

Stateline Area Transportation Study

May 23, 2016

2040 Long Range Transportation Plan Update

Meeting #3

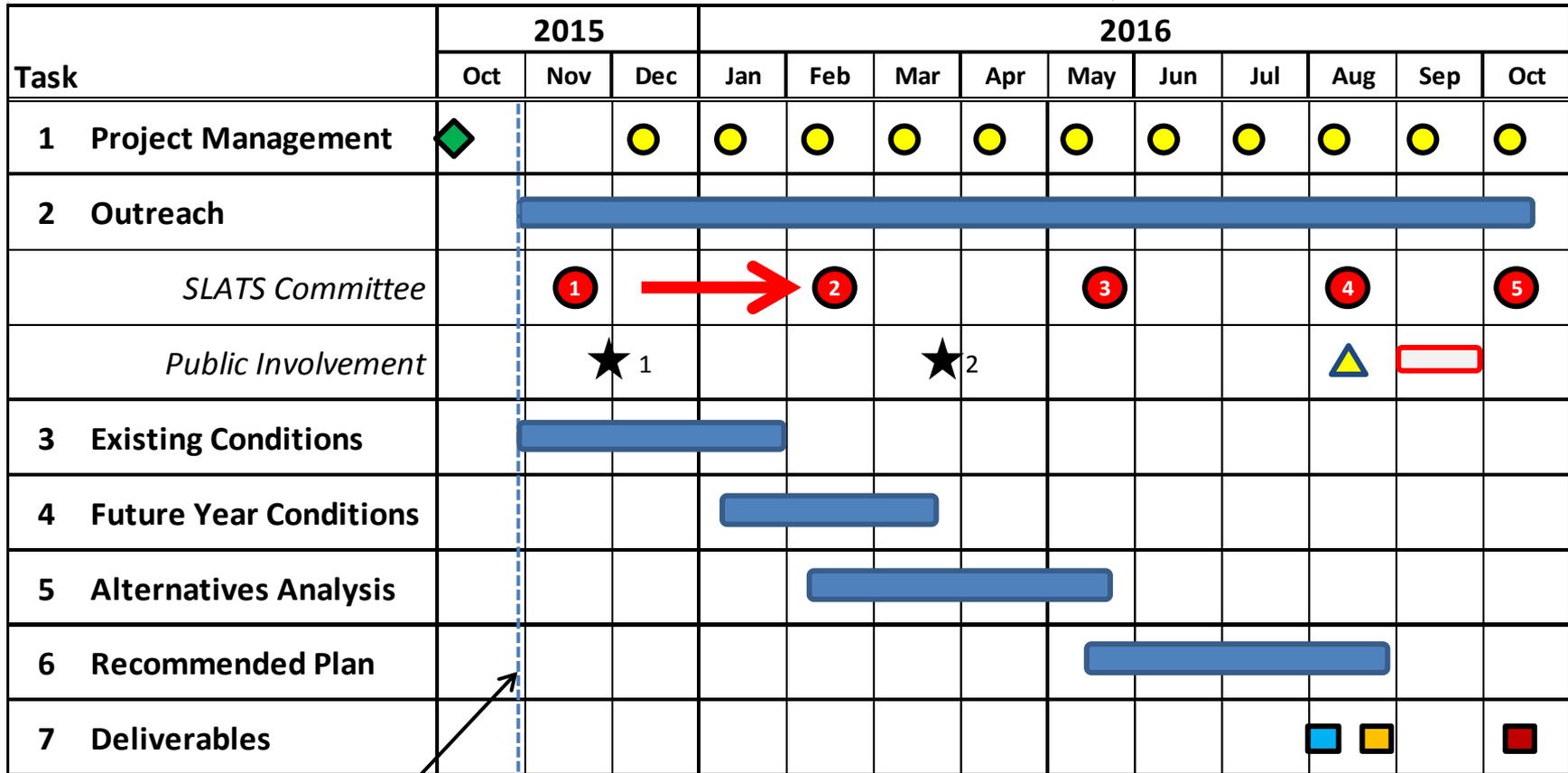
Meeting Agenda

- Where we are in the LRTP Process
- Overview of Growth Trends
- Discuss Multi-Modal Needs
 - Existing and Future Year
- Obtain Feedback on Survey #2
- Discuss Next Steps

We are here.



Next Steps



Schedule assumes contract begins by the end of October 2015.

- ◆ Project Management Plan Meeting
- Invoicing and Reporting
- TAC/Policy Meeting
- ★ On-line Surveys
- ▲ Open House

- Draft Report (for SLATS review)
- Draft Report (for Public review)
- Final Report (for SLATS approval)
- 30-Day Public Review of Draft Plan

Overview of the LRTP Process

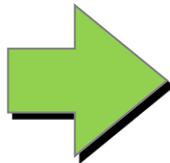
Data Collection

Current Land Use

Transportation
System Data

Identify Issues

Goals and
Objectives



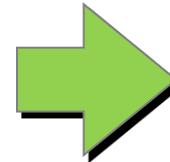
Current and Future Conditions

Impact of
Development

Future Traffic

Future Congestion

Planned
Improvements



Multimodal Alternatives & Recommendations

Alternatives Analysis:

- System Benefits
- Impacts
- Costs

Screening/Narrowing

Recommendations

Implementation Plan



Public Involvement and Information Meetings

Overview of the LRTP Process

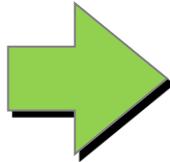
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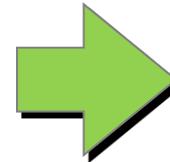
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Multimodal
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Public Involvement and Information Meetings

Analysis Focused on LRTP Goals

➤ Economic Vitality

- Prioritize transportation investments that foster regional economic development opportunities.

➤ System Preservation

- Strategically support and strengthen existing local and regional transportation assets.

➤ Mobility and Accessibility

- Develop a comprehensive, multimodal system that enhances mobility and accessibility for all transportation users.

➤ Safety and Security

- Improve transportation safety and security throughout the region.

➤ Environmentally Friendly

- Promote transportation investments that preserve and protect the environment.

➤ Healthy Neighborhoods

- Provide well-connected, sustainable neighborhoods that enhance quality of life.

➤ Land Use Integration

- Strengthen the integration between land use and transportation initiatives to promote transportation system efficiency.

Overview of Survey #2

➤ Purpose

- Obtain public input regarding possible multimodal improvements within the SLATS MPA.

➤ Schedule

- June 6th to July 8th.

➤ Today's Goal

- Through discussion of existing and future year conditions, obtain committee feedback that will be used to finalize survey questions.

➤ Disclaimer

- This is not intended to be a statistically valid survey.

GROWTH TRENDS

Growth Trends

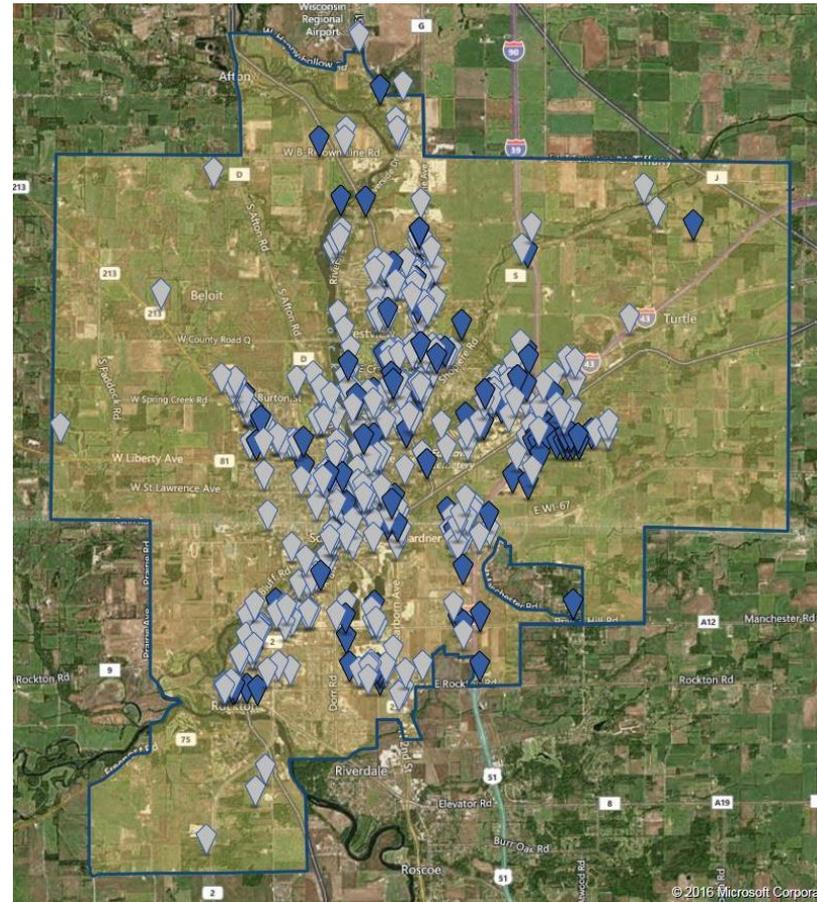
➤ SLATS MPA Property Overview

- Office
 - 62 Buildings - 995,808 SF
- Industrial/Flex
 - 108 Buildings - 8,074,409 SF
- Retail
 - 256 Buildings – 3,152,344 SF
- Multi-Family
 - 2,072 Units

➤ Vacancy Rates

➤ Recent Growth

- 2000 to 2016

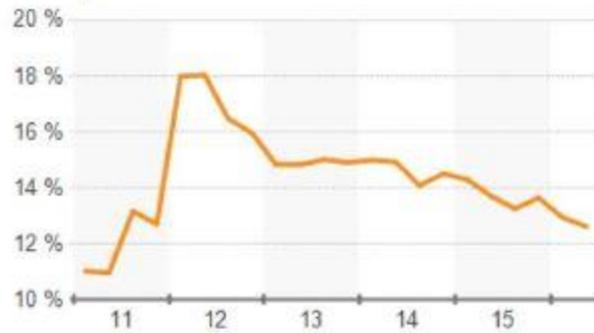


Source: CoStar

Growth Trends – 5 Year Vacancy Rates

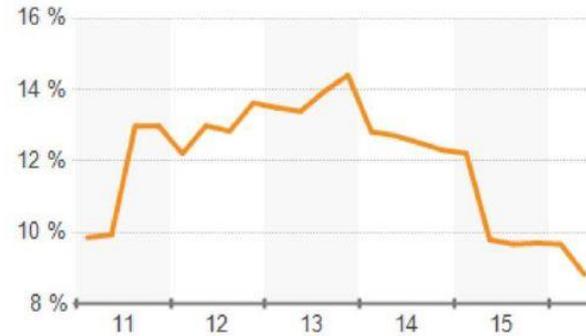
Office

Vacancy Rate



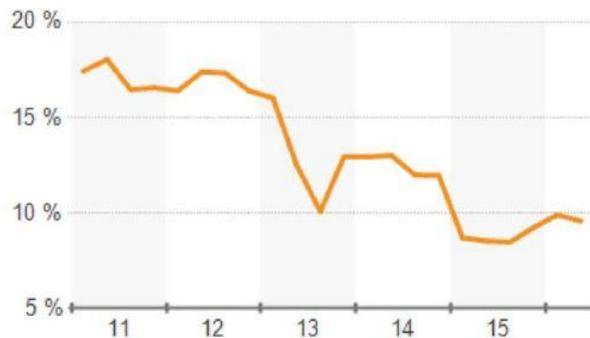
Retail

Vacancy Rate



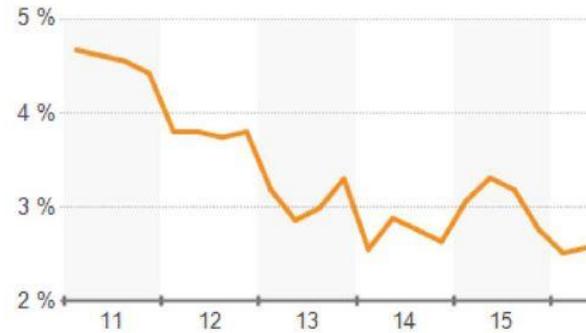
Industrial/Flex

Vacancy Rate



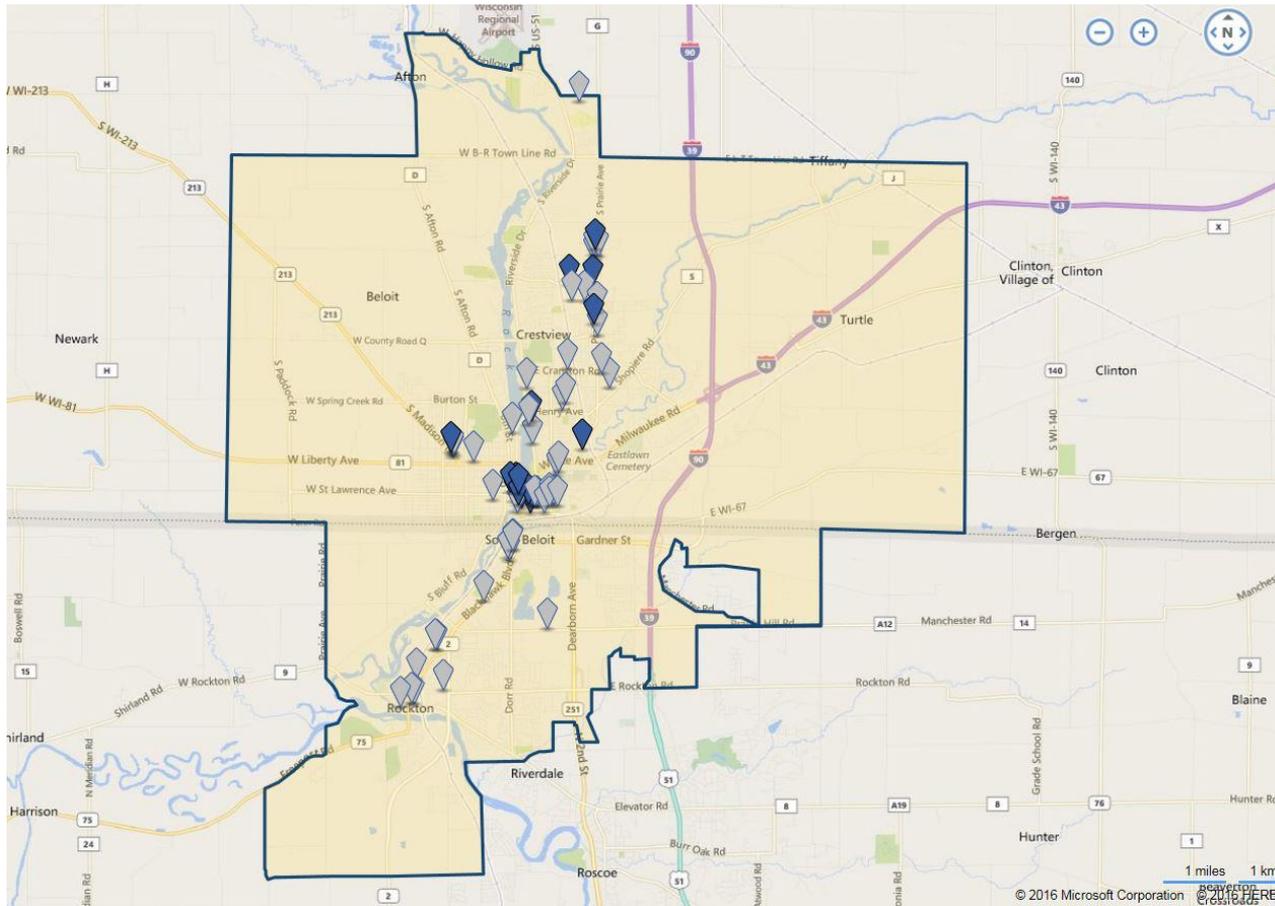
Multi-Family

Vacancy Rate



Property Inventory

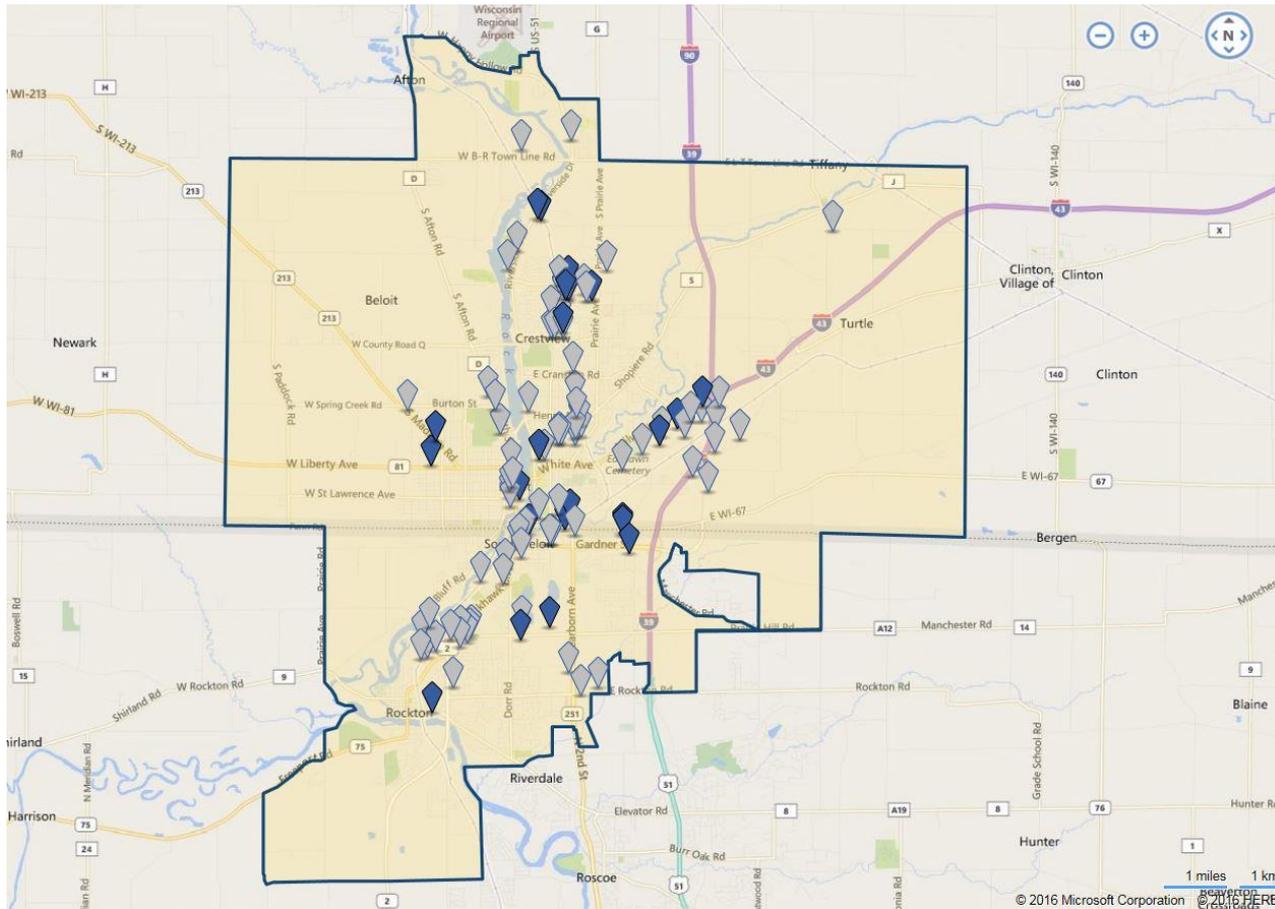
➤ Office Properties



Source: CoStar

Property Inventory

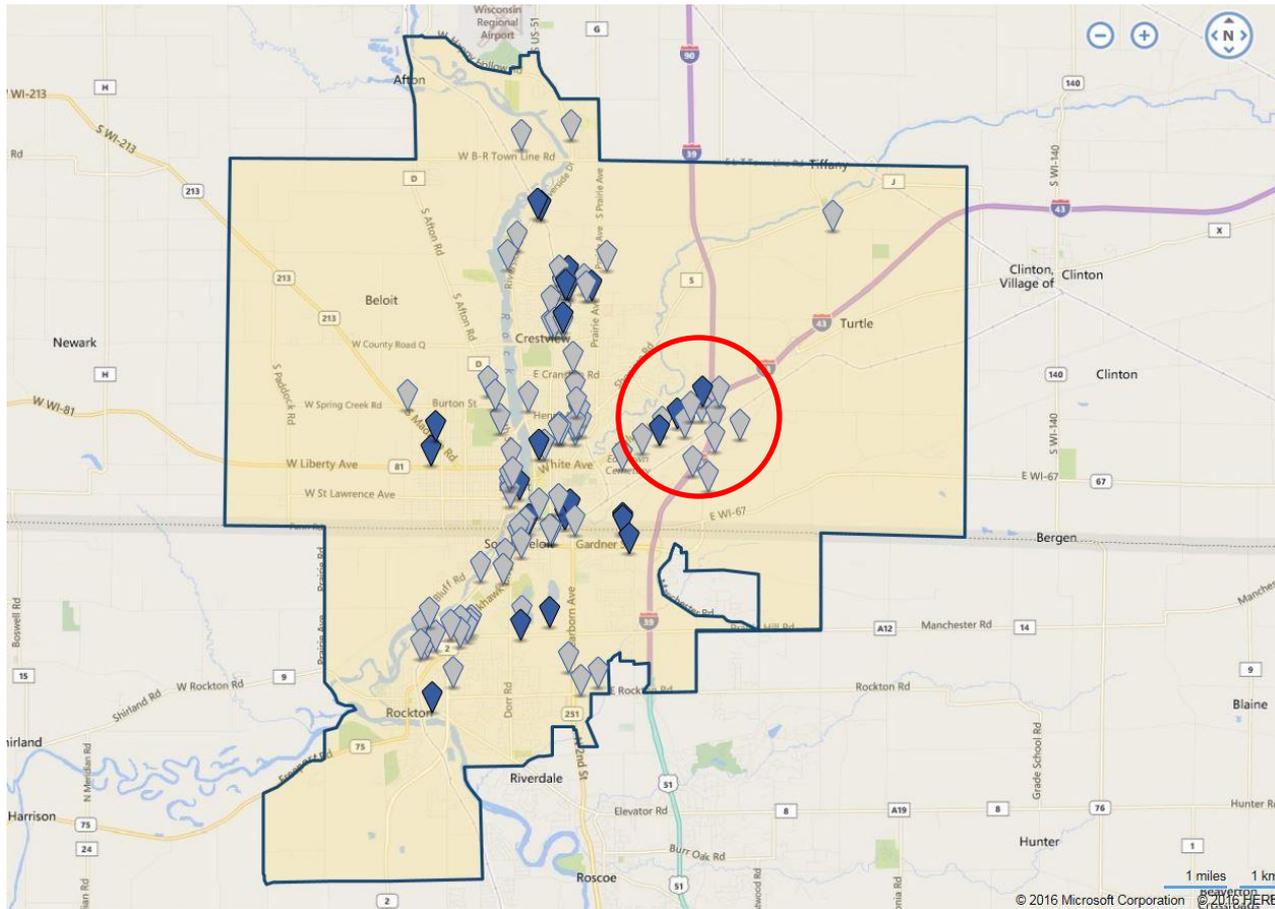
➤ Industrial/Flex Properties



Source: CoStar

Property Inventory

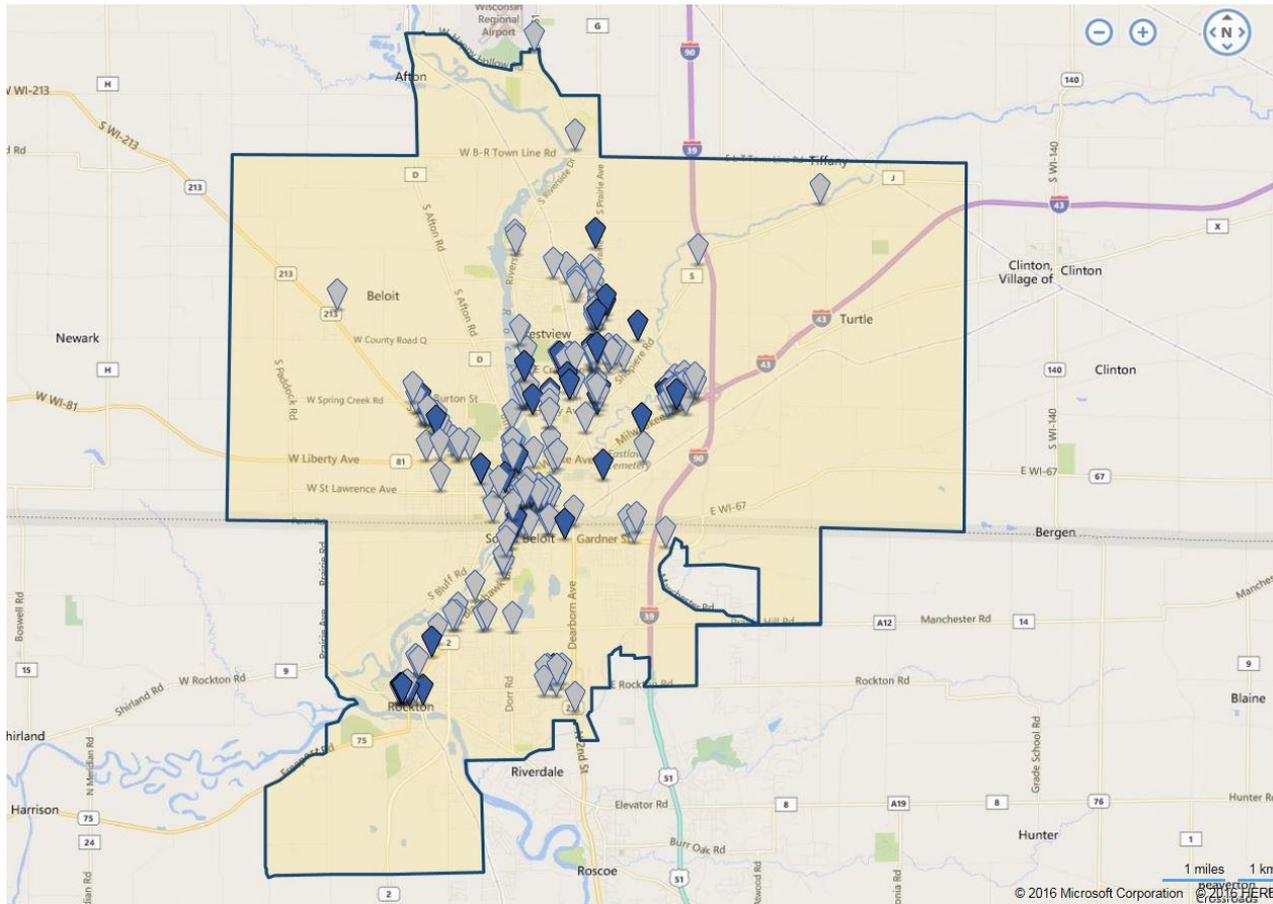
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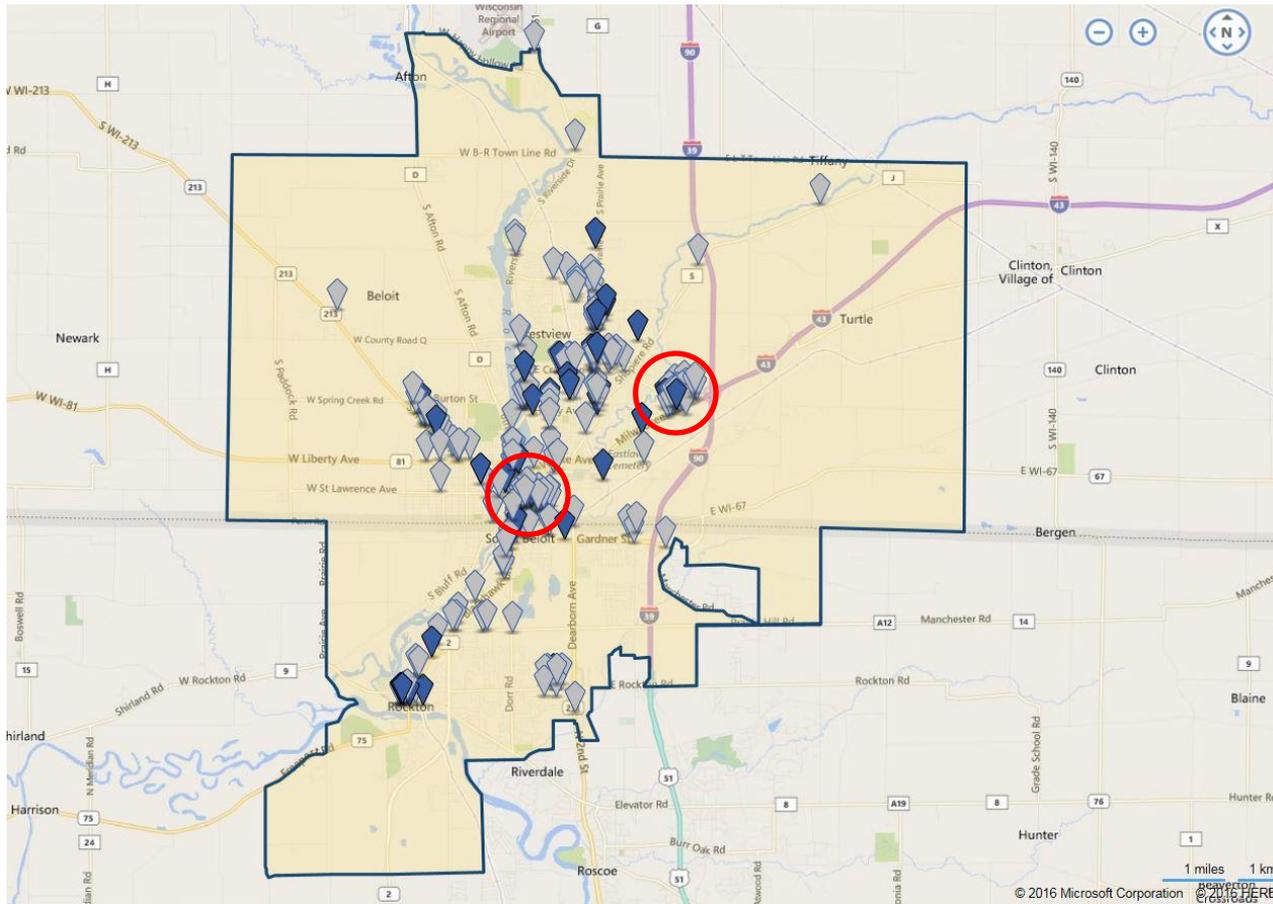
➤ Retail Properties



Source: CoStar

Property Inventory

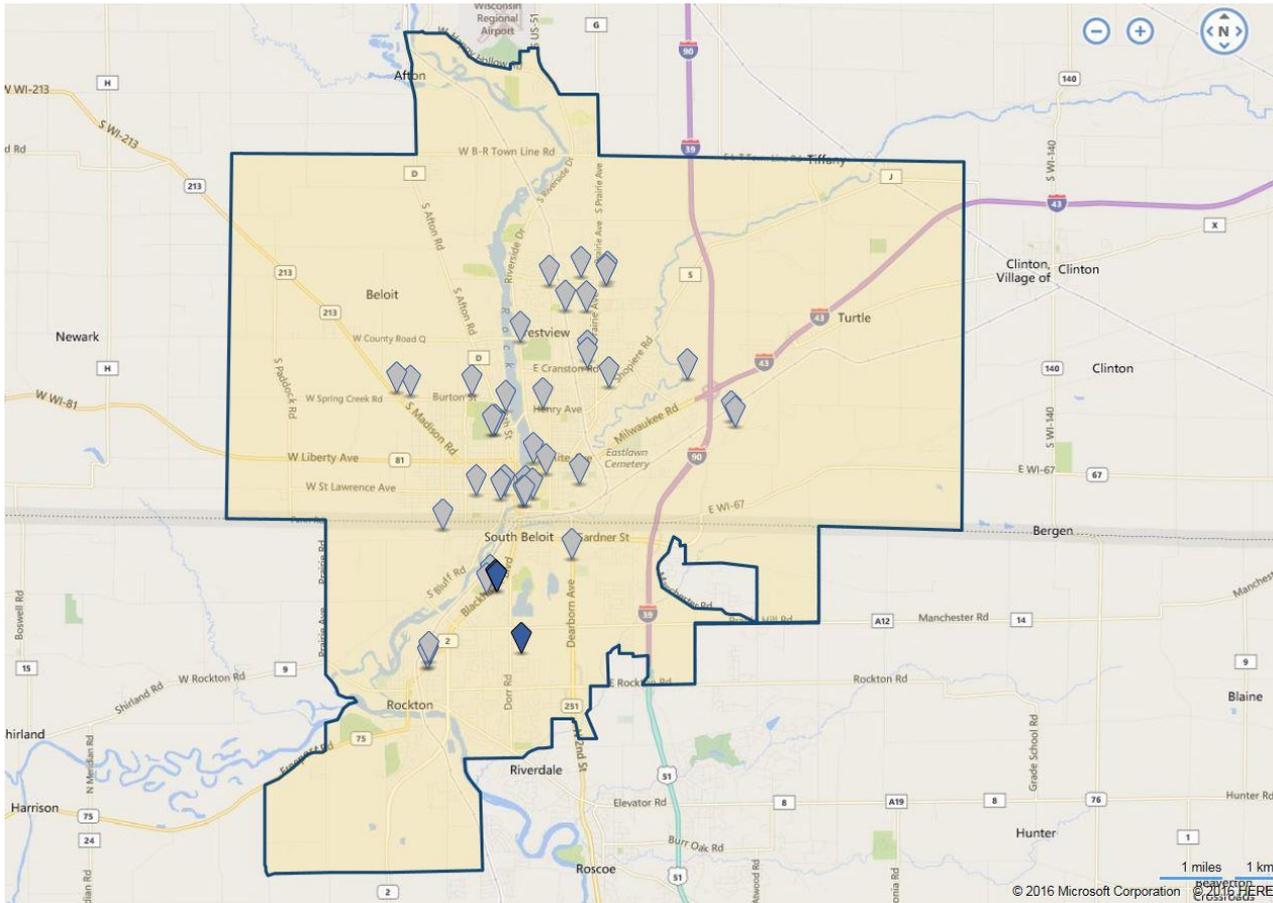
➤ Retail Properties



Source: CoStar

Property Inventory

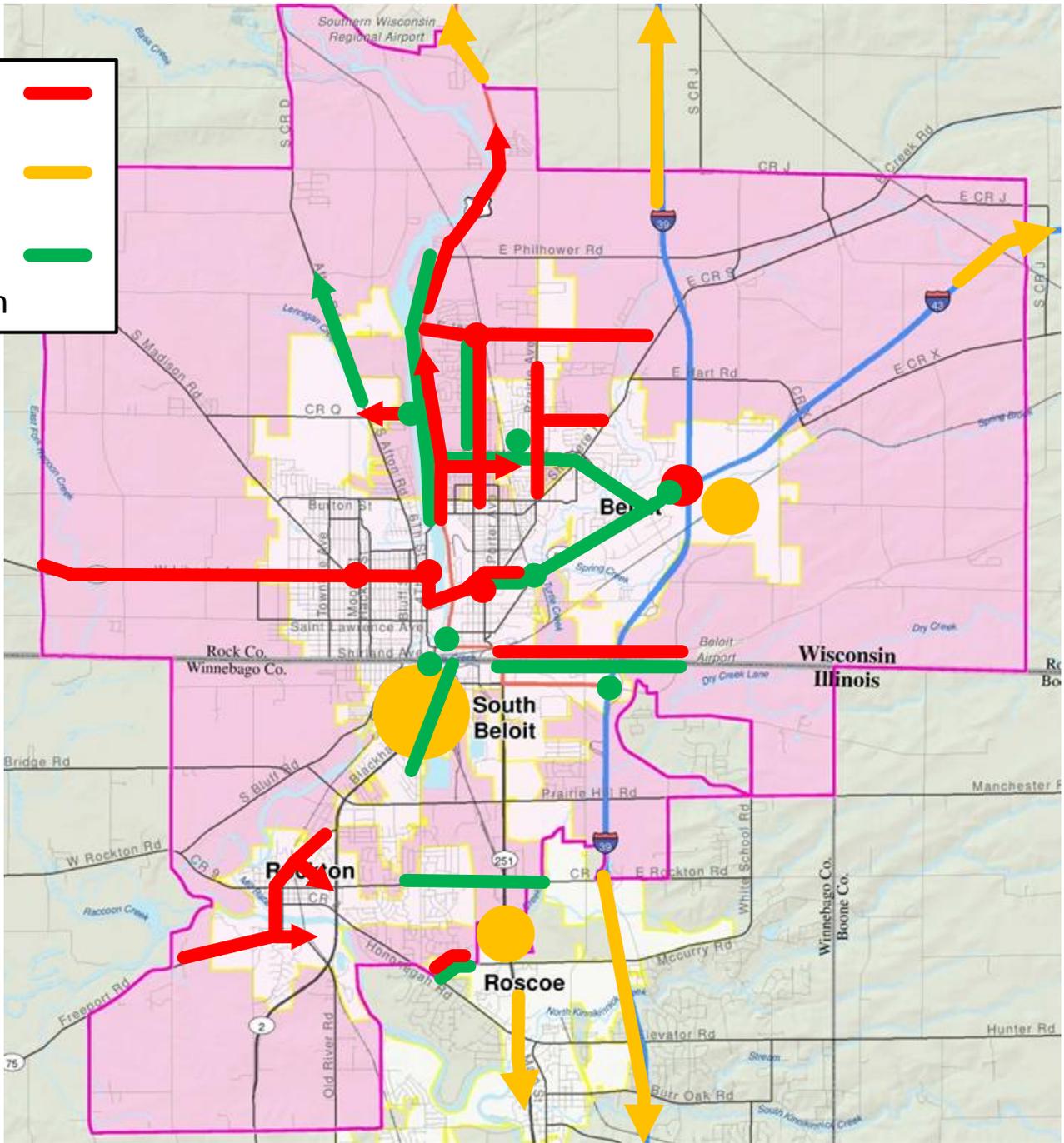
➤ Multi-Family Properties



Source: CoStar

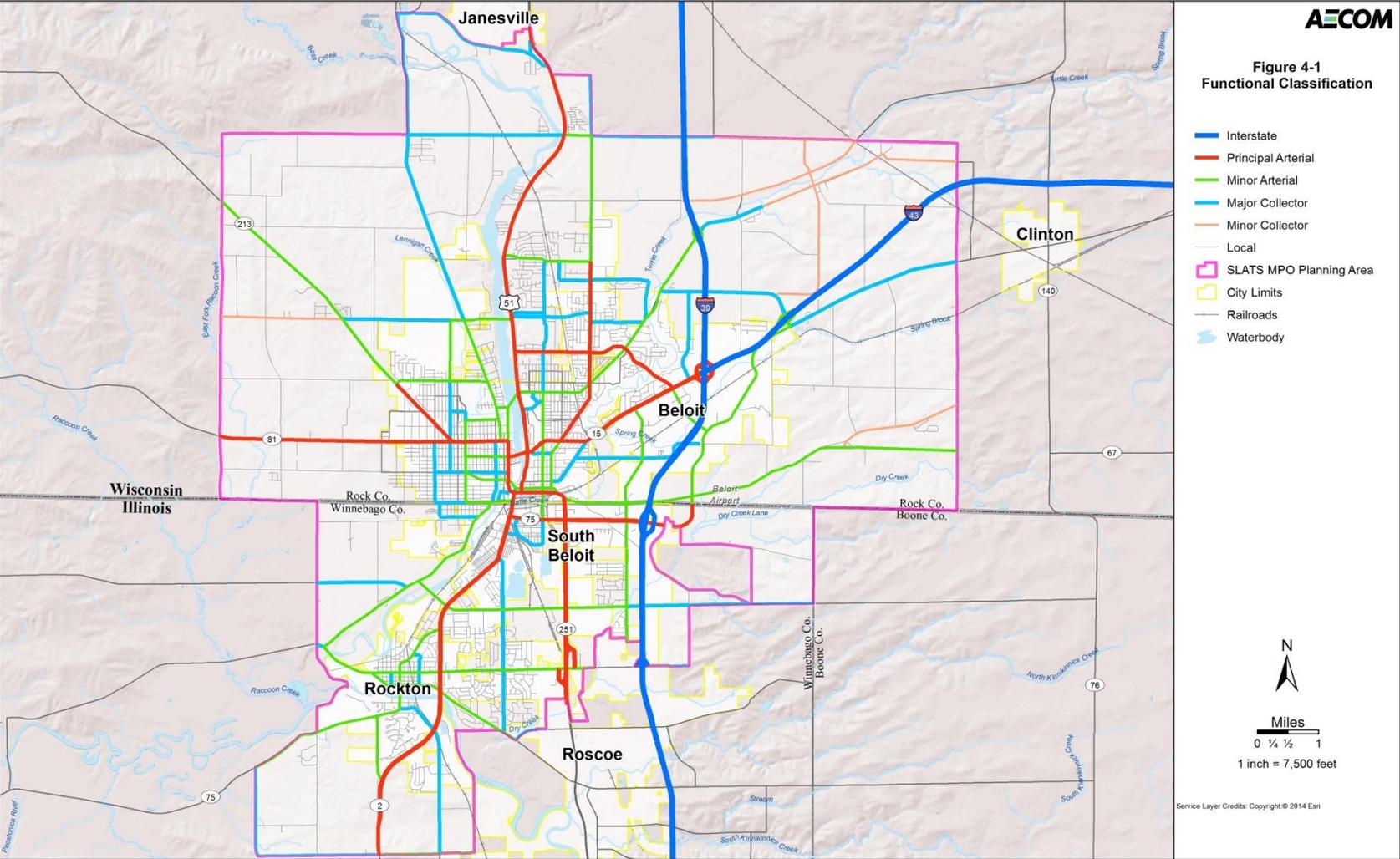
EXISTING AND FUTURE YEAR CONDITIONS

- Roadway —
- Transit —
- Bicycle & Pedestrian —



ROADWAYS

Functional Classification



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Functional Classification

➤ Primary System

- All highways designated as Interstate, US Highways, and State routes

➤ Secondary System

- All other highways which are the jurisdictional responsibility of the county or local municipalities

➤ Functional Class Updates

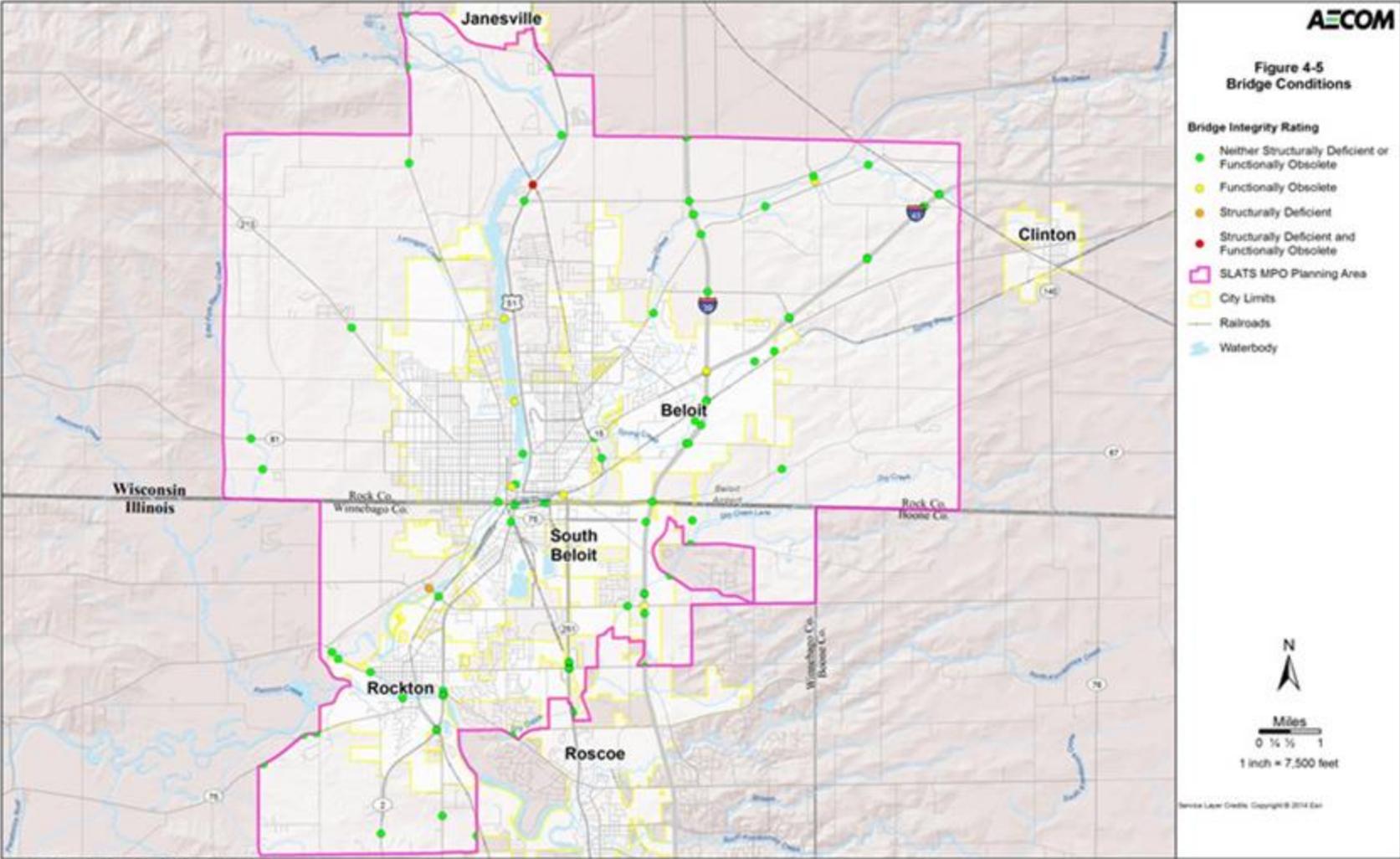
- Wisconsin: Updates in coming months (most recent update in 2009)
- Illinois: Updated in 2014

Daily Traffic Volumes

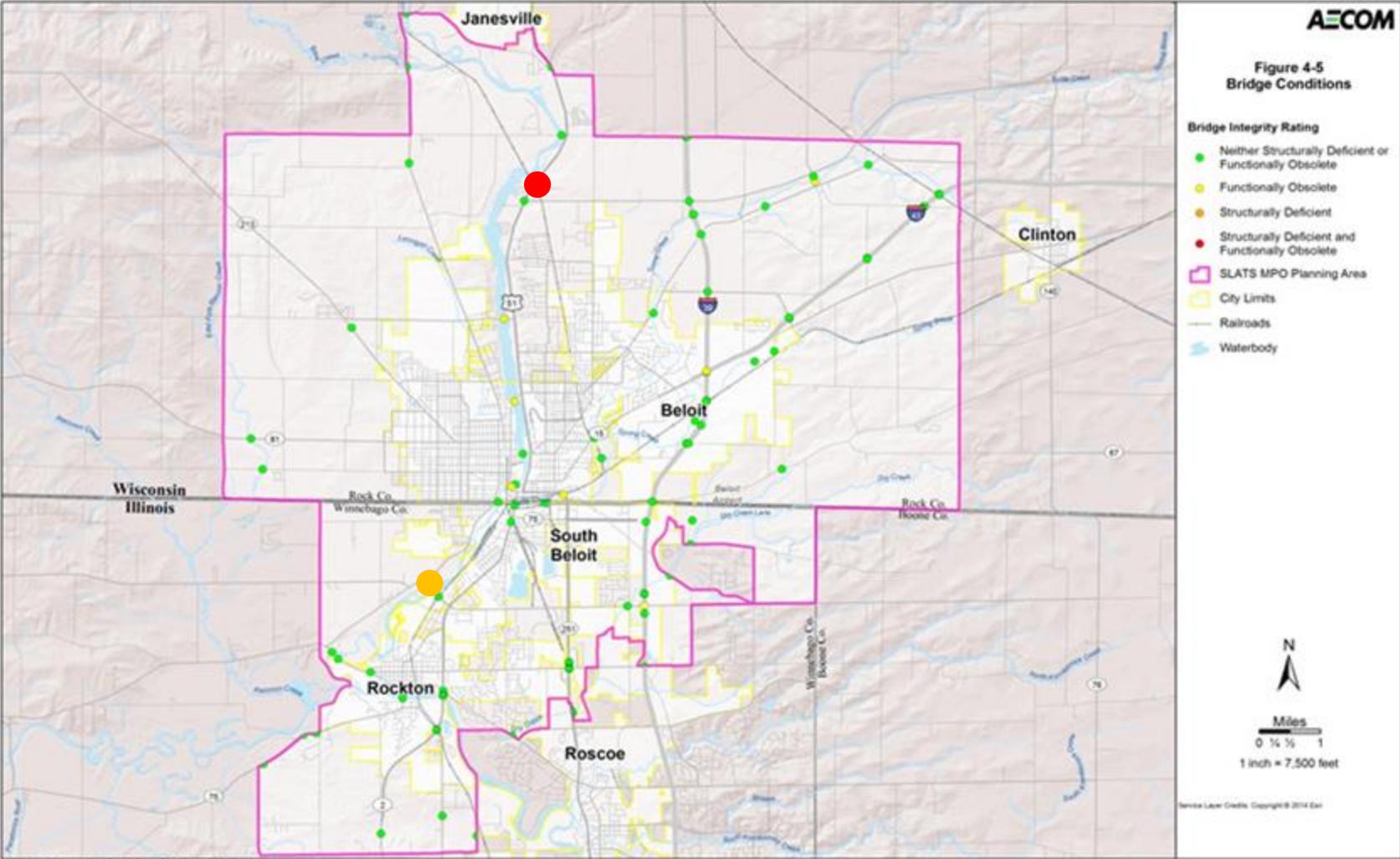
➤ MPA Traffic Volume Characteristics

- Bulk of higher volume roads are concentrated in the eastern portion of the MPA
 - Greater density of jobs
 - Interstate access
- Highest traffic volume observed on I-39/90 (40,000 to 50,000 AADT)
- Principal and Minor Arterials exceeding 10,000 AADT include:
 - Milwaukee Avenue
 - 4th Street
 - Liberty Avenue
 - White Avenue
 - Portland Avenue Bridge
 - Henry Avenue Bridge

Bridge Condition



Bridge Condition



Bridge Condition

➤ Bridge Structures in the MPA: 76

- Wisconsin: 47 structures
- Illinois: 29 structures

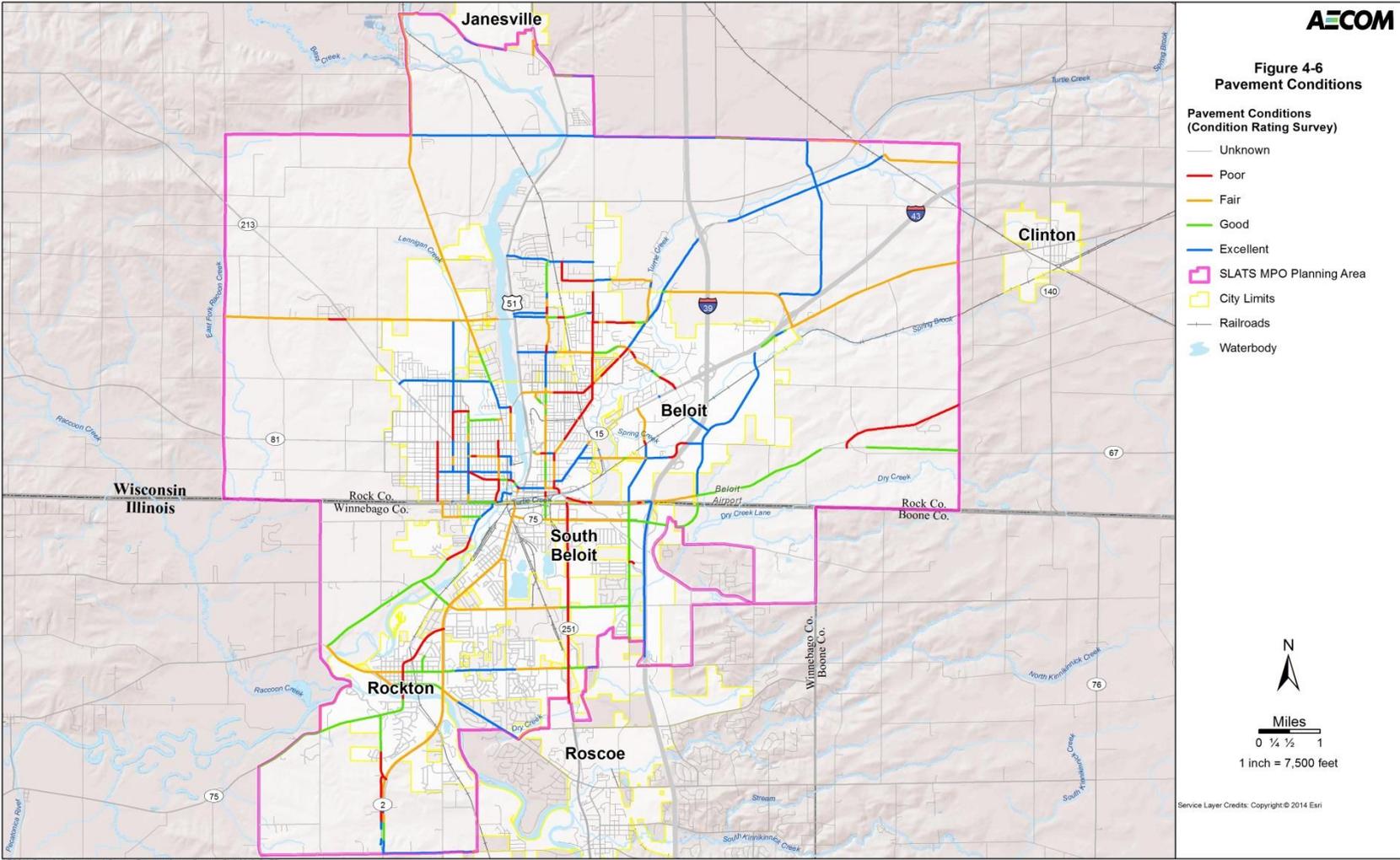
➤ 85 percent of bridges in the MPA are in “good” condition

➤ 15 percent are structurally deficient and/or functionally obsolete

- National Average: 25 percent (Source: US DOT)

Bridge Data		Structurally Deficient and Functionally Obsolete	Structurally Deficient	Functionally Obsolete	Neither Structurally Deficient or Functionally Obsolete	Total Bridge Structures
Wisconsin	Bridge Structures	2	0	7	38	47
	Percent of Total	4.3%	0.0%	14.9%	80.9%	100.0%
Illinois	Bridge Structures	0	1	1	27	29
	Percent of Total	0.0%	3.4%	3.4%	93.1%	100.0%
Total MPO	Bridge Structures	2	1	8	65	76
	Percent of Total	2.6%	1.3%	10.5%	85.5%	100.0%
Source: WisDOT and IDOT						

Pavement Condition



Pavement Condition

➤ Roadway Classification

- 53 percent in “excellent” or “good” condition
- 32 percent in “fair” condition
- 15 percent in “poor” condition
 - National Average: 32 percent (Source: US DOT)

➤ Roadways in “Poor” condition include:

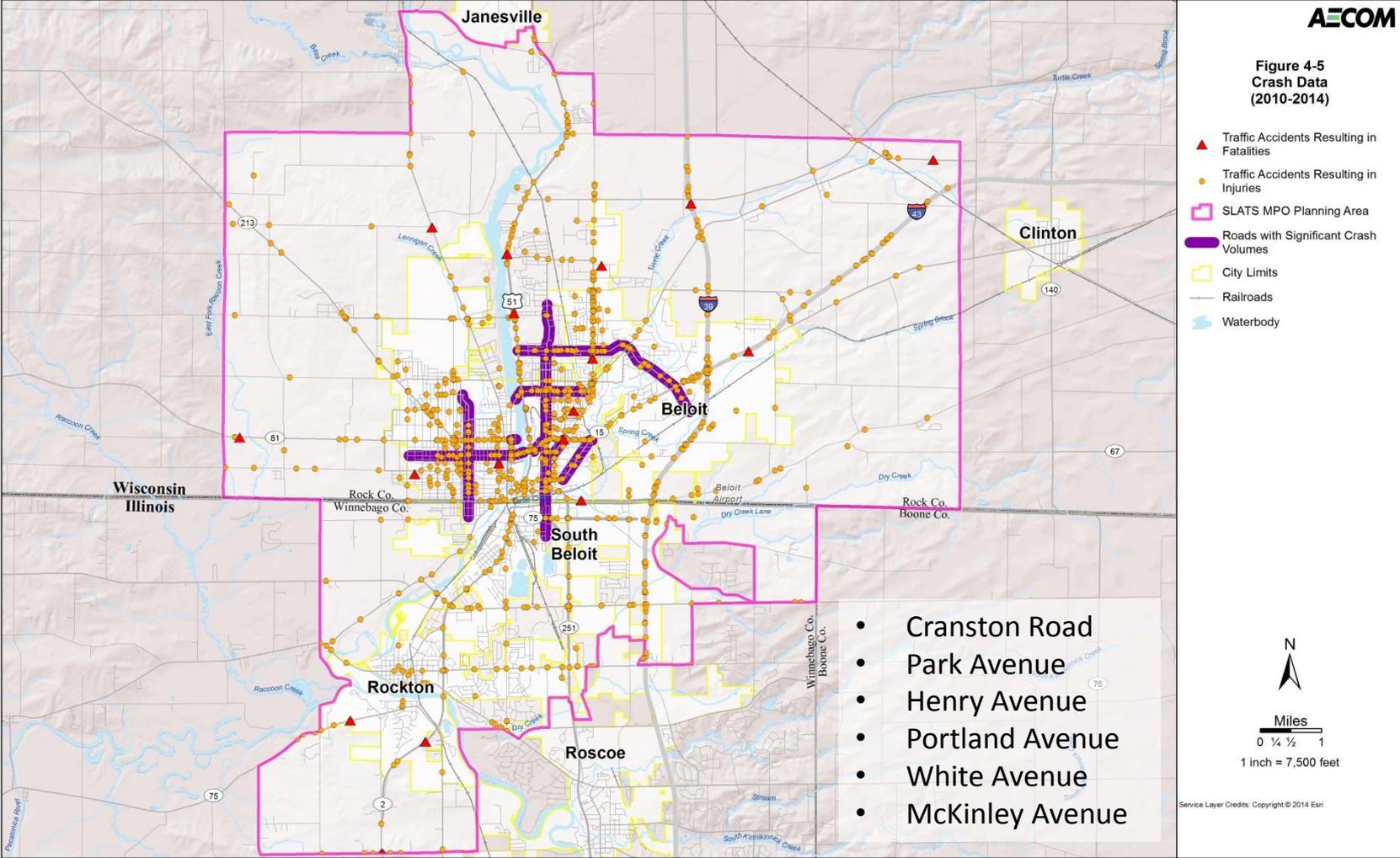
- Illinois 251 (Stateline to southern MPA boundary)
- Prairie Avenue (south of W. Hart Road)
- County Road P (Highway 67 to eastern MPA boundary)

Pavement Data		Poor	Fair	Good	Excellent	Total Miles
Wisconsin	Miles	25.3	56.1	17.8	74.1	173.3
	Percent of Total	14.6%	32.3%	10.3%	42.8%	100.0%
Illinois	Miles	6.6	14.0	13.6	6.7	41.0
	Percent of Total	16.1%	34.2%	33.2%	16.4%	100.0%
Total MPO	Miles	32.1	70.4	31.5	81.3	215.2
	Percent of Total	14.9%	32.7%	14.6%	37.8%	100.0%

Potential Reconstruction Projects

- Colley Road from Willowbrook west to city limits in the Town of Turtle/Beloit, particularly the “S” curve near I-39/90
- Creek Road, Huebbe Parkway and in particular Murphy Woods Road in Beloit/Town of Turtle
- East Grand Avenue in Beloit particularly from Wisconsin Avenue to Broad Street
- Madison Road from Townline Avenue to Burton Street in Beloit
- Fourth Street from West Grand Avenue to Liberty Avenue in Beloit
- Highway 81 from Fourth Street west to the city limits In Beloit
- Milwaukee Road from Lee Lane to bridge over Turtle Creek in Beloit
- Manchester Street from Manchester Road to Dearborn Street in Beloit
- Cranston Road from Prairie Avenue to Highway 51 in Beloit/Town of Beloit
- Elmwood Avenue from Highway 51 to Park Avenue in the Town of Beloit
- Highway 51 in Town of Beloit
- Newark Road bridge repairs over Rock River in the Town of Beloit
- Townline Road from Rood Avenue to Liberty Avenue in South Beloit/Beloit, particularly in Beloit
- Park Avenue from Broad Street to the state line in Beloit and S. Park Avenue from Gardner to Montgomery Avenue in South Beloit
- Gardner Street from Highway 251 to Illinois 2 in South Beloit
- Eastern Avenue in South Beloit
- Rood Avenue from S. Moore to Townline Avenue in South Beloit
- Highway 251 in Rockton/South Beloit
- Rockton Road from S. Bluff to Rock River in Rockton
- Center Street from Rockton Road to Mechanic Street in Rockton
- Salem Street from Union Street to Adams Street in Rockton

Crash Data (2010-2014)



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Crash Data

➤ **Total Accidents: 5,256 (2010-2014)**

- Wisconsin Accidents: 4,036
- Illinois Accidents: 1,220

➤ **Total Fatalities: 22 (2010-2014)**

- Wisconsin Accidents: 19
- Illinois Accidents: 3

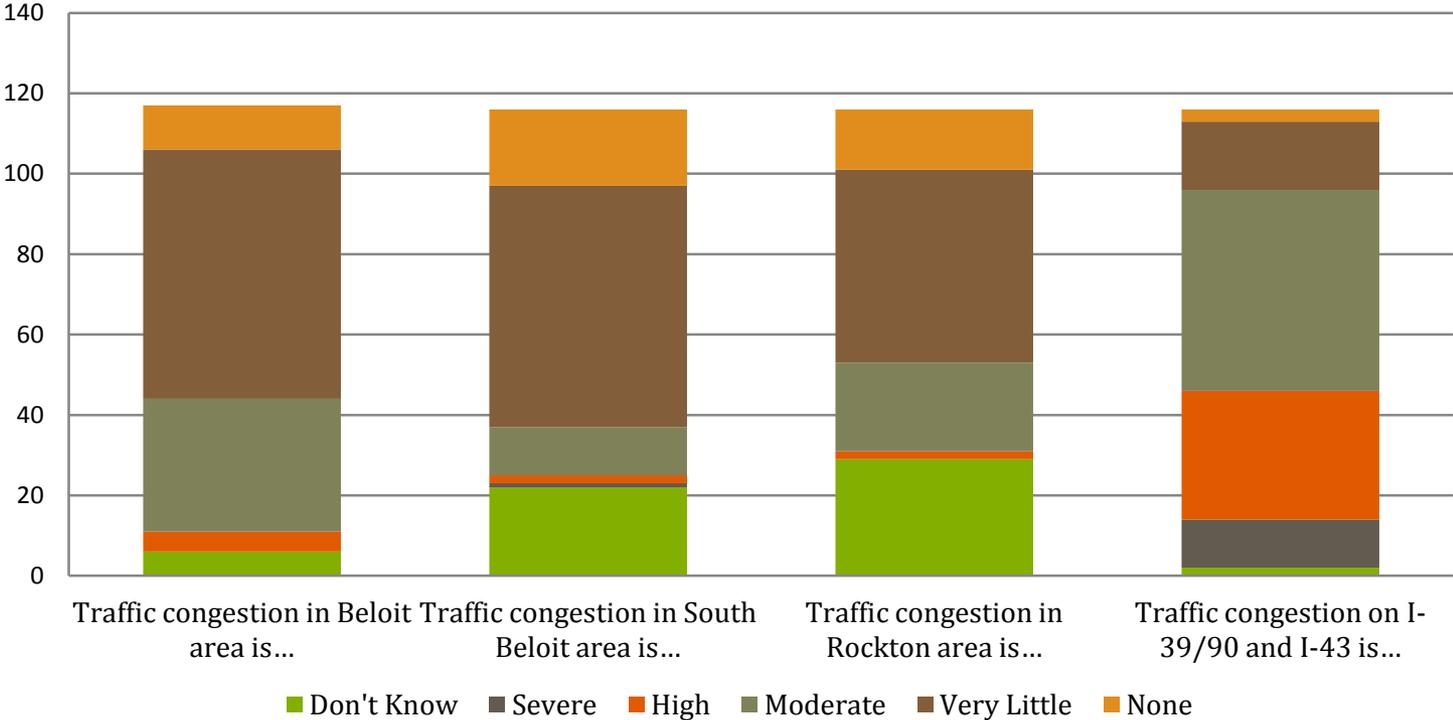
Location	Total Accidents	Causing Injuries	Total Injuries	Causing Fatalities	Total Fatalities
Wisconsin	4,036	1,088	1,475	15	19
Illinois	1,220	248	334	3	3
Total MPO	5,256	1,336	1,809	18	22

*Crash data from 1/1/2010 to 12/31/2014

Source: WisDOT and IDOT

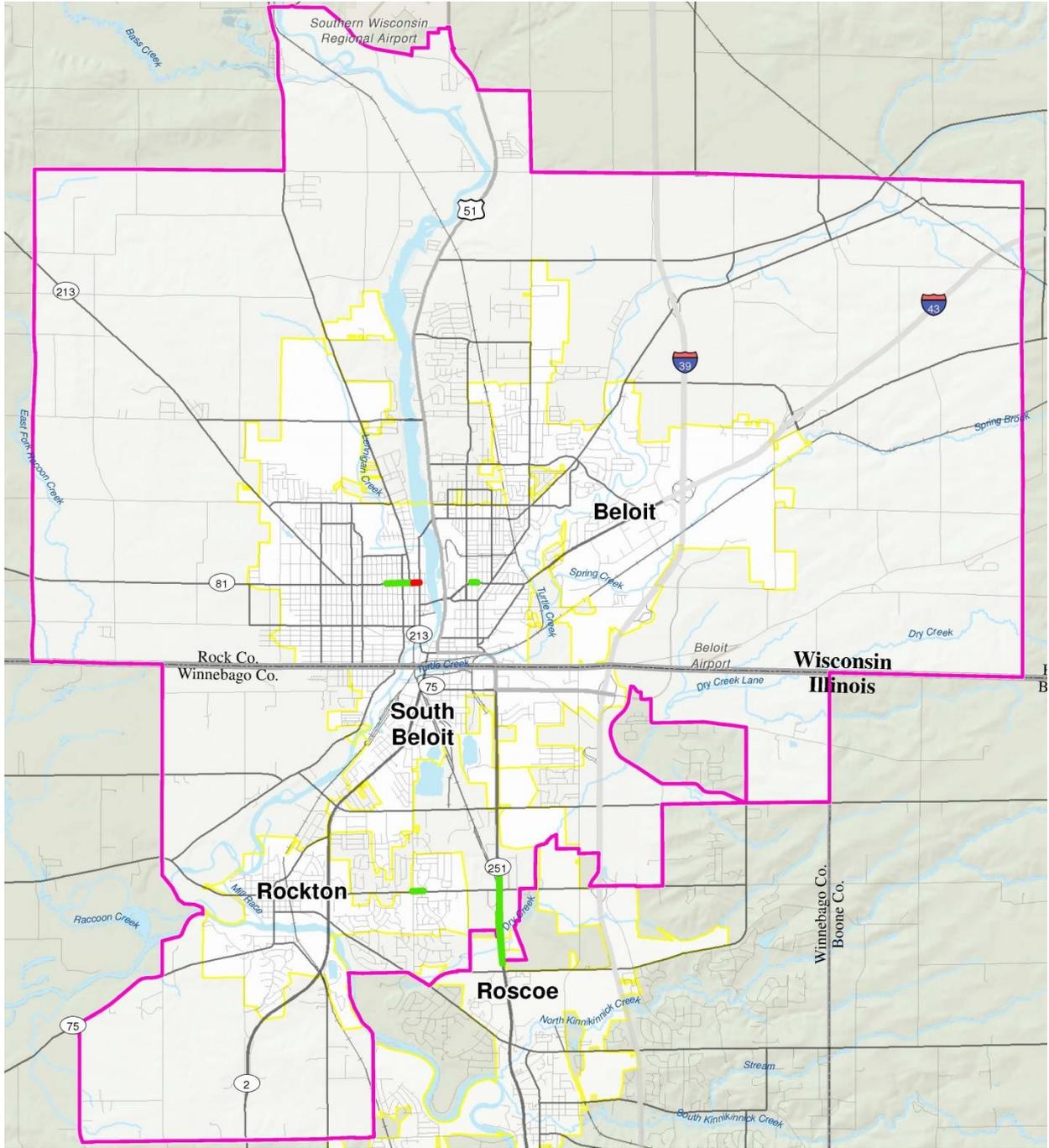
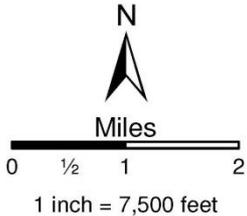
Perceived Traffic Congestion

Traffic Congestion – Survey Results



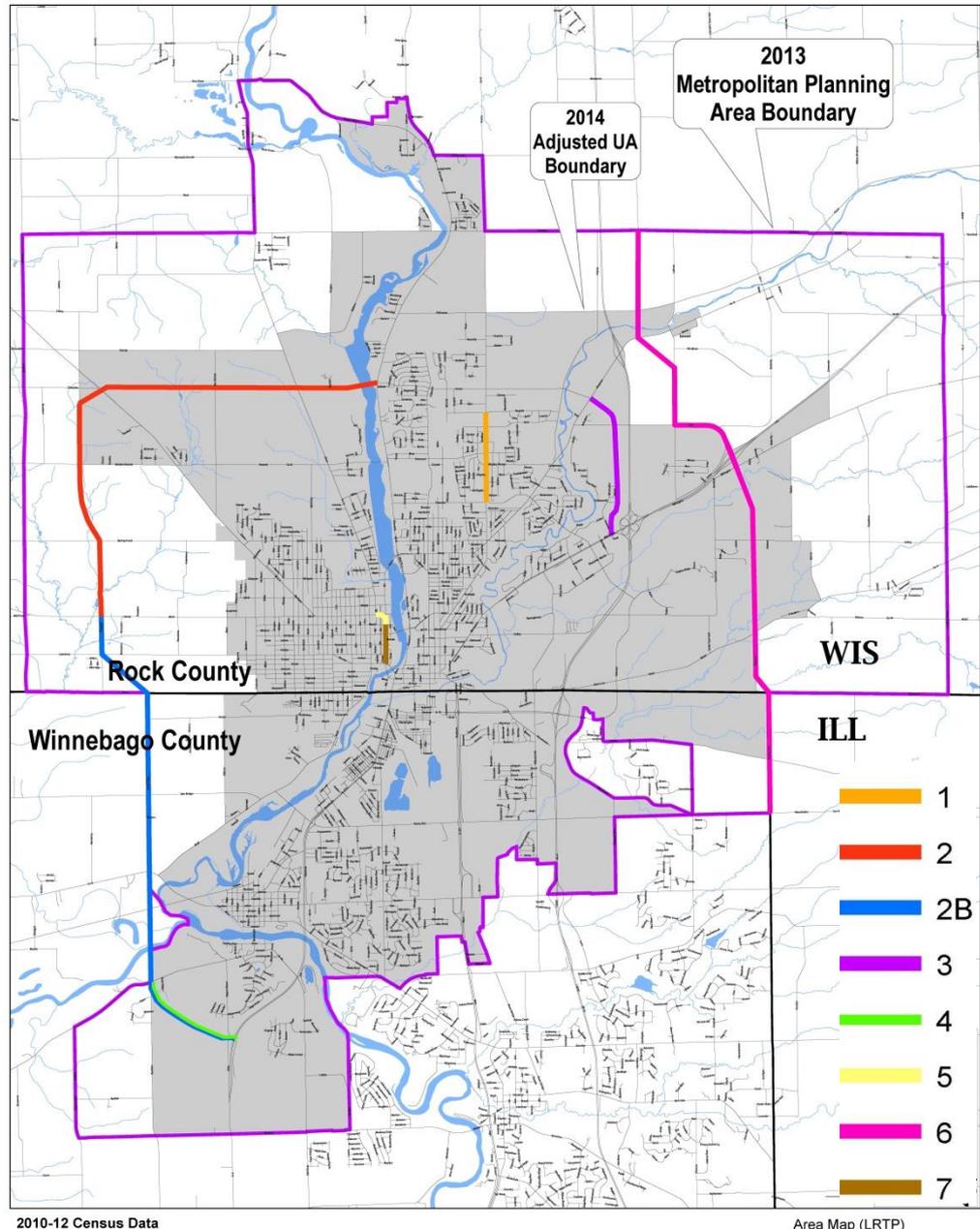
Level of Service (2050)

- Level of Service**
- █ Approaching Capacity
 - █ At Capacity
 - █ Over Capacity
 - SLATS MPO Planning Area
 - Major Highways
 - Highways
 - Major Roads
 - Streets
 - Ramps
 - City Limits
 - Railroads
 - █ Waterbody



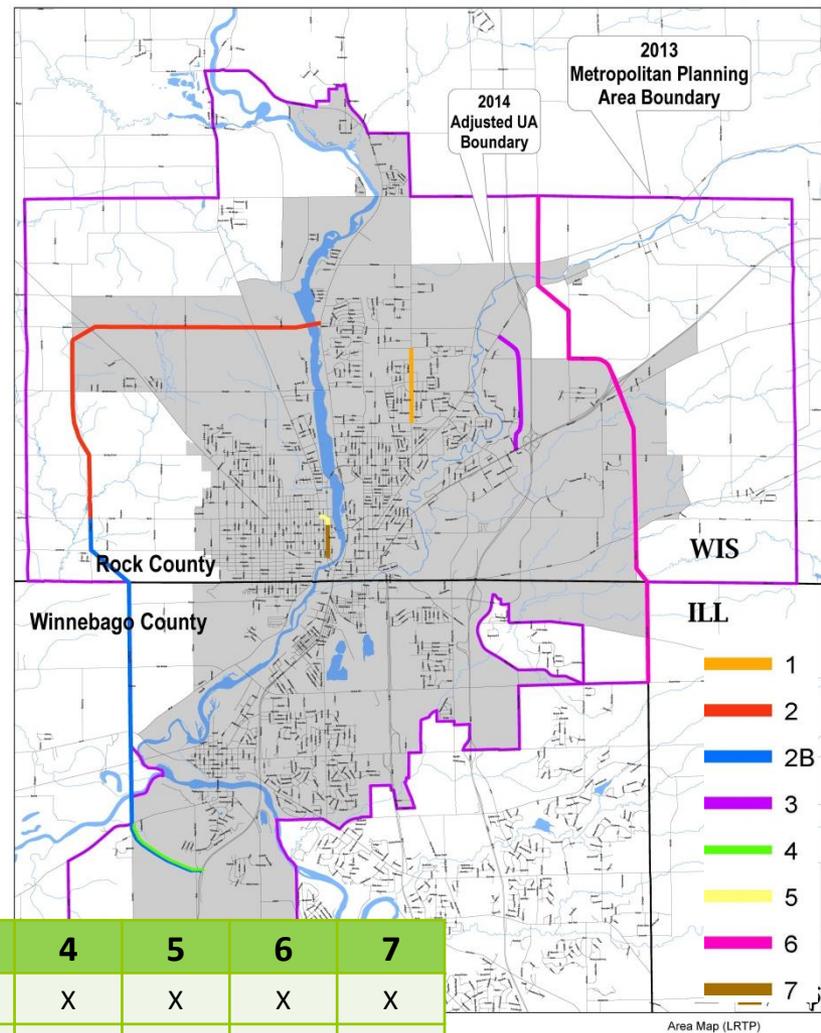
Future Year Alternatives

- **1. Prairie Avenue (CTH G) from Huebbe to Cranston:** from a 4-lane urban principal arterial with a TWLTL to a 2-lane urban principal arterial with a TWLTL
- **2. Connection from 51 to 81:** 2-lane rural minor arterial (Inman)
- **2B. Connection from 81 to Illinois 2:** 2-lane rural minor arterial
- **3. Connection from CTH S (Shopiere Rd.) to 81:** 2-lane urban minor arterial (Inman)
- **4. Connection from Illinois 2 to 75 (Freeport Road):** 2-lane urban minor arterial
- **5. Free flow movement of 81 along Fourth Street from Portland to Liberty:** 4-lane urban principal arterial
- **6. Connection from CTH J to Manchester Road (eventually Elevator Road):** 2-lane rural collector
- **7. Reducing Fourth Street to 2 lanes (W. Grand to Liberty)**



Future Year Alternatives

- 1. Prairie Avenue (CTH G) from Huebbe to Cranston
- 2. Connection from 51 to 81
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Goals	1	2	2B	3	4	5	6	7
Economic Vitality	X	X	X	X	X	X	X	X
System Preservation	X					X		X
Mobility and Accessibility	X	X	X	X	X	X	X	X
Safety and Security	X	X	X	X	X	X	X	X
Environmental Friendly	X			X	X	X		X
Healthy Neighborhoods	X	X	X	X	X	X	X	X
Land Use Integration	X	X	X	X	X	X	X	X

Summary of Future Year Issues/Alternatives

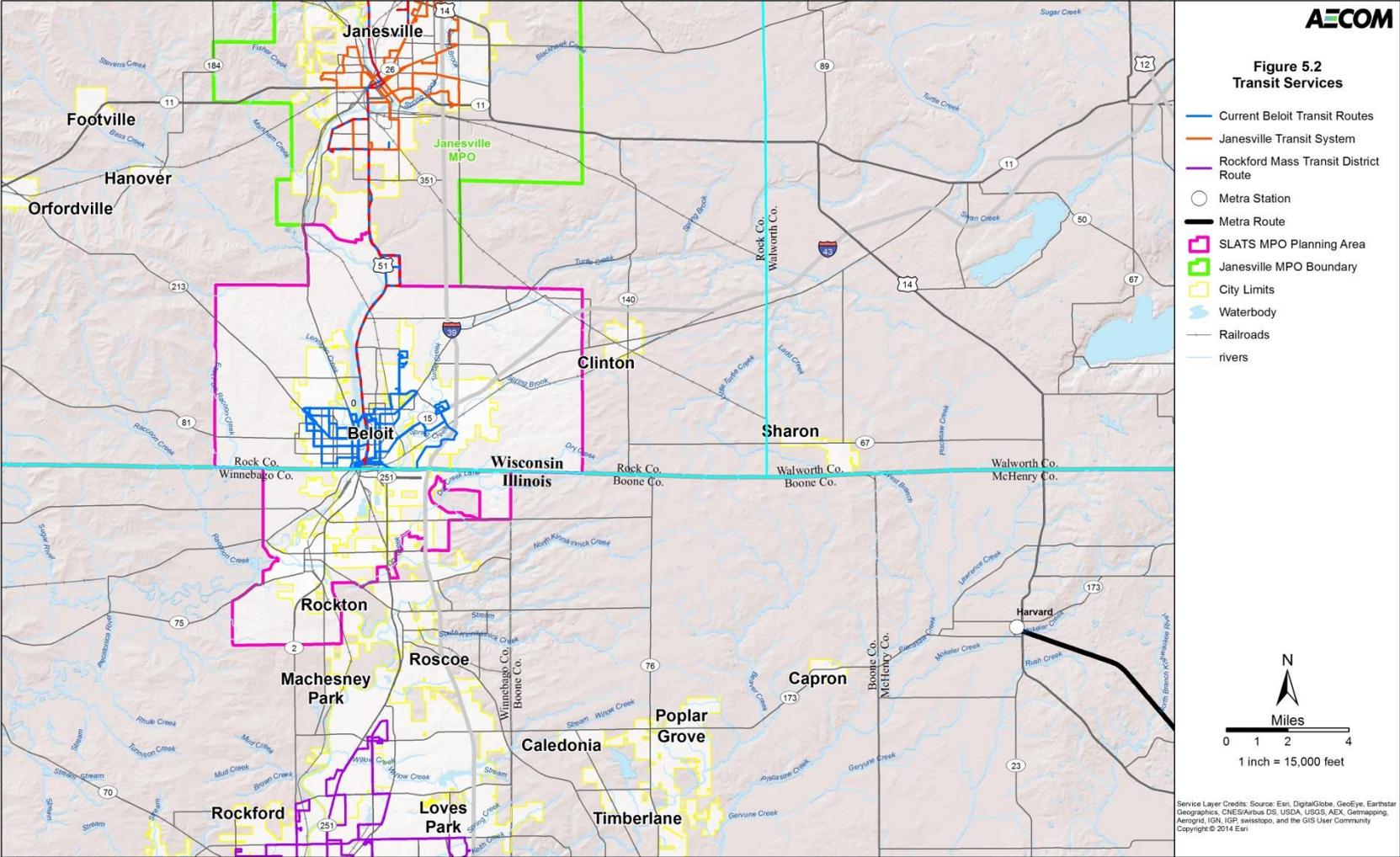
➤ Roadways

- Relatively little traffic congestion
 - Focus on preservation and enhancement
 - ITS
 - Identify long-term roadway connections/improvements
- Enhancing connectivity to support:
 - Economic development
 - Efficient movement of freight (truck traffic)
 - Regional context
- Safety
 - Focus on high crash corridors
 - Consistency with performance measures

- **Discussion of Survey #2 Questions**

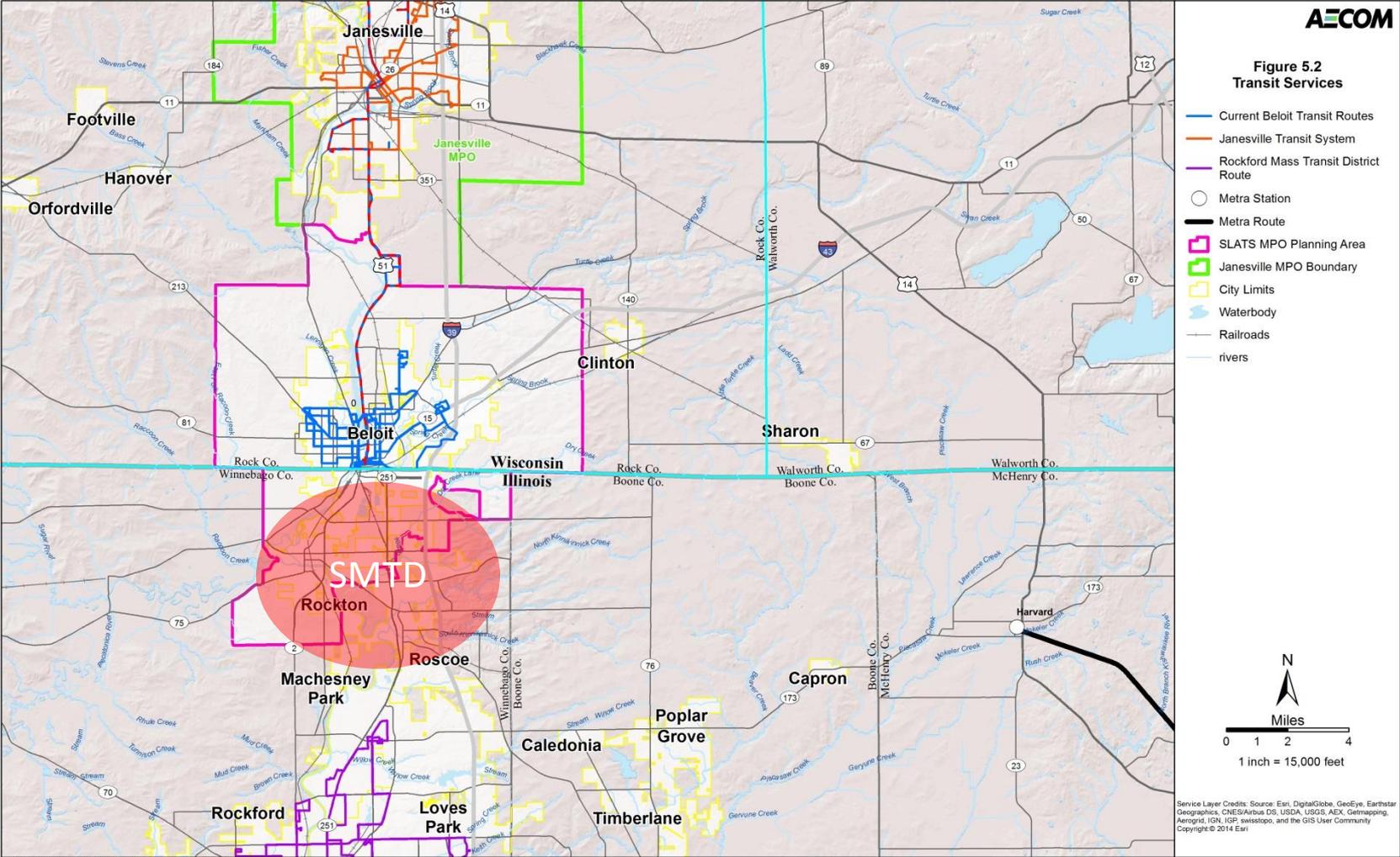
TRANSIT

Current Year – Regional Context



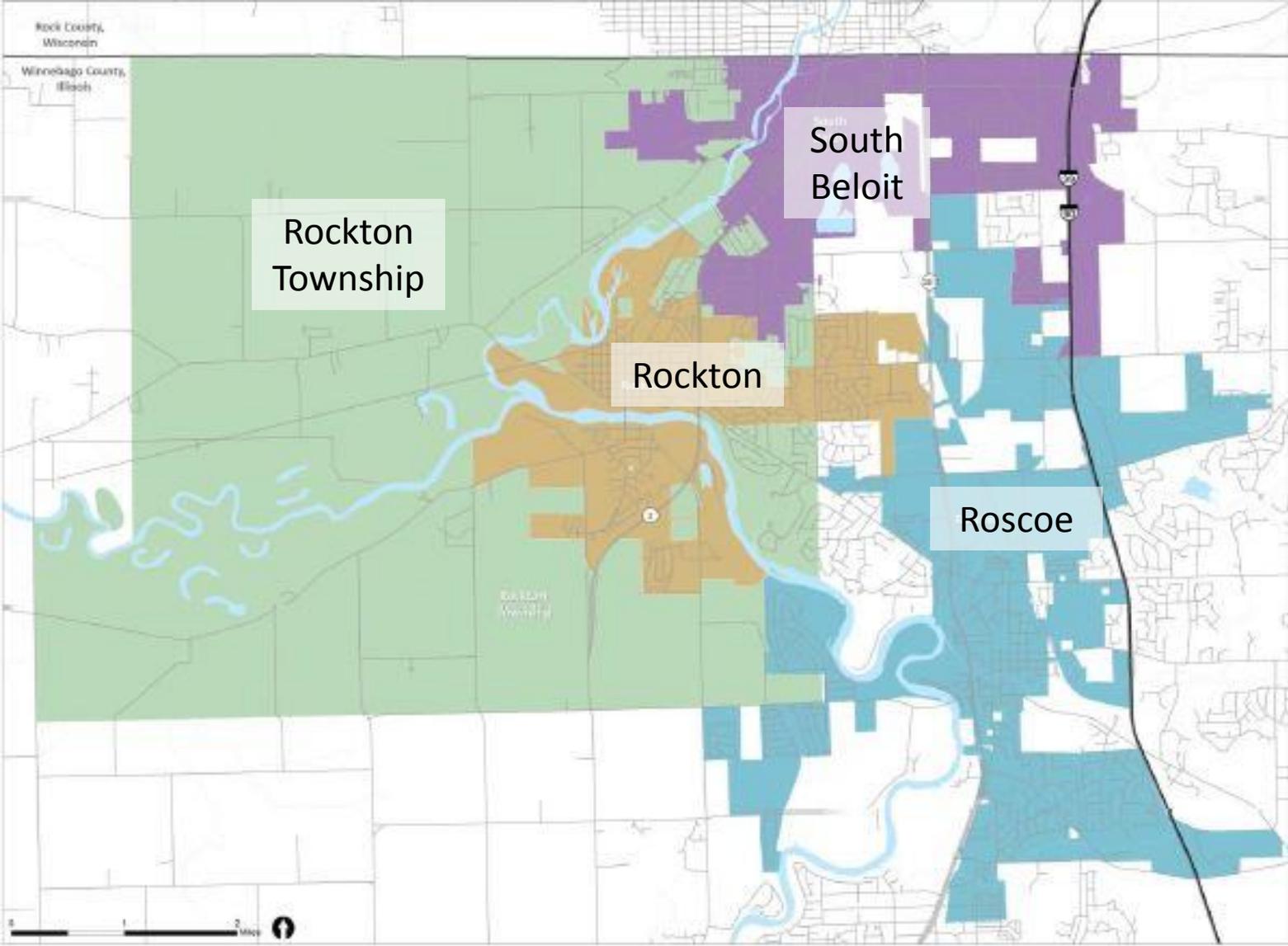
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Current Year – Regional Context



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Current Year – SMTD Service Coverage



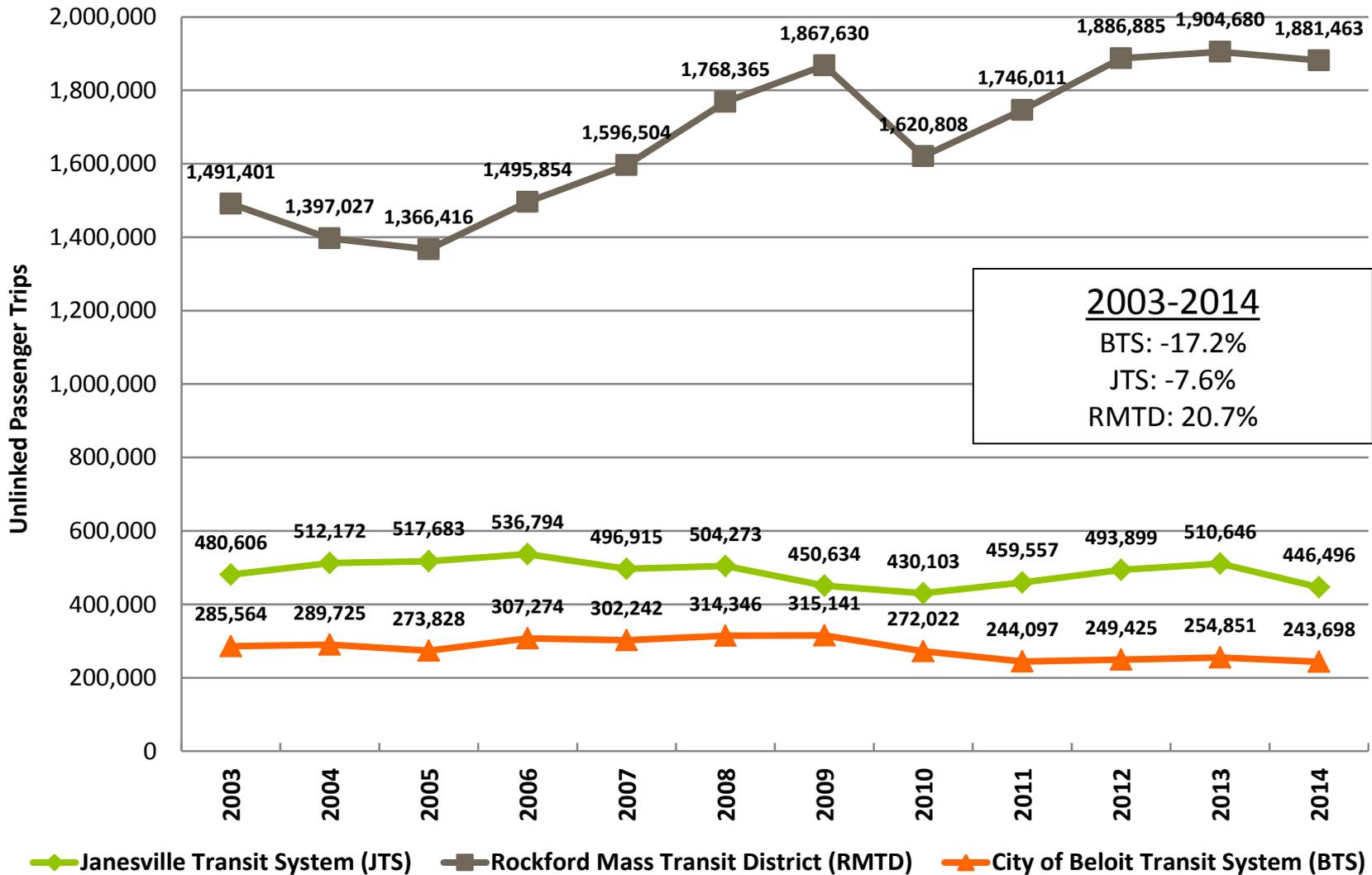
Overview of Transit Service

➤ Annual Ridership (2014)

- Beloit Transit Service
 - 243,698 Unlinked Passenger Trips
- Janesville Transit Service
 - 446,496 Unlinked Passenger Trips
- Stateline Mass Transit District
 - 11,916 Unlinked Passenger Trips
- Rockford Mass Transit District
 - 1,881,463 Unlinked Passenger Trips



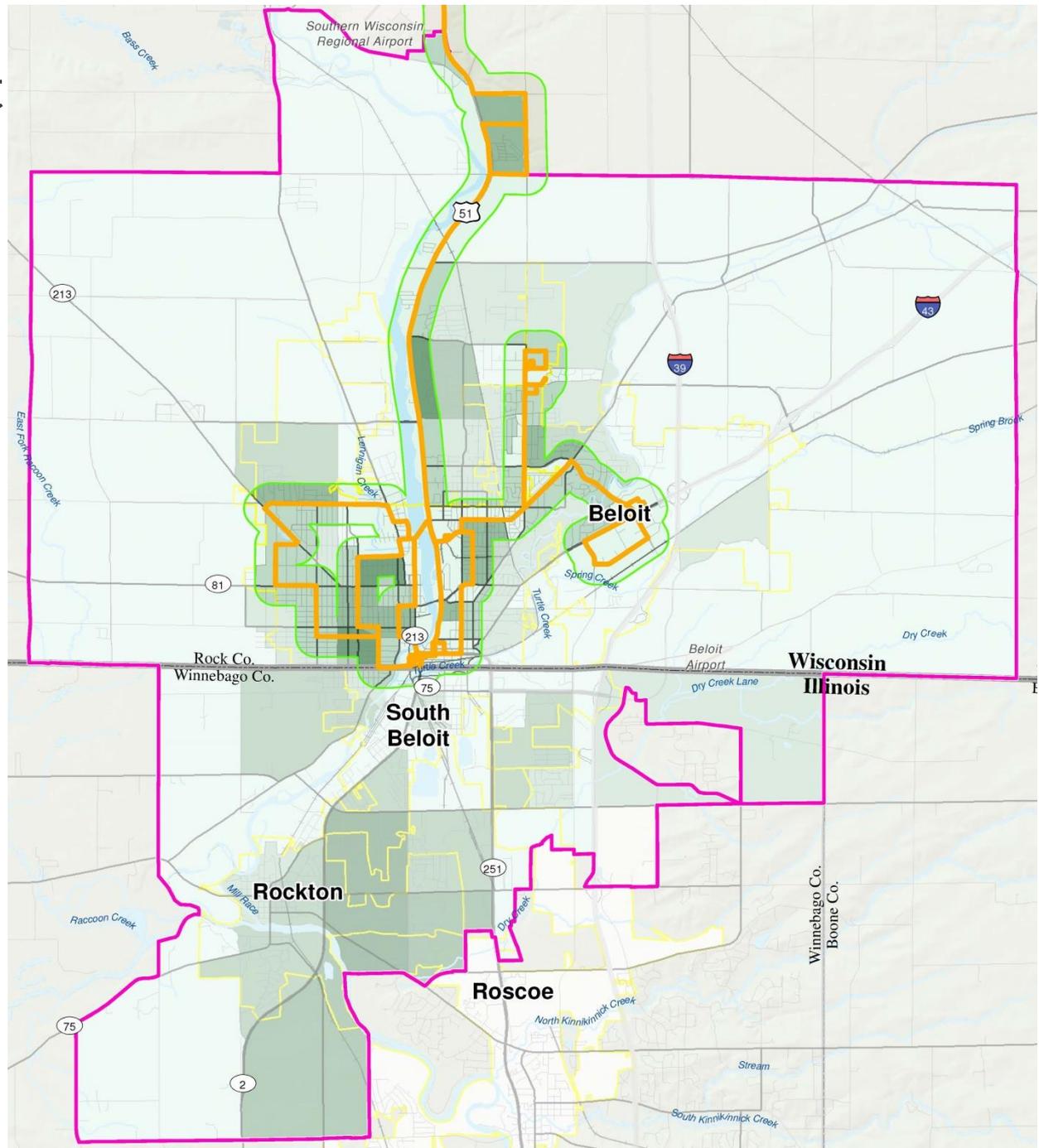
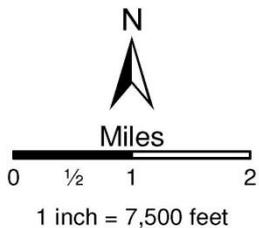
Overview of Transit Service



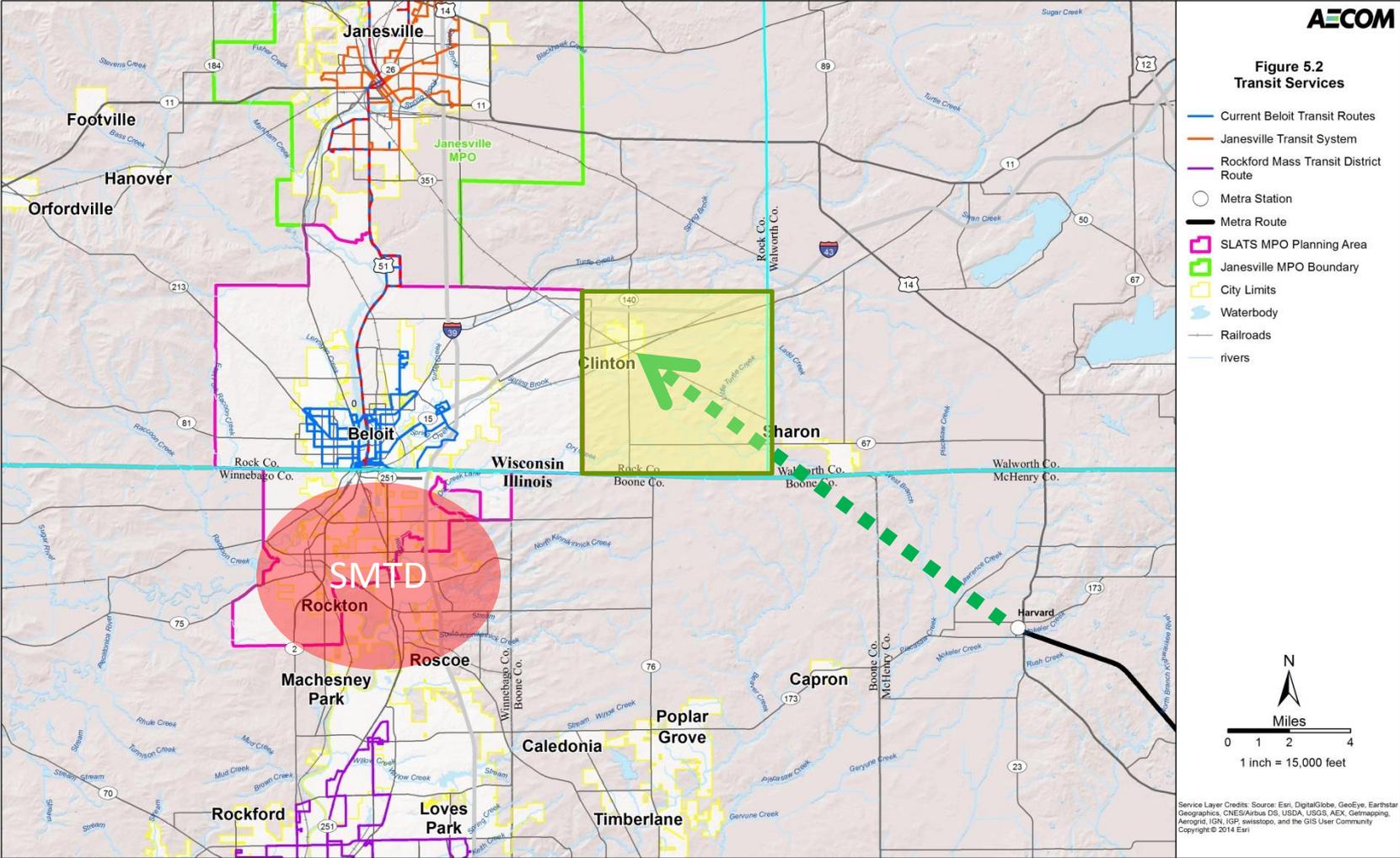
Source: National Transit Database

Beloit Transit Service Coverage (BTS)

-  Proposed Transit Route
-  Area Within 1/4 Miles of Transit
- Total Population (2010)**
-  Less than 500
-  500 - 1,000
-  1,000 - 1,500
-  1,500 - 2,000
-  More than 2,000
-  SLATS MPO Planning
-  City Limits



Potential Improvements



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Summary of Future Year Issues/Alternatives

➤ Expanded service coverage

- Service enhancements within the Beloit urbanized area
- SMTD (fixed routes and transfer points)

➤ Enhanced regional service / coordination

- Connections beyond the SLATS MPA
 - Janesville
 - Rockford
 - Madison
 - METRA (extension from Harvard, IL)

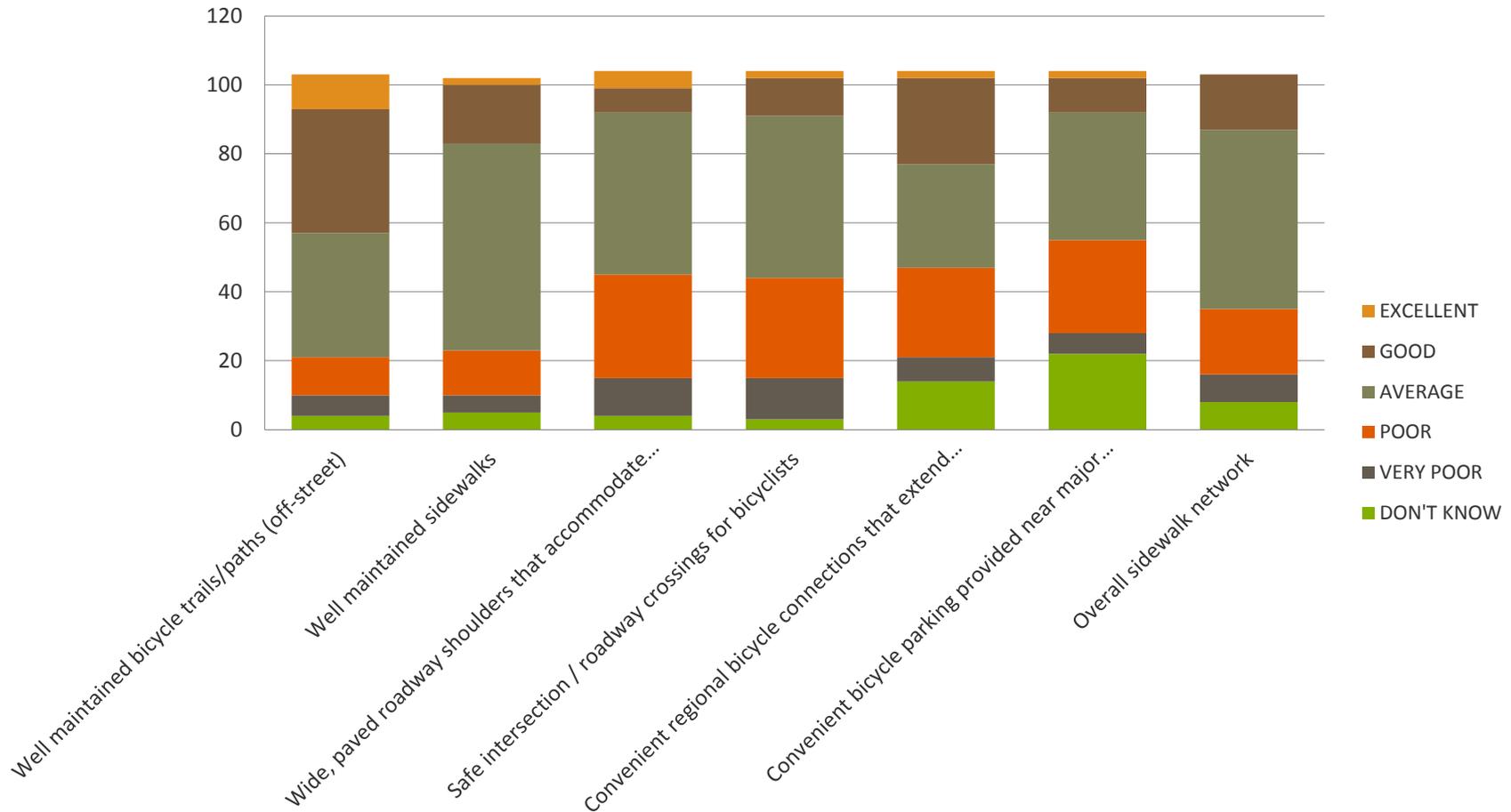
➤ RTA Structure

- **Discussion of Survey #2 Questions**

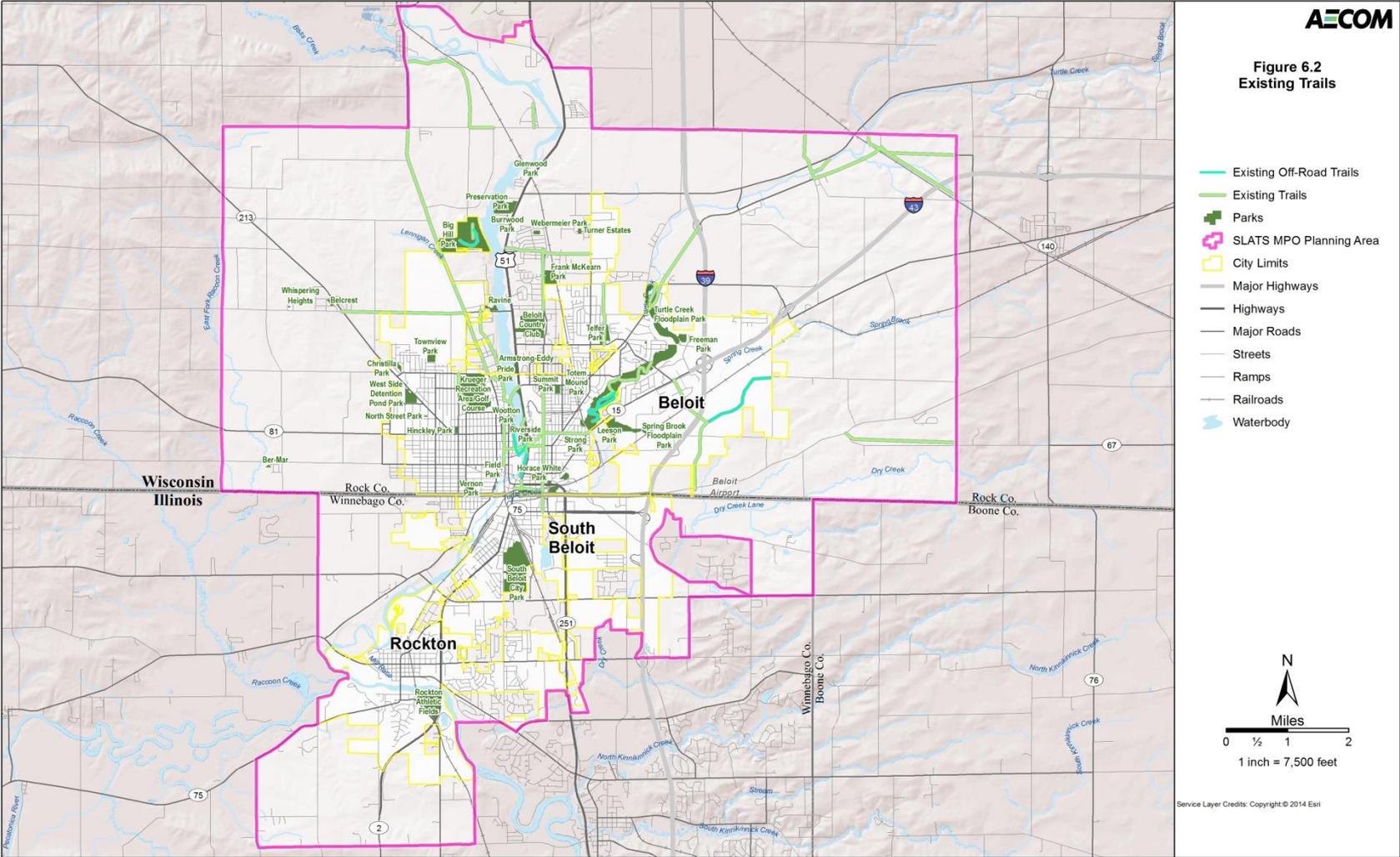
NON-MOTORIZED

Summary of Non-Motorized Facilities

Perception of Bicycle and Pedestrian Facilities

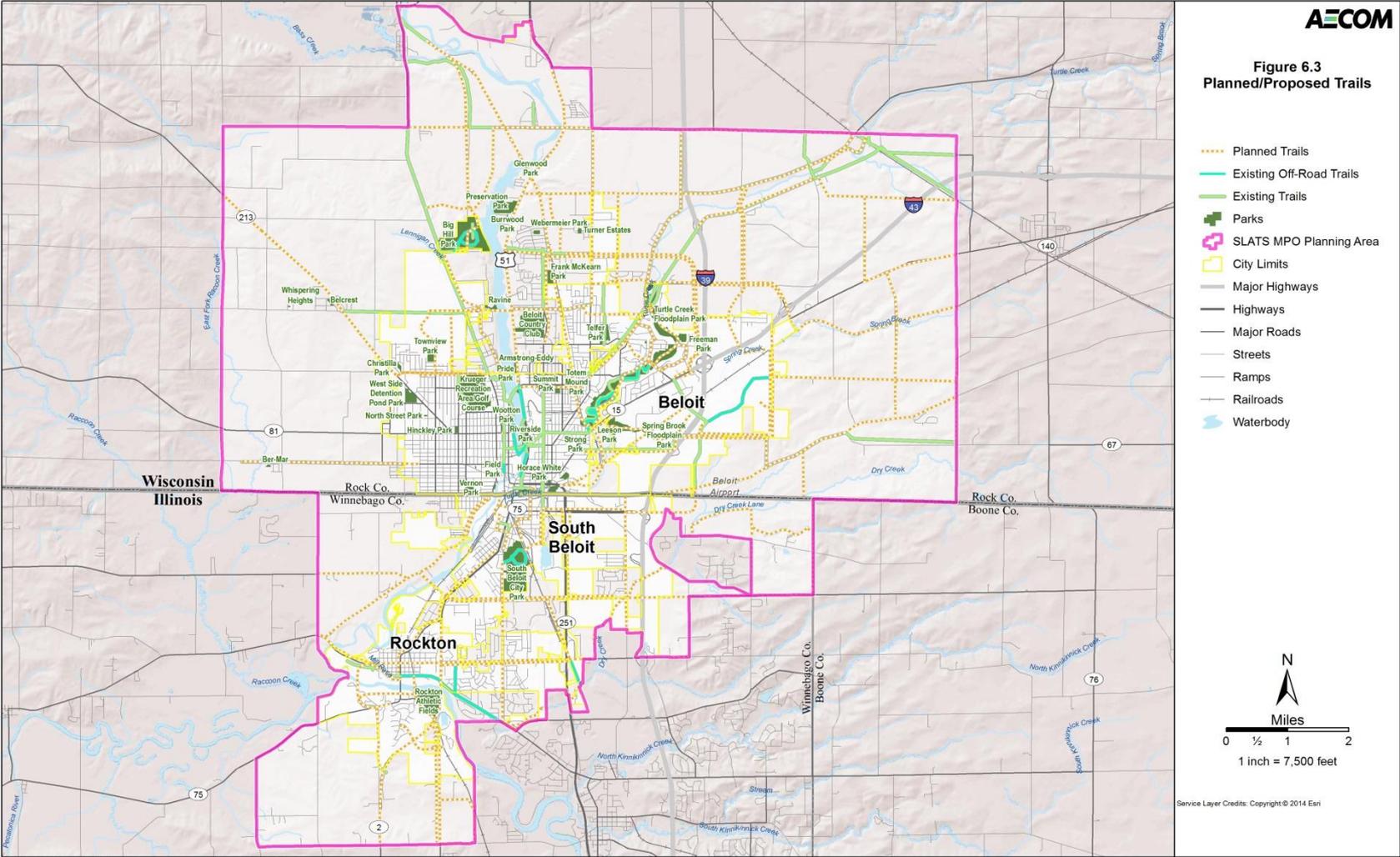


Non-Motorized Existing Facilities



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Non-Motorized Planned/Proposed Facilities



Overview of Non-Motorized Facilities

➤ Major Park and Trails

- Rock River Trail
- Riverside Park Bike/Walking Trail
- Stateline Prairie Restoration Park Nature Trail
- Turtle Creek Greenway Nature/Ski Trails
- Big Hill Regional Park Nature/Ski Trail
- Harper's Prairie Nature Trail
- Dorr Road Path
- Hononegah Recreation Path

➤ Approximately 53 miles of existing trails within the MPA



Summary of Non-Motorized Facilities

- Stateline Area Bike System Implementation Plan (2014)
- Beloit to Janesville Bicycle Route Corridor Plan and Feasibility Study (2012)
- Stateline Area Bike and Pedestrian System Plan (2010)
- First LRTP workshop/online survey

City Center Bicycle Link	Wheeler Ave. from the Turtle Creek Path in Beloit south to Gardner St., to Lathrop Terrace/Elmwood Ave., to Roscoe Ave., to Dorr Rd. Path
Dorr Road/Hononegah Connection	Wilmington Ct. and Kelley-Myers Park Service Rd.
Stone Bridge Trail Extension	State Hwy 251/Rockton Rd. (CTH 9) Interchange to the Stateline via Dearborn Ave./251
Prairie Hill Road Trail	South Beloit Sr. High School to S. Bluff Rd. and Dorr Rd. to Willowbrook Middle School
Gardner Street	Wheeler Ave. to Willowbrook Rd.
Willowbrook Road	Gardner St. to Prairie Hill Rd.
Rock River to City Park	Shirland Ave. through Confluence to Charles St., Elmwood Ave.
City Park north	City Park to Lathrop Terrace (from east side of park)
Old River Road	Blackhawk Blvd. to Stephen Mack Middle School
Rockton Road Path	Macktown Forest Preserve to Dorr Rd.
Rockton Central Trail	Convert (active) railroad bridge to multi-use path, Macktown Golf Course to Highway 75 along River St. and Rockton Athletic Fields parallel to tree line
Krueger Park to Afton (Village)	Using Shore Dr., Dawson Ave., Millar Dr., Afton Rd., W. Big Hill Rd. & Big Hill Park, eventually linking to Peace Trail in Janesville
Park Avenue	Cranston Rd. to Inman Pkwy. (STP Priority in TIP)
Shopiere Road	Prairie Ave. to Cranston Rd./ Cranston Rd. to Murphy Woods Rd. (portion is STP Priority in TIP)
Prairie Avenue	Cranston Rd. to Huebbe Pkwy. (STP Programmed Reconstruct in TIP)
Elmwood, Murphy Woods, W. Hart	Proposed bike lanes
Colley Road	Milwaukee Road to Turtle Townhall Road
Turtle Creek Path	Downtown to Shopiere Road
Cranston Road	Sidewalks where gaps exist, bike improvements entire corridor
Inman Parkway	Sidewalks from Prairie Ave. to Creek Rd.
Park Avenue	Turtle Creek Path in Beloit to South Beloit City Park via Lathrop Terrace/Elmwood Ave., to Roscoe Ave., to Dorr Road Path
Highway 51	Bike and pedestrian improvements north of Henry Ave. inc. CTH O intersection
Stateline Road	Bicycle Improvements
White Avenue	Bicycle Improvements Continuation
McCurry Road	Bicycle Improvements
Aldrich Intermediate School Area	Sidewalk Improvements

Summary of Non-Motorized Facilities

➤ Potential Improvements (TIP)

- Big Hill Park Trail System
- Powerhouse Riverwalk
- Rockton Road Bike Path (Dorr Road to Stone Bridge Trail)
- Wheeler Bridge Bike Path (Over Turtle Creek)
- Milwaukee Road Bike Path (White Avenue to Lee Lane)
- Inman Parkway from US-51 to Co-G (Sidewalk)

➤ On-street bicycle facility improvements

- Spot improvements
- Overall enhancements

➤ Discussion of Survey #2 Questions

Thank you!