



## 2045 Long Range Transportation Plan Update

# Joint Policy & Technical Advisory Committee Meeting

August 16, 2021

**AECOM**

# Agenda

## 1. Review of Key LRTP Activities

- Public outreach
- Goals and Objectives
- Existing and future year conditions
- Identification of LRTP Guiding Principles
  - Second Community Survey Results

## 2. Overview of Recommended Plan

- Highlights by transportation mode
- Confirmation of the fiscally constrained plan

## 3. Next Steps / Schedule



2045 Long Range Transportation Plan Update

# Review of Key LRTP Activities

# Public Outreach

## Virtual Room

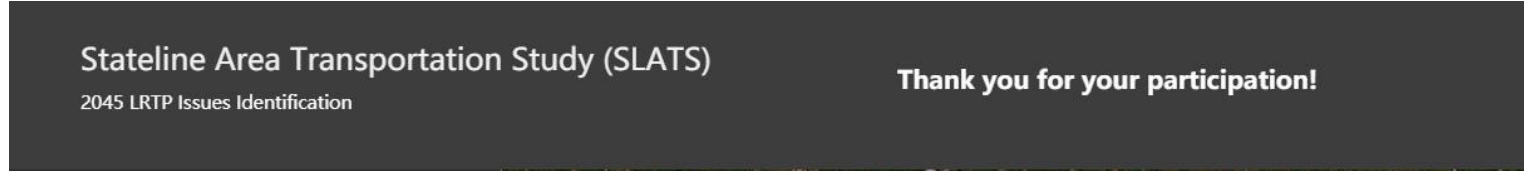


## Stakeholder Zoom Meetings



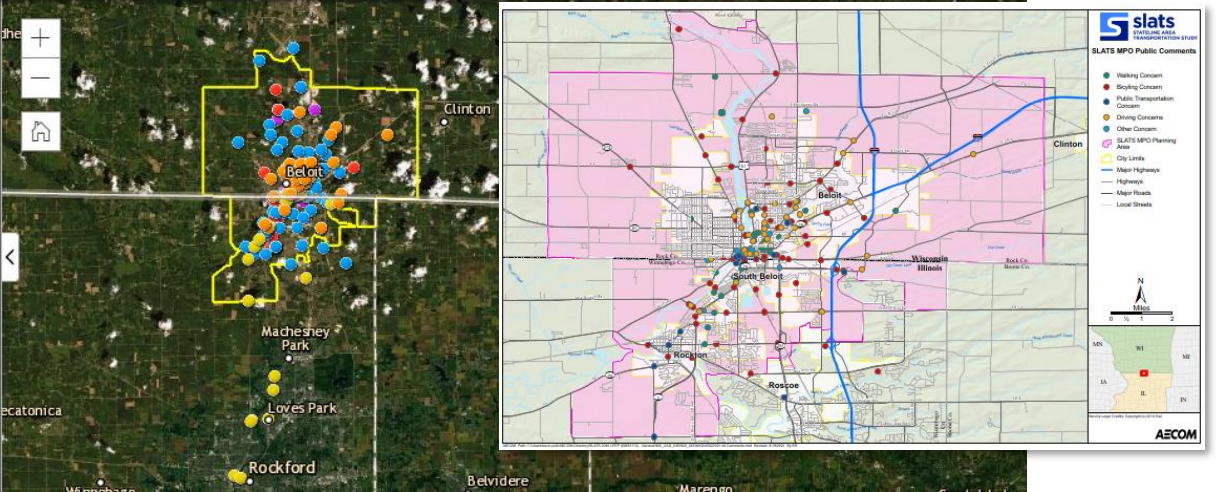
- Safety
- Healthy Communities
- Regional Mobility
- Equity
- School District
- Follow-up meeting (August 24<sup>th</sup>)
- LEP Outreach (September)

## Online Issues Mapping



**Please follow these instructions to identify transportation related issues within the SLATS Metropolitan Planning Area:**

1. Click on "Add feature" and scroll down to select Driving, Bicycling, Walking, Transit, or Other category.
2. Click on the map, or use the address search button, to identify the location of your concern (zoom in/out as needed).
3. From the Dropdown menu, select the **Concern** (required) that best describes your issue and use the **Description** box (optional) to provide details.
4. Click **"Add"** to record your response and repeat these steps to identify additional issues.



## Community Surveys

- Survey #1 – Issues Identification; Vision
- Survey #2 – Confirmation of Guiding Principles; Spending Allocation

## 30-Day Public Review

- Beginning August 30<sup>th</sup>

# Development of SLATS 2045 LRTP Goals / Objectives

## Address FAST Act Planning Factors

- Economic Vitality** ...support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Safety** increase the safety of the transportation system for motorized and nonmotorized users;
- Security** increase the security of the transportation system for motorized and nonmotorized users;
- Accessibility and Mobility** increase the accessibility and mobility of people and for freight;
- Environment** protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Integration and Connectivity** enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- System Efficiency** promote efficient system management and operation;
- Preservation** emphasize the preservation of the existing transportation system;
- Resiliency and Reliability** improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
- Travel and Tourism** enhance travel and tourism.

## Consistent with WisDOT and LRTP Statewide Goals



### Wisconsin Department of Transportation

- **Economic Vitality:** Maintain and improve the state’s transportation system so it is responsive to global and regional economic needs and changing conditions.
- **Safety and Security:** Create a system that is safe for all users, and agile in preventing, preparing for, and coordinating responses to any incident, whether natural or the result of human activity.
- **Quality of Life and Natural Environment:** Implement and manage a system that balances transportation needs with the natural environment and resource conservation.
- **System Integration and Connectivity:** Bring modes of transportation together to provide a properly integrated system.
- **System Management:** Utilize cost-effective preservation and maintenance techniques to maximize transportation investments.

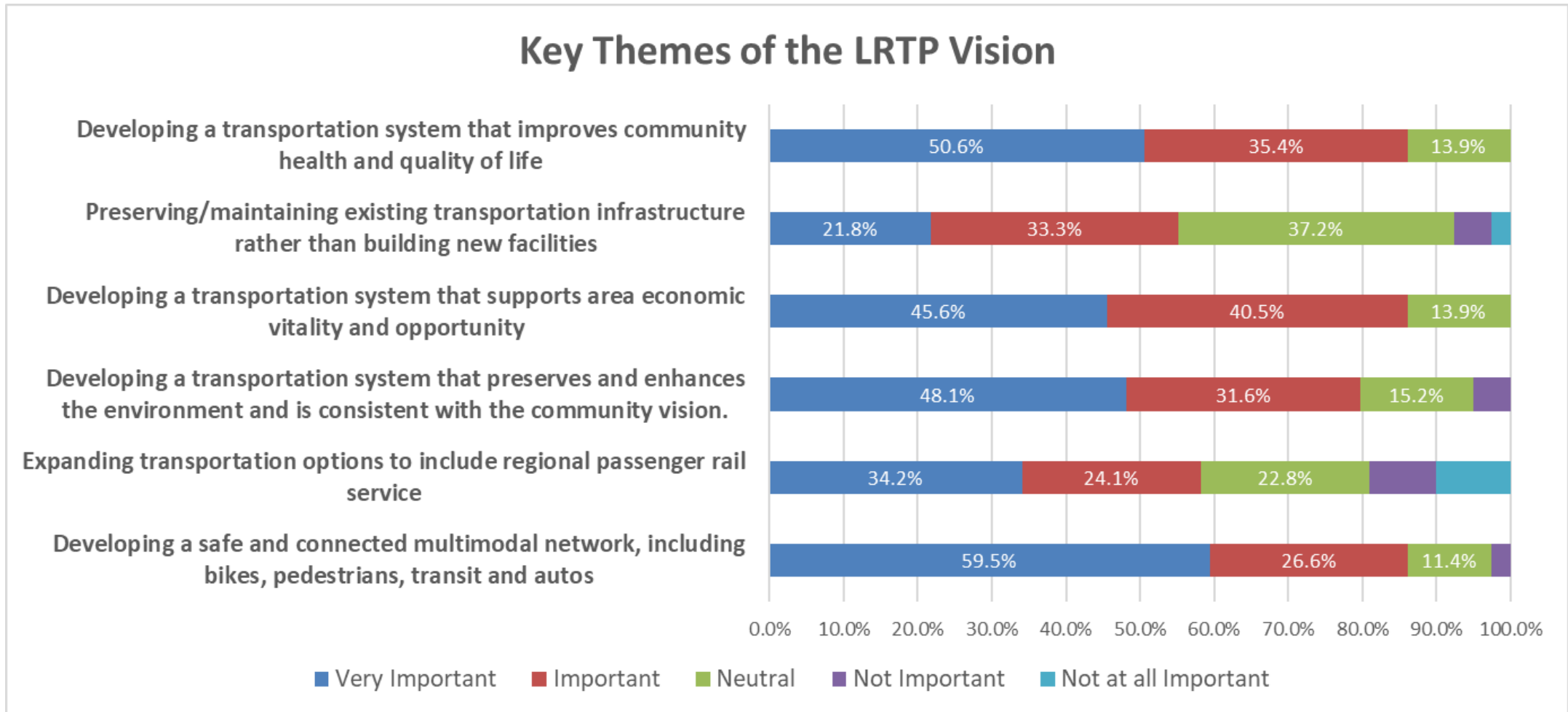


### Illinois Department of Transportation

- **Economy:** Improve Illinois’ economy by providing transportation infrastructure that supports the efficient movement of people and goods.
- **Livability:** Enhance the quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options, and preserve the environment.
- **Mobility:** Support all modes of transportation to improve Accessibility and safety by improving connections between all modes of transportation.
- **Resiliency:** proactively assess, plan and invest in the state’s transportation system to ensure that our infrastructure is prepared to sustain and recover from extreme events and other disruptions.
- **Stewardship:** Safeguard existing funding and increase revenues to support system maintenance, modernization, and strategic growth of Illinois’ transportation system.

Source: WisDOT Statewide LRTP, <https://connect2050.wisconsin.gov/>  
 IDOT Statewide LRTP, <https://idot.illinois.gov/transportation-system/transportation-management/planning/lrtp/index>  
 NOTE: Links current as of July 9, 2021.

60% of respondents indicate that developing a safe and connected multimodal network is 'very Important' for the long-term vision of the region.

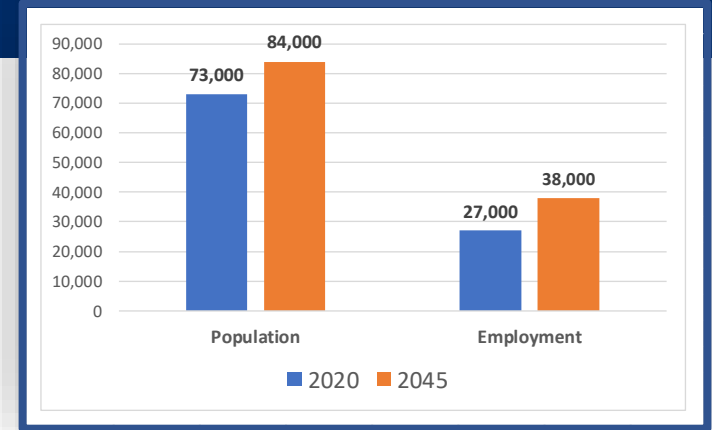


# SLATS 2045 LRTP Goals / Objectives

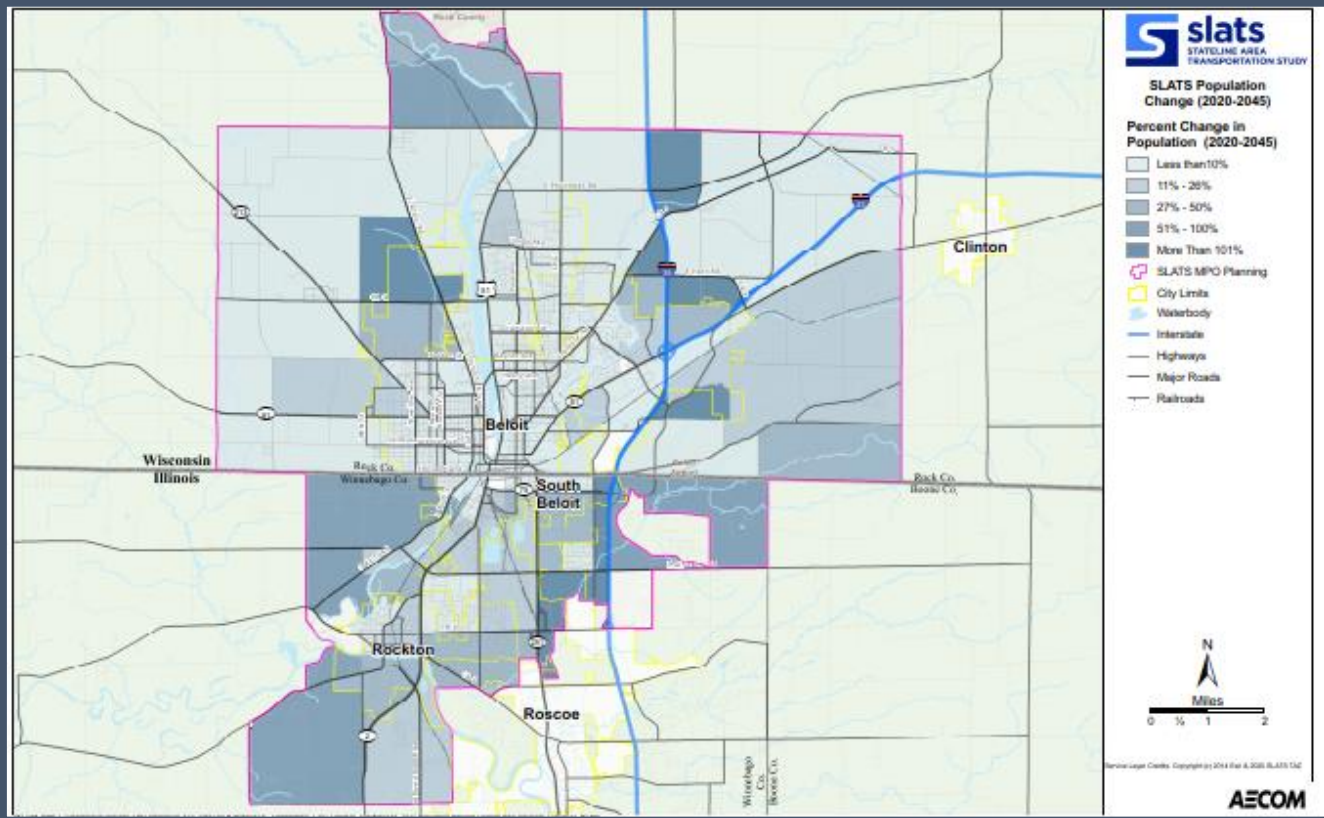
- 1) Economic Vitality
- 2) System Preservation
- 3) Mobility and Accessibility
- 4) Safety and Security
- 5) Environmentally Friendly
- 6) Healthy Neighborhoods
- 7) Land Use Integration
- 8) Environmental Justice and Equity in Transportation System Development

Goals	Objectives
<b>1. Economic Vitality</b> – Prioritize transportation investments that foster regional economic development opportunities.	<ul style="list-style-type: none"> <li>a. Coordinate transportation, land use, and economic development planning across the state line.</li> <li>b. Develop a transportation system to enhance access to local and regional employment centers.</li> <li>c. Maintain and improve existing transportation links to central business districts within the MPA.</li> <li>d. Improve access to major tourist destinations, including roadways, bicycling, and public transportation.</li> </ul>
<b>2. System Preservation</b> – Strategically support and strengthen existing local and regional transportation assets.	<ul style="list-style-type: none"> <li>a. Strive for sufficient budgetary resources to maintain the existing transportation infrastructure.</li> <li>b. Where possible, enhance the system efficiency of existing travel corridors as opposed to adding new roadway capacity.</li> <li>c. Utilize emerging technology to increase the efficiency of the existing regional transportation system.</li> <li>d. Improve the resilience of the regional transportation system to minimize service disruptions and to quickly recover when they occur.</li> </ul>
<b>3. Mobility and Accessibility</b> – Develop a comprehensive, multimodal system that enhances mobility and accessibility for all transportation users.	<ul style="list-style-type: none"> <li>a. Enhance connectivity and access in the regional roadway network to facilitate reliable travel conditions.</li> <li>b. Enhance transit connectivity and accessibility within the Stateline Area.</li> <li>c. Expand the bicycle and pedestrian system to improve regional connectivity with a particular focus on enhancements to the multi-use trail system.</li> <li>d. Support the development of complete streets which incorporate appropriate transit, bicycle and pedestrian accommodations into roadway improvements.</li> <li>e. Advance regional transit planning, including passenger rail service, to identify opportunities to connect to Rockford, Janesville, Madison, Chicago and Milwaukee.</li> </ul>
<b>4. Safety and Security</b> – Improve transportation safety and security throughout the region.	<ul style="list-style-type: none"> <li>a. Minimize crash exposure within the Stateline Area with an emphasis on reducing fatalities and serious injuries.</li> <li>b. Consider all system users (cyclists, transit users, pedestrians, motorists, freight carriers) when planning, designing and constructing transportation facilities.</li> <li>c. Support public education to promote safe transportation behavior.</li> </ul>
<b>5. Environmentally Friendly</b> – Promote transportation investments that preserve and protect the environment.	<ul style="list-style-type: none"> <li>a. Support transportation system investments that preserve open space and natural amenities, adequately accommodate stormwater runoff, and enhance connections to these regional assets.</li> <li>b. Proactively evaluate, and minimize, the environmental impacts of proposed transportation improvements within the region.</li> <li>c. Identify and expand transportation options that reduce automobile travel and/or promote energy conservation.</li> </ul>
<b>6. Healthy Neighborhoods</b> – Provide well-connected, sustainable neighborhoods that enhance quality of life.	<ul style="list-style-type: none"> <li>a. Facilitate the efficient, effective movement of freight through the region to minimize the negative impacts on residential neighborhoods.</li> <li>b. Support mixed-use, transit-oriented developments that encourage walkable, connected neighborhoods that provide an alternative to driving.</li> </ul>
<b>7. Land Use Integration</b> – Strengthen the integration between land use and transportation initiatives to promote transportation system efficiency.	<ul style="list-style-type: none"> <li>a. Coordinate transportation planning with regional land use plans.</li> <li>b. When appropriate, identify and plan for corridor preservation to accommodate future year capacity needs.</li> <li>c. Plan the transportation system to encourage contiguous development consistent with smart growth principles.</li> </ul>
<b>8. Environmental Justice and Equity in Transportation System Development</b> – Prioritize transportation investments that support and improve mobility and access for traditionally underserved residents, workers, business owners, and visitors.	<ul style="list-style-type: none"> <li>a. Actively engage people of color, low income and transient populations, and people with limited English proficiency in transportation system planning and development.</li> <li>b. Prioritize multimodal transportation investments that enhance access to jobs, healthcare, education and other essential destinations for traditionally underserved residents.</li> </ul>

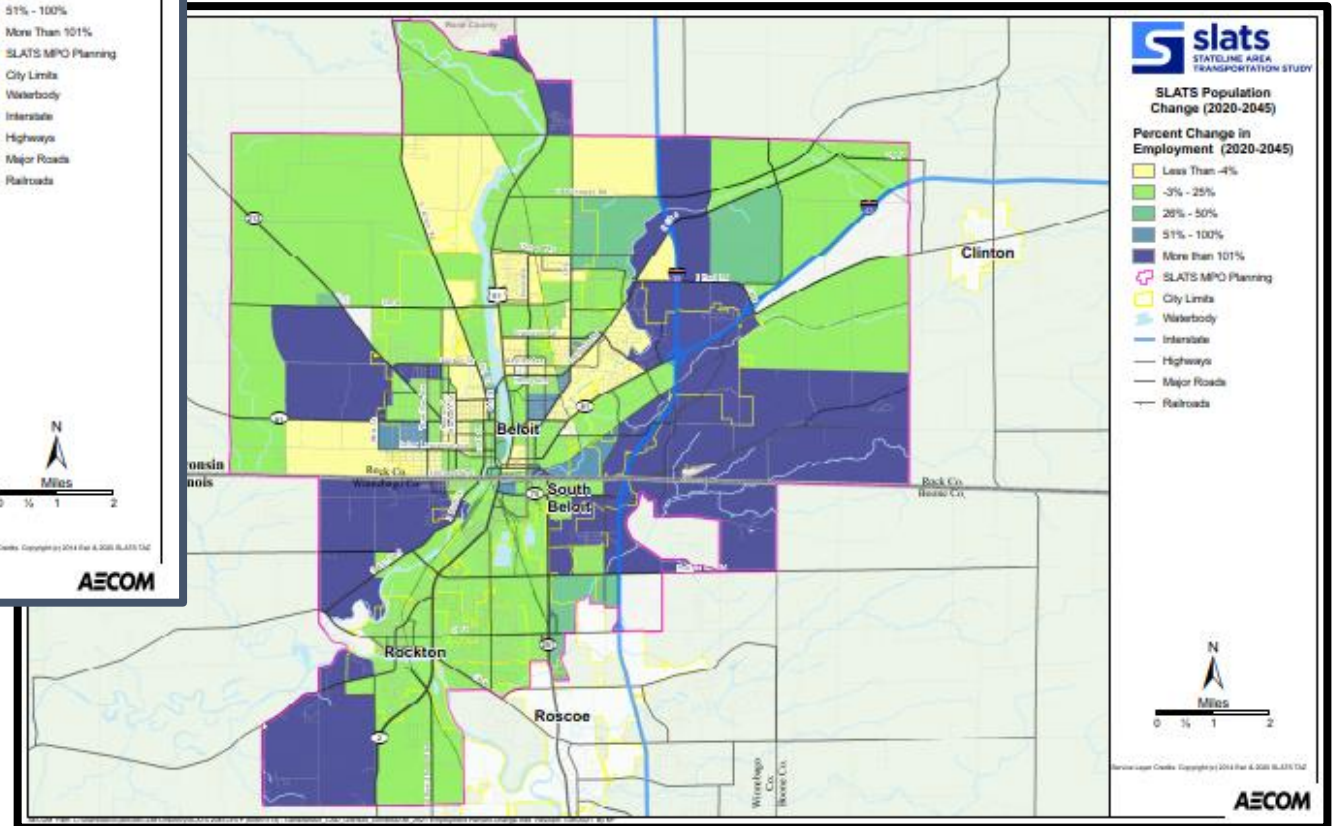
# Year 2045 Population and Employment Projections



## Population Change



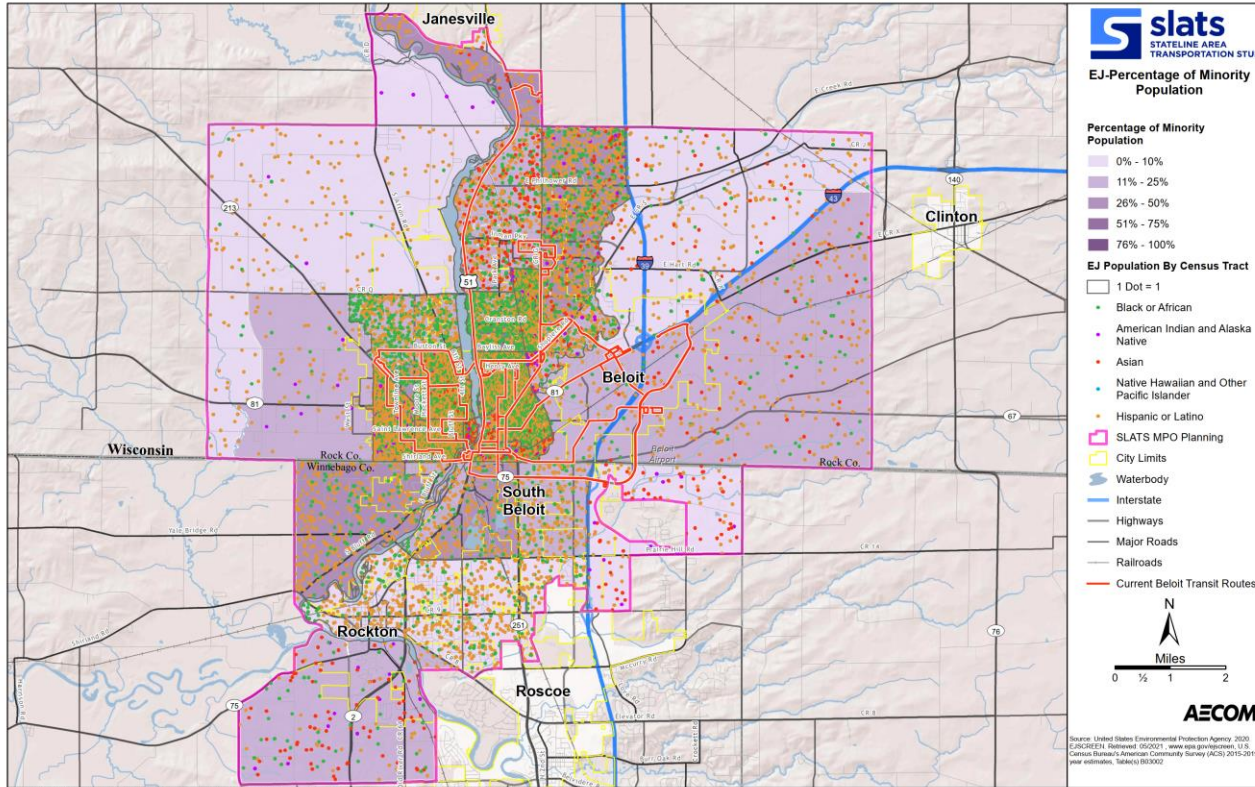
## Employment Change



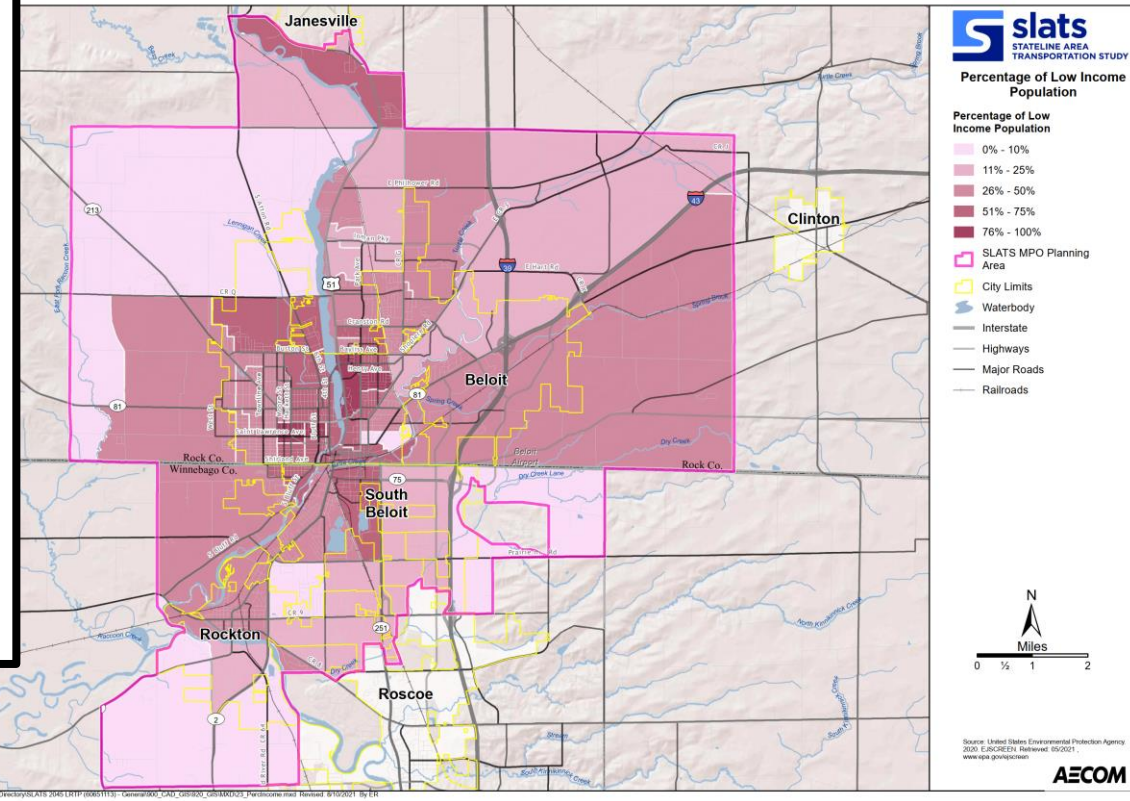


# Environmental Justice

## Minority Population



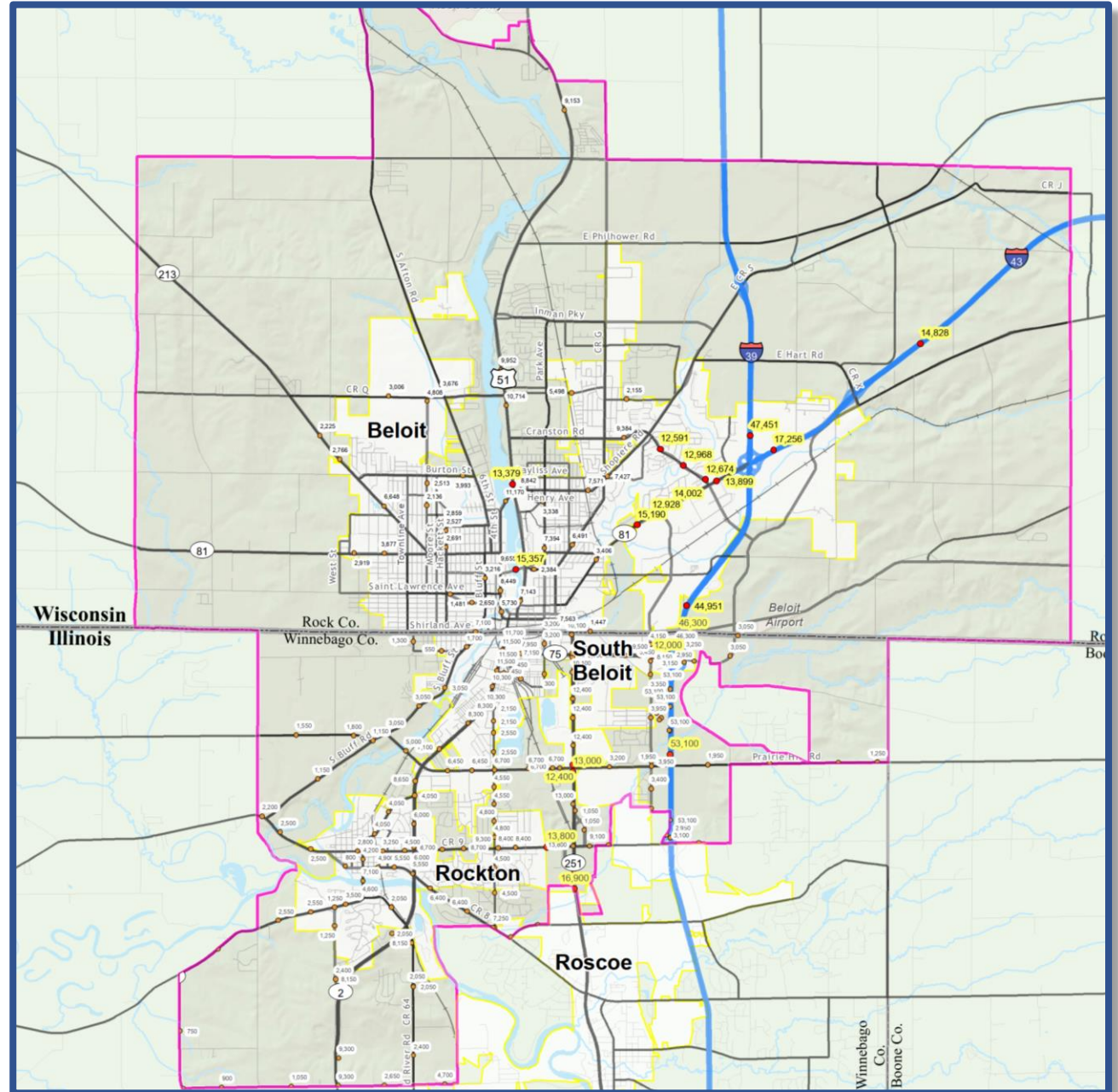
## Low Income Population



# Traffic Volumes / Congestion

## Key Issues

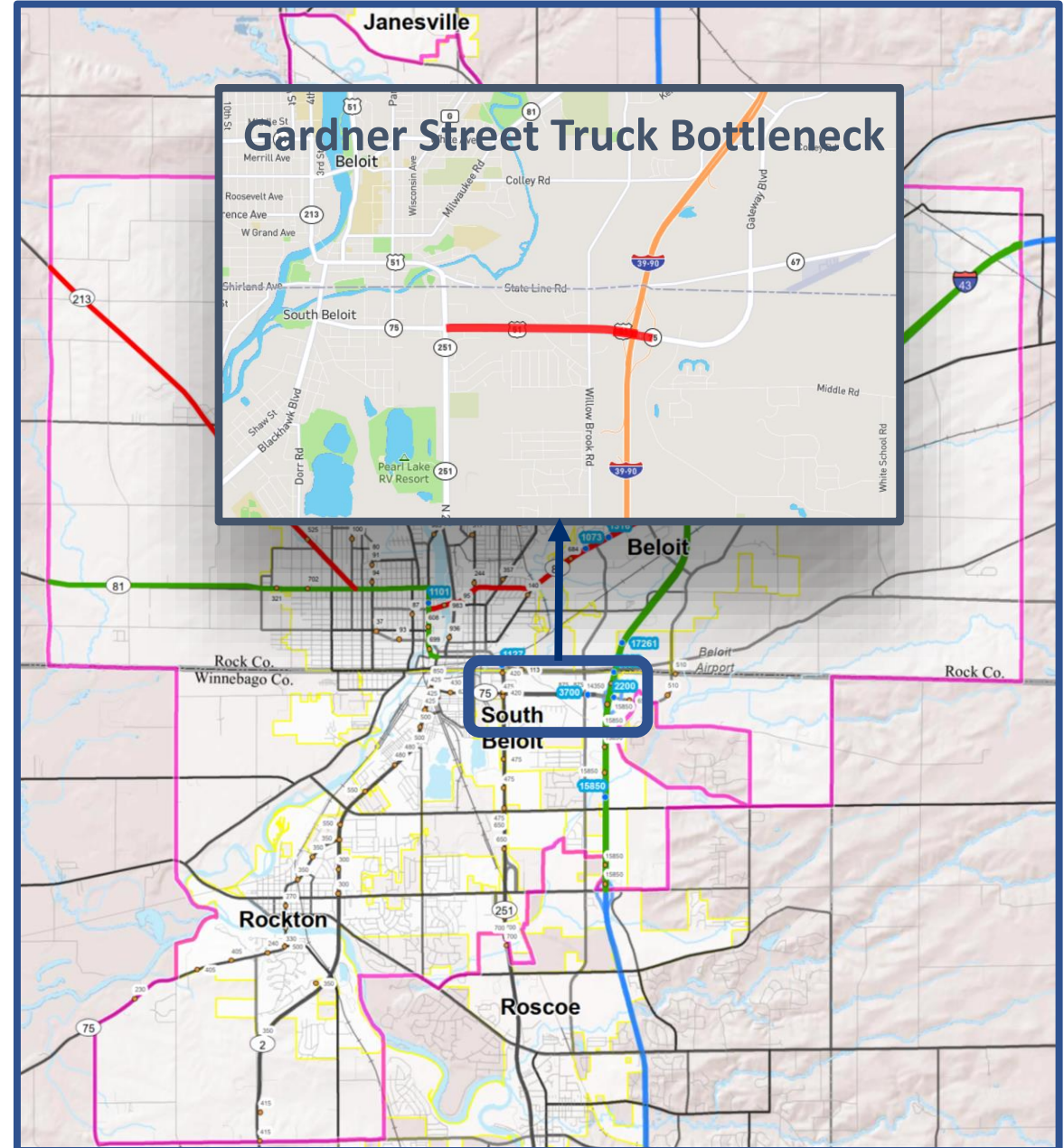
- 1) **Low Levels of Congestion**
  - Now, and in 2045
  - Confirmed by the public
  - White Avenue (LOS D)
  
- 2) **Accommodating new development**
  - Regional growth areas
  - Access to the casino
  - Access to the stadium



# Truck Traffic / Freight

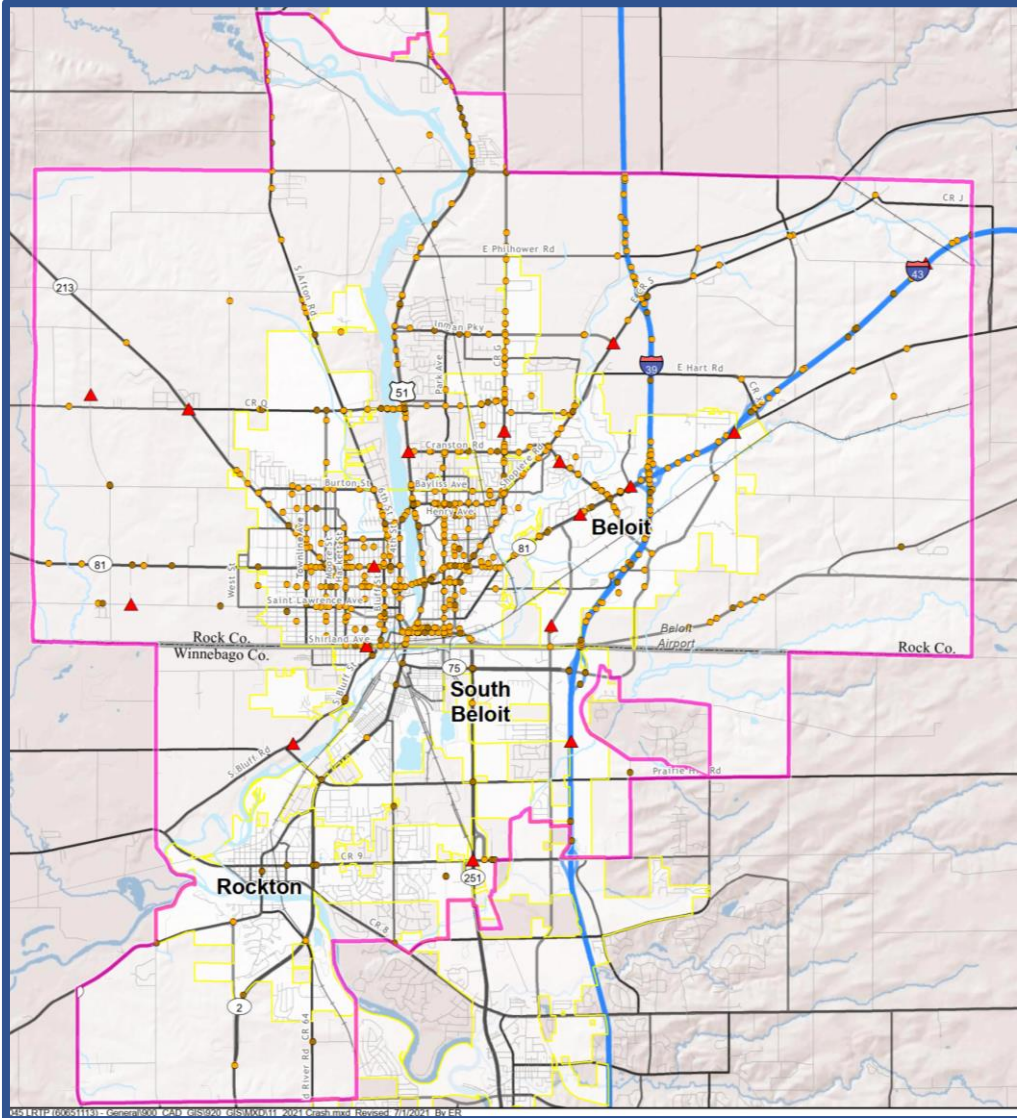
## Key Issues

- 1) **Highest volumes**
  - I-39/90
  - Milwaukee / White
  
- 2) **East-west connectivity**
  - River crossings
  - Quality of life - compatibility in downtown area
  
- 3) **Gardner Street**
  - IDOT Truck Bottleneck Study
    - IDOT Statewide Study

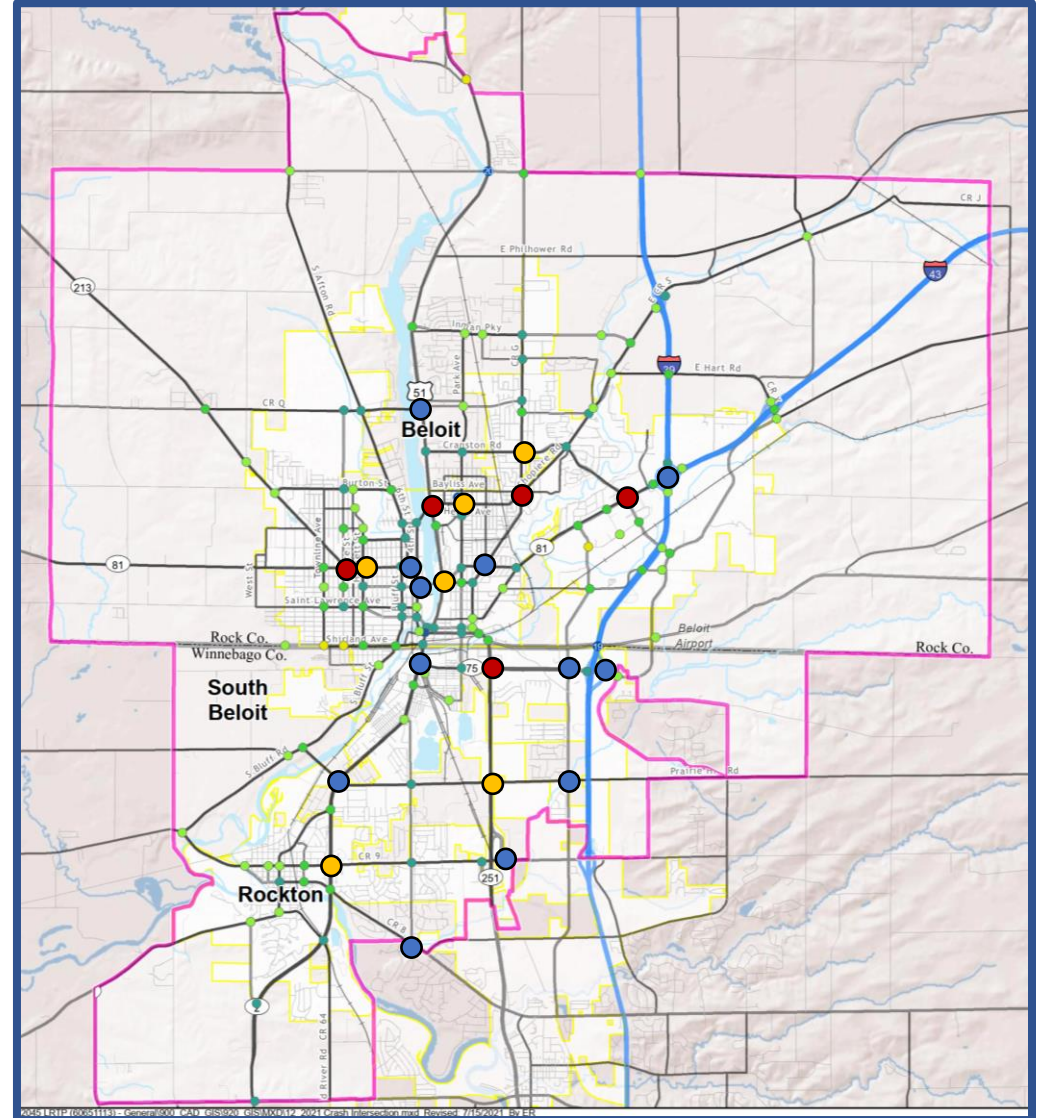


# Safety Analysis

## Fatalities and Serious Injuries



## High Crash Locations



# Public Transportation

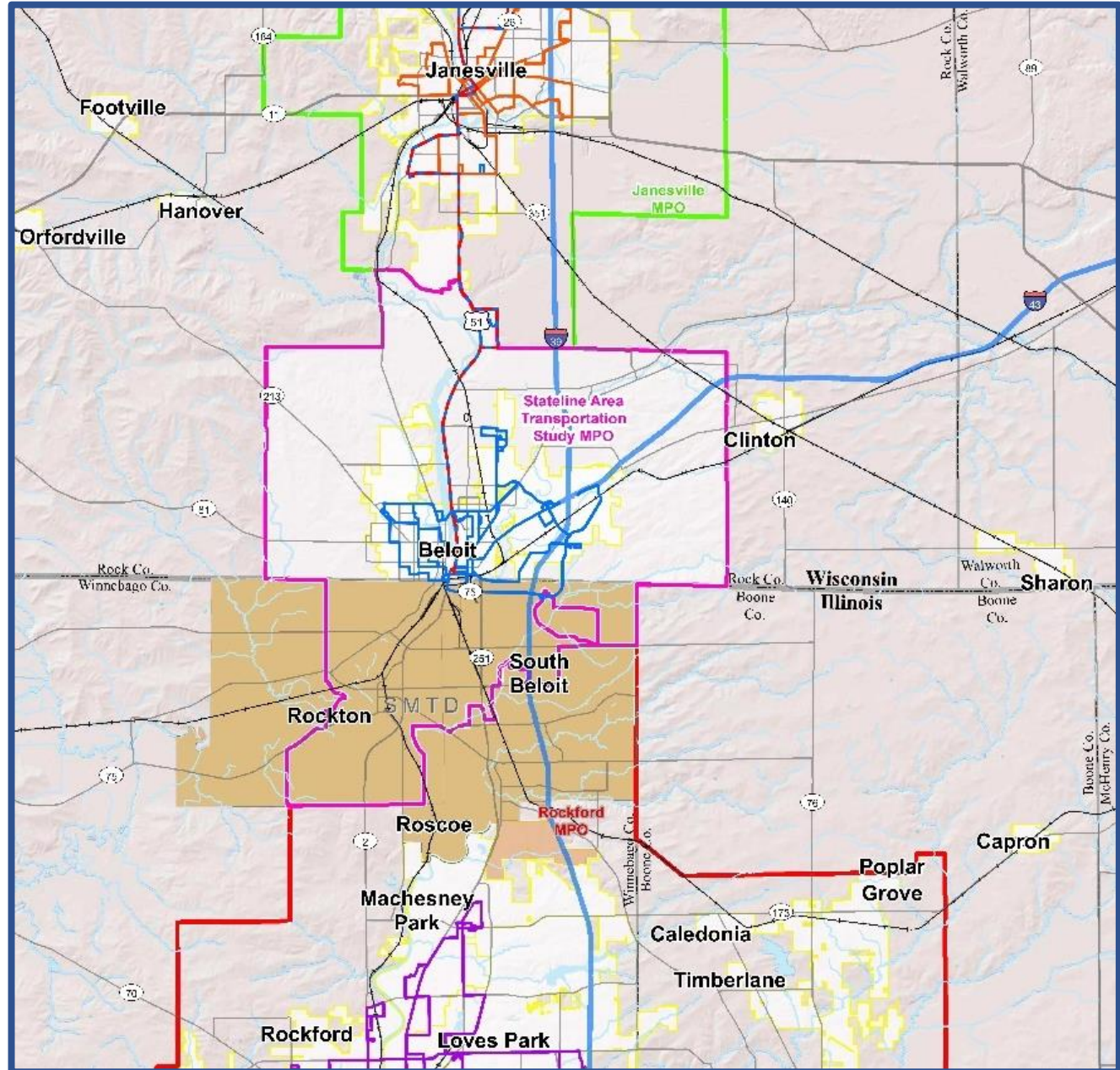
## Key Issues

### 1) Service related issues

- COVID-19 impacts
  - Will work from home continue?
- BTS fixed-route changes
- BJE funding
- Longer hours of service

### 2) Desire for enhanced regional coordination

- Seamless service
- Consistent fare payment; system information
- Long-term passenger rail



# Non-Motorized

## Key Issues

### 1) Pedestrian and Bicycle Plan

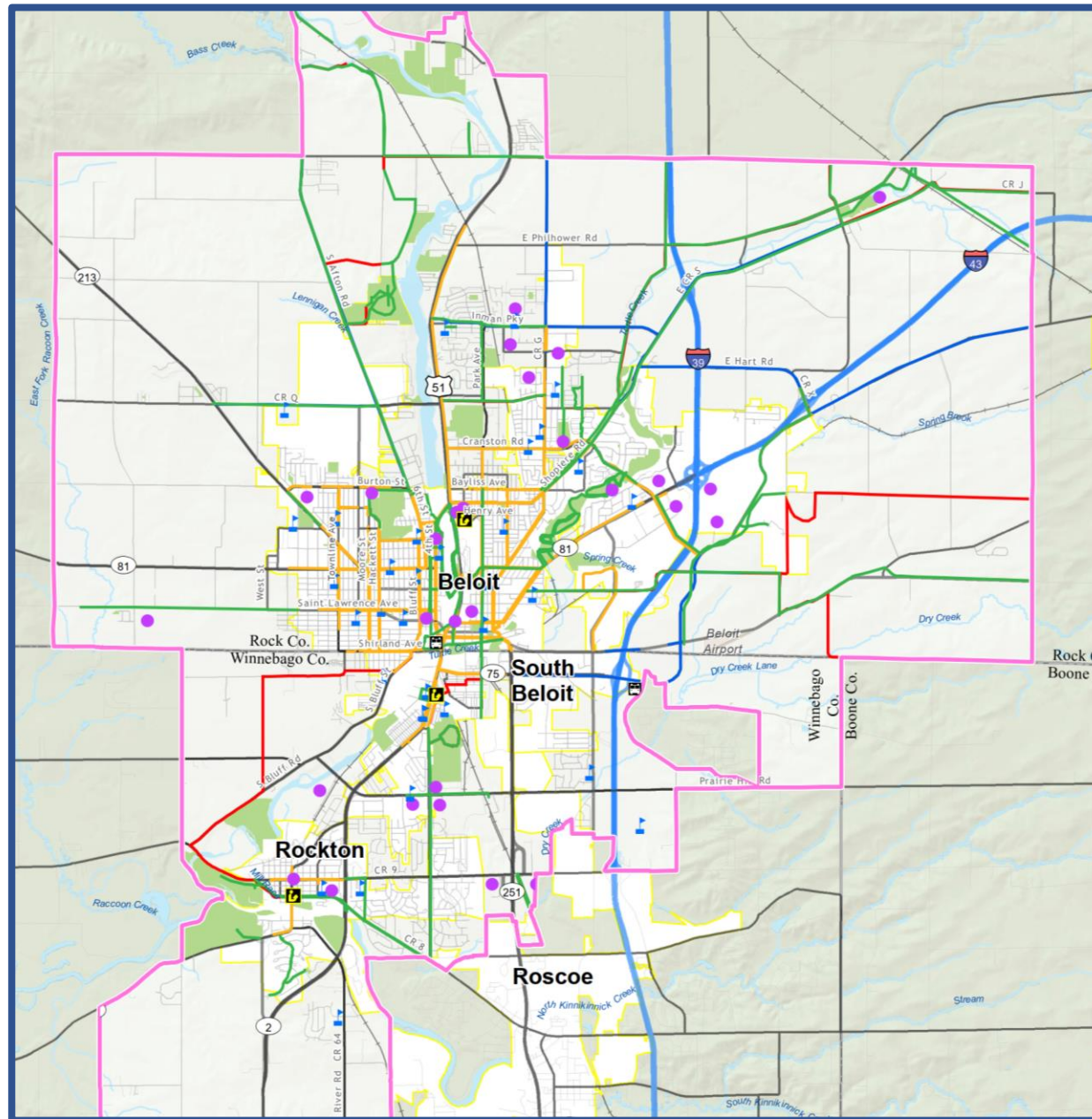
- Establishes the vision
- Incorporate facilities into roadway projects

### 2) Advance priority connections

- Big Hill Park
- Nature At The Confluence
- Schools, parks, downtown
- Milwaukee Rd; Blackhawk Blvd
- Casino; Stadium

### 3) New Technology

- E-scooters



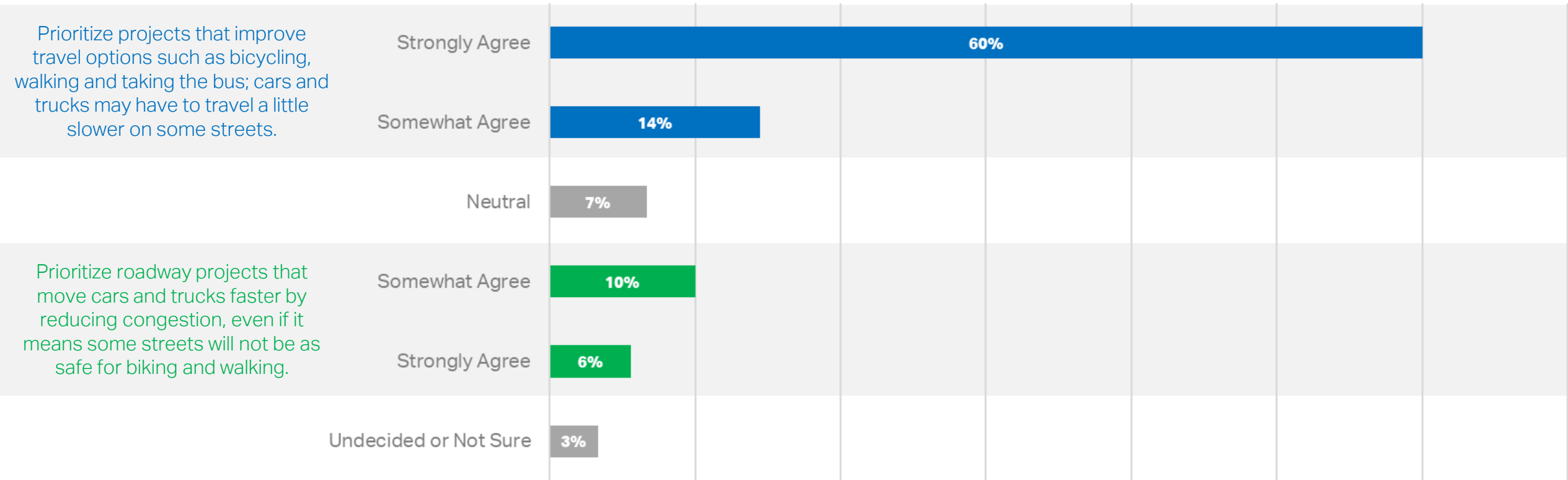
## Key Themes / Guiding Principles

- Advance Complete Streets Principles
- Accommodate New Technologies and Mobility Solutions
- Apply an Equity Lens
- Advance Regional Transit Service
- Continued Investments to Support Economic Development

74% of respondents agree with prioritizing projects that improve bicycling, walking, and transit, over improving travel for automobiles.

### Support for Complete Streets

Percent of Respondents

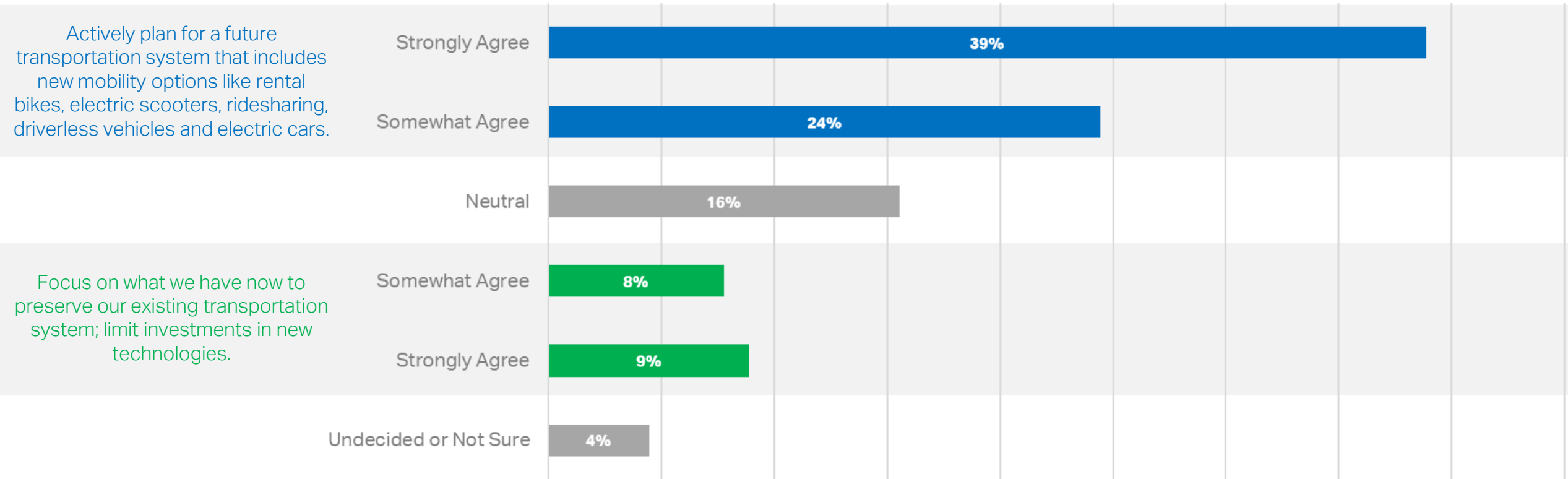




63% of respondents agree with actively planning for new mobility options.

### Support for Emerging Mobility

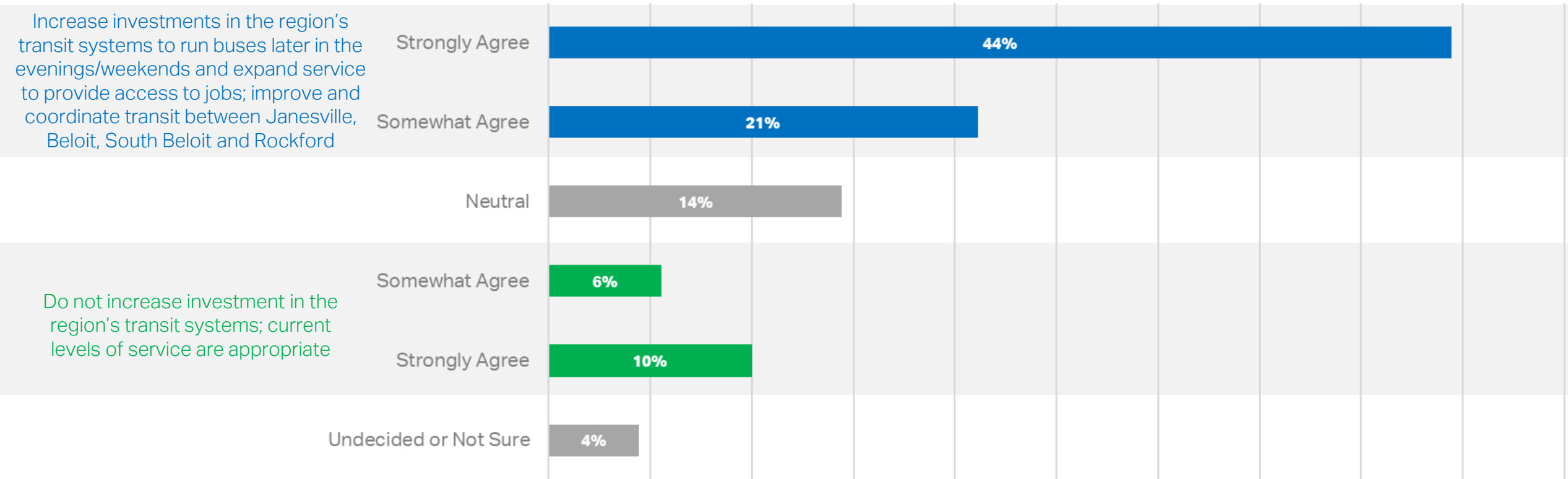
Percent of Respondents



65% of respondents agree with increasing investments in transit.

### Support for Transit Options

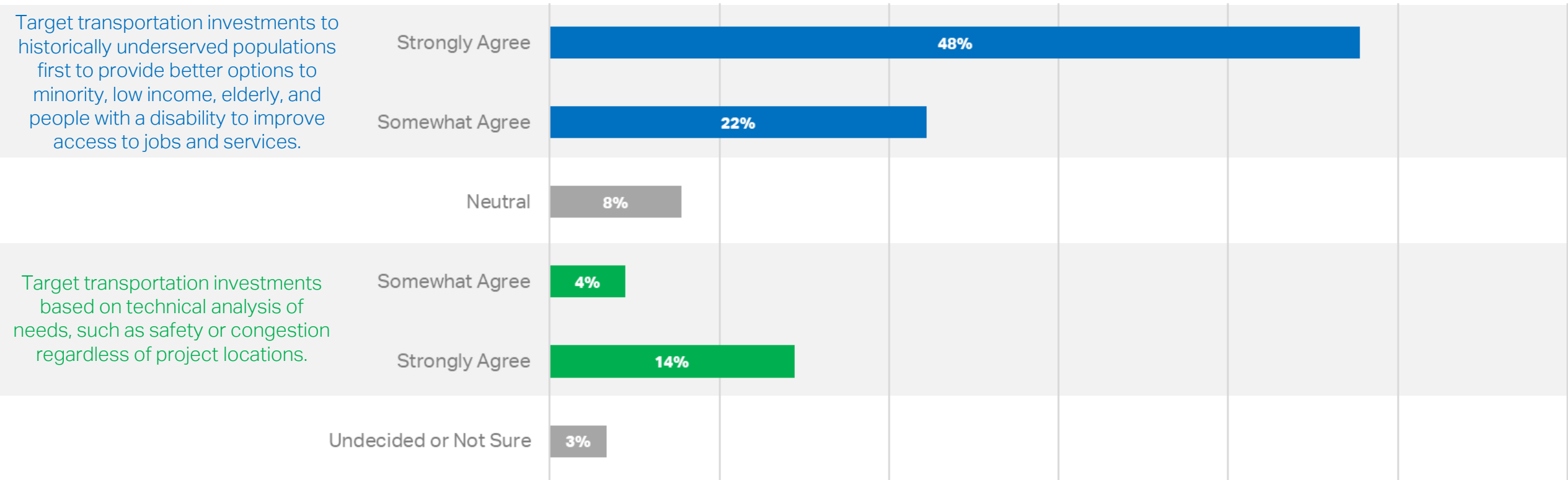
Percent of Respondents



70% of respondents agree with targeting transportation investments for historically underserved populations.

### Support for Transportation Equity

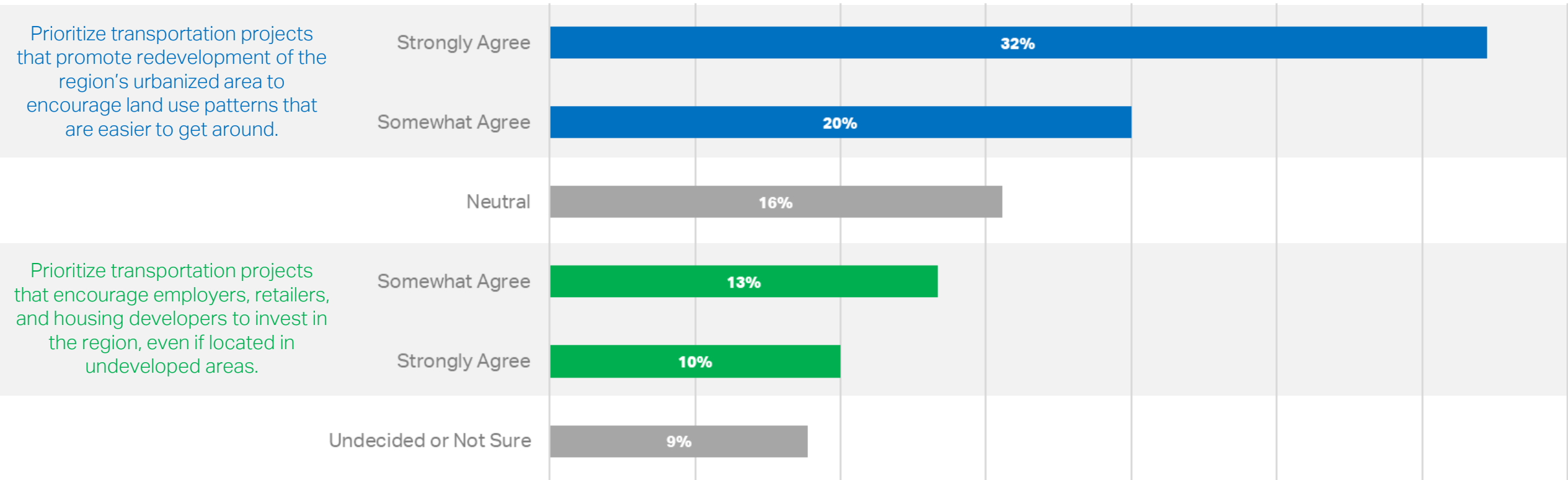
Percent of Respondents



52% of respondents agree with prioritizing transportation projects that promote redevelopment in urbanized areas.

### Support for Development

Percent of Respondents



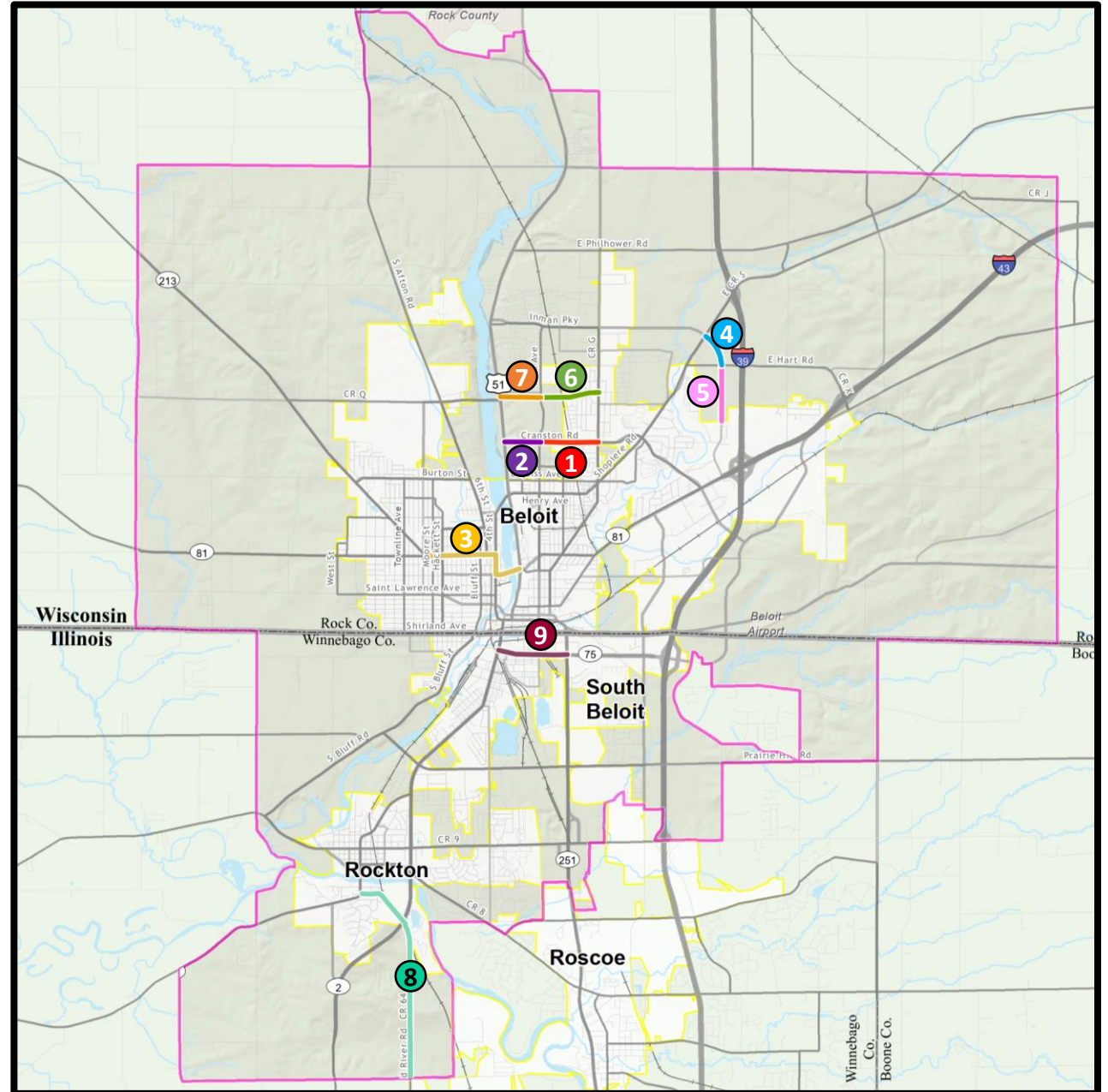


2045 Long Range Transportation Plan Update

# Overview of Recommended Plan

# Fiscally Constrained Plan

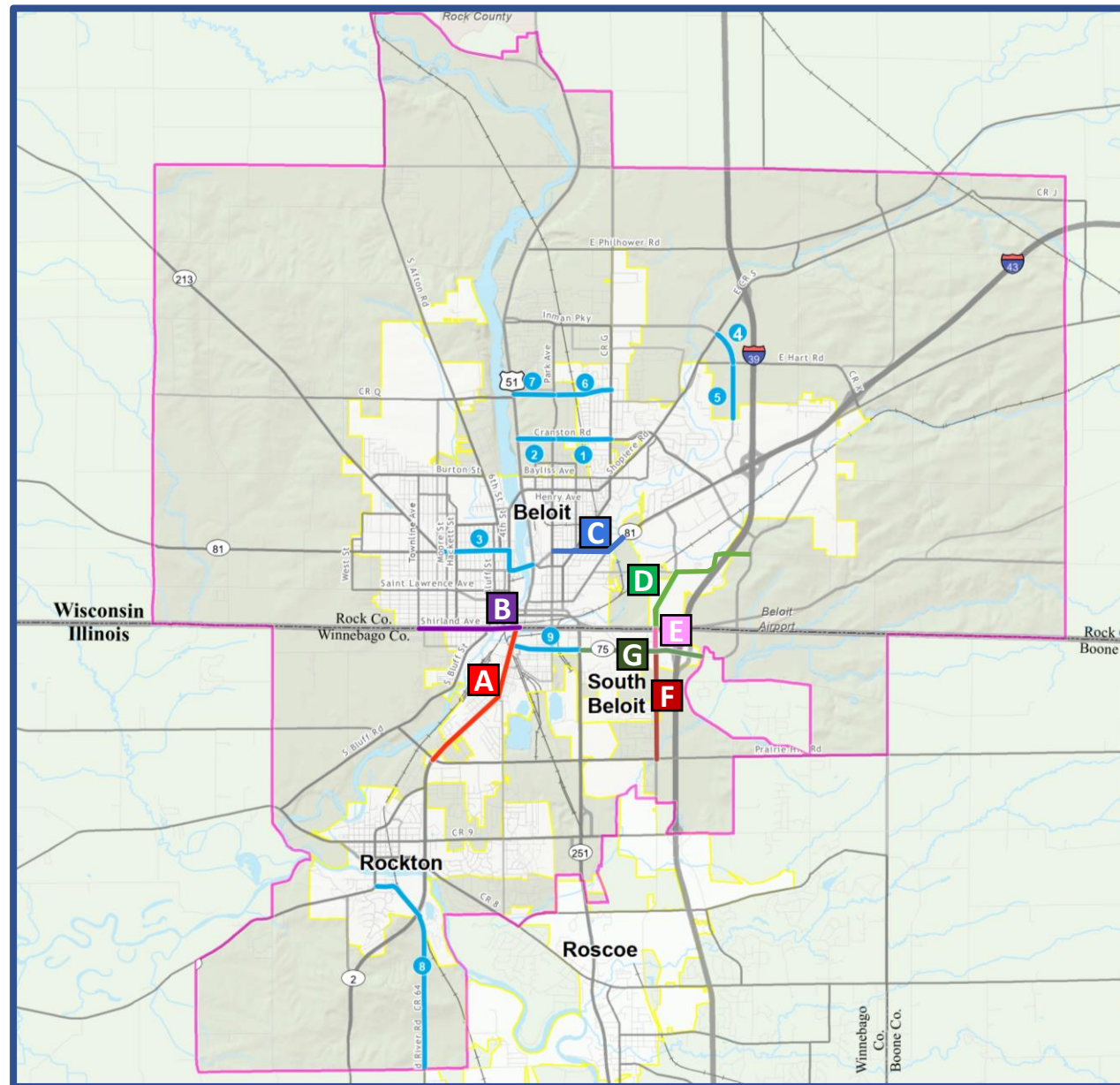
- 1 Cranston Road – Phase 1** (Park Avenue to Prairie Avenue) – FY 2025
- 2 Cranston Road – Phase 2** (Riverside Drive to Park Avenue) – FY 2027 / 2029
- 3 Liberty Avenue / 4th Street / Portland Avenue** – FY 2027
- 4 BT Extension – Phase 1** (S to approx. 200 feet south of Hart) – FY 2029
- 5 BT Extension – Phase 2** (200 feet south of Hart to Winchester) – FY 2031
- 6 Elmwood Avenue – Phase 1** (Riverside Drive to Park) – FY 2033
- 7 Elmwood Avenue – Phase 2** (Park to Prairie) – FY 2035
- 8 Old River Road (IL-75 to Roscoe Road)** – FY 2024 (currently in the 2021 TIP)
- 9 Gardner Street – Phase 1** (FY 2028) and **Phase 2** (FY 2032); the limits of phase 1 and phase 2 to be determined.





## Illustrative Projects / Future Studies

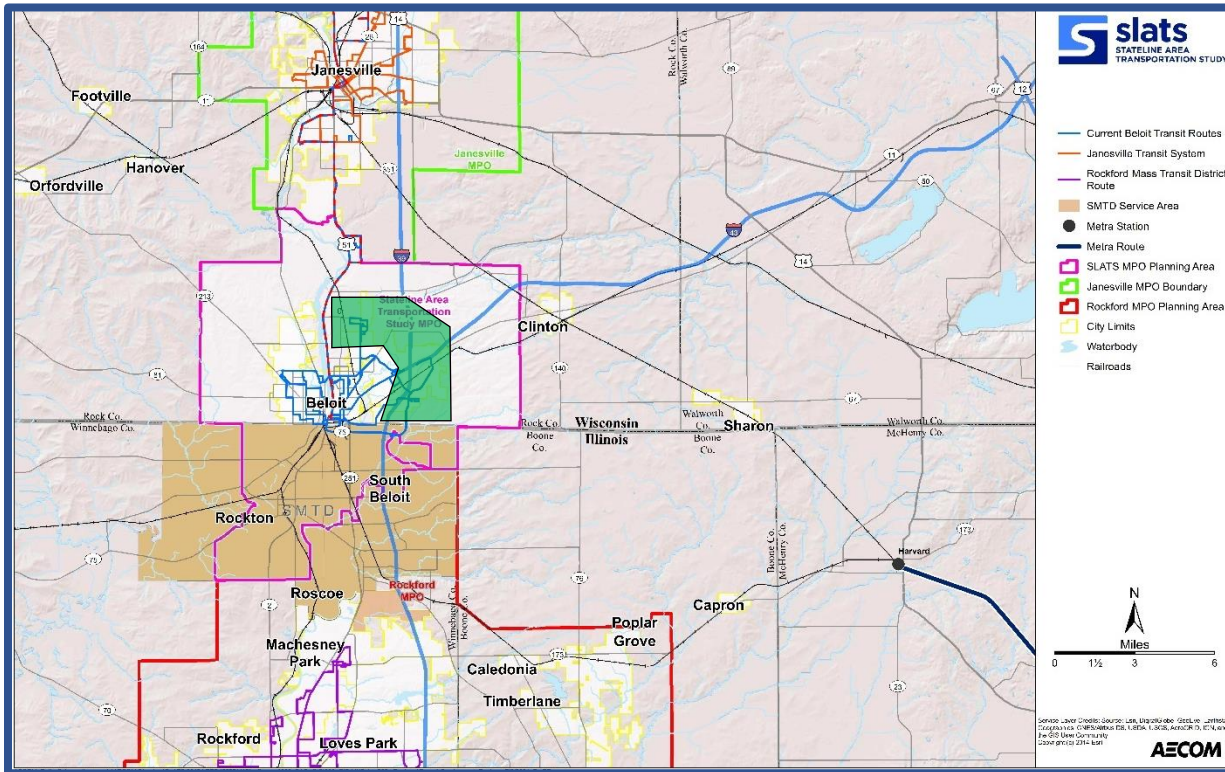
- A Blackhawk Boulevard** – Corridor Study identified several recommendations for bicycle accommodations and upgrade of Turtle Creek to accommodate bikes and address flooding issues.
- B Shirland Avenue** – Potential complete streets project to enhance east-west connectivity and to link to the new stadium.
- C Milwaukee Road / White Avenue** – Monitor for potential congestion and traffic operational issues.
- D Willowbrook Road and Colley Road** – Local roadway improvements being planned to accommodate the new Casino
- E Willowbrook Road (State line to Gardner)** – Priority segment that will require improvements to accommodate the next casino.
- F Willowbrook Road (Gardner to Prairie Hill)** – Priority segment that will require improvements to accommodate the next casino.
- G Gardner Street** – traffic operational/signal improvements; accommodate truck traffic





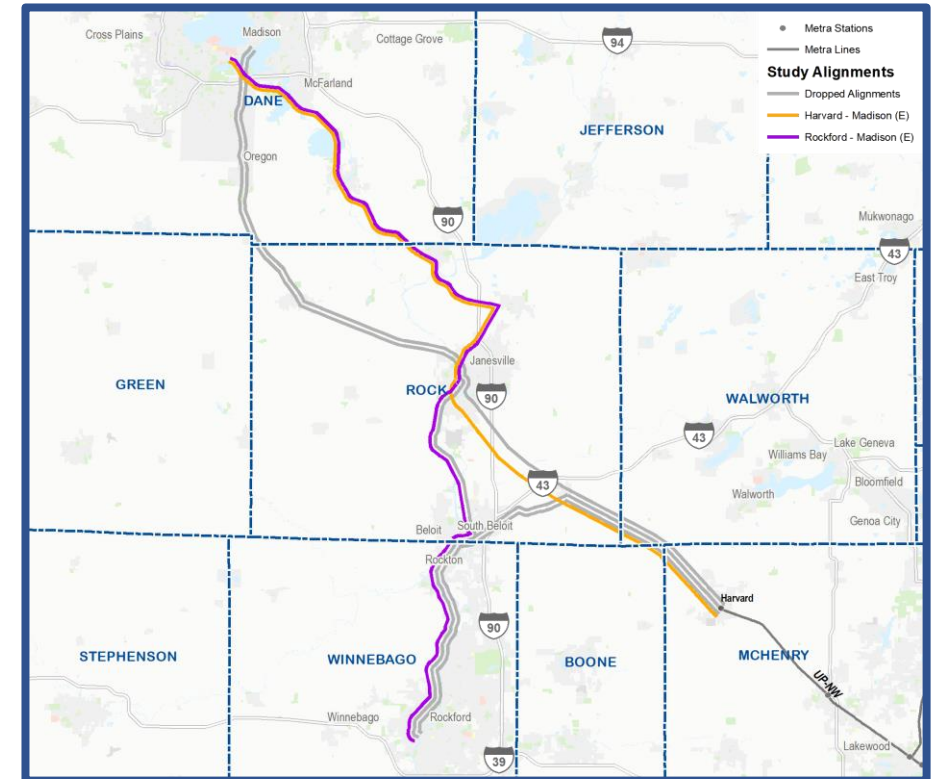
# Public Transportation

## Enhanced Regional Service



- **Enhance regional service coordination**
  - Encourage compact development / land use coordination
  - Advance discussions / implementation of coordinated service
- **Explore On-Demand Service / Microtransit**
  - Enhance existing BTS fixed-route service

## Advance Passenger Rail Service Planning



- **Preserve railroad right-of-way**
- **Reevaluate ridership potential using new US Census data**
- **Coordinate with future development**
- **Monitor opportunities related to the pending Federal surface transportation bill**

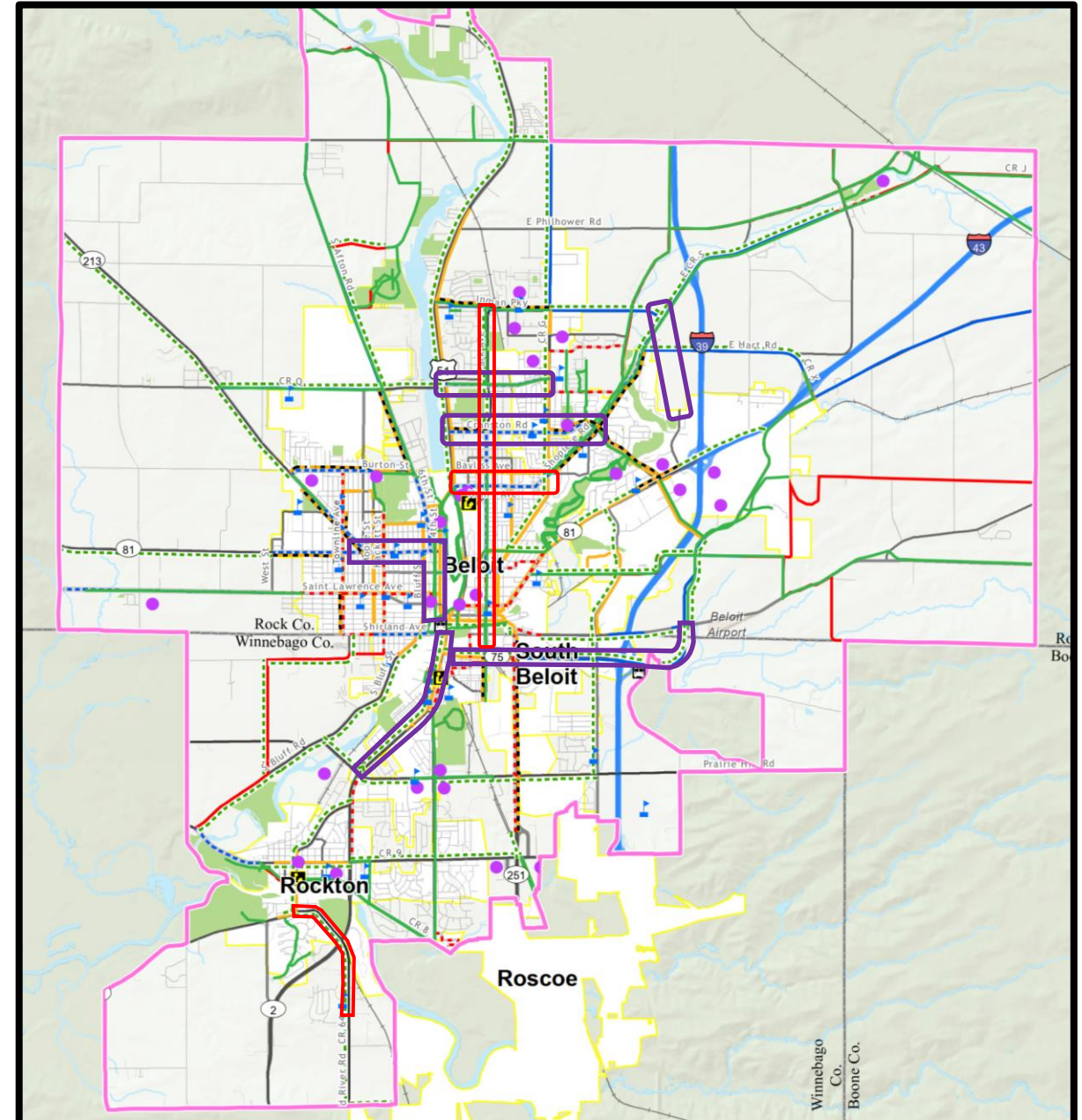
# Non-Motorized Improvements

## Committed Projects

- **Park Avenue** (Ingersol to Inman Parkway)
- **Henry Avenue** (Riverside Drive to Prairie Avenue)
- **Old River Road** (IL-75 to Stephen Mack Middle School)

## Fiscally Constrained Roadway Projects

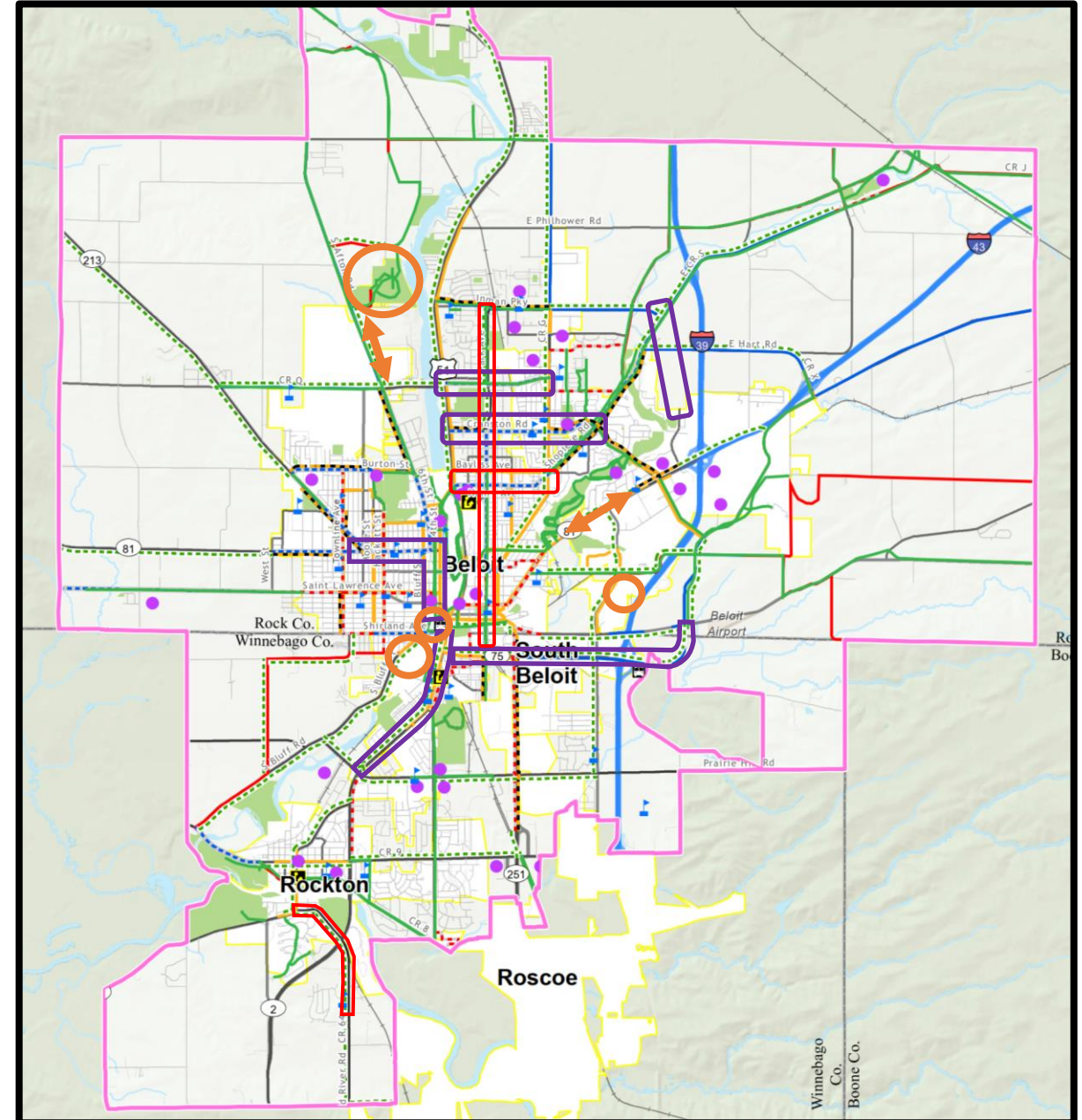
- **Cranston Road** (Riverside Drive to Prairie Avenue)
  - continue east to Shopiere Road
- **Elmwood Avenue** (Riverside Drive to Prairie Ave.)
- **Liberty Avenue** (West St. to Fourth St.), and **Fourth St.** (Broad St. to Liberty Ave.)
  - fiscally constrained roadway improvements are only along some portions of this corridor
- **BT Extension** – new roadway project to include appropriate complete streets elements
- **Gardner Street** (Blackhawk Boulevard to IL 251)
  - continue east to Gateway Boulevard
- **Blackhawk Boulevard** (Prairie Hill to the state line)



# Non-Motorized

## Regional / Additional Connections

- Big Hill Park
- Nature At The Confluence
- ABC Supply Stadium
- Casino
- Milwaukee Road



## Other Considerations

- Environmental Justice Analysis
- Environmental Mitigation Analysis
- Performance Measures
- Emerging / New Technology
  - Electric vehicle charging stations
  - Emergency signal preemption
  - Autonomous vehicles
- Truck Parking
  - How best to accommodate it within the region
  - Safety issue for the traveling public
- Coordinated Land Use Planning
  - Short-term development decisions can significantly impact the long-term transportation vision
    - Roadway network connectivity
    - Future passenger rail service (station locations)
  - Update comprehensive plans to be consistent with the LRTP
  - Official mapping to preserve future right-of-way



2045 Long Range Transportation Plan Update

## Next Steps / Schedule

## Next Steps

- Draft LRTP available to committee
  - This week
- Draft LRTP Available for 30-day Public Review
  - August 30<sup>th</sup>
- Joint Policy Board & Technical Advisory Committee
  - October 4<sup>th</sup>
  - Adoption of the 2045 LRTP