

STATELINE AREA TRANSPORTATION STUDY

*2035 LONG-RANGE
TRANSPORTATION PLAN*

Executive Summary

The SLATS Long-Range Transportation Plan addresses all modes of publicly-assisted transportation in the StateLine Metropolitan Planning Area.

This Executive Summary provides a brief overview of the full Plan's most important aspects. This Summary is an educational aid and is not intended to be a substitute for, or in any way supersede, the full Plan which was officially adopted by the SLATS Policy Committee on September 11, 2006.

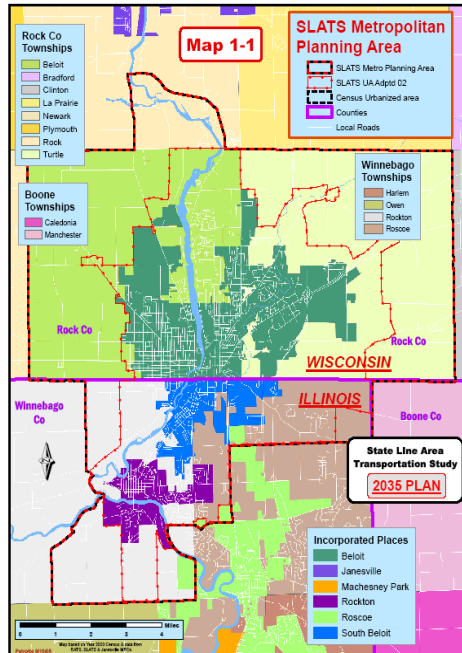
This Summary was first publicly released on August 7, 2006. The full Plan is available in printed form and in digital format (pdf) on compact disk or via the SLATS web page (<http://www.ci.beloit.wi.us/>).

Information about the Plan and other SLATS activities can also be obtained by contacting the SLATS Coordinator in the Beloit City Hall, Public Works Dept., 100 State Street - 606-364-6690.

Federal law requires the Long-Range Plan to be updated every five years. It can be updated or amended at any time.

THE OVERALL PURPOSE OF THE SLATS LONG-RANGE TRANSPORTATION PLAN (LRP) IS THE COORDINATION TRANSPORTATION DECISIONS THROUGHOUT THE STATELINE AREA.

Several public entities design, construct, and maintain surface transportation facilities or services in the Area. Individually, all of these entities strive to make transportation decisions that are in the best interest of their citizens. This Plan prioritizes the local investment decisions from a collective standpoint with special emphasis on the use of Federal funds. **More important, it seeks to steer the decisions such that they result in transportation improvements that are timely, complimentary, conducive to economic development, and minimally disruptive to the natural environment. It seeks transportation improvements that improve the quality of all life in the Stateline Area.**



In addition, the Plan is a federally-required document. It is necessary to qualify the Stateline Area for thousands to millions of dollars in annual Federal and State transportation assistance annually.

This document is divided into seven chapters plus this Summary. This Summary will present the most important findings and recommendations of each chapter. Hopefully, this Summary will encourage citizens to become involved in the local transportation planning process. Note that each Chapter of the LRP contains numerous maps, charts and other illustrations. People not having the time to read the entire LRP may find it useful to review these illustrations. The full version of the LRP may be viewed and downloaded from the SLATS website (<http://www.ci.beloit.wi.us/>). Printed copies will be available at area libraries or can be reviewed at the SLATS headquarters in the Beloit City Hall.

Chapter 1, the Introduction, describes the geographic area covered by the LRP, the participants responsible for its development, the broad scope the LRP is intended to encompass, how the planning process is funded and conducted, and the many other required components of the transportation planning process in addition to the LRP.

In brief, **SLATS**, short for the **Stateline Area Transportation Study**, is the name of both the local intergovernmental entity established to develop and maintain the LRP and the overall, ongoing planning process. Geographically, SLATS is comprised of:

- the **Beloit WI-IL urbanized area**, as delineated by the Year 2000 Census,
- plus the surrounding lands expected to become urban in nature (i.e., intense non-farm development) between the present and the Year 2035.

This Stateline Area, shown on **Map 1-1**, includes all of the jurisdictions of Beloit, South Beloit, Rockton, Turtle Town, and Rock Town; parts of Roscoe and Rockton Townships; and small parts of Rock Town and the Village of Roscoe. Of course, parts of these lands also fall under the jurisdictions of Rock County, Wisconsin; Winnebago County, Illinois; and the State jurisdictions of Wisconsin and Illinois. This area is referred to as the **SLATS Metropolitan Planning Area**, the **SLATS MA**, or simply, the **Stateline Area**. Population and area statistics for the SLATS MA are shown in Chart 1.

SLATS by Areas and Pops Chart 1-1a					
Parts of the Communities below within	Metropolitan Planning Area				
	Pop	% of MA	Acres	% of MA	Per per Acre
Beloit, City	35,775	58%	10,700	16%	3.34
Beloit, Town	7,038	11%	17,349	25%	0.41
Rock, Town	557	1%	2,559	4%	0.22
Rockton, Villg	5,296	9%	2,373	3%	2.23
Rockton Twp	3,329	5%	8,736	13%	0.38
Roscoe, Villg	3	0%	512	1%	0.01
Roscoe Twp	2,004	3%	4,651	7%	0.43
S. Beloit, City	5,397	9%	2,621	4%	2.06
Turtle, Town	2,444	4%	18,838	28%	0.13
Totals	61,843	100%	68,339	100%	0.90
Square miles & persons / sq.mi.					579
Source: Year 2000 Census, MA boundaries by SLATS					
Note: Figures reported above may differ slightly from figures in SLATS documents developed prior to this due to some small Census blocks along community boundaries being tabulated differently. The differences are extremely small. Note 2: Populations in the MA represent all of the persons currently in Beloit City, Beloit Town, Rockton Village and Turtle Town; only parts of the other jurisdictions. REVISED: 9/15/05 - rp: Pop by area worksheet.xls					

SLATS is governed by a **Policy Committee** (and advised by a **Technical Committee**) consisting of representatives from nearly all of the above entities. Staff support is provided by the City of Beloit. Funding for the ongoing annual planning work is provided primarily via special Federal funds or grants and small amounts of State and local funds. Officially, SLATS is a **Metropolitan Planning Organization (MPO)**, established under the powers of the States of Illinois and Wisconsin and governed by a Cooperative Agreement ratified by the Policy Committee members and the Governors of the States.

In addition to the LRP, SLATS prepares an annual **Unified Planning Work Program (UWP)** and a shorter-range a **Transportation Improvement Program (TIP)**. The former specifies the planning work to be addressed in the coming year. The latter specifies the location, details, and funding of actual transportation improvements to be done in the next 1-6 years. All of these documents must comply with extensive guidance issued by the US Department of Transportation that reflects the directions mandated by the US Congress in its most recent transportation funding legislation, SAFETEA-LU, and other rules and regulations. SAFETEA-LU is the acronym for the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users – effective September 2005.

CHAPTER 2, THE GOALS, PUTS FORTH THE MOST IMPORTANT REASONS FOR THE DEVELOPMENT OF THE LRP.

A lengthy Visioning Process that started in early 2003, developed the six main Visioning Goals for the LRP. This process was conducted by a team of area citizens and transportation stakeholders. These Six Goals, along with 25 more specific objectives, stressed the need for a comprehensive long-range transportation plan and system in the Stateline Area that would:

1. **Tie into the regional economy and promote efficiency and accessibility.**
2. **Enhance regional multimodal connectivity.**
3. **Encourage community development.**
4. **Improve safety for all users and all modes.**
5. **Maintain and maximize the use of the existing infrastructure.**
6. **Minimize negative impacts to the environment.**

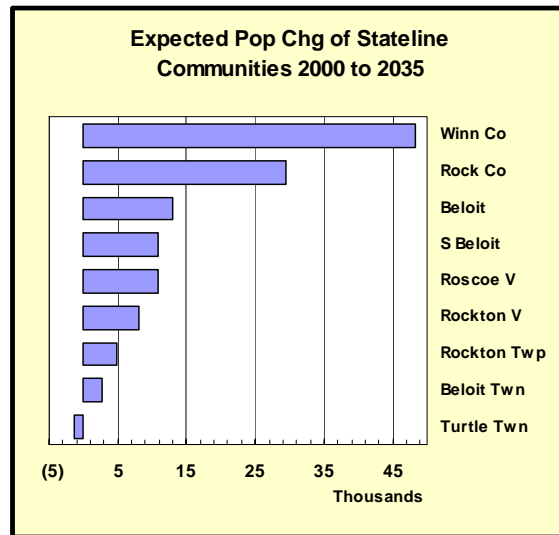
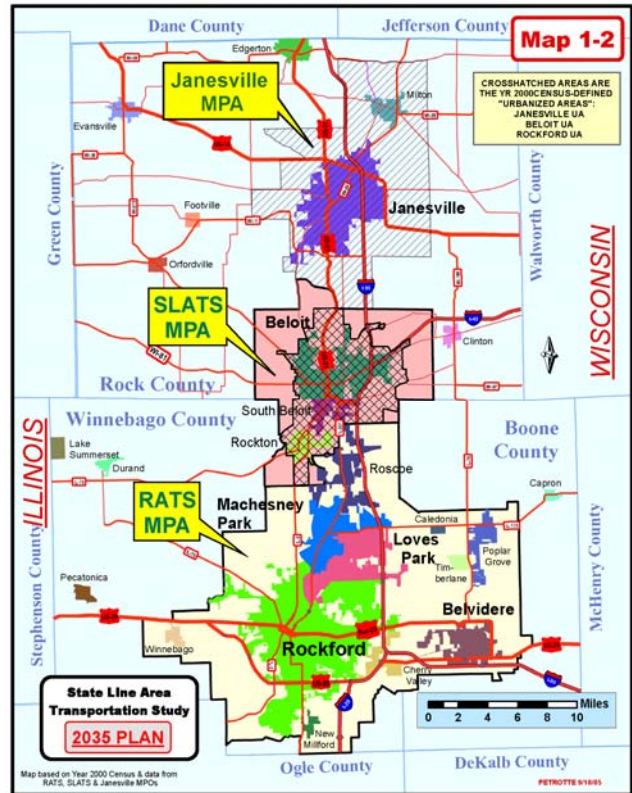
In addition to the Six Visioning Goals, the LRP accepts and endorses the Eight Planning Factors of the Federal Transportation Act – referred to as, SAFETEA-LU. These Federal factors are consistent and compatible with the SLATS Visioning Goals and, together, call for a comprehensive document that will lead to an efficient, balanced, safe, secure, and effective multimodal transportation system for the Stateline Area.

These goals are further bolstered in Chapter 2 by mention and endorsement of the **SLATS Project Evaluation Criteria**. The Project Evaluation Criteria were developed some time ago by SLATS and will continue to be used in prioritizing transportation improvements for implementation and inclusion in the annual Transportation Improvement Program.

SLATS Committees	Chart 1-2/3a
Policy Committee Members	
Mayor of the City of South Beloit President of the Village of Rockton Chairman of Winnebago County Board District 2 Engineer from IDOT Chairman of Rockton Township President of the Beloit City Council Chairman of the Town of Turtle Chairman of the Town of Beloit Chairman of the Rock County Board SW Region Director from WisDOT	
Technical Committee Members	
Highway Engineer, Winnebago County Planning Director, Winnebago County Planning Director, City of S. Beloit Public Works Director, Village of Rockton Systems & Planning Manager, Dist 2 IDOT Public Works Director, City of Beloit Engineering Director, City of Beloit Planning Director, Rock County Public Works Director, Rock County Engineer, Town of Beloit Engineer, Town of Turtle Director, Beloit Transit System Sys. Planning Chief, SW Region WisDOT Planning Manager, Central Office, WisDOT	
Other Members (non-voting)	
RATS MPO Janesville MPO Village Engineer, Village of Roscoe IDOT Metropolitan Planning Federal Highway Administration Federal Transit Administration	
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Chapter 2 also stresses broader regional planning issues facing the Stateline Area. Cited is the need to coordinate with the Janesville MPO and the RATS MPO, north and south of the Stateline Area. Two traffic simulation models have been recently developed are noted as examples of an already high level of intergovernmental cooperation. Together, these models cover all of Boone and Winnebago Counties in Illinois and all of Rock County in Wisconsin. They provide a useful tool for forecasting future traffic and evaluating transportation alternatives as the region merges into a continuous metropolis, extending all the way from north of Janesville, south through Beloit and Rockford, and east through Belvidere and large parts of Boone County.

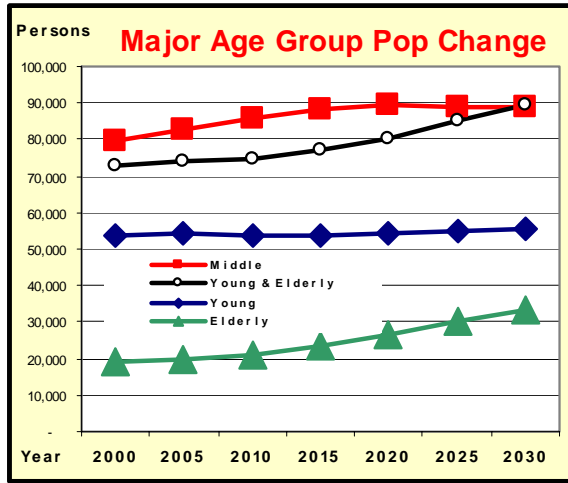
Finally, the question is posed whether the transportation systems in this merging metropolis can best be adequately coordinated by enhanced communication among the separate MPOs (RATS, SLATS, and Janesville) or would be better facilitated by merging the three into a single MPO? For now, better communication is accepted as the answer to that question. However, the question could be revisited as part of the next major LRP update.



CHAPTER 3 EXAMINES THE DEMOGRAPHIC SITUATION IN THE STATELINE AREA AND PRESENTS FORECASTS OF CHANGES EXPECTED DURING THE NEXT THREE DECADES.

Key observations and considerations are as follows.

- 1) The consensus of Stateline community leaders is that the area will grow substantially between the present and 2035. The Chart to the left illustrates some of the growth expected by several of the component communities.
- 2) The transportation system should be substantially expanded to accommodate the growth and avoid increases in congestion or safety problems.
- 3) Commuter rail connections between adjacent and other nearby urban centers (Chicago area) should be studied. Because many factors related to the economics of travel and transportation are in a state of flux, this alternative is currently under consideration.
- 4) Attention should be paid to connectors linking the Rochelle Inter-Modal Center and the urban areas of Madison, Rockford, Milwaukee and Chicago and their airports.



5) The large and growing numbers of very young and old people in the Stateline area implies a need for public transit services and alternative modes for those people who don't drive automobiles. Growing anecdotal evidence substantiates the need for increased paratransit services, especially south of the State line.

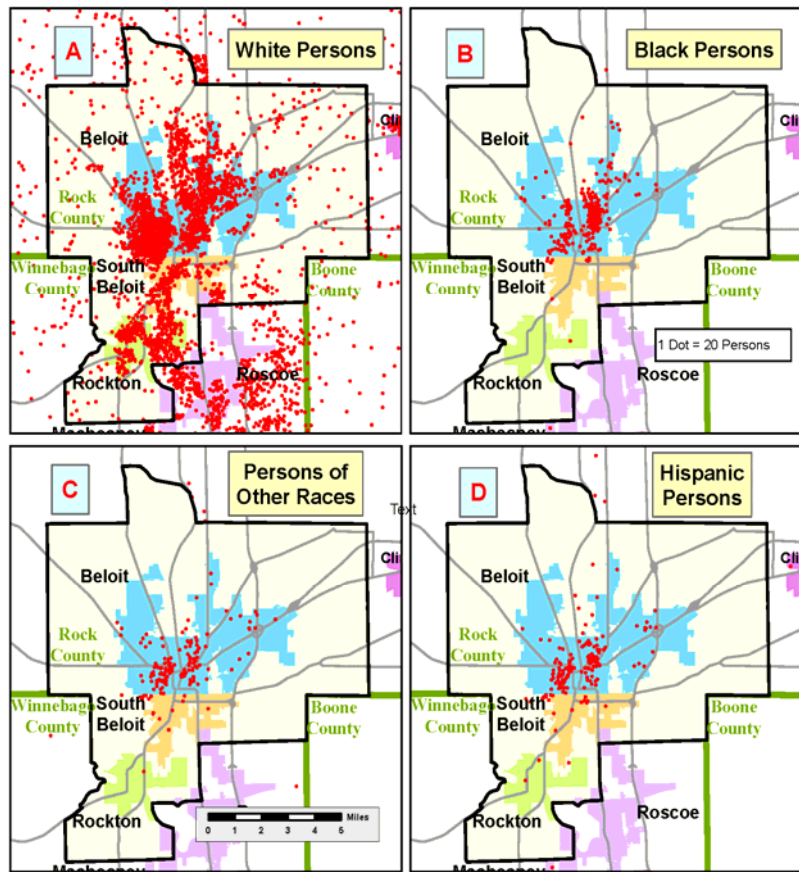
6) The increasing number of people living in suburban communities in the Illinois part of the Stateline Area implies a need to examine the safety and capacity of the limited road system serving those areas.

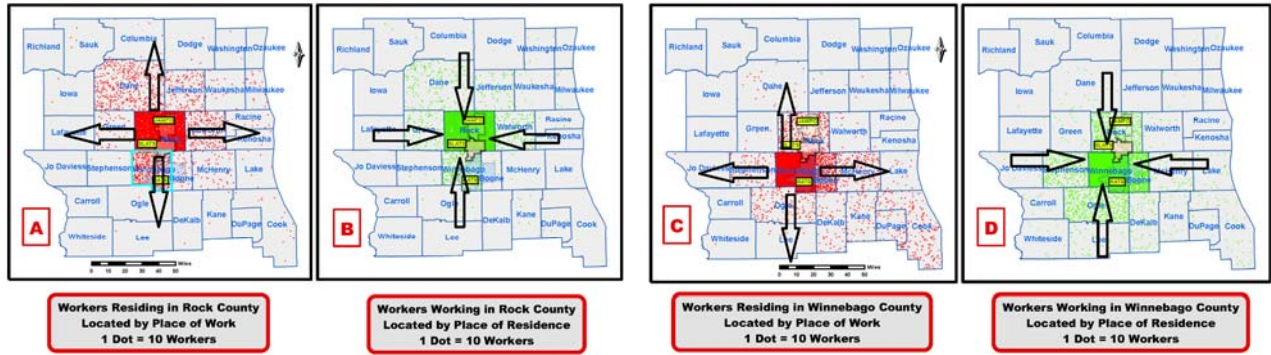
7) A positive observation is the level of racial and ethnic integration of people living in the Stateline Area. Similarly, income distribution does not exhibit large concentration or "ghetto-like" pockets of low-income household in the Stateline Area.

However, the distribution of racial, ethnic and low-income populations is not entirely homogenous. Therefore, as the transportation system is enlarged and enhanced, care must be taken to treat these groups equitably. They should derive fair shares of the positive benefits of the improvements and should not be disproportionately burdened with the negative impacts of the improvements.

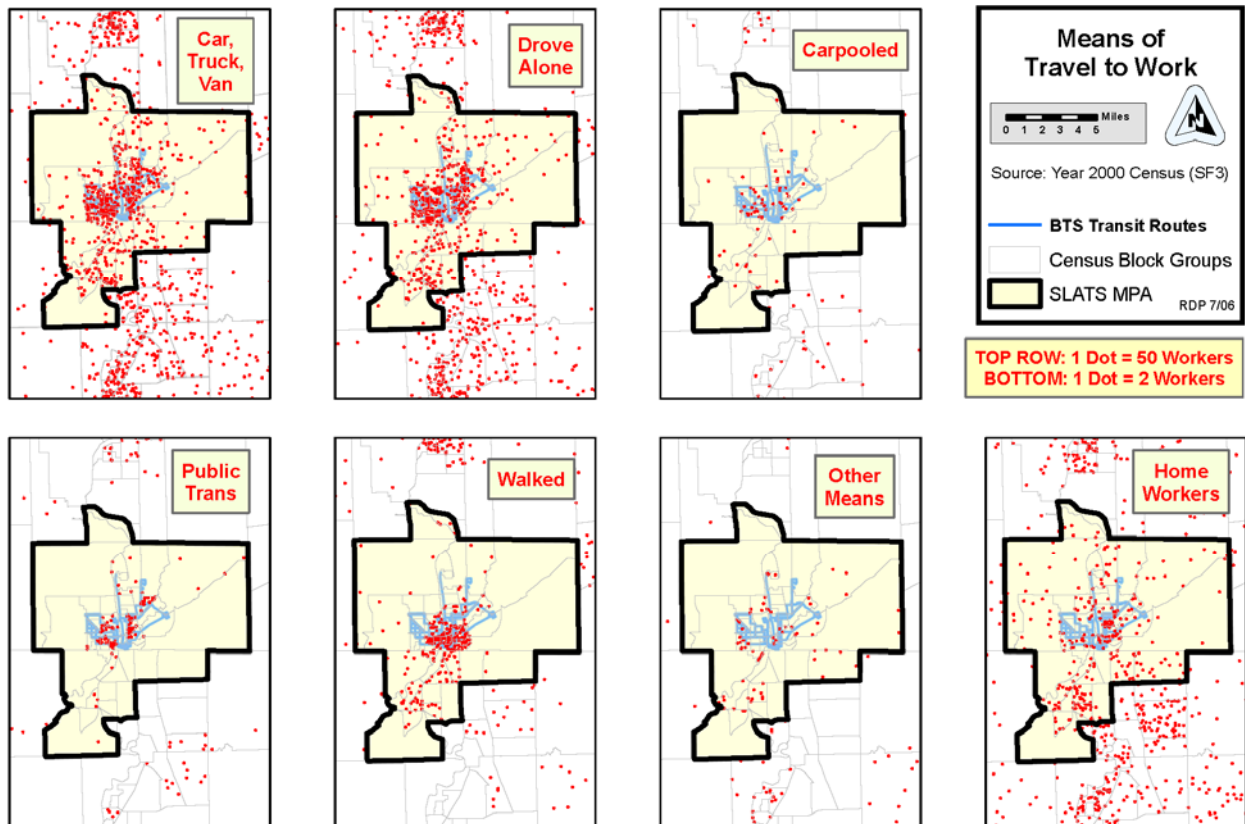
8) Overall, the employment picture in the Stateline Area reflects a relatively stable economy similar to the overall situations throughout the States of Illinois and Wisconsin. This supports the contention that the transportation system will need to be steadily expanded.

9) Substantial numbers of jobs exist in the Stateline area. The great majority of the workers who live in either Rock County or Winnebago County also work in these counties (78% and 87%, respectively). However, 5,000 Rock County residents do travel into Winnebago County for work daily and over 3,000 make the commute in the opposite direction. Although small in number, some workers also commute into the Milwaukee and Chicago areas for work. See the maps on the following page.

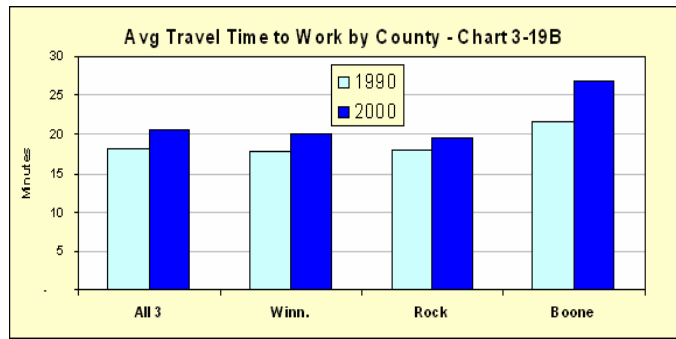




10) By far, the greatest majority of workers commute daily by driving alone in automobiles (80% and increasing). Carpoolers are the next largest group of commuters but they declined in the last decade. Workers using public transit increased slightly in the last decade but still only account for 0.8% of worker commutes. People working at home or using other modes account for very little of the workforce.



11) Disturbingly, worker commute travel times increased over the last decade in Winnebago, Rock and Boone Counties – by 2.4 minutes or 13% in the three counties combined. Rock County had the smallest increase (1.6 minutes). Boone County had the largest increase, accounted for by rising numbers of workers establishing residence in that county but working in Chicago or the collar counties.



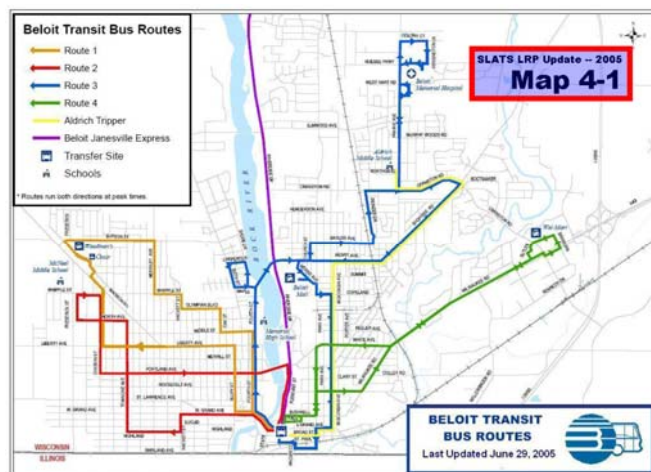
CHAPTER 4 EXAMINES THE MASS TRANSPORTATION NEEDS AND SERVICES OF THE STATELINE AREA IN DETAIL.

Even though less than 1% of all people commuting to and from work in the Stateline Area do so by mass transportation, there is significant need and justification for such service in the area. People use mass transportation (taxis, buses, paratransit services) rather than automobiles for three main reasons:

- they do not have driving privileges,
- they cannot afford an automobile, or
- they prefer mass transit.

Route #	Weekday		Saturday	
	Time Span	Headway	Time Span	Headway
1	6:00 am to 5:55 pm	30 min	9:00 am to 4:25 pm	30 min
2	6:00 am to 5:55 pm	30 min	9:30 am to 4:50 pm	1 hr
3	6:00 am to 6:00 pm	30 min	9:00 am to 4:25 pm	30 min
4	6:00 am to 5:55 pm	30 min	9:30 am to 4:55 pm	30 min
Aldrich Tripper	7:05 am to 7:50 am	1 trip	Operates only on school days	
	3:30 pm to 4:10 pm	1 trip		

Some of these situations are temporary and some are permanent -- but there is always a sizable numbers of people in the Stateline Area in these situations. Moreover, because the area’s population is growing, ageing, and incurring infusions of immigrants, the need for mass transportation is also always growing. It is in the best interest of the Stateline Area to provide a balance of mass transportation service and traditional highway transportation. A balanced system is needed to harmoniously address the economic and social needs of all sectors of the Stateline community.



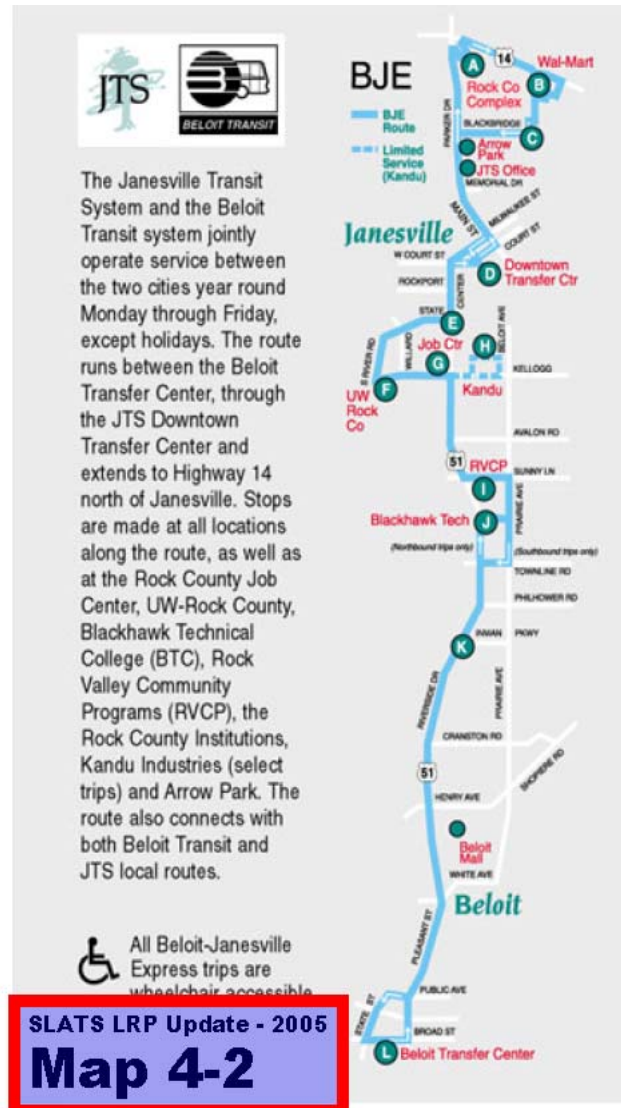
Mass transportation is provided in the Stateline Area via a combination of public and private ventures. The primary public services are provided by the **Beloit Transit System (BTS)** and **Rock County Specialized Transportation**. BTS provides fixed-route bus service in the City of Beloit and nearby areas. Rock County provides curb-to-curb, demand response paratransit (smaller buses where people share rides) throughout all of Rock County. Currently there is no fixed-route transit service in the Stateline

Area on the Illinois side. The Rockford Mass Transit District service currently extends northward to Machesney Park but does not serve Roscoe, Rockton or South Beloit. The only public service south of the State Line is limited paratransit service funded by the three municipalities and contractually provided by private companies.

Another important contributor is the **Janesville Transit System**. This public entity has a cooperative arrangement with BTS whereby seamless fixed-route service connects Janesville and Beloit.

Several non-governmental private providers also offer transportation services to the general public. These include the long-distance bus services of Greyhound and Van Galder and the shorter and intermediate-range services of Caravan, J & S Medical Transport, area taxis services, and providers of school bus and ambulance services.

The LRP endorses the public and private services currently provided and supports the continuation of these services. Although the previous demographic analysis shows that the expansion of public transit services will be needed, such expansions cannot be firmly planned by the LRP due to the current lack of extra funding for that purpose. It is advised, however, that area leaders closely monitor the situation and support initiatives that will secure additional funding. In the meantime, the LRP firmly supports the maintenance and perpetuation of the existing public services provided by BTS and Rock County and the Janesville Transit System. A financial analysis of BTS is included in Chapter 4. That analysis shows sufficient funding to continue the current services of BTS through the term of the LRP. However, that analysis also shows that the funding available to achieve optimal equipment and facility maintenance is less than adequate. A minimum viable capitalization and maintenance plan is presented but funding for accelerated maintenance and capitalization should be pursued.



Estimated Cost to extend Bus Service from Beloit and Rockford including 10% added for Paratransit Service ^{See all notes 1}			Chart 4-2		
Cost Item	\$ Amount Annually	% of Total	30-Year (\$ millions)		
Total cost	734,250	100%	22.03		
FTA 5307 funds	134,000	18%	4.02		
Illinois Downstate Operating Assistance Program	403,838	55%	12.12		
Farebox	73,425	10%	2.20		
Local Share needed	122,988	17%	3.69		
Possible Local Share divided by route mileage in that community ²		% of Local	\$ Amount Annually	% of Total	30-Year (\$ millions)
	South Beloit	19%	23,784	3%	0.71
	Rockton	25%	30,978	4%	0.93
	Roscoe	32%	39,672	5%	1.19
	Machesney Park	13%	16,544	2%	0.50
	Rockford	10%	12,009	2%	0.36
	Total local	100%	122,988	17%	3.69

¹ Costs for fixed-route service based on \$667,500 estimate provided by RMTD in the Fall of 2005. Additional 10% added by SLATS staff for required complimentary demand-response services for persons within 3/4 miles of bus routes who cannot access or ride the fixed-route buses -- this may not be sufficient if paratransit service is extended to a broader area or service hours are maximized.

² See Plan text for service characteristic assumptions.

³ Local cost will be higher by jurisdiction if all jurisdictions do not participate.

⁴ Jurisdictions may wish to explore providing paratransit services without fixed-route service.

*** NO FUNDING IS ASSURED. These estimates contingent on best possible budgetary, political, and community support conditions.**

The LRP also endorses the development of a coordinated public transit system for the currently unserved communities of SLATS and RATS in Illinois -- South Beloit, Rockton, Roscoe and the developed portions of Rockton and Roscoe Townships. The initial focus of transit development for these communities should be a coordinated demand/response, curb-to-curb, paratransit system for these northern Winnebago County communities. Subsequently, the communities should consider limited fixed-route services. A new fixed route should be considered on a trial basis. This new route would extend from the RMTD transfer station in downtown Rockford, through the communities of Loves Park and Machesney Park, Roscoe, Rockton and South Beloit, and linking with the Beloit / Janesville Connect

tion route. This new route would provide a seamless or nearly seamless connection throughout the backbone of the central Rock River Valley.

The LRP also recognizes that the paratransit services, public and private, throughout the central Rock River Valley (i.e., throughout Rock and Winnebago Counties) should be better coordinated so that the paratransit-dependant populations can be better and more cost-effectively served.

In compliance with new Federal planning guidance under SAFETEA-LU, the LRP recognizes the need for better coordination of publicly provided transportation in conjunction with other government-funded human services. The LRP puts forth an "Initial Human Services Transportation Plan" with the recommendation that area transportation and human service providers use this "initial" plan as a stepping off point for the development of a more comprehensive effort and plan.

CHAPTER 5 OF THE LRP IS DEVOTED TO THE TRANSPORTATION SITUATION OF BICYCLISTS AND PEDESTRIANS.

The Chapter is primarily a recapitulation of the **Bike and Pedestrian System Plan (BPSP)** recently adopted (2004) by SLATS. Developed by SLATS and a consultant and adopted following an extensive public review process, the BPSP put forth five major goals and 21 objectives aimed at improving the Bike and Pedestrian System (B&P System). Shortened, the five goals include:

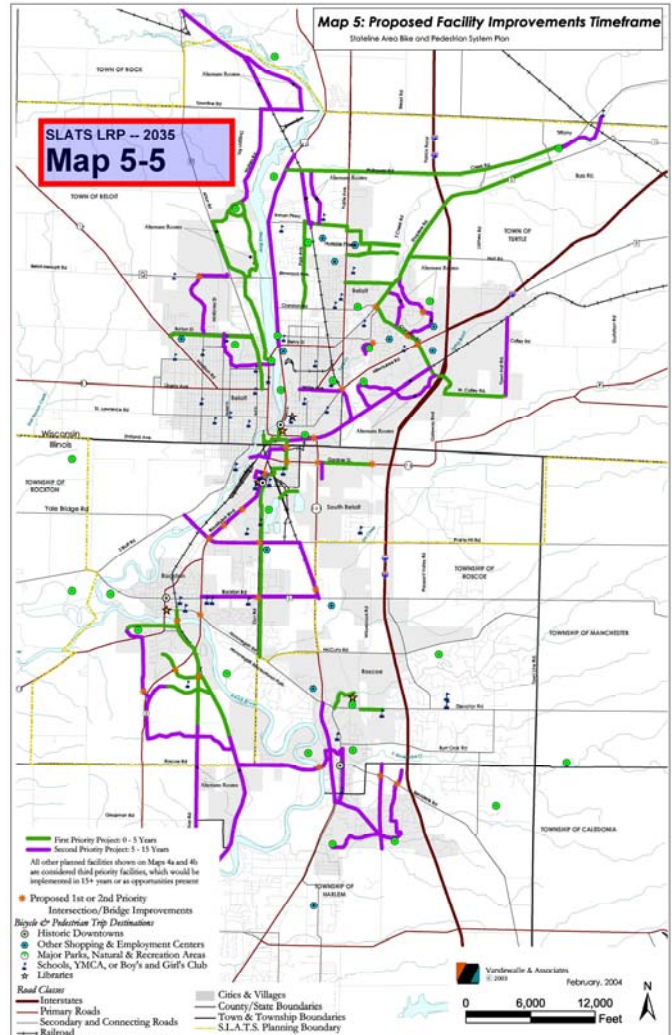
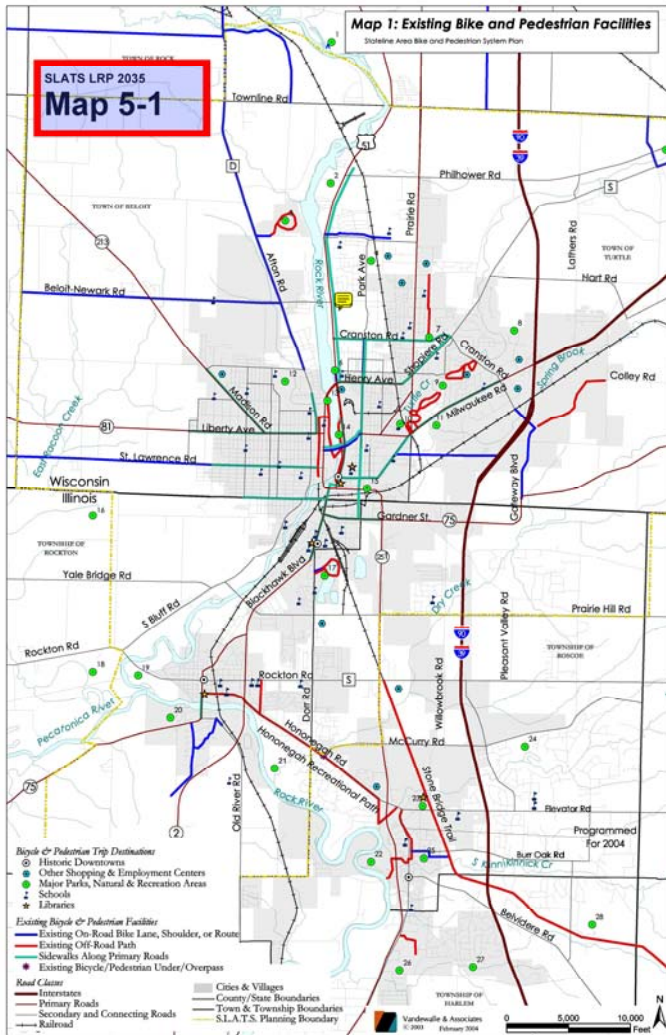
- Reducing motor vehicle dependency and assuring bike and pedestrian access.
- Encouraging local planning that supports walking and cycling.
- Integrating the Stateline B&P System with the region.
- Following approved standards to create a safe B&P System.
- Education and awareness that promotes use of the B&P System.

The BPSP elaborated those five goals into 21 objectives and, further, recommended numerous implementation strategies: 15 pertaining to future overall community design, 15 related to the design of B&P facilities, themselves, and 9 pertaining to education. **In summary, the BPSP calls for developing a B&P friendly community, safe B&P facilities, and an educated/aware citizenry and B&P users.**

In addition to statements in the BPSP, the LRP supports expanding the B&P System and encouraging more walking and biking for several reasons. In particular, compared to other transportation modes biking and walking has advantages:

- More environmentally friendly and non-polluting.
- Considerably less costly for both system development and use.
- There are impressive health benefits.
- In some instances, this mode can actually save travel time.

The Stateline Area is not, at present, without considerable B&P facilities, as Map 5-1 on the following page illustrates. The BPSP, however, extensive lists of proposed B&P System improvements and prioritized the improvements into three groups. The LRP endorses those priorities and recommends implementing all three groups, starting with the first priority projects, and proceeding as funding permits. Based on past funding of B&P projects it is estimated that it will take approximately 17 years to complete the first priority projects. Implementation of the second and third priority projects was not forecasted but should be considered during the next LRP update after a better picture of funding availability and the level of community support is gained. For this Plan, the second and third priority projects may be regarded as Illustrative Projects. See Map 5-5 on the following page for an illustration of proposed improvements by priority / timeframe. Additional maps and charts in Chapter 5 provide more details on various aspects of the LRP Bike and Pedestrian proposals. Chart 5-6 summarizes the cost to implement the proposed first priority projects by project type.



Cost Estimate Summary for 1 st Priority Bike & Pedestrian Projects		Chart 5-6
On-Street Bicycling Facilities	\$ 872,100	Chart 5-1
Off-Street Bicycling Facilities	\$ 3,405,600	Chart 5-2
Intersection Improvements	\$ 348,800	Chart 5-3
Sidewalks & Pathways	\$ 1,502,000	Chart 5-4
Over/Under-passes & Other Facilities	\$ 624,000	Chart 5-5
Total	\$ 6,752,500	
Note that the costs for some projects recommended in the BPSP were not included in the BPSP but were estimated as part of this LRP update.		
Estimated Average Annual funding available for Bike & Pedestrian Projects	\$ 418,000	Chart 5-7
Estimated time to implement 1st Priority Projects	17 Years	
BkPedImprmnts.xls		

CHAPTER 6 OF THE LRP IS DEVOTED TO ROADWAYS AND THE MOTORING PUBLIC. Of all people traveling to work in the Stateline area, more than 95% travel on the area’s system of roadways – mostly, by far, in automobiles. In addition, 70-80% of the area’s freight is carried by truck on the roadway system. Roadways, automobiles, trucks and their support industries and services have evolved over the last century in the Stateline Area into an enormous transportation legacy. It is highly unlikely that this situation will change much during the planning period.

For purposes of the LRP, roadways in the Stateline Area, are divided into five categories or classifications based on the purpose, volume, and speed of traffic traveling on them. This “functionally classified system” is hierarchal. On one end are Local Roads, providing access to individual lots or properties and conveying low volumes of light-weight traffic, at low speeds. Sometimes called neighborhood streets, they are integral parts of the environment of residential and commercial areas. They must be as pedestrian friendly as they are useful to the motoring public.

On the other end, are Interstates or Freeways. They function as long-distance, high-speed travel conduits. No individual properties have direct access to these roads. They may be accessed only via specially

Functional Classification System -- Design Considerations						
Design Consideration	Roadway Functional Class					
	Local Street	Minor Collector	Collector	Minor Arterial	Principal Arterial	Interstate
Signal spacing (miles)	NA	0.25	0.25	0.5	0.5 -- 1	NA
Speed limit (miles per hour)	15-25	20-30	25-30	30-35	35-55	55-65
Parking	Generally permitted	Controlled	Controlled	Limited	Prohibited	Prohibited
Spacing (miles), approximate	< 0.5	0.5	0.5	0.5 to 1	> 1	NA
Continuity	Discontinuous	Semi-continuous	Semi-continuous	Semi-continuous	Continuous	Continuous
Mobility	Low	Medium-Low	Medium	High	High	Very high
Access	Very direct (all properties that abut have access)	Direct (many properties have access)	Direct (some driveway access)	Semi-controlled	Controlled to semi-controlled	By controlled interchange or ramp only
Intersection grade separation	Almost never	Almost never	Seldom	Sometimes	Frequently	Always
Vehicles per Day (1,000s)	<1	1-3	1-5	5-25	15-35	25-100 plus
Examples	Residential streets	Fischer, Butterfly, Manchester	Milwaukee, Prairie Hill, Door	Elevator, Park, Shopiere, Blackhawk	WI-81, WI-213, IL-2, IL-51, IL-75,	1-90, 1-39, 1-43

Source: 1995-2020 SLATS LRP, with modifications. Functional Class chart.111



designed interchanges with merging ramps that provide for acceleration to the road design speed. Freeways are exited via similar deceleration ramps. Freeways are grade separated – i.e., all intersecting roads pass over or under the Freeway on bridges or tunnels.

In between, are Collectors, Minor Arterials, and Arterials. These categories provide for progressively increasing traffic volumes, speeds, and longer-distance travel – with progressively decreasing access to individual properties. Chart 6-1 illustrates some of the main differences of roadways by functional classification. Map 6-1 illustrates the system as it currently exists in the Stateline Area.

The functional classification system is itself part of a plan for how roadways are laid out, designed, and constructed; and who is responsible for their design, construction and maintenance. The lower level roads (Locals and Collectors) are built by private developers (in accordance with government standards for the sake of safety, continuity and other factors). They are then turned over to the local governments for operation and maintenance. The arterials are typically built by State and local governments in accordance with standards related to the amount and weight of traffic

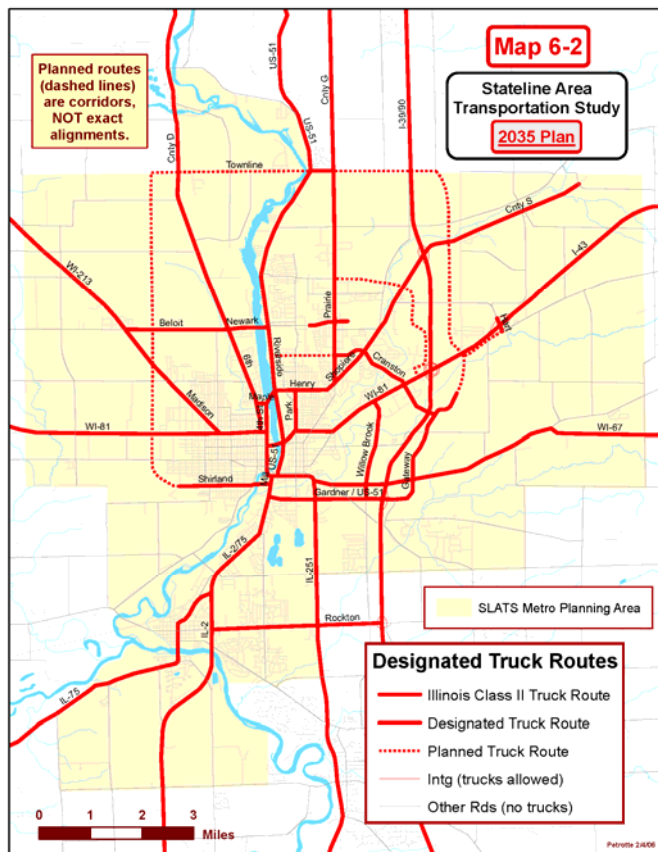
they are intended to carry. The Interstate Freeways are funded mostly by the Federal government and built and maintained by the States in accordance with Federal standards. Chart 6-3 illustrates some of these aspects.

Typically, Local streets are spaced as necessary to provide access to properties. Collector roads vary, but are spaced half-way in between Arterials. Arterials also vary, but the usual standard is a one mile interval.

Each of these roadways is constructed to different standards of right-of way width, pavement width, weight bearing capacity, degree of access control, and intersection control. The standards differ from class to class because the purpose of the road differs. To construct all to the highest standards would waste resources and tax dollars.

Roadway Funding, Construction, & Maintenance Responsibilities								Chart 6-3
Design Consideration	Roadway Functional Class							
	Private Drive or Street	Local Street	Minor Collector	Collector	Minor Arterial	Principal Arterial	Interstate	
Initial Funding	PD	PD	PD	PD, L	L or S	F or S, L	Primarily F	
Initial Construction	PD	PD	PD	PD, L	L or S	S, L	S	
Ownership jurisdiction	PD	L	L	L	L or S	S, L	S	
Operational jurisdiction	PD	L, S	L, S	L, S	L or S	S, L	Primarily S	
Long-term maintenance funding	PD	L	L	L	L or S	F, S, L	Primarily F	
Long-term maintenance work	PD	L	L	L	L or S	S, L	S	
Major reconstruction	PD	L	L	L, S	L or S	F or S, L	Primarily F	
Design Standard Responsibilities	PD & L	L	L	L	L & S	S & F	F & S	
Abbreviations & notes:				PD = Property owner or developer				
First entity listed usually has the primary				L = Local governments (cities, counties, town)				
"&" sign refers to a more or less, joint				S = State governments				
"or" means responsibility varies by location				F = Federal government				

Determining what roads should be constructed to what standards and precisely when they should be constructed or enlarged is a complicated and sometimes frustrating process. In our free enterprise economic/government, roadway construction must sometimes react to and other times lead land development.



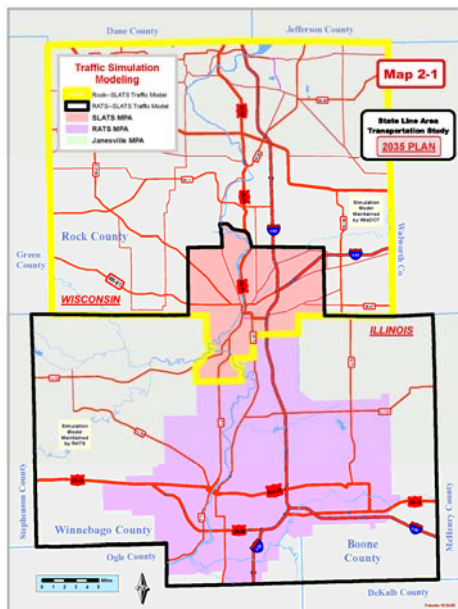
Further confusing roadway system planning are several interrelated factors: (1) Any given roadway, especially above the collector level, often traverses many jurisdictions. (2) Roadways are frequently planned, designed, and constructed by one entity, then turned over to another entity for operation and maintenance. (3) Roadways are often initially designed for limited travel purposes and, subsequently, must be expanded to accommodate growing volumes and types of traffic. For example, converting rural roadways to accommodate urban traffic.

In addition to the generic functional classification system (local, collector, arterial, freeway) above, there are also specialty roadways that must be considered and accommodated. Truck Routes must be given special consideration for several reasons. Truck Routes are far more expensive to build and maintain because they must accommodate heavier loads, wider vehicles, and broader turning situations. It would be wasteful and cost prohibitive to design all roadways to accommodate trucks. Further, the noise, vibration, smoke, and other potential hazards of large trucks conflict with the desirable qualities of residential and even some commercial districts. Map 6-2 illustrates

the existing and proposed Truck Routes for the Stateline Area.

Chapter 6 discusses the above and other related factors in the planning, designing, and construction of roadways and makes several recommendations, the most significant of which follow here:

1. Life-cycle costing, the process of identifying and quantifying all costs associated with a structure over its useful life, should be conducted – especially for large expensive projects.
2. Stateline Area governments are encouraged to periodically, collaboratively evaluate their roadway construction standards and their policies for improvement responsibilities.
 - a. They should strive for consistency and compatibility – community to community and jurisdiction to jurisdiction.
 - b. They should increase standards where appropriate but try to hold pavement square footage to a minimum.
3. When making improvements to “default” collectors and arterials (legacy roadways not originally designed to handle the volumes of traffic now traversing them), area planners should attempt to balance traffic movement needs with the need to minimize adverse impacts on adjacent properties – particularly in residential areas.
4. Area planners and engineers should give special attention to the design of Collector Roadways. To save cost, developers prefer to design these roadways similar to Local streets. In the long term, this creates traffic movement and quality of life conflicts.
5. Local governments should not assume the costs of new Collector roads and some necessary Arterial road modifications unless there is clear benefit to the general public. Developers should be responsible for, or share responsibility for, situations from which they will profit.
6. All new roadways and roadway improvements should, as appropriate, be designed with recognition and accommodation of the needs of non-motorized travelers and mass transportation needs.
7. The LRP recognizes numerous roadways in the Stateline Area that have been designed to handle heavy trucks and also proposes a number of additions to this system to make the system more continuous and to address truck movement needs in the future.



One of the most challenging aspects of transportation planning is forecasting future traffic and determining appropriate roadway sizes. This is a challenge with regard to both new roadways but also for existing roadways experiencing traffic congestion or safety problems.

Traffic simulation modeling is a tool used by traffic planners and engineers to aid in forecasting future traffic. The tool uses forecasts of dwelling units and jobs to predict future traffic and distribute that traffic on computerized models of the existing and proposed roadway system. The simulation models provide both graphic visualizations and a variety of numerical estimates of the roadway system’s weaknesses and strengths for conveying traffic.

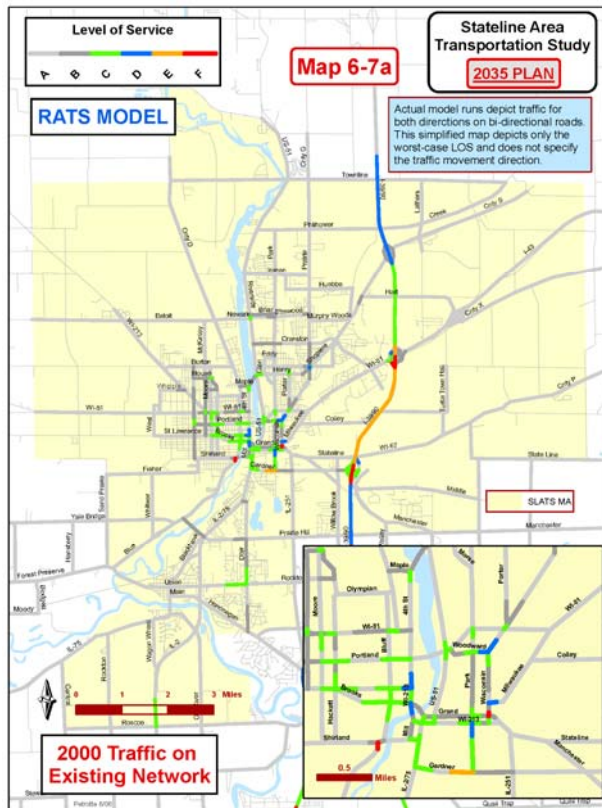
The simulation models also facilitate scenario testing. The traffic generators (dwelling units or jobs) can be varied by geographic areas – resulting in different traffic generations and distributions. Or, the roadway network can be altered by enlarging the capacity of the existing links or intersections or adding new

links or other improvements – thereby increasing traffic flow capabilities.

Two traffic simulation models have been developed for the Stateline Area, one by RATS and one by the State of Wisconsin (see Map 2-1). Both of these models have successfully modeled existing and future

traffic situations in the Stateline Area. Both models have shown similar results. **In conjunction with the traffic modeling, the concept of Level of Service (LOS)** was presented as a planning guidance concept.

Roadways are placed in one of six LOS categories (A, B, C, D, E, or F) depending how congested they are (with no congestion at LOS A and the most congestion, or gridlock, at LOS F). The LOS concept is useful in planning because it leads to the development of LOS goals and the discussion of how much the community wants to spend on its roadway system versus how much congestion is willing to tolerate to keep road construction and maintenance costs down. Generally, communities should strive to maintain most of their roadway system at LOS C and D. Although driving on roadways with service levels at A or B it is certainly more pleasant for motorists, the cost to the community in terms of tax dollars and stress on the environment makes such a goal unrealistic. Sometimes, it is preferable to ask the community to tolerate LOS E or F – provided these situations exist only for brief periods and do not create unsafe situations for motorists or jeopardize the safety or security of the community as a whole.



Generally, in smaller urban areas such as the Stateline Area, roadways experience congestion or low LOS (D, E, or F) during peak hour travel times. Two LOS maps from the LRP are included in this sum-

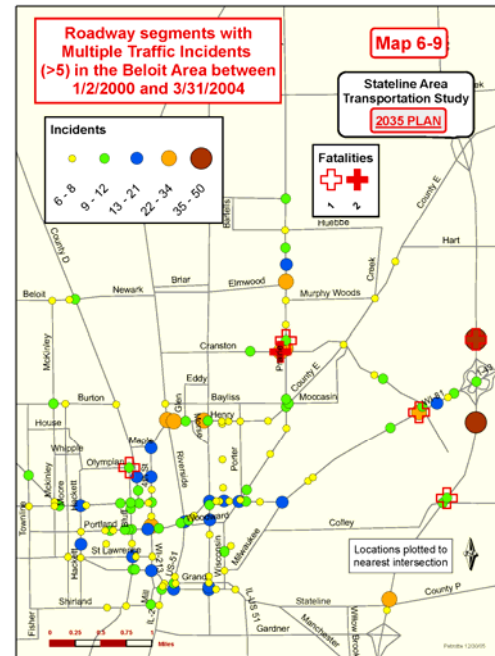
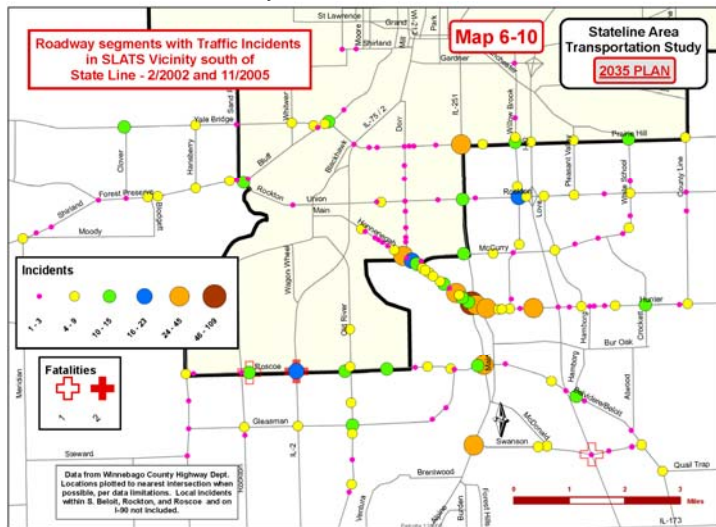


mary. Map 6-7a, compiled from a run of the RATS Model, shows the model-estimated LOS on Stateline roads under conditions existing around the Year 2000. Map 6-8b, compiled from a run of the SLATS Model, shows expected LOS conditions on Stateline Area roads in the Year 2035, after all currently programmed projects and other projects currently under study have been constructed. Additional illustrations of other model runs are included in the LRP.

In fact, most Stateline roadways have very little congestion and fall into the A or B categories. The most significant roadway capacity situation in the Stateline Area, both now and in the future, is the I-39/90 Interstate freeway. It appears the freeway needs to be expanded to 6 or possibly 8 lanes to handle the traffic likely to materialize during the planning period. Additional analysis is underway.

Overall, the other parts of the Stateline road system provide very good service with points of major congestion limited primarily to the intersections of heavily traveled arterials only at peak hour travel periods. These situations are, however, being exacerbated by new developments and the resulting traffic increases. It appears from the models that some of these congested situations could be relieved by the construction of new major road linkages. Many, however, must be dealt with by intersection improvements, or must simply be tolerated.

Another major indicator of roadway inadequacy is the frequency and severity of traffic incidents (crashes, injuries, and fatalities) occurring from throughout the system. As part of the LRP update, a brief examination was made of readily available incident statistics. The results are presented in Chapter 6 and two of the maps from that analysis are included in this summary.



In the Stateline Area, the traffic incident situation appears to correlate with the results of the traffic simulation models.

Generally, more incidents occur on those roadway segments or intersections where the level of congestion appears high. Sufficient time was not available to fully evaluate the data and to compare the incident data with actual traffic volume data. Such a comparison is advised because a high traffic incident situation in a low traffic volume location would warrant special attention. In summary: (1) traffic incidents should be an area of focus as roadway improvements are prioritized in the Stateline Area, (2) further study of traffic incident data is recommended, and (3) the results of the incident studies should be coupled with the testing of improvement alternatives via the traffic simulation models.

A number of major roadway additions or expansions were tested through the traffic simulation models. These are discussed in Chapter 6. All have some positive impacts. However, at the time of this plan preparation, sufficient time was not available to fully evaluate or prioritize these considered improvements. Further evaluation is advised. At this time, the LRP can only pose these proposed improvements for prioritization as part of the SLATS TIP Project Selection Process.

If further study confirms that future roadway improvements, therefore, should focus on improving the carrying capacity and safety of intersections, this can be addressed through traditional intersection improvement projects and/or the use of new technology – intelligent transportation solutions designed to better coordinate traffic movements.

A short section of Chapter 6 is devoted to “intelligent transportation” techniques. These new techniques should be monitored and deployed where appropriate and in concert with national, State and regional standards (known as the ITS Architecture). In that regard, the LRP also supports ITS Architectures developed for north-central Illinois and south-central Wisconsin and the work of the Beloit-Janesville-

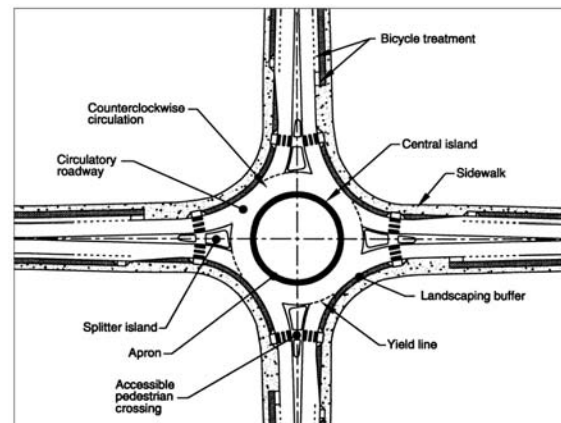
Rockford Arterial Management Workgroup (in particular, the Interstate Alternative Route Operations Guide, recently developed). Other ITS-related efforts supported by the Plan include efforts toward:

1. A Traffic Management and Maintenance Control Center to coordinate incident response.
2. An Interstate Traffic Monitoring and Traveler Information system.
3. Advanced Signal Operations/Coordination and Street Traffic Monitoring efforts.
4. Agency Data Sharing.
5. Winter Weather Maintenance Enhancement.
6. Arterial Dynamic Message Signs and Dynamic Trailblazer Signing.
7. Construction Work Zone Safety, Traffic Monitoring and Traveler Information.
8. Advance Rail Crossing Notification System.
9. Supplemental Emergency Vehicle Traffic Signal Preemption.

Another approach suggested in the Plan for dealing with intersection problems is the use of roundabouts. Recent advances in roundabout design have greatly improved their ability to safely convey large volumes of traffic across roadway intersections. Roundabouts are being used successfully in many other parts of the United States and Europe. They are frequently safer than traditional at-grade intersections from the standpoint of head-on and t-bone collisions. They are often cheaper to construct than sophisticated signalized systems and cheaper to maintain in the long term.

Exhibit 1-1. Drawing of key roundabout features.

- Splitter islands have multiple roles. They:
- Separate entering and exiting traffic
 - Deflect and slow entering traffic
 - Provide a pedestrian refuge



Proposed improvements to the higher level roadways (collector, arterial and above) in the Stateline Area are discussed in the LRP from three categories.

- What is currently programmed in the area's Transportation Improvement Program.
- What is currently under study (i.e., is strongly being considered).
- What is needed as the area proceeds to full build-out.

Each of these three categories is also considered from the perspective of what is financially feasible.

With regard to the first, all projects currently listed in the area's most recent Transportation Improvement Program are considered to be both fully justified and financially feasible. The projects included in this category are listed in Chart 6-21, on the following page. Note that three projects are included in this Chart that have been shuffled from year-to-year in the SLATS TIPS for the last 5-10 years. These are projects to improve I-39/90 both north and south of the State line and projects to improve IL-2 between Rockford and Rockton. These projects have been long-deemed as worthwhile / justified projects. Their delay has resulted from their large cost, problems with securing / juggling sufficient funds for their implementation, and concerns raised about expanding their scopes or evaluating alternatives.

SLATS Highway & related Improvement Projects 2007 thru 2011											Chart 6-21			
State	Lead Agent	Year	Extent or Description	Structure Type	Expand or Preserve	Proj Phase	Fed \$1000	Fed Source	State \$1000	State Source	Local \$1000	Local Source	Total \$1000	Row#
IL	IDOT	07 to 11	DISTRICT-WIDE RR SAFETY (1/10th of District-wide amt in TIP X 5 yrs)	<>	P	<>	113	RR-Saf	13		0		\$125	1
IL	IDOT	07 to 11	DISTRICT-WIDE SAFETY (1/10th of District-wide amt in TIP X 5 yrs)	<>	P	<>	708	HES	177		0		\$885	2
IL	IDOT	07	IL-75, Rock River to IL-2 in Rockton	Road	P	Utility	0		300		0		\$300	3
IL	IDOT	07	IL-75, Rock River to IL-2 in Rockton	Road	P	PE	0		0		0		\$-	4
IL	IDOT	07	IL-75, Rock River to IL-2 in Rockton	Road	P	Const	4,200	NHS	1,050		0		\$5,250	5
IL	IDOT	07	IL-75, Rock River to IL-2 in Rockton	Road	P	ROW	0		250		0		\$250	6
IL	IDOT	07 to 11	IL-2, Latham to Rockton (Note 1)	Road	E	Const	0		20,000	IDOT	0		\$20,000	7
IL	IDOT	07 to 11	I-39/90, Wis to Rockton Rd (Note 1)	Road	E	Const	25,600	NHS	6,400	IDOT	0		\$32,000	8
IL	S Beloit	07 to 11	ANNUAL MAINT. (TIP amt X 5)	Road	P	PE	0		0		40	SB	\$40	9
IL	S Beloit	07 to 11	ANNUAL MAINT. (TIP amt X 5)	Road	P	Const	0		0		500	SB	\$500	10
IL	V Rockton	09 to 11	Main St, IL-2 to Bridge St	Road	P	PE	25	STP-U	0		6	VR	\$31	11
IL	V Rockton	09 to 11	Main St, IL-2 to Bridge St	Road	P	Const	314	STP-U	0		78	VR	\$392	12
IL	V Rockton	07	Race Street, Union St to Main St	Road	P	PE	28	STP-U	0		7	VR	\$35	13
IL	V Rockton	07	Race Street, Union St to Main St	Road	P	Const	348	STP-U	0		87	VR	\$435	14
IL	Winn Co	07	Hononegah Rd, Checkerberry to West End	Road	E	Const	0		0		2,200	WC	\$2,200	15
IL	Winn Co	07	Rockton Rd, I-39/90 to IL-251	Road	E	Const	0		0		1,600	WC	\$1,600	16
IL	Winn Co	07	Willowbrook Rd, at Prairie Hill Rd Intersection	Road	P	Const	0		0		2,400	WC	\$2,400	17
WIS	COB	09 to 11	Annual Overlay Prog. (TIP amt X 5)	Road	P	Const	0		0		1,750	COB	\$1,750	18
WIS	COB	07	Freeman Prky, WI-81 to Hart Rd	Road	E	Const	0		0		1,605	COB	\$1,605	19
WIS	COB	08	Freeman Prky, WI-81 to Hart Rd	Road	E	Const	0		0		1,200	COB	\$1,200	20
WIS	COB	09 to 11	Freeman Prky, WI-81 to Hart Rd	Road	E	Const	0		0		2,905	COB	\$2,905	21
WIS	COB	07	Gateway Blvd, Eagle's R to Hart and to Cty X	Road	E	PE	375	DEMO	0		125	COB	\$500	22
WIS	COB	08	Gateway Blvd, Eagle's R to Hart and to Cty X	Road	E	PE	5,238	DEMO	0		1,062	COB	\$6,300	23
WIS	COB	07	Inman Parkway, Prairie Av to Shopiere Rd	Road	E	PE	0		0		80	COB	\$80	24
WIS	COB	08	Inman Parkway, Prairie Av to Shopiere Rd	Road	E	PE	0		0		80	COB	\$80	25
WIS	COB	08	Inman Parkway, Prairie Av to Shopiere Rd	Road	E	ROW	0		0		410	COB	\$410	26
WIS	COB	09 to 11	Inman Parkway, Prairie Av to Shopiere Rd	Road	E	Const	0		0		5,515	COB	\$5,515	27
WIS	COB	09 to 11	Lathers Rd Bridge over 1-43	Brdg	E	Const	0		1,768	WDOT	442	COB	\$2,210	28
WIS	COB	07	Riverside Dr (US-51), Emerson to Henry	Road	P	PE	0		50	WDOT	17	COB	\$67	29
WIS	COB	07	Riverside Dr (US-51), Emerson to Henry	Road	P	Const	1,738	STP-FLX	833	WDOT	0	COB	\$2,571	30
WIS	COB	09 to 11	Shopiere Rd, Henry Av to Prairie Av & Royce	Road	P	PE	0		0		165	COB	\$165	31
WIS	COB	09 to 11	Shopiere Rd, Henry Av to Prairie Av & Royce	Road	P	Const	0		0		810	COB	\$810	32
WIS	COB	09 to 11	Willowbrook Rd, Colley to Milwaukee Rd	Road	E	PE	0		0		105	COB	\$105	33
WIS	COB	09 to 11	Willowbrook Rd, Colley to Milwaukee Rd	Road	E	Const	0		0		1,164	COB	\$1,164	34
WIS	COB	09 to 11	Willowbrook Rd, Stateline to Colley Rd	Road	E	PE	0		0		70	COB	\$70	35
WIS	COB	09 to 11	Willowbrook Rd, Stateline to Colley Rd	Road	E	Const	0		0		918	COB	\$918	36
WIS	COB	07	Wisconsin Av, Woodward to Henry	Road	P	Const	0		0		1,300	COB	\$1,300	37
WIS	Rock Co	07	Cnty S, IH90 to E limits of Shopiere	Road	P	PE	46	STP-R	0		11	RC	\$57	38
WIS	Rock Co	07	Cnty S, IH90 to E limits of Shopiere	Road	p	Const	533	STP-R	0		133	RC	\$666	39
WIS	Rock Co	07	Cnty S, Murphy to Hart & Bridge	Road	P	Const	2,112	BR	0		520	RC	\$2,632	40
WIS	Rock Co	08	Lathers Rd Bridge over Turtle Creek	Brdg	P	Const	0		240	WDOT	60	RC	\$300	41
WIS	Rock Co	07	Shopiere Rd, Hart to I-39/90	Road	P	Const	1,129	STP-R	0		282	RC	\$1,411	42
WIS	Rock Co	07	St. Lawrence Rd Bridge	Brdg	P	Const	115	BR	0		29	RC	\$144	43
WIS	Rock Co	07	Yahara Brdg on Cnty P	Brdg	P	Const	165	BR	0		41	RC	\$206	44
WIS	T Beloit	07 to 11	ANNUAL MAINT. (TIP amt X 5)	Road	P	PE	0		0		40	TB	\$40	45
WIS	T Beloit	07 to 11	ANNUAL MAINT. (TIP amt X 5)	Road	P	Const	0		0		500	TB	\$500	46
WIS	Turtle	07 to 11	ANNUAL MAINT. (TIP amt X 5)	Road	P	Const	0		0		430	TT	\$430	47
WIS	WDOT	07	Henry Av Brdg over Rock River	Brdg	E	PE	0		115	WDOT	0		\$115	48
WIS	WDOT	09 to 11	WI-81 Beloit West Side Bypass	Road	E	PE	0		175	WDOT	0		\$175	49
WIS	WDOT	09 to 11	WI-81 Beloit West Side Bypass	Road	E	ROW	0		1,700	WDOT	0		\$1,700	50
WIS	WDOT	09 to 11	I-39/90 Expansion from Stateline north thru SLATS (see Note 2)	Road	E	Const	24,000	NHS	6,000	WDOT	0		\$30,000	51
51		SLATS TOTALS				66,786		39,071		28,687		\$134,544		
17		Illinois-side Totals		\$ Sums		31,335		28,190		6,918		66,443		
34		Wisconsin-side Totals				35,451		10,881		21,769		68,101		
Source: SLATS FY 2006 Transportation Improvement Program														
Note 1: Projects in 06 TIP but not funded -- assume will be funded 07-11														
Note 2: Project not yet in TIP but considered so likely that it is included in this list.														
Note 3: Bike / Pedestrian and other enhancement projects are not included.														

Projects currently under study and being strongly considered are listed in Chart 6-22 below. These projects are endorsed by the LRP but are recommended for further study to determine if all are needed and/or when or in what sequence they should be best implemented. The LRP also recommends that other alternates capable of accomplishing similar traffic congestion reductions should also be considered eligible for consideration. Given area funding forecasts (to be discussed below), all of these projects are potentially possible within the timeframe of this plan.

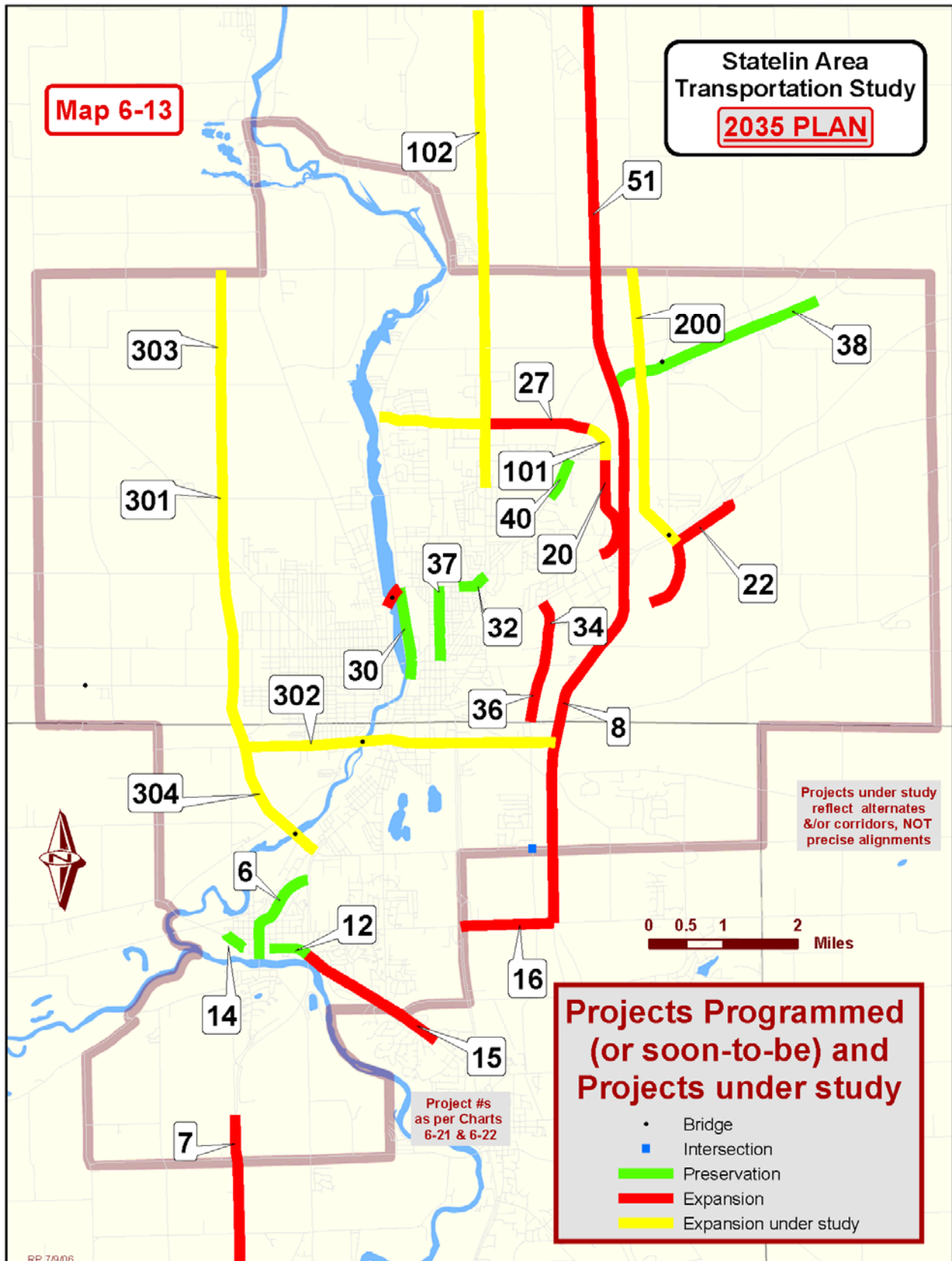
Projects currently programmed (Chart 6-21) and projects under study (Chart 6-22) are illustrated on Map 6-13 on the following page.

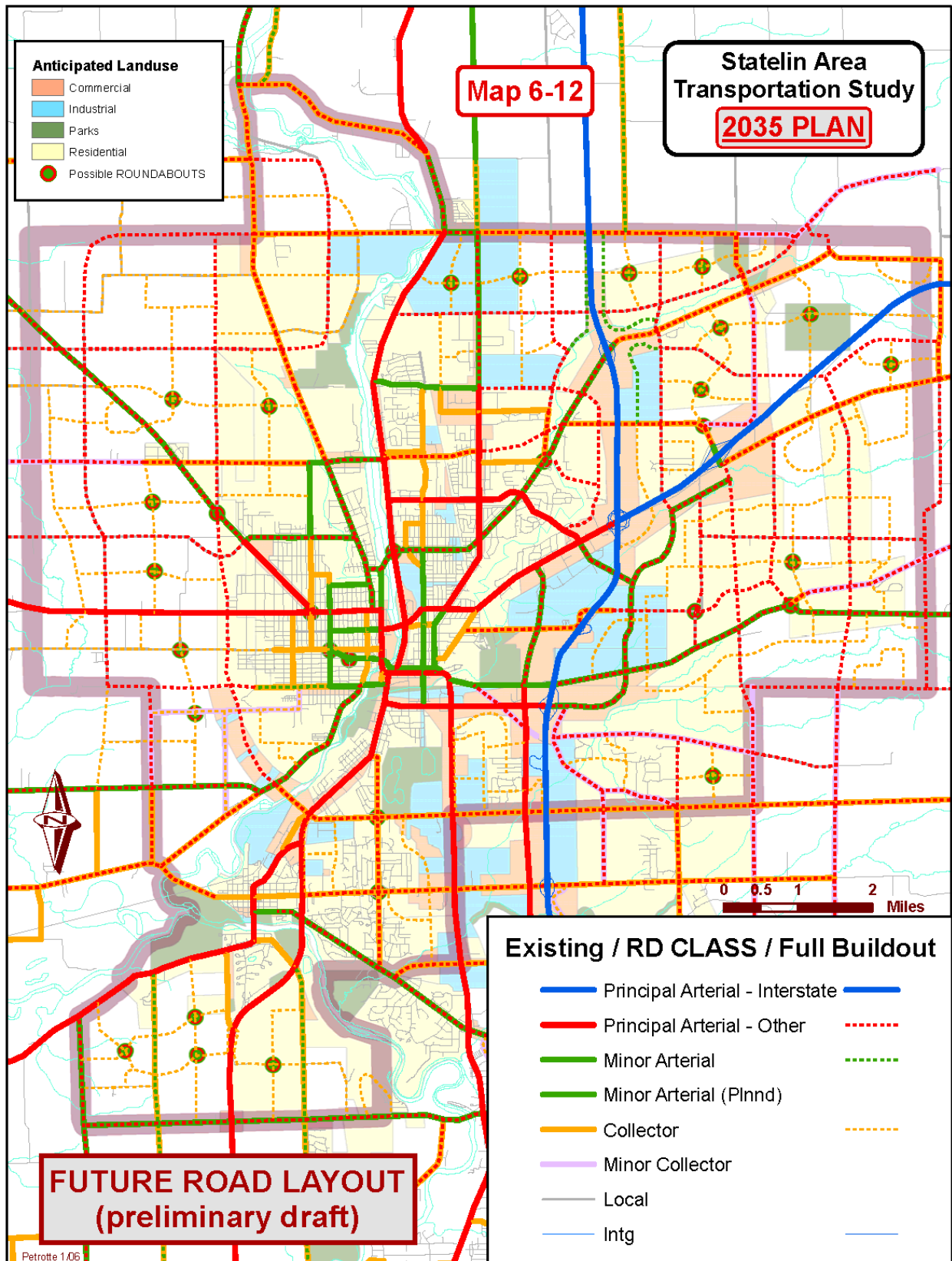
Major Expansion Projects Under Study in the Stateline Area						Chart 6-22			
#	Lead Agency	Project	Description	Est Cost Millions	Sources	%WIS	%ILL	WIS	ILL
1a	TBD	Inman / Cnty G Expansion	New east-west road from US-51 to Freeman Prky	\$2.7	TBD (Fed, State, & Local)	100%	0%	\$ 2.65	
1b	TBD	Further Cnty G Expansion	Northward to Janesville area	\$4.0	TBD (Fed, State, & Local)	100%	0%	\$ 4.00	
2	City of Beloit or Turtle Twp	Lathers Rd Expansion	New north-south 4-lane road from Eagles Ridge to Town Line Rd	\$4.9	TBD (Fed, State, & Local)	100%	0%	\$ 4.93	
3a	WisDOT / IDOT / TBD	WI-81 / 213 By Pass Alternates -- New 4-lane road	Nye School Rd, Stateline to WI-213	\$2.5	TBD (Fed, State, & Local)	50%	50%	\$ 2.64	\$ 2.64
3b			Fisher Rd, Ny School to I-39/90	\$6.9					
3c			Nye School Rd, WI-213 to Town Line Rd	\$4.0					
3d			Nye School to Prairie Hill to I-39/90	\$7.7					
4	Varied	Further Modeling Studies and Planning Studies to determine the exact purpose, need, scope, and priority of other future projects in the Stateline Area	Projects listed above in this Chart	\$3.0	TBD (Fed, State, & Local)	50%	50%	\$ 1.50	\$ 1.50
	Potential projects illustrated in Map 6-12 (Total Buildout in the Stateline Area)								
	Potential capacity expansion north-south corridor alignment planning studies east of I-39/90, connecting Illinois & Wisconsin								
Total using average of WI-81 ByPass alternates				\$19.86				\$15.72	\$ 4.14

In addition to the above projects, it should be obvious that if the Stateline Metropolitan Area were to fully develop (i.e., convert all lands currently in agricultural use to residential, commercial, or more intense industrial uses), a vastly expanded roadway system will be needed to accommodate the traffic generated by those new uses. That such build-out will occur during the timeframe of this LRP is regarded as possible, but improbable. Nevertheless, for the sake of efficient and cost-effective roadway layout design, such a full build-out must not be ignored by the LRP. To do so would permit sporadic unplanned land developments to pre-empt the planning and implementation of a compact roadway system – to the detriment of efficient transportation in the Stateline Area in the long-term future. In recognition of this long-term concern, Map 6-12 was developed. Map 6-12 is to be regarded as a preliminary draft – with the LRP recommendation that concerted efforts be devoted to refining and finalizing this roadway layout by the SLATS Technical Committee in the near future. (In this summary, Map 6-12 follows Map 6-13.)

Map 6-13

**Statelin Area
Transportation Study
2035 PLAN**





In accordance with Federal guidelines, a Financial Element must be developed that indicates what parts of the LRP are implementable given reasonable expected funding during the term of the plan. Extensive efforts were put forth as part of Chapter 6 to determine the funding likely to be available. This was then compared to the projects programmed and the projects under study. The conclusion of this analysis is that all projects programmed and under study are implementable. Projects suggested under full build-out (Map 6-12) were not fully scoped or cost-estimated. Many of the build-out projects (at the collector road level) will be borne by developers as part of the cost of development. Additional arterial improvements will be scoped and cost-estimated after Map 6-12 is refined and finalized or if and when their need becomes more apparent.

It is also important to note that the LRP recognizes the need to adequately and cost-effectively maintain and operate its existing transportation system. Long term maintenance and short-term operation and maintenance are considered to have priority over system expansion. This is reflected in the Summary Financial Plan (on the following page). Also reflected in the Summary Financial Plan are the financial aspects of the Bike & Pedestrian and Transit Elements of the LRP.

Summary Financial Plan					Chart 7-1		
Element / Description	FUNDING FORECASTS		FUNDING PROGRAMMED or BEING CONSIDERED FOR A USE		Illustrative & Other Possible Projects		Comments
	Avg Annual	30-year Total	Avg Annual	30-year Total	Avg Annual	30-year Total	
A. ROADWAYS							ALL FUNDING IN \$MILLIONS
Forecasted Funding	\$21.004	\$630.105					Primarily from Charts 6-19 & 6-20; derived from Charts 6-14a-d, 6-15, 6-16a, & 6-18.
Preservation 74%	\$15.554	\$466.632					
Expansion 26%	\$5.449	\$163.473					
FY06 TIP, 48 Projects FY07-11			\$4.485	\$134.544			From Chart 6-21. Source: SLATS FY 2006 TIP.
Preservation 18%			\$0.790	\$23.692			
Expansion 82%			\$3.695	\$110.852			
Projects Under Consideration (3 - 7 Projects)					\$0.662	\$19.858	From Chart 6-22. Selection will be part of TIP Development Process and further analysis via the Traffic Simulation Model.
Preservation 0%					\$0.000	\$0.000	
Expansion 100%					\$0.662	\$19.858	
Illustrative Projects					\$15.857	\$475.704	Projects to be considered from Map 6-12, when finalized, progress & selection will depend on rate of growth & other factors in the Planning Process
Preservation 93%					\$14.765	\$442.941	
Expansion 7%					\$1.092	\$32.764	
B. BIKE & PEDESTRIAN SYSTEM							
Forecasted Funding	\$0.418	\$12.540					See Chart 5-6 & 5-7. Plan is for nearly all enhancement funding will be devoted to improving B&P.
1st Priority Projects			\$0.418	\$6.753			Chart 5-7. Approximately 17 years to accumulate funding to implement all 1st Priority projects.
2nd & 3rd Priority Projects					\$0.193	\$5.788	See original Bike & Pedestrian System Plan adopted by SLATS. Regarded as Illustrative Projects, at this time.
Maintenance of System	Adequate funding for normal maintenance of B&P system to come primarily from local sources and included in Part E below. Maintenance of the existing system to take precedence over system expansion and special or unusual maintenance situations may necessitate delay of expansion projects.						
C. TRANSIT (BTS) (WISCONSIN-SIDE)							
Operating Funds	\$1.538	\$46.140					See Charts 4-3 & 4-4.
Capital Equipment Funds	\$0.435	\$13.048					
Operating Needs -Min Viable			\$1.538	\$46.140			No service expansion planned at this time. See Charts 4-3 & 4-4
Capital Needs -Min Viable			\$0.435	\$13.048			
Capital Expenses - Optimal for Continued Current Level of Service					-\$0.127	-\$3.818	Revenue sources being actively sought.
Operating & Capital Expenses for Service Expansions							To be determined as part of the next BTS Transit Development Plan in 6- 7 years
D. TRANSIT (ILLINOIS-SIDE)							
Estimated cost of operating fixed-route and complimentary paratransit service from Rockford to Beloit via services contracted from RMTD					\$0.734	\$22.028	Based on Estimate provided by RMTD in Fall 2005 plus additional 10% for paratransit needs. See Chart 4-2.
Possible Funding (operating)	\$0.734	\$22.028					Assumes the area becomes fully qualified for Federal & State funding and local jurisdictions of Rockford, Machesney Park, Roscoe, Rockton & Beloit participate. See Chart 4-2.
Likely Federal & State	\$0.538	\$16.135					
Additional Local & farebox	\$0.196	\$5.892					
Additional available (Cap/Op)	\$0.812	\$0.812					Accumulated Fed & State match. Chart 4-2.
E. GENERAL OPERATIONS & MAINTENANCE EXPENSES / FORECASTS							
Highway & Pathway anticipated Revenus & Expenses	\$6.524	\$212.381	\$6.524	\$212.381			Will increase proportionately if land use changes & growth accelerate. Source: Chart 6-25; Transit O&M included in Operating above.
30-Yr Totals - All Modes & needs		\$937.054		\$412.865		\$519.558	

OTHER ITEMS OF THE LRP DESERVING SPECIAL MENTION IN THIS SUMMARY INCLUDE PUBLIC PARTICIPATION, ENVIRONMENTAL JUSTICE, AND ENVIRONMENTAL AWARENESS.

While the SLATS Policy and Technical Committees will make the final decisions, these committees actively seek public involvement in the transportation planning process concerning programs, projects, and activities in general. The public is encouraged to be fully integrated into the decision making process, and is given the opportunity for early and continuous participation in the development of the Long-Range Plan and significant strategies and policies.

It is the policy of SLATS through the Public Participation Plan (PIP) adopted March 14, 2005, to assure there is a broad range of public information and participation opportunities available. The PIP addresses:

- The dissemination of proposals and alternatives,
- A process for written and oral comments,
- Public meetings after official notice,
- Settings to encourage open discussion,
- Communication programs incorporating education and outreach activities,
- Information services, and
- Consideration of and response to public comments.

The intent of the PIP is to include all the citizens of the region as possible in the process of setting goals, establishing policy, planning long and short-range agendas, and evaluating the achievements of SLATS. As people become more involved by offering ideas, sharing in the development of proposals and programs, and assisting in the decision making process, they will be inclined to accept ownership and understanding of these policies, plans, programs, and projects. This is what is referred to as "context friendly solutions" and should result in greater public acceptance of the SLATS recommendations and decisions.

As recognized and adopted through the SLATS PIP, federal law requires that the public be: 1) offered the opportunity, and 2) encouraged to become involved in the SLATS planning activities and in particular the development of the Long-Range Plan.

Also, the laws and guidelines pertaining to "Environmental Justice" are recognized and adopted by SLATS in the PIP and the LRP. Programs, policies, and activities that have disproportionately high and adverse human health or environmental impacts on minority and low-income populations are not appropriate. The projects, programs, and policies of the LRP must also benefit proportionately, over time, the more disadvantaged segments of the population of the Stateline Area.

Proactive public involvement is critical in addressing all these issues since transportation investment decisions and policies have far-reaching effects. Planning decisions, such as those found in the SLATS documents including the LRP, require that SLATS considers a wide variety of factors, many of which reflect community values and are not easily quantifiable. Public input assists the MPO in identifying those community values such as preserving the environment and addressing economic concerns, as well as identifying specific transportation needs and problems.

Public involvement goals and objectives affect the SLATS choice of techniques and the level of public involvement found in this plan. Those choices will, in turn, send a message to the public on how the MPO wants to be seen and viewed as a public body. The Stateline Area Transportation Study involves the participation of interest groups, organizations, governments, and citizens to build a consensus for addressing area-wide and regional transportation issues. In the near future, the Public Involvement Plan of SLATS will be expanded even further to include all people, groups, and stakeholders recognized by the new Federal guidelines put forth in accordance with SAFETEA-LU.

Finally, conservation of the area's natural resources and natural environment is important to the Stateline community and recognized in the LRP. Preservation of irreplaceable natural resources that are essential parts of the area's natural ecosystem must be considered in the transportation planning process. Future transportation improvements will not be planned or programmed without consultation with area entities supporting the protection of the natural environment. The selection of transportation projects will consider the effects to the human and natural environment. To address environmental concerns, project scope changes and/or mitigation efforts may be applied.