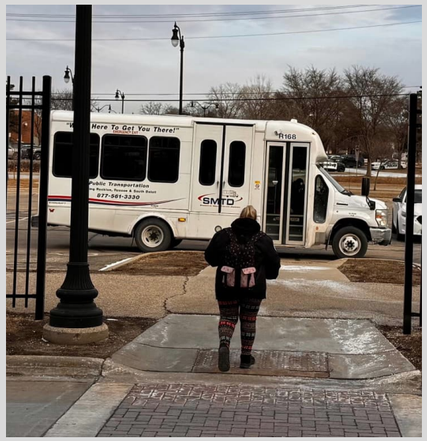
# 2055 Long Range Transportation Plan Update

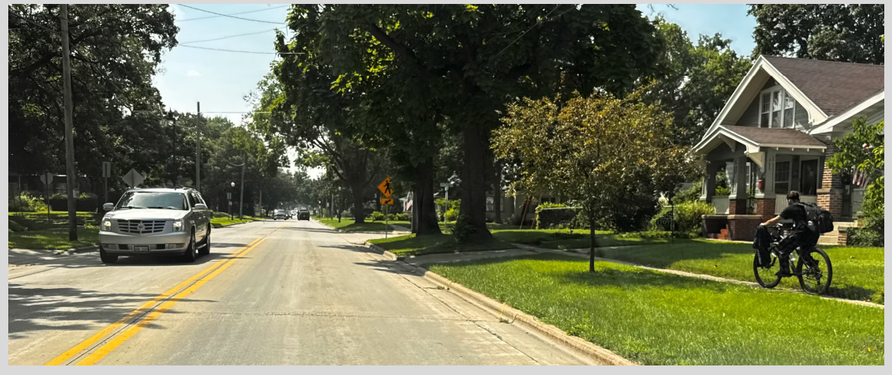
# Joint Policy Board & Technical Advisory Committee Meeting

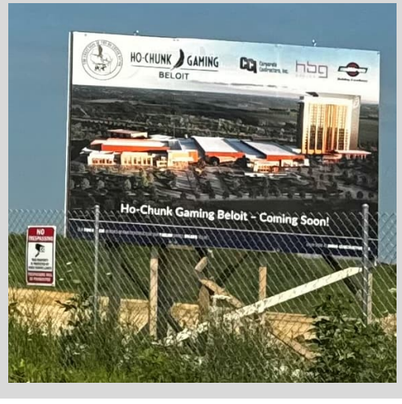
April 7, 2026

# 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





slats
STATELINE AREA
TRANSPORTATION STUDY

# 2055 Long Range Transportation Plan Update

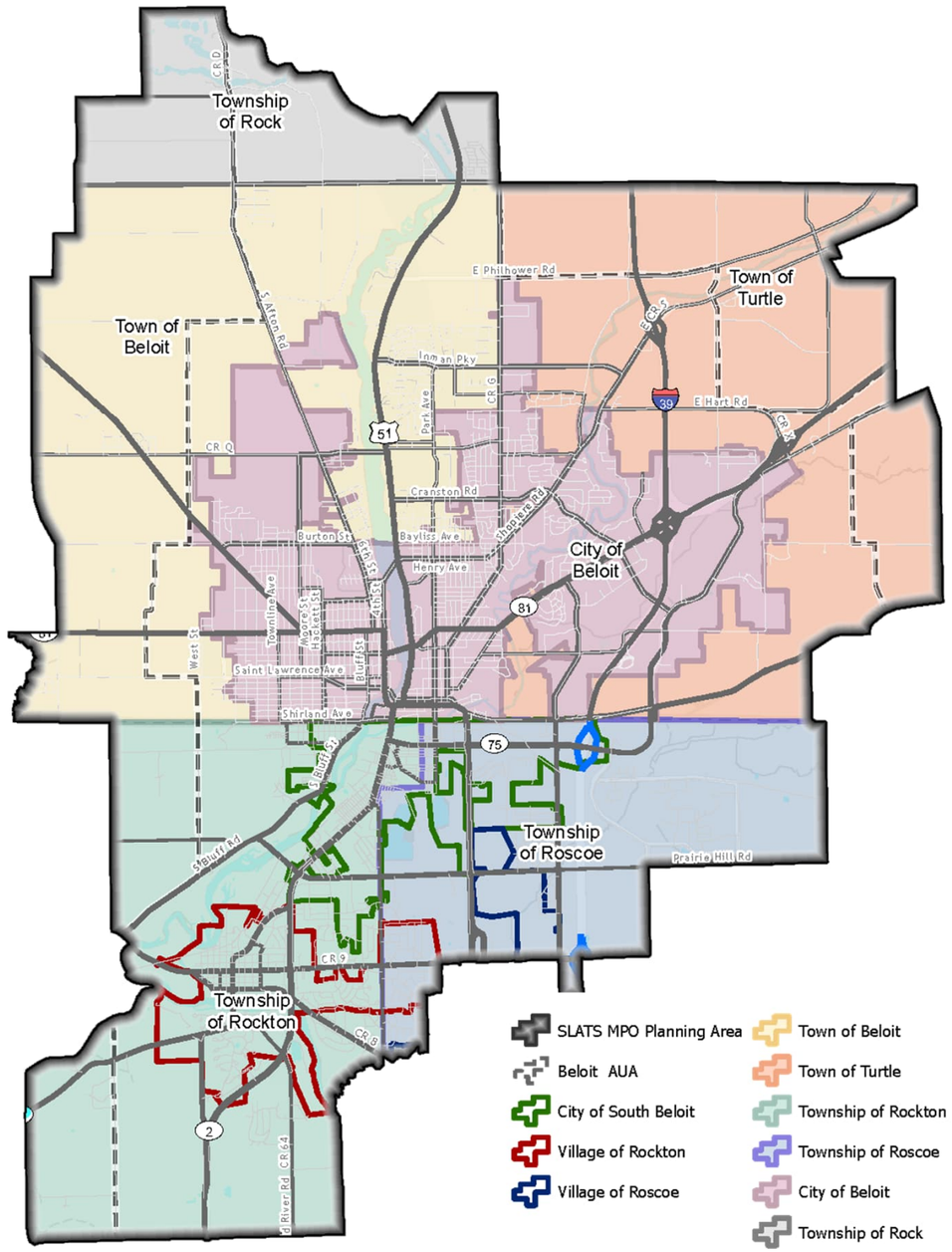
## 2055 LRTP Overview

# 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

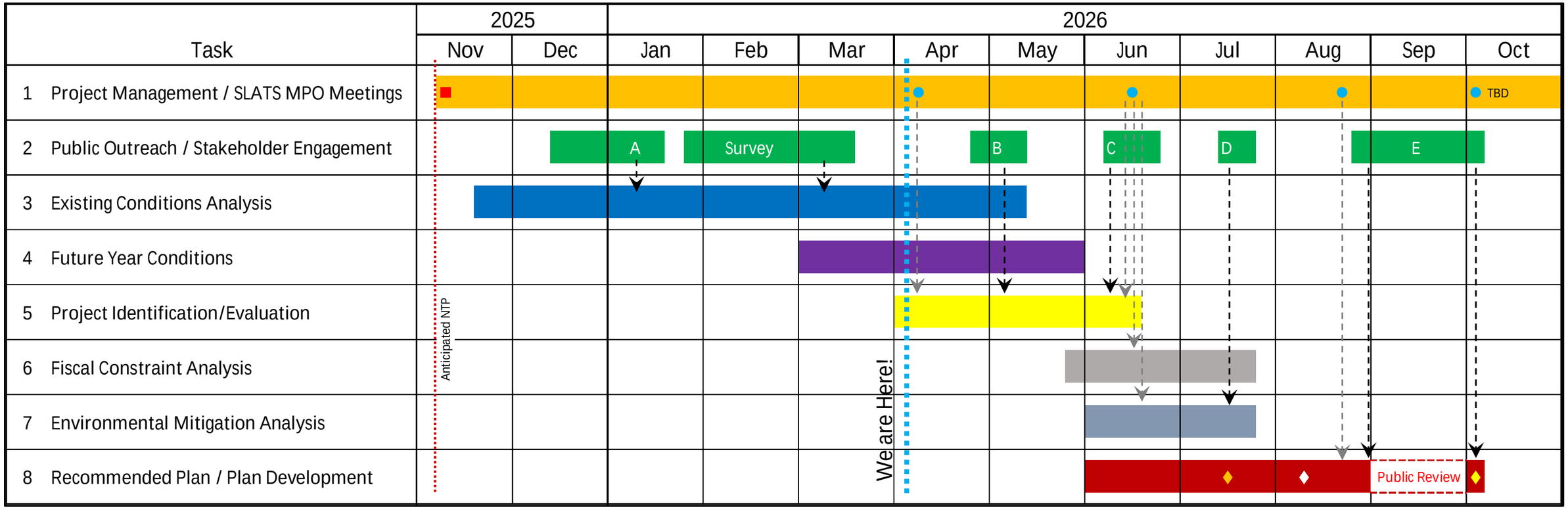
# SLATS Metropolitan Planning Area

- 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.

slats
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?

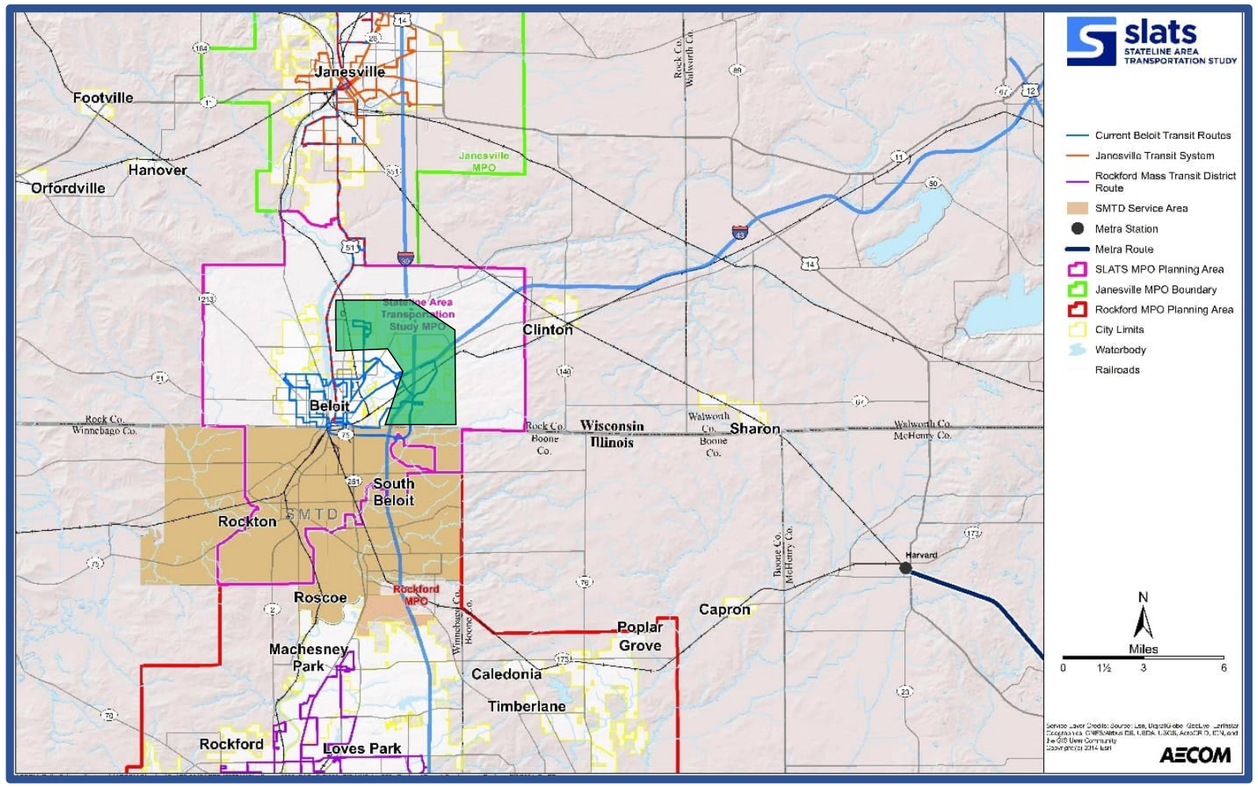
## Next Steps

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

# Needs and Opportunities

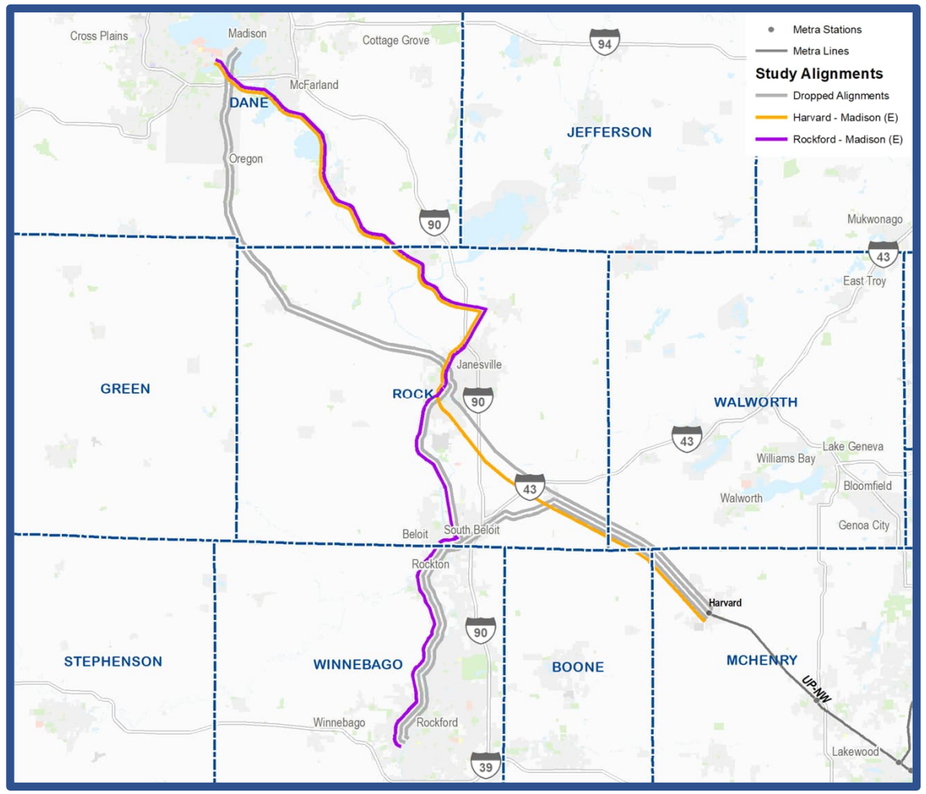
# Review of 2045 LRTP – Public Transportation

## 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

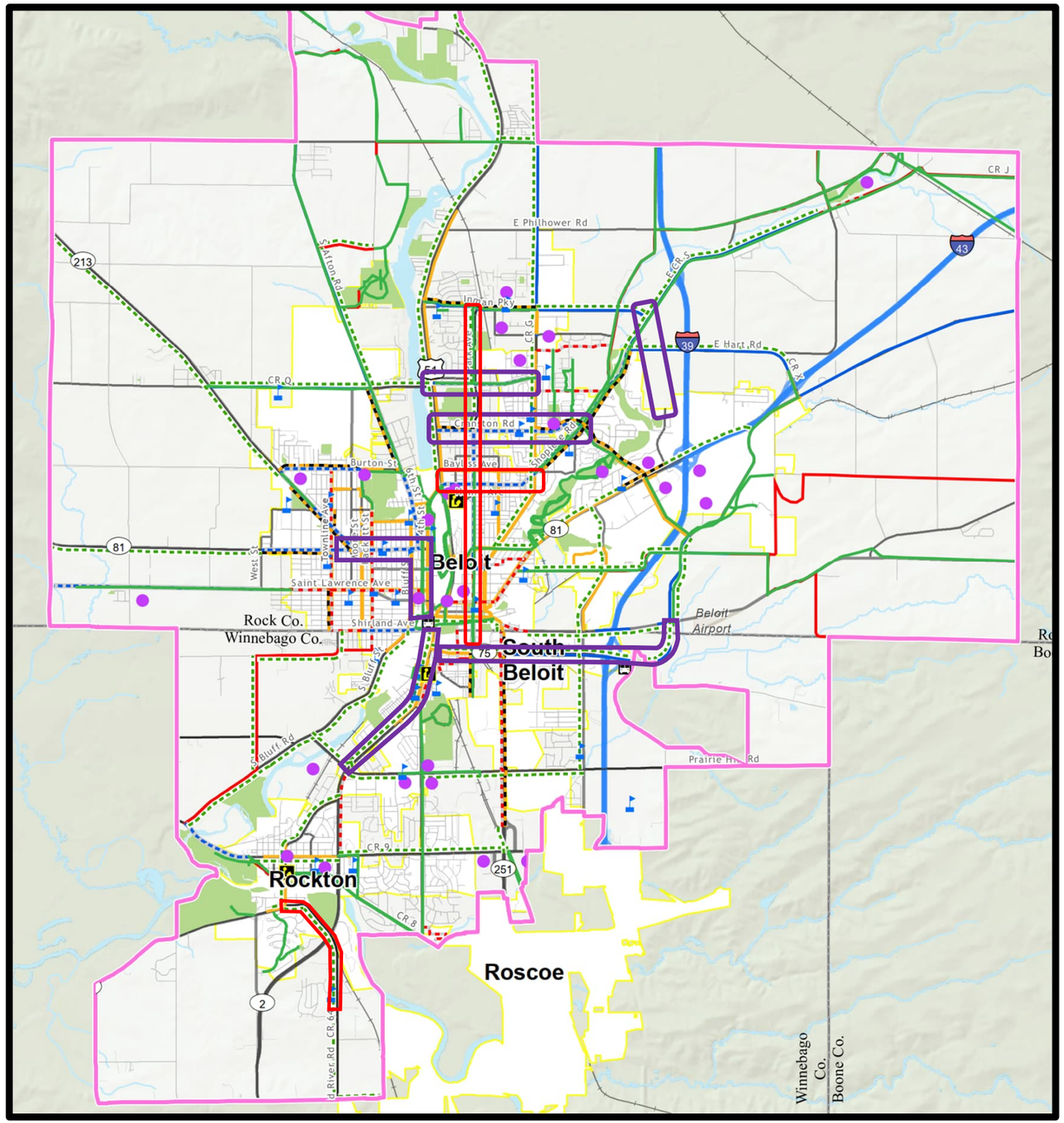
# 2045 LRTP – Non-Motorized Improvements

## 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

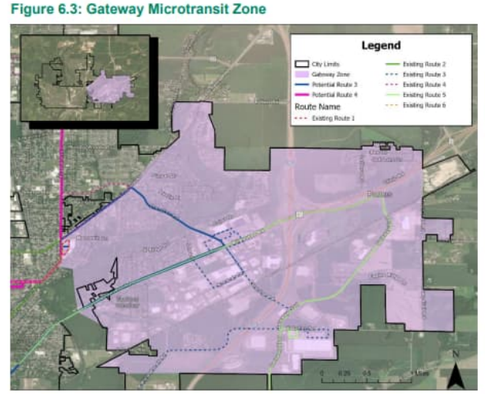
- Cranston Road (Riverside Drive to Prairie Avenue)
  - continue east to Shopiere Road
- Elmwood Avenue (Riverside Drive to Prairie Ave.)
- Liberty Avenue (West St. to Fourth St.), and Fourth St. (Broad St. to Liberty Ave.)
  - fiscally constrained roadway improvements are only along some portions of 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)

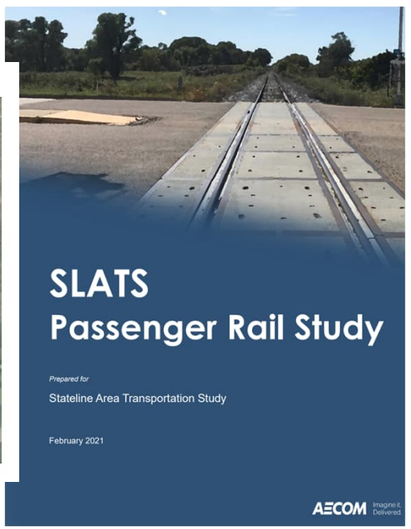


# Leverage Recent Planning Efforts

- 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)



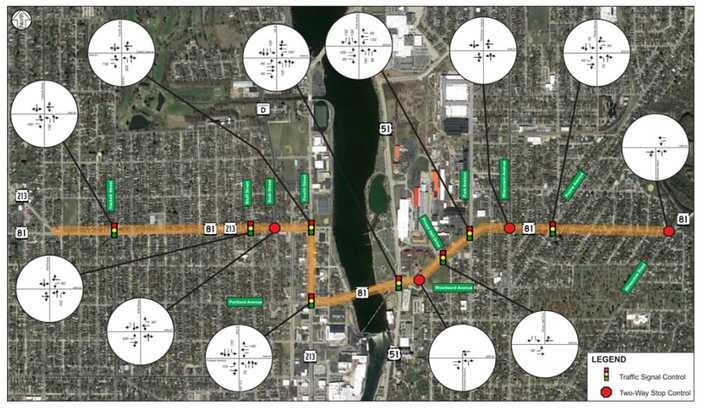




Rock County Coordinated Public Transit – Human Services Transportation Plan

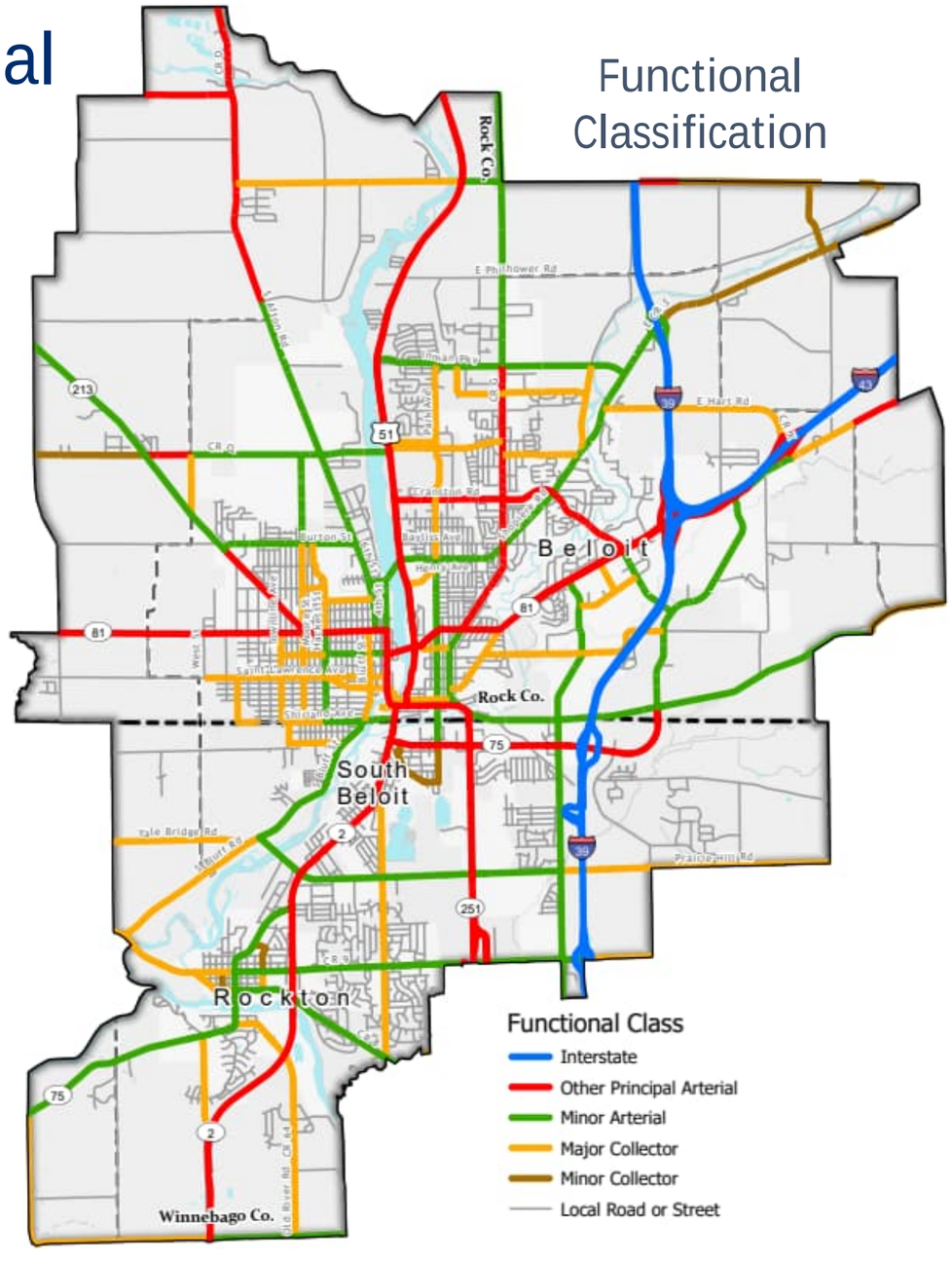
2024-2028



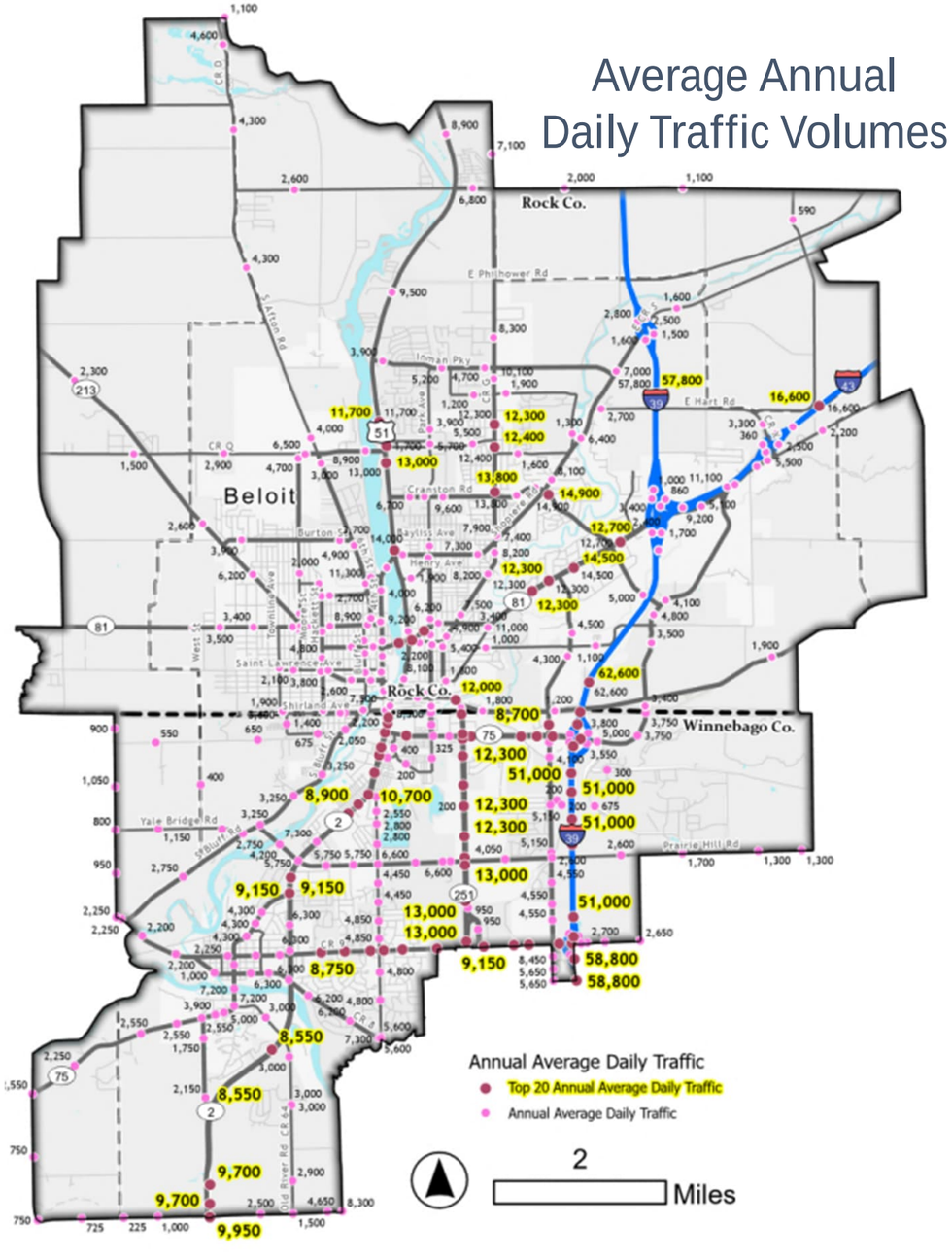


# Functional Class & Volumes

## Functional Classification

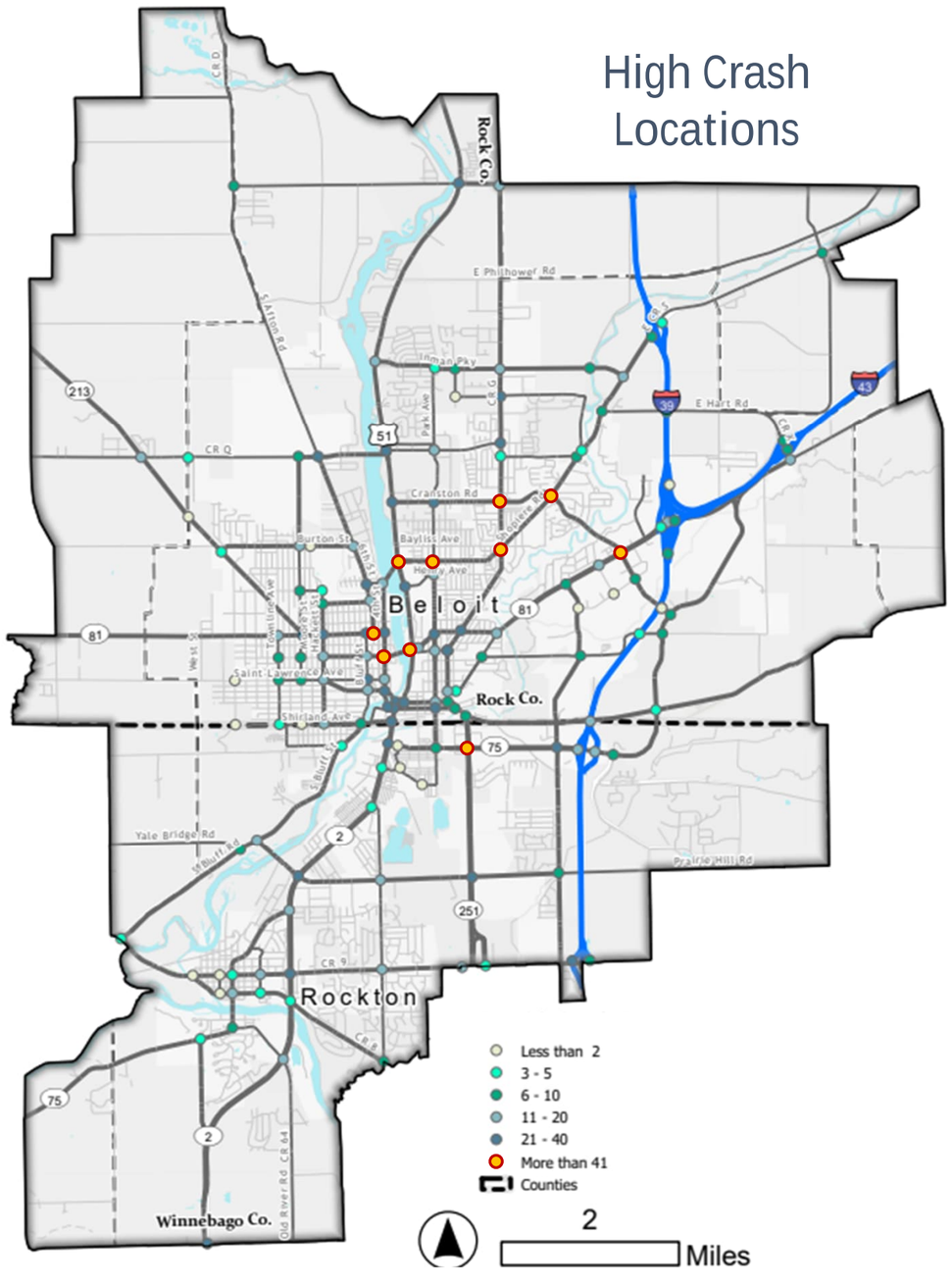



## Average Annual Daily Traffic Volumes

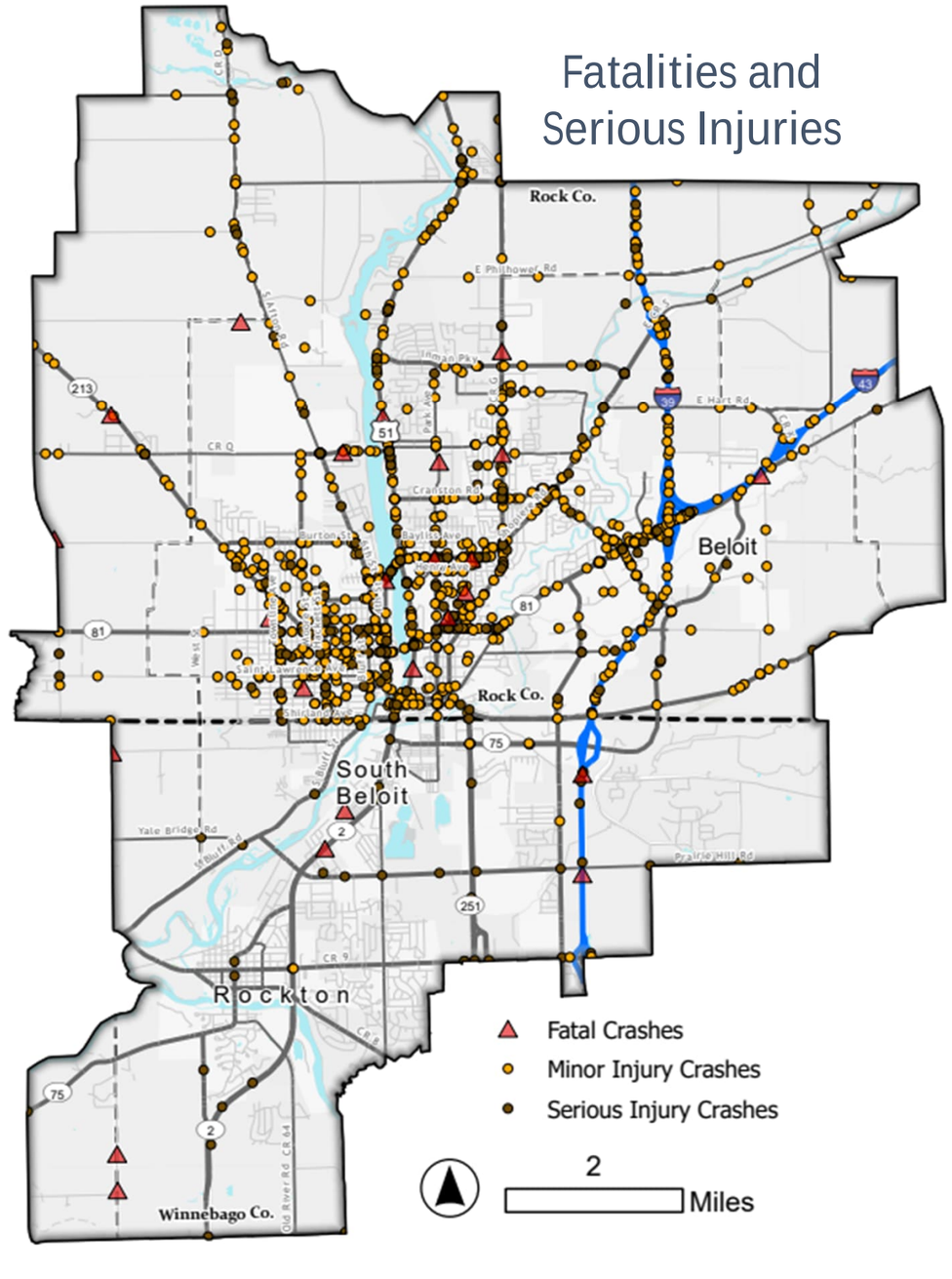


# Safety Analysis

## High Crash Locations

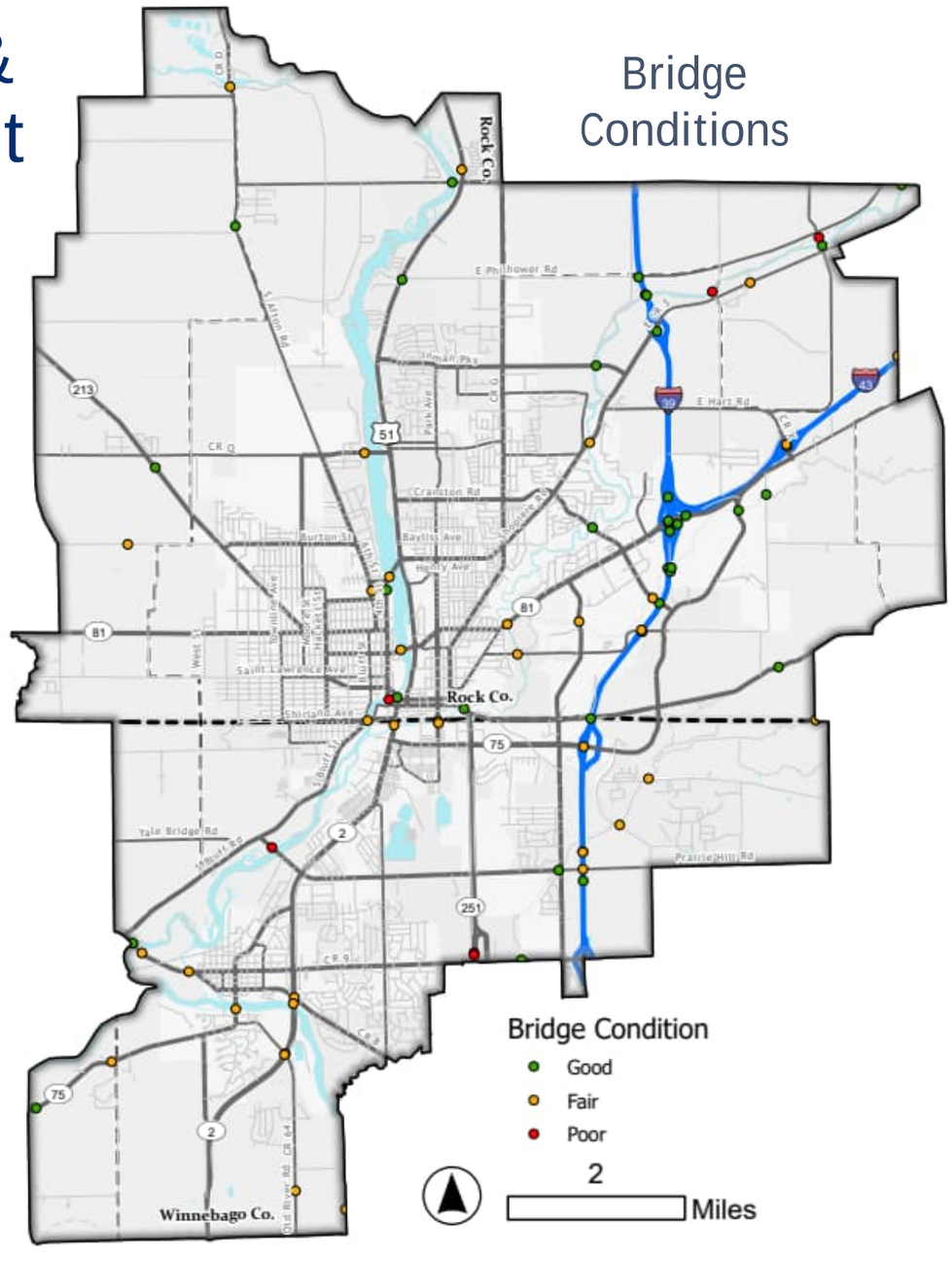



## Fatalities and Serious Injuries



# Bridges & Pavement

## Bridge Conditions

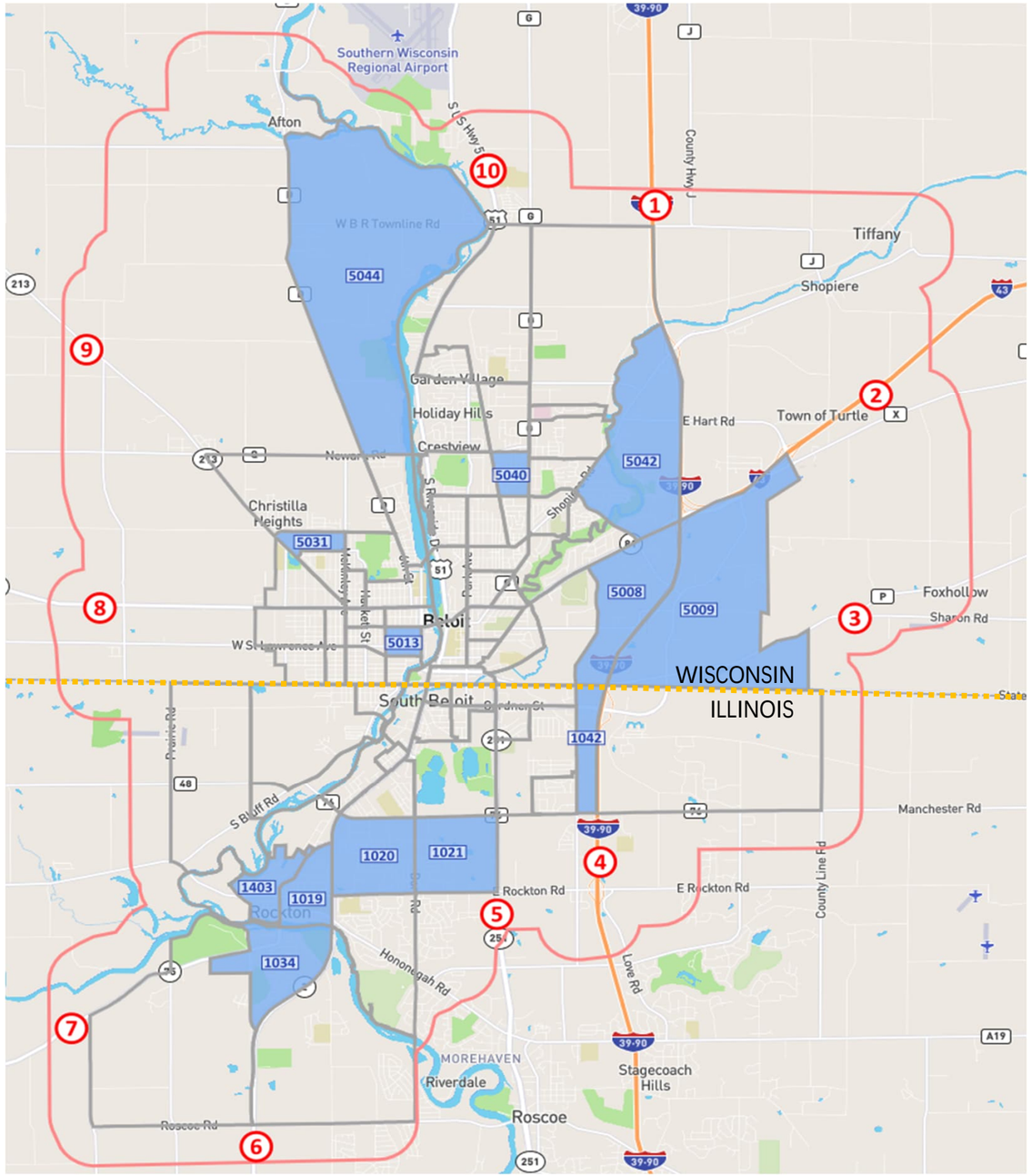



## Pavement Conditions



# 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

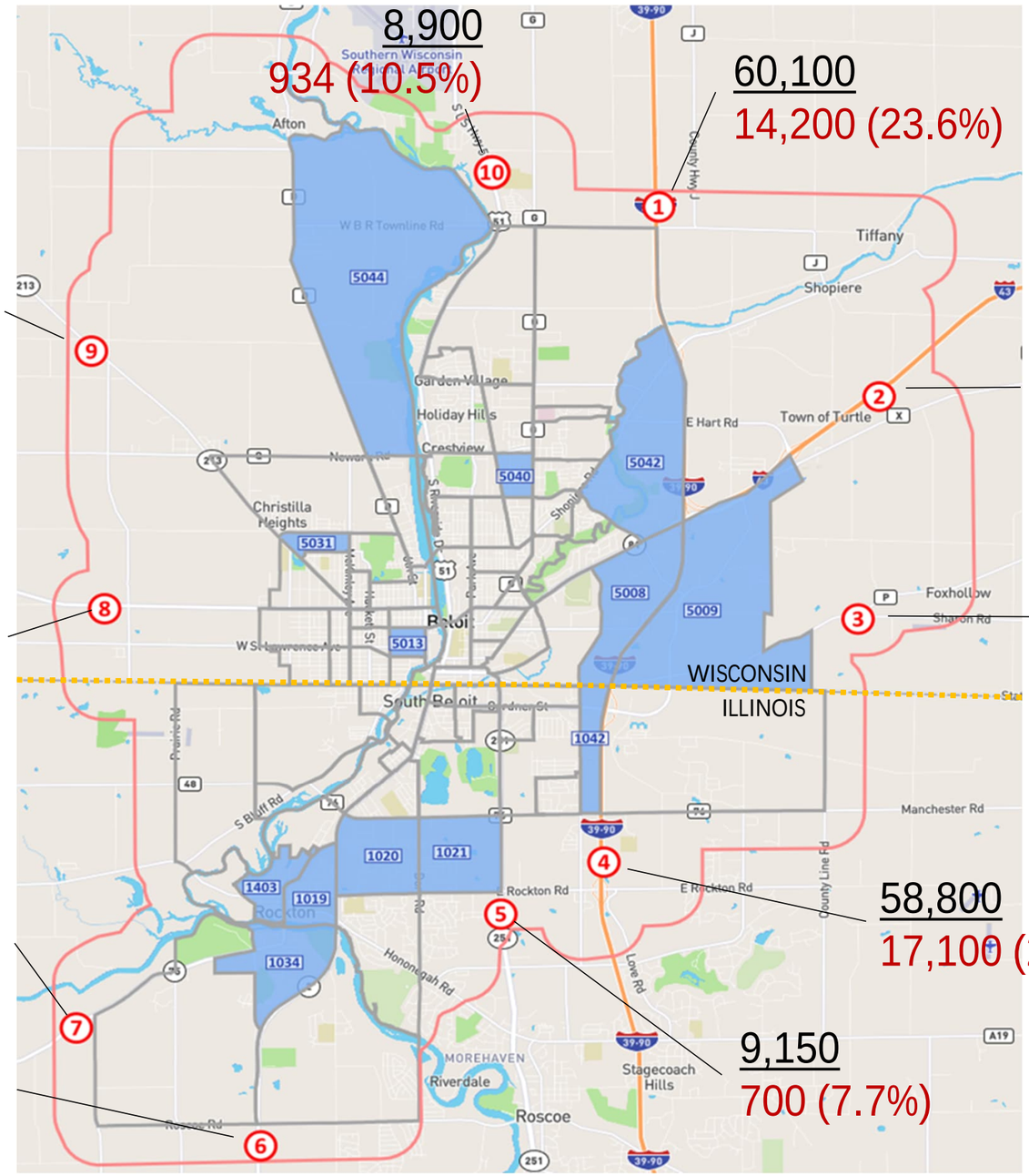
| | | | | | | Directional (Assume 50/50 Split) | | HCV | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | ID | Location | AADT | HCV | HCV % | AADT | HCV | E-E Trips | E-E % | E-I Trips | E-I % |
| Origins | 1 | I-39 (North MPA Boundary) | 60,100 | 14,200 | 23.6% | 30,050 | 7,100 | 6,578 | 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

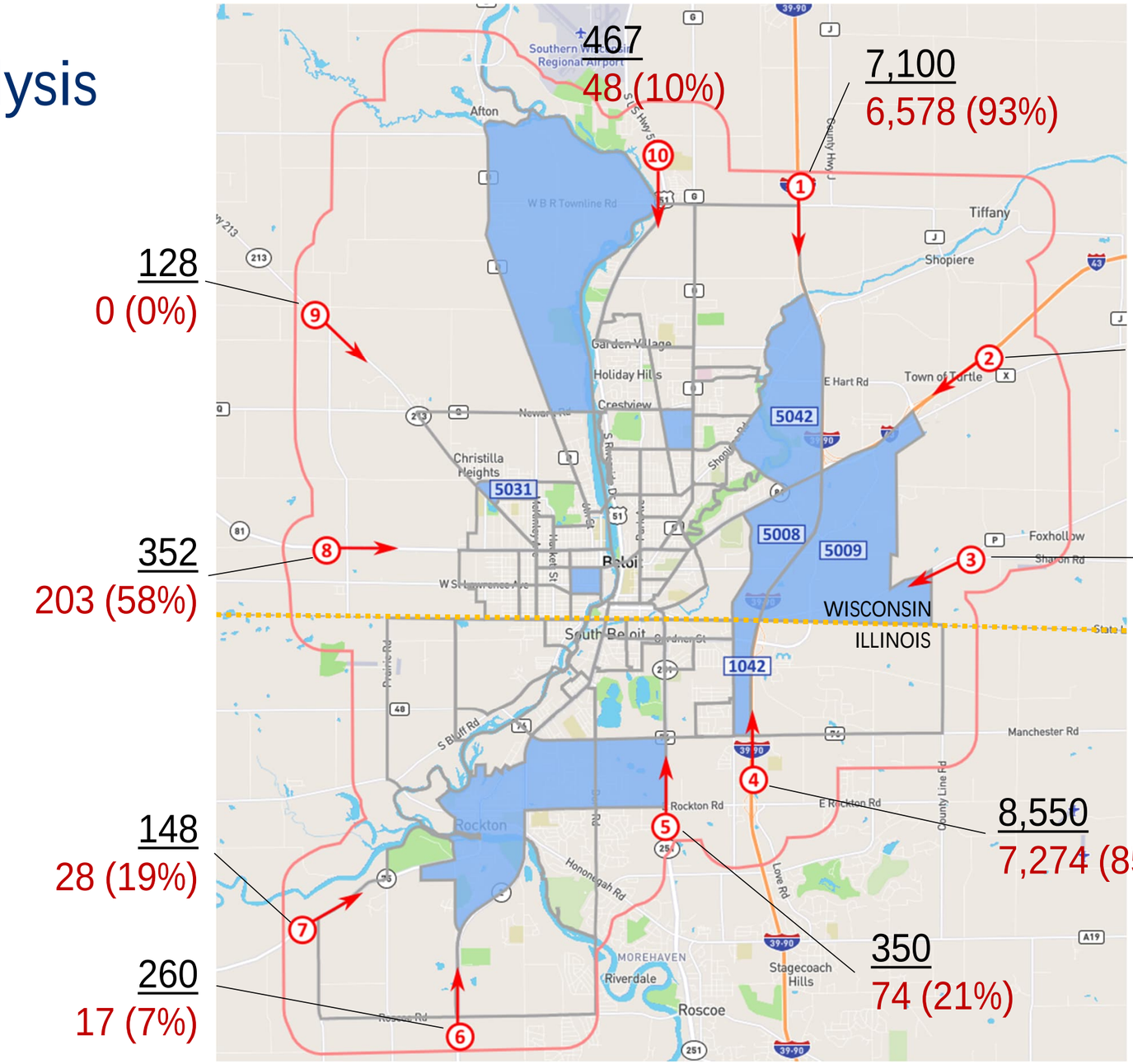
| | | | Screenline Destination | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ID | Location | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Screenline Origin | 1 | I-39 (North MPA Boundary) | | 41% | 8% | 22% | 11% | 3% | 14% | 13% | 0% | 0% |
| | 2 | I-43 | 8% | | 0% | 12% | 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

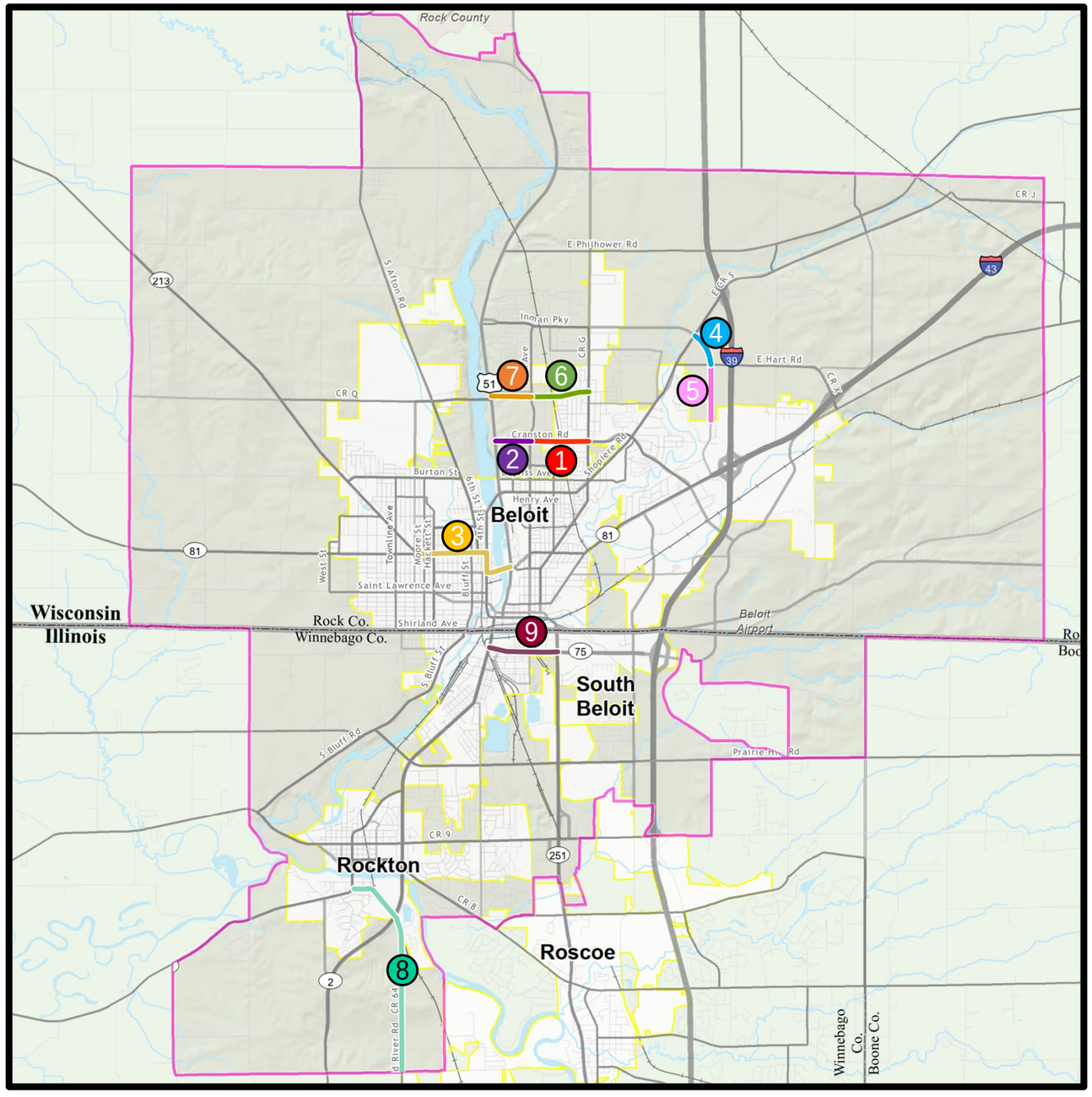
HCV Volume
E-E Trips (E-E%)



# Project Evaluation and Fiscal Constraint

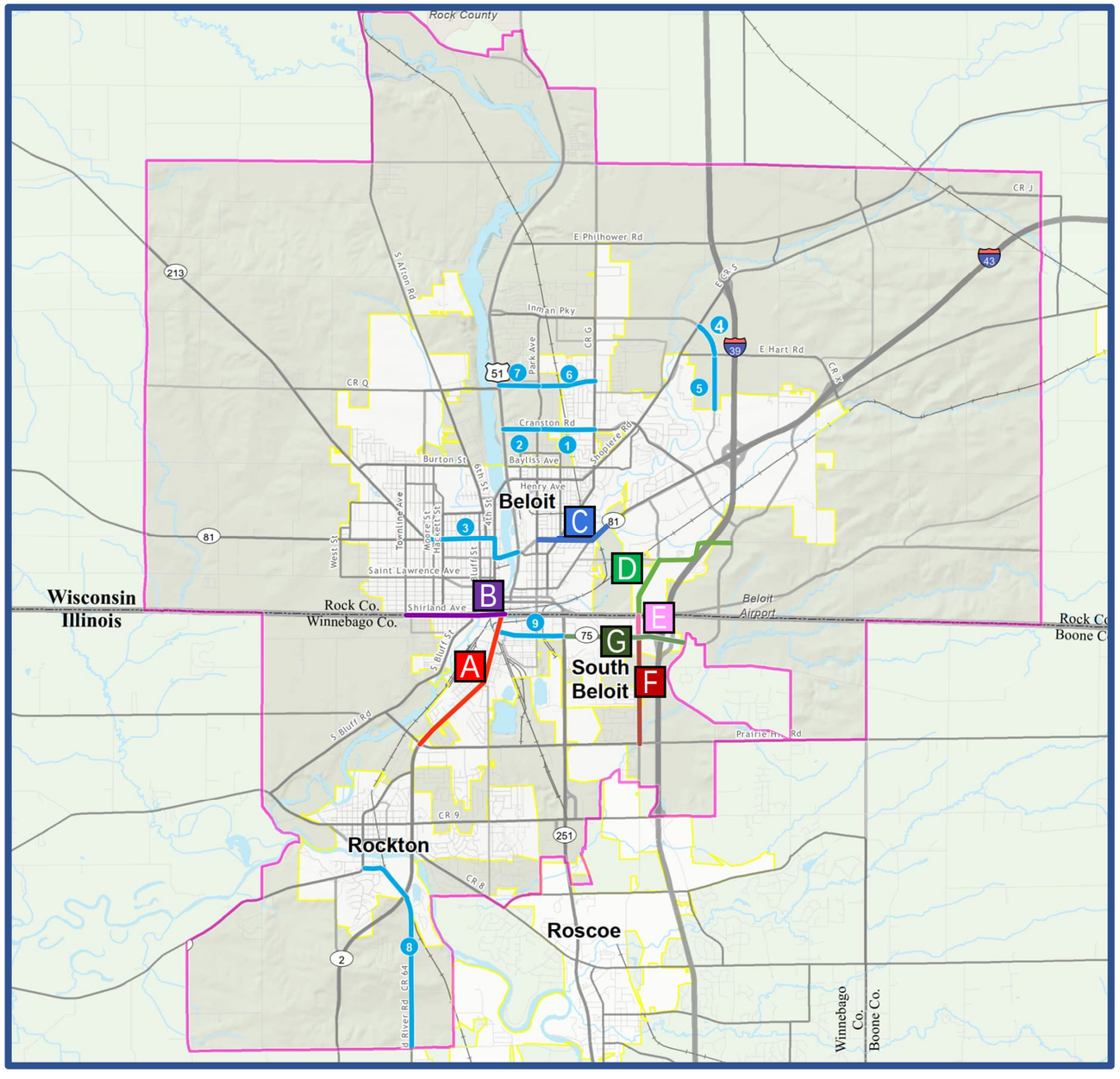
# 2045 LRTP Fiscally Constrained Plan

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



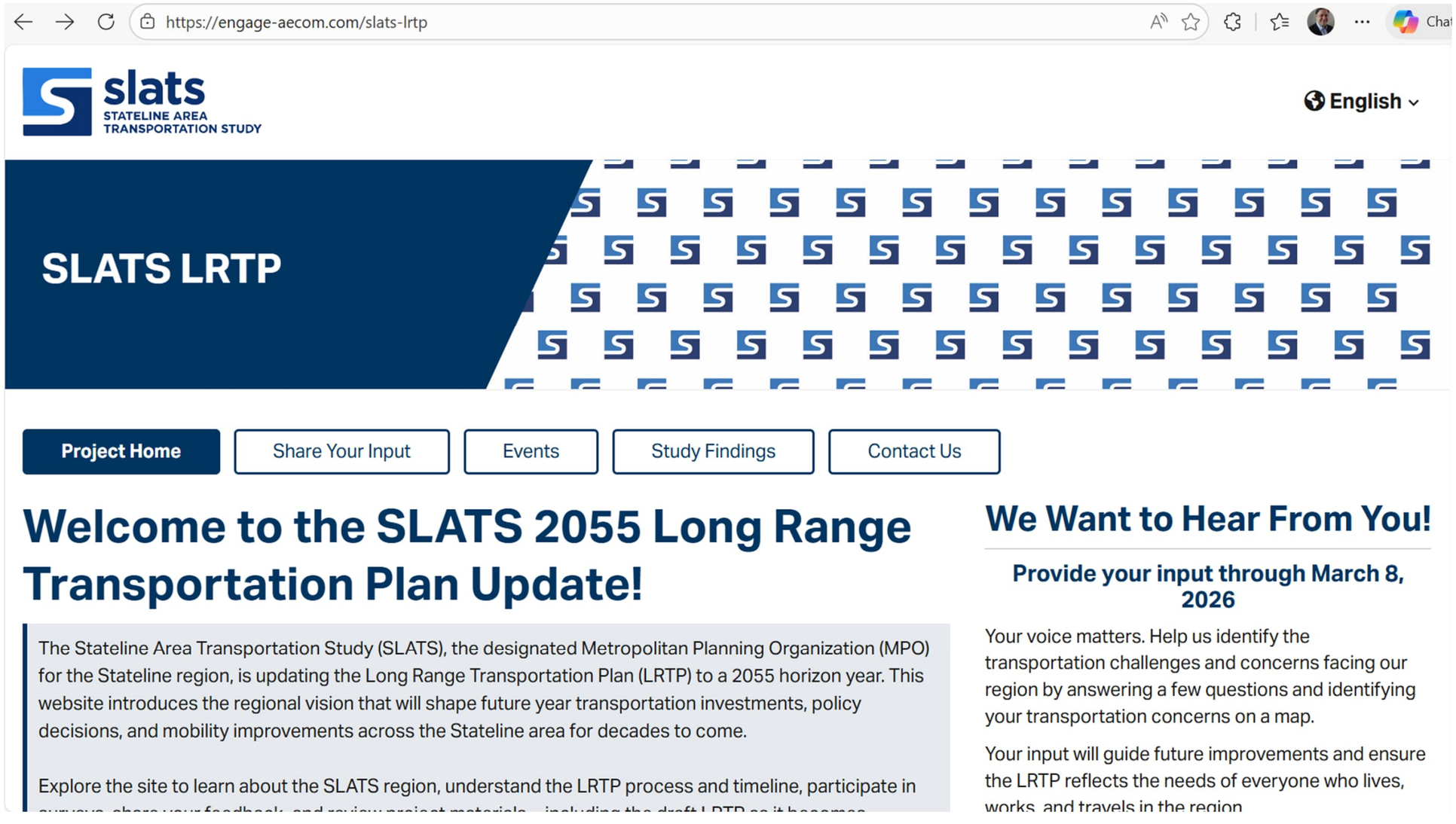
# Public and Stakeholder Engagement

# 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.

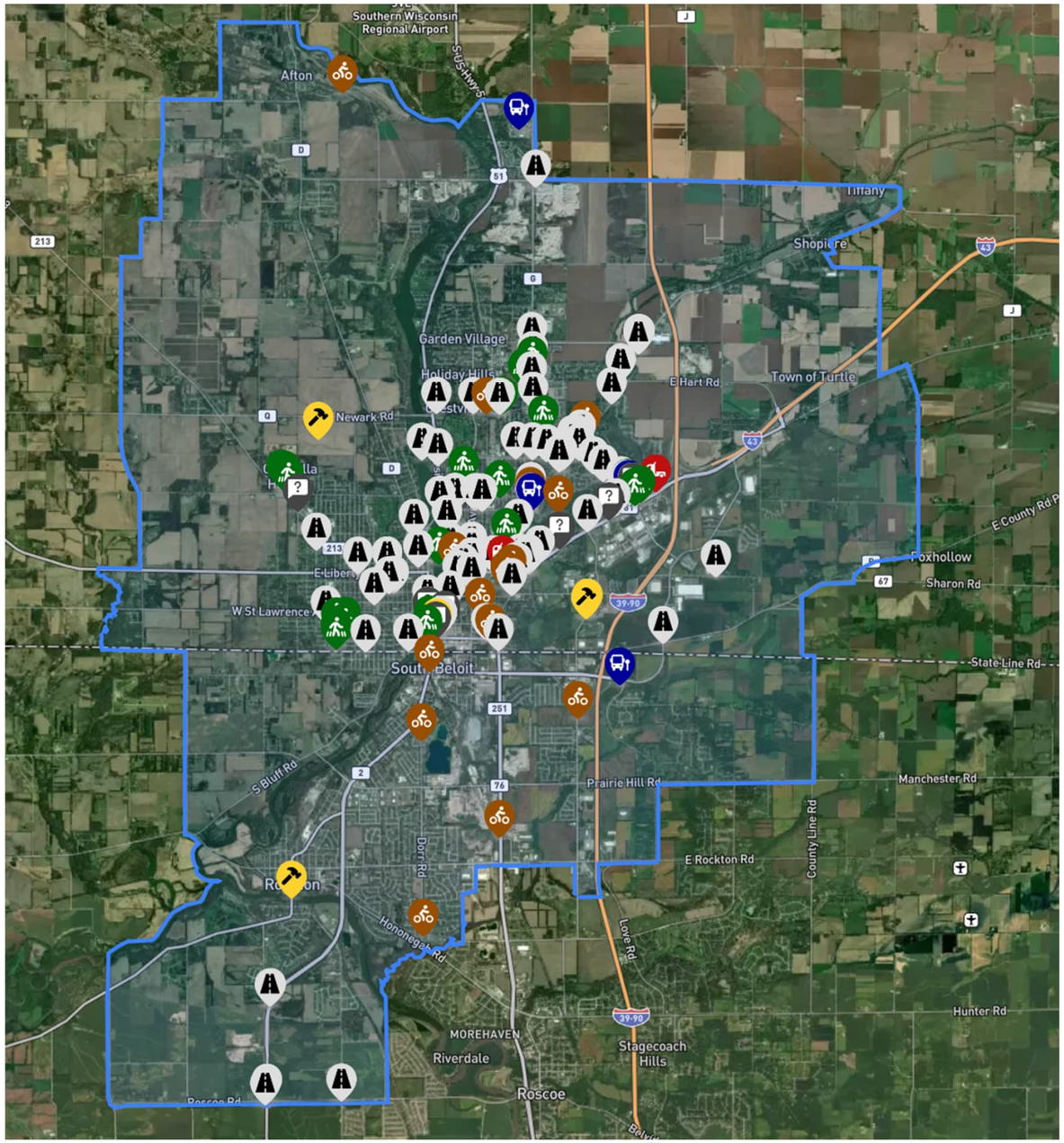
# LRTP Website

## www.SLATSLRTP.com



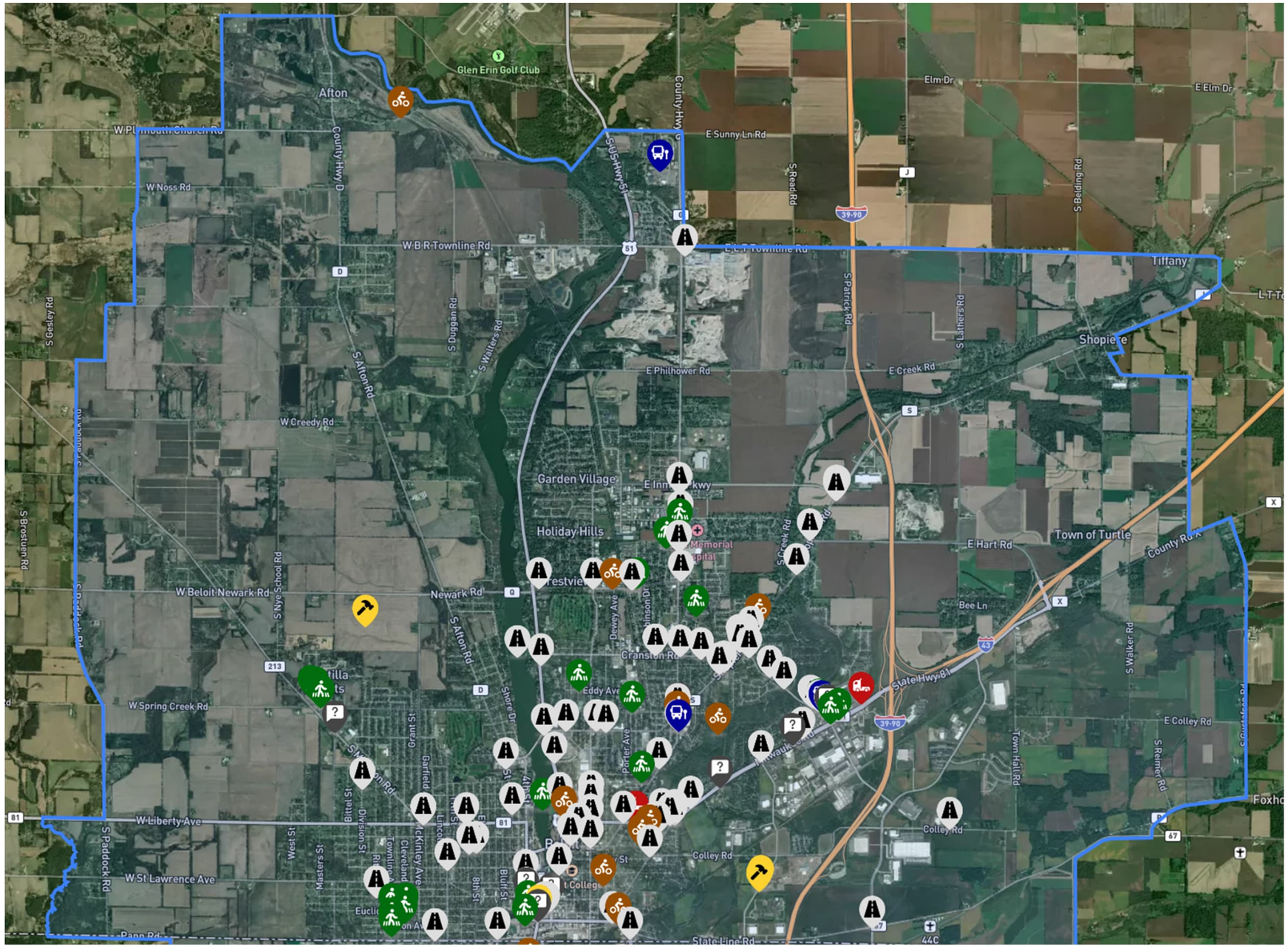
# Online Issues Mapping

- Brief Survey
- Interactive Mapping
- (154 markers)



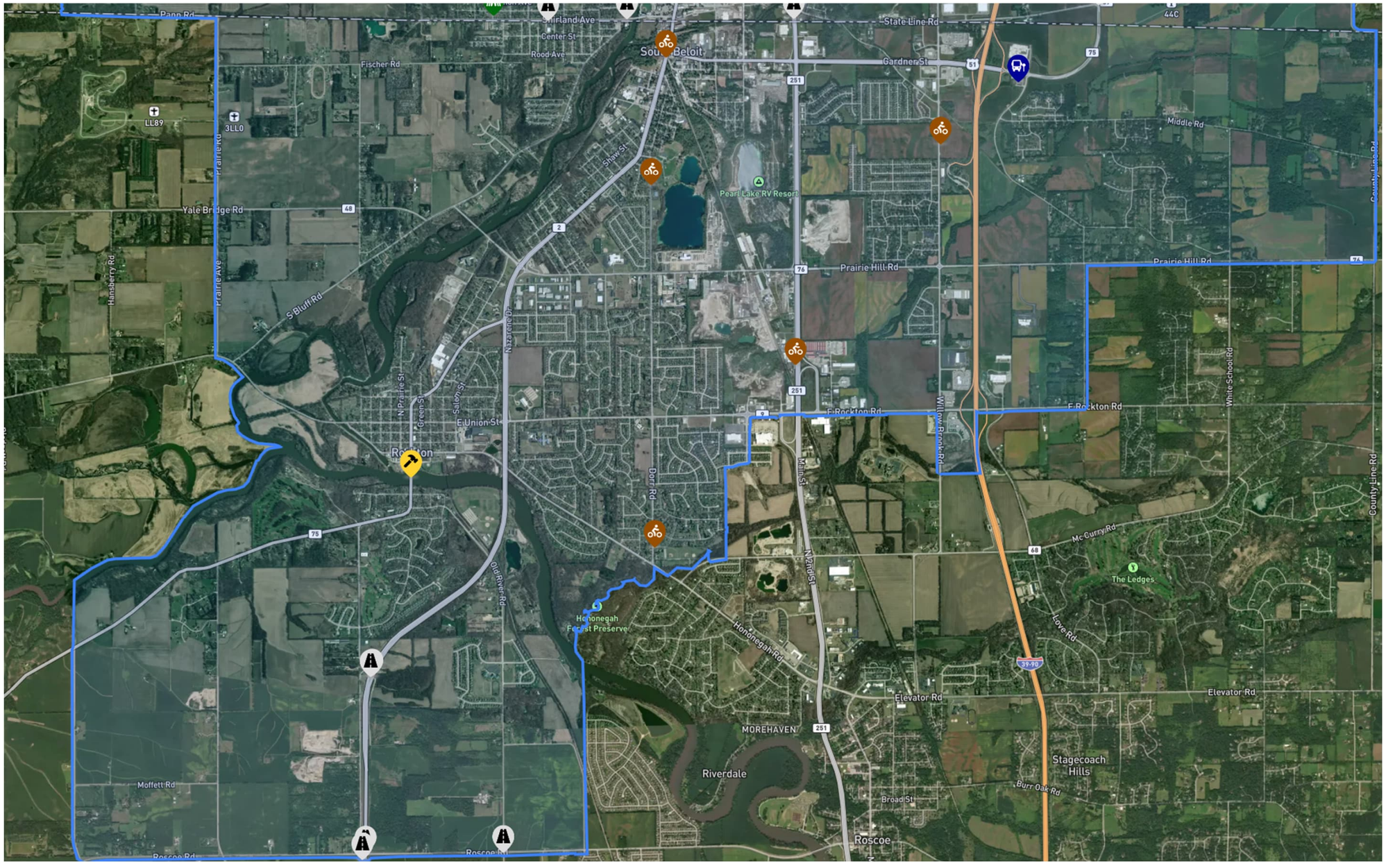
# Online Issues Mapping

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



slats
STATELINE AREA
TRANSPORTATION STUDY

# 2055 Long Range Transportation Plan Update

# Public Survey Results

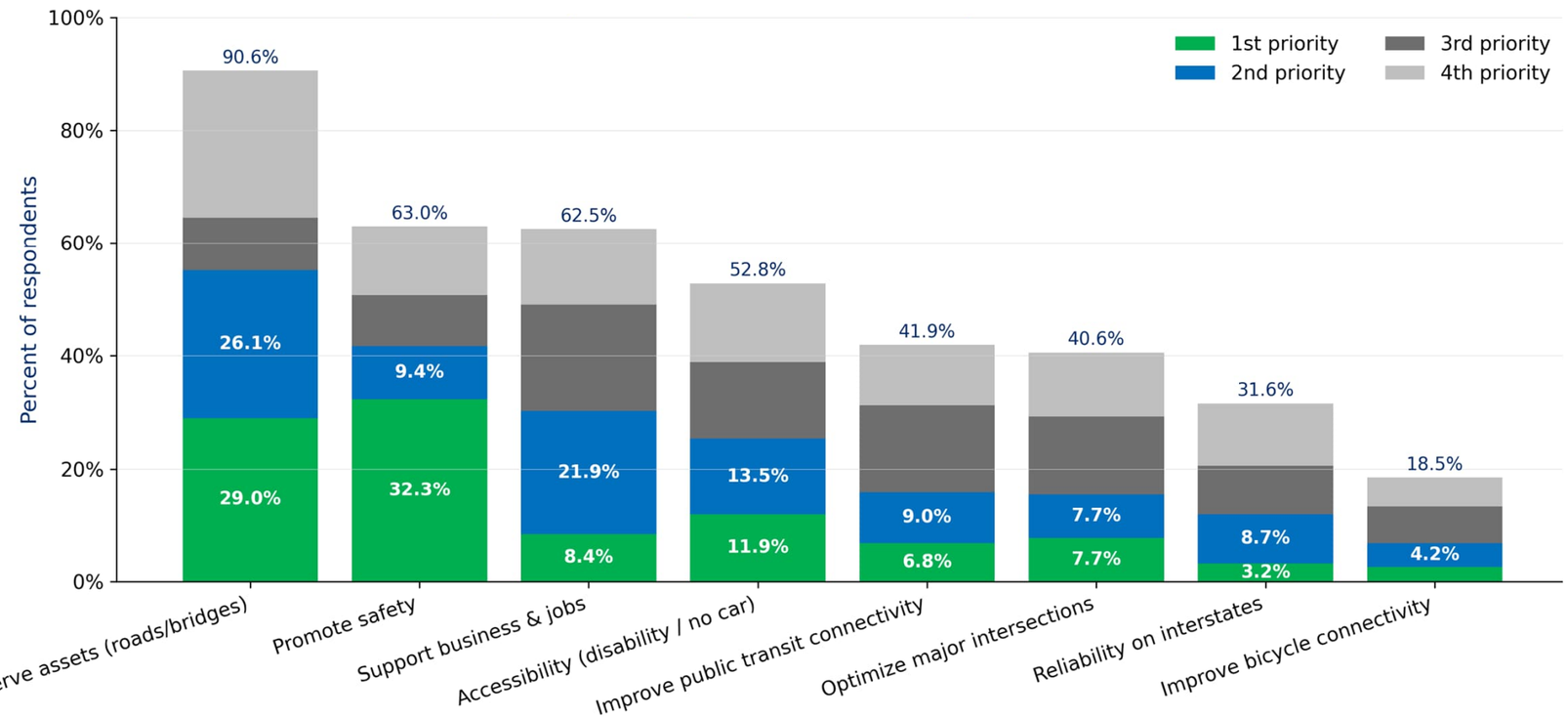
# Statistically Valid Survey

- 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

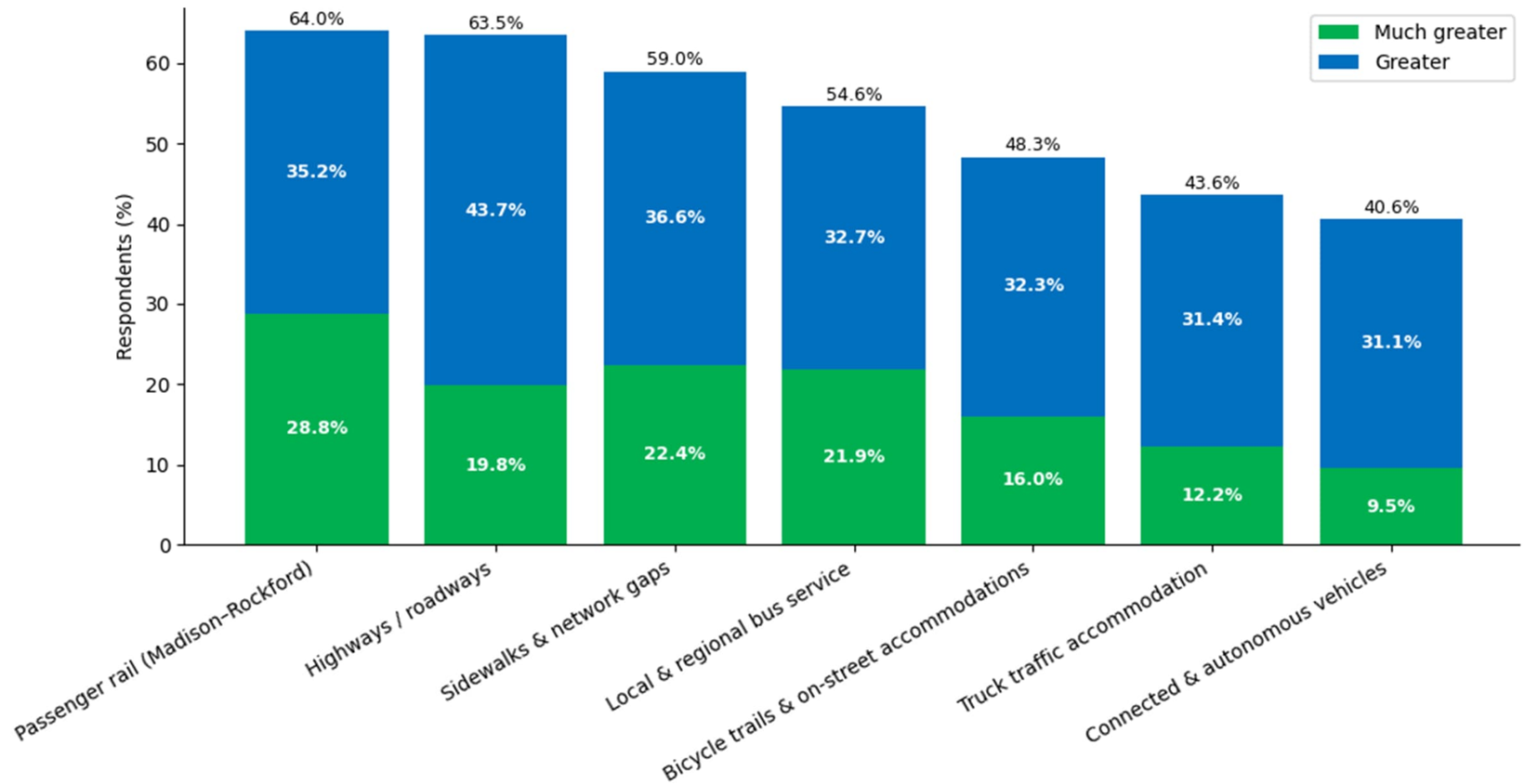


# Transportation Funding

## 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’)

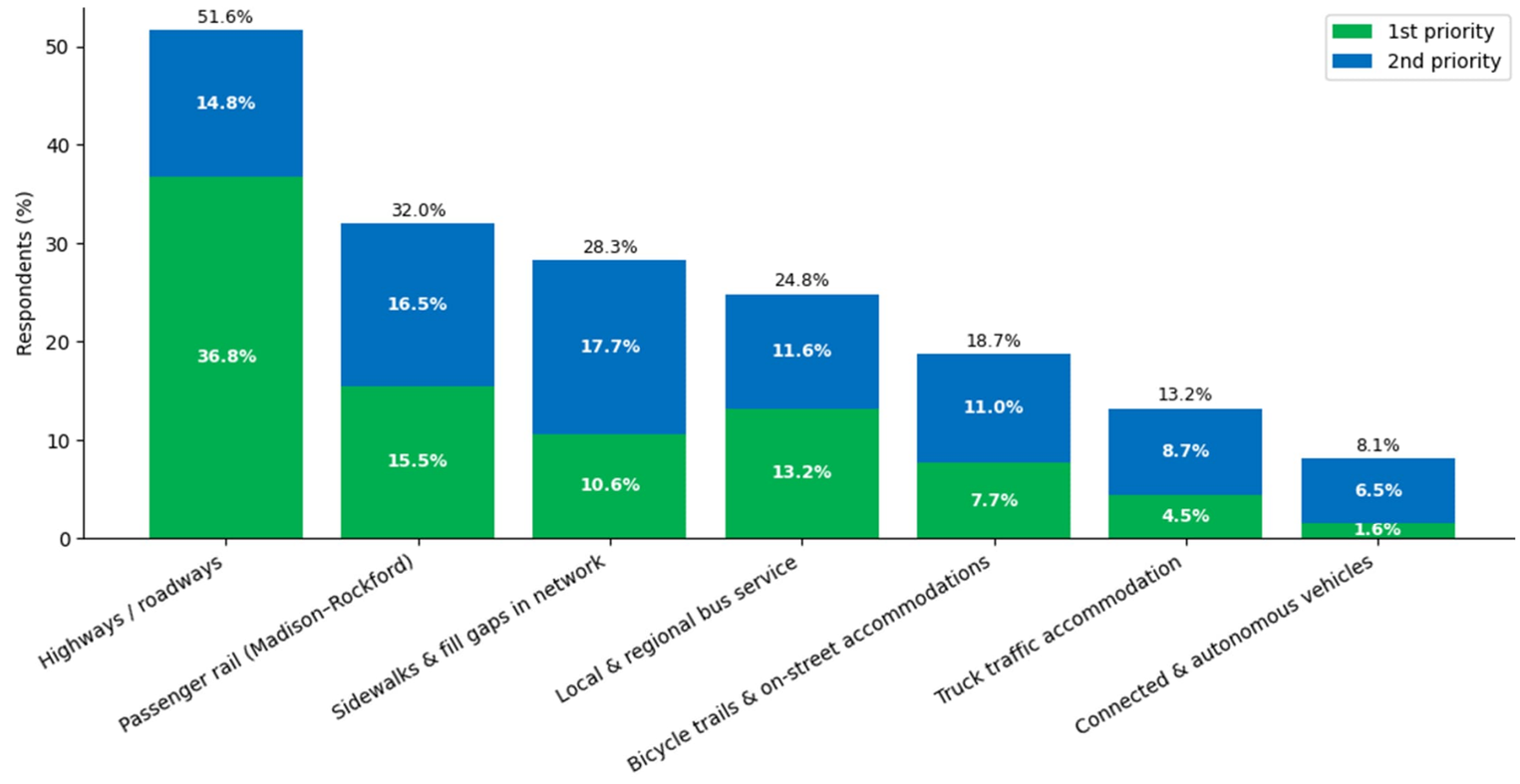
- 64% of respondents want ‘Much Greater’ or ‘Greater’ funding for passenger rail service, followed closely by nearly the same percentage for highways/roadways



# 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*



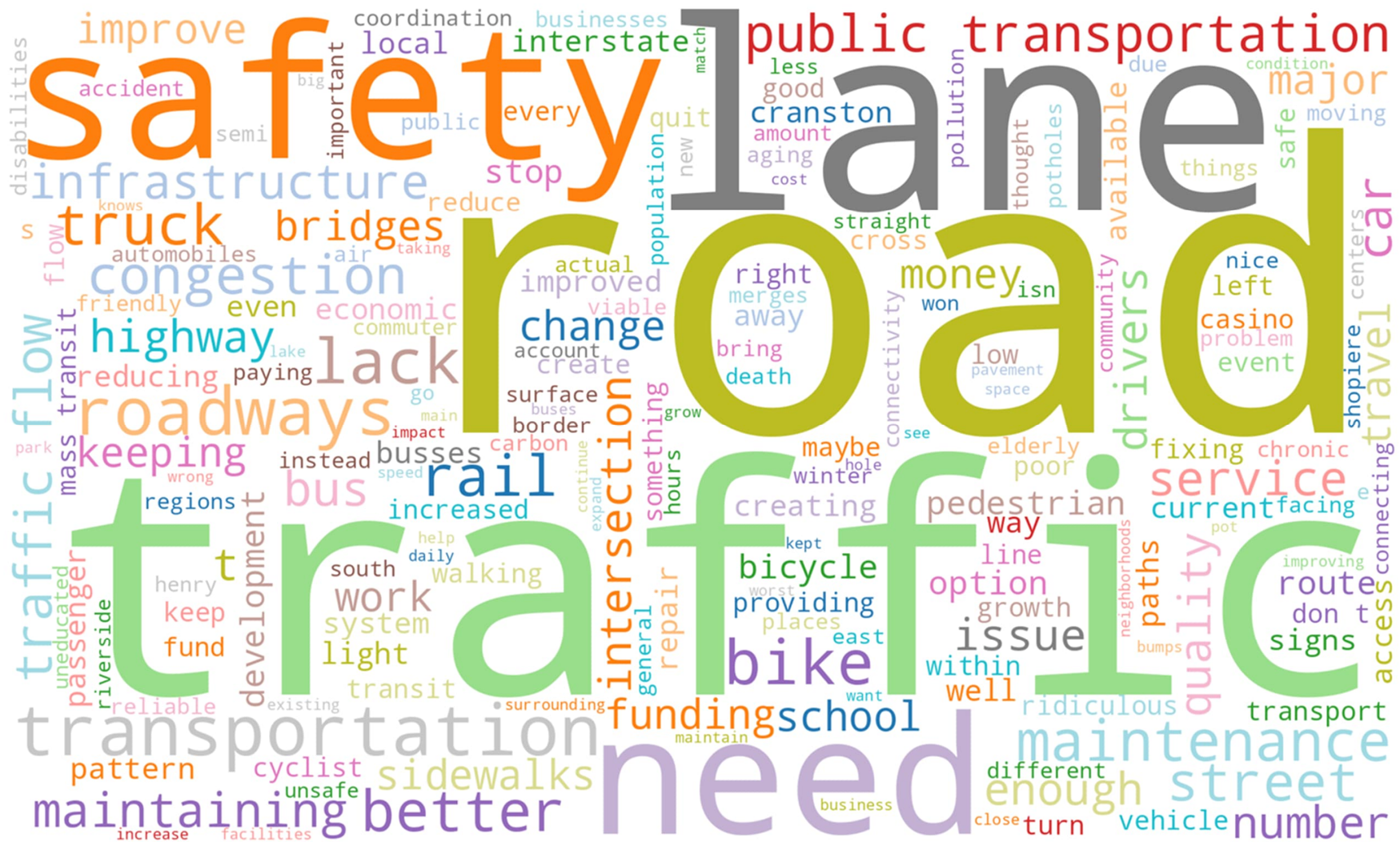
# Most important transportation issue or challenge facing the area through 2055?

- Open ended response (183 comments)

Key Themes

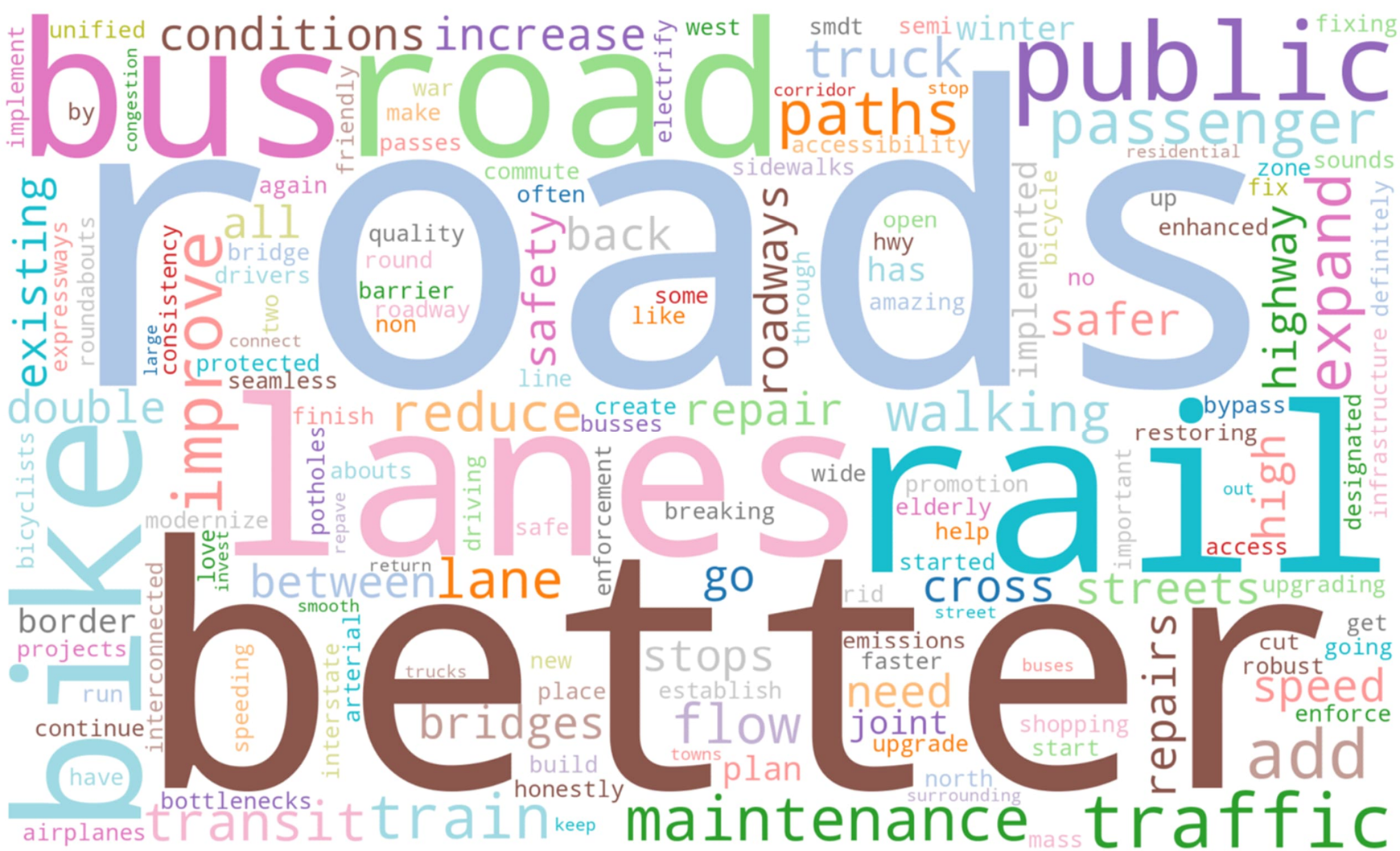
- Aging and poorly maintained roads
- Growing congestion
- Safety concerns
- Funding uncertainty
- Gaps in transit and regional connectivity

*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



slats
STATELINE AREA
TRANSPORTATION STUDY

# 2055 Long Range Transportation Plan Update

## Discussion / Questions