

**Stateline Area Transportation Study
2040 Long Range Transportation Plan
Potential Transportation Improvements Survey
Summary of Survey Results**

July 2016

The following provides a brief summary of the SLATS 2040 LRTP potential transportation improvements survey. The survey was conducted between June 7, 2016 and July 11, 2016. A total of 67 individuals answered all, or some, of the questions. The survey was available on-line and the SLATS staff also emailed the survey link directly to existing email distribution lists. This included a tailored email to social service agencies and to environmental agencies/groups. It is important to note that the survey is not intended to be a statically valid survey. Instead, the survey responses provide general information that will be used, as appropriate, to inform the LRTP analysis. The survey responses are broken-down by question in the following sections.

NOTE: Due to rounding, percentages in the table may not always total 100.0%.

1. What is the zip code for where you live?

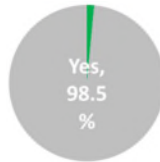
Zip Code	Total	%
53511	40	59.7%
61080	6	9.0%
61073	5	7.5%
61072	3	4.5%
61107	2	3.0%
53150	1	1.5%
53512	1	1.5%
53545	1	1.5%
53563	1	1.5%
53708	1	1.5%
53711	1	1.5%
60091	1	1.5%
61024	1	1.5%
61103	1	1.5%
61204	1	1.5%
62667	1	1.5%
	67	

2. What is the zip code for where you work?

Zip Code	Total	%
53511	36	55.4%
61072	5	7.7%
61080	5	7.7%
61073	3	4.6%
53545	2	3.1%
53589	2	3.1%
53547	1	1.5%
53708	1	1.5%
53718	1	1.5%
60091	1	1.5%
61024	1	1.5%
61103	1	1.5%
61107	1	1.5%
61107	1	1.5%
61109	1	1.5%
61114	1	1.5%
61204	1	1.5%
62702	1	1.5%
	65	

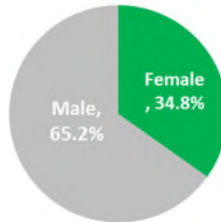
3. Do you own, or have access to, a vehicle on a regular basis?

	Total	%
No	1	1.5%
Yes	65	98.5%
	66	



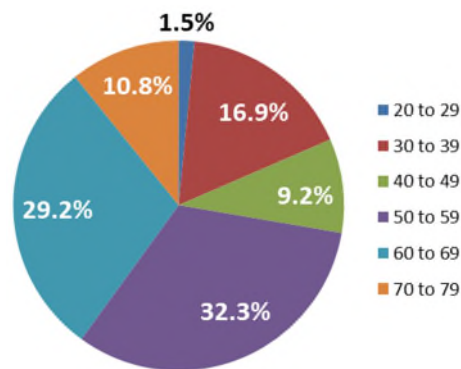
4. What is your gender?

Gender	Total	%
Female	23	34.8%
Male	43	65.2%
	66	



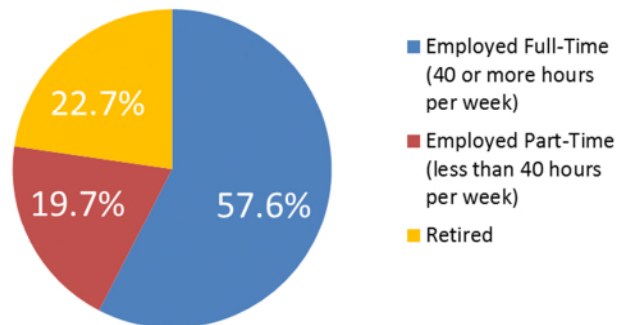
5. What is your age?

Age	Total	%
19 and Under	0	0.0%
20 to 29	1	1.5%
30 to 39	11	16.9%
40 to 49	6	9.2%
50 to 59	21	32.3%
60 to 69	19	29.2%
70 to 79	7	10.8%
80 years or over	0	0.0%
	65	



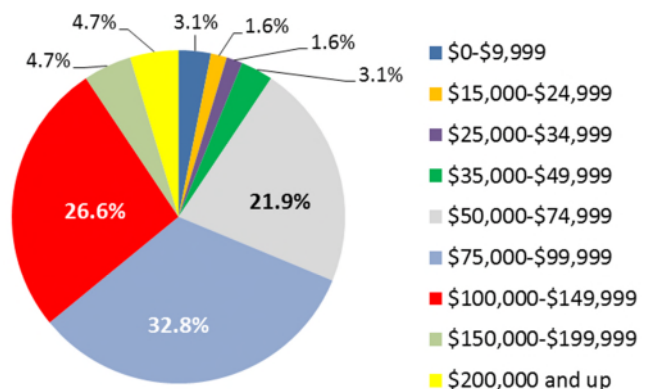
6. What best describes your current employment status.

Employment Status	Total	%
Employed Full-Time (40 or more hours per week)	38	57.6%
Employed Part-Time (less than 40 hours per week)	13	19.7%
Not in Labor Force – Not Seeking Employment	0	0.0%
Retired	15	22.7%
Stay At Home Parent	0	0.0%
	66	



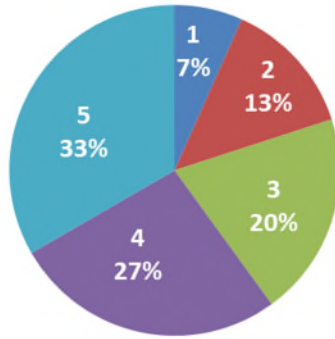
7. What is your approximate annual household income?

Annual Household Income	Total	%
\$0-\$9,999	2	3.1%
\$10,000-\$14,999	0	0.0%
\$15,000-\$24,999	1	1.6%
\$25,000-\$34,999	1	1.6%
\$35,000-\$49,999	2	3.1%
\$50,000-\$74,999	14	21.9%
\$75,000-\$99,999	21	32.8%
\$100,000-\$149,999	17	26.6%
\$150,000-\$199,999	3	4.7%
\$200,000 and up	3	4.7%
	64	



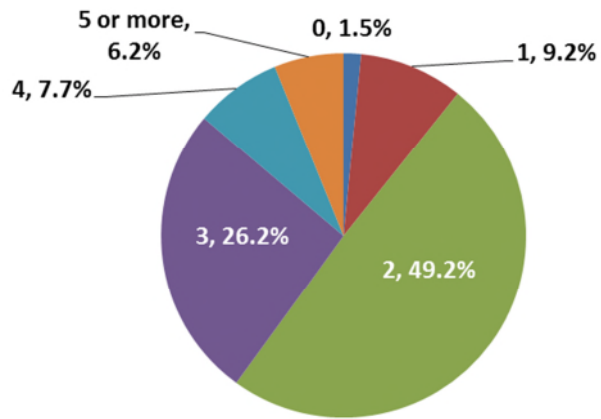
8. Including yourself, how many people live in your household?

HH Size	Total	%
1	9	13.6%
2	31	47.0%
3	14	21.2%
4	10	15.2%
5	2	3.0%
6 or more	0	0.0%
	66	
Average HH Size =		2.47



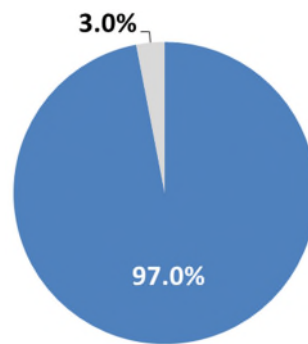
9. How many vehicles do you have at your household?

Autos	Total	%
0	1	1.5%
1	6	9.2%
2	32	49.2%
3	17	26.2%
4	5	7.7%
5 or more	4	6.2%
	65	
Autos per HH =		2.48



10. Does anyone in your household have any physical disabilities that require special transportation needs?

	Total	%
No	64	97.0%
Yes	2	3.0%
	66	



Open Ended Responses

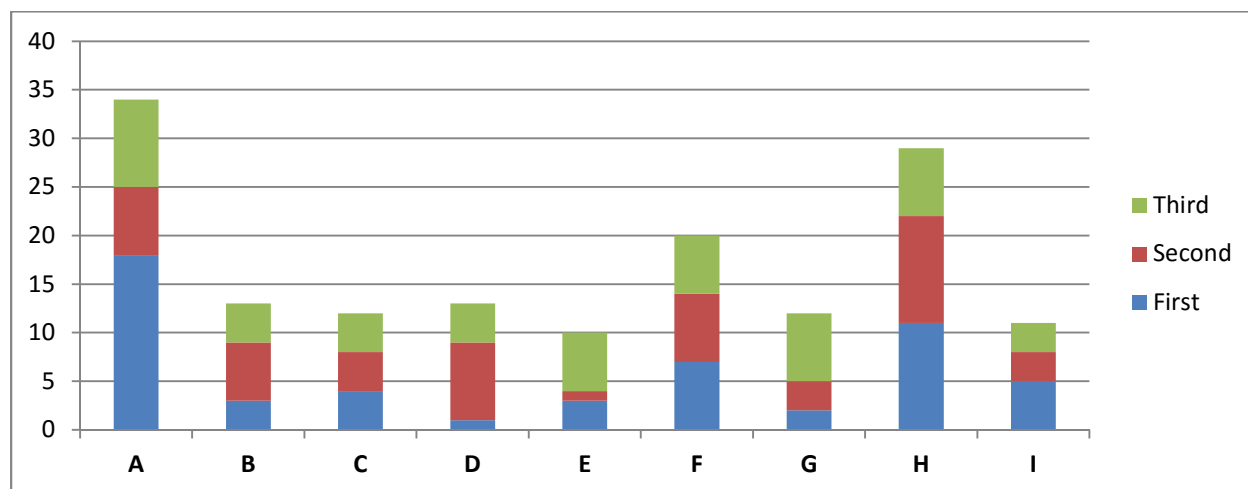
- None provided.

11. The following is a list of potential roadway improvements identified within the SLATS metropolitan planning area. Please rank what you would consider to be your top three roadway priorities. NOTE: The potential improvements were listed in random order in the survey.

Project Key for Graph (Letters reference table/graph below; Numbers reference projects...see next page for project map included with Survey)

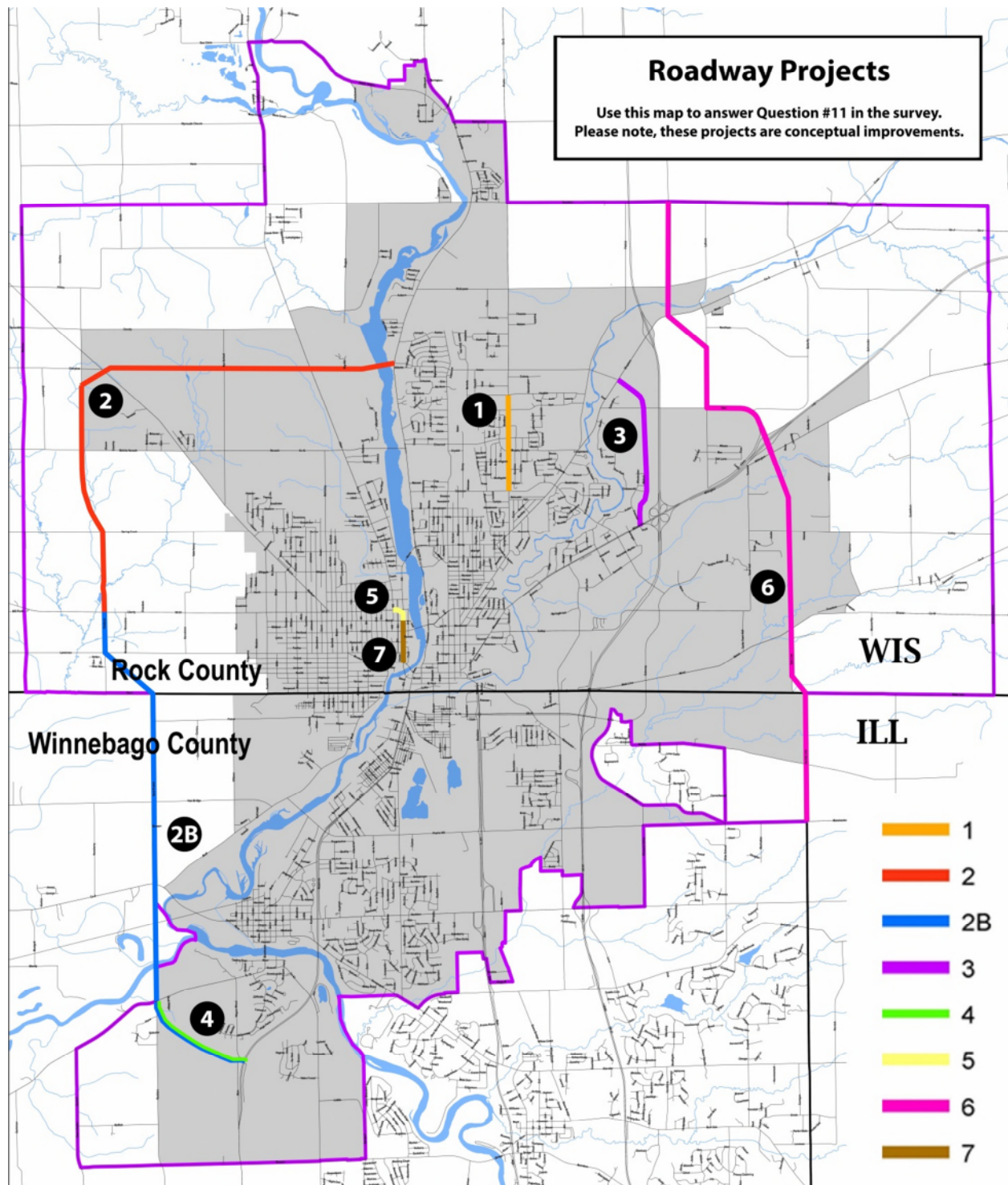
- A. 1a) Continuing improvements to Prairie Avenue (CTH G) from Huebbe Parkway south to Cranston Road similar to those completed north of Huebbe with 2 lanes, a center turn lane, intersection, bike, pedestrian and lighting improvements
- B. 2) Northwest loop connection from Highway 51 north of Beloit to Highway 81 west of Beloit
- C. 2b) Southwest loop connection from Highway 81 west of Beloit to Illinois 2 west of Rockton
- D. 3) Extension of CTH BT from CTH S (Shopiere Rd.) to Highway 81/Milwaukee Road along the west side of Interstate 39/90
- E. 4) Direct connection from Illinois 2 to Illinois 75 (Freeport Road) southwest of Rockton
- F. 5) Free flow curve at the intersection of Highway 81 (Liberty Avenue) and Fourth Street
- G. 6) Northeast loop connection from CTH J/Townline Road south to Manchester Road (eventually Elevator Road)
- H. 7) Re-configuring Fourth Street from W. Grand to Liberty to accommodate additional on-street parking, bike and pedestrian facilities
- I. Other (please describe in more detail in the following question)

KEY:	A	B	C	D	E	F	G	H	I
						5) Free flow curve at the intersection of Highway 81 and Fourth Street			
Priority	1a) Prairie Avenue improvements	2) Northwest loop connection	2b) Southwest loop connection	3) Extension of CTH BT from CTH S	4) Direct connection from Illinois 2 to Illinois 75		6) Northeast loop connection	7) Re-configuring Fourth Street	Other (see opened end responses)
First	18	3	4	1	3	7	2	11	5
Second	7	6	4	8	1	7	3	11	3
Third	9	4	4	4	6	6	7	7	3
	34	13	12	13	10	20	12	29	11
Priority									
First	52.9%	23.1%	33.3%	7.7%	30.0%	35.0%	16.7%	37.9%	45.5%
Second	20.6%	46.2%	33.3%	61.5%	10.0%	35.0%	25.0%	37.9%	27.3%
Third	26.5%	30.8%	33.3%	30.8%	60.0%	30.0%	58.3%	24.1%	27.3%



Map for Question #11

The following map was provided along with the survey to help answer question #11.



12. Please use the space below to provide additional comments regarding the potential roadway projects. You can also suggest additional projects that are not currently listed. If you ranked an "Other" project in the previous question, please describe the general location of the project and the transportation issue(s) it addresses.

NOTE: The following summarizes the open ended survey comments to question #12. Comments are unedited except for some minor spelling corrections. In total, 15 comments were received.

- I am an avid cyclist. Improving access to bike trails by bicycle, so that we don't feel we need to carry them with our cars to trail access points seems to me to be in line with the objectives of SLATS MPO. A couple of specific improves to access the Stone Bridge Trail: 1) I see from the "Stateline Area Bike and Pedestrian System Plan" that there is consideration for an extension of the trail along the existing railroad grade to Prairie Hill Road. A perhaps much less costly but equally effective improvement would be to make a connection to the frontage road west of 251 (Dearborn Ave) with a short trail across Rockton Rd and under the viaduct. 2) Along Gardner Street between Carpenter St and South Park Ave there is currently not even a continuous sidewalk on the south side of the street. Improving and completely a pedestrian/bike trail here could give the neighborhood south and west of the S Park/Gardner intersection and an increased portion of the Stateline area access to the frontage road and then Stone Bridge Trail.
- Something really needs to be done with Park Ave north of Cranston. There's so much traffic on it that sidewalks or at least bike lanes/actual shoulders are sorely needed. There needs to be more done with Inman, too, especially now that there's much more traffic with BT going through.
- The map shows 2b - a road through Nygren Wetland and past Rockton Bog. That would be a terrible idea from my perspective. We need to protect the few natural areas around here - the run-off, litter, noise pollution, wildlife corridor interruption, construction disruption, just aren't worth it.
- The Corps of Engineers will have no preference for pursuit of any of these projects. We will evaluate any submittal for necessary permits when received.
- Reconstruct Stateline Rd. from Willowbrook, West to Hwy 251 with bike lanes on both sides of the road. This is a very important arterial and connecting link that is heavily used by both motorists & bicyclists. This road is in very bad repair.
- Continuing to repave roads in poor condition and painting bike lanes to give bikers space on the road.
- Improved bicycle and pedestrians lanes throughout the city, but especially in the college park/historic district Beloit and the downtown/college area of Beloit.
- road diets wherever possible to allow for additional bike lanes for work commuting
- Henry Ave. is in desperate need of repair! And they keep patching small areas and that is not fixing the problem. Henry Ave is a main road and is used by a lot of people every day! The road is in terrible condition with pot holes, cracks, and bumps all over the place!
- Truck by-pass north around the city....diverting at Liberty Ave. prior to entry into Beloit .
- Develop a safe network of pedestrian and bike trails within the old city limits, connecting the downtown river path west and east through designated pedestrian/bike corridors using some lesser traveled streets other than downtown. East-West pedestrian/bike trail connections other than downtown are important as well.
- Projects 2 and 2b are a "new" attempt at a westside Beloit bypass. They are unacceptable. They were opposed for years and finally taken off long range transportation plans after 2009. Project 2b would cross the east side of Nygren Wetlands. This is unacceptable and unnecessary. Both Wisconsin and Illinois don't seem to have any money to take care of the existing roads, let alone build new ones.
- Close off Fourth Street between Burger King and the high school
- Projects 2b and 2 are totally unacceptable. These projects were opposed by the citizens. The last public meetings on either of these projects was in 2009(?), after which they were removed from any long range plans. Does history have to repeat itself for those who do not know their history?
- Item 1a) should extend to south of Shopier Road.

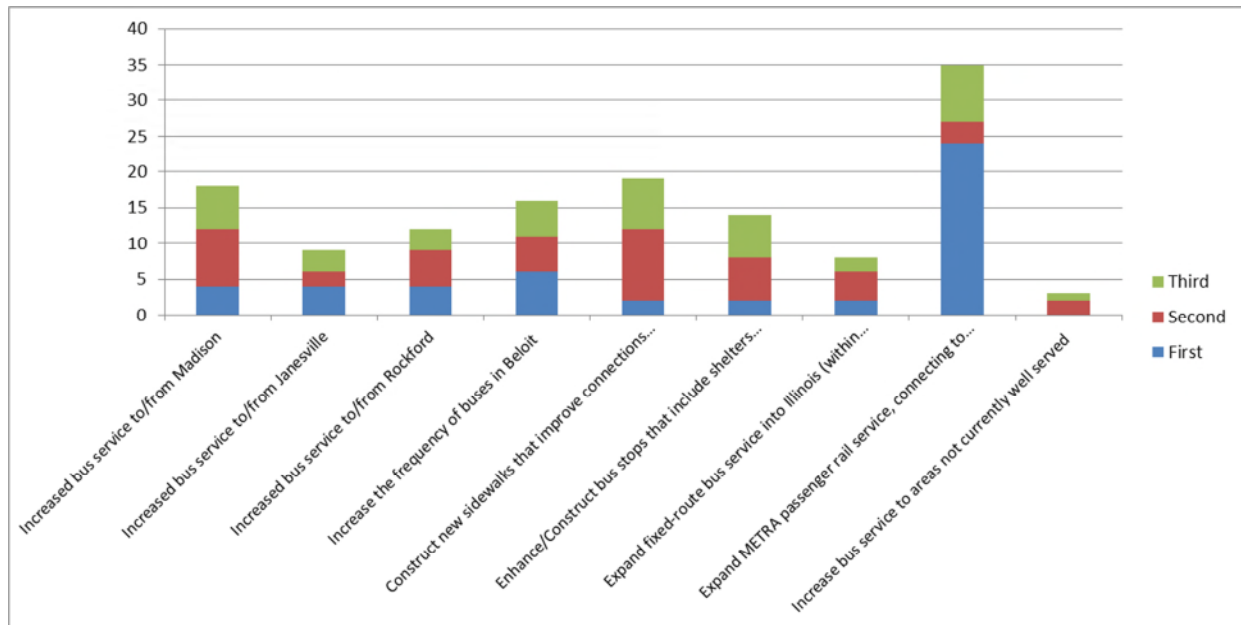
13. How frequently do you ride transit for the following trip purposes?

	Work / School	Shopping	Entertainment / Recreational	Medical Related	Other
Raw Total					
More than 5 times per week	0	0	0	0	0
3 to 5 times per week	1	0	0	0	0
1 to 2 times per week	1	1	0	0	0
1 to 3 times per month	1	2	3	1	2
0 to 1 time per month	0	0	0	0	0
Never Ride the Bus	51	51	51	53	47
	54	54	54	54	49
Percentage					
More than 5 times per week	0.0%	0.0%	0.0%	0.0%	0.0%
3 to 5 times per week	1.9%	0.0%	0.0%	0.0%	0.0%
1 to 2 times per week	1.9%	1.9%	0.0%	0.0%	0.0%
1 to 3 times per month	1.9%	3.7%	5.6%	1.9%	4.1%
0 to 1 time per month	0.0%	0.0%	0.0%	0.0%	0.0%
Never Ride the Bus	94.4%	94.4%	94.4%	98.1%	95.9%

NOTE: No chart provided, majority of survey respondents do not ride transit.

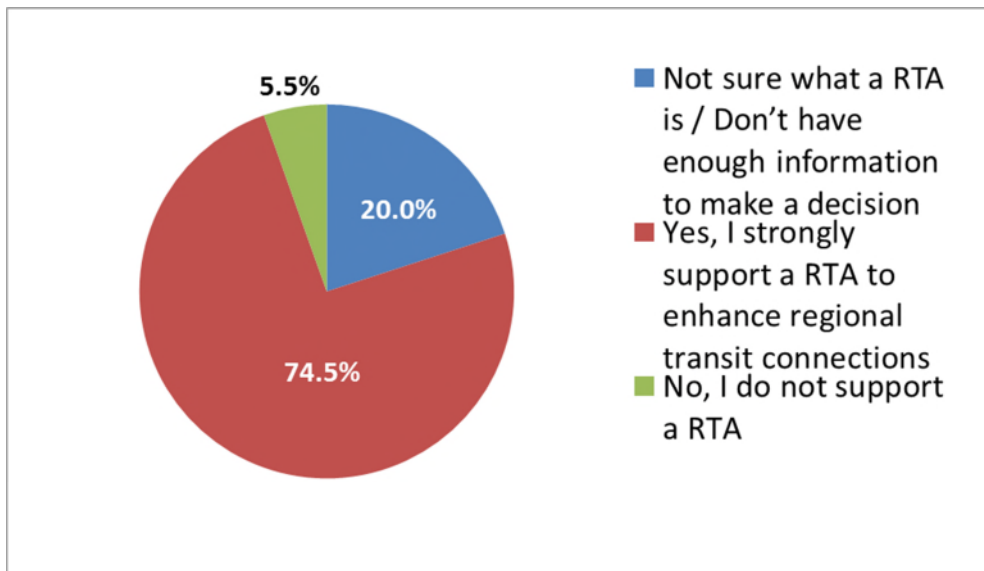
14. The following is a list of potential transit improvements, or service enhancements, within the metropolitan planning area. Please rank what you would consider to be your top three transit priorities. Even if you do not ride transit, you can still list your priorities, or you can skip to the next question. NOTE: The potential improvements were listed in random order in the survey.

Priority	Increased bus service to/from Madison	Increased bus service to/from Janesville	Increased bus service to/from Rockford	Increase the frequency of buses in Beloit	Construct new sidewalks that improve connections to bus stops	Enhance/Construct bus stops that include shelters with seating	Expand fixed-route bus service into Illinois (within the SLATS MPA)	Expand METRA passenger rail service, connecting to Chicago	Increase bus service to areas not currently well served
First	4	4	4	6	2	2	2	24	0
Second	8	2	5	5	10	6	4	3	2
Third	6	3	3	5	7	6	2	8	1
	18	9	12	16	19	14	8	35	3
Priority									
First	22.2%	44.4%	33.3%	37.5%	10.5%	14.3%	25.0%	68.6%	0.0%
Second	44.4%	22.2%	41.7%	31.3%	52.6%	42.9%	50.0%	8.6%	66.7%
Third	33.3%	33.3%	25.0%	31.3%	36.8%	42.9%	25.0%	22.9%	33.3%



15. The Beloit area is in close proximity to Rockford, Janesville, and Madison. As part of the LRTP planning process, and other planning studies, the need to enhance regional transit connections between Beloit and these areas has been identified as a potential transportation improvement. Establishing a Regional Transit Authority (RTA) is one mechanism that would allow for enhanced service operation, greater coordination, and potentially the ability to raise additional funding to support enhanced regional service. Would you be in favor of establishing a RTA in the Beloit region if it improved regional transit service?

	Count	Percentage
Not sure what a RTA is / Don't have enough information to make a decision	11	20.0%
Yes , I strongly support a RTA to enhance regional transit connections	41	74.5%
No , I do not support a RTA	3	5.5%
Total	55	



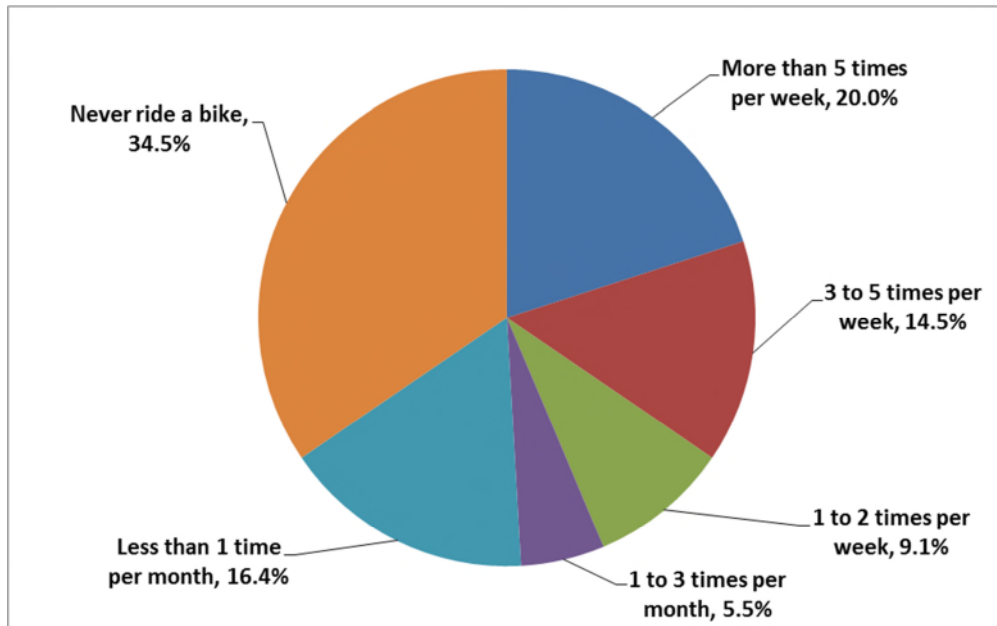
16. Please use the space below to provide additional comments regarding potential transit service improvements. You can also suggest additional transit service enhancement that are not currently listed. If you ranked an “Other” project for question #14, please describe the general location of the project and the transportation issue(s) it addresses.

NOTE: The following summarizes the open ended survey comments to question #16. Comments are unedited expect for some minor spelling corrections. In total, 7 comments were received.

- More train service would be very beneficial to living in this area. To Chicago, Madison and Milwaukee.
- Put bike racks on the front of buses.
- Regular routes to Rockford, Madison, and Janesville would help me be able to apply for internships and jobs and know that I have regular transportation options to get there, as I'm a student at Beloit College.
- Beloit's bus system is confusing, erratic and not well known by the general population.
- Bus service to Milwaukee would also increase Beloit's appeal as a residential community.
- Everything I need to access I access by car, as I live in a rural area. When I have to give up driving, I will consider using SMTD.
- No answers on question 14, because I do not use the bus service. For any good answer to question 15, I would need more specific details.

17. How often do you ride a bicycle within the Stateline Area?

	Total	%
More than 5 times per week	11	20.0%
3 to 5 times per week	8	14.5%
1 to 2 times per week	5	9.1%
1 to 3 times per month	3	5.5%
Less than 1 time per month	9	16.4%
Never ride a bike	19	34.5%
	55	

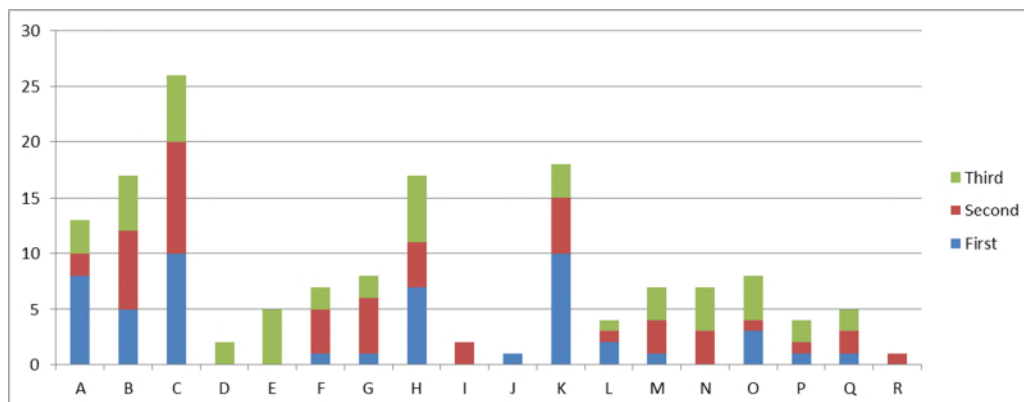


18. The following is a list of potential bicycle/pedestrian improvements within the metropolitan planning area. Please rank what you would consider to be your top three priorities. Even if you do not ride a bike, you can still list your priorities, or you can skip to the next question. NOTE: The potential improvements were listed in random order in the survey.

Project Key for Graph (Letters reference table/graph below)

- A. Construct new sidewalks along major existing roadways where sidewalk gaps exist
- B. Increase the number of on-street bike lanes on area roadways
- C. Construct bicycle paths within the urban area to better facilitate bicycle connections between communities and major destinations
- D. Provide bicycle parking at major destinations
- E. Install bike racks on buses to increase mobility options to area riders
- F. Improve the City Center Bicycle Link from the Turtle Creek Path in Beloit south to City Park/Dorr Rd. Path in South Beloit via the Wheeler Avenue Bridge
- G. Improve the City Center Bicycle Link from the Turtle Creek Path in Beloit south to City Park/Dorr Rd. Path in South Beloit via Park Avenue
- H. Bike connection from the Krueger Park/Burton Street area to the Big Hill Park area and eventually to Afton and the Peace Trail in Janesville
- I. Improve bike accommodations along Stateline Road (Hwy 67)
- J. Improve bike accommodations along Broad Street (4th Street to E. Grand Avenue)
- K. Improve bike and pedestrian accommodations along Cranston Road
- L. Improve bike and pedestrian accommodations along Highway 51 north of Henry Ave/Riverside Park
- M. Improve bike and pedestrian accommodations along Park Avenue
- N. Improve bike accommodations along Portland Ave. from Fourth Street to Riverside Drive and continue bike accommodations along White Avenue to Milwaukee Road
- O. Improve bike accommodations from the Stonebridge Trail at Rockton Road to the Stateline via Dearborn Ave.
- P. Improve bike accommodations along Prairie Hill Road from S. Bluff to Prairie Hill Middle School
- Q. Improve bike accommodations along Old River Road from Illinois 75 to Stephen Mack Middle School, eventually to Roscoe Road
- R. Other (please describe in more detail in the following question)

KEY:	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
First	8	5	10	0	0	1	1	7	0	1	10	2	1	0	3	1	1	0
Second	2	7	10	0	0	4	5	4	2	0	5	1	3	3	1	1	2	1
Third	3	5	6	2	5	2	2	6	0	0	3	1	3	4	4	2	2	0
	13	17	26	2	5	7	8	17	2	1	18	4	7	7	8	4	5	1
Priority																		
First	61.5%	29.4%	38.5%	0.0%	0.0%	14.3%	12.5%	41.2%	0.0%	100.0%	55.6%	50.0%	14.3%	0.0%	37.5%	25.0%	20.0%	0.0%
Second	15.4%	41.2%	38.5%	0.0%	0.0%	57.1%	62.5%	23.5%	100.0%	0.0%	27.8%	25.0%	42.9%	42.9%	12.5%	25.0%	40.0%	100.0%
Third	23.1%	29.4%	23.1%	100.0%	100.0%	28.6%	25.0%	35.3%	0.0%	0.0%	16.7%	25.0%	42.9%	57.1%	50.0%	50.0%	40.0%	0.0%



19. Please use the space below to provide additional comments regarding potential bicycle/pedestrian improvements. You can also suggest additional bicycle/pedestrian enhancements that are not currently listed. If you ranked an “Other” project in the previous question, please describe the general location of the project and the transportation issue(s) it addresses.

NOTE: The following summarizes the open ended survey comments to question #19. Comments are unedited except for some minor spelling corrections. In total, 8 comments were received.

- Improve bike accommodations along Gardner St.
- I could've selected many more of these than I did. Even as a cyclist I'm for sidewalks first, because young children and families need those for safety. Thereafter, I'm all for bike lanes and paths to be expanded - also for safety.
- Would like all of the above.
- Have street sweeper in Beloit more frequently clean existing bike lanes in Beloit and roads especially in the Gateway Business Park.
- I would give all these items almost equally priority. Improving bike lanes, safety and bike parking is a major issue in Beloit with more people biking to work and the presence of college students on their bikes. It would also help tourism and connect us to nearby trail networks.
- Do things to keep bikes OFF of the sidewalks to avoid accidents like that which killed a woman downtown this spring.
- East-West bicycle/pedestrian corridors in different places within the city so that not all bike/pedestrian trails traveling east/west go through downtown.
- Question 18 has too many useful projects to fairly pick a top 3 projects.

20. If you wish, please use the space below to make additional comments. This can be related to general mobility issues, a particular transportation mode, your daily commute, or potential transportation improvements within the area.

NOTE: The following summarizes the open ended survey comments to question #20. Comments are unedited except for some minor spelling corrections. In total, 10 comments were received.

- I would like to see more improvements to accommodate bicycles and pedestrians to make roads and streets safer and increase accessibility to all areas.
- Reconstruct HWY 51 North of Riverside Park into a Ped/Bike/Business-friendly route to connect Beloit/Janesville
- The few designated bike lanes we already have need to be cleaned more frequently. It is difficult to use the current lanes when they are filled with debris. Signage informing motor vehicle drivers that bicycles share the roads would be a great and fairly low cost improvement to educate people.
- When there is the "overlay" on Hwy 51 in 2018, put a bike/ped recreational path on the East side of the road where there is an existing sidewalk; if this cannot be done then at least put bike lanes on both sides of Hwy 51.
- Bike lanes, trails, parking, safety, and accommodations need to be improved throughout the city. Traffic needs to be slowed down and calmed in the college park/historic district and the near west city through the addition of street "bumps," stop signs, and other ways to get major traffic out of the neighborhoods. Police do not enforce traffic speed limits well along Park Avenue in particular from Grand Street through Cranston.
- The Beloit Bike path that extends from State St. to E. Grand/Turtle Creek bridge needs to be extended east to Milwaukee Rd. Lesson Park area.
- Making significant improvements to biking facilities would encourage me to leave my second car in my garage and use my pollution-free bicycle to get to work and play destinations. Please, please, PLEASE make more biking facilities a priority!
- Long-term, I would like to see a fixed bus route for S. Beloit, Roscoe and Rockton villages.
- More pedestrian/bicycle corridors please! Take advantage of existing funding at the state and federal level. Benefit from the momentum generated by the Rock Trail Coalition as they develop the Peace Trail between Beloit and Janesville.
- More bike/ped paths with more connectivity are needed if the area wants to encourage more non-motorized travel and lessen the need for more and expanded roads. Because of the relatively small population in the area, expanding public transportation to the point of competing with private is difficult if not impossible. This is why doing what can be done to improve/ expand the bike/ped network is the best way forward.