2055 Long Range Transportation Plan Update

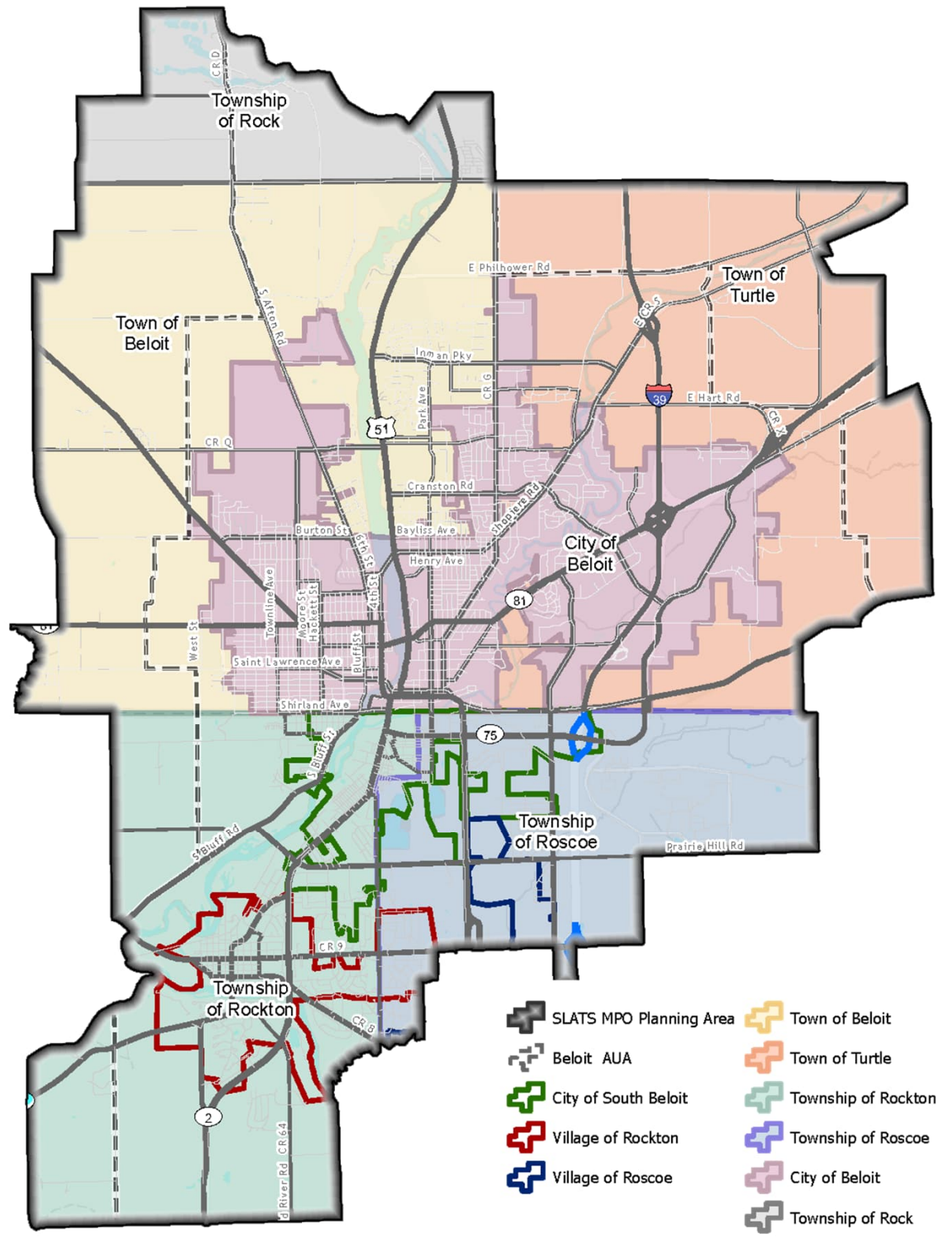
Joint Policy Board & Technical Advisory Committee Meeting

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



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STATELINE AREA
TRANSPORTATION STUDY

2055 Long Range Transportation Plan Update

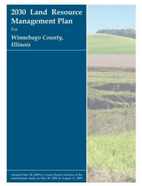
2055 LRTP Highlights

Supporting Documents and Technical Appendices

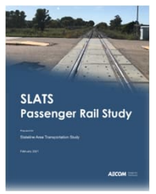












The 2055 LRTP is supported by….

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

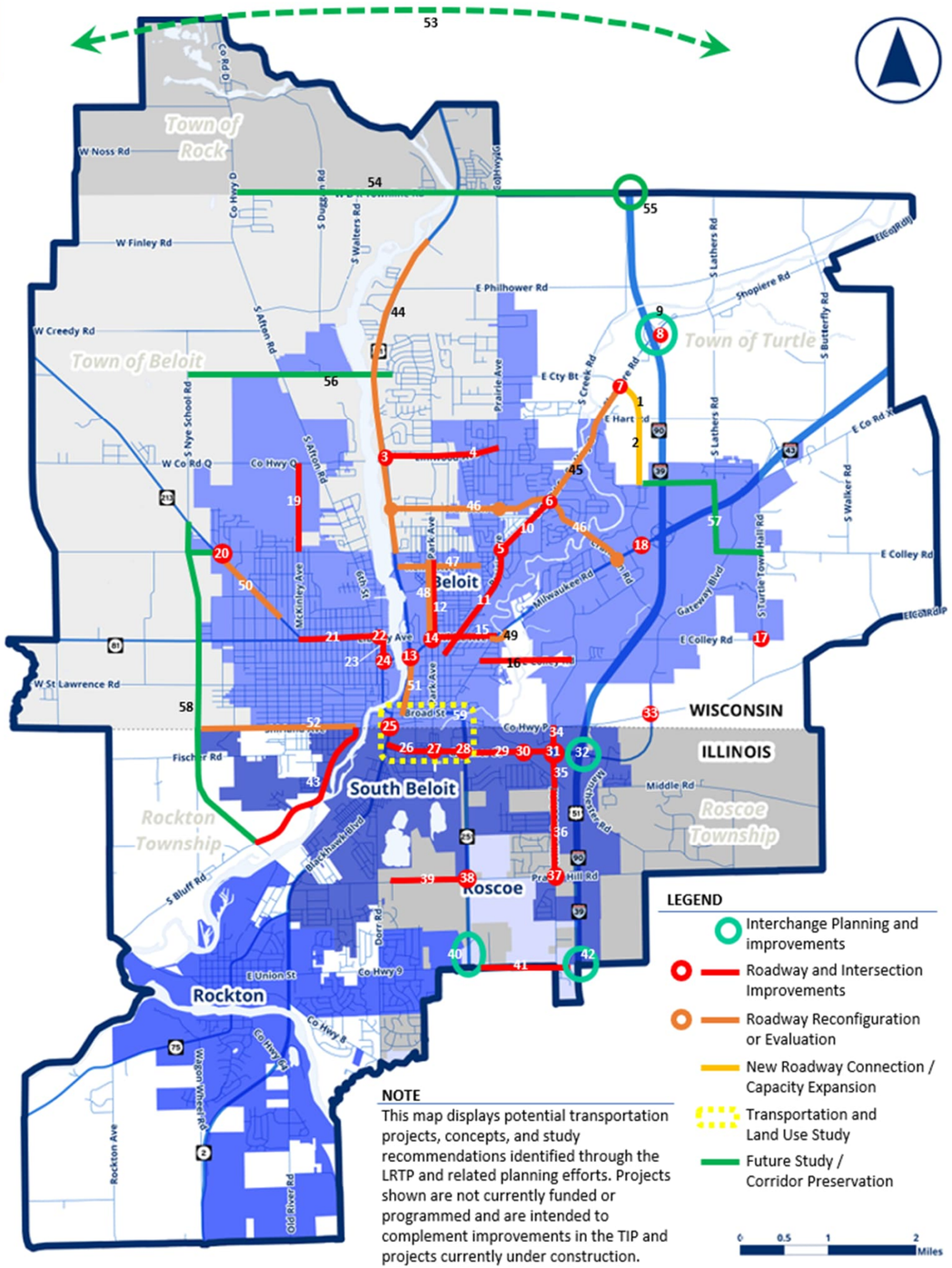
- Local Comprehensive Plans
- Rock County
  - Preserve Rock 2025-2035: A 10-Year County Farmland Preservation Plan
  - Renew Rock 2025-2045 Comprehensive Plan
- WisDOT and IDOT - Highway Safety Improvement Program (HSIP), Freight Plans, etc.
- Corridor Studies

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."
• Expand transportation choice and improve regional connectivity	"More travel options would reduce dependence on cars and give people greater mobility and independence."
• Support economic development and freight mobility	"Better access between major roads, interstates, and industrial areas is important for the region's future."
• Position the region for future passenger rail opportunities	"Rail service would provide a convenient alternative to driving and help connect our region to larger destinations."

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

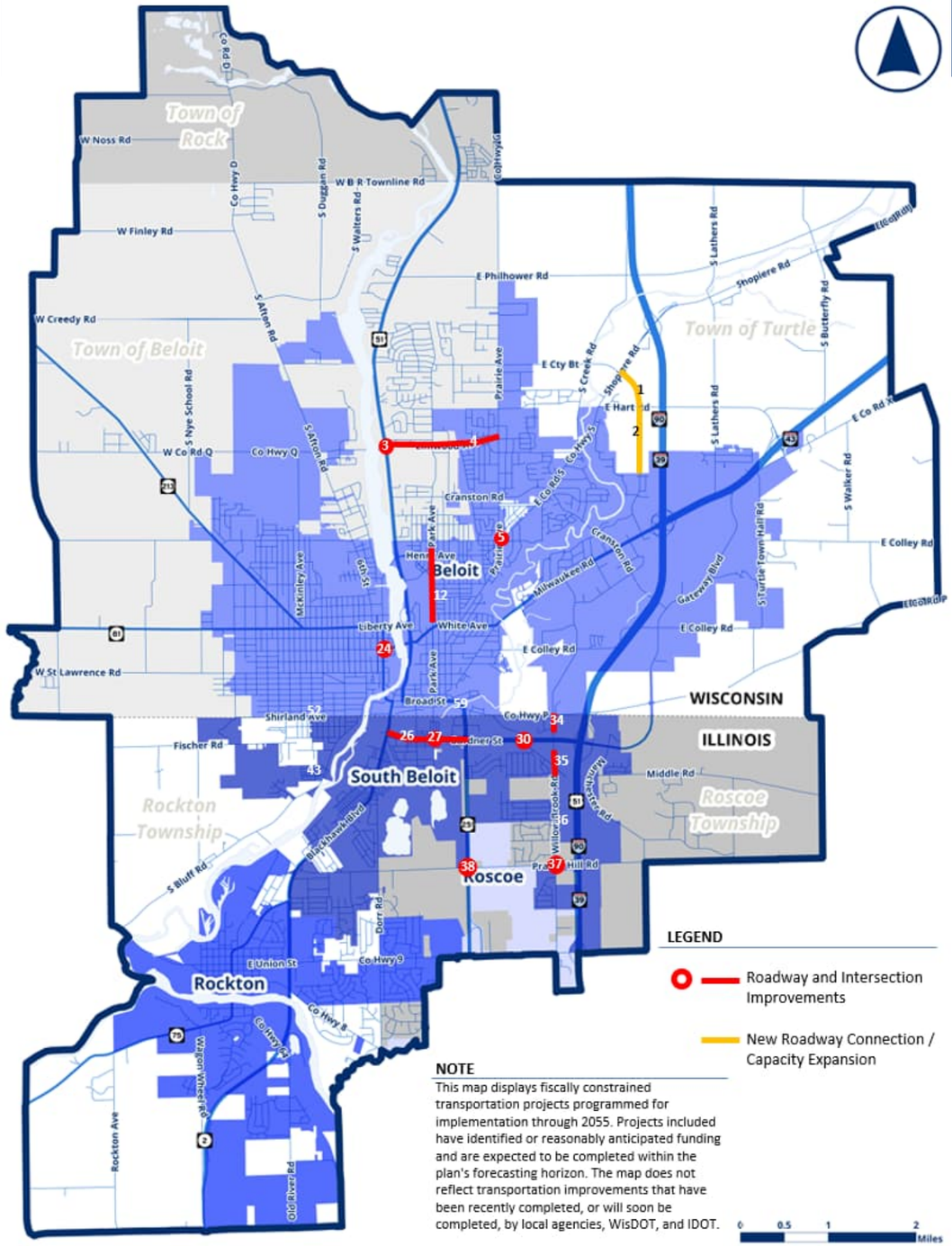


Fiscally Constrained Projects

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
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 recommendations	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	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

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.



Public Transportation Priorities

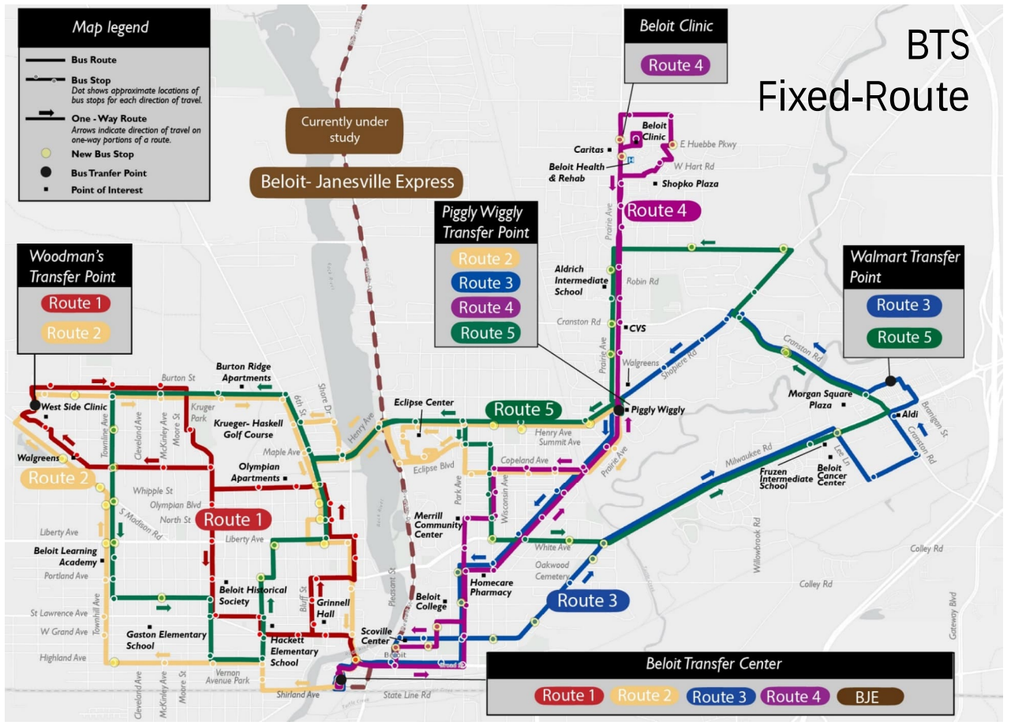
- Enhance transit reliability, frequency, and regional connectivity
- Pursue funding to expand service hours, coverage, and customer amenities (enhanced stop locations)
- Continue to strengthen coordination among transit providers and regional partners
- Implement BTS microtransit in the Gateway area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

Beloit
Transit System



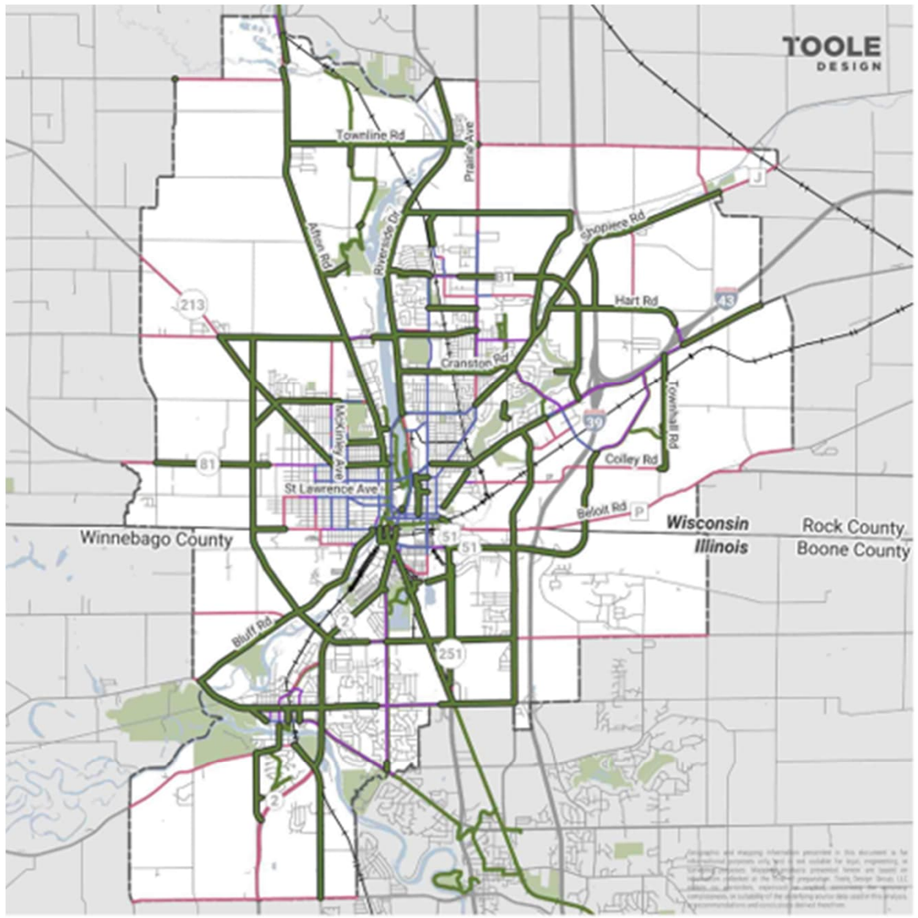
Stateline Mass
Transit District



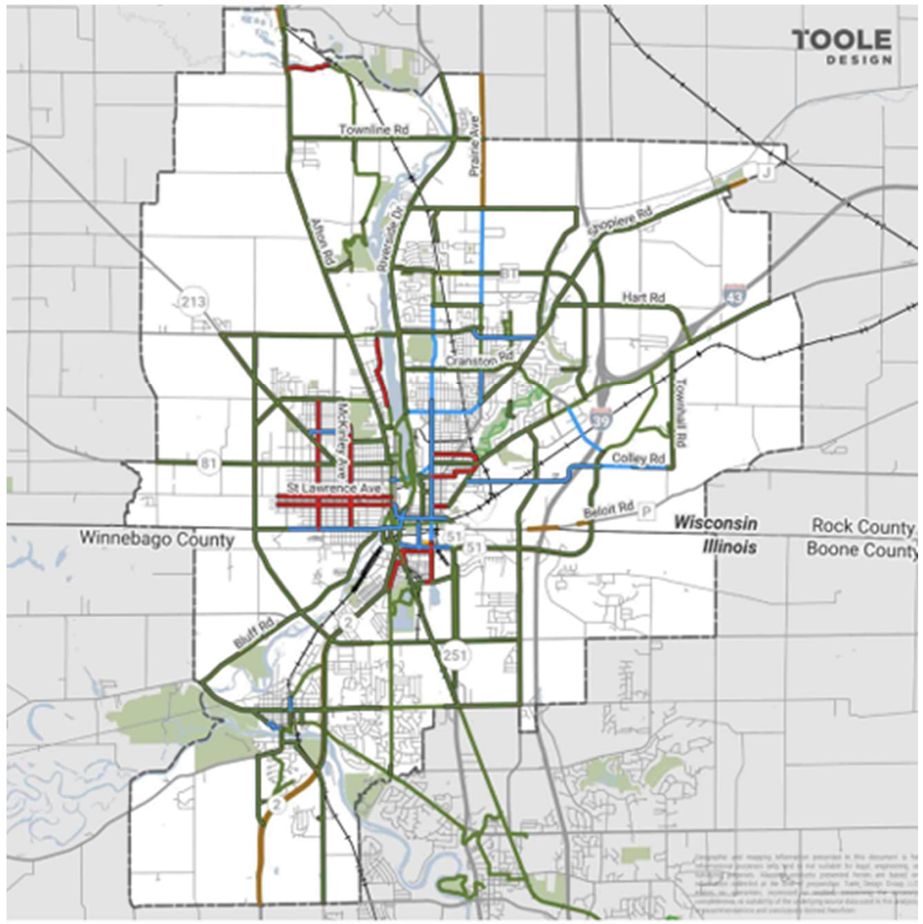


Active Transportation Priorities

Recommended Pedestrian Network

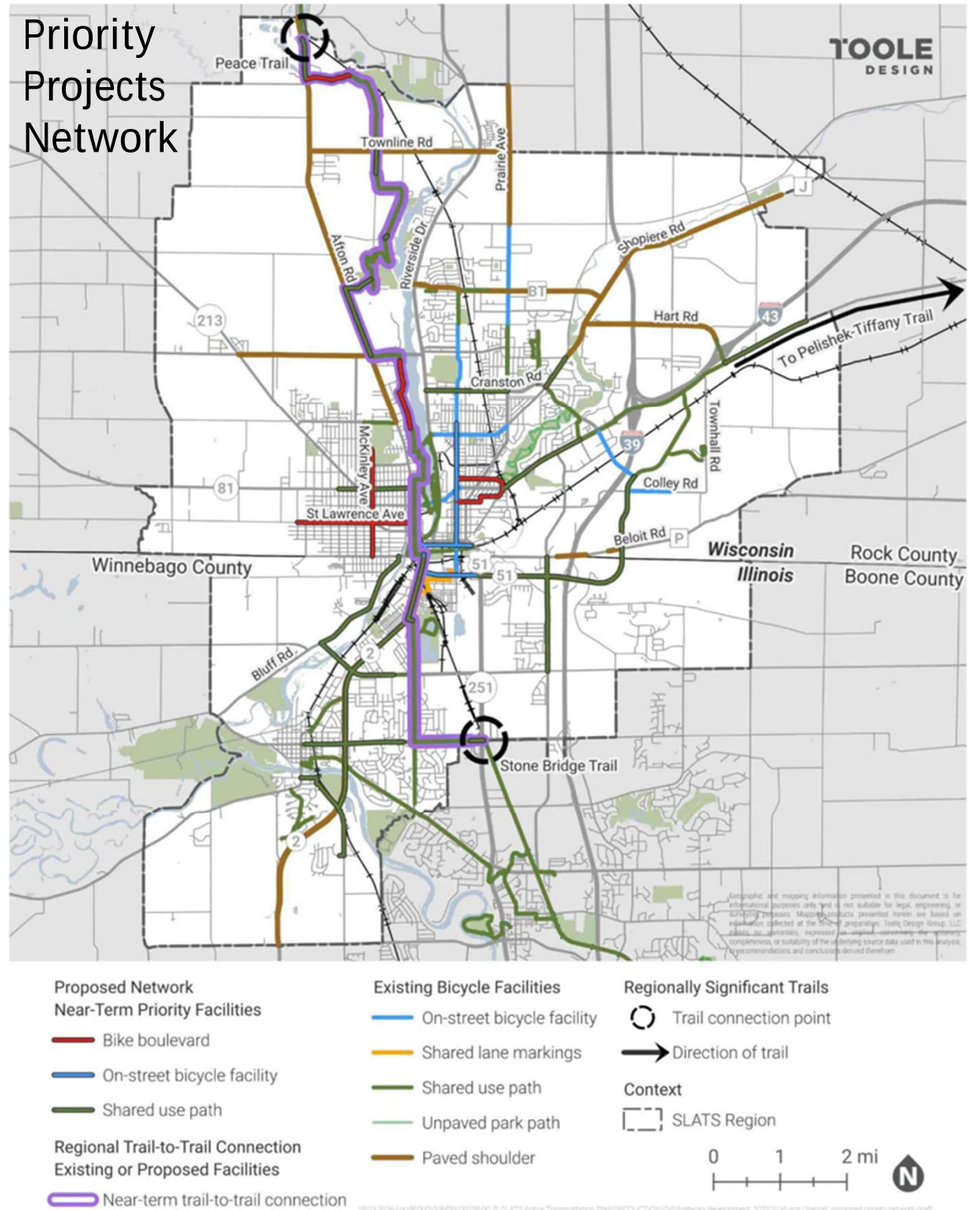


Recommended Bicycle Network



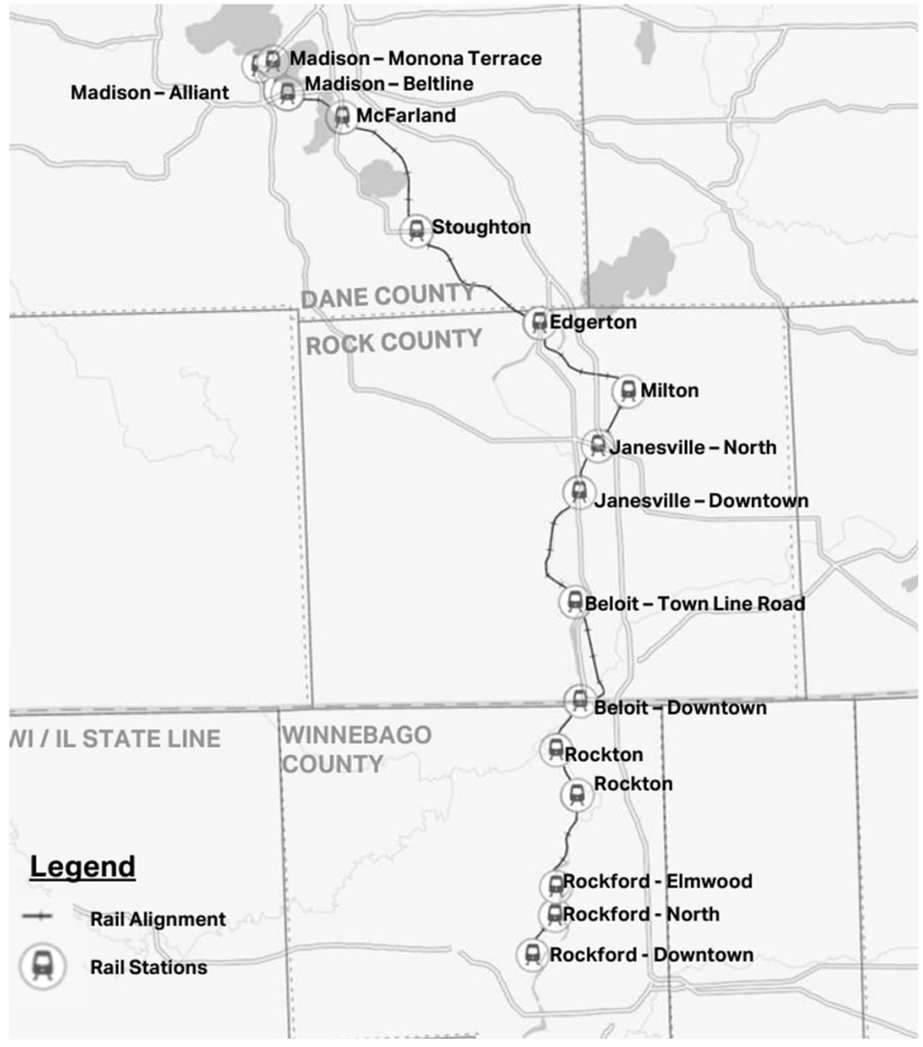
Active Transportation Priorities

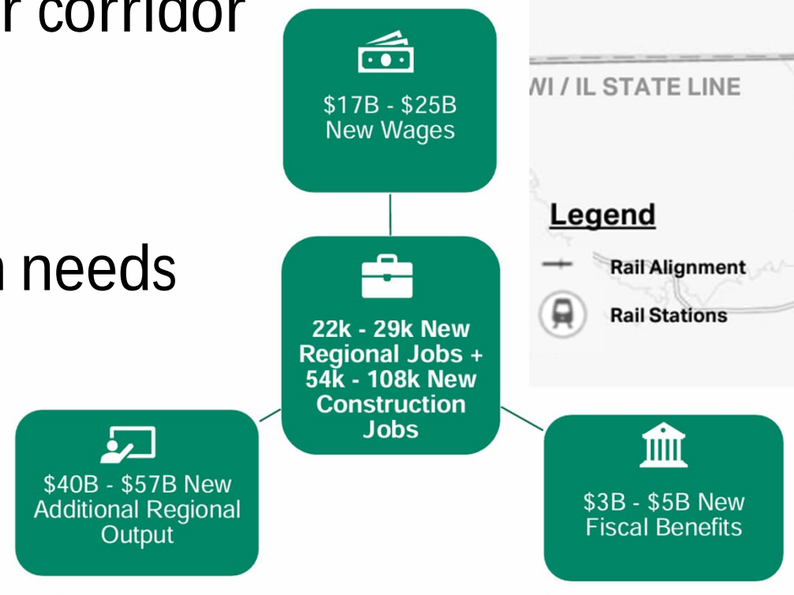
- Integrate pedestrian and bicycle improvements into transportation investment decisions
- Expand and connect the regional active transportation network
- Strengthen coordination among SLATS member communities and partner agencies
- Provide leadership, technical support, and implementation tools for 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

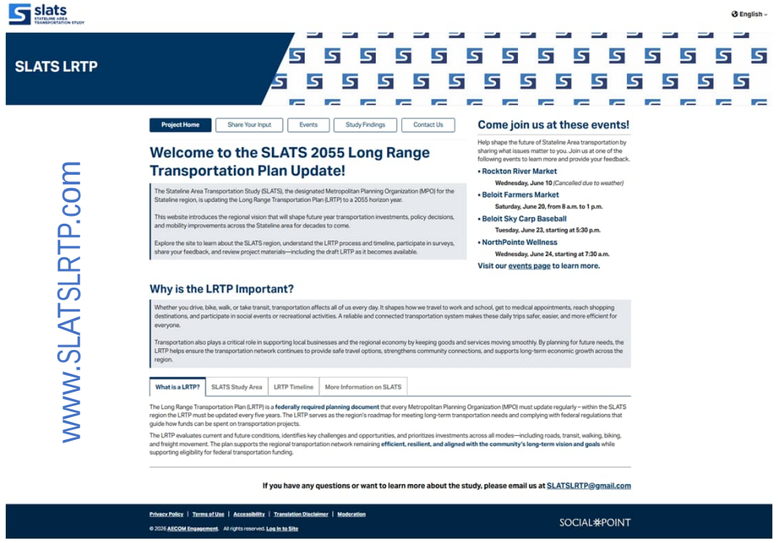


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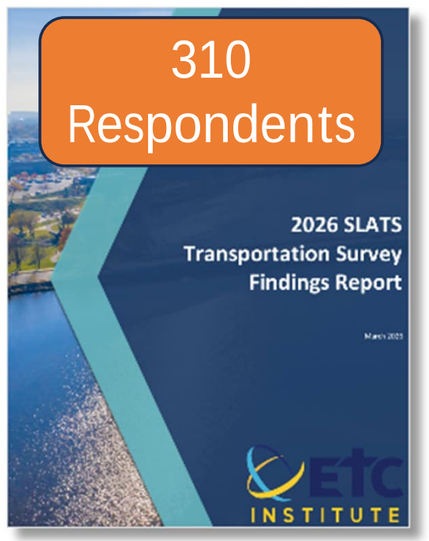
2055 Long Range Transportation Plan Update

Recap of Public and Stakeholder Feedback

Public & Stakeholder Engagement Summary



www.SLATSLRTP.com

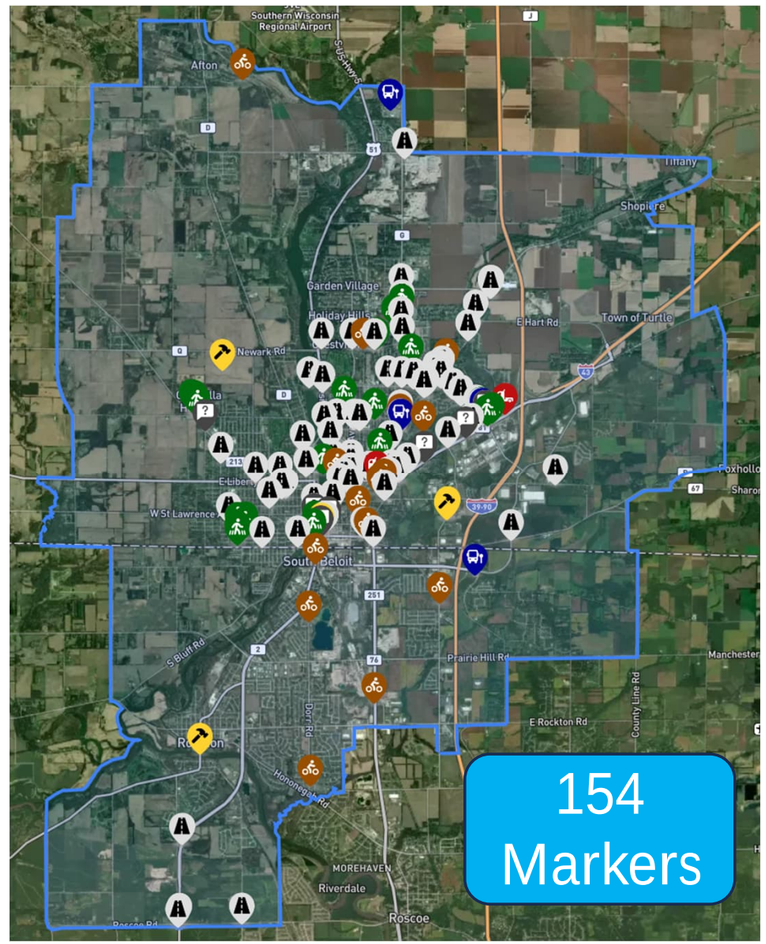


Statistically Valid Survey



Pop-Up Events

Open Ended Survey



Stakeholder Discussion Groups

Online Issues Mapping

47	49
What do you believe is the most important transportation issue facing the Stateline Area through the year 2055?	If you could make just one transportation improvement within the region, what improvement would that be?

- 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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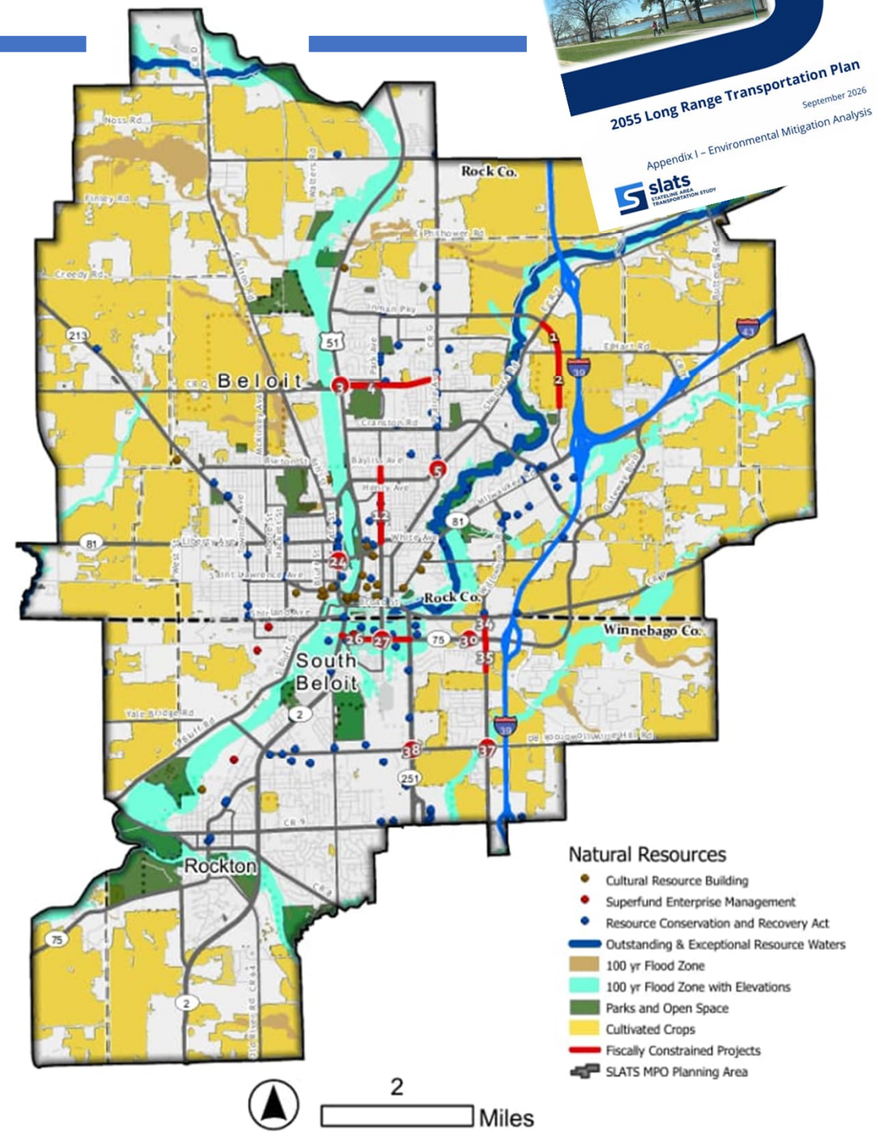
Environmental Consultation Feedback

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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Discussion and 2055 LRTP Plan Adoption