2055 Long Range Transportation Plan Update

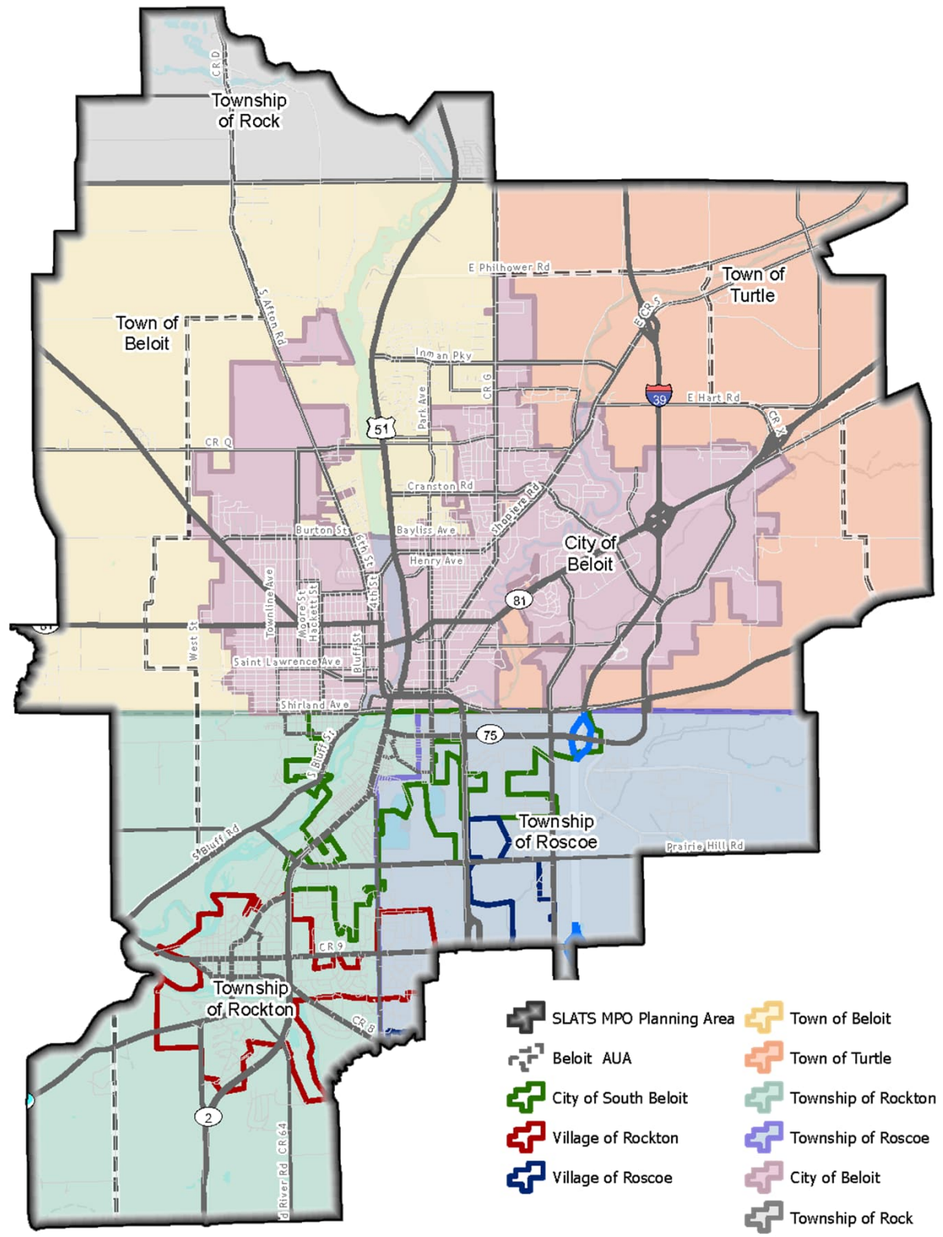
Joint Policy Board & Technical Advisory Committee Meeting

June 23, 2026

AECOM

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



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TRANSPORTATION STUDY

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

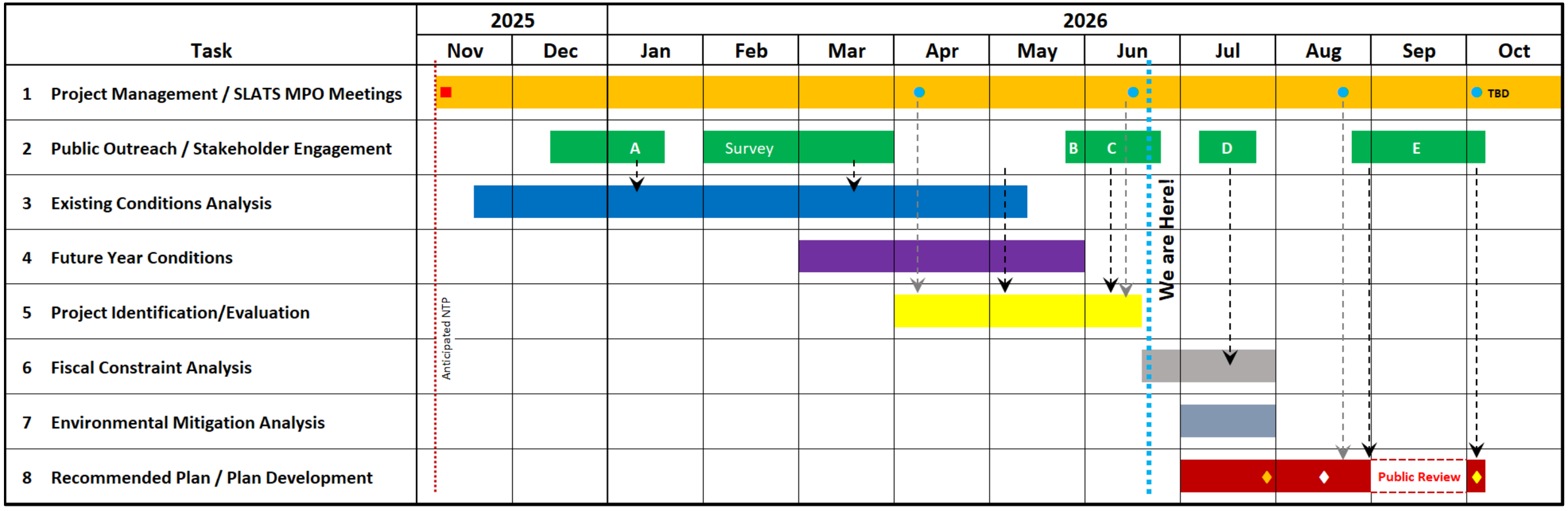
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2055 Long Range Transportation Plan Update

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.

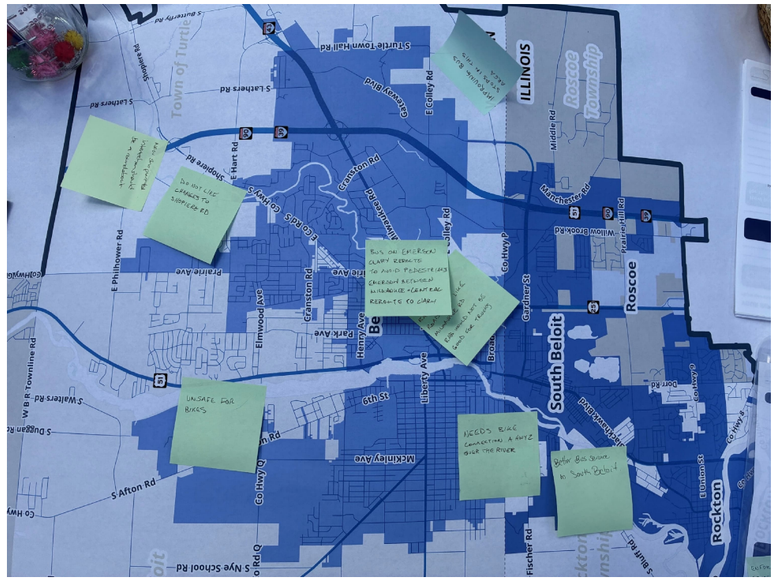
✓ NorthPointe Wellness

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

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Share Your Input

SLATS 2055 LRTP / **Share Your Input**

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

We Want to Hear From You!

Public engagement is a key component of the LRTP. Through surveys, workshops, open houses, stakeholder interviews, and online engagement tools, we gather feedback to ensure the plan reflects the needs and priorities of residents, businesses, and community partners. Your input shapes the plan's goals, investment strategies, and recommended improvements.

We encourage you to stay involved throughout the LRTP process by participating in surveys, sharing comments, **participating in public events**, and reviewing the Draft LRTP when it becomes available. Your voice is essential in helping guide the region's transportation future.

Make your voice heard today by completing the activities below

How To Get Around

As we look ahead to 2055, we need to consider how to focus on different modes of transportation throughout the Stateline Area. Please share your priorities for this by distributing 5 'points' between these different options. You must use all 5 points, but you may place multiple place into your preferred choice(s) to show a stronger preference.

Your remaining points:

5 pts

MINIMUM SPEND 5 PTS

Sort by

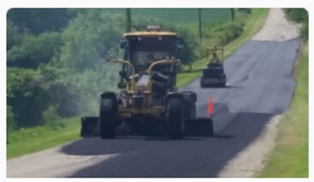


Build new roads

0 pts

1 pts 5 pts

0 Supports (0%)



Maintain existing roads

0 pts

1 pts 5 pts

0 Supports (0%)



Better local and regional bus service

0 pts

1 pts 5 pts

0 Supports (0%)

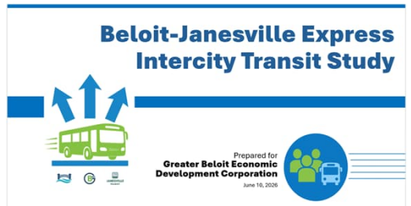
Stakeholder Engagement

Completed

- ✓ Beloit Area Task Force on Homeless

BATFOH
BELOIT AREA TASK FORCE ON HOMELESSNESS

- ✓ 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

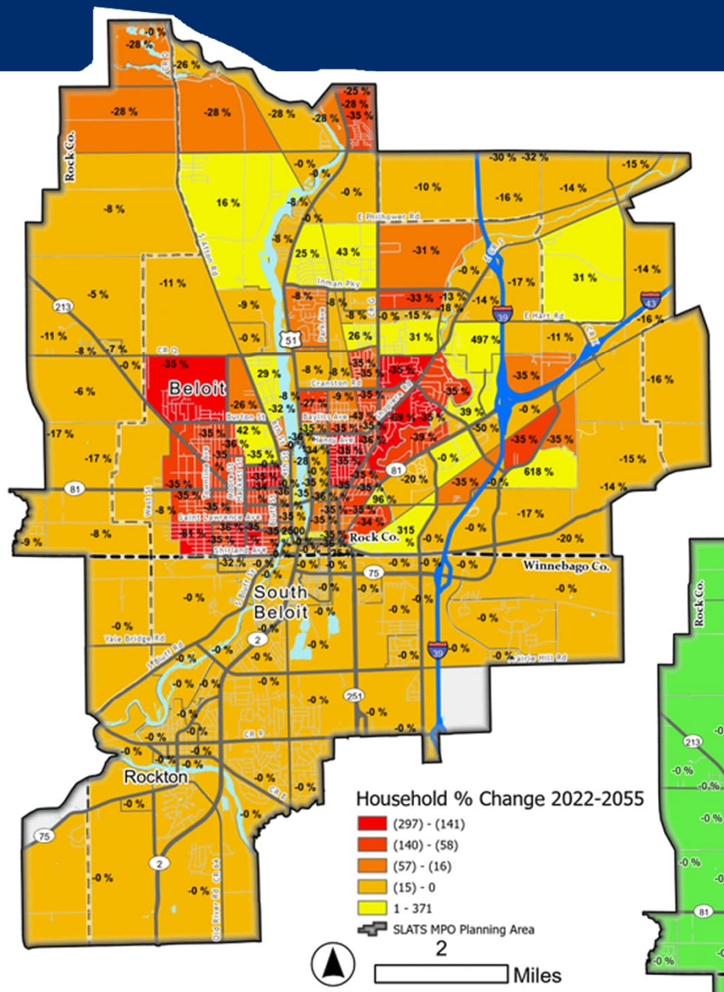
- Population and Employment Growth
- Traffic Growth / Congestion / Bottlenecks
- Safety / Crash Analysis
- Freight / Regional Truck Analysis
- Maintenance
- Public Transportation
- Passenger Rail
- Active Transportation

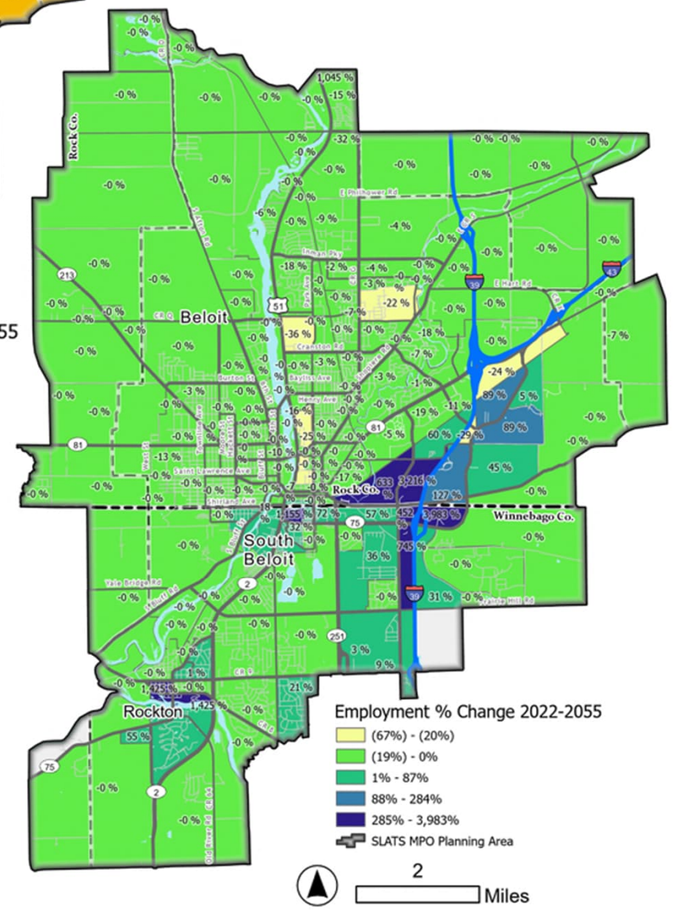


Population and Employment Growth

- 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?



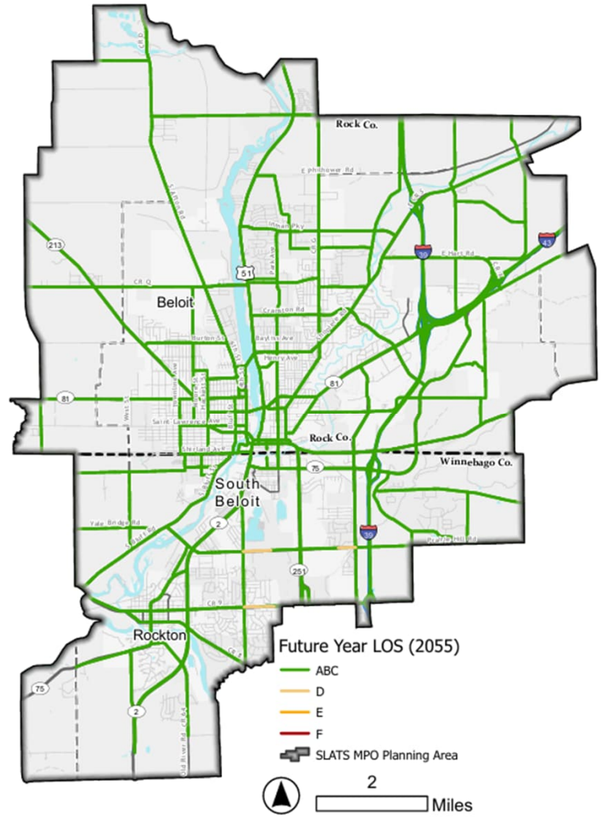




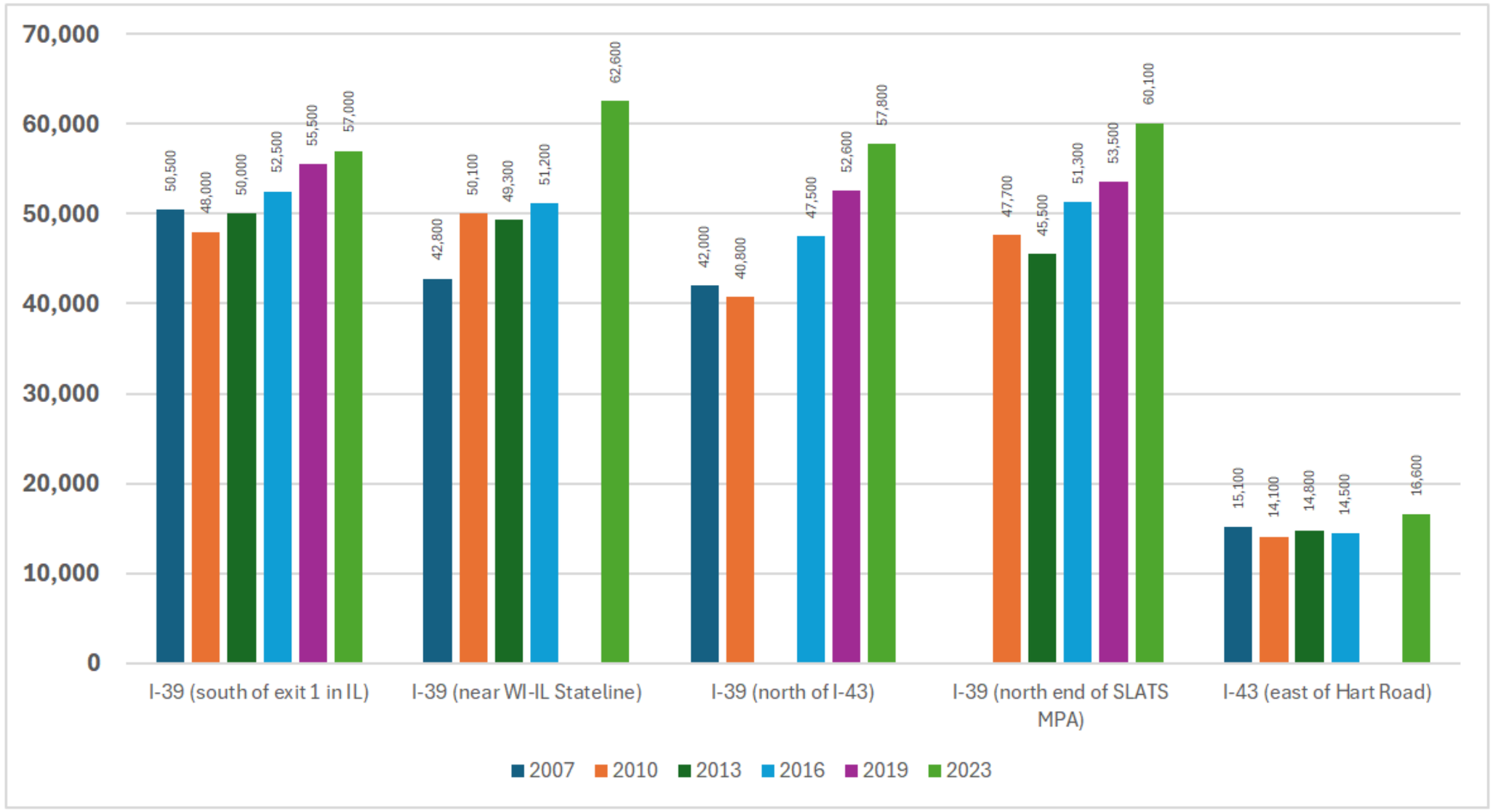
Traffic Growth / Congestion / Bottlenecks

- 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

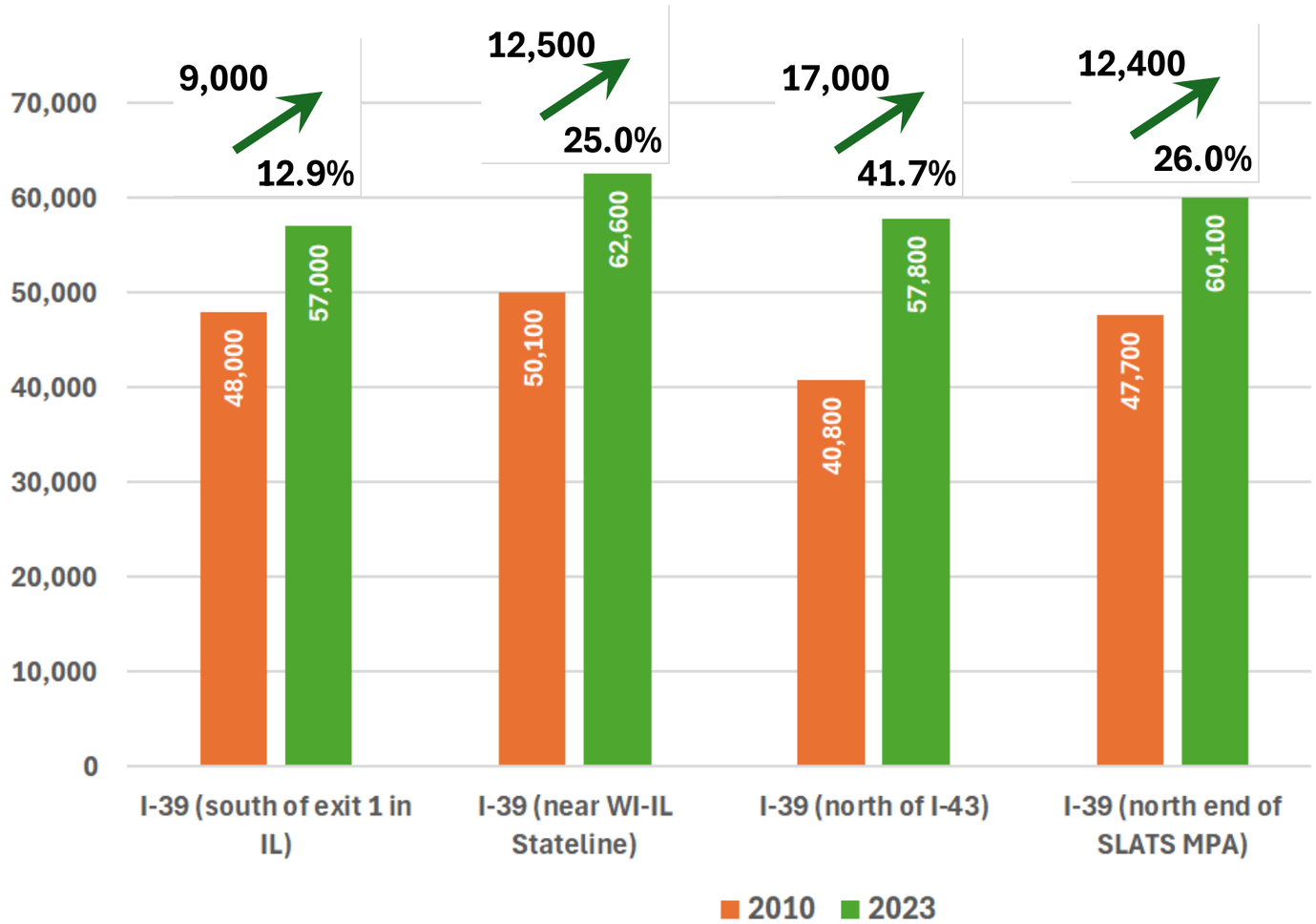




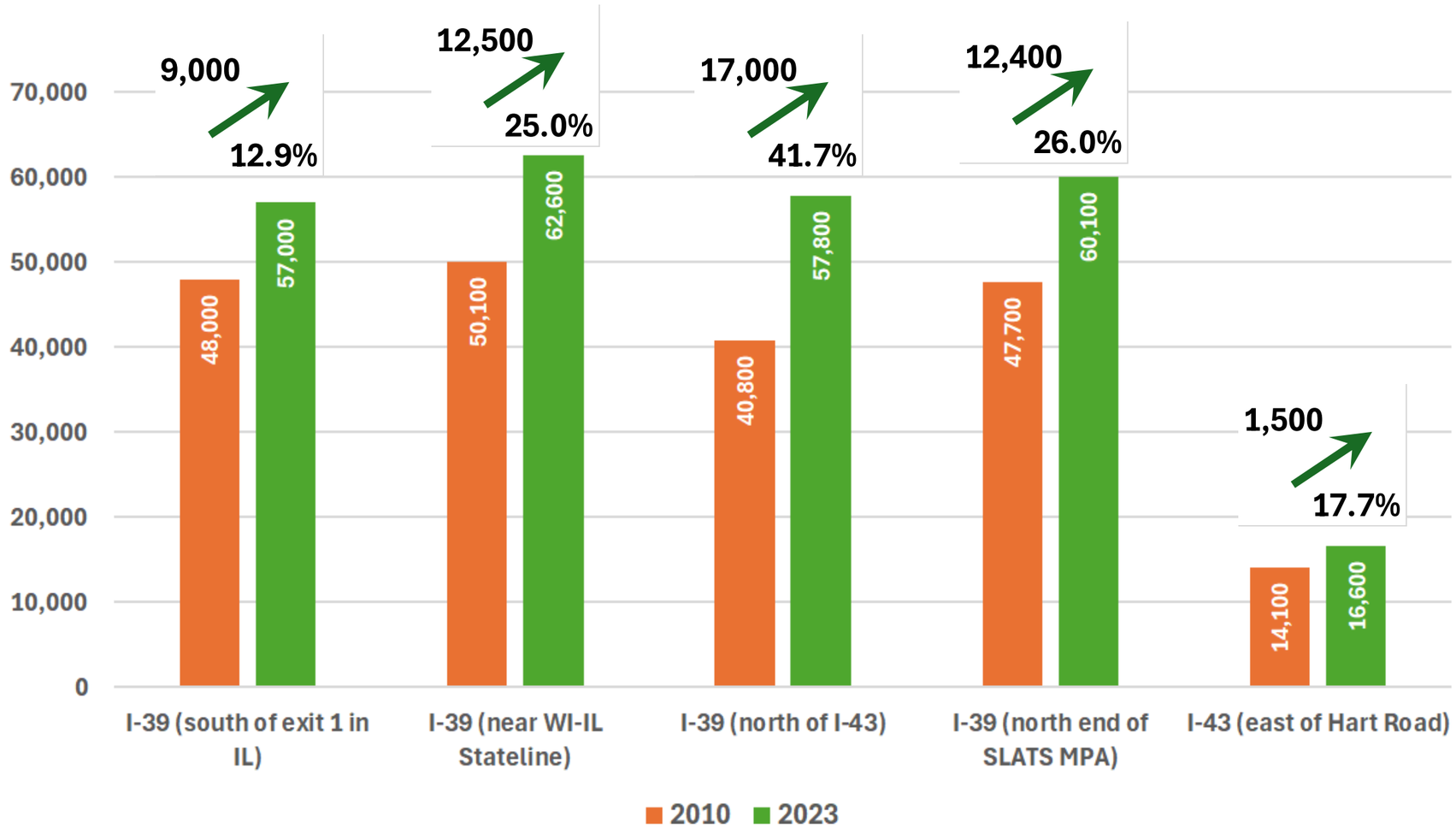
Historic Interstate Volumes



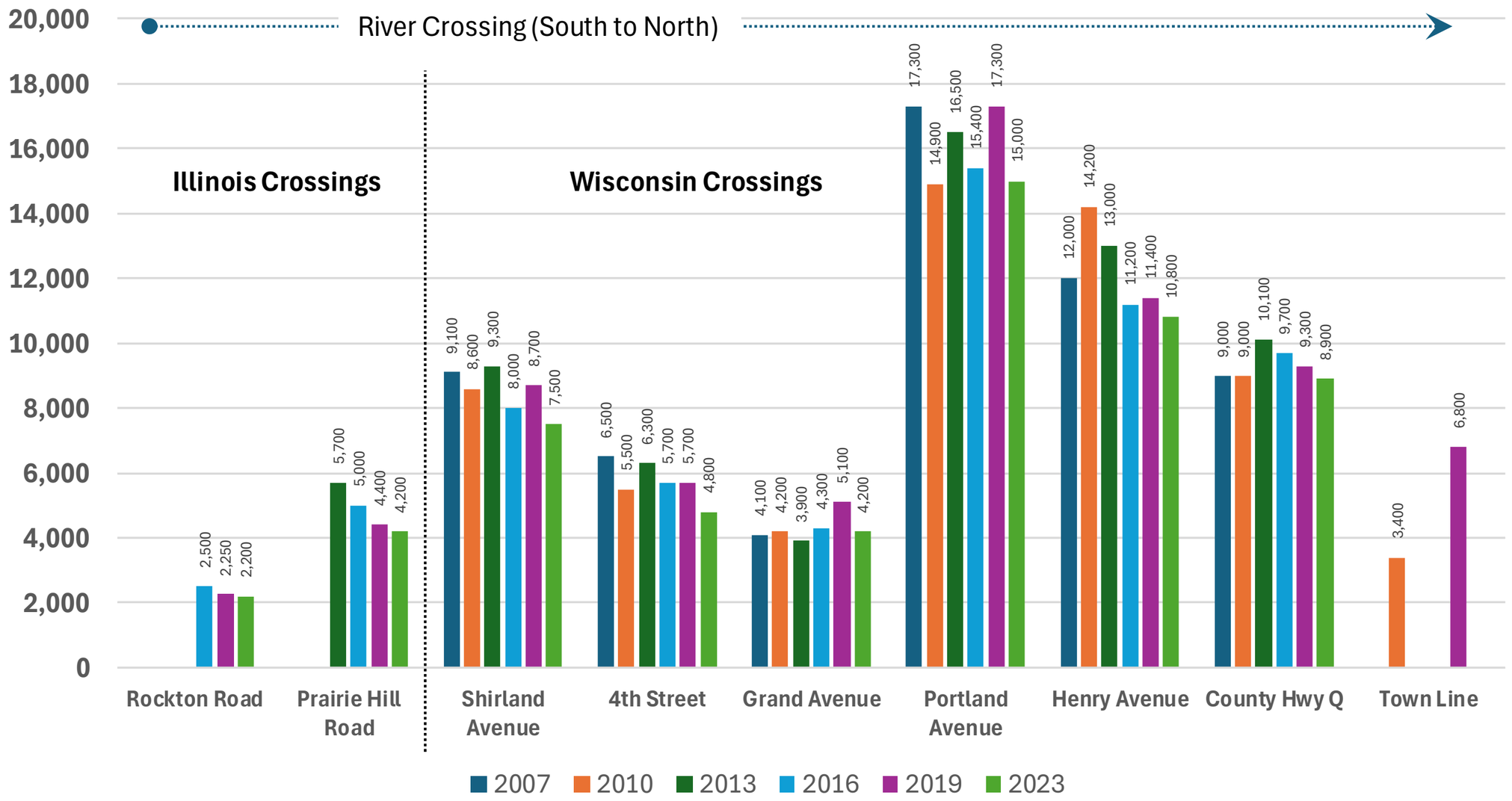
Interstate Historic Volumes (2010 vs. 2023)



Interstate Historic Volumes (2010 vs. 2023)



River Crossings (Historic Volumes)



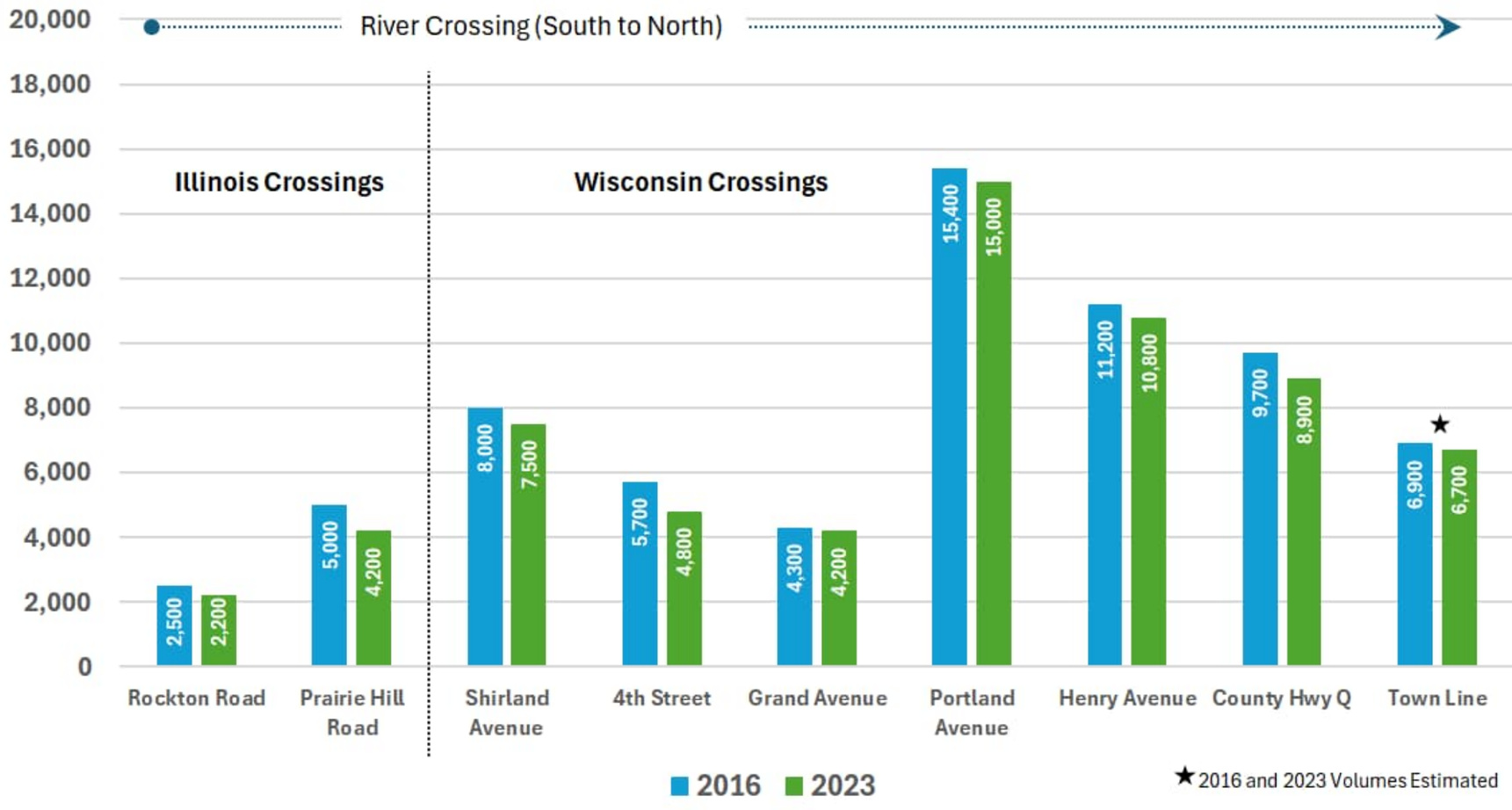
River Crossings (Historic Volumes)

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



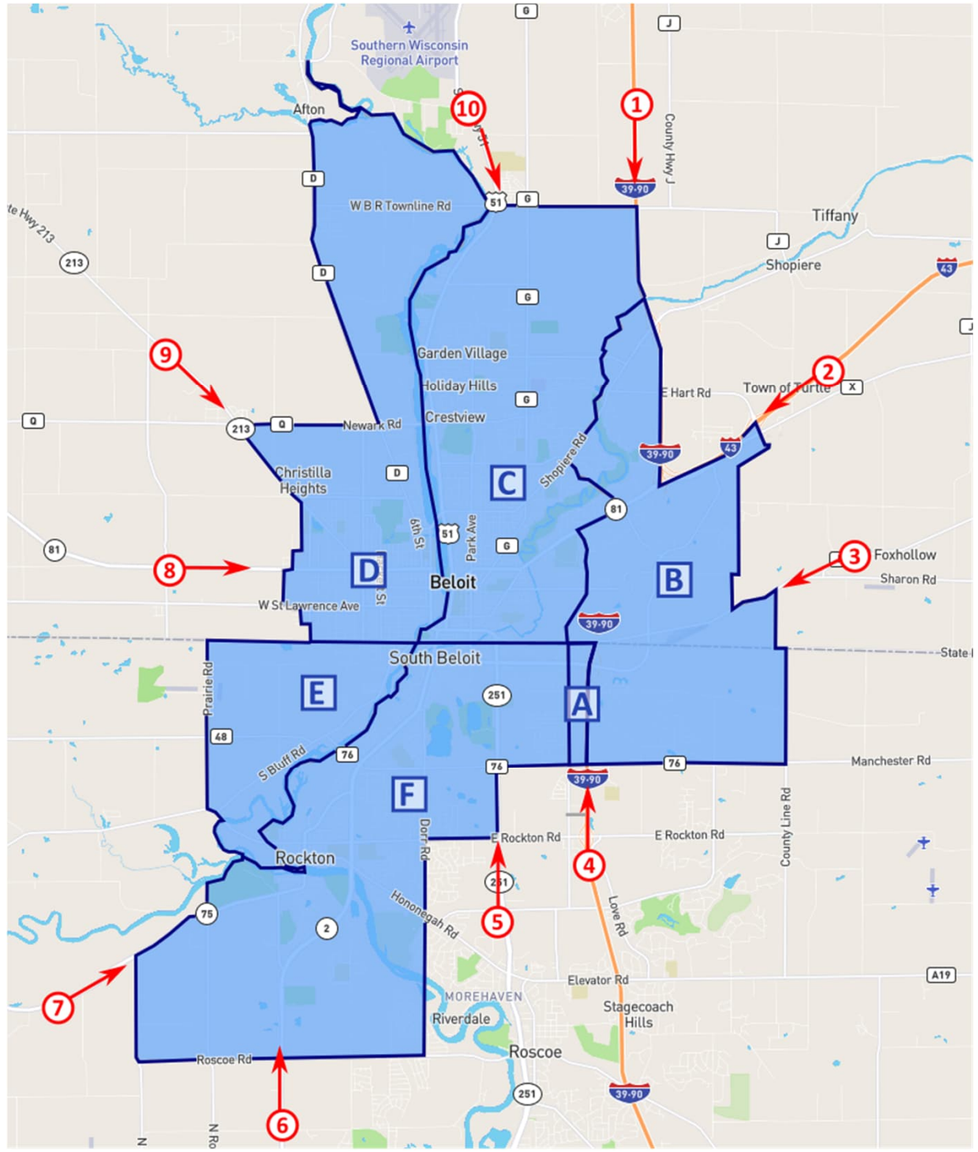
I-39, just south of Exit 1 in Illinois.



Shopiere Road, turning right onto County Route BT.

Regional Truck Travel Analysis Summary

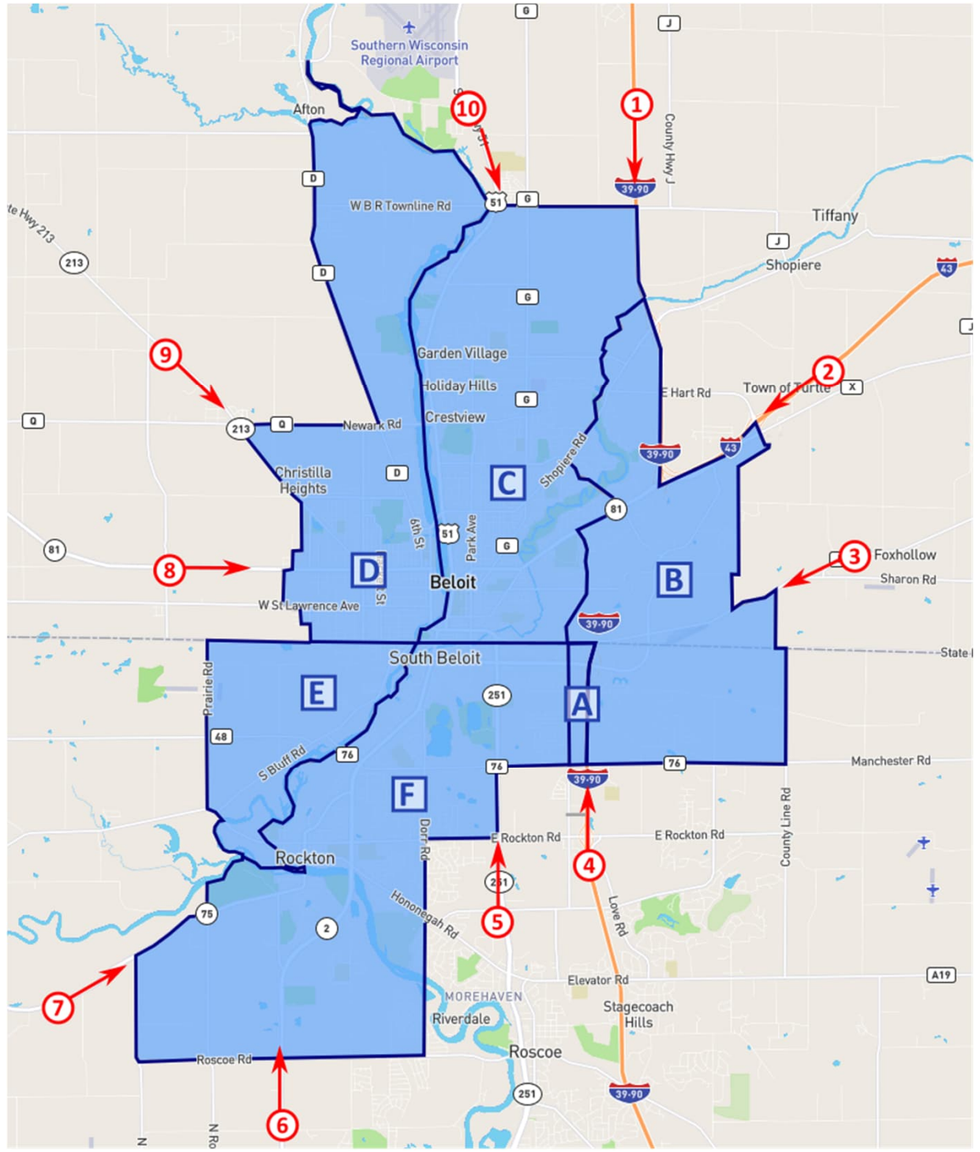
- Approximately 15,500 trucks per day pass through the SLATS MPA
  - Most are interstate truck trips are pass-through trips (remain on the Interstate)
  - The highest pass-through truck volumes occur on I-39/90, traveling north-south between zones 1 and 4
- In contrast, most truck trips using a US or 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



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

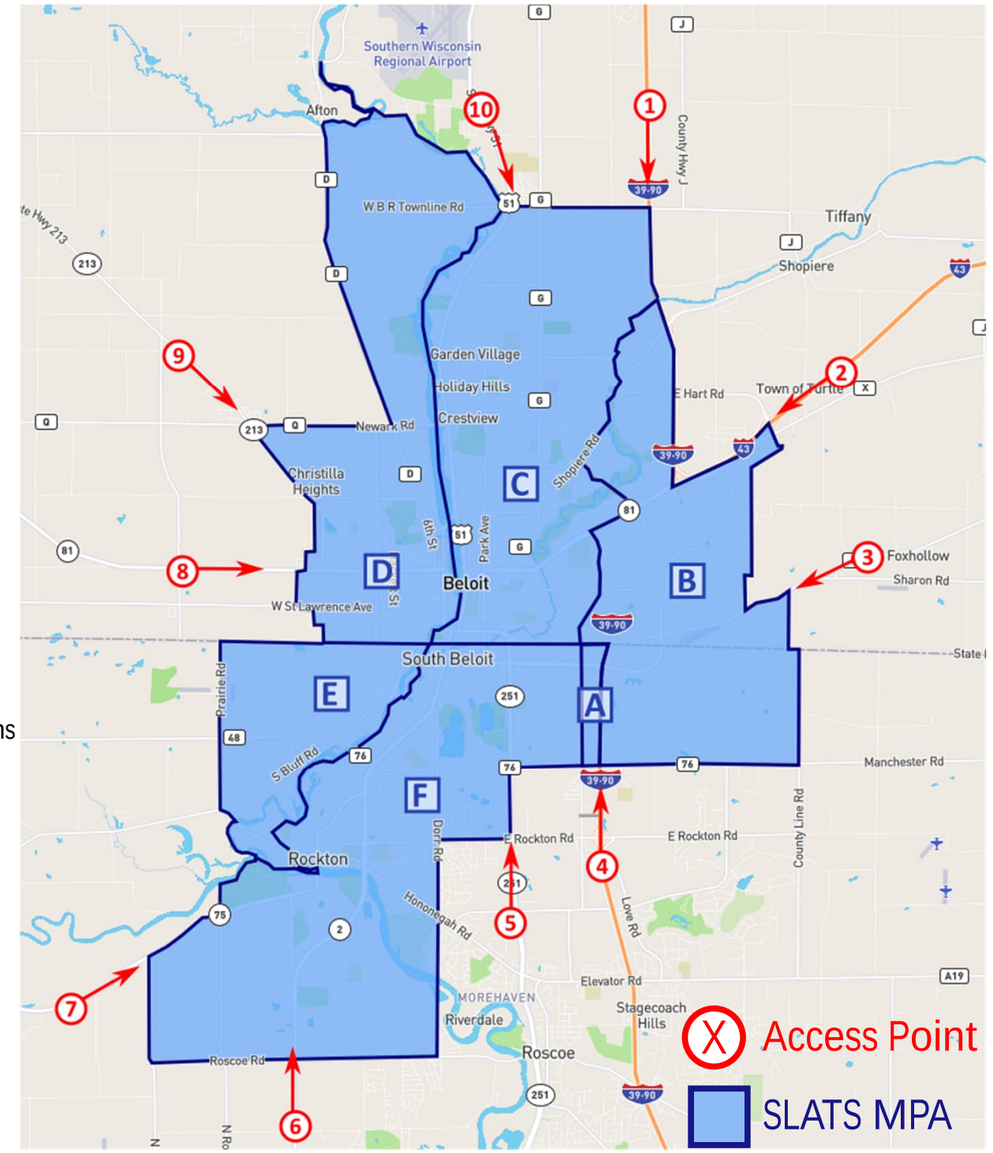
	Daily Truck Trips
External-External Trips that do not stop in the SLATS MPA	15,468
Interstate only	14,662
Interstate & US/State Highway	709
US/State Highway only	97

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

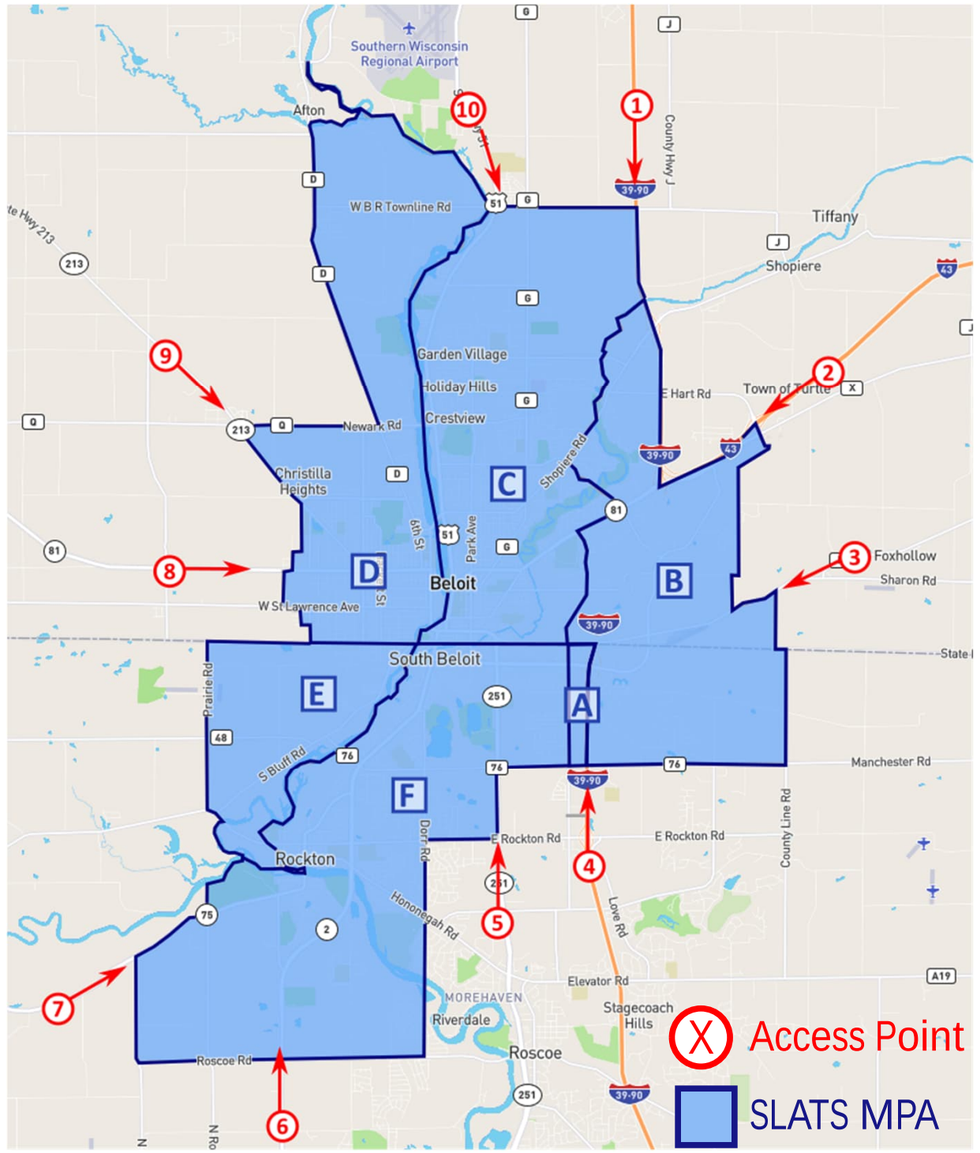
External-Internal Trips start outside SLATS MPA but end in the MPA	3,798
External trips begin from:	
Interstate	2,385
US Highway	419
State Highway	994

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

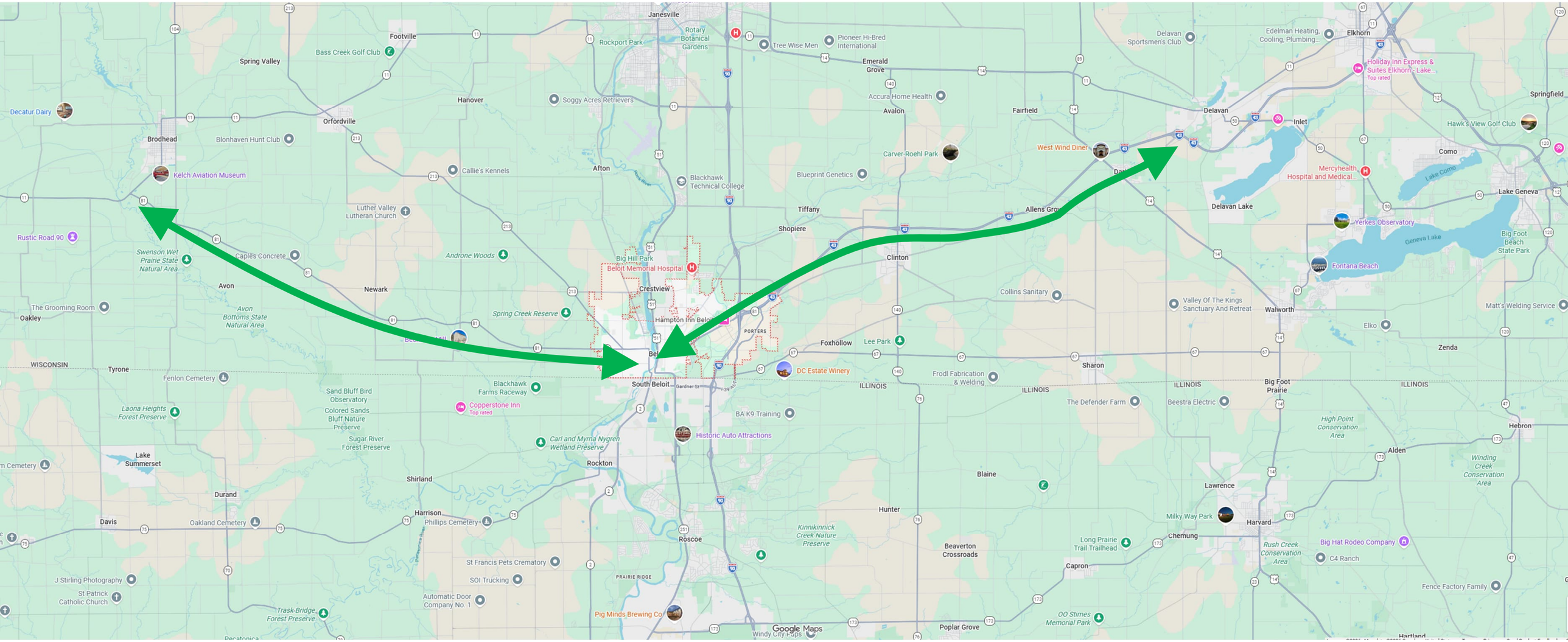


Regional Truck Travel Analysis Summary

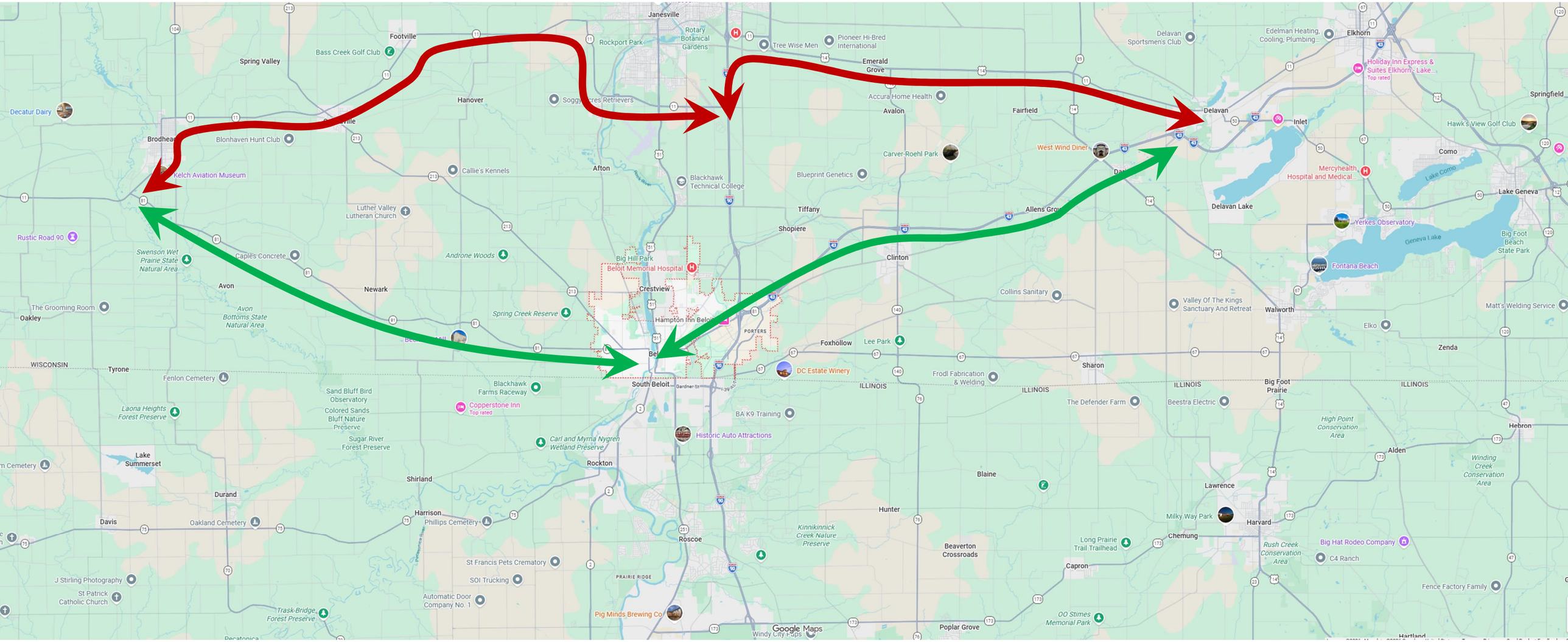
	Daily Truck Trips
Internal-External Trips start within SLATS MPA but end outside the MPA	3,798
External trips begin from:	
Zone A	1,628
Zone B	2,059
Zone C	53
Zone D	20
Zone E	0
Zone F	36



Regional Freight / Truck Perspective



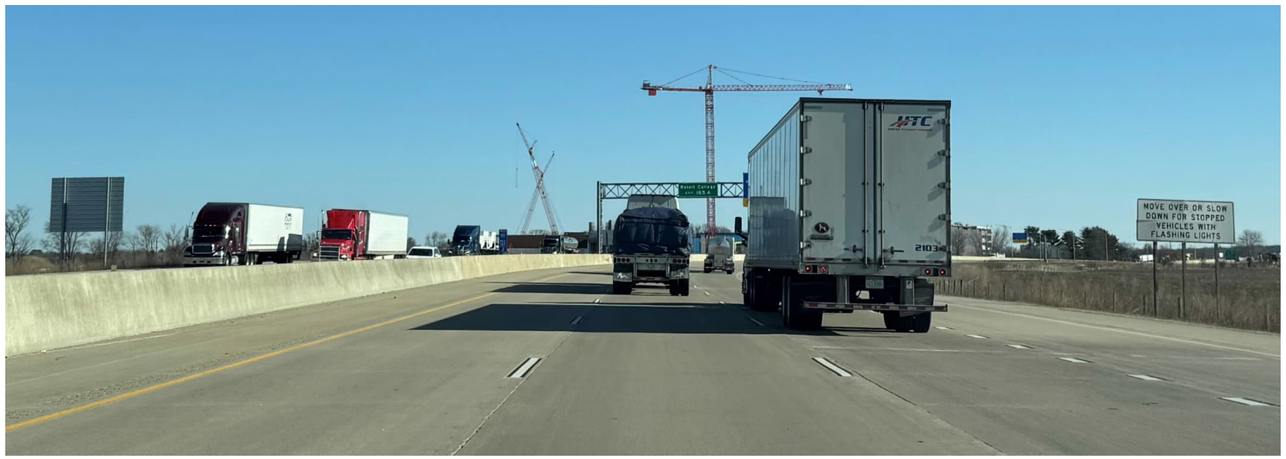
Regional Freight / Truck Perspective



Freight / Regional Truck Key Takeaways

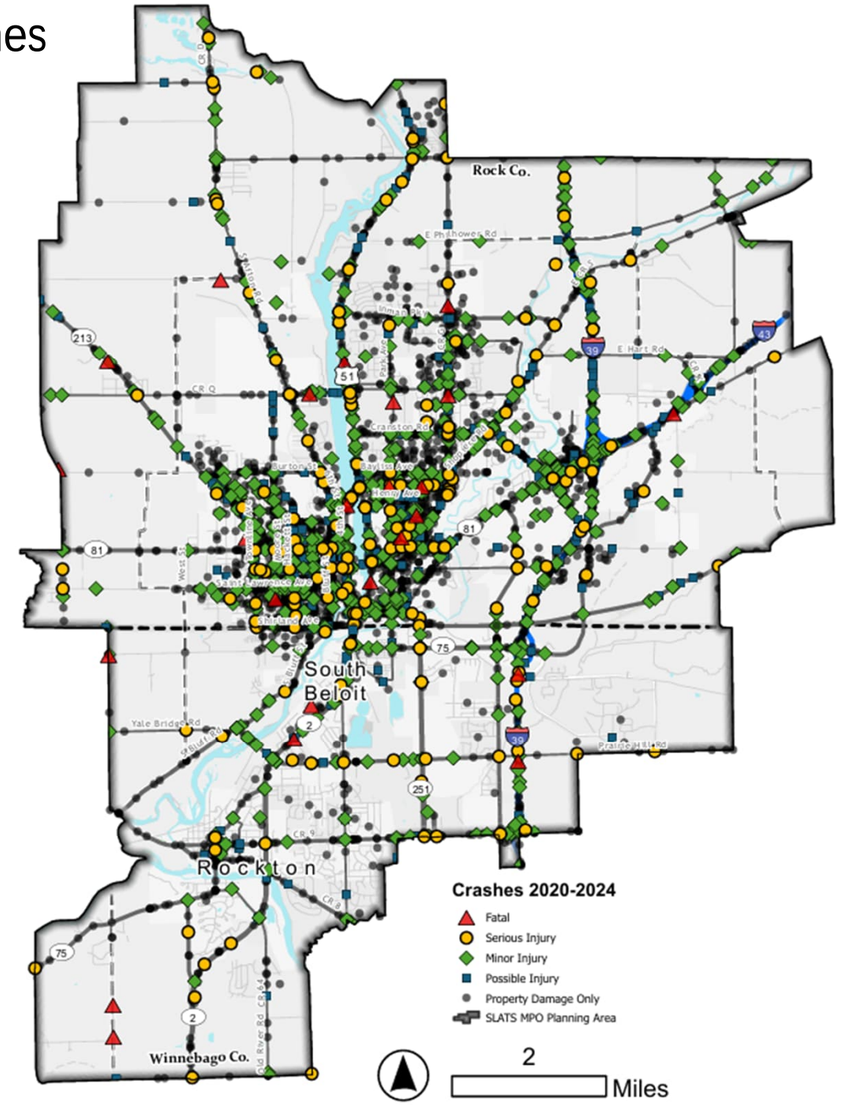
- System Routing Challenges
  - Avoid solutions that shift trucks between corridors
  - Opportunity to improve:
    - Regional truck routing strategy
    - Wayfinding and signage
    - Coordination with WisDOT / IDOT
- LRTP-Identified Freight System Needs
  - Maintain efficient freight mobility and regional 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



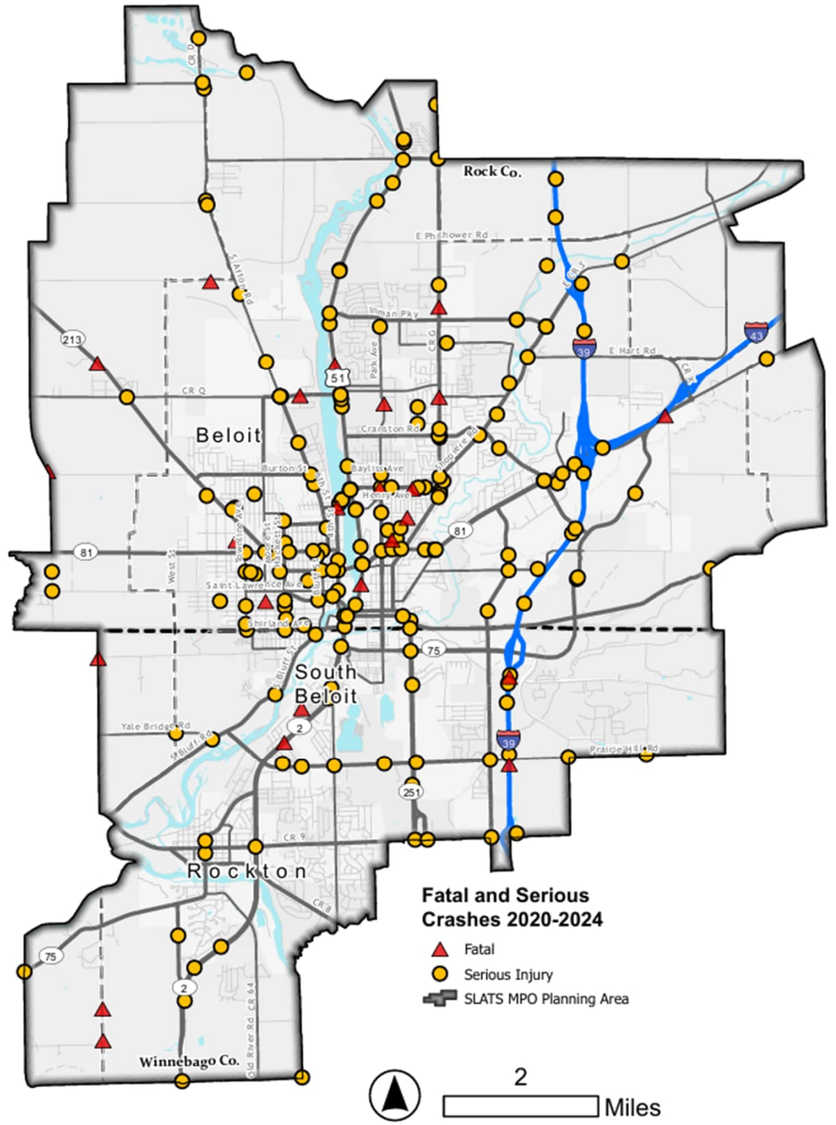


Safety / Crash Analysis (2020 – 2024)

Total Crashes

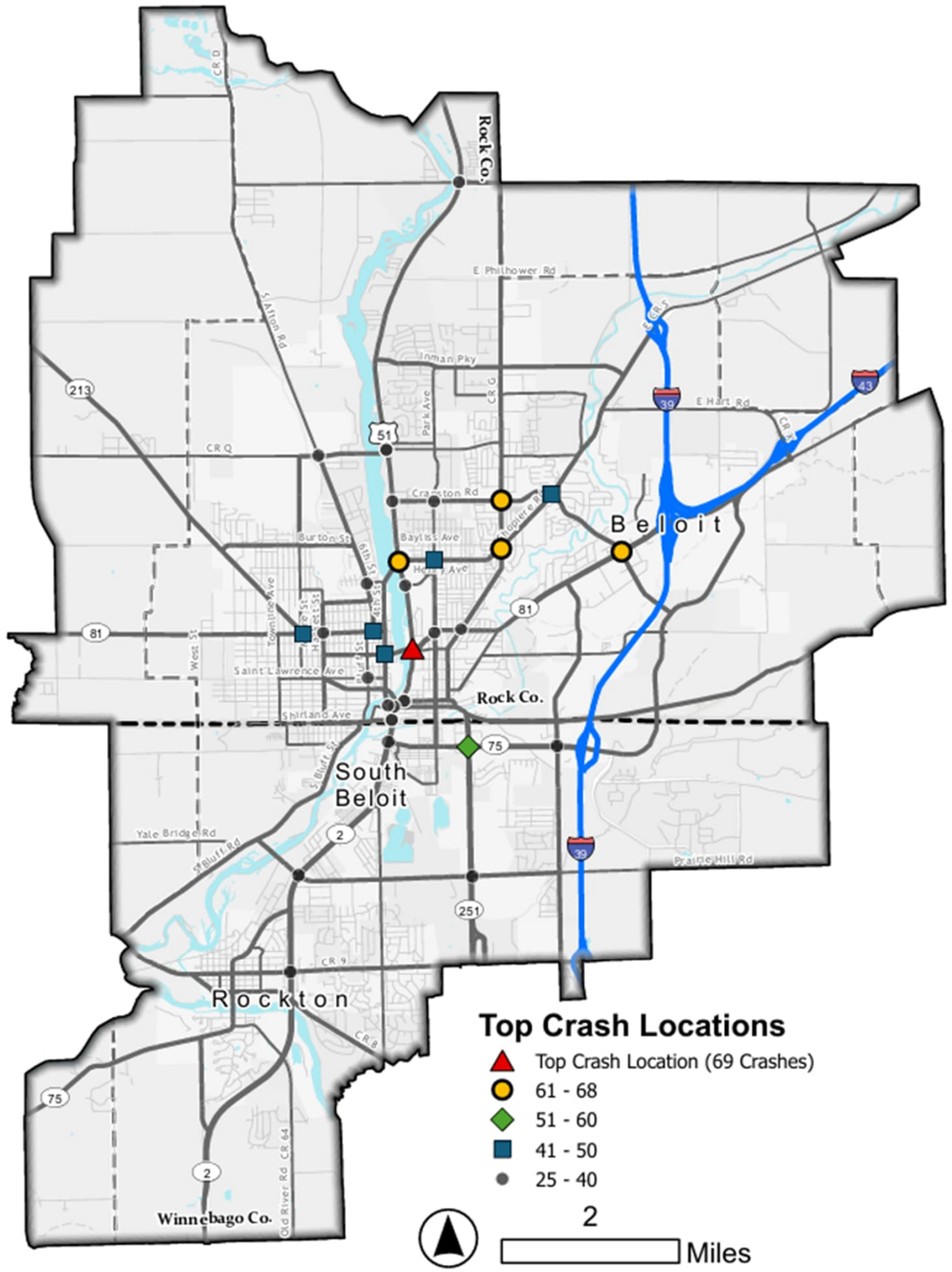


Fatal and Serious Injury



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%**

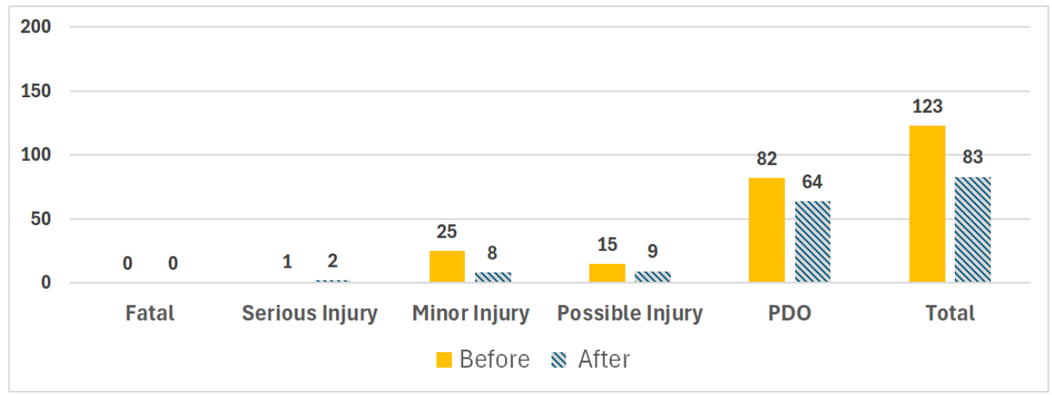
Cranston Road

	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%**

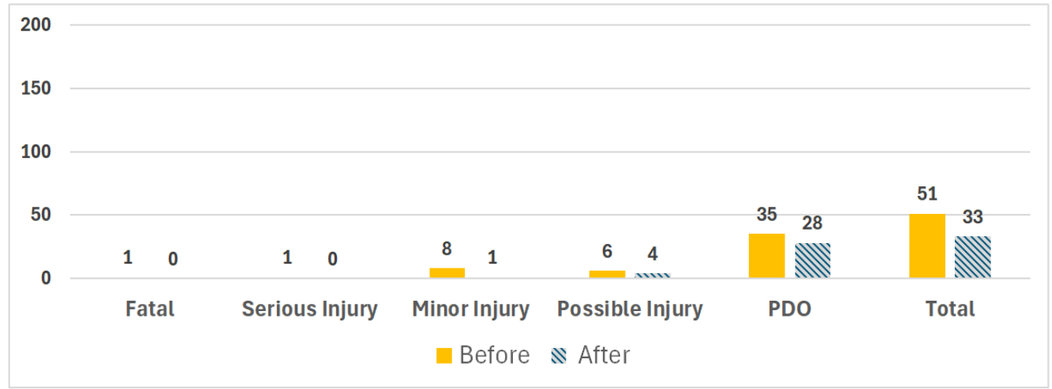
Henry Avenue



Change in Crashes

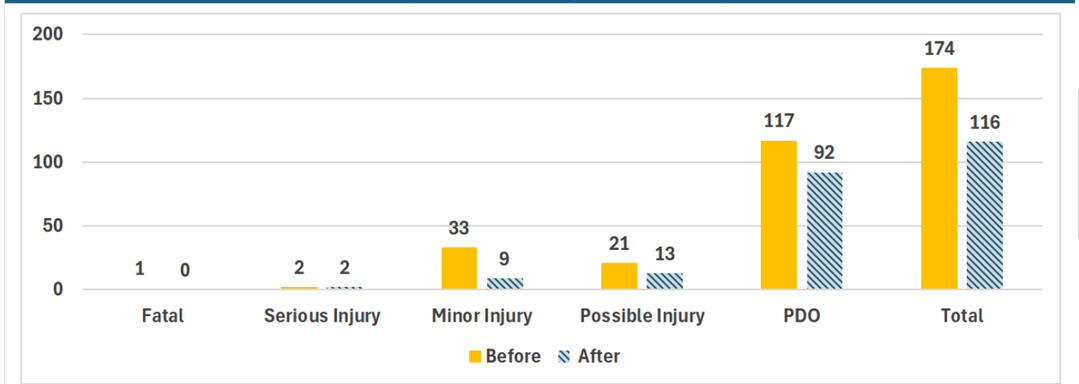
33%
40

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

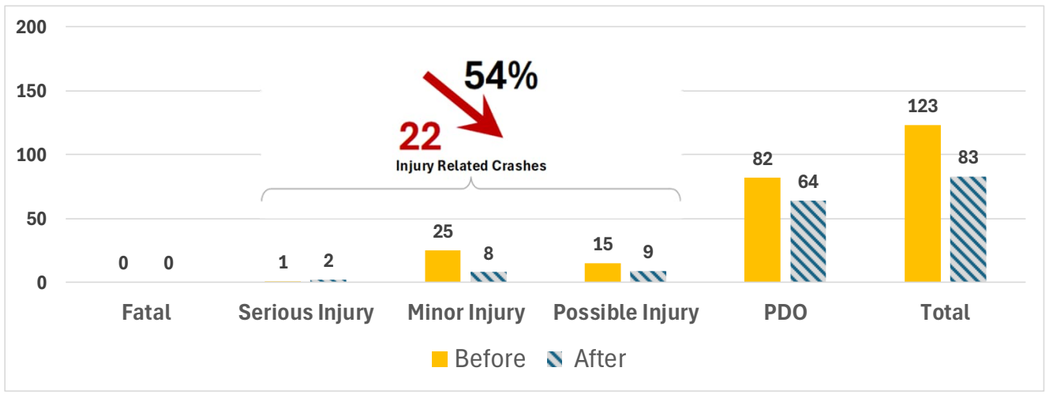
Cranston Road

	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

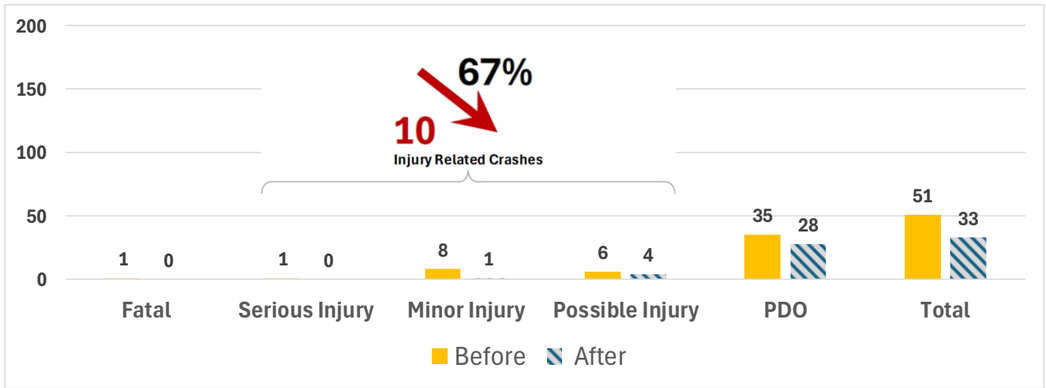
Total (Combined Henry and Cranston)

	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

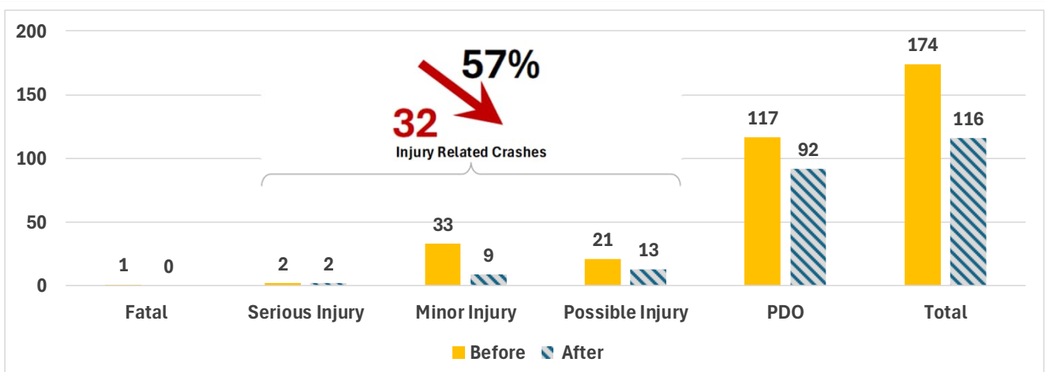
Henry Avenue



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

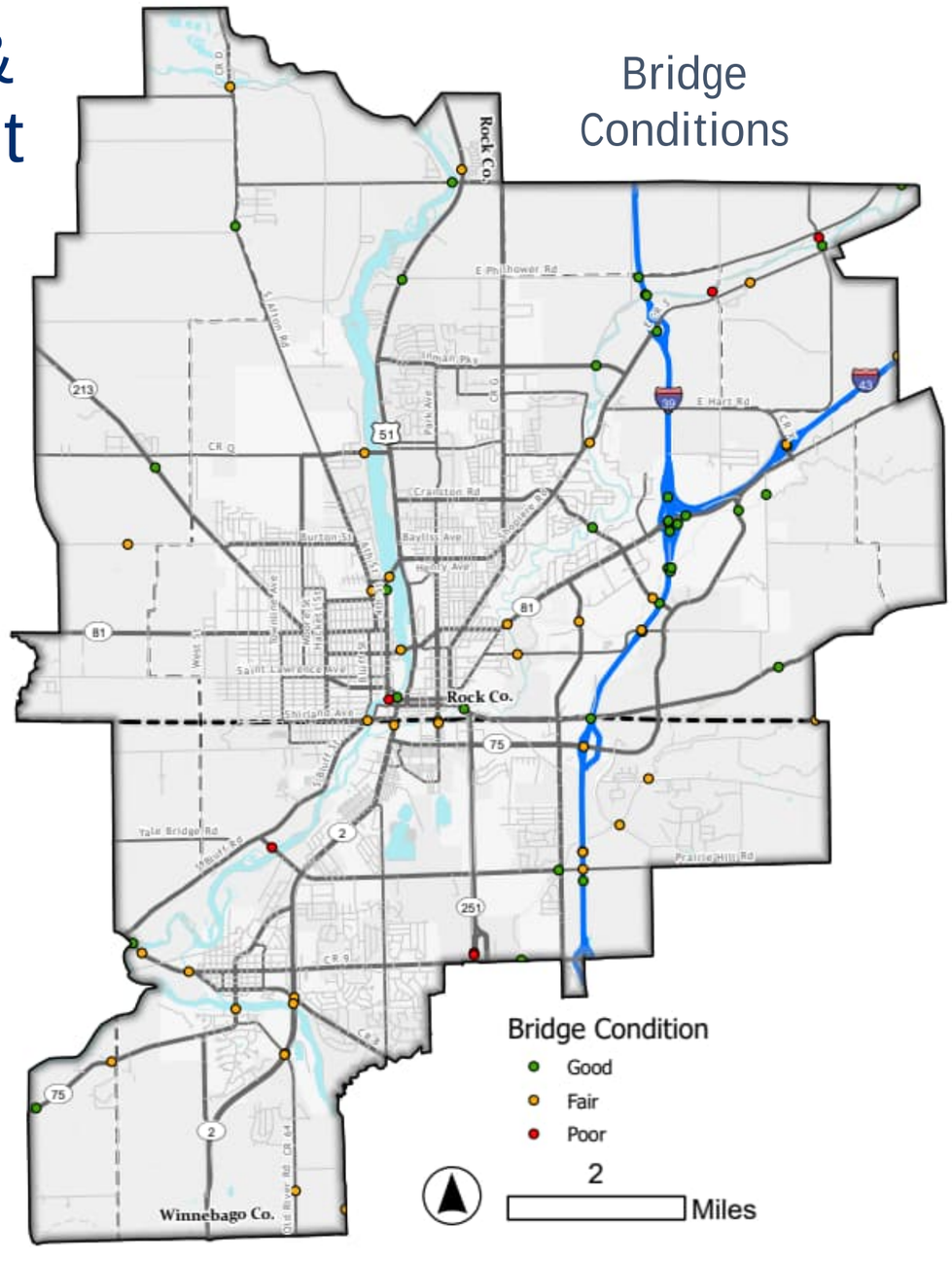


- Targeted structural needs and systemwide upkeep
  - River Crossings
    - Poor condition: 4th Street, Prairie Hill



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

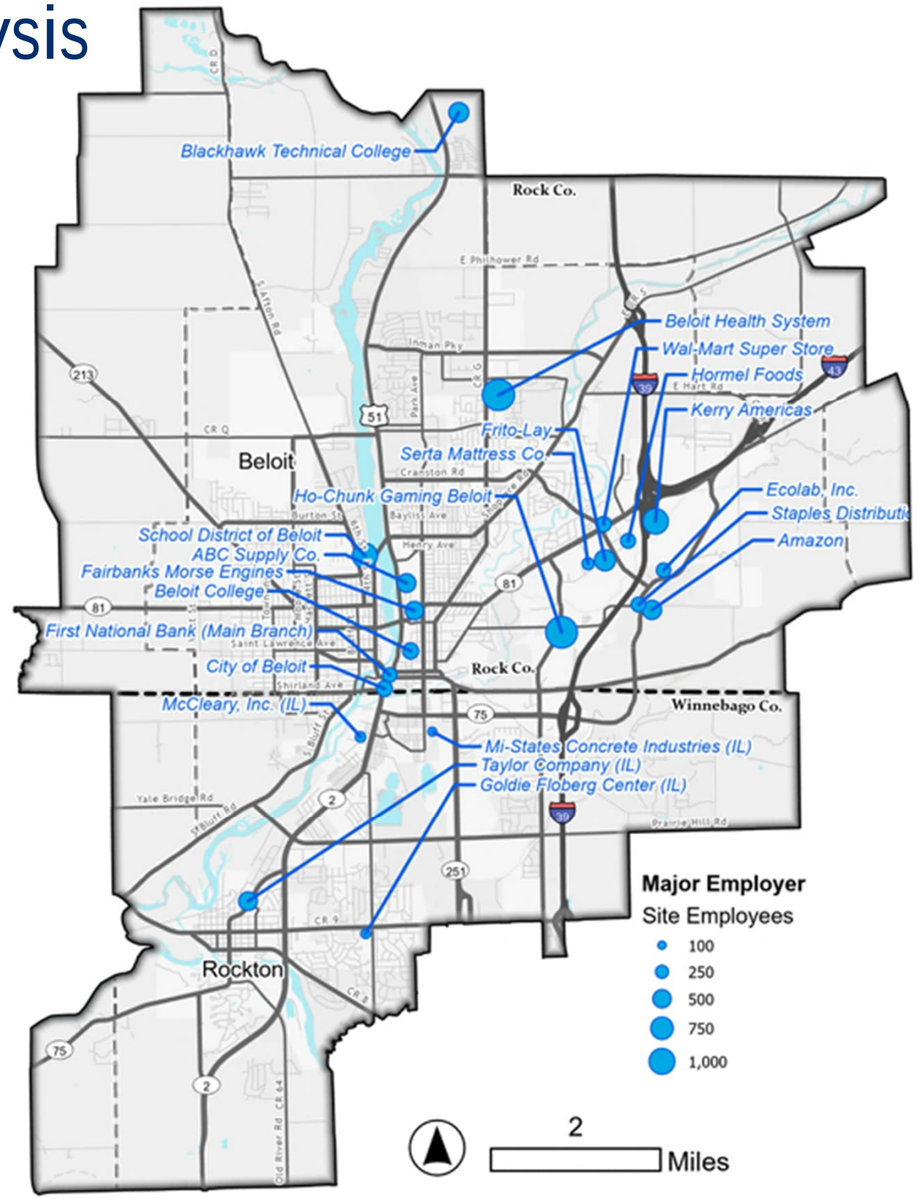
Rock County Summit: Insights, Priorities and Next Steps

- 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

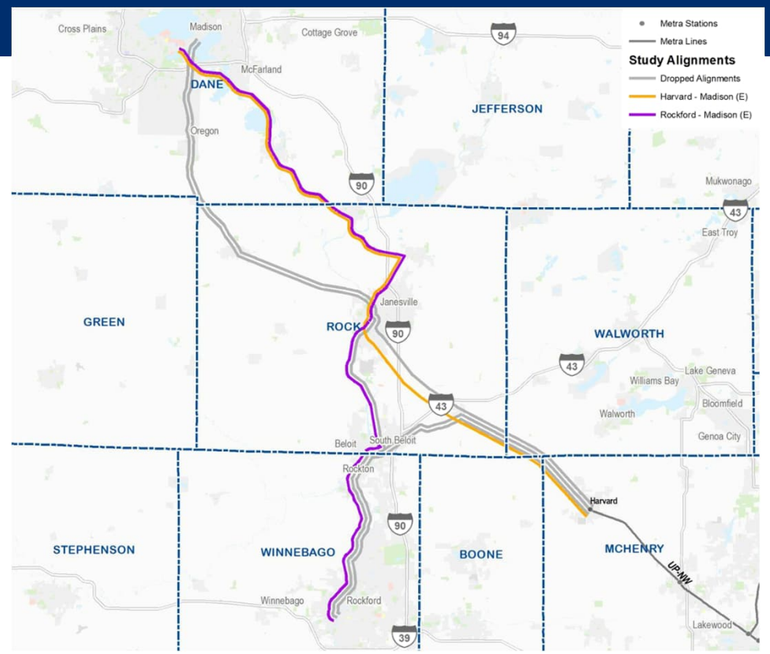
- Strong demand for later evening service
  - Beloit Janesville Express currently ends at 6:00 PM
  - Different BTS and Janesville service hours create evening service gaps
    - Impacts job seekers, shift workers, and students
    - Especially affects regional trips across jurisdictions
- Limited weekend 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





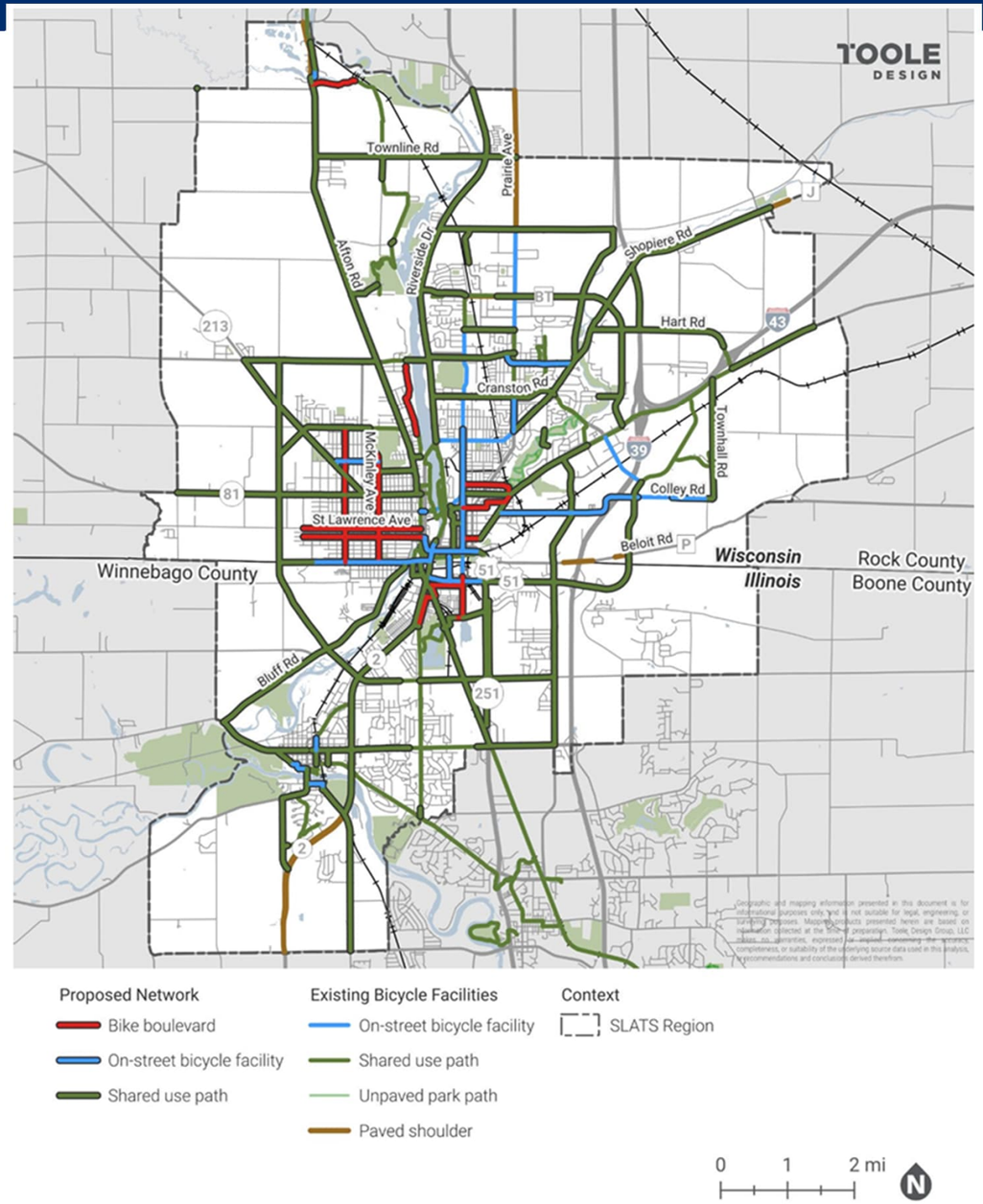
Table 20: Long-Range Intercity Passenger and Commuter Rail Projects (Amended March 2026)

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

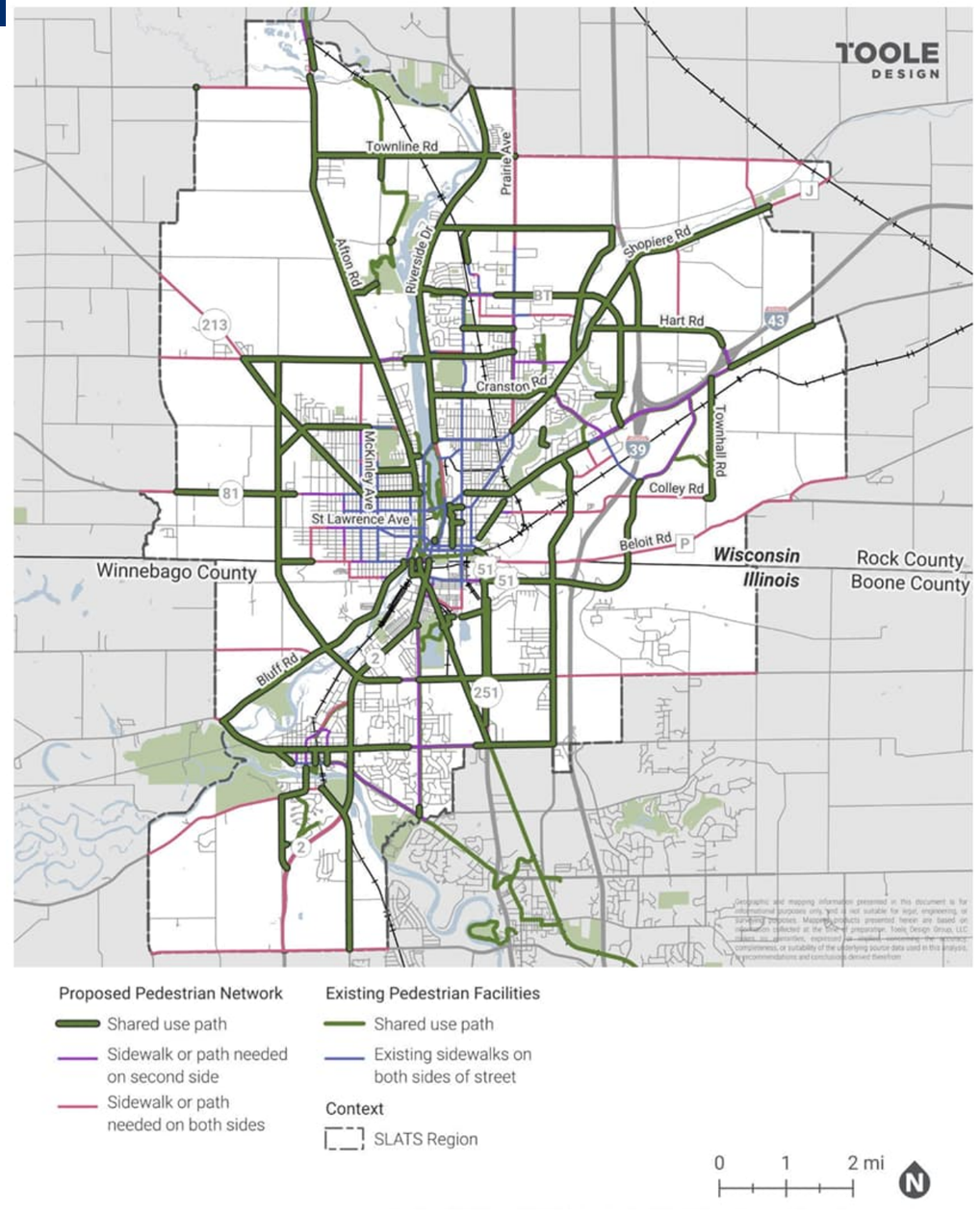
- Based on existing conditions, public input, and best practices
- Supports all ages and abilities
  - Expand access for a wide range of users
- Flexible implementation approach
  - Facility types vary based on right-of-way and project constraints
  - Improvements can be incorporated during repaving, 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

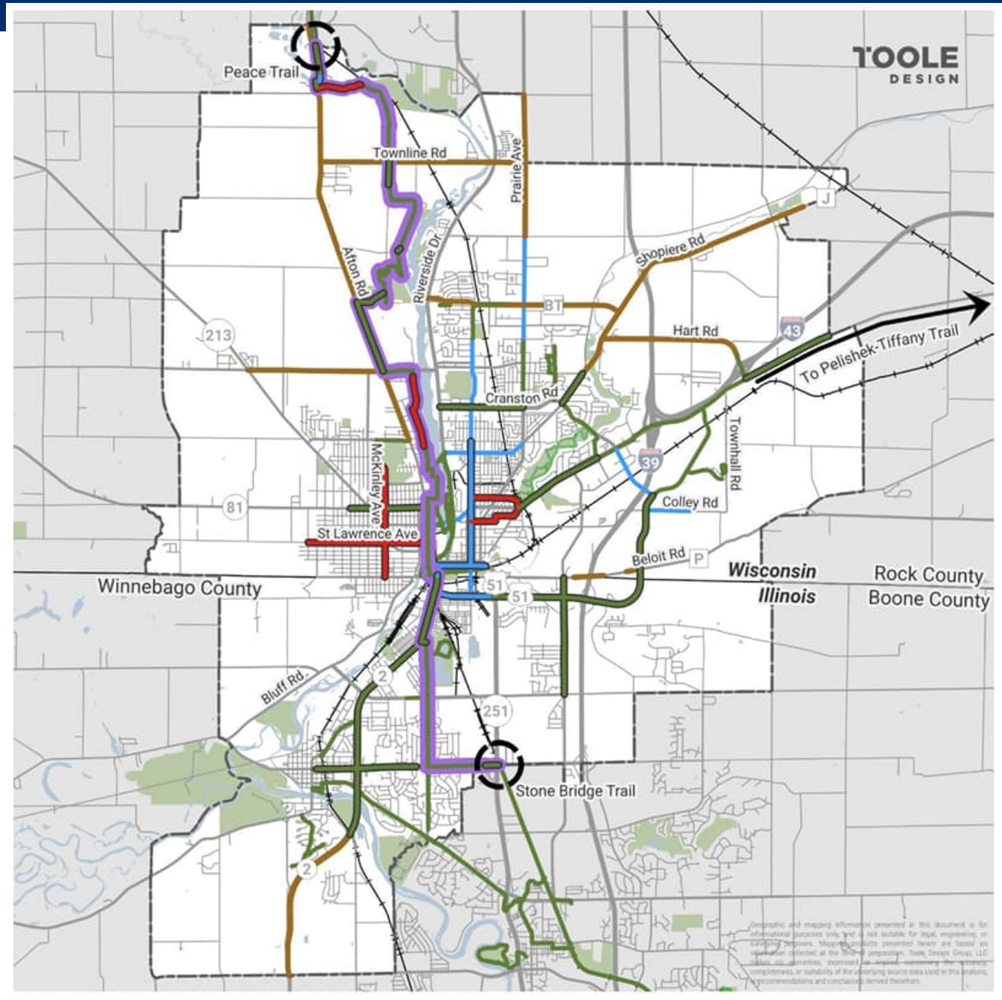
- Sidewalks and pedestrian facilities
  - Foundation of the transportation system, providing access to homes, jobs, and services
- Prioritize safe, comfortable walking environments for all users
  - Especially for vulnerable populations
- Pedestrian network includes sidewalks on both sides of collector 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

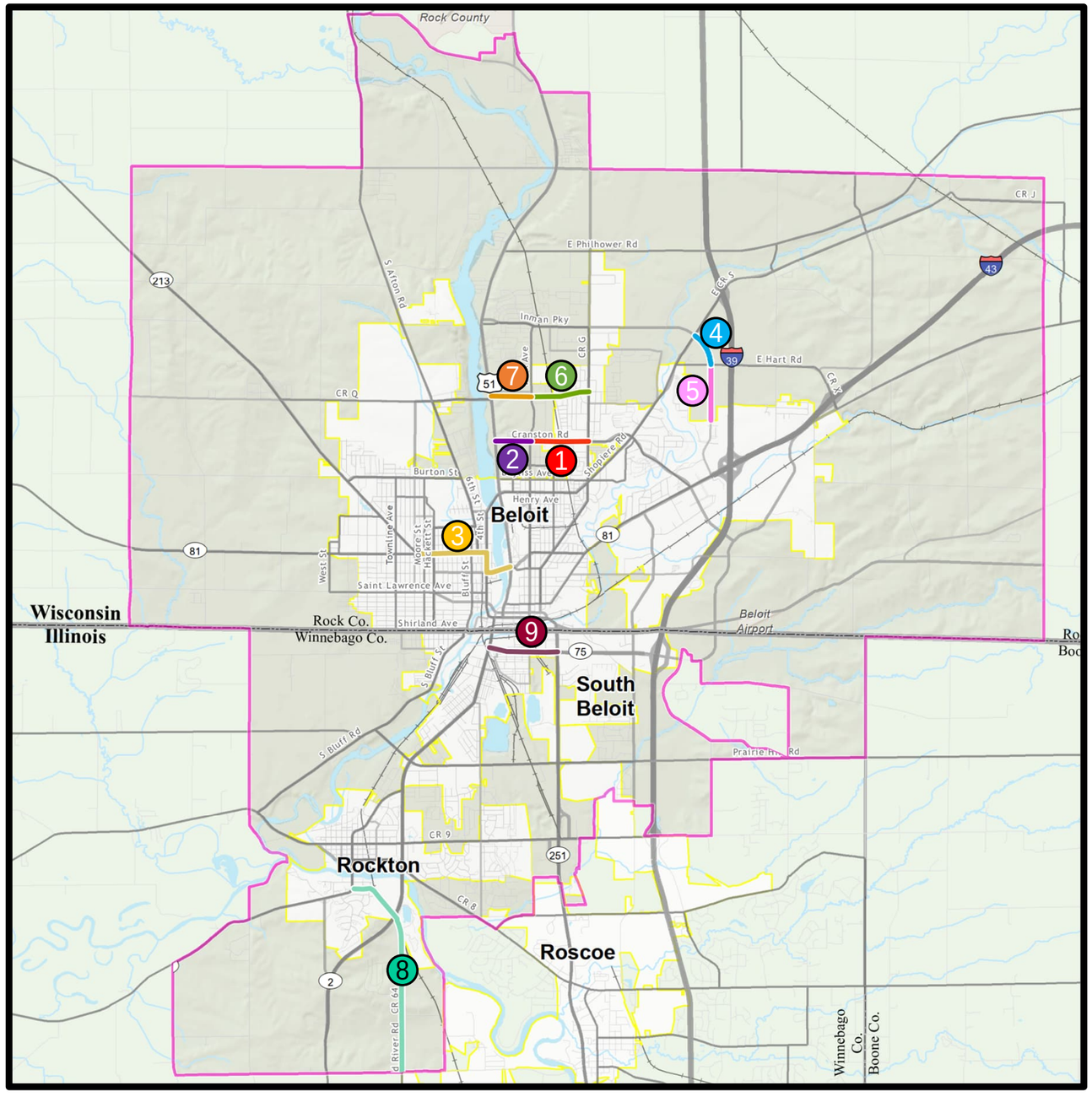
Priority Network

- 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



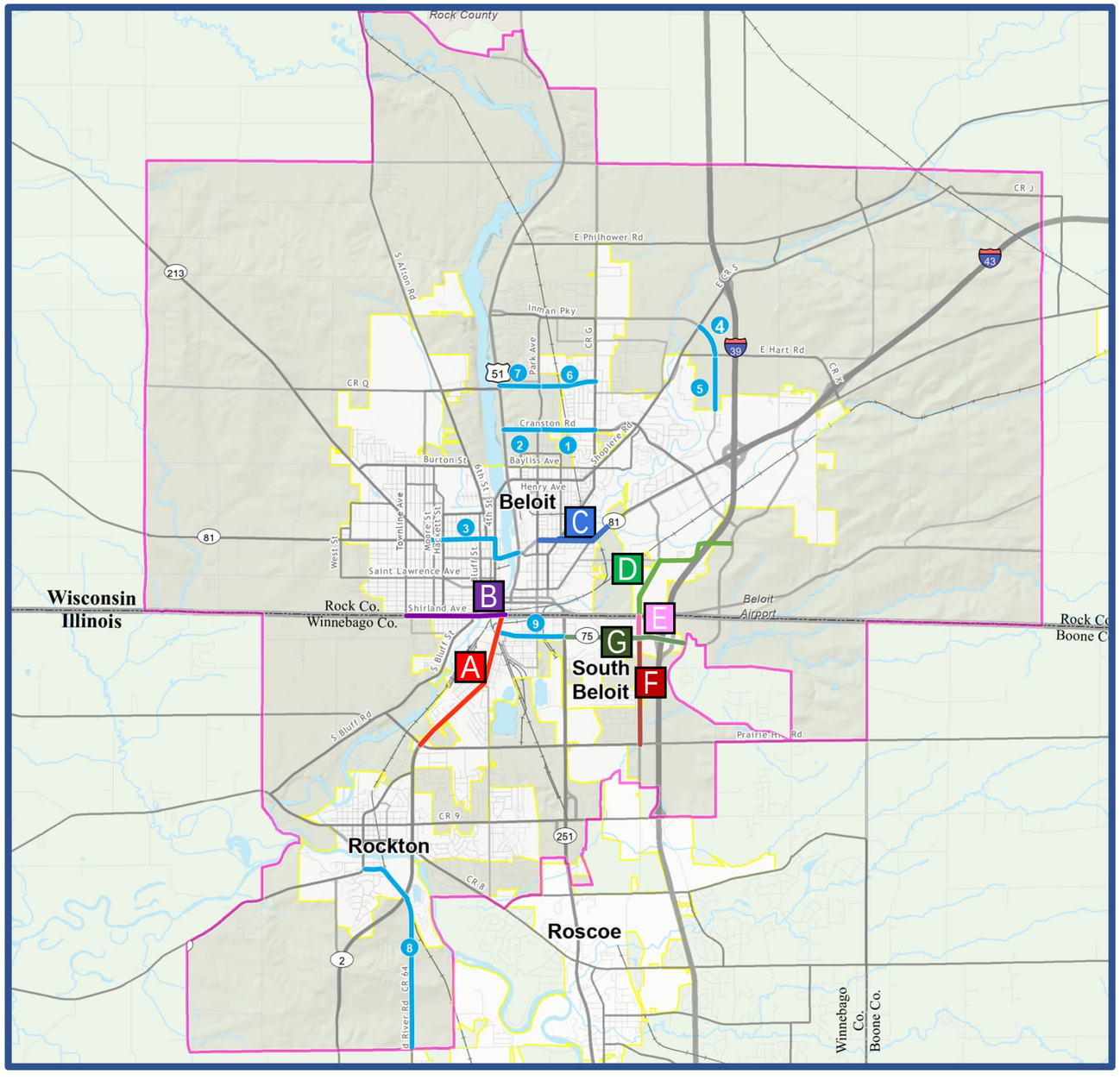
2045 LRTP Fiscally Constrained Plan

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?

slats
STATELINE AREA
TRANSPORTATION STUDY

2055 Long Range Transportation Plan Update

Wrap-up / Questions