



Stateline Area Transportation Study - Appendix

2040 Long Range
Transportation Plan

October 11, 2016



Table of Contents

Appendix A – Public Participation	3
Survey Results	3
Survey 1.....	3
Survey 2.....	18
Summary of SLATS LRTP Open House.....	29
Appendix B – Travel Demand Model Results	30
2050 Scenario 1.....	31
2050 Scenario 2.....	32
2050 Scenario 2 and 2B.....	33
2050 Scenario 3.....	35
2050 Scenario 2, 2B, and 3.....	36
2050 Scenario 4.....	37
2050 Scenario 5.....	38
2050 Scenario 5 and 7.....	39
2050 Scenario 6.....	40
2050 All Scenarios.....	42
Appendix C – Stakeholder Correspondence	43
List of Stakeholders – Environmental	43
Environmental Stakeholder Correspondence.....	43
List of Stakeholders – Social Services.....	45
Social Services Stakeholder Correspondence	45
List of Stakeholders – Freight.....	46
Freight Letter Stakeholder Correspondence.....	47
List of Stakeholders – Rock County Transportation Coordinating Committee (TCC)	48
Stakeholder Correspondence	48
List of Stakeholders – Community Organizations.....	48
Stakeholder Correspondence	48
Appendix D – Public Comments	50
Comments.....	50

Appendix A – Public Participation

Survey Results

The Stateline Area Transportation Study (SLATS) is the designated Metropolitan Planning Organization (MPO) for the Beloit, WI – South Beloit, IL region. As such, SLATS is responsible for carrying out the region’s transportation planning efforts, including the development of a Long Range Transportation Plan (LRTP). The LRTP is a document that outlines a comprehensive, multimodal transportation vision for the Stateline area and identifies specific and conceptual projects to address current and future year mobility needs. SLATS is currently in the process of updating the 2040 LRTP and we anticipate having a draft plan available for public review in August/September.

An objective of the LRTP planning process is to enhance coordination, and ultimately support a more informed decision-making process as it relates environmental outcomes. Specifically, one of the LRTP goals is to be Environmentally Friendly - that is to promote transportation investments that preserve and protect the environment. This goal is furthered by supporting investments that preserve open space and natural amenities, and those that enhance connections to these regional assets. It is also furthered by proactively evaluating and minimizing the environmental impacts of proposed transportation improvements within the region.

In working to address this goal, SLATS would like to obtain your feedback regarding environmental issues that should be considered in planning for future regional transportation improvements. We would also like your thoughts on ways we can advance our LRTP goal to develop an environmentally friendly region. As you think about this, please keep in mind the LRTP environmental mitigation task is intended to examine issues at a regional scale and not at a detailed project level. The LRTP does not necessarily include specific information regarding exact project location, alignment, and limits.

Survey 1

The following provides a brief summary of the SLATS 2040 LRTP transportation mobility and issues survey. The survey was conducted between January 4, 2016 and February 5, 2016. A total of 125 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. 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?

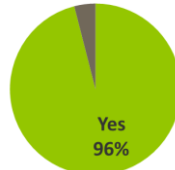
Zip Code	Total	%
53511	69	55.2%
61080	10	8.0%
61073	7	5.6%
53548	6	4.8%
53545	4	3.2%
61072	4	3.2%
53546	3	2.4%
61107	3	2.4%
53525	2	1.6%
53576	2	1.6%
44444	1	0.8%
53121	1	0.8%
53151	1	0.8%
53503	1	0.8%
53536	1	0.8%
53549	1	0.8%
53551	1	0.8%
53563	1	0.8%
53705	1	0.8%
54403	1	0.8%
60152	1	0.8%
61008	1	0.8%
61103	1	0.8%
61114	1	0.8%
61115	1	0.8%
	125	

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

Zip Code	Total	%
53511	79	66.4%
53545	6	5.0%
61080	6	5.0%
53546	5	4.2%
53548	4	3.4%
61072	4	3.4%
61073	2	1.7%
61101	2	1.7%
61103	2	1.7%
44444	1	0.8%
53132	1	0.8%
53536	1	0.8%
53547	1	0.8%
53705	1	0.8%
53707	1	0.8%
54403	1	0.8%
61107	1	0.8%
61109	1	0.8%
	119	

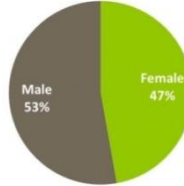
3. Do you own, or have access to, a vehicle on a regular basis?

	Total	%
No	5	4.0%
Yes	119	96.0%
	124	



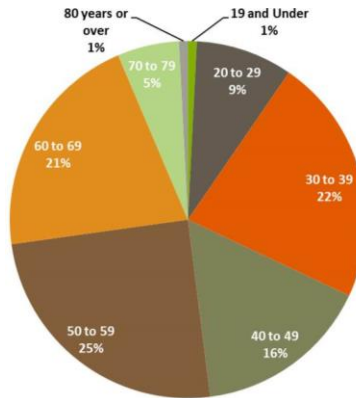
4. What is your gender?

Gender	Total	%
Female	59	47.2%
Male	66	52.8%
	125	



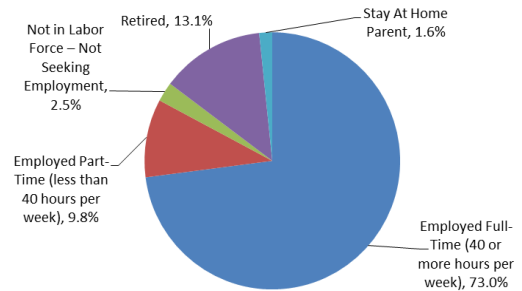
5. What is your age?

Age	Total	%
19 and Under	1	0.8%
20 to 29	11	8.8%
30 to 39	28	22.4%
40 to 49	20	16.0%
50 to 59	31	24.8%
60 to 69	26	20.8%
70 to 79	7	5.6%
80 years or over	1	0.8%
	125	



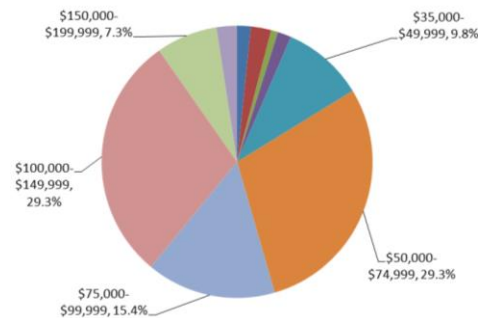
6. What best describes your current employment status.

Employment Status	Total	%
Employed Full-Time (40 or more hours per week)	89	73.0%
Employed Part-Time (less than 40 hours per week)	12	9.8%
Not in Labor Force – Not Seeking Employment	3	2.5%
Retired	16	13.1%
Stay At Home Parent	2	1.6%
	122	



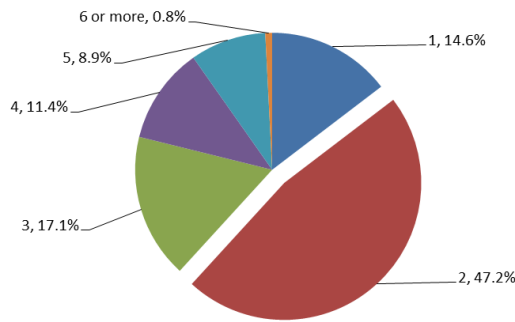
7. What is your approximate annual household income?

Annual Household Income	Total	%
\$0-\$9,999	2	1.6%
\$10,000-\$14,999	3	2.4%
\$15,000-\$24,999	1	0.8%
\$25,000-\$34,999	2	1.6%
\$35,000-\$49,999	12	9.8%
\$50,000-\$74,999	36	29.3%
\$75,000-\$99,999	19	15.4%
\$100,000-\$149,999	36	29.3%
\$150,000-\$199,999	9	7.3%
\$200,000 and up	3	2.4%
	123	



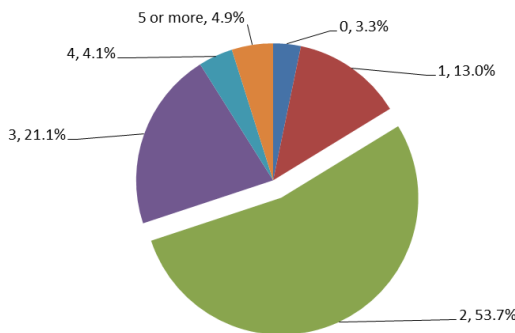
8. Including yourself, how many people live in your household?

HH Size	Total	%
1	18	14.6%
2	58	47.2%
3	21	17.1%
4	14	11.4%
5	11	8.9%
6 or more	1	0.8%
	123	
Average HH Size =		2.55



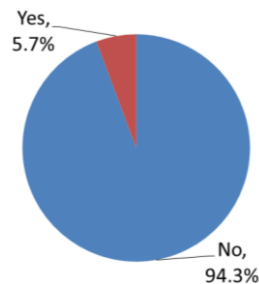
9. How many vehicles do you have at your household?

Autos	Total	%
0	4	3.3%
1	16	13.0%
2	66	53.7%
3	26	21.1%
4	5	4.1%
5 or more	6	4.9%
	123	
Autos per HH =		2.24



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

	Total	%
No	116	94.3%
Yes	7	5.7%
	123	



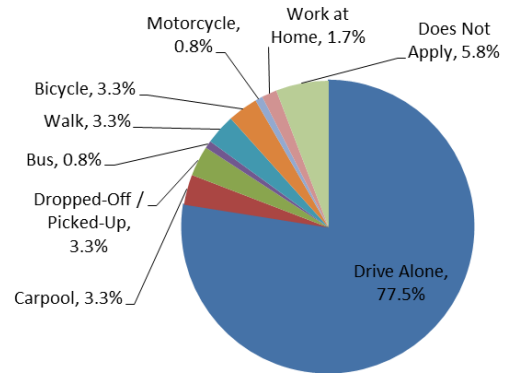
Open Ended Responses

- Assistance getting to medical appointments.
- handicap parking permit by State of Wisconsin
- I am a full-time wheelchair user. I drive a car with hand controls. I require handicap parking.
- One elderly driver with handicap plates. Needs to park close to building due to shortness of breath and physical pain when ambulating.
- Shopping, work, visiting friends
- Sight impaired
- Use a walker

11. For questions #11a to #11d, please select your primary travel mode for each trip purpose.

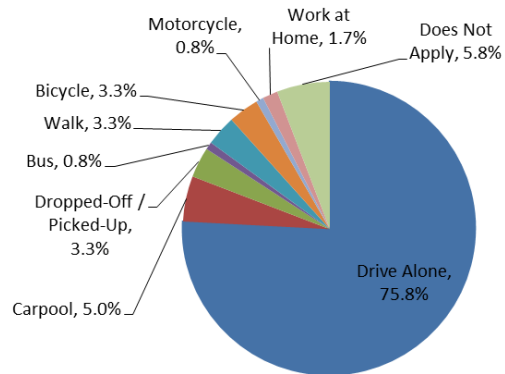
11a. What is your normal mode of transportation for arriving at work/school?

Mode	Total	%
1 = Drive Alone	93	77.5%
2 = Carpool / Ride with Someone	4	3.3%
3 = Dropped-Off / Picked-Up	4	3.3%
4 = Bus	1	0.8%
5 = Walk	4	3.3%
6 = Bicycle	4	3.3%
7 = Motorcycle	1	0.8%
8 = Work at Home	2	1.7%
9 = Does Not Apply	7	5.8%
	120	



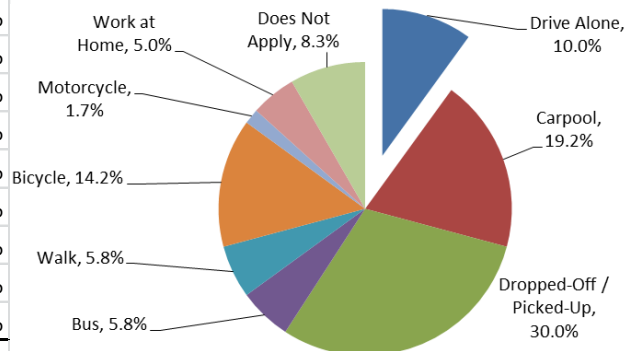
11b. What is your normal mode of transportation for departing work/school?

Mode	Total	%
1 = Drive Alone	91	75.8%
2 = Carpool / Ride with Someone	6	5.0%
3 = Dropped-Off / Picked-Up	4	3.3%
4 = Bus	1	0.8%
5 = Walk	4	3.3%
6 = Bicycle	4	3.3%
7 = Motorcycle	1	0.8%
8 = Work at Home	2	1.7%
9 = Does Not Apply	7	5.8%
	120	



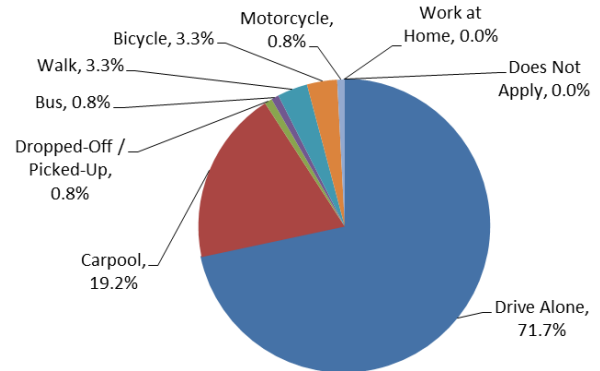
11c. If your normal mode of transportation were unavailable, how would you travel to/from work/school?

Mode	Total	%
1 = Drive Alone	12	10.0%
2 = Carpool / Ride with Someone	23	19.2%
3 = Dropped-Off / Picked-Up	36	30.0%
4 = Bus	7	5.8%
5 = Walk	7	5.8%
6 = Bicycle	17	14.2%
7 = Motorcycle	2	1.7%
8 = Work at Home	6	5.0%
9 = Does Not Apply	10	8.3%
	120	



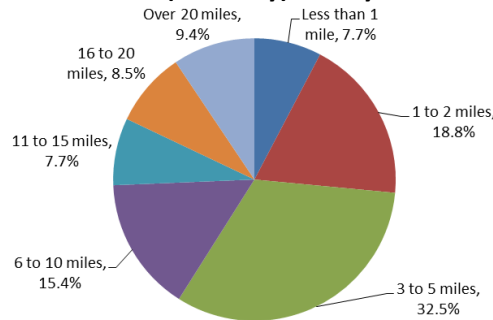
11d. What is your normal mode of transportation for non-work/school related trips such as shopping, entertainment, medical, etc.?

Mode	Total	%
1 = Drive Alone	86	71.7%
2 = Carpool / Ride with Someone	23	19.2%
3 = Dropped-Off / Picked-Up	1	0.8%
4 = Bus	1	0.8%
5 = Walk	4	3.3%
6 = Bicycle	4	3.3%
7 = Motorcycle	1	0.8%
8 = Work at Home	0	0.0%
9 = Does Not Apply	0	0.0%
	120	



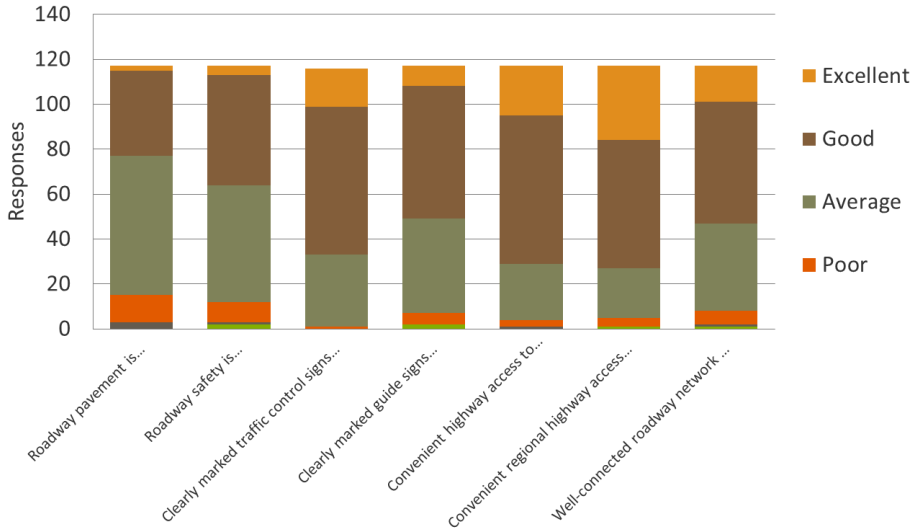
12. Approximately how many miles is your commute (one-way) from your home to work?

Commute	Total	%
Less than 1 mile	9	7.7%
1 to 2 miles	22	18.8%
3 to 5 miles	38	32.5%
6 to 10 miles	18	15.4%
11 to 15 miles	9	7.7%
16 to 20 miles	10	8.5%
Over 20 miles	11	9.4%
	117	



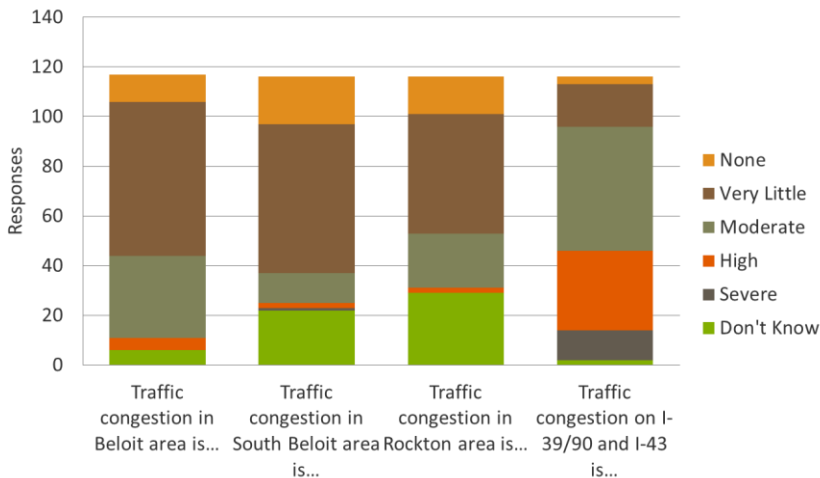
13. Based on your experience or perception, rate the following for the general Stateline Area.

	Roadway pavement	Roadway safety	Clearly marked traffic control signs	Clearly marked guide signs	Convenient highway access to major shopping/entertainment areas	Convenient regional highway access from I-39/90 and I-43	Well-connected roadway network that provides easy access to all parts the Stateline Area
Raw Total							
Excellent	2	4	17	9	22	33	16
Good	38	49	66	59	66	57	54
Average	62	52	32	42	25	22	39
Poor	12	9	1	5	3	4	6
Very Poor	3	1	0	0	1	0	1
Don't Know	0	2	0	2	0	1	1
	117	117	116	117	117	117	117
Percentage							
Excellent	1.7%	3.4%	14.7%	7.7%	18.8%	28.2%	13.7%
Good	32.5%	41.9%	56.9%	50.4%	56.4%	48.7%	46.2%
Average	53.0%	44.4%	27.6%	35.9%	21.4%	18.8%	33.3%
Poor	10.3%	7.7%	0.9%	4.3%	2.6%	3.4%	5.1%
Very Poor	2.6%	0.9%	0.0%	0.0%	0.9%	0.0%	0.9%
Don't Know	0.0%	1.7%	0.0%	1.7%	0.0%	0.9%	0.9%



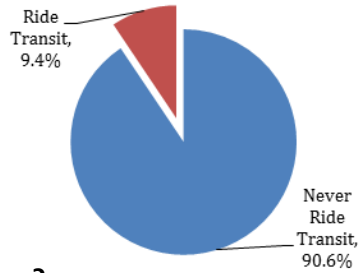
14. Based on your experience or perception, rate traffic congestion in the following areas.

	Traffic congestion in Beloit area is...	Traffic congestion in South Beloit area is...	Traffic congestion in Rockton area is...	Traffic congestion on I-39/90 and I-43 is...
Raw Total				
None	11	19	15	3
Very Little	62	60	48	17
Moderate	33	12	22	50
High	5	2	2	32
Severe	0	1	0	12
Don't Know	6	22	29	2
	117	116	116	116
Percentage				
None	9.4%	16.4%	12.9%	2.6%
Very Little	53.0%	51.7%	41.4%	14.7%
Moderate	28.2%	10.3%	19.0%	43.1%
High	4.3%	1.7%	1.7%	27.6%
Severe	0.0%	0.9%	0.0%	10.3%
Don't Know	5.1%	19.0%	25.0%	1.7%



15. Do you ride transit?

	Total	%
Never Ride Transit	106	90.6%
Ride Transit	11	9.4%
	117	



16. If you use transit, which service(s) do you use?

NOTE: Due to small sample size, graphs are not provided for questions 16 – 19.

	Total	%
Beloit – Janesville Express	3	27.3%
Beloit Transit System (BTS)	7	63.6%
Stateline Mass Transit District (SMTD)	1	9.1%
	11	

17. 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	1	1	0	0	0
3 to 5 times per week	0	0	0	0	0
1 to 2 times per week	0	0	1	1	2
1 to 3 times per month	1	4	3	3	4
0 to 1 time per month	7	4	5	5	4
Never Ride the Bus	0	0	0	0	0
	9	9	9	9	10
Percentage					
More than 5 times per week	11.1%	11.1%	0.0%	0.0%	0.0%
3 to 5 times per week	0.0%	0.0%	0.0%	0.0%	0.0%
1 to 2 times per week	0.0%	0.0%	11.1%	11.1%	20.0%
1 to 3 times per month	11.1%	44.4%	33.3%	33.3%	40.0%
0 to 1 time per month	77.8%	44.4%	55.6%	55.6%	40.0%
Never Ride the Bus	0.0%	0.0%	0.0%	0.0%	0.0%

18. Based on your experience or perception, rate the following as they relate to the transit service you most typically use.

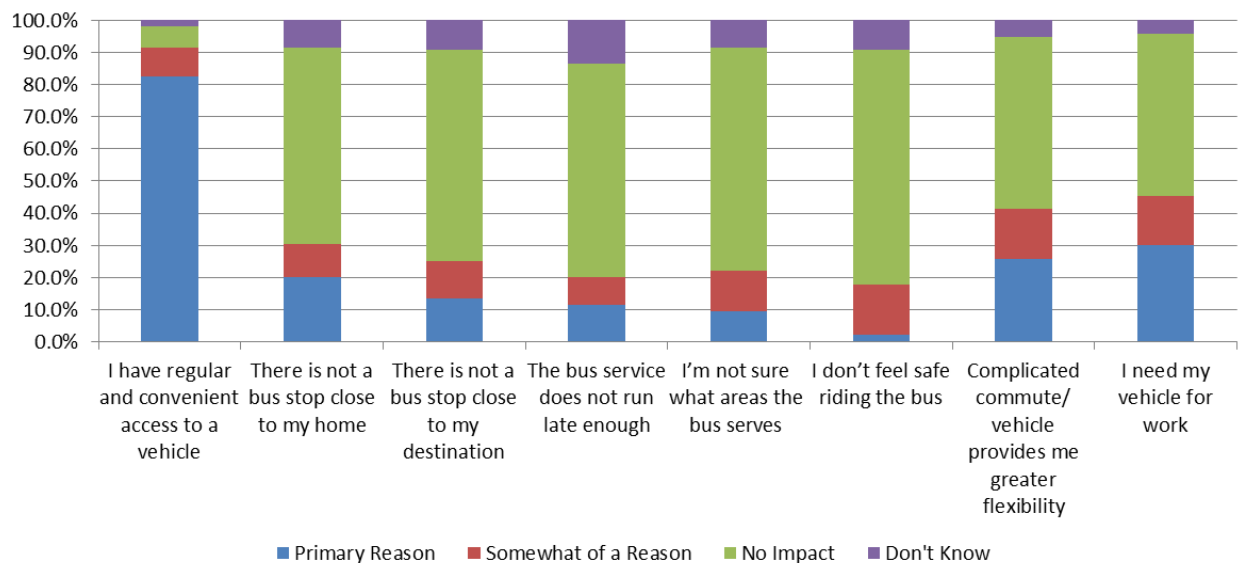
	Frequency of buses	On-time arrival	Short travel time	Convenient schedule / hours of service	Bus stop is close to my home	Availability of a seat	Comfortable ride	Comfortable place to wait	Other
Raw Total									
Excellent	0	0	0	1	2	5	3	1	0
Good	5	6	4	3	6	4	5	0	0
Average	4	4	4	5	1	1	2	6	2
Poor	1	0	1	1	0	0	0	3	1
Very Poor	0	0	1	0	1	0	0	0	0
Don't Know	0	0	0	0	0	0	0	0	2
	10	10	10	10	10	10	10	10	5
Percentage									
Excellent	0.0%	0.0%	0.0%	10.0%	20.0%	50.0%	30.0%	10.0%	0.0%
Good	50.0%	60.0%	40.0%	30.0%	60.0%	40.0%	50.0%	0.0%	0.0%
Average	40.0%	40.0%	40.0%	50.0%	10.0%	10.0%	20.0%	60.0%	40.0%
Poor	10.0%	0.0%	10.0%	10.0%	0.0%	0.0%	0.0%	30.0%	20.0%
Very Poor	0.0%	0.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%
Don't Know	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%

19. How important are the following issues in your decision to ride the bus.

	Not able to drive	No access to vehicle	Save money on gas	Save money on parking	Avoid finding a parking space	Avoid traffic congestion	Bus stop is close to my home	Environmental concerns	Able to ride during bad weather	Other
Raw Total										
Very Important	2	4	2	2	2	2	4	3	7	1
Somewhat Important	2	2	1	1	1	1	2	3	0	0
Neutral	2	2	4	2	1	1	3	3	2	3
Somewhat Unimportant	1	0	0	0	0	0	0	0	1	0
Very Unimportant	3	2	3	5	6	5	1	1	0	1
	10	10	10	10	10	10	10	10	10	5
Percentage										
Very Important	20.0%	40.0%	20.0%	20.0%	20.0%	20.0%	40.0%	30.0%	70.0%	20.0%
Somewhat Important	20.0%	20.0%	10.0%	10.0%	10.0%	10.0%	20.0%	30.0%	0.0%	0.0%
Neutral	20.0%	20.0%	40.0%	20.0%	10.0%	10.0%	30.0%	30.0%	20.0%	60.0%
Somewhat Unimportant	10.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%
Very Unimportant	30.0%	20.0%	30.0%	50.0%	60.0%	50.0%	10.0%	10.0%	0.0%	20.0%

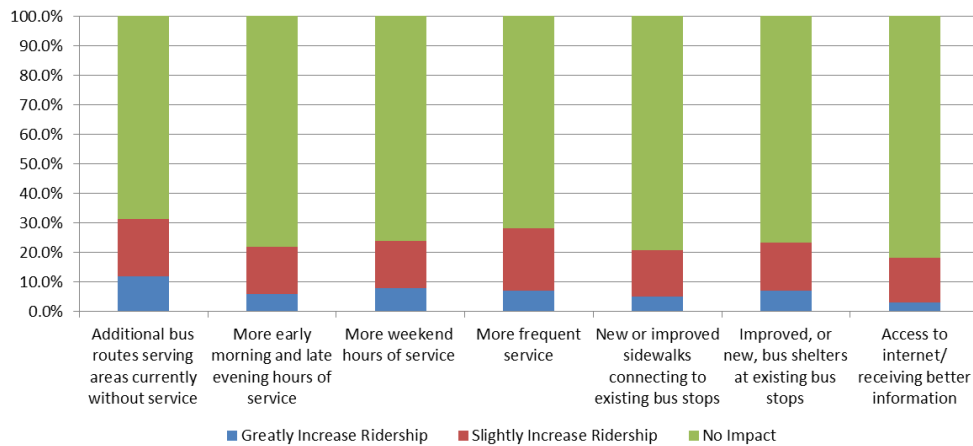
20. If you indicated that you never ride the bus in the Stateline Area. Please indicate what factors impact your decision to not ride the bus?

	I have regular and convenient access to a vehicle	There is not a bus stop close to my home	There is not a bus stop close to my destination	The bus service does not run late enough	I'm not sure what areas the bus serves	I don't feel safe riding the bus	Complicated commute/ vehicle provides me greater flexibility	I need my vehicle for work
Raw Total								
Primary Reason	85	19	13	11	9	2	25	29
Somewhat of a Reason	9	10	11	8	12	15	15	15
No Impact	7	58	63	63	66	70	52	49
Don't Know	2	8	9	13	8	9	5	4
	103	95	96	95	95	96	97	97
Percentage								
Primary Reason	82.5%	20.0%	13.5%	11.6%	9.5%	2.1%	25.8%	29.9%
Somewhat of a Reason	8.7%	10.5%	11.5%	8.4%	12.6%	15.6%	15.5%	15.5%
No Impact	6.8%	61.1%	65.6%	66.3%	69.5%	72.9%	53.6%	50.5%
Don't Know	1.9%	8.4%	9.4%	13.7%	8.4%	9.4%	5.2%	4.1%



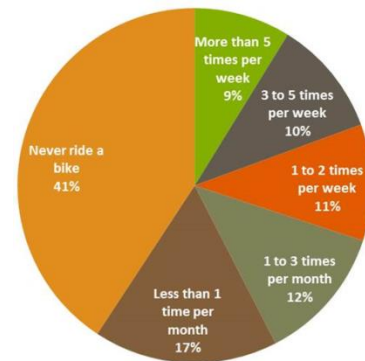
21. How would the following improvements impact your transit ridership?

	Additional bus routes serving areas currently without service	More early morning and late evening hours of service	More weekend hours of service	More frequent service	New or improved sidewalks connecting to existing bus stops	Improved, or new, bus shelters at existing bus stops	Access to internet/receiving better information
Raw Total							
Greatly Increase Ridership	12	6	8	7	5	7	3
Slightly Increase Ridership	20	16	16	21	16	16	15
No Impact	70	79	77	72	80	76	82
	102	101	101	100	101	99	100
Percentage							
Greatly Increase Ridership	11.8%	5.9%	7.9%	7.0%	5.0%	7.1%	3.0%
Slightly Increase Ridership	19.6%	15.8%	15.8%	21.0%	15.8%	16.2%	15.0%
No Impact	68.6%	78.2%	76.2%	72.0%	79.2%	76.8%	82.0%



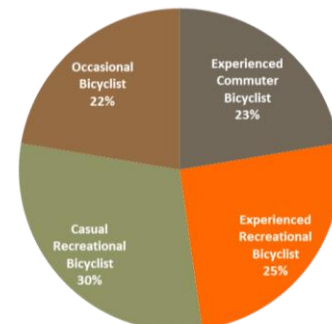
22. How often do you ride a bicycle within the Stateline Area?

	Total	%
More than 5 times per week	10	8.8%
3 to 5 times per week	12	10.6%
1 to 2 times per week	12	10.6%
1 to 3 times per month	14	12.4%
Less than 1 time per month	19	16.8%
Never ride a bike	46	40.7%
	113	



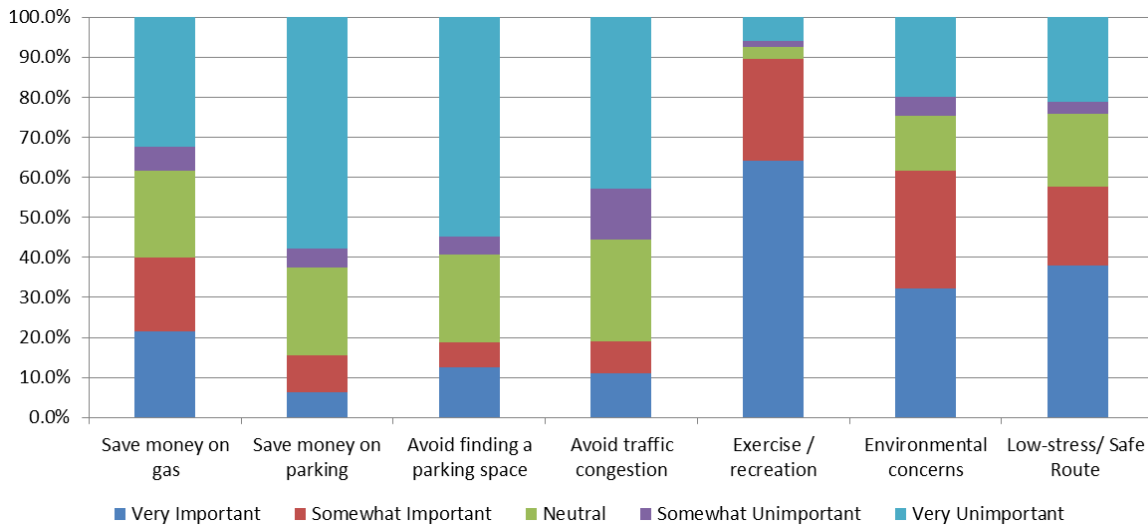
23. How would you describe your bicycling skill level?

	Total	%
Experienced Commuter	15	22.4%
Experienced Recreational Bicyclist	17	25.4%
Casual/Recreational Bicyclist	20	29.9%
Occasional Bicyclist	15	22.4%
	67	



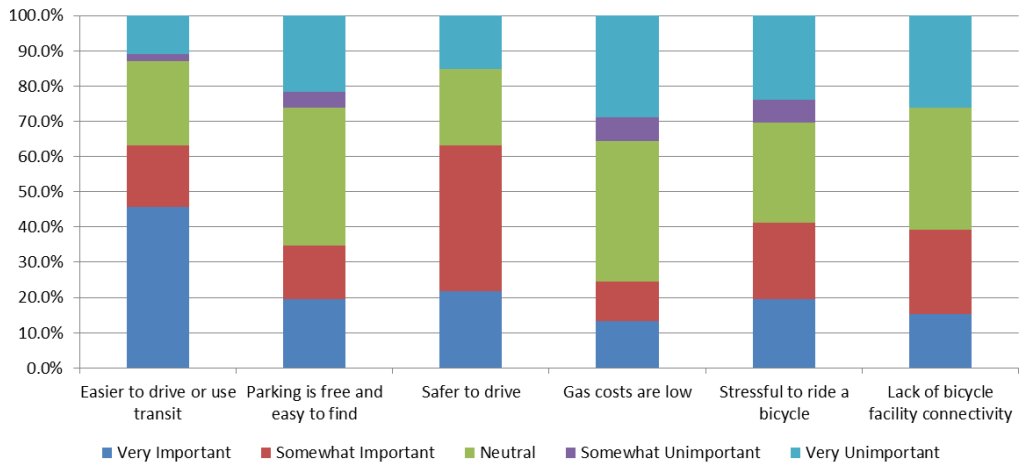
24. How important are the following issues impacting your decision to ride a bicycle?

	Save money on gas	Save money on parking	Avoid finding a parking space	Avoid traffic congestion	Exercise / recreation	Environmental concerns	Low -stress/ Safe Route
Raw Total							
Very Important	14	4	8	7	43	21	25
Somewhat Important	12	6	4	5	17	19	13
Neutral	14	14	14	16	2	9	12
Somewhat Unimportant	4	3	3	8	1	3	2
Very Unimportant	21	37	35	27	4	13	14
	65	64	64	63	67	65	66
Percentage							
Very Important	21.5%	6.3%	12.5%	11.1%	64.2%	32.3%	37.9%
Somewhat Important	18.5%	9.4%	6.3%	7.9%	25.4%	29.2%	19.7%
Neutral	21.5%	21.9%	21.9%	25.4%	3.0%	13.8%	18.2%
Somewhat Unimportant	6.2%	4.7%	4.7%	12.7%	1.5%	4.6%	3.0%
Very Unimportant	32.3%	57.8%	54.7%	42.9%	6.0%	20.0%	21.2%



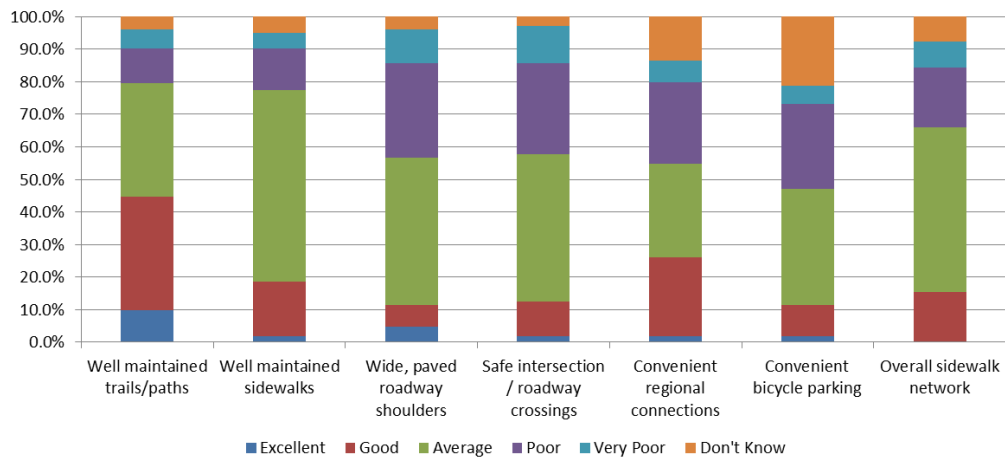
25. How important are the following issues impacting your decision to NOT ride a bicycle?

	Easier to drive or use transit	Parking is free and easy to find	Safer to drive	Gas costs are low	Stressful to ride a bicycle	Lack of bicycle facility connectivity
Raw Total						
Very Important	21	9	10	6	9	7
Somewhat Important	8	7	19	5	10	11
Neutral	11	18	10	18	13	16
Somewhat Unimportant	1	2	0	3	3	0
Very Unimportant	5	10	7	13	11	12
	46	46	46	45	46	46
Percentage						
Very Important	45.7%	19.6%	21.7%	13.3%	19.6%	15.2%
Somewhat Important	17.4%	15.2%	41.3%	11.1%	21.7%	23.9%
Neutral	23.9%	39.1%	21.7%	40.0%	28.3%	34.8%
Somewhat Unimportant	2.2%	4.3%	0.0%	6.7%	6.5%	0.0%
Very Unimportant	10.9%	21.7%	15.2%	28.9%	23.9%	26.1%



26. Regardless of how often you ride a bike, or even if you do not ride, what is your perception of the following as they relate to bicycle and pedestrian facilities in the Stateline Area.

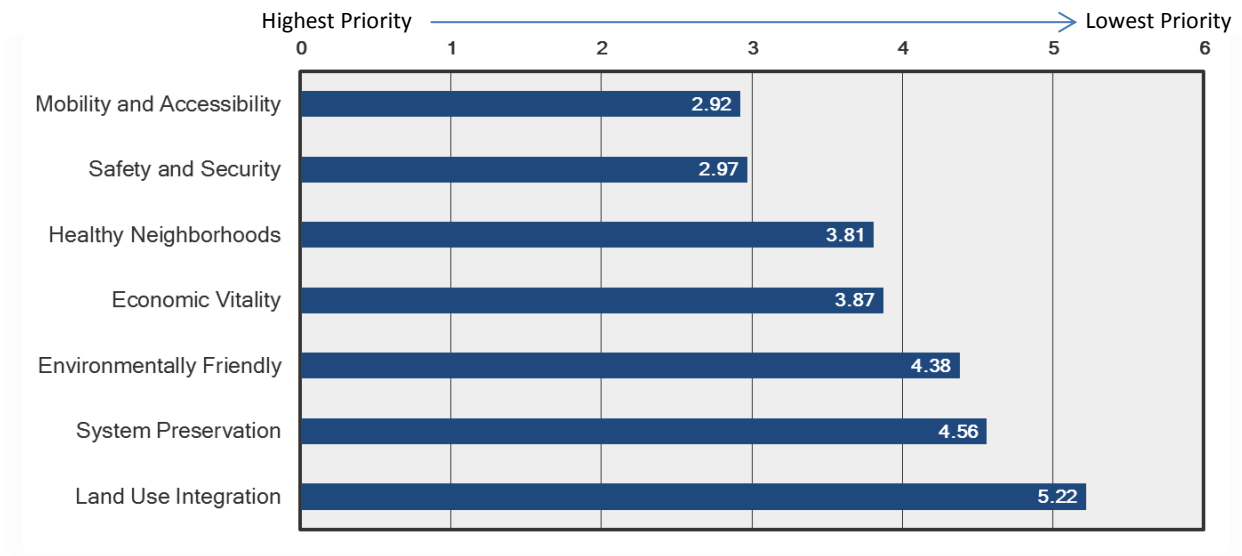
	Well maintained bicycle trails/paths (off-street)	Well maintained sidewalks	Wide, paved roadway shoulders that accommodate bicyclists	Safe intersection / roadway crossings for bicyclists	Convenient regional bicycle connections that extend beyond the Stateline Area	Convenient bicycle parking provided near major shopping/entertainment areas	Overall sidewalk network
Raw Total							
Excellent	10	2	5	2	2	2	0
Good	36	17	7	11	25	10	16
Average	36	60	47	47	30	37	52
Poor	11	13	30	29	26	27	19
Very Poor	6	5	11	12	7	6	8
Don't Know	4	5	4	3	14	22	8
	103	102	104	104	104	104	103
Percentage							
Excellent	9.7%	2.0%	4.8%	1.9%	1.9%	1.9%	0.0%
Good	35.0%	16.7%	6.7%	10.6%	24.0%	9.6%	15.5%
Average	35.0%	58.8%	45.2%	45.2%	28.8%	35.6%	50.5%
Poor	10.7%	12.7%	28.8%	27.9%	25.0%	26.0%	18.4%
Very Poor	5.8%	4.9%	10.6%	11.5%	6.7%	5.8%	7.8%
Don't Know	3.9%	4.9%	3.8%	2.9%	13.5%	21.2%	7.8%



27. One of the first steps of the 2040 LRTP is to confirm/update the goals and objectives (or, generally speaking the overall LRTP vision). The goals and objectives will be used to guide the overall transportation planning and decision making process for the region. Help us better understand the key values that are important to you. Please rank your Overall Goals.

Priority	Rank	Mobility and Accessibility	Safety and Security	Environmentally Friendly	Economic Vitality	System Preservation	Healthy Neighborhoods	Land Use Integration
RAW								
Highest	1	25	33	6	7	8	14	4
	2	22	17	13	15	12	10	7
	3	12	11	15	21	12	17	7
	4	13	7	13	17	12	18	15
	5	11	11	17	12	10	18	15
	6	2	13	12	18	22	11	14
Lowest	7	6	3	18	4	20	7	37
		91	95	94	94	96	95	99
PERCENTAGE								
Highest	1	27.5%	34.7%	6.4%	7.4%	8.3%	14.7%	4.0%
	2	24.2%	17.9%	13.8%	16.0%	12.5%	10.5%	7.1%
	3	13.2%	11.6%	16.0%	22.3%	12.5%	17.9%	7.1%
	4	14.3%	7.4%	13.8%	18.1%	12.5%	18.9%	15.2%
	5	12.1%	11.6%	18.1%	12.8%	10.4%	18.9%	15.2%
	6	2.2%	13.7%	12.8%	19.1%	22.9%	11.6%	14.1%
Lowest	7	6.6%	3.2%	19.1%	4.3%	20.8%	7.4%	37.4%
Total Points		266	282	412	364	438	362	517
Average Score		2.92	2.97	4.38	3.87	4.56	3.81	5.22

NOTE: The lower the total point, and average score, the higher the priority.



28. In your opinion, are there any transportation issues within the Stateline Area that need to be addressed and improved? This can be related to general mobility issues, a particular transportation mode, your daily commute, or specific transportation problems (for example, an intersection or roadway that needs improvement).

NOTE: The following summarizes the open ended survey comments to question #28. Comments are unedited except for some minor spelling corrections. In total, 58 comments were received.

-
- In my opinion, all the roads in Rockford need to be re-paved because there are so many potholes and bumps. Generally, the roads are in terrible condition. I plan on getting a bike and will use the bike paths that are available today. Regarding question 21, number 7 is my most important.
 - Well thought out survey, difficult to rank goals/objectives
 - The walk signs downtown are too short, hard to turn on, and should be automatic. If I can start a light then by the time I walk to the curb it is already flashing that I should not walk. I can't get across the entire line of traffic with a white "walk" sign. Cars do not respect those who are trying to cross the street; I have been almost hit by a car several times.
 - No bus to South Beloit
 - Many of the alternate modes of transportation, i.e. bicycle & walkways are not well maintained, especially for winter use. I would walk & bicycle more if the facilities were better maintained for continuous use. There is also a perception of many of the existing paths & routes that they are isolated, poorly lit, and patrolled infrequently. There are no provisions for emergency contact/reporting & few reliable bathroom facilities available. Most of these concerns are comments that I have heard voiced by others, especially female users. Other amenities that would improve the experience of use would be access to water for hydration, maps that show routes and interconnections, loops with distances, and designated safe stops or shelter during inclement weather. Bike share systems that allow use of system bikes for one-way or two way use at a reasonable cost. This would also include enough drop off or destination sites to be convenient.
 - With a bus only coming every 40 minutes, I can ride (bicycle) to just about any place in Beloit within 40 minutes very easily. I can walk many places very easily within 40 minutes. This is why my bus riding has decreased so much. There needs to be a way for a person who doesn't drive to get to the Van Galder bus stop on the other side of I-90 much more easily. There are no sidewalks or pedestrian right of ways that allow walking very safely, esp. on the bridge over I-90. Connection to Van Galder makes connection to Madison, and thus to other buses, easier for non-drivers. Bicycle racks are sometimes very hard to locate (if non-existent) which means locking a bike to a tree or lamp post in an awkward place. Many city streets are bad. It may not look it to a person driving a car, but on a bike, trying to stay closer to the curb, there is are potholes, cracks and esp. debris (litter) which prevents one from riding safely. Sidewalks are better overall, but we are often warned that bicycles are not allowed on the sidewalks. Allowing bikes on the buses would be great. Esp. if the buses went to areas where there was a bike trail head. I would use the buses more often, esp. in winter and poor weather, if they came more often and went longer in the evening. I work all day, so getting groceries, going to a movie, etc. requires getting to someplace after 6:00 and returning later. For Beloit I wouldn't expect a bus to run until say 10:00, but later would be better. I know some people don't ride the bus because they don't feel very safe, I hate to say it, but esp. during the times students are using the bus.
 - I answered the survey with personal responses which do not reflect my professional viewpoint. As someone who works with a population that is heavily dependent on public transportation, I would love to see Beloit's bus hours lengthened to accommodate non- 9 to 5 work schedules. Also, it would be great to have a more user-friendly, easier-to-read transit map.
 - Walkability. South Beloit in particular. The bridge over the creek on Blackhawk doesn't get shoveled and there is no shoulder to walk on. Walking near the buildings by the foundry is also difficult. Better signage to get to bike path is south Beloit from city park. Extend the bike path north from Beloit towards Afton.
 - The Stateline area should develop a network of interconnected off-road bike/hike trails. Progress has been made, but more needs to be done to connect existing trails and then develop the network within towns.
 - Need realistic speed limits. Need direct routes to major arteries. Inman Parkway needs to be a through route between Riverside Drive and Shopiere Road with 35-40 MPH.
 - There are no sidewalks around Aldrich Middle School yet so many newer sidewalks around the Beloit were plant.
 - Finish connecting the bike paths from Beloit to Janesville, Beloit to Roscoe and the Illinois Bike trail. Currently to get to the bike path on Dorr road I have to cross busy streets. I can get to the Illinois bike trail from Dorr road by taking the Rockton Elevator road and then Main Street bike path.
 - I think that there needs to be bus shelters at the pick-up sites.

- Question #22 was hard to answer. All are valuable and important.
- Adequate funding to maintain what is there now.
- I think snow removal of downtown Beloit needs to be improved. A lot of the time, handicapped spaces are poorly cleared, icy and often unusable. Especially the lots behind Bushell & Peck/Fatwallet. The sidewalk next to Bushell and Peck was dangerously icy this year for able bodied and handicapped residents. I also feel like it is really unfortunate that the handicap parking and entrance to most stores downtown is limited. I know there is parking in back lots, but that takes away the enjoyment of strolling downtown.
- Road surfaces need updating
- I43 exit - entrance ramp at I90. Goofy alignment at White School Road and McCurry causes a lot of people to lane deviate. Should not tar and stone roads in the Roscoe area, as it has little benefit. The Roscoe intersection of Bridge and Main should not allow panhandlers. This intersection gets quite busy, and with motorists having to deal with beggars in all four lanes in addition to normal traffic concerns, a much greater risk to motoring public is happening. When on a motorcycle during these weekend events, I avoid this intersection at all costs.
- Yo creo que es un desperdicio de servicio que los autobuses anden vacios todo el dia y que lo mejor seria poner autos mas pequenos y que pusieran ser utilizados por las personas que los necesitan, ya que hacen las paradas demasiado retirado a las zonas o areas donde viven las familias que necesitan el servicio.
- More bike pathway connectivity; such as Rockton Road-Dorr Road to Walmart; Wisc/IL N/S connection; McCurry Road E/W very dangerous for bikers, but see a lot of bike activity; etc.
- There should be less use of roundabouts
- Hwy 51 between Janesville and Beloit. There has been patching here and there, but continue to see overall poor road conditions.
- The northbound signal at Willowbrook & Garner does not recognize my motorcycle. There are too many signals on Garner at I-90.
- The I-90/39 corridor Death Trap is my main concern.
- It would be nice if the Peace trail connected to Beloit. As it is now, that bicycle trail from Janesville stops in Afton and you have to ride the road network to Beloit.
- More bike paths, lanes
- Every attempt needs to be made to connect the existing bike/ped paths that just stop & start throughout Beloit. There should be more "bike lane" designations on existing streets.
- Murphy Woods Rd needs the lines painted back on. When it is dark it is very hard to tell where the road is. I would like to see the roads in my neighborhood repaired (E. Post Rd, N. Wood Drive and N Butlin). We have a lot of walkers and bicyclist in our neighborhood.
- The Newark Rd Bridge and Riverside Drive/Hwy 51 are big barriers to bicycling across the north side of Beloit. Businesses on Riverside are not accessible by bicycle the bridge across the Rock River on Newark is dangerous.
- There needs to be more transportation options like taxis and public transit publicized. There needs to be more bike friendly routes available as well.
- Where we live in the Beloit Township and there is not good access to public transportation or sidewalks or walking/bicycle paths.
- ROADS ARE BAD NEED REPAVING. SOME SPOTS NOT SAFE TO BE IN AFTER DARK.
- It would be nice if there were either better cab service in Beloit or at least a few late night buses for night time and weekend fun. You can't drink and drive but, are there any real alternatives with public transportation?
- I think the biggest issue is the availability of alternate transportation for driving. If I want to go out and have a few drinks somewhere, there really are no options besides someone driving. That severely limits people's ability to go out and have drinks. I don't want to take that chance so instead of going out and spending money I generally stay in or go to someone's house instead.
- Riverside Road/Hwy 51 is in desperate need of repair. Filling of potholes only lasts a few days. Stop and go lights need to be updated with left turn lanes to accommodate the increasing traffic.
- More frequent service and routes that run directly from Parker High School (Westside Janesville area) to somewhere on East side business area would be very much appreciated so that transfer is not needed.
- It is difficult and expensive to get around the Stateline area using public transportation. Improved public transportation will give more options to (1) people who cannot afford a vehicle (2) seniors who would like to stop driving (3) people who would prefer a car-less lifestyle.
- We need more cameras that actually work when someone is run over, as well as ease of access to the footage for the victims.
- More bike paths, please.
- Beloit needs to connect the disjointed bicycle trail facilities into a coherent bike trail that connects to Janesville to the north and the northern Illinois trail system to the south. Also a usable trail system for bike/ped transportation to and through the downtown.

- Terrible bike infrastructure: few marked lanes or separate trails, sidewalks not maintained or kept clear in winter. We are far behind other cities our size in this state--and light years behind large urban leaders in this country. Milwaukee Blvd. and Cranston are a city embarrassment and worse--terrible or nonexistent sidewalks, no marked lanes, kids walking in the streets, people in wheelchairs without access, major retail with no safe passage for bikes, etc. Where have city planners been for the last twenty years? Go visit towns like Stevens Point and Eau Claire and Fond du Lac and River Falls and even Janesville to see how it can be done. We need a network of arteries throughout the city that could use backroads for marked lanes for commuting--not just the recreational trail "photo-ops."
- The existing bike paths are not kept clean. The bike path on White Ave abruptly ends when traveling east. There is no signage reminding drivers to share the road and that they must allow 3 feet of clearance when passing.
- Seniors need additional options for wheelchair accessible transportation to and from doctors' appointments, grocery stores and family members at an affordable cost to the senior. In addition, having access to these types of rides outside of only medical needs would benefit the senior population by allowing them to continue to be active in the community.
- Unsure
- I-90/I-39 corridor needs to have additional lanes, with the elimination of clover on/off ramps
- Ability of SMTD to pick up riders in Roscoe Twp.
- Road patching in many residential neighborhoods is poor. Crack sealing in general seems ineffective especially on the South end of Wisconsin Ave. In addition, snow removal on residential roads is left until there is a hard crust of compacted ice and snow, turning functional asphalt paving into something more reminiscent of a third world network of potholes held together with thin strips of pavement between. Plowing residential streets DURING snowfall instead of sometimes up to 48 hours later may help.
- Perception of safety issues
- I work with low income people in Beloit and it is not convenient for them to take the bus to certain locations in Janesville for additional assistance i.e. Job Center. Also the 1000 and 1100 block of Central Ave in Beloit has heavy and very fast traffic from people trying to avoid the traffic and lights at the intersection of Prairie and White Ave.
- I90/I30 expansion needs to be sooner rather than later.
- It would be nice if a bike path would be available through-out the entire city. There are limited spots here and there in the city that you can ride, but nothing that connects the entire city. I know that the Ice Age trail in Janesville is different than what we have available in Beloit...but something like that would be extremely helpful and beneficial to the City. Beloit isn't very bike friendly. The roads aren't wide enough that I'd feel safe riding in them with little ones, much less by myself.
- The I-system is a joke, need three lanes each way!
- This past week, I was involved in a car accident and my car was inoperable. Had I not had economic means to rent a car, I would not have been able to make it to the grocery store or any main services without 2 buses. (I live adjacent to the college.) I worry greatly about bus accessibility and service for all of our residents.
- Ice and snow removal downtown, my daughter is in a wheelchair and this last snow fall all handicapped parking in the lot behind bagels and more wasn't cleared and the walkway to get from the parking lot to the stores was covered in ice.
- First Priority: Prairie Avenue reconstructed from Shopiere Road to Huebbe Parkway with widening to accommodate 4 lanes and a TWLTL, traffic actuated traffic signals at Huebbe, Cranston and Shopiere, and continuous sidewalks on both sides. Second Priority: Park Avenue widened and either reconstructed or resurfaced from Bayless Avenue to North of Inman Parkway with sidewalk on one or both sides. If traffic counts, taken after Inman has been opened warrant traffic actuated signals at Park and Inman.
- I have heard significant complaints about: deterioration of the medical transportation system, lack of regional mass transit, need for buses at night and weekends, lack of bike lanes.
- White Avenue is major problem for all modes, without any easy solutions.
- Connectivity of regional bike path systems

Survey 2

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?

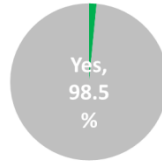
Zip Code	Total	%
53511	40	59.7%
61080	6	9.0%
61073	5	7.5%
61072	3	4.5%
61107	2	3.0%
53150	1	1.5%
53512	1	1.5%
53545	1	1.5%
53563	1	1.5%
53708	1	1.5%
53711	1	1.5%
60091	1	1.5%
61024	1	1.5%
61103	1	1.5%
61204	1	1.5%
62667	1	1.5%
	67	

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	

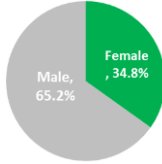
3. Do you own, or have access to, a vehicle on a regular basis?

	Total	%
No	1	1.5%
Yes	65	98.5%
	66	



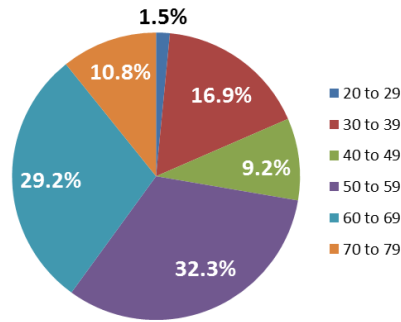
4. What is your gender?

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



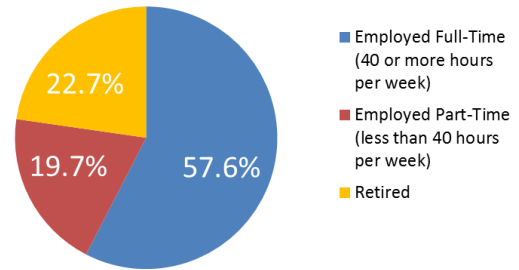
5. What is your age?

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	



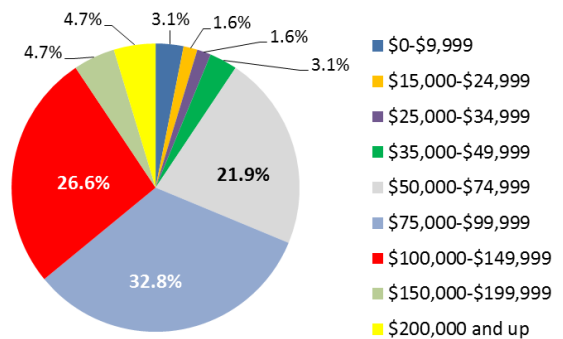
6. What best describes your current employment status.

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	



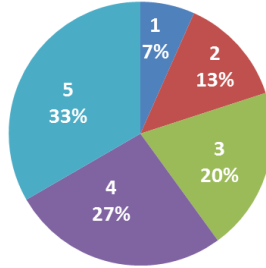
7. What is your approximate annual household income?

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	



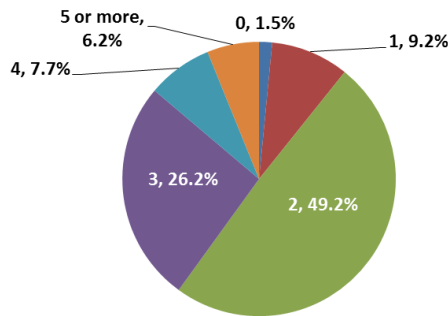
8. Including yourself, how many people live in your household?

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



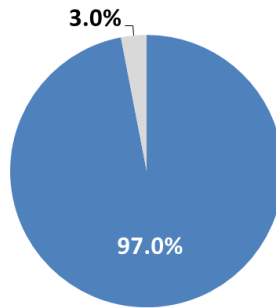
9. How many vehicles do you have at your household?

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.

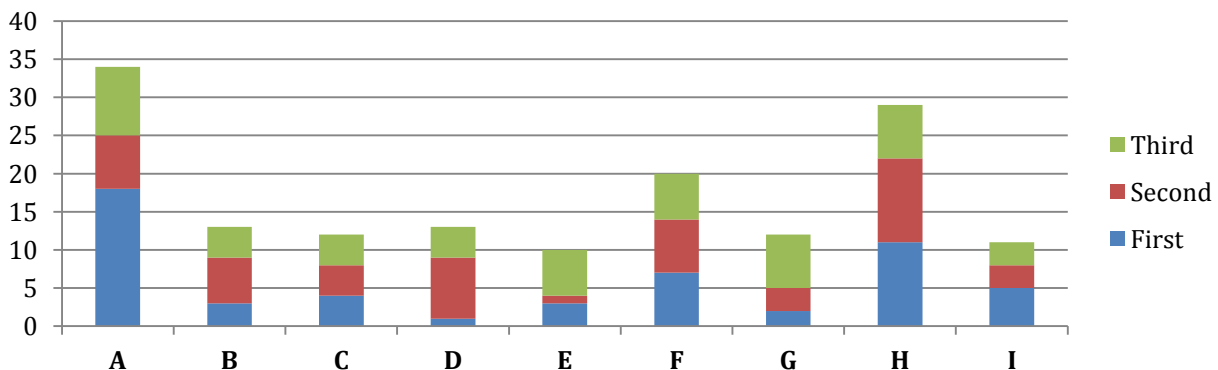
11. The following is a list of potential roadway improvements identified within the SLATS metropolitan planning area. Please rank what you would consider to be your top three roadway priorities.

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)

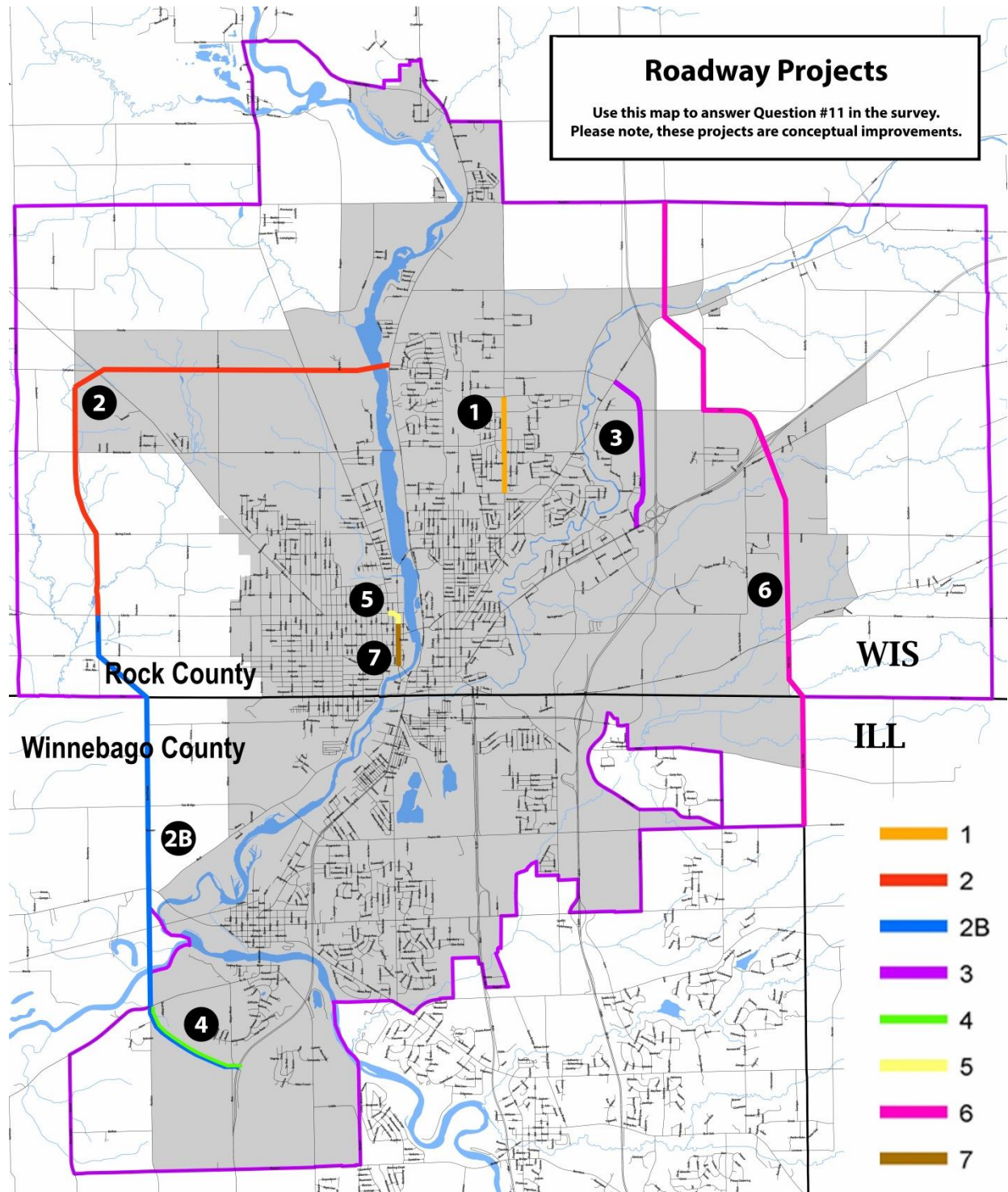
- A. 1a) Continuing improvements to Prairie Avenue (CTH G) from Huebbe Parkway south to Cranston Road similar to those completed north of Huebbe with 2 lanes, a center turn lane, intersection, bike, pedestrian and lighting improvements
- B. 2) Northwest loop connection from Highway 51 north of Beloit 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
	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	5) Free flow curve at the intersection of Highway 81 and Fourth Street	6) Northeast loop connection	7) Re-configuring Fourth Street	Other (see opened end responses)
Priority									
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 Shopiere Road.

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

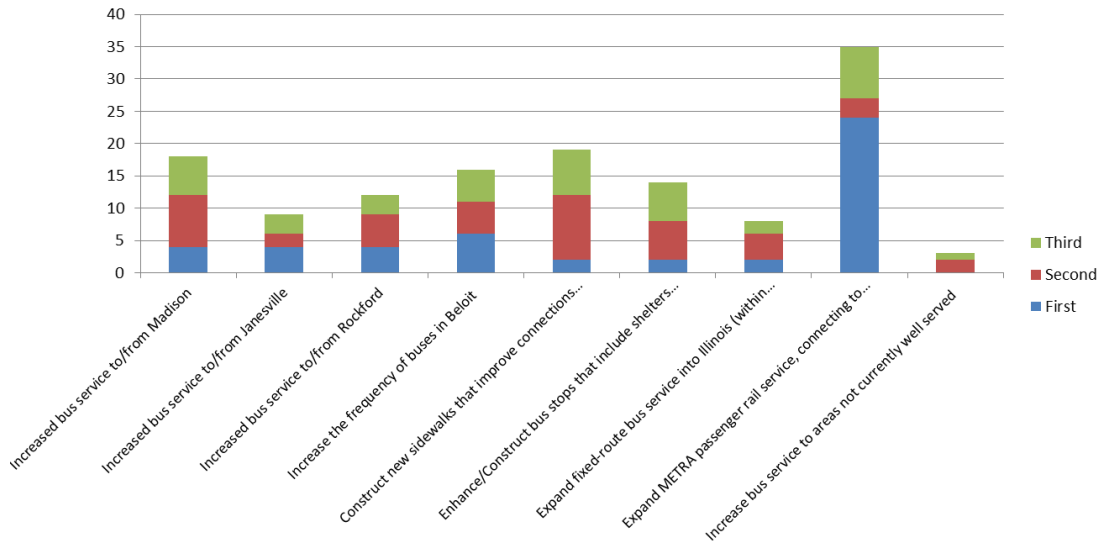
	Work / School	Shopping	Entertainment / Recreational	Medical Related	Other
Raw Total					
More than 5 times per week	0	0	0	0	0
3 to 5 times per week	1	0	0	0	0
1 to 2 times per week	1	1	0	0	0
1 to 3 times per month	1	2	3	1	2
0 to 1 time per month	0	0	0	0	0
Never Ride the Bus	51	51	51	53	47
	54	54	54	54	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.

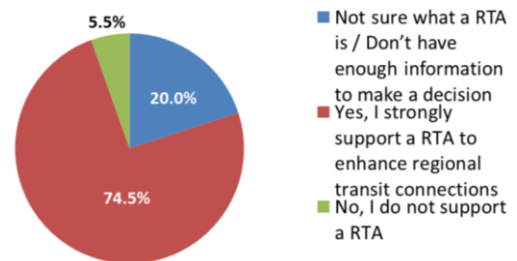
NOTE: The potential improvements were listed in random order in the survey.

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	

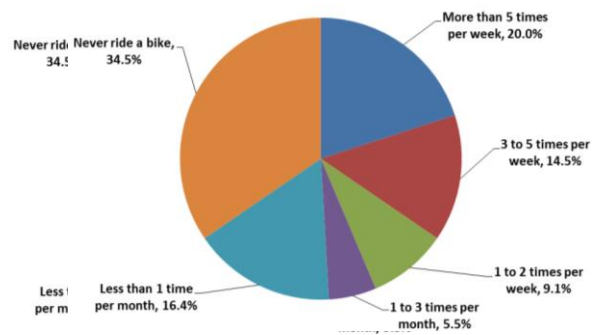


16. Please use the space below to provide additional comments regarding potential transit service improvements. You can also suggest additional transit service enhancement that are not currently listed. If you ranked an "Other" project for question #14, please describe the general location of the project 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	

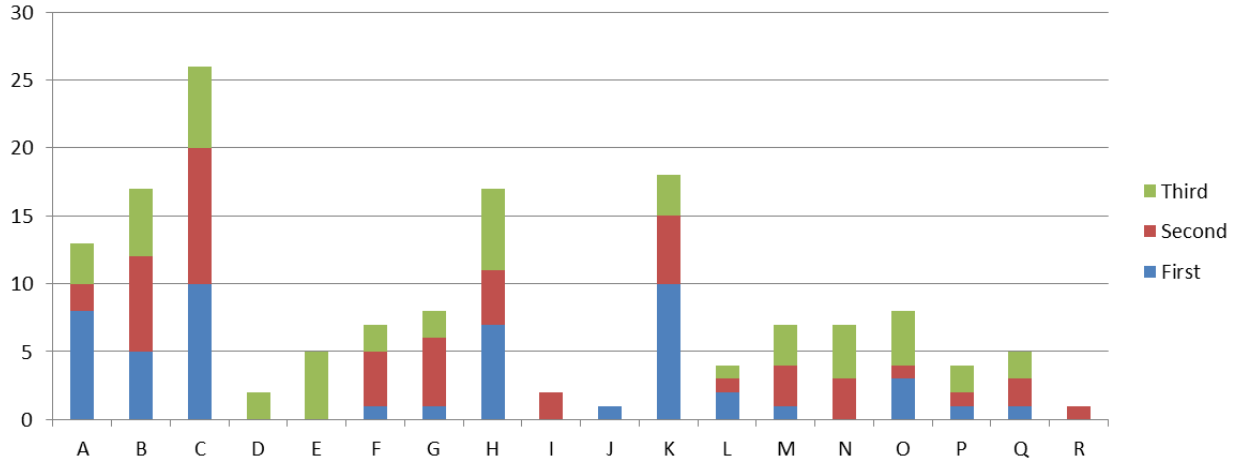


18. The following is a list of potential bicycle/pedestrian improvements within the metropolitan planning area. Please rank what you would consider to be your top three priorities. Even if you do not ride a bike, you can still list your priorities, or you can skip to the next question. NOTE: The potential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

Summary of SLATS LRTP Open House

September 27, 2016 from 4-6 PM (4 attendees)

Beloit Public Library, 605 Eclipse Boulevard, Beloit, WI 53511

Discussion with a representative from Rockton Township focused on the Great Lakes Basin Railroad (GLBR) new alignment. Concerns were expressed about environmental impacts, particularly to the wetlands west of Rockton, fragmentation of farmland, excessive size of the proposed railroad right-of-way, safety at crossings (indication that major crossings are proposed at grade as opposed to grade-separated) and lack of local benefit. The new alignment will be further reviewed by SLATS, and opportunities to continue discussion and provide additional input on the new proposal will be explored.

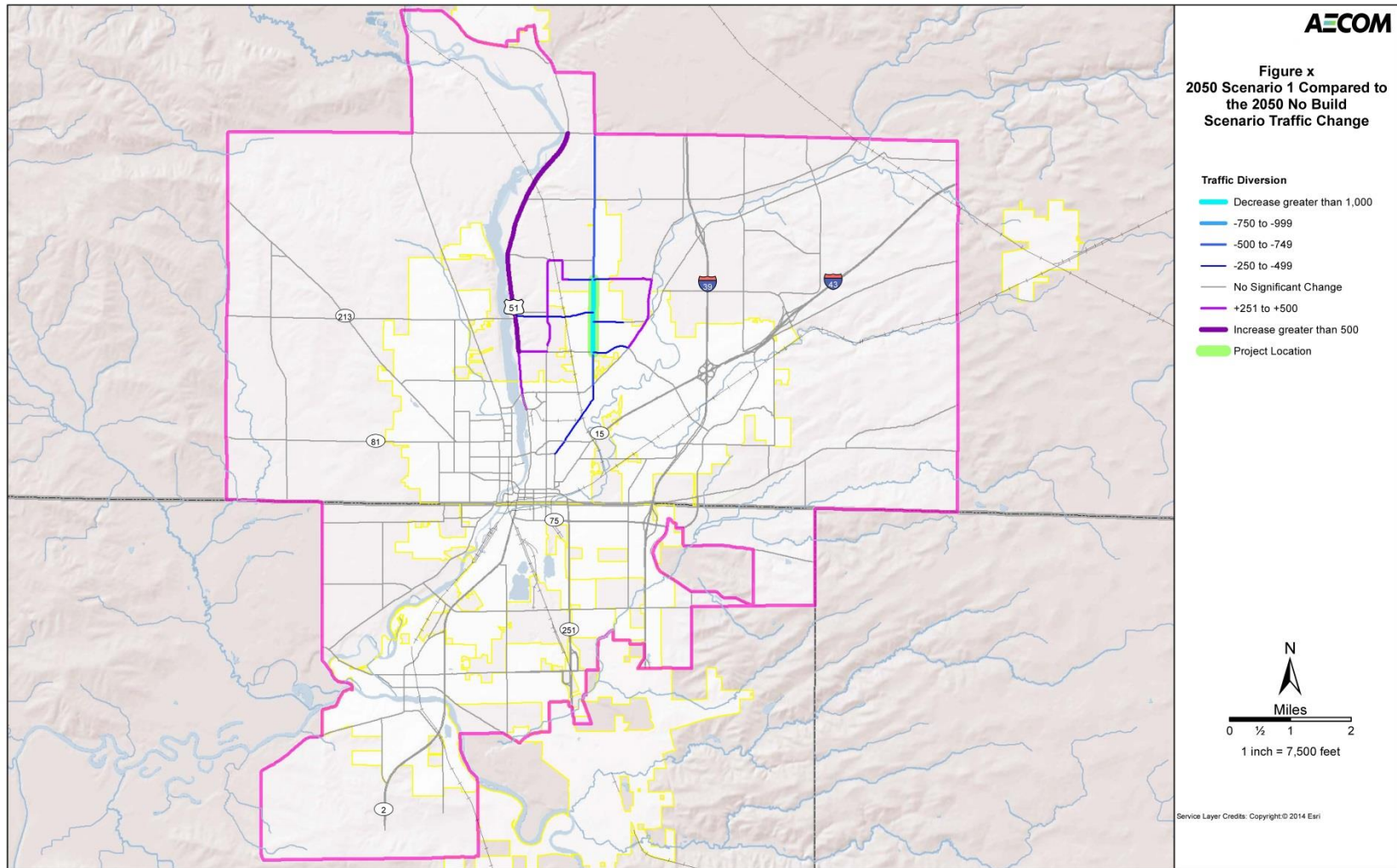
Discussion also focused on the unconstrained project from Highway 2 south of Rockton to Highway 81 west of Beloit, including the standalone segment from Highway 2 to Freeport Road. Concerns were expressed about environmental impacts, particularly to the wetlands west of Rockton, lack of need for the corridor and redundancy of the standalone segment from Illinois 2 to Freeport Road with Wagon Wheel Road. It was discussed that alignments were conceptual and that even though there is little if any present need, in the future (perhaps even beyond this 20 year LRTP) there may be, and any actual alignment would be west of what is conceptually shown to avoid the wetlands. The goal of keeping truck traffic out of downtown Rockton on Illinois 75 was also discussed, which was the primary purpose of the Highway 2 to Freeport Road segment. The general loop alignment was to better ease that movement as opposed to using Wagon Wheel Road, however the alignment is conceptual as well. It would likely extend further west of the wetlands, and refinements to the alignment would be in conjunction with the Village of Rockton's future land use and development plans for that area. SLATS staff agrees with the Township representative that until/unless there is a definite need, further study, clear benefit and clear environmental and land use considerations are addressed, these segments are not priorities.

Appendix B – Travel Demand Model Results

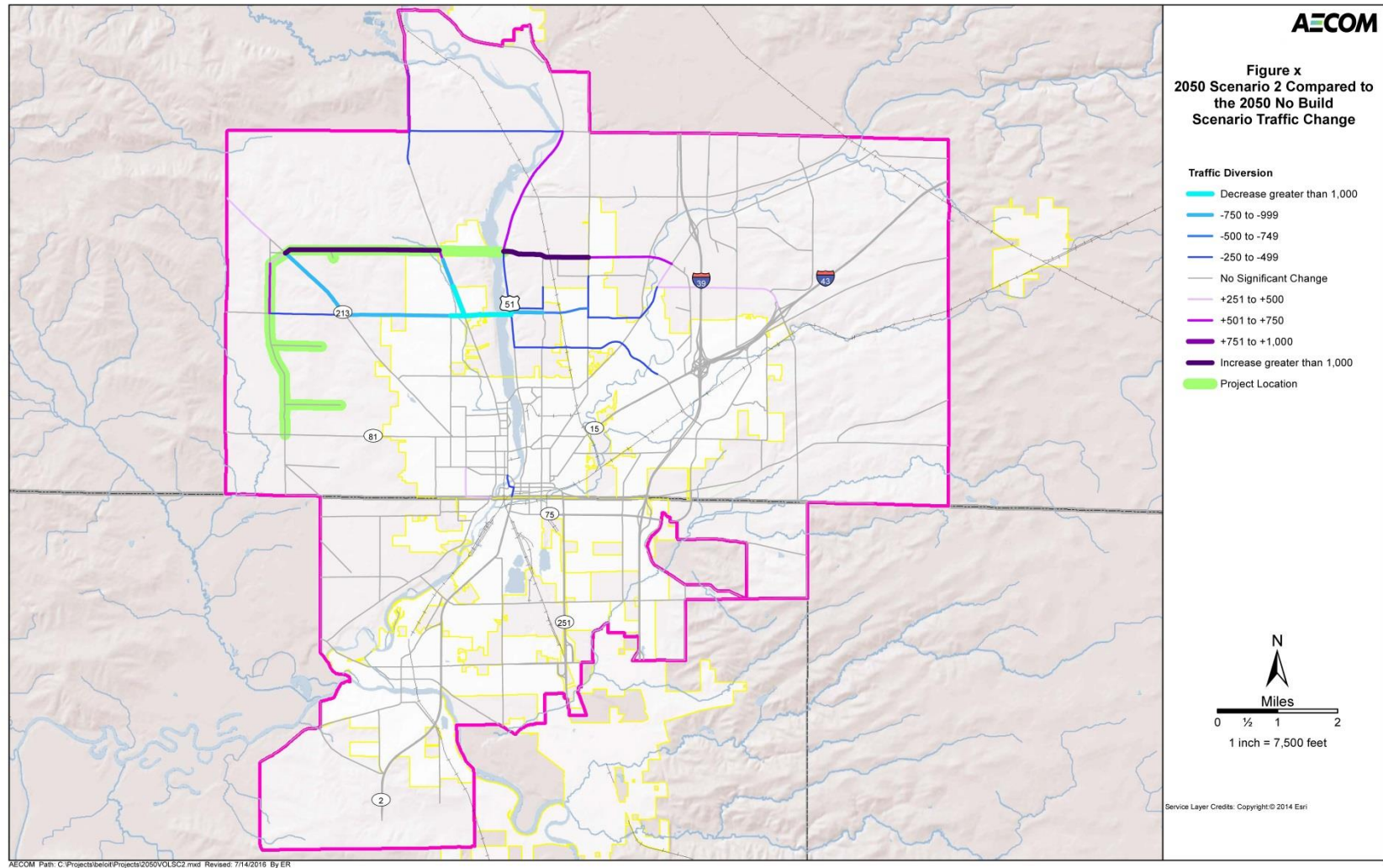
The following maps provide a summary of the travel demand forecasting model results of the potential long-term roadway improvements. The travel demand model was run by the WisDOT staff and results were provided to the SLATS MPO and to the project consultant team. The following maps represent the projected change (increase or decrease) in traffic volumes when a specific project is coded in the model. The model scenarios included the following:

- Prairie Avenue Road Diet
- Western Loop
- BT Extension
- WI-81 Free Flow Movement and 4th Street Road Diet
- Eastern Connection

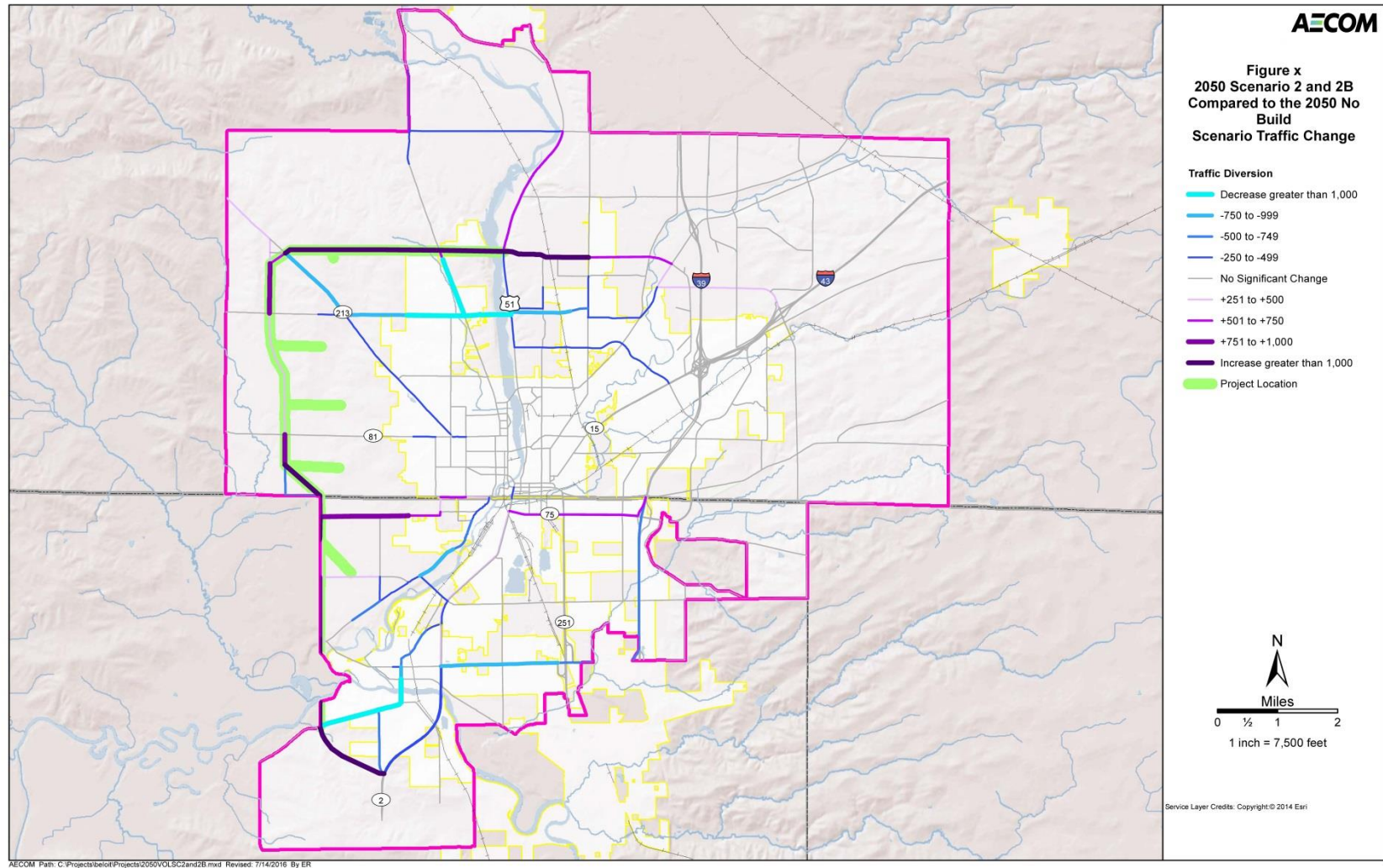
2050 Scenario 1



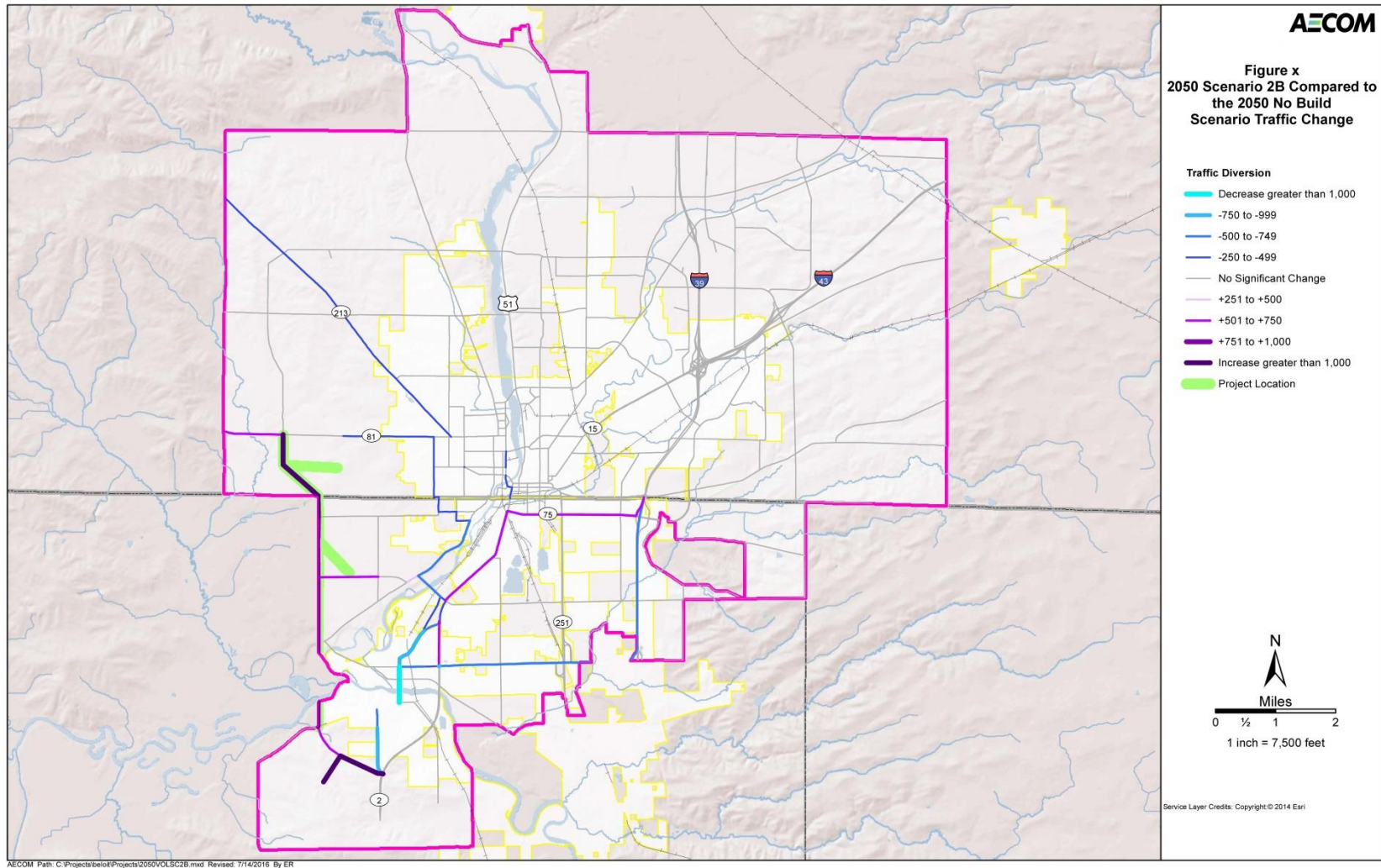
2050 Scenario 2



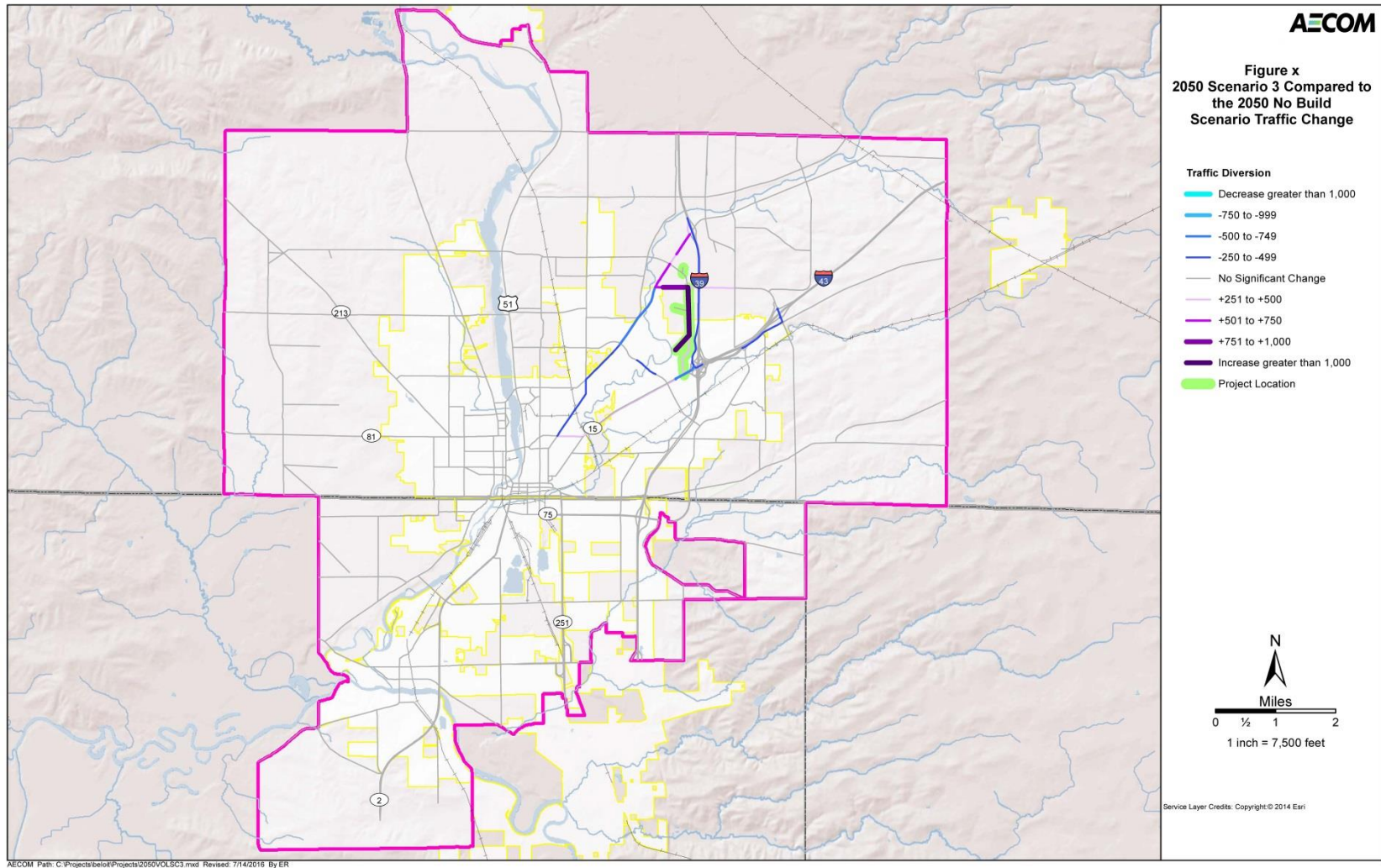
2050 Scenario 2 and 2B



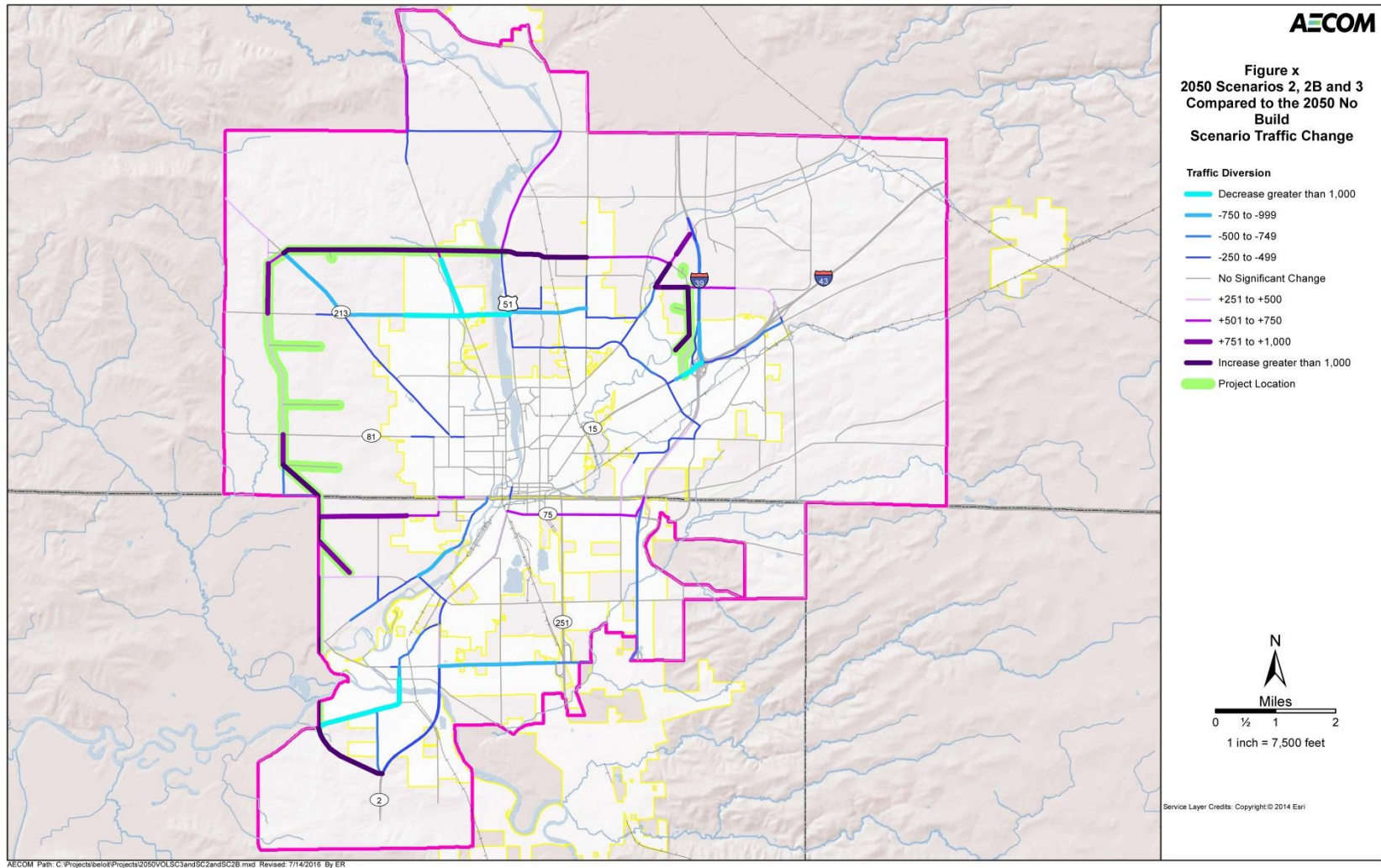
2050 Scenario 2B



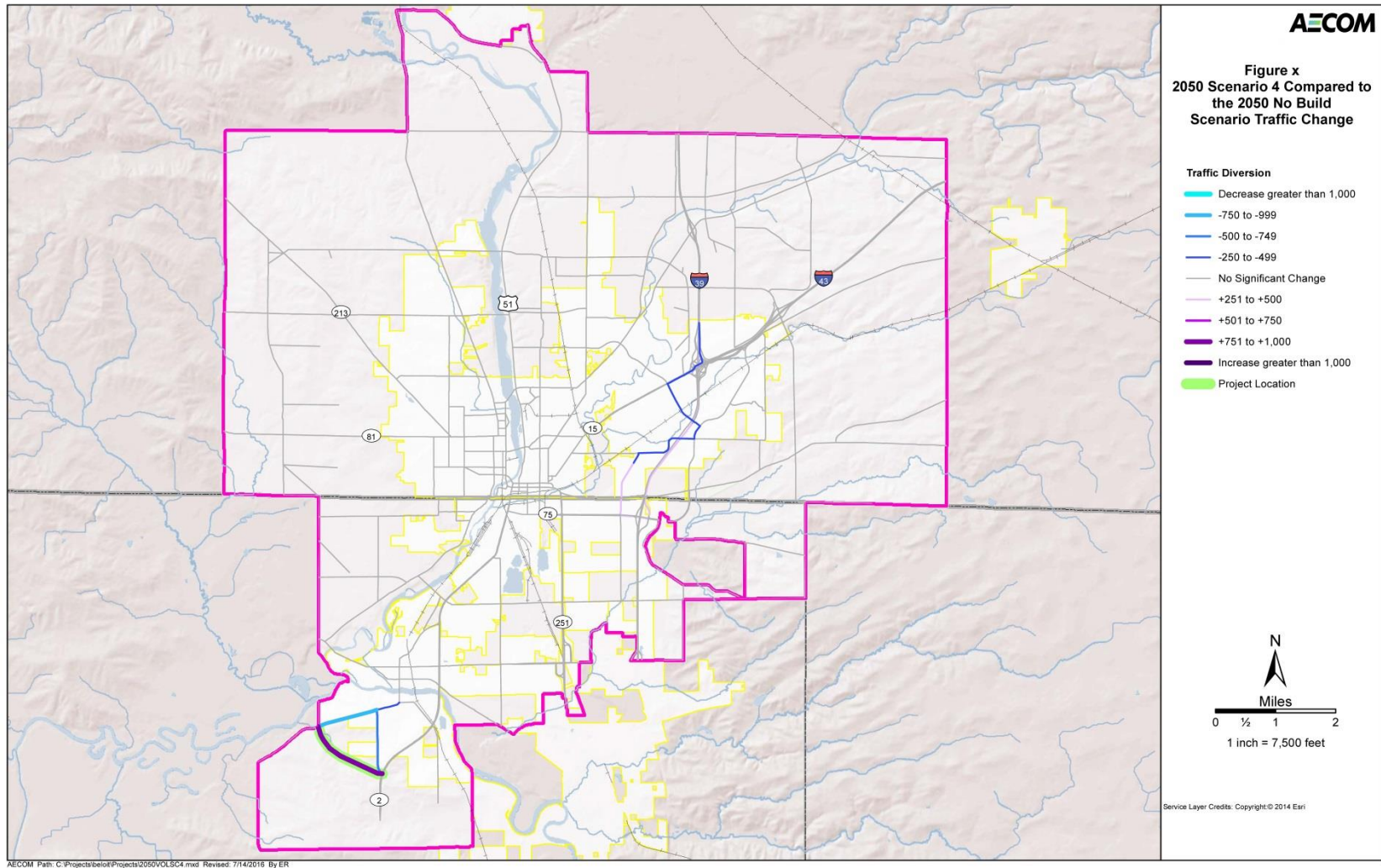
2050 Scenario 3



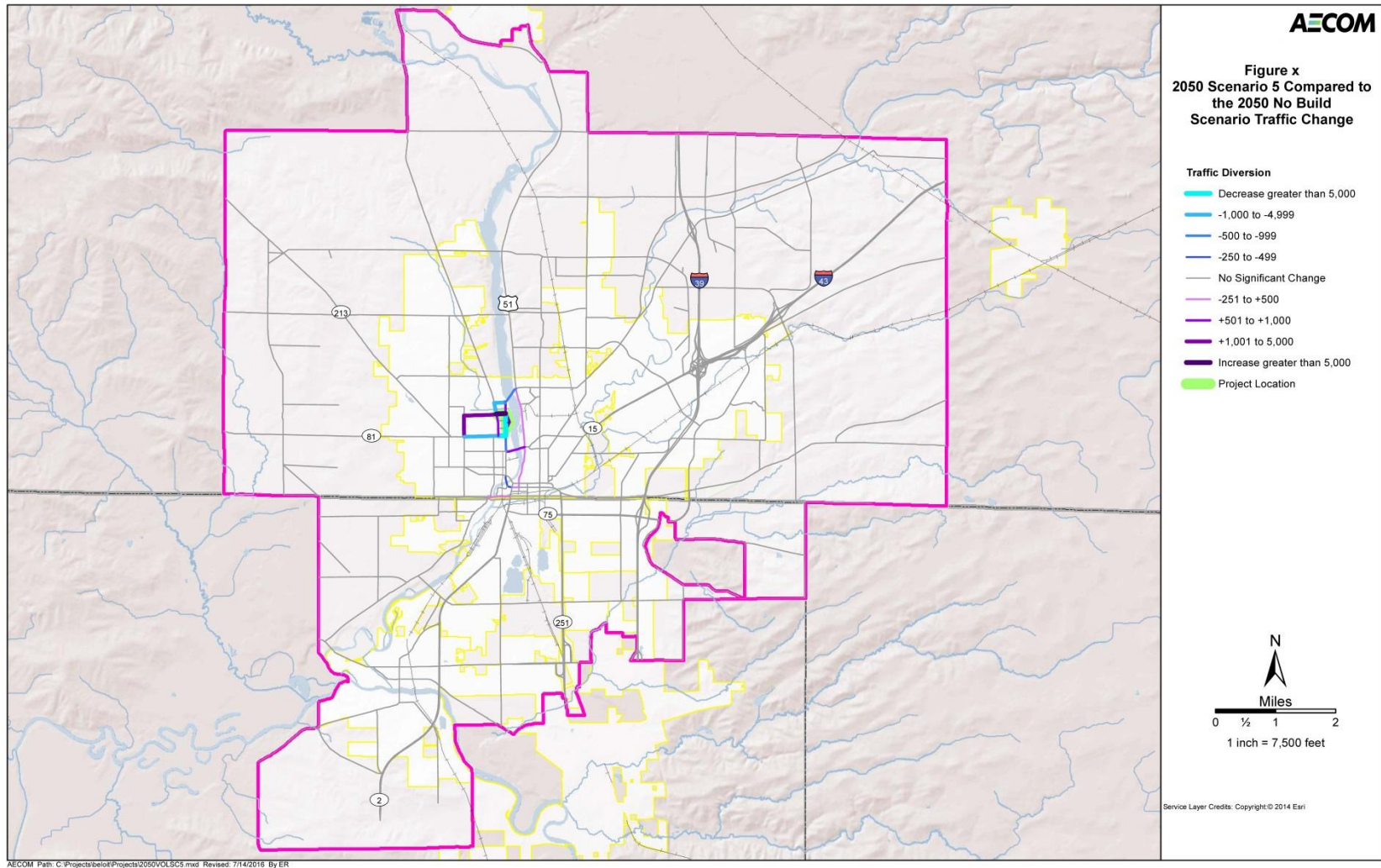
2050 Scenario 2, 2B, and 3



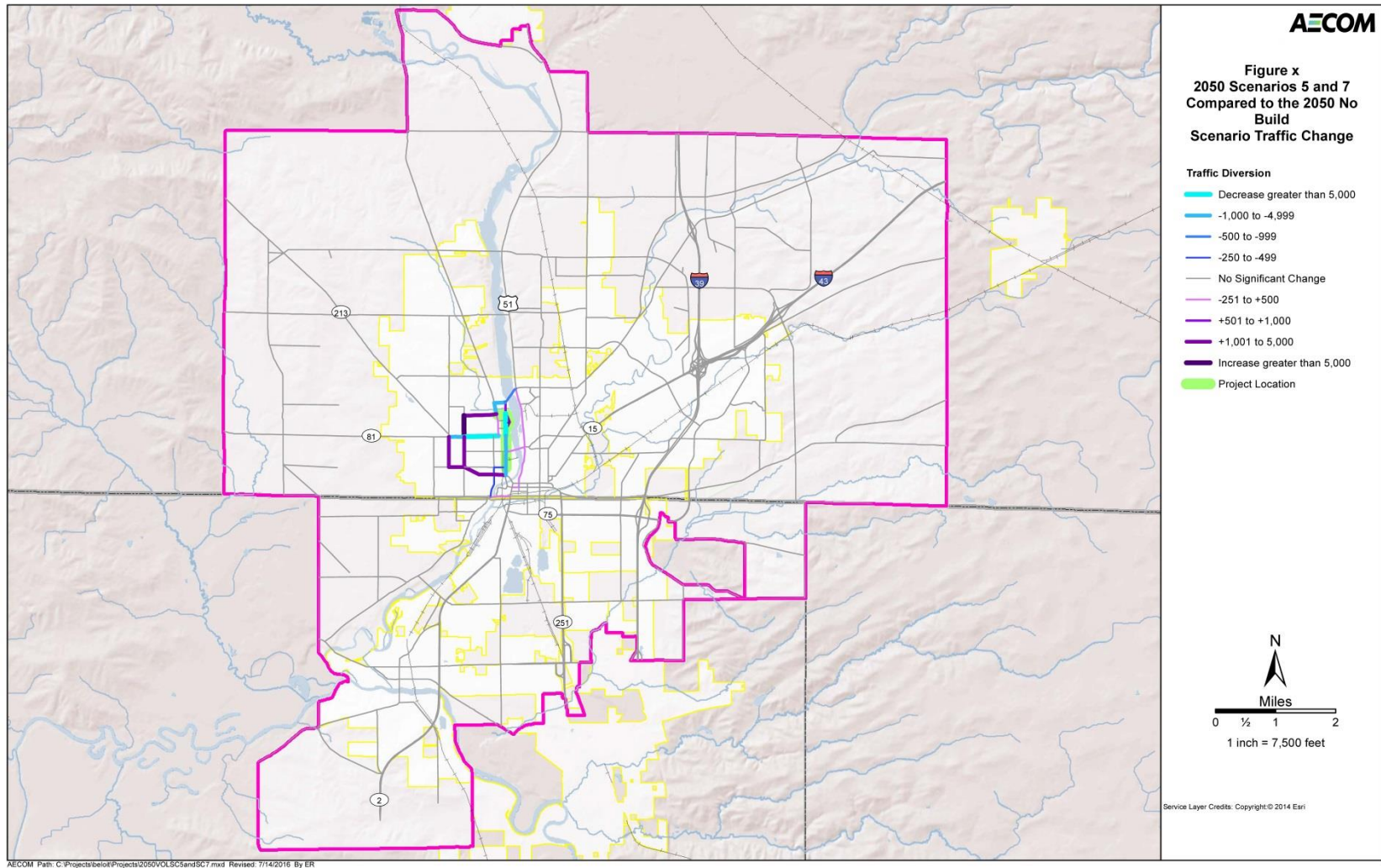
2050 Scenario 4



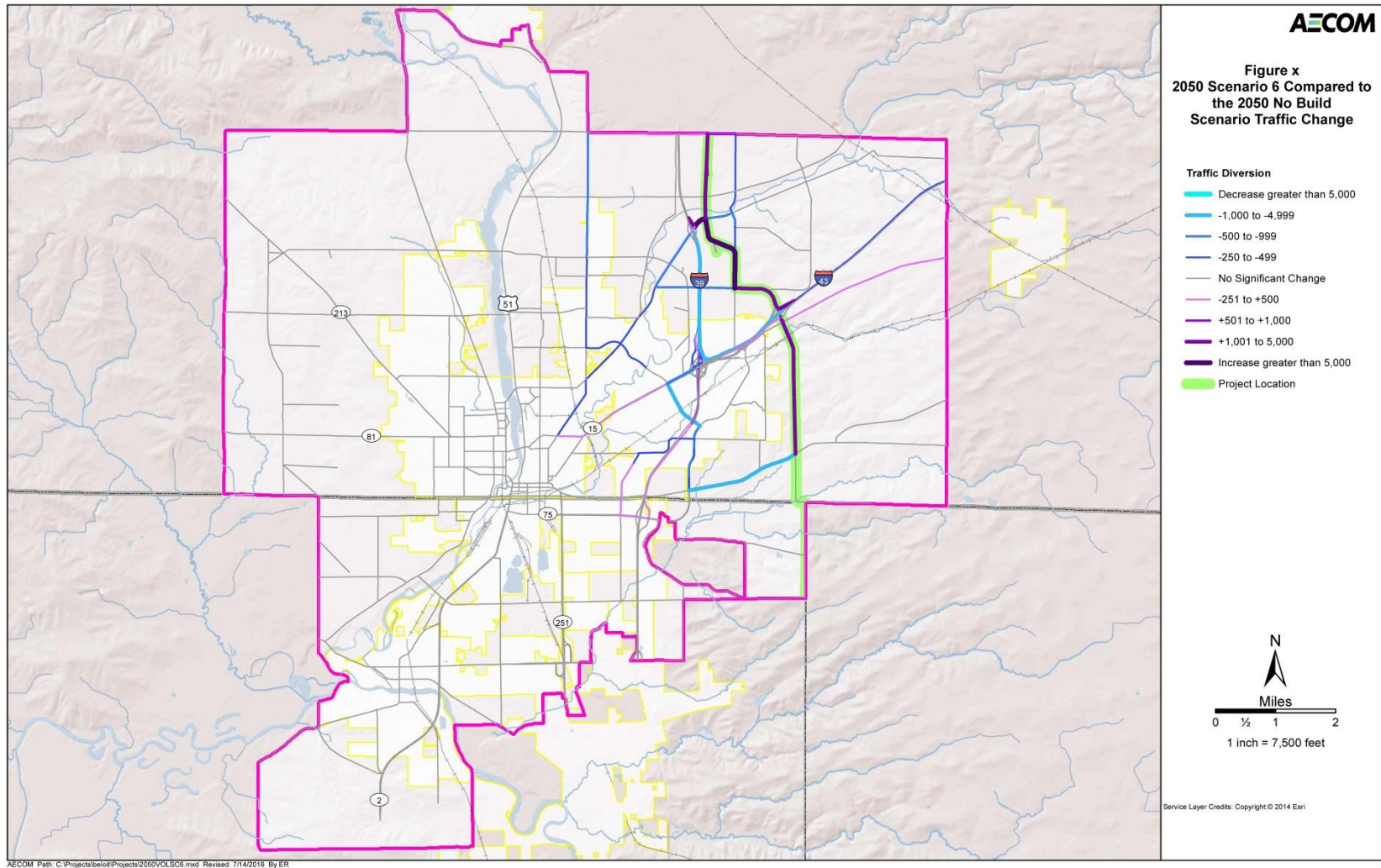
2050 Scenario 5



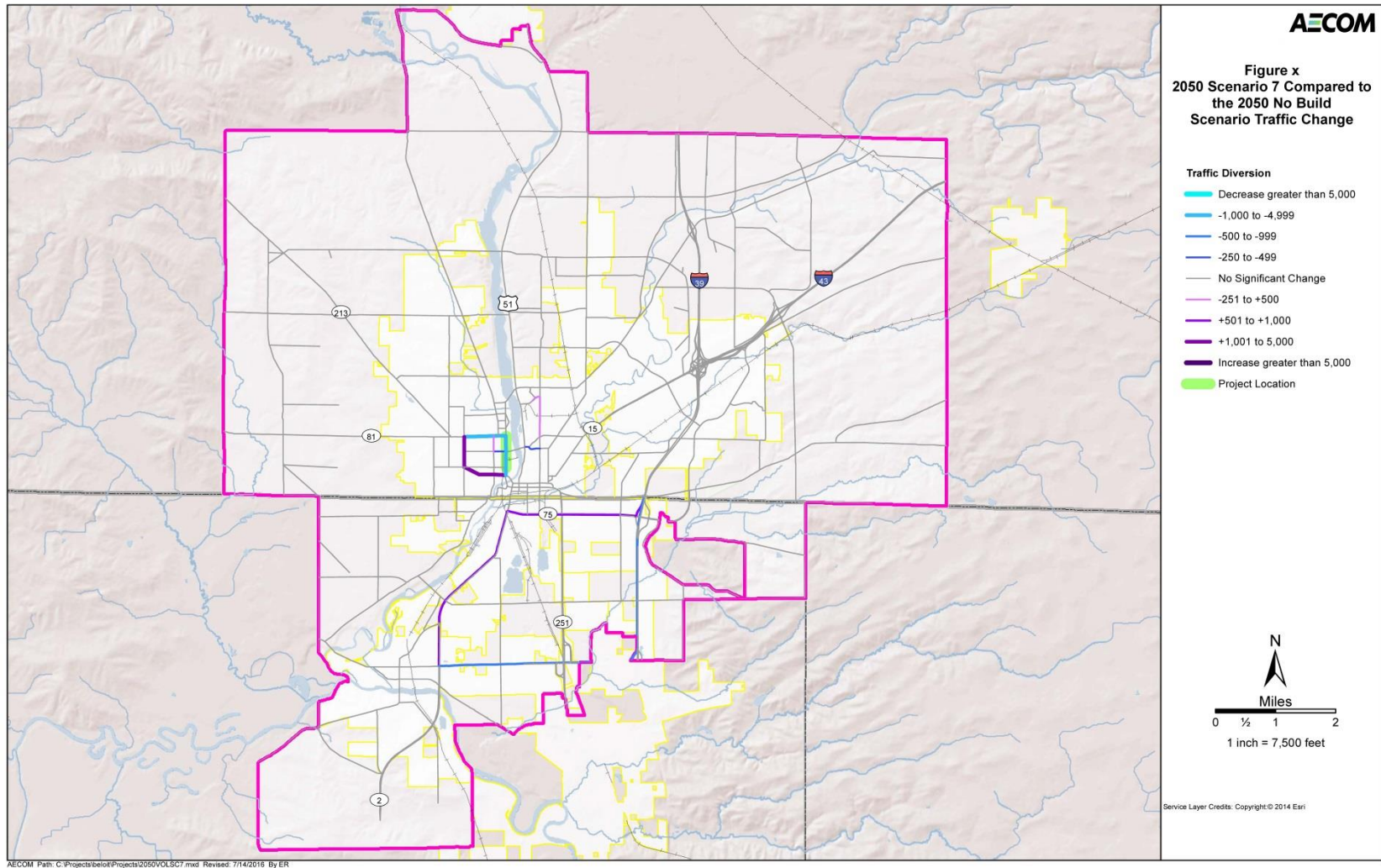
2050 Scenario 5 and 7



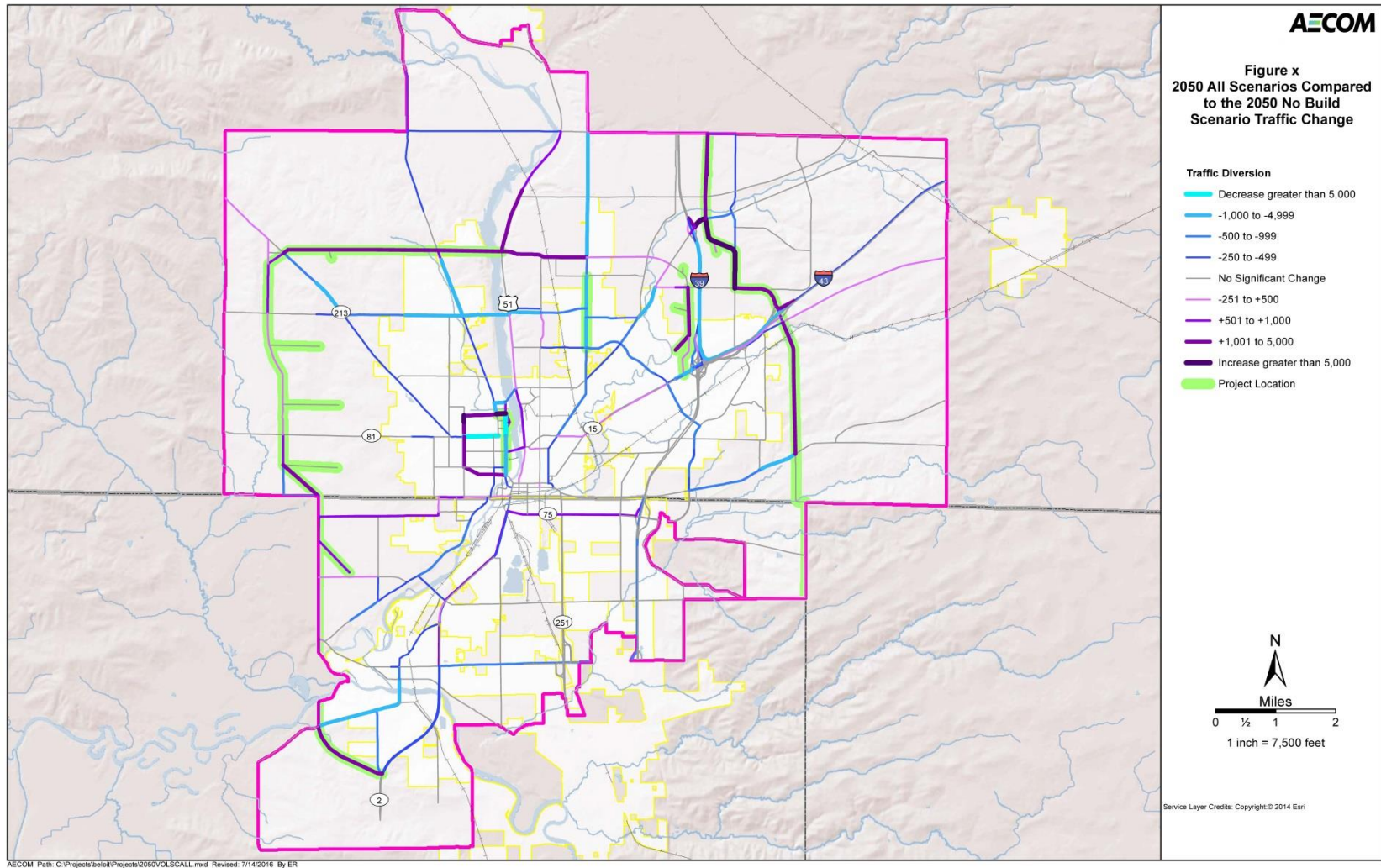
2050 Scenario 6



2050 Scenario 7



2050 All Scenarios



Appendix C – Stakeholder Correspondence

The following summarizes the stakeholders that were contacted as part of the LRTP process. It includes copies of SLATS correspondence with environmental groups, social service agencies, and freight stakeholders. Additional community organizations that were contacted are also included.

List of Stakeholders – Environmental

- Bad River Band of Lake Superior Chippewa Indians of Wisconsin
- Citizen Potawatomi Nation
- Forest County Potawatomi Community of Wisconsin
- Forest Preserves of Winnebago County
- Ho-Chunk Nation
- Illinois Department of Natural Resources
- Illinois Department of Agriculture
- Illinois Environmental Protection Agency
- Illinois Historic Preservation Agency
- Illinois State Archaeological Survey
- Illinois State Museum
- Lac Vieux Desert Band of Lake Superior Chippewa Indians
- Menominee Indian Tribe of Wisconsin
- Miami Tribe of Oklahoma
- National Park Service
- Natural Land Institute
- Natural Resources
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Potawatomi Nation-Hannahville Indian Community
- Prairie Band Potawatomi Nation
- Prairie Island Indian Community
- Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin
- Rock County Land Conservation
- Sac and Fox Nation of Missouri in Kansas and Nebraska
- Sac and Fox Nation of Oklahoma
- Sac and Fox of the Mississippi in Iowa
- U.S. Department of Agriculture, Natural Resource Conservation Service
- US Army Corps of Engineers
- US Environmental Protection Agency Region 5
- US Fish & Wildlife Service
- Winnebago County Soil and Water Conservation District
- Wisconsin Department of Agriculture, Trade and Consumer Protection
- Wisconsin Department of Natural Resources
- Wisconsin Department of Transportation
- Wisconsin State Historical Society

Environmental Stakeholder Correspondence

The Stateline Area Transportation Study (SLATS) is the designated Metropolitan Planning Organization (MPO) for the Beloit, WI – South Beloit, IL region. As such, SLATS is responsible for carrying out the region’s transportation planning efforts, including the development of a Long Range Transportation Plan (LRTP). The LRTP is a document that outlines a comprehensive, multimodal transportation vision for the Stateline area and identifies specific and conceptual projects to address current and future year mobility

needs. SLATS is currently in the process of updating the 2040 LRTP and we anticipate having a draft plan available for public review in August/September.

An objective of the LRTP planning process is to enhance coordination, and ultimately support a more informed decision-making process as it relates environmental outcomes. Specifically, one of the LRTP goals is to be **Environmentally Friendly** - that is to promote transportation investments that preserve and protect the environment. This goal is furthered by supporting investments that preserve open space and natural amenities, and those that enhance connections to these regional assets. It is also furthered by proactively evaluating and minimizing the environmental impacts of proposed transportation improvements within the region.

In working to address this goal, SLATS would like to obtain your feedback regarding environmental issues that should be considered in planning for future regional transportation improvements. We would also like your thoughts on ways we can advance our LRTP goal to develop an environmentally friendly region. As you think about this, please keep in mind the LRTP environmental mitigation task is intended to examine issues at a regional scale and not at a detailed project level. The LRTP does not necessarily include specific information regarding exact project location, alignment, and limits.

Below are the easiest ways for you to provide your feedback.

- 1) Complete our LRTP survey that is currently available online until July 8. You can access the survey here: <https://www.surveymonkey.com/r/SLATStrans> This survey includes the opportunity to provide written comments. If you choose to provide comments in the survey format, please be sure to include the agency or organization that you represent.
- 2) Email comments directly back to us. You can send your comments to me at NeeT@beloitwi.gov Please indicate in the email that you are responding to environmental issues related to the LRTP.

As mentioned, we expect a complete draft LRTP to be available for your review later this summer. We will be sure to contact you with a link at that time, so that you have the opportunity to review the draft LRTP in its entirety and provide additional feedback. If you do not wish to receive that link or additional correspondences from SLATS regarding the 2040 LRTP, please let me know and I will remove you from our list. If you would prefer to mail your comments, you may send them to my attention at the address below. Please let me know if you have any questions and thank you in advanced for your feedback and interest in the LRTP planning process.

T.J. Nee, MPO Coordinator
Stateline Area Transportation Study (SLATS)
2400 Springbrook Ct, Beloit, WI 53511
Email: neet@beloitwi.gov
Phone: 608.364.6702
Fax: 608.364.2879

List of Stakeholders – Social Services

- Area Chambers of Commerce
- Beloit Health Systems
- City of Beloit Economic Development
- Community Action
- Community-Based Learning - Duffy Community Partnerships, Beloit College
- Downtown Beloit Association
- Family Services of Southern Wisconsin and Northern Illinois
- Greater Beloit Economic Development Corporation (GBEDC)
- Hands of Faith
- Latino Service Providers Coalition
- Merrill Community Center
- NeighborWorks Blackhawk Region
- Project 16:49
- Rock-Walworth Comprehensive Family Services , Head Start
- RSVP
- School District of Beloit
- Stateline Boys & Girls Club
- Stateline Literacy Council
- Stateline Mass Transit District Board
- Visit Beloit
- Women’s Fund of the Stateline Community Foundation

Social Services Stakeholder Correspondence

The Stateline Area Transportation Study (SLATS) is the federally designated Metropolitan Planning Organization (MPO) for the Beloit urbanized area, and includes portions of Wisconsin and Illinois (see the attached map). In order to receive federal transportation funding, MPOs are charged with conducting an intergovernmental transportation planning process across the entire planning area. Millions and millions of dollars in transportation investments have been made in the SLATS area over the last 40 plus years as a result of this process.

As a part of our ongoing planning efforts, SLATS is required to maintain and update a Long Range Transportation Plan (LRTP) every five years, and we are in the process of updating the 2016-2040 plan (to be completed by October 2016). The LRTP is a multimodal plan meaning it addresses roadways, public transportation, bicycle, pedestrian (non-motorized) and freight movements for current and future (year 2040) conditions.

One of the first steps in the LRTP update process is to identify current transportation/mobility issues and deficiencies. To assist us in this process, we have developed an online survey that will give you an opportunity to comment on various aspects of the Stateline Area transportation system. We would encourage you to take a few minutes to complete the LRTP survey below. (Link provided)

We would like to thank you in advance for taking the time to complete the survey (**this survey will remain open through February 5, 2016**). We would also ask that you please forward this email and survey link to friends, family, co-workers, your constituents, local businesses or anyone else that might be interested in providing feedback on transportation issues within the Beloit region. We are trying to obtain as much input as possible to make our LRTP truly reflective of the public’s primary transportation

issues. If you have newsletters or email lists, we would ask that you consider publishing the survey link to help spread the word about this opportunity.

If you have any questions please contact T.J. Nee at neet@beloitwi.gov. Thank you!

T.J. Nee, MPO Coordinator
Stateline Area Transportation Study (SLATS)
2400 Springbrook Ct, Beloit, WI 53511
Email: neet@beloitwi.gov
Phone: 608.364.6702
Fax: 608.364.2879

List of Stakeholders – Freight

- ABC Supply Co.
- ACM
- Alliance Development Corp.
- Allied Games
- Amcraft Building Products
- American Aluminum Extrusion
- Avid Pallet Services
- Axium Foods Inc.
- Beloit Box Board Company, Inc.
- Beloit Special Machining Co., Inc.
- Birds Eye
- Blackhawk Transport & Logistics
- Canadian Pacific Railroad
- Chicago Fittings
- City of Beloit Economic Development
- Cotta Transmission, LLC
- Diamond Foods, Inc. (Kettle Brands)
- Downtown Beloit Association
- DuPont
- Durst
- Ecolab, Inc.
- EDDNI
- Electrol Specialties Company
- Fairbanks Morse Engine
- Frito-Lay
- GBEDC
- Greater Beloit Chamber of Commerce
- Henry Technologies
- Hormel Foods
- Kerry
- Mid-States Concrete Industries
- Mule-hide
- North American Tool Corp.
- NorthStar Medical Radioisotopes
- Paperchine
- Patch Products
- Pratt Industries
- Regal Beloit
- River's Edge Foundry, LLC
- Rock County Development Alliance
- Serta Mattress Co.
- Seven Waters, LLC
- Stainless Tank & Equipment, LLC
- Staples Distribution
- Stateline Chamber of Commerce
- Summit Machine Works
- Taylor Company
- The Morse Group
- Union Pacific Railroad
- Valmet
- Walmart
- Welders Supply Company
- Western Container
- Woodman's Food Market

Freight Letter Stakeholder Correspondence

The Stateline Area Transportation Study (SLATS), the designated metropolitan planning agency for the region, is nearing the completion of the 2040 Long Range Transportation Plan (LRTP). The LRTP is a document that outlines a comprehensive transportation vision for the Beloit region and identifies specific and conceptual projects to address current and future year mobility needs, including freight (truck and rail) transportation needs. The LRTP identifies the efficient movement of freight, within and through the Beloit region, as an important issue that we must continue to evaluate to identify potential short- and long-term improvements. The efficient movement of goods is not only an important transportation issue, it is also critical to strengthening our local and regional economy and sustaining a high quality of life.

Given the importance of freight to our region, we are contacting freight stakeholders for the following reasons:

- 1) A draft LRTP is currently available for public review and comment and we would encourage you to review the document and provide your feedback, specifically on the freight section of the plan. The draft LRTP can be accessed on the SLATS MPO website. If possible, we would encourage you to submit comments or questions by October 3, 2016; however, feedback and comments are always welcome, and encouraged, even if you cannot provide them by this deadline.
- 2) Addressing freight issues, including potential future freight studies, within the Beloit region will continue beyond the adoption of this LRTP. As such, we would like to start an on-going dialogue with freight stakeholders in our region in an effort to make sure our transportation network and infrastructure meets your needs both now and into the future. We would encourage you to email us the name of a contact person with your company/agency that we could add to our freight stakeholder list. This list will only be used by SLATS to contact you regarding future freight issues, projects, and studies. This list will not be disseminated and will only be used to keep you informed of future transportation planning, and freight planning, efforts within the region.

Again, we recognize the growing importance of freight within our region – from a local, regional, and national perspective – and as such we want to work with our freight stakeholders to identify and address future freight related issues, deficiencies and concerns.

If you have any questions or would like to discuss your comments over the phone, or in-person, please let me know. My contact information is provided below:

T.J. Nee, MPO Coordinator
Stateline Area Transportation Study (SLATS)
2400 Springbrook Ct, Beloit, WI 53511
Email: neet@beloitwi.gov
Phone: 608.364.6702
Fax: 608.364.2879

List of Stakeholders – Rock County Transportation Coordinating Committee (TCC)

Stakeholder Correspondence

Below is the survey link for our Long Range Transportation Plan update that I mentioned this morning at the RCTCC meeting. Some of you may have received this previously. The survey will be open through February 5 if you would like to participate. Also please feel free to forward this email and survey link to friends, family, co-workers, your constituents or anyone else that might be interested in providing feedback on transportation issues within the Beloit region.

Thank you in advance for your time and please let me know if you have any questions. (Link provided)

T.J. Nee, MPO Coordinator
Stateline Area Transportation Study (SLATS)
2400 Springbrook Ct, Beloit, WI 53511
Email: neet@beloitwi.gov
Phone: 608.364.6702
Fax: 608.364.2879

List of Stakeholders – Community Organizations

Stakeholder Correspondence

The Stateline Area Transportation Study (SLATS), the designated metropolitan planning agency for the region, is nearing the completion of the 2040 Long Range Transportation Plan (LRTP). The LRTP is a document that outlines a comprehensive transportation vision for the Beloit region and identifies specific and conceptual projects to address current and future year mobility needs. The LRTP is multimodal meaning that it addresses roadways (including truck traffic), public transportation, non-motorized (bike and pedestrian) facilities improvements. You can help us identify the priority projects that should be included in the 2040 LRTP by taking a brief survey regarding the potential improvements.

Before you begin the survey, it may be helpful to download a map that highlights the approximate location of the potential future roadway improvements within the study area. This map may help you better answer survey question #11 and is available by clicking [here](#) and selecting *Roadway Improvement Priority Map (Use with Question #11) in Survey #2*.

(If you have trouble with the link, the map can be accessed by going to the City of Beloit homepage www.beloitwi.gov and selecting *Document Center* on the left-hand side, then clicking the *Stateline Area Transportation Study (SLATS)* followed by the *Long Range Plan and Update folder, 2016*. There you will find the *Roadway Improvement Priority Map (Use with Question #11) in Survey #2*).

When you are ready to begin the survey, please click on the survey link below. (Link provided)

If you have any questions regarding the survey please email me or Jim Meyer at jim.meyer@aecom.com. Thank you in advance for your interest in transportation issues within the region. Please forward this email and survey link to friends, family, co-workers, your constituents, local businesses or anyone else that might be interested in providing feedback on potential transportation projects within the Beloit region.

T.J. Nee, MPO Coordinator
Stateline Area Transportation Study (SLATS)
2400 Springbrook Ct, Beloit, WI 53511
Email: neet@beloitwi.gov
Phone: 608.364.6702
Fax: 608.364.2879

Appendix D – Public Comments

Comments

Appendix D contains comments received during the LRTP process. Comments included are ordered by date received and have been addressed among stakeholders and incorporated into the final plan.

Tom Hartley - Director of Land & Development; Forest Preserves of Winnebago County – Received June 24, 2016

From: Tom Hartley [<mailto:THartley@WinnebagoForest.org>]
Sent: Friday, June 24, 2016 4:22 PM
To: Nee, T.J.
Cc: colin.belle@rockfordil.gov; gary.mcintyre@rockfordil.gov
Subject: Proposed Road 2b

Hi T.J.:

Thanks for the opportunity to comment on the SLATS long Range Plan
My first glance of the proposed road improvements and I have one significant response to proposed road 2b.
1. The road crosses NLI's Nygren Wetlands
2. The proposed road crosses the Pecatonica River

The forest Preserve would be opposed to route 2b alignment

Tom Hartley
Director of Land & Development
Forest Preserves of Winnebago County
5500 Northrock Drive
Rockford, IL 61103
815/877-6100
815/877-6124 FAX

Alice Halpin – Agricultural Impact Statements Program; Wisconsin Department of Agriculture, Trade and Consumer Protection – Received July 7, 2016

From: Halpin, Alice L - DATCP [<mailto:Alice.Halpin@wisconsin.gov>]
Sent: Thursday, July 07, 2016 11:37 AM
To: Nee, T.J.
Subject: SLATS 2040 Long Range Transportation Plan

Thank you for the opportunity to offer comments on the development of a draft 2040 Long Range Transportation Plan for the Stateline Area. I work in the Agricultural Impact Statements Program at the Wisconsin Department of Agriculture, Trade and Consumer Protection. The staff of this program represents the interests of Wisconsin farmers and agriculture in the state's transportation, utility, and other public project planning and construction efforts.

We request that as you develop the LRTP, don't look at farmland as undeveloped or empty space. Please view farmland as the valuable and irreplaceable resource that it is. Rock County is the location of some of the richest farmland in the world. As with clean water and clean air, rich farmland cannot be replaced once it's gone and it is costly to bring back if it is damaged or contaminated. The major impacts to agriculture from transportation projects can include, but are not limited to:

- the direct loss of farmland
- severance of farm operations that may affect the viability of those farms
- creation of uneconomic remnants of farmland
- creation of small and/or irregularly-shaped fields
- increased development pressure on adjacent farms
- loss of green space and the rural character of an area

Any proposed project should include a complete and detailed list of the impacts on agriculture as well as the impacts on other economic, environmental, and cultural resources.

If you have any questions or need further information, please feel free to contact me. My contact information is listed below.

Alice Halpin

Agricultural Impact Statements Program
Wisconsin Department of Agriculture, Trade and Consumer Protection
P.O. Box 8911
Madison, WI 53708-8911
phone: (608)224-4646
fax: (608)224-4615
e-mail: alice.halpin@wisconsin.gov

Colin Byrnes – Rock County – Received September 20, 2016

From: COLIN BYRNES [mailto:COLIN.BYRNES@co.rock.wi.us]
Sent: Tuesday, September 20, 2016 4:37 PM
To: Nee, T.J.
Subject: RE: SLATS MEETING AUGUST 22

Hi TJ,

Please check the highlighted section of the enclosed scan of Page 97 of the LRTP. The phrase “could face potential opposition” should be modified to reflect the actual occurrence of oppositional votes by local government units. That way the document is updated. I drove out to Johnstown last Thursday night and was surprised to see all these “Rock Against the Rail” signs in yards.

Thanks,

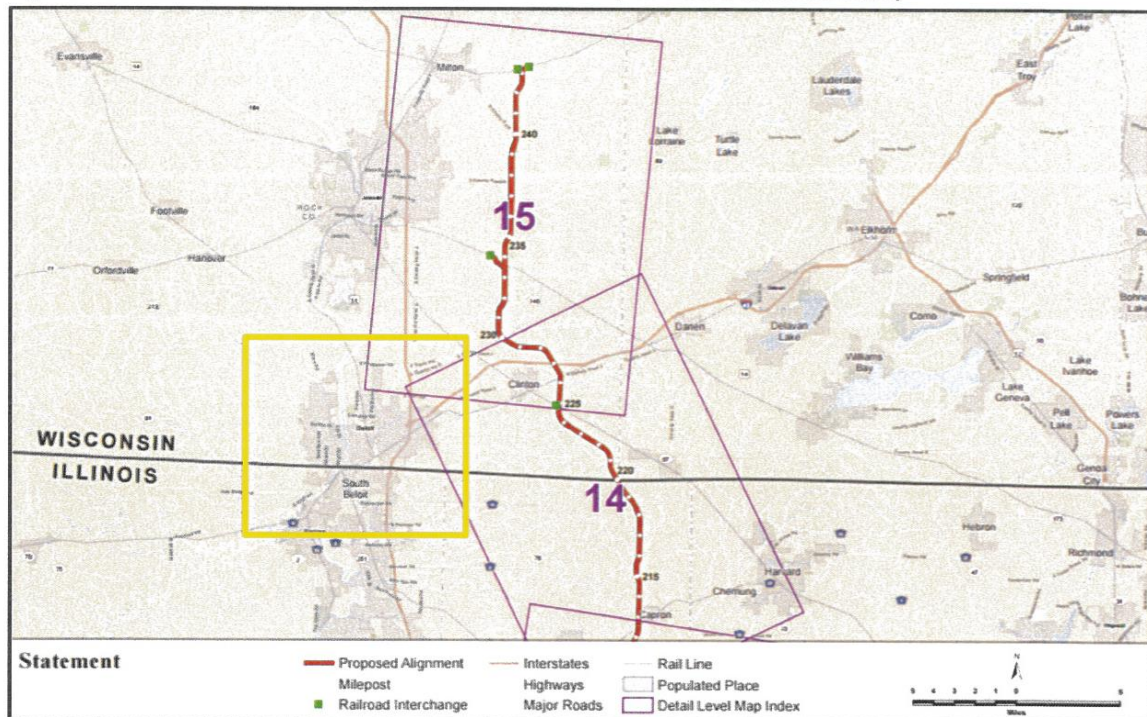
Colin

Colin M. Byrnes – Director
Rock County Planning, Economic & Community Development
51 S. Main St.
Janesville, WI 53545

COLIN.BYRNES@co.rock.wi.us
608-757-5587

Finally, it should be noted that this concept is in the early planning/conceptual stages and could face potential opposition from a number of stakeholders, including potentially some of the impact rail companies. SLATS will continue to monitor the project to evaluate potential impacts on the region’s transportation network, and more specifically freight movements within and through the MPA.

Figure 7-8. Conceptual GLBT Alignment (in Relationship to Beloit and Janesville)



Source: Surface Transportation Board, GLBT, July 2016.

RESOLUTION NO. 16-5A-026

AGENDA NO. 12.C.(1)

**RESOLUTION
ROCK COUNTY BOARD OF SUPERVISORS**

LAND CONSERVATION
COMMITTEE
INITIATED BY



THOMAS SWEENEY
DRAFTED BY

LAND CONSERVATION
COMMITTEE
SUBMITTED BY

APRIL 20, 2016
DATE DRAFTED

**OPPOSITION TO THE PROPOSED
GREAT LAKES BASIN TRANSPORTATION, INC. RAIL PROJECT**

1 WHEREAS, Great Lakes Basin Transportation, Inc. has proposed to construct a new rail project in the
2 eastern section of Rock County, commencing east of Milton heading south and east until it reaches the
3 most southeastern corner of Rock County dissecting some of Rock County's most prime farmland; and,
4

5 WHEREAS, the Great Lakes Basin Transportation, Inc. has stated that their intent is to purchase a two
6 hundred foot wide corridor over the project route, approximately twenty four (24) miles, which is
7 estimated to remove five hundred and seventy (570) acres of prime farmland from production; and,
8

9 WHEREAS, the Rock County Board of Supervisors is committed to the preservation of Farmland
10 with in Rock County by virtue of the adoption of the Rock County Purchase of Agricultural
11 Conservation Easements Program (PACE) in 2011 and adoption of the Farmland Preservation Plan
12 adopted in 1977 and its' amendments; and,
13

14 WHEREAS, the Board of Supervisors has continued to support the PACE Program in Rock County
15 through allocation of financial resources for the implementation and continuation of this program; and,
16

17 WHEREAS, the Land Conservation and the Planning and Development Committees support the
18 preservation of farmland by participating in the Wisconsin Farmland Preservation Program since 1977.
19 This program allowed the development of zoning ordinances within the townships of the county for the
20 long term protection of the County's farmland; and,
21

22 WHEREAS, the County Board supports all the aforementioned activities associated with the
23 preservation of farmland within the county's boundaries with the understanding that agriculture is a vital
24 component of the total Rock County Economy. According to University of Wisconsin Extension Service
25 the loss of agricultural production and loss to the agriculture service sector is estimated at six hundred
26 eight thousand six hundred and fifteen dollars (\$608,615) annually (2016 dollars); and,
27

28 WHEREAS, the LCC understands the construction of the proposed rail line will not only remove the
29 estimated prime farmland from production but will also fragment numerous farms and fields leading to
30 an increase in production costs of agricultural commodities to those impacted; and,
31

32 WHEREAS, the mapped route of the rail line will also impact the established subsurface drainage
33 network that keeps thousands of acres of farmland productive, resulting in an untold number of
34 subsurface tile drainage systems needing to be updated; and,
35

36 WHEREAS, there are numerous negative impacts that haven't been considered, including but not limited
37 to the fragmentation of woodlots, impacts to wetlands, impacts to wildlife habitat resources, and impacts
38 to the surface and groundwater resources of the county; and,
39

40 WHEREAS, all the towns that will be directly impacted by the proposed rail project, Milton, Johnstown,
41 Bradford, and Clinton have gone on official record in opposition to the proposed rail line; and,
42

43 WHEREAS, Rock County has been a member of the Wisconsin River Rail Transit Commission
44 (WRRTC) since 1982 with nine other counties in Southern Wisconsin and the WRRTC is the owner and

16-5A-026

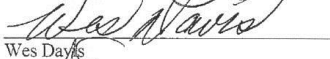
OPPOSITION TO THE PROPOSED GREAT LAKES BASIN TRANSPORTATION, INC. RAIL PROJECT
Page 2

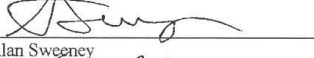
45
 46 is responsible for safe and reliable local rail service of the existing infrastructure that the proposed rail
 47 line will connect into; and,
 48
 49 **WHEREAS**, Rock County along with nine other Counties have invested over five hundred thousand
 50 dollars (\$500,000) each for capital improvements for the safe and efficient local rail service; and,
 51
 52 **WHEREAS**, the WRRTC and Wisconsin Department of Transportation is under a lease agreement with
 53 the Wisconsin Southern Railroad for use and maintenance of all WRRTC infrastructure; and,
 54
 55 **WHEREAS**, the WRRTC has expressed concern regarding the costs associated with the needed rail
 56 improvements with the proposed increase in rail traffic which will force the commission to upgrade the
 57 current rail from a Class I to a Class II system with an estimated cost of nine hundred thousand
 58 (\$900,000) per mile of rail. The Rail Commission estimates approximately 40 miles needing this upgrade
 59 at a total cost to exceed thirty six million dollars (\$36,000,000).
 60
 61 **NOW, THEREFORE, BE IT RESOLVED**, that the Rock County Board of Supervisors duly
 62 assembled this 12th day of May, 2016, goes on record in opposition to the proposed Great Lakes Basin
 63 Transportation, Inc., rail project in its present planned location due to its negative impact on the
 64 agricultural sector of Rock County, its untold impacts to natural resources and the financial implications
 65 to upgrade the existing rail infrastructure; and,
 66
 67 **BE IT FURTHER RESOLVED** that the County Clerk forward this Resolution to Wisconsin Governor
 68 Scott Walker; Secretary of the Department of Natural Resources, Cathy Stepp; Secretary of the
 69 Department of Agriculture Trade and Consumer Protection, Ben Brancel; Senator Steven Nass; Senator
 70 Janis Ringhand; Representative Andy Jorgensen; Representative Deb Kolste; Representative Amy
 71 Loudenbeck; Representative Mark Spreitzer; US Senator Ron Johnson; U.S. Senator Tammy Baldwin;
 72 U.S. Representative Mark Pocan, U.S. Representative Paul Ryan, and Dave Navecky, Office of
 73 Environmental Analysis, Surface Transportation Board.

Respectfully submitted:

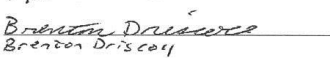
LAND CONSERVATION COMMITTEE



Richard Bostwick, Chair


Wes Davis


Alan Sweeney


Kara Hawes


Brenton Driscoll


Anders Dowd

Absent
Jeremy Zajac


David Rebout

RAIL TRANSIT COMMISSION

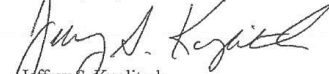

Terry Thomas, Chair


Wayne Gustina


Alan Sweeney

LEGAL NOTE:

Advisory only.


Jeffrey S. Kuglitsch
Corporation Counsel

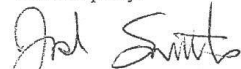
FISCAL NOTE:

No fiscal impact at this time.


Sherry Oja
Finance Director

ADMINISTRATIVE NOTE:

Matter of policy.


Josh Smith
County Administrator

EXECUTIVE SUMMARY

This resolution is advisory.

The Land Conservation Committee is opposed to the construction of the proposed Great Lakes Rail project due to impacts on Agriculture community. Rock County has a rich history in the protection of farmland through participation in the following programs, the Wisconsin Farmland Preservation Program and the Rock County PACE Program. Even though the programs differ in their approach to the protection of Farmland the net result is that productive farmland is protected from development.

The loss in production from converting over 570 acres of crop land to the rail corridor is estimated by UWEX Ag Agent Nick Baker. Per Mr. Baker the estimate is based on the following information. The typical crop Rotation of 2 years corn 1 year soybeans and using the Rock County average revenue as a base bench mark the expected minimum revenue per acre would be \$769.50. This would be an immediate economic reduction to any farm that the proposed Rail would cross through. Using the current proposed map there would be a loss of over 570 acres of crop land from production in Rock County, with a loss of revenue exceeding \$438,615 annually in the form of reduced crop production. It should be noted that actual yields and revenue could higher and that these values are a baseline county average representing the minimum expected losses to Agriculture Production in Rock County. Mr. Baker also noted that the loss of revenue from the Agriculture service industry is estimated at \$170,000. This estimate includes losses associated with providing seed, fertilizer, herbicide, agronomy services, fuel, equipment and financial support to the acres removed from production. Using the United States average operating costs of \$356.92 per acre of corn and \$180.65 per acre of soybean production the additional economic impact in losses to local businesses would exceed \$170,000 annually in lost sales and services. The total estimated impact in loss revenue from the farmland conversion is estimated to be \$608,615 annually (2016 dollars).

Numerous environmental impacts that include but not limited to the fragmentation of woodlots, impact to wetlands, and impacts to wildlife habitat resources. The construction of the rail line as proposed will fragment large tracks of woodlots resulting in further fragmentation the existing blocks of wildlife habitat in the immediate area of the line. Studies have shown that as land is divided by manmade structures, various terrestrial wildlife population shrink. The rail line will intercept numerous large and small wetland complexes within the County. The filling of wetlands leads to reductions in many valuable functions, including retaining stormwater, filtering pollutants, protecting shorelands, and providing habitats for fish and wildlife.

The Wisconsin River Rail Transit Commission (WRRTC) has expressed concern of the financial impacts the proposed Great Lakes rail line will have on the existing rail infrastructure. The net result of the proposal will be a cost of approximately \$900,000 per mile of rail to change from a Class I to a Class II rail to accommodate the expected increase in traffic. This cost will be born to the WRRTC and hence the tax payers of the state.

Matthew Schreiber – Wisconsin DOT – Received September 23, 2016

From: Schreiber, Matthew W - DOT [<mailto:Matthew.Schreiber@dot.wi.gov>]
Sent: Friday, September 23, 2016 2:07 PM
To: Nee, T.J.; Terry Nolan (nolant@ci.janesville.wi.us)
Subject: GLB - Alternate Route

I saw this and thought you guys might be interested.

NEW ROUTE MAP

<http://www.greatlakesbasin.net/our-route>



Joint Policy & Technical Advisory Committee Meetings – Beloit Public Library – Received October 11, 2016

Citizen Participation – Dan Williams

Spoke on behalf of NLI regarding the proposed west side loop shown in LRTP going through the Nygren Wetlands. Flesch stated that the line shown is a concept drawing only showing a need for north/south connectivity. Nee stated that SLATS intention is not to go through the wetlands, however the need for a north/south connection should be considered when during future planning efforts. Nee stated the LRTP has been updated to specify SLATS does not intend to go through the Nygren Wetlands. Williams stated that he appreciates the clarification and the NLI is interested in participating in future planning efforts related to the area by the Wetlands.

Citizen Participation – Lee Johnson

Stated that the area north of the Nygren Wetlands is a nature bog that has many plants and animals unique to the area. He was opposed to putting a road through the middle of the wetlands of the bog as it would divide the area in half and present barriers for the plants/animals. He would like SLATS to consider these issues when deciding where a roadway corridor may be located. Flesch stated that the established environmental process would be followed by the agency in charge of the project and further commenting periods would take place during that process.

Approval of the SLATS 2016-2040 Long Range Transportation Plan (LRTP)

Nee gave a brief overview related to the public open house that occurred and stated that the plan was updated to state that SLATS does not intend to put a north/south road through the Nygren Wetlands. He also gave an update on the new proposed route for the Great Lakes Basin Railroad. SLATS does not have an official position yet. Jencius suggested that SLATS come together and come up with a consensus related to the route. Nee stated that he has requested at a minimum an extension of the public comment period so that the local agencies would have a chance to comment on the new route. Jencius stated that Rockton Township is officially against the north/south loop on the west side of SLATS. Nee outlined proposed future STP projects in the LRTP.

A motion was made by McKearn, second by Boysen for the Technical Committee to recommend approval to Policy Committee. Motion carried.

A motion was made by McKearn, second by Reiningger for the Policy Committee to accept the recommendation of the Technical Committee to approve the SLATS 2016-2040 Transportation Improvement Program (TIP). Motion carried with Rockton Township voting against.



About AECOM

AECOM is built to deliver a better world. We design, build, finance and operate infrastructure assets for governments, businesses and organizations in more than 150 countries. As a fully integrated firm, we connect knowledge and experience across our global network of experts to help clients solve their most complex challenges. From high-performance buildings and infrastructure, to resilient communities and environments, to stable and secure nations, our work is transformative, differentiated and vital. A Fortune 500 firm, AECOM companies have annual revenue of approximately US\$18 billion. See how we deliver what others can only imagine at aecom.com and [@AECOM](https://twitter.com/AECOM).