



# **SLATS 2045 LRTP Update**

Joint Policy & Technical Advisory Committee Meeting  
March 29, 2021

**AECOM**



# Agenda

1. Confirm Goals and Objectives
2. Discussion of Transportation Needs
  - Existing
  - Future Year
3. Introduction of Project Scoring

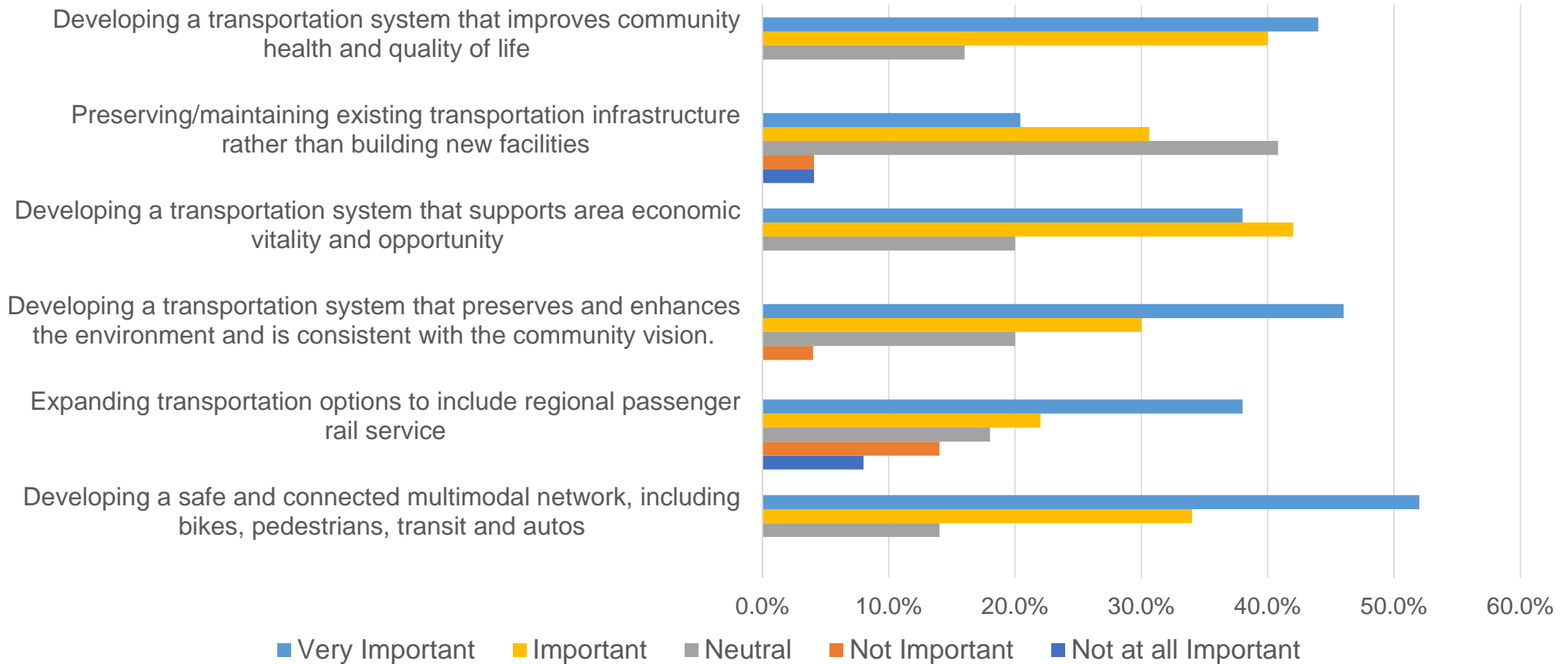


# SLATS 2045 LRTP Update

## **Confirm Goals and Objectives**



# Public Outreach Survey



# Confirm Goals and Objectives

Goals	Objectives
<p><b>1. Economic Vitality</b> – Prioritize transportation investments that foster regional economic development opportunities.</p>	<p>a. Coordinate transportation, land use, and economic development planning across the state line.</p> <p>b. Develop a transportation system to enhance access to local and regional employment centers.</p> <p>c. Maintain and improve existing transportation links to central business districts within the MPA.</p> <p>d. Improve access to major tourist destinations, including roadways, bicycling, and public transportation.</p>
<p><b>2. System Preservation</b> – Strategically support and strengthen existing local and regional transportation assets.</p>	<p>a. Strive for sufficient budgetary resources to maintain the existing transportation infrastructure.</p> <p>b. Where possible, enhance the system efficiency of existing travel corridors as opposed to adding new roadway capacity.</p> <p>c. Utilize emerging technology to increase the efficiency of the existing regional transportation system.</p> <p>d. Improve the resilience of the regional transportation system to minimize service disruptions and to quickly recover when they occur.</p>
<p><b>3. Mobility and Accessibility</b> – Develop a comprehensive, multimodal system that enhances mobility and accessibility for all transportation users.</p>	<p>a. Enhance connectivity and access in the regional roadway network to facilitate reliable travel conditions.</p> <p>b. Enhance transit connectivity and accessibility within the Stateline Area</p> <p>c. Expand the bicycle and pedestrian system to improve regional connectivity with a particular focus on enhancements to the multi-use trail system.</p> <p>d. Support the development of complete streets which incorporate appropriate transit, bicycle and pedestrian accommodations into roadway improvements.</p> <p>e. Advance regional transit planning, including passenger rail service, to identify opportunities to connect to Rockford, Janesville, Madison, Chicago and Milwaukee.</p>

# Confirm Goals and Objectives

<p><b>4. Safety and Security</b> – Improve transportation safety and security throughout the region.</p>	<p>a. Minimize crash exposure within the Stateline Area with an emphasis on reducing fatalities and serious injuries.</p> <p>b. Consider all system users (cyclists, transit users, pedestrians, motorists, freight carriers) when planning, designing and constructing transportation facilities.</p> <p>c. Support public education to promote safe transportation behavior.</p>
<p><b>5. Environmentally Friendly</b> – Promote transportation investments that preserve and protect the environment.</p>	<p>a. Support transportation system investments that preserve open space and natural amenities, adequately accommodate stormwater runoff, and enhance connections to these regional assets.</p> <p>b. Proactively evaluate, and minimize, the environmental impacts of proposed transportation improvements within the region.</p> <p>c. Identify and expand transportation options that reduce automobile travel and/or promote energy conservation.</p>
<p><b>6. Healthy Neighborhoods</b> – Provide well-connected, sustainable neighborhoods that enhance quality of</p>	<p>a. Facilitate the efficient, effective movement of freight through the region to minimize the negative impacts on residential neighborhoods.</p> <p>b. Support mixed-use, transit-oriented developments that encourage walkable, connected neighborhoods that provide an alternative to driving.</p>
<p><b>7. Land Use Integration</b> – Strengthen the integration between land use and transportation initiatives to promote transportation system efficiency.</p>	<p>a. Coordinate transportation planning with regional land use plans.</p> <p>b. When appropriate, identify and plan for corridor preservation to accommodate future year capacity needs.</p> <p>c. Plan the transportation system to encourage contiguous development consistent with smart growth principles.</p>



# Confirm Goals and Objectives

## **8. Environmental Justice and Equity in Transportation System Development -**

Prioritize transportation investments that support and improve mobility and access for traditionally underserved residents, workers, business owners, and visitors.

a. Actively engage people of color, low income and transient populations, and people with limited English proficiency in transportation system planning and development.

b. Prioritize multimodal transportation investments that enhance access to jobs, healthcare, education and other essential destinations for traditionally underserved residents.



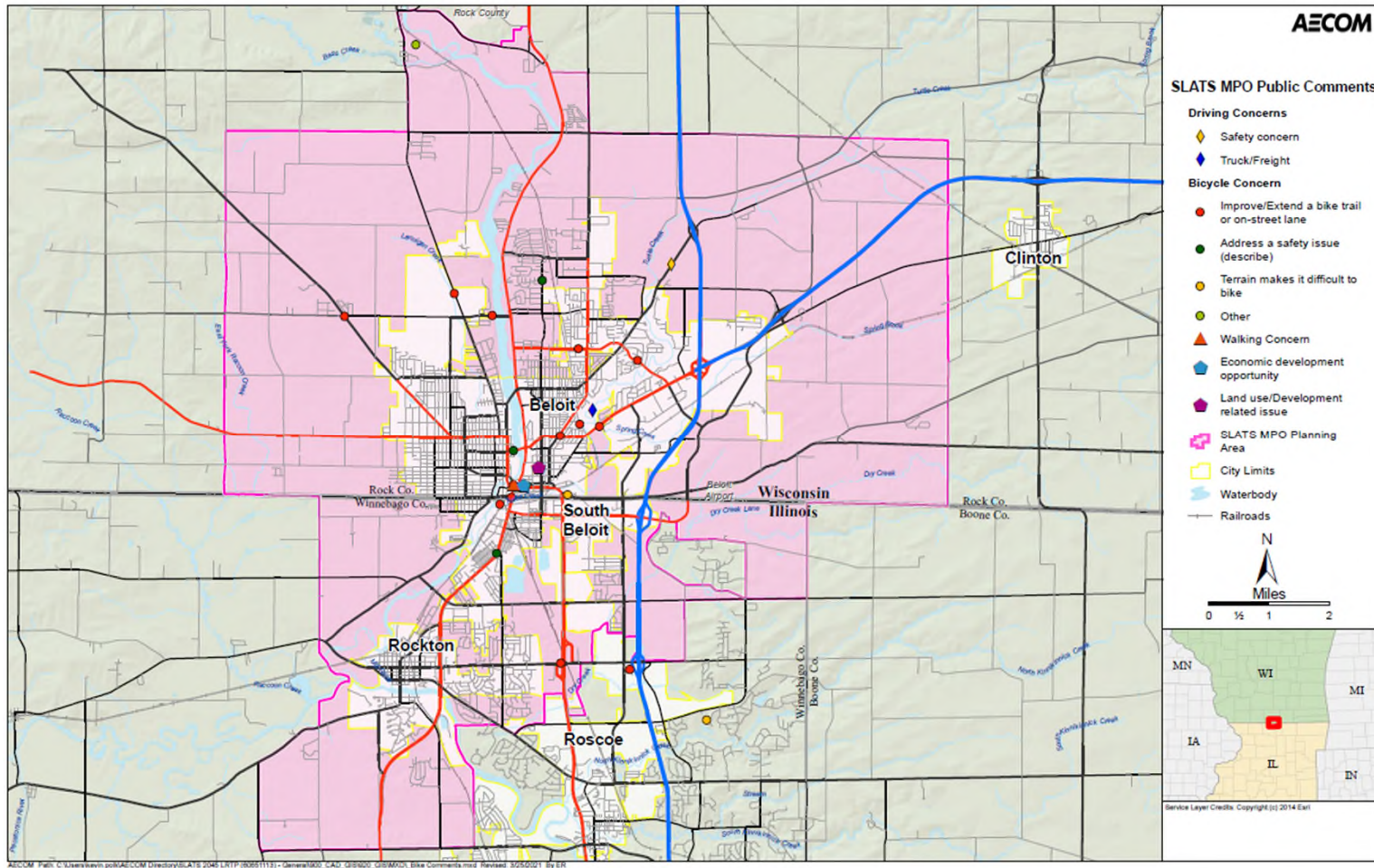
# SLATS 2045 LRTP Update

## **Discussion of Transportation Needs**

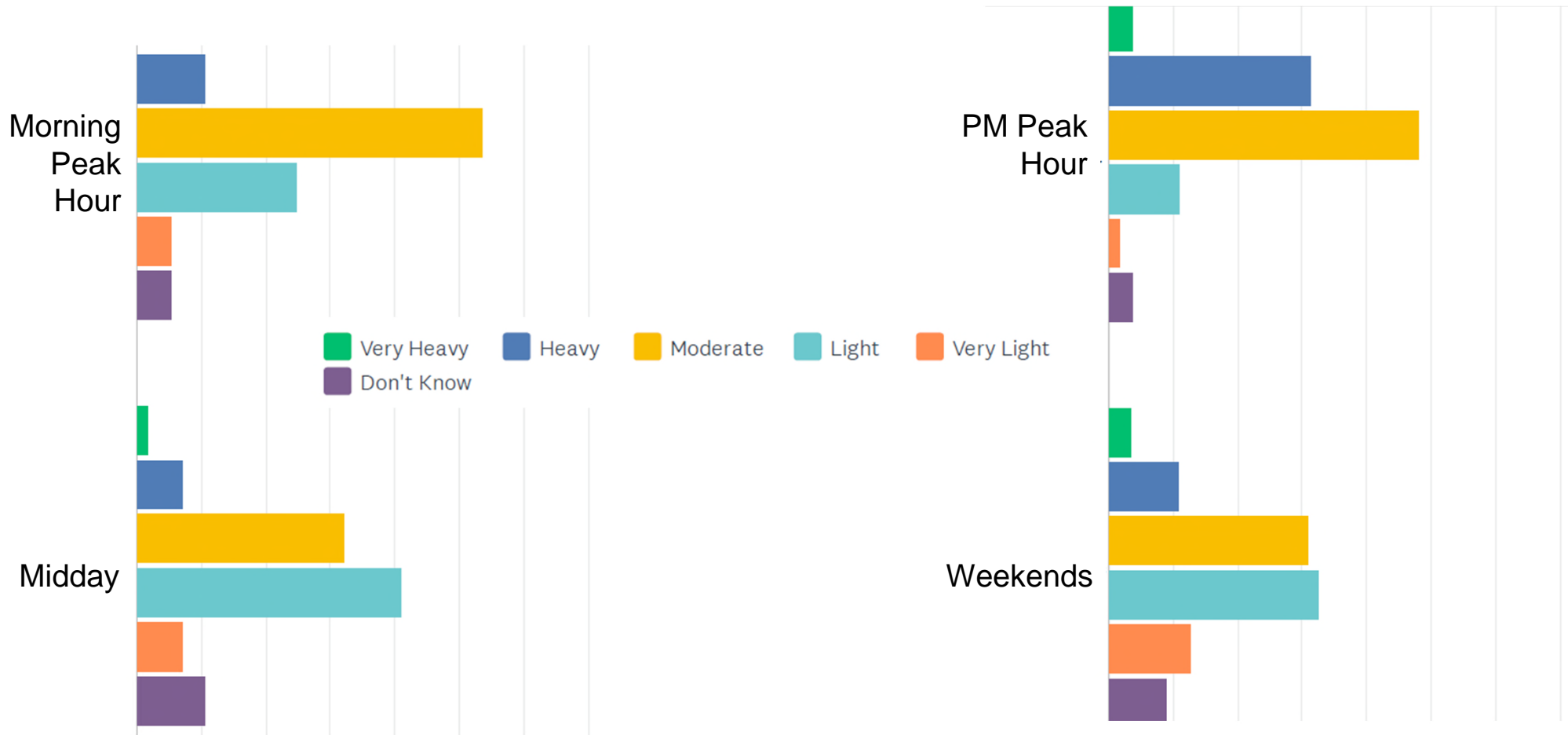




# Online Issues Mapping



# Perception of Traffic Congestion



# Transportation Issues

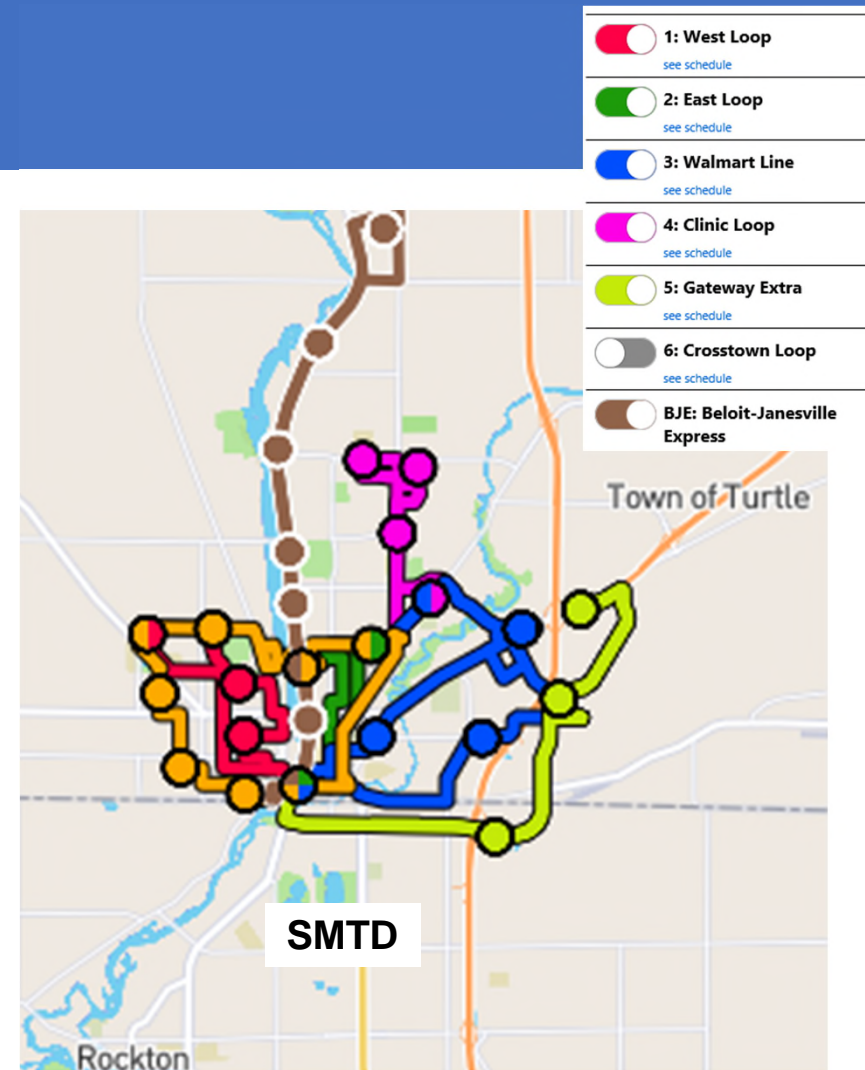
## ❖ Roadways

- ✓ Relatively light congestion
  - WisDOT modeling
  - IDOT Bottleneck Study
    - Gardner, particularly between Willowbrook adjacent to the existing truck stops and I-39/90
- ✓ Additional freight concerns?
- ✓ Increase in tourism related travel
- ✓ Opportunities to explore complete streets scenarios

# Transportation Issues

## ❖ Transit

- ✓ COVID recovery
- ✓ Expanding fixed-route service to South Beloit
  - Enhanced connections/coordination between WI and IL (SMTD)
- ✓ Regional service
  - Short-term – enhance bus service to Janesville
  - Long-term – potential commuter rail service



# Transportation Issues

## ❖ Bicycle

Table 8. Regional Priority Projects

Project Segment and Limits	Recommended Facility	Score
Park Avenue (Cranston Road to E Inman Parkway)	Sidepath	11
Cranston Road (Riverside Drive to Shopiere Road)	Bike Lanes	11
Park Avenue (White Avenue to Cranston Road)	Bike Lanes	11
Park Avenue (from Broad Street to White Avenue)	Shared Lane Markings	11
US 51 (Henry Avenue to MPA Limits)	Sidepath	10
Prairie Hill Road (IL 2 to De la Tour Drive)	Sidepath	10
Gardner Street (Blackhawk Boulevard to Willowbrook Road)	Sidepath	10
Beloit Newark Road (County Highway Q) (S Madison Road to S Riverside Drive)	Sidepath	10
Shopiere Road (County Road S) (Prairie Avenue to Cranston Road)	Buffered Bike Lanes	10
Elmwood Avenue (S Riverside Drive to Prairie Avenue)	Paved Shoulder	10
Blackhawk Boulevard (Williamson Parkway to Nazarene Drive)	Sidepath	10
Inman Parkway (US 51/Riverside Drive to Prairie Avenue)	Sidewalk	10



# SLATS 2045 LRTP Update

## **Introduction of Project Scoring**



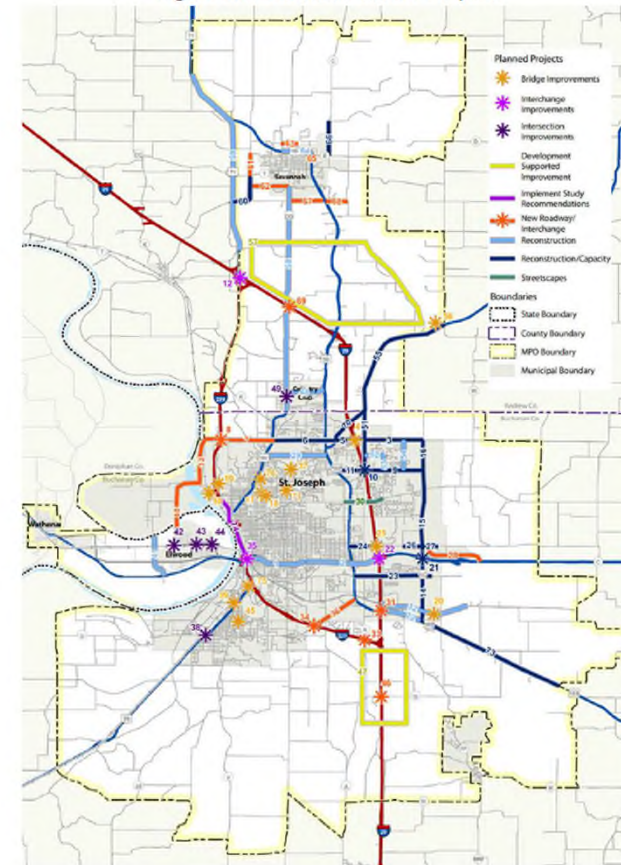


# Performance Based Evaluation

## Example

ID	Roadway	Project Sponsor / Jurisdiction	Location	Improvements
53	Leonard Road	City of St. Joseph	Gene Field to Karnes	Improve (rebuild to 2-lane standard section)
54	Bishop Road	City of St. Joseph	Gene Field Road to Cook	Improve (rebuild to 2-lane standard section)
55	US 169	MoDOT	I-29 and D	Improve capacity
56	CR 360	Andrew County	One Hundred and Two River	Bridge to make through route to connect 71 and 169/D
57	Develop supporting roadway network	Andrew County	TBD	Develop new roadways to support future development
58	Highway DD	Andrew County	Between US 59 and T (near Savannah)	Upgrade segment
59	US 71	MoDOT	US 59	Upgrade roadway
60	Highway T	Andrew County	Roadway segment	Improve capacity; add shoulders
61	Route T / (CR 428)	Andrew County	CR 424 and CR 427	Extend roadway
62	E. Swenson Drive	Savannah	7th Street to Route T	Extend Roadway
63	Duncan Dr	City of Savannah	North side of Savannah	Extend to connect west
64	Business 71 (Savannah)	MoDOT	5th, 7th, and 10th Streets	Add turning lanes, sidewalks
65	Business 71 (Savannah)	MoDOT	North from approximately Market Street to Route E	Extend existing four-lane section; include non-motorized facilities in
66	Highway C	Andrew County	Roadway segment	Improve capacity, resurface & install shoulders
67	CR 366	Andrew County	Business 71	Connect segment between DD and Business 71
68	CR 366	Andrew County	Business 71 east to Route 332	Extend CR 366 eastward to connect
69	I-29	MoDOT	Route DD	Construct new interchange to accommodate future development
70	US 169	MoDOT	Cook Road to I-29	Improve (increase capacity from 2 to 4 lanes) and modify interchange
71	22nd Street (Bridge)	City of St. Joseph	@ Corby Parkway	Reconstruct Prestressed Concrete Arch
72	US 169	MoDOT	I-29 to Route FF	Increase capacity; 4-lane section with access management
73	US 169	MoDOT	Route FF to MPO boundary	Improve roadway cross section; add turn-lanes
74	I-229 (Elevated Segment)	MoDOT	4th Street to US 59	Implement recommendations from I-229 Corridor Study
75	6th Avenue (Bridge)	City of St. Joseph	@ King Hill Avenue	Reconstruct Concrete Stringer
76	5th Avenue (Bridge)	City of St. Joseph	@ just west of 12th	Reconstruct Reinforced Box Culvert

Figure 26: Potential/Planned Projects



# Performance Based Evaluation

Table 4: MTP 2045 Evaluation Criteria

**Example**

MTP Goals	Evaluation Criteria	Weighted Value	Rating			
			3	2	1	0
Safety	Potential to reduce crashes, or enhance safety for the traveling public	20%	Targeted safety project/improvement, or project enhances geometric design	Project has potential safety benefits, to roadway users or alternative transportation modes	Project has limited safety benefits, to roadway users or alternative transportation modes	Does not target or address a safety issue/need
System Management	Potential to improve existing infrastructure, or more efficient operations	20%	High pavement or bridge priority, or specifically targets other infrastructure need	Identified pavement or bridge need, or other infrastructure need	Routine treatment to improve pavement, or other infrastructure need	No effect on pavement or bridge condition, or other infrastructure
Funding	Project readiness, including overall project cost and potential for available funding	20%	Project ready to build, or in design. Project funding (full or partial) has been identified.	Some analysis/design completed, project requires further study. Project funding has been partially addressed/identified.	Limited analysis/design, project is mostly in the planning stage. Project funding is mostly conceptual, or needs to be addressed.	Project is mostly conceptual, does not address an immediate concern. No funding available, or funding has not been identified.
Economic Vitality	Potential Economic Benefits	15%	Potential to enhance regional economic development and competitiveness	Potential to enhance local economic development within the MPA	Limited or speculative economic benefits within the MPA	Does not directly support economic development within the MPA
Accessibility, Regionalism	Congestion reduction, reduce VHT, reduce VMT, Connectivity	15%	Targets roadway with 'over capacity' v/c ratio and/or a freight corridor	Targets roadway with 'at capacity' v/c ratio and/or a freight corridor or emerging freight corridor	Targets roadway with 'approaching capacity' v/c ratio and/or an emerging freight corridor	Does not target congested roadway and/or no discernable freight benefit
Environmental Protection, Natural Environment, Transportation / Land Use	Consistency with growth/land use patterns, supports environmental protection	5%	Supports targeted development areas, avoids negative environmental impacts	Supports development in existing or planned infrastructure service areas, minimizes negative environmental impacts	Potential land use compatibility / environmental concerns	Is not consistent with desired growth patterns, and/or could have significant environmental impacts
Public Involvement	General support from the public	5%	High priority support for existing or proposed regionally significant investments	Complements existing or proposed regionally significant investments	Minimal existing or proposed support for transportation investment	No support or significant opposition to proposed transportation improvement

# Performance Based Evaluation

Table 6: Project Scoring Results (2.00 or over)

## Example

ID	Roadway	Project Sponsor	Location	Improvements	Weighted Value
31	I-29	MoDOT	US 169	Reconstruct interchange	2.80
6	Cook Road	City of St. Joseph	US 59 to US 169	Improve capacity/reconstruct from 2 lane to 3 lane	2.75
74	I-229 (Elevated Segment)	MoDOT	4th Street to US 59	Implement recommendations from I-229 Corridor Study	2.75
5	Cook Road	City of St. Joseph	US 169 to I-29 Bridge	Improve capacity/reconstruct from 2 lane to 3 lane	2.55
21	Riverside Road (Route AC)	MoDOT	US 36 Interchange	Reconstruct, add capacity	2.55
4	Cook Road (Bridge)	MoDOT	@ I-29; east to Woodbine	Improve capacity/reconstruct from 2 lane to 3 lane	2.40
22	I-29	MoDOT	US 36	Improve interchange	2.35
15	Riverside Road (Route AC)	MoDOT	US 36 to Route 6	Improve capacity	2.35
38	Alabama Street	MoDOT	near US 59	Improve intersection safety and functionality; explore rail	2.30
1	US 36	MoDOT	28th Street to I-229 / US 36 / US 59	Mainline and ramp improvements	2.15
12	I-29/I-229 and US 71 interchange	MoDOT	System interchange	Improve geometrics; enhance safety and traffic flow	2.15
3	Cook Road	City of St. Joseph	Woodbine to Riverside	Improve capacity/reconstruct from 2 lane to 3 lane; improve	2.00
30	Frederick Avenue	City of St. Joseph	36th St. and Leonard	Streetscape improvements	2.00



# Performance Based Evaluation

Example

Table 6: Table 9: Tiered Projects

Table 1 of 5 (sorted by Tier first)				Cost Estimate (2019 Dollars)	Fiscally Constrained	Tier II (2020 - 2029)	Tier II (2030 - 2045)	Tier III (Beyond 2045)
ID	Roadway	Project Sponsor / Jurisdiction	Location					
3	Cook Road	City of St. Joseph	Woodbine to Riverside	Improve capacity/reconstruct from 2 lane to 3 lane; improve vertical alignment	\$ 12,873,943	■		
4	Cook Road (Bridge)	MoDOT	@ I-29; east to Woodbine	Improve capacity/reconstruct from 2 lane to 3 lane	\$ 3,117,018	■		
5	Cook Road	City of St. Joseph	US 169 to I-29 Bridge	Improve capacity/reconstruct from 2 lane to 3 lane	\$ 3,671,786	■		
6	Cook Road	City of St. Joseph	US 59 to US 169	Improve capacity/reconstruct from 2 lane to 3 lane	\$ 6,681,688	■		
12	I-29/I-229 and US 71 interchange	MoDOT	System interchange	Improve geometrics; enhance safety and traffic flow	\$ 1,169,550	■		
14	Riverside Road (Route AC)	MoDOT	US 36 to Pickett Rd	Improve capacity/reconstruct from 2 lane to 3 lane	\$ 6,000,000	■		
21	Riverside Road (Route AC)	MoDOT	US 36 Interchange	Reconstruct, add capacity	\$ 12,000,000	■		
27	Mitchell Avenue (YY)	MoDOT	Riverside to 59th	Improve/Widen	\$ 1,000,000	■		
28	Corporate Drive	City of St. Joseph	Mitchell Avenue to US 36	Improve Corporate Drive; construct connection to US 36 interchange	\$ 1,500,000	■		
30	Frederick Avenue	City of St. Joseph	36th St. and Leonard	Streetscape improvements	\$ 2,787,313	■		
31	I-29	MoDOT	US 169	Reconstruct interchange	\$ 6,626,955	■		
38	Alabama Street	MoDOT	near US 59	Improve intersection safety and functionality; explore at-grade rail crossing options	\$ 4,744,475	■		
40	New Airport Causeway	Buchanan / Doniphan County / Elwood	Location TBD	Construct secondary access point to/from airport	\$ 7,757,558	■		
1	US 36	MoDOT	28th Street to I-229 / US 36 / US 59 (interchange)	Mainline and ramp improvements	\$ 53,760,200		■	
2	US 36	MoDOT	I-29 to 28th Street	Ramp and safety improvements	\$ 16,609,450		■	



# SLATS 2045 LRTP Update

## **Wrap-up**



# Help us Increase our Outreach!

**SLATS2045LRTP.com**

