specific transportation issues, opportunities, and emerging topics identified during the planning process. Discussion topics, and participants, will be developed in coordination with SLATS and will reflect findings from the technical analysis, public engagement activities, and ongoing plan development. These discussions are intended to provide a deeper understanding of issues that may benefit from more focused conversation than can be achieved through broader public outreach methods.

Potential participants may include representatives from local governments, transit providers, economic development organizations, major employers, developers, community organizations, and other stakeholders with relevant expertise or perspectives. Discussion groups may be conducted virtually or in person, depending on the topic and participant availability. Key themes and findings will be documented and considered as part of the planning process.

It is anticipated that one discussion group will be used to explore housing-related issues and their relationship to the regional transportation system. As housing considerations become increasingly important in long-range transportation planning, these discussions can help identify local challenges, opportunities, and connections between transportation accessibility, housing availability, and future growth patterns within the MPA.

The number, composition, and focus of stakeholder discussion groups will be determined in coordination with SLATS and may be adjusted as planning needs evolve throughout the LRTP update process.

# Stakeholder Involvement Schedule

**Table 3** (next page) summarizes the anticipated engagement activities for the SLATS 2055 LRTP update. The schedule and specific activities are subject to change as the project progresses and planning needs evolve. Any modifications to the proposed engagement approach will be coordinated with SLATS staff and implemented with the goal of maintaining and enhancing meaningful public and stakeholder participation throughout the planning process.

**TABLE 3. SLATS 2055 LRTP – ANTICIPATED CALENDAR OF ENGAGEMENT ACTIVITIES**

| ENGAGEMENT PHASE | ACTIVITY | APPROXIMATE TIMEFRAME |
|---|---|---|
| *Issues and Opportunities / Project Identification / Project Priorities* | Social Pinpoint Platform Development | Jan – Feb 2026 |
| | Social Pinpoint Goes Live | Feb 2026 |
| | Social Media Outreach | Mar 2026 |
| | Brief Self-Select Survey (on Social Pinpoint) | Mar – Feb 2026 |
| | Interactive Mapping | Mar – Feb 2026 |
| | Statistically Valid Survey | Feb – Apr 2026 |
| | Stakeholder Discussion Groups | Jun 2026 |
| | Pop-Up Events | Jun 2026 |
| *Draft and Final LRTP* | Social Pinpoint Update (announce Draft Plan) | Aug 2026 |
| | 30-day Public Review and Comment of Draft LRTP | Aug – Sep 2026 |
| | Public Open House | Sep 2026 |
| | SLATS Final Plan Adoption (opportunity for public comment at the MPO meeting) | Oct 2026 |

# 4.0 MONITORING AND REVIEW

Implementation of this PEP will be monitored throughout the LRTP update to assess the effectiveness of engagement activities and ensure opportunities for meaningful public and stakeholder participation. Engagement metrics, such as participation levels, geographic distribution of responses, and the types of feedback received, may be reviewed periodically to help inform ongoing engagement efforts and identify opportunities for improvement.

Public and stakeholder input collected through surveys, meetings, pop-up events, Social Pinpoint, email comments, stakeholder discussion groups, and other engagement activities will be summarized and shared with SLATS to help inform the identification of transportation issues and opportunities, development of goals and objectives, and evaluation of potential strategies and projects. Regular consideration of stakeholder feedback will support the technical analysis of regional transportation needs and priorities and help inform project identification and development of the recommended plan.

Participation data and other available information may be reviewed periodically to better understand the reach of engagement activities and identify opportunities to enhance public involvement efforts, as appropriate. A summary of public and stakeholder engagement activities will be prepared as part of the LRTP update process. The summary will document key engagement efforts, participation levels, major themes identified through public input, and how feedback received during the planning process was considered in the development of the plan.