2055 Long Range Transportation Plan Update

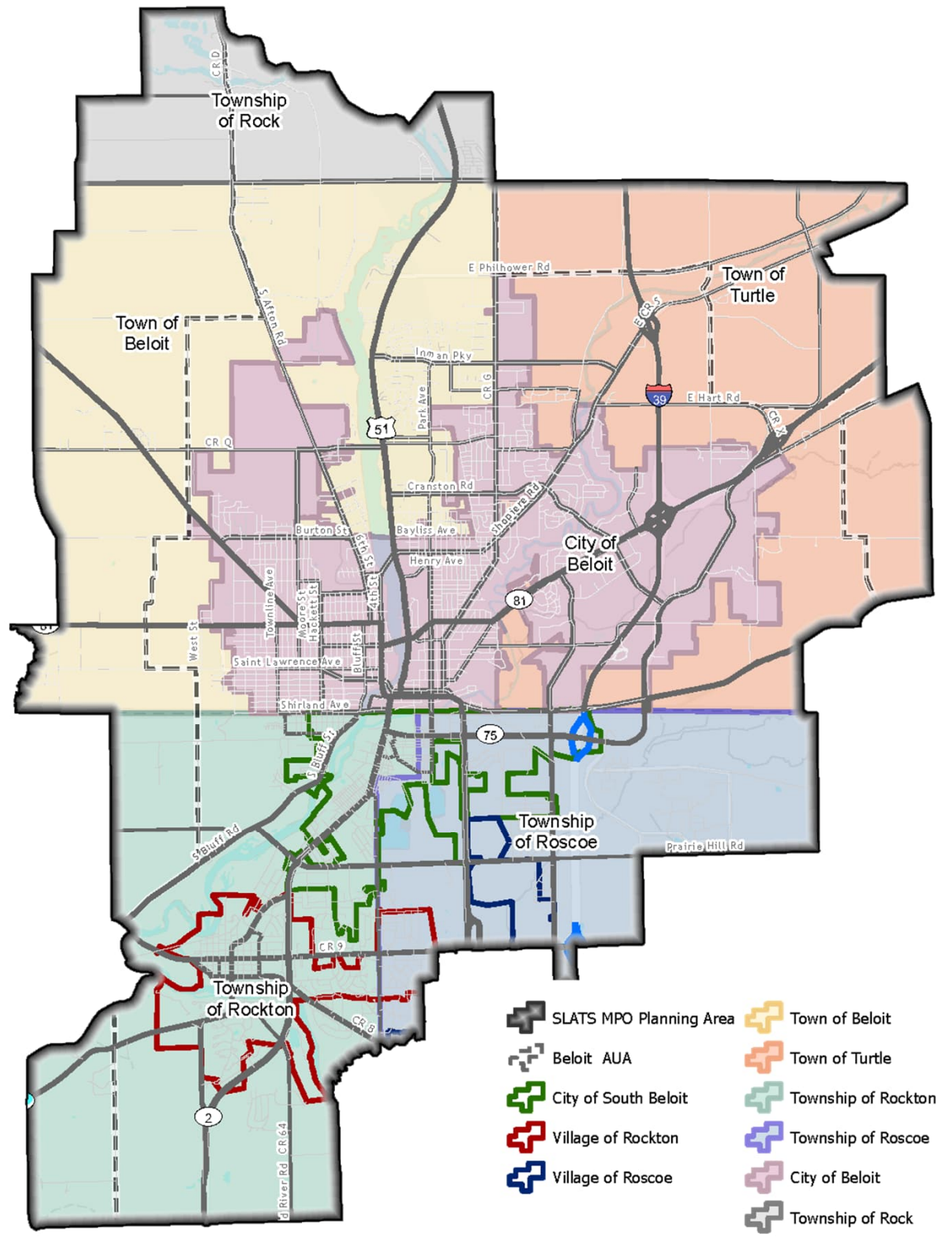
Joint Policy Board & Technical Advisory Committee Meeting

August 24, 2026

AECOM

Agenda

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



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TRANSPORTATION STUDY

2055 Long Range Transportation Plan Update

Draft 2055 LRTP Overview



Draft Plan Chapters

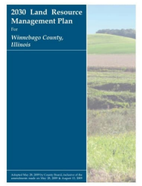
- Chapter 1: Overview
  - LRTP introduction, metropolitan planning area, and federal planning requirements
- Chapter 2: Public and Stakeholder Engagement
  - Documents how residents, transportation providers, partner agencies, and stakeholders were engaged
- Chapter 3: Goals and Objectives
  - Framework 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

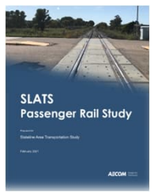












The 2055 LRTP is supported by….

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

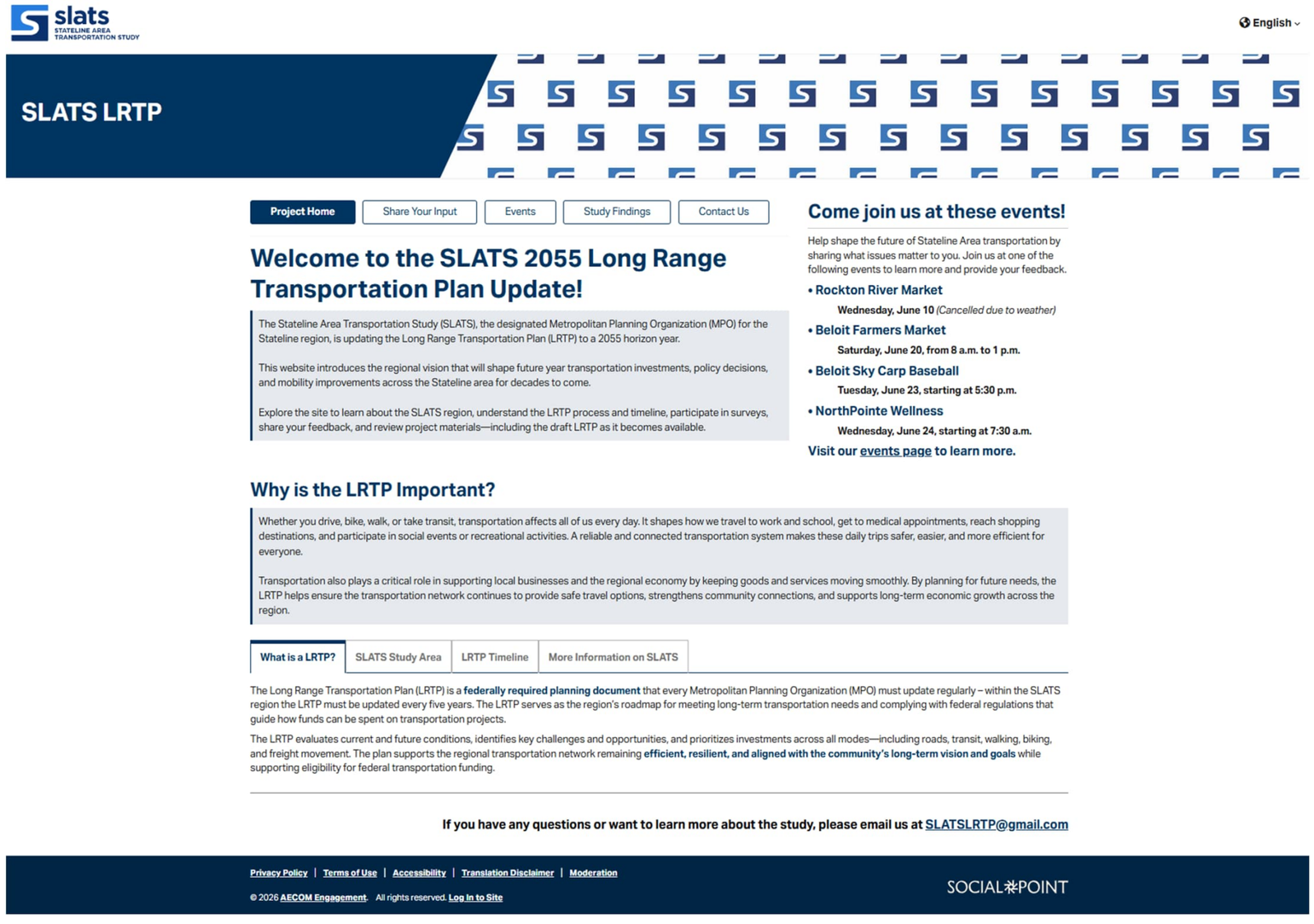
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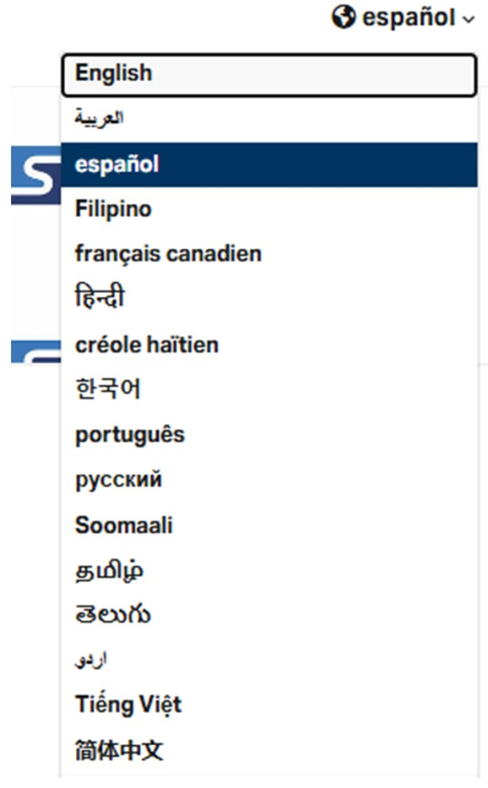
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Public and Stakeholder Input

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

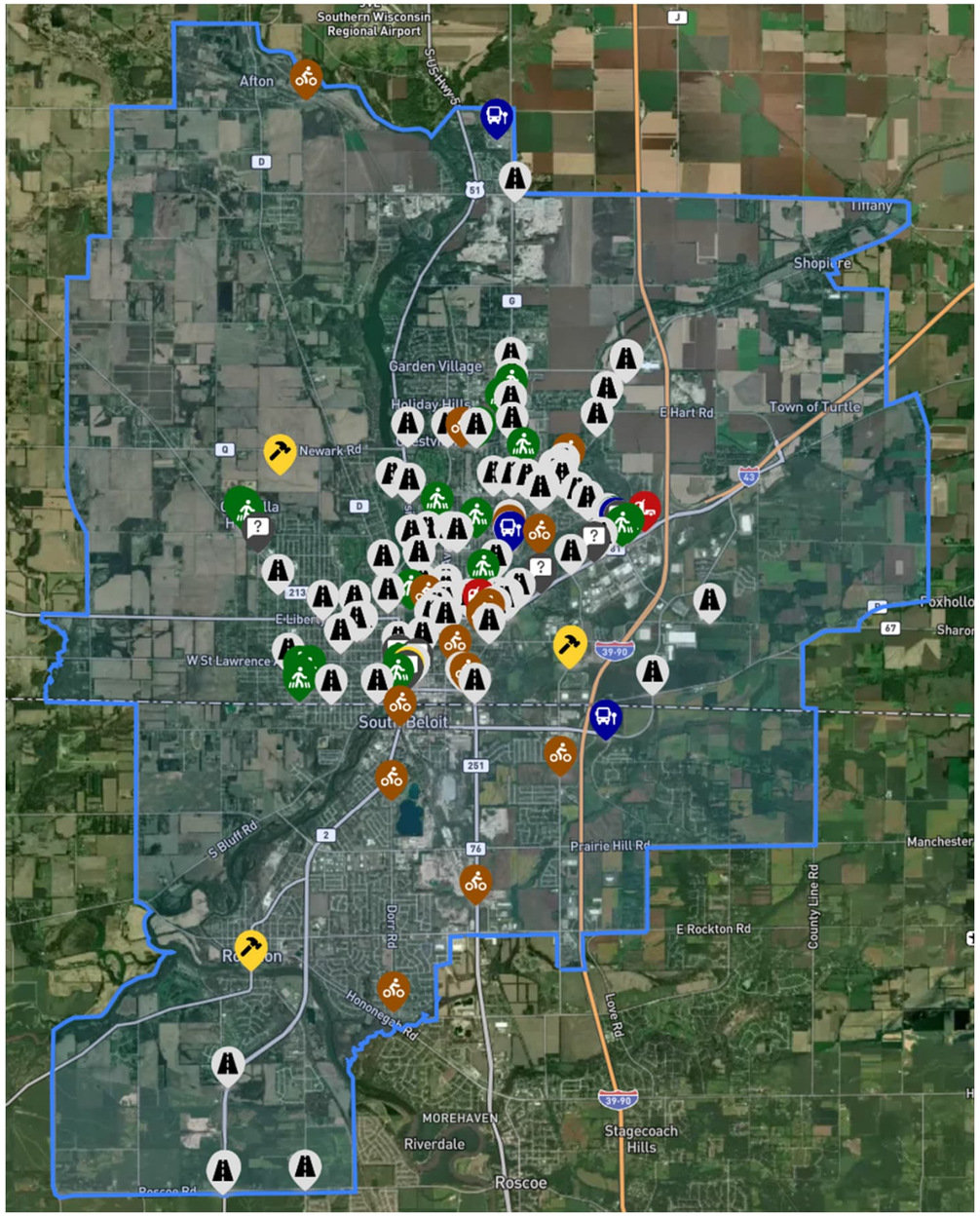
If you could make just one transportation improvement within the region, what improvement would that be?

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

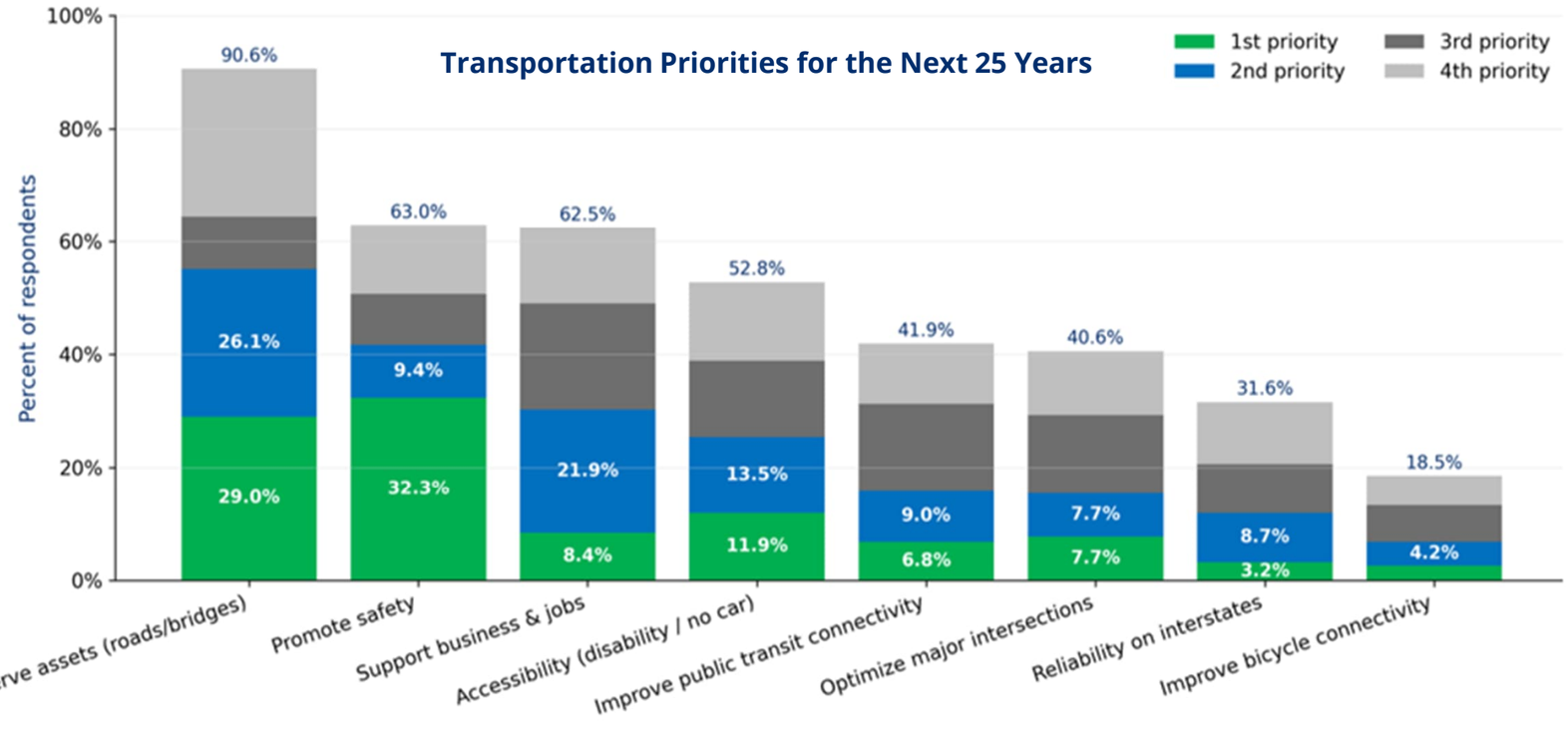
survey responses

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



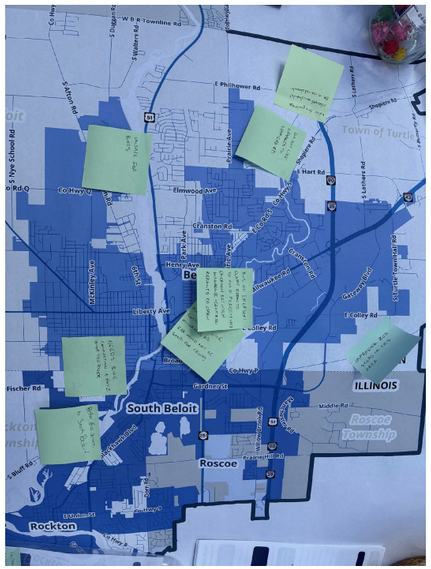
NorthPointe Wellness
Rockton, Illinois
June 24, 2026



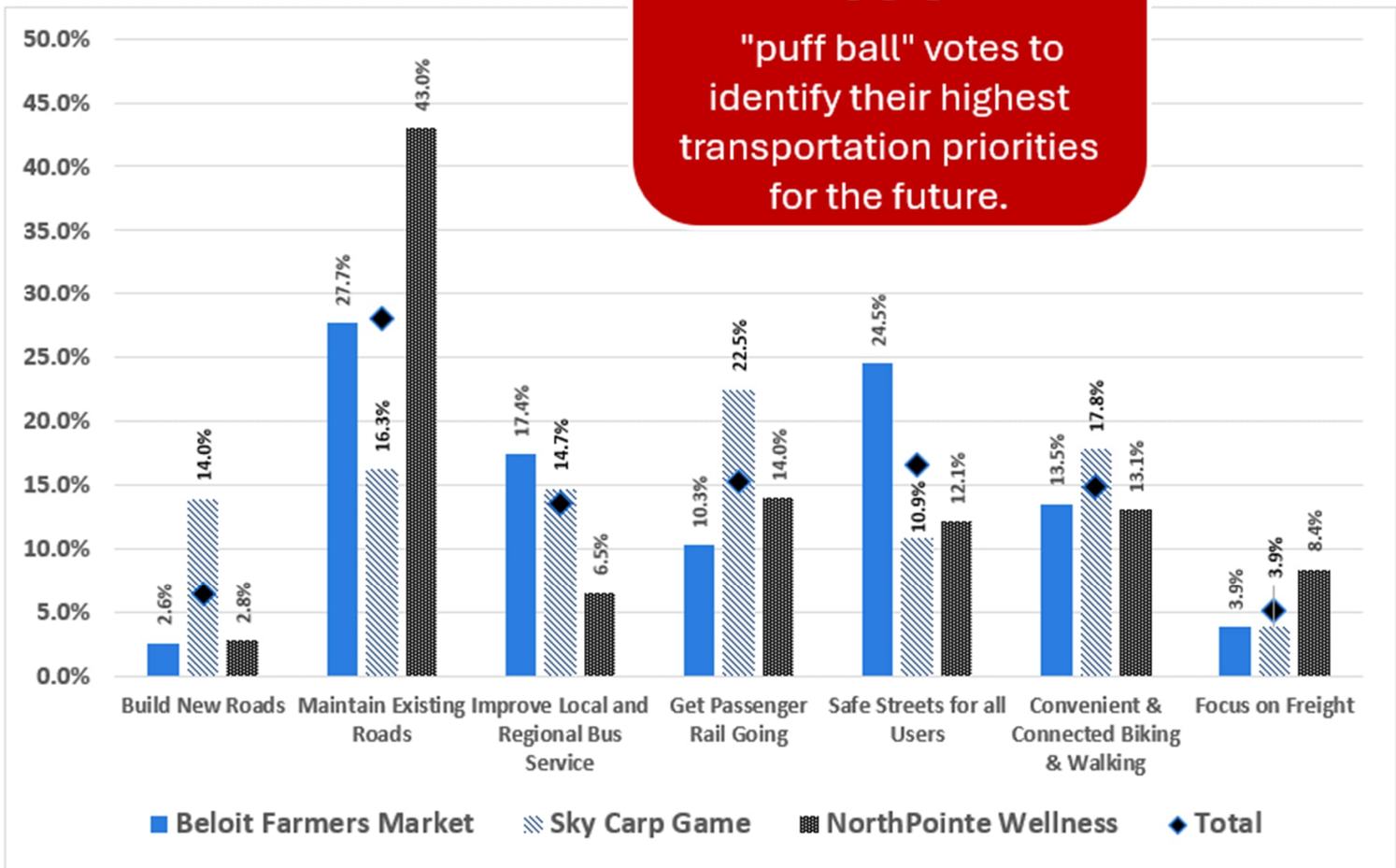
Pop-up Engagement Events







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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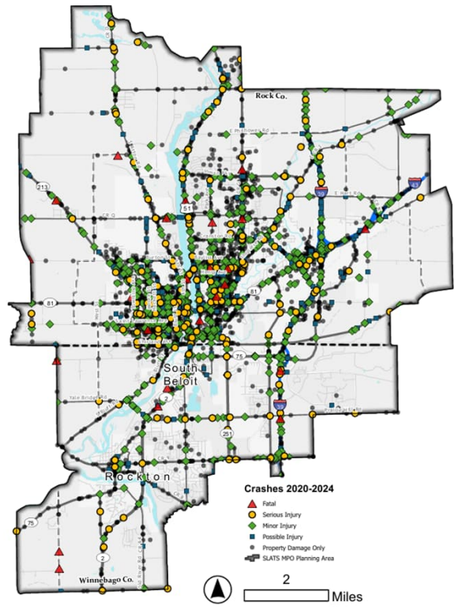
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Draft Plan Recommendations

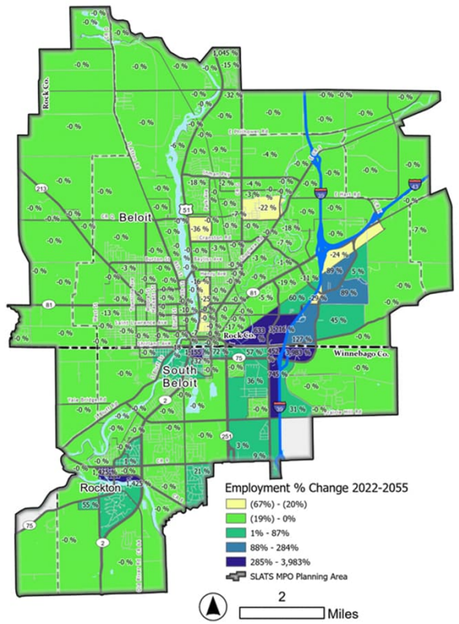
Identifying Regional Transportation Needs

- 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

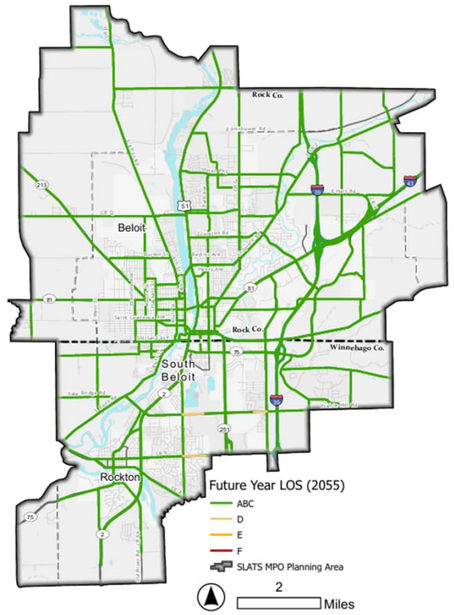












Regional Transportation Needs/Priorities

- 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

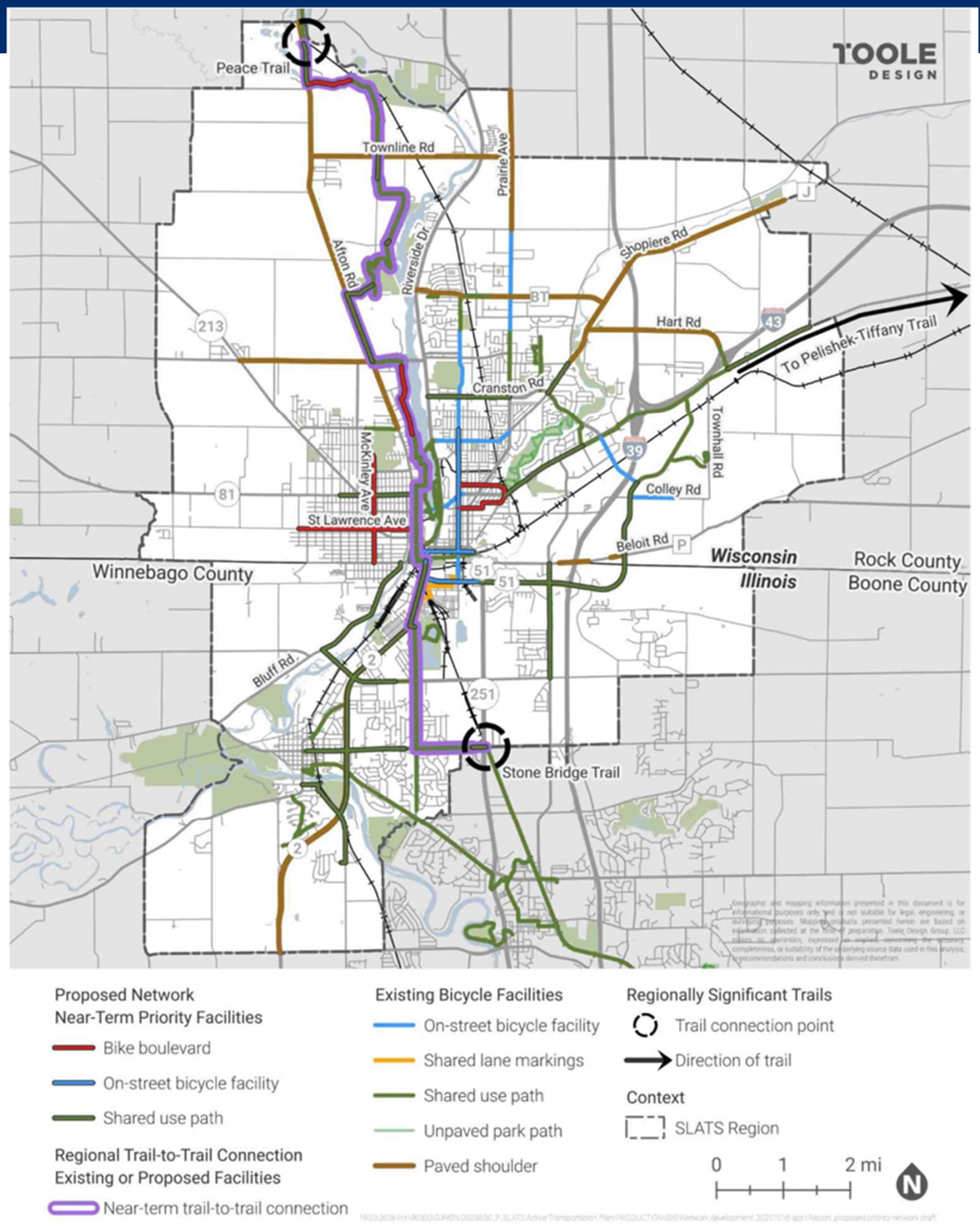




Modal Priorities

Active Transportation

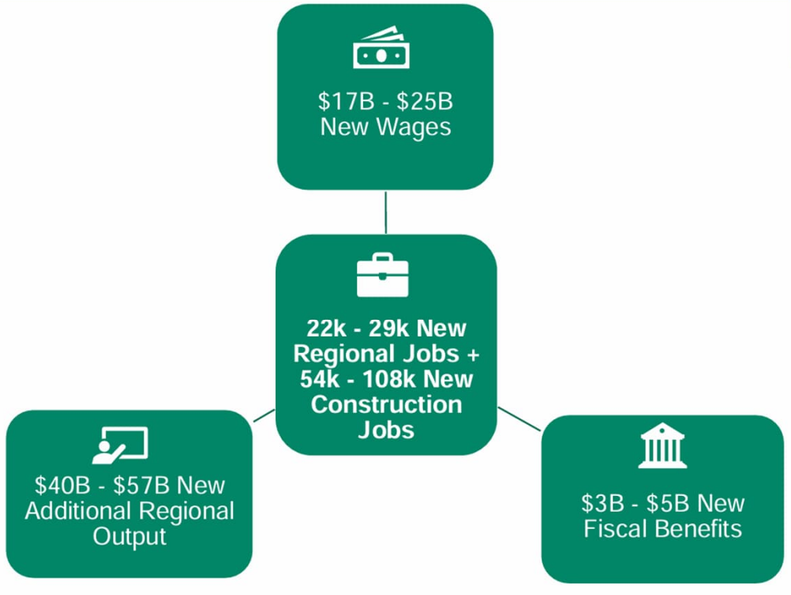
- Implement priority bicycle, pedestrian, and trail projects identified in the Active Transportation Plan
- Improve regional connectivity by closing gaps in trail, bicycle, and pedestrian networks
- Integrate active transportation considerations into future transportation investments and project development
- 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

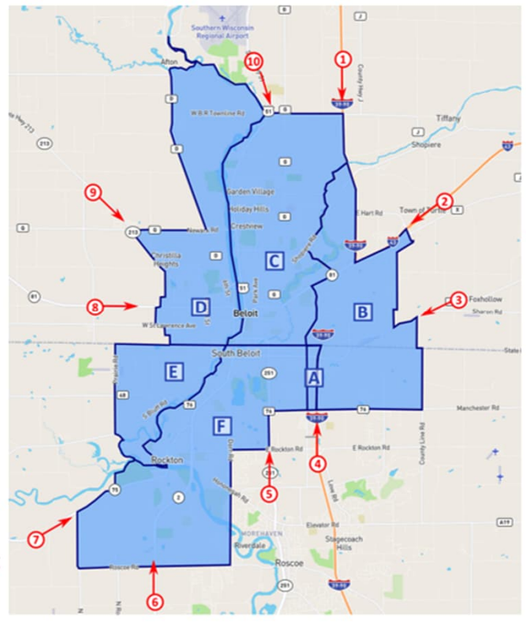
- Preserve and improve the regional freight transportation network and reliability on major interstate and regional corridors
- Enhance connections between freight generators, industrial areas, and key transportation facilities
- Continue to evaluate regional freight and truck travel to identify truck 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

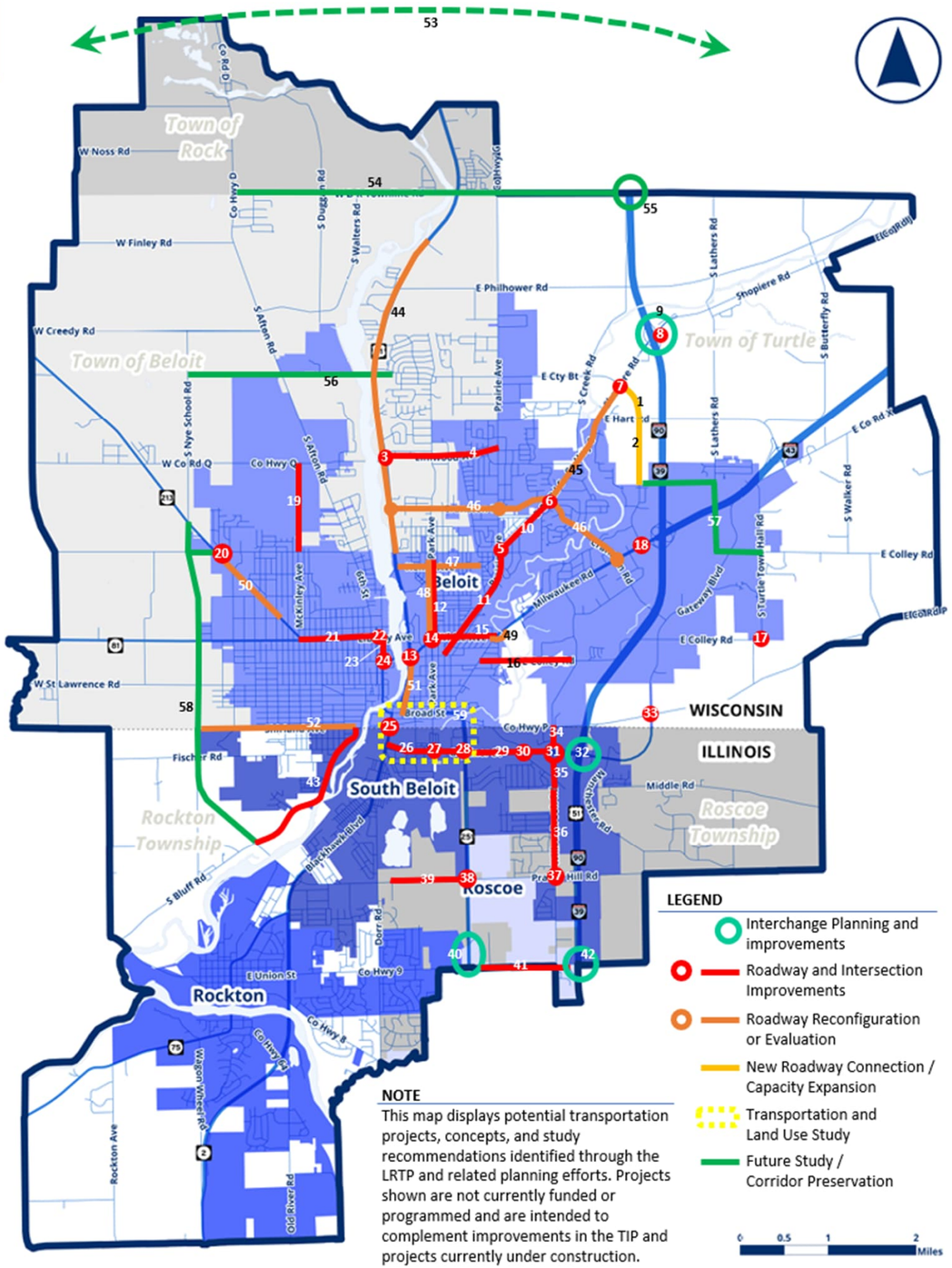
Regional Truck Travel Analysis Summary

- 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



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

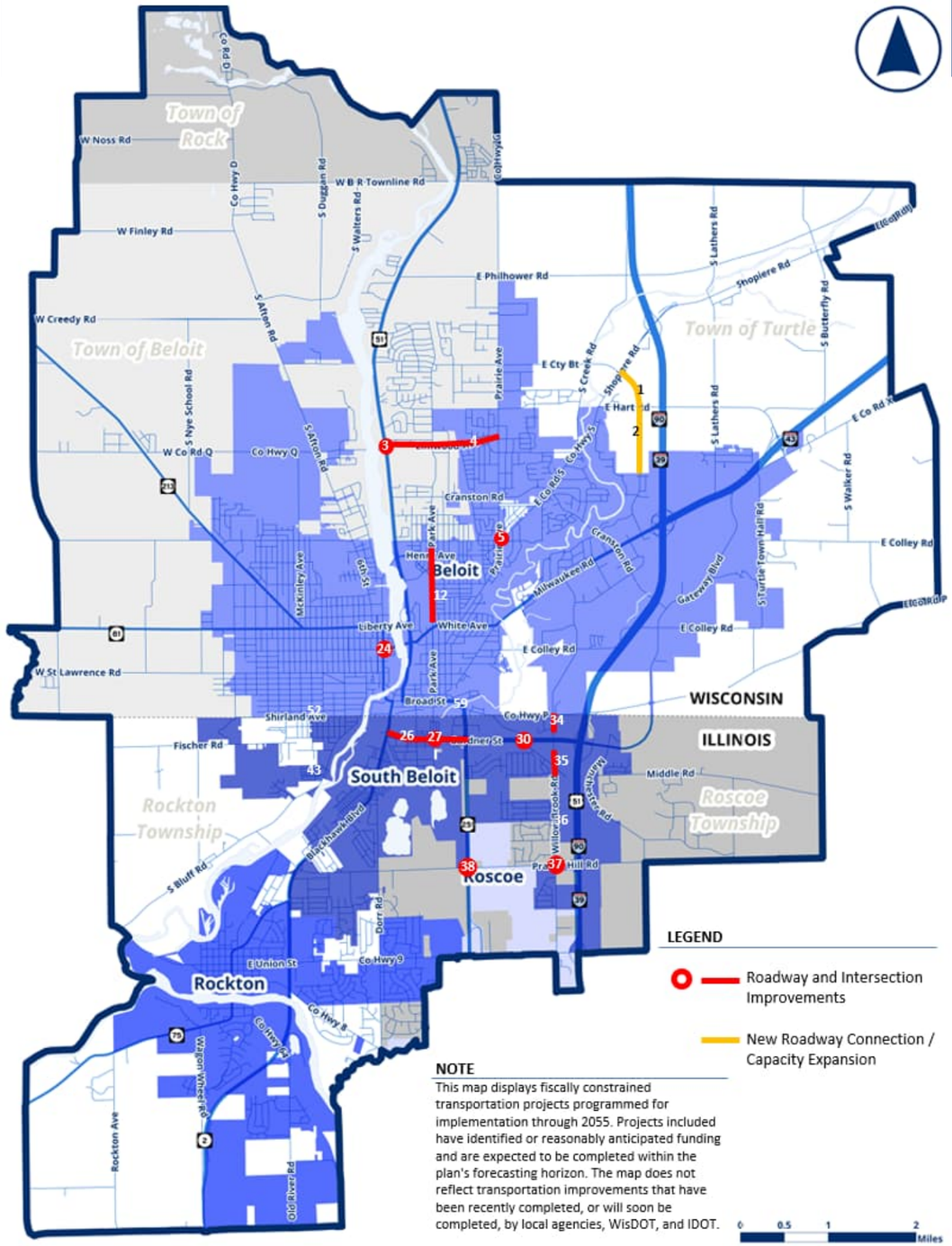


Fiscally Constrained Projects

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

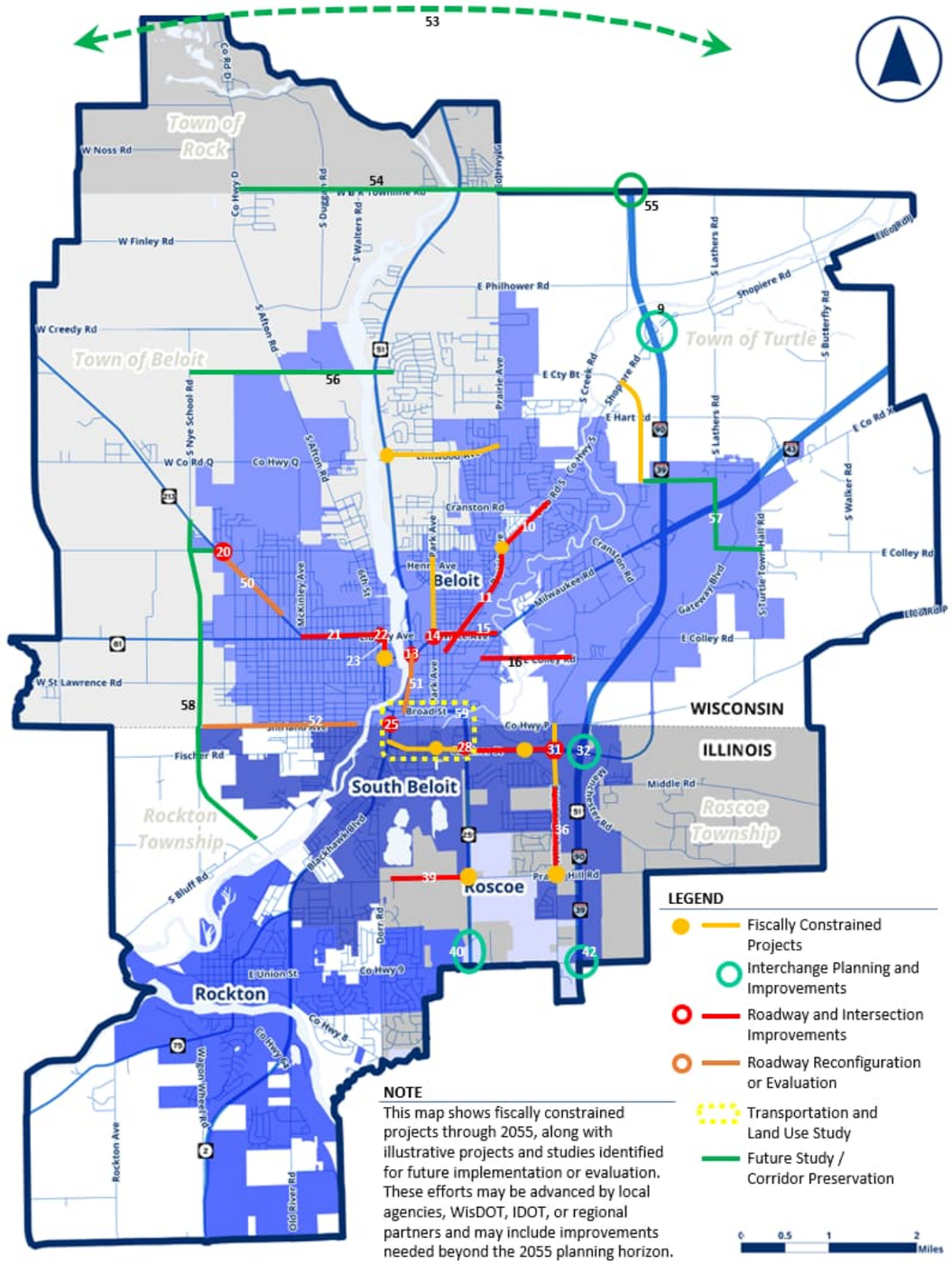
NOTE: Project 26 is a planned reconstruction of IL 75 (IL 2 to IL 251) by IDOT in FY 2036; estimated cost is $30,000,000.



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)



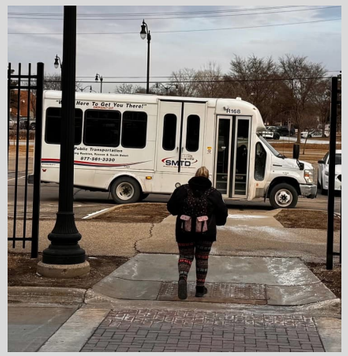
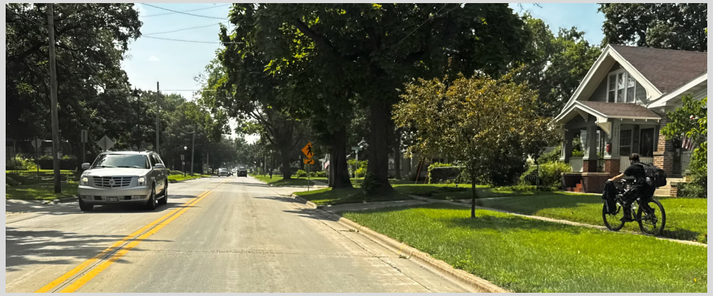
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2055 Long Range Transportation Plan Update

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






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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 Concrete: $1.6 million
Park Ave	Bike Lane or Protected Bike Lane	Bayliss Ave to Broad St	1.8 miles	Flexposts: $1 million 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.