

STATELINE AREA TRANSPORTATION STUDY

2400 Springbrook Court • Beloit, Wisconsin 53511

TO: SLATS Policy and Technical Committees
FROM: T.J. Nee, MPO Coordinator
DATE: June 2, 2017
SUBJECT: Summary of Agenda Items, June 12, 2017 SLATS Meeting

The following is a summary of the items to be reviewed at the June 12, 2017 SLATS Joint Policy and Technical Advisory Committee meeting. If you have any questions, please contact me at neet@beloitwi.gov or 608-364-6702.

Agenda Item 5, Approval of the SLATS 2017 Transportation Improvement Program Amendment – Resolution 2017-1

SMTD has requested a few amendments to the 2017 TIP related to operations expenses and capital investments including the following:

1. Federal, state and local transit operation costs have been revised for 2017-2019 with more up to date information.
2. 2 Full-size bus purchases previously scheduled for 2018 and 2019 have been removed.
3. As required by IDOT for the 2017 CVP application, 3 buses including 1 Medium Duty and 2 Super Medium Duty and related equipment have been updated in the TIP. Previously 1 Medium Duty vehicle was included in the TIP. All 3 are buses will replace current vehicles.

Agenda Item 6, Overview of the City Center and Rockton Parking Needs Assessments

NOTE: ON JUNE 12, 2017 (THE DAY OF THE SLATS MEETING) THE PARKING CONSULTANT WILL BE PRESENTING THE ROCKTON PARKING NEEDS ASSESSMENT AT 4:30 PM AT ROCKTON VILLAGE HALL AND THE CITY CENTER PARKING NEEDS ASSESSMENT AT 6:30 PM AT VISION BELOIT

The Parking Needs Assessments commissioned through SLATS for parts of downtown Beloit into South Beloit (City Center), and downtown Rockton have been completed. The following is a brief summary of some of the highlights from the studies. The final reports are posted under the SLATS documents located on the City of Beloit's webpage.

1. Key elements of the studies included: parking supply/demand analysis, parking turnover (length of stay) analysis, community engagement, review of local parking policy/practice, industry best practice review, and recommendations.
2. The studies found that the current physical condition of the lots and stalls was sufficient. Also, most people do not have a hard time finding a parking space in the area of study. Some improvement could be made to the pathways, signage, and lighting of the parking areas and pedestrian ways to and from parking lots. Parking during events such as Old Settler's Days,

Farmer's Market and Rockton River Market can be more difficult and could benefit from additional management strategies.

3. The current peak time for weekdays in City Center and Rockton was established to be 11:00 AM and for weekends it was 9:00 AM in City Center and 7:00 PM in Rockton. The respective peak times were also used when projecting future conditions. In general, the current amount of total parking spaces (public/private) is sufficient for current conditions with the exception of localized deficiencies around 3rd Street, Chester Square and 1st National Bank lots in City Center and near Hononegah High School in Rockton on the weekdays. On weekends, localized deficiencies exist in the area of Farmer's Market in City Center and along Main Street west of Blackhawk and along Prairie Street north of Main in Rockton. Congestion and deficiencies begin to 'expand out' from these areas in the future conditions, particularly in downtown Beloit. There, Walker believes the parking situation is moving from a condition where simply providing supply will no longer be adequate -strategic management and improved enforcement is needed to change behaviors and to ensure the parking system works. In Rockton, localized hotspots continue in the future around the high school, and also the block downtown bounded by Main, Prairie, Hawick and Center.

Summary of recommendations:

- Establish a shared parking program and update policies (utilize private surface lots)
- Simplify on-street parking time limits to 2-hour/4-hour only in City Center and 3-hour in Rockton
- Develop an employee/permit parking program for off-street lots in City Center
- Establish designated event parking areas/plans during special events such as Farmer's Market, Old Settler's Days and Rockton River Market
- Improve communications by creating a parking webpage, update/install wayfinding signs revising current regulations
- Increase/improve enforcement of the parking ordinances
- Revise current fine structure

Agenda Item 7, Overview of the Park Avenue Road Reconfiguration – Broad to Gardner

One of the most significant non-motorized transportation issues (re)identified in the adopted 2016 SLATS Long Range Transportation Plan is the "South Beloit Connector" gap. While Wheeler Avenue was historically planned to address this gap, and South Beloit received an Illinois Transportation Enhancement Program (ITEP) grant related to the proposed bridge work, the cost for the project is prohibitively high. As a result, Park Avenue is now the preferred route, particularly in the short-term. A few key points about the project include:

1. It is a joint project between South Beloit and Beloit to provide bicycle lanes along Park Avenue from the Turtle Creek Path at St. Paul Avenue to Gardner Street. South of Gardner the unstriped bike route uses a number of local residential streets to connect to City Park and the Dorr Road Path. This project takes advantage of existing infrastructure including existing pavement width,

the bridge over Turtle Creek and traffic signals at Gardner.

2. Park Avenue is currently a 4-lane undivided roadway between Gardner Street (IL-75) in South Beloit and Broad Street (US-51) in Beloit. The current AADT for this portion of Park Avenue is 2900 and the current speed limit is posted at 30 MPH in Illinois and 25 MPH in Beloit.
3. The proposal is to convert the current outside travel lane to a 5' bike lane with a buffer zone between the bikes and automobiles.
4. The current project will be completed with pavement markings and updated signage. SLATS and South Beloit are in contact with IDOT to go over future infrastructure improvements at the intersection of Park Avenue and Gardner Street. In the meantime, both communities are ready to move forward with the striping project.

Agenda Item 8, Establishment of a Bike and Pedestrian Planning Committee for the SLATS Bike and Pedestrian Plan Update – Resolution 2017-2

As we kick-off the update the 2010 SLATS Bike and Pedestrian System Plan for the MPA, we want to include not only interested TAC and Policy Board members in the development of the Plan, but also create a Planning Committee comprised of community members highly interested in bike and pedestrian planning for the Stateline area. The Bike and Pedestrian Planning Committee will be actively engaged throughout the planning process with the consultant, MPO staff and public, and provide the Technical Advisory Committee and Policy Board assistance and input over the course of the 2017 SLATS Bike and Pedestrian Plan Update. We have a number of interested individuals already, but will always welcome more, including members of the TAC and Policy Board that would like to actively participate in the process. Our kickoff is planned to begin after the SLATS meeting at the Beloit Public Library at 10:30 or soon thereafter.

MEETING AGENDA
Joint Policy & Technical Advisory Committee Meetings
Stateline Area Transportation Study
Monday June 12, 2017 at 10:00 A.M
Beloit Public Library, 605 Eclipse Boulevard, Beloit, Wisconsin

1. Call to Order and Roll Call
2. Citizen Participation
3. Approval of the Minutes of the October 11, 2016 Joint Policy and Technical Advisory Committee Meetings
4. Presentation by IDOT on the Statewide Transportation Plan
5. Approval of the SLATS 2017 Transportation Improvement Program Amendment - *Resolution 2017-1*
6. Overview of the City Center and Rockton Parking Needs Assessments
7. Overview of the Park Avenue Road Reconfiguration – Broad to Gardner
8. Establishment of a Bike and Pedestrian Planning Committee for the SLATS Bike and Pedestrian Plan Update – *Resolution 2017-2*
9. Technical Advisory Committee (TAC) Agency Reports
10. Scheduling of Future Meetings of the Policy and Technical Committees
11. Adjournment

TAC VOTING MEMBERS

- The City of Beloit Public Works Department
- The City of Beloit Engineering Division
- The City of Beloit Community Development Department
- The Winnebago County Planning Department
- The Winnebago County Highway Department
- The Rock County Planning Department
- The Rock County Highway Department
- The Town of Beloit
- The Town of Turtle
- The Village of Rockton
- The City of South Beloit
- The Beloit Transit System (BTS)
- The Stateline Mass Transit District (SMTD)
- Southwest Region Designated Representative Wisconsin Department of Transportation (WisDOT)
- District 2 Designated Representative Illinois Department of Transportation (IDOT)

TAC NON-VOTING MEMBERS

- The Federal Highway Administration, Wisconsin Representative
- The Federal Highway Administration, Illinois Representative
- FTA Region 5 Chicago Representative
- Bureau of Urban Program Planning Illinois Department of Transportation (IDOT)
- Central Planning Office for the Wisconsin Department of Transportation (WisDOT)
- Janesville Area Metropolitan Planning Organization (JAMPO)
- Rockford Metropolitan Agency for Planning (RMAP)
- Village of Roscoe
- Roscoe Township
- Town of Rock

This meeting is accessible to disabled individuals. Persons planning to attend this meeting who will need a sign language interpreter or other similar accommodations should notify, the SLATS office at 608-364-6690, or email neet@beloitwi.gov at least five days prior to the meeting so that reasonable accommodation can be made. Please make sure you get a positive response from someone to ensure the request was received. Para más información o si usted está interesado en participar en el planeamiento del proceso de transporte en su comunidad y si usted necesita asistencia con el idioma, por favor comuníquese al teléfono 608-364-6690.

MINUTES
Joint Policy & Technical Advisory Committee Meetings
Stateline Area Transportation Study
Tuesday, October 11, 2016 at 10:00 A.M
Beloit Public Library, 605 Eclipse Boulevard, Beloit, Wisconsin

A joint meeting of the Stateline Area Transportation Study's Technical Advisory Committee and Policy Board was held on Tuesday, October 11, 2016 at the Beloit Public Library, 605 Eclipse Boulevard. Flesch called the meeting to order at 10:07 a.m.

1. Roll Call

Policy Committee Members Present (7): Adams, Luebke (10:23 AM), McKearn, Jencius, Reininger, Vanderwerff, Koprowski

Policy Committee Members Absent (3): Marchek, Sweeney, Anclam

Technical Committee Members Present (9): Flesch, McKearn, Boysen, Coopman, Reininger, Hecox, Vanderwerff, Koprowski, Pennington

Technical Committee Members Absent (6): Gavin, Long, Rock Co. Planning, Barber, Bomkamp, Dornbush

Non-Voting Members Present (2): Forlenza, Turner

Others present:

Patricia Diduch (Rockton Planning), Patty Hansberry (RSVP), Lee & Lynda Johnson (Citizens), Dan Williams, (NLI), Gordon Neese (Citizen), Rick Barder (Citizen), T.J. Nee (SLATS/City of Beloit), Jason Dupuis (City of Beloit)

2. Citizen Participation.

Rick Barder-expressed concerns that Hart Road and CTH G shoulders are not being swept, so bicyclists are not using the shoulders to ride.

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.

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.

3. Approval of the minutes of the meeting of August 22, 2016 Joint Policy and Technical Advisory Committee Meetings. Action required by Policy Committees.

A motion was made to accept the minutes by Adams, second by McKearn, to approve the minutes of the August 22, 2016 meeting. Motion passed.

4. Approval of SLATS 2017 Unified Planning Work Program (UPWP).

Nee gave a brief overview of the 2017 UPWP and reviewed a few brief changes from draft based on WisDOT's comments.

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

A motion was made by Vanderwerff, second by McKearn for the Policy Committee to accept the recommendation of the Technical Committee to approve the SLATS 2017 Unified Planning Work Program (UPWP). Motion carried.

5. Approval of SLATS 2017-2020 Transportation Improvement Program (TIP).

Nee gave a brief overview of the 2017-2020 TIP and reviewed a few brief changes including: funding codes to match FAST ACT, updating tables for recently completed projects, fiscal constraint tables and corresponding maps.

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

A motion was made by Vanderwerff, second by McKearn for the Policy Committee to accept the recommendation of the Technical Committee to approve the SLATS 2017 Transportation Improvement Program (TIP). Motion carried.

6. 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. 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.

7. Approval of the SLATS 2016 Transportation Improvement Program Amendment

Nee gave a brief overview stating that WisDOT asked SLATS to amend the 2016 TIP to include a new project and funding related to bridge deck repairs on I-43 from Beloit to Elkhorn.

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

A motion was made by Vanderwerff, second by McKearn for the Policy Committee to accept the recommendation of the Technical Committee to approve the SLATS 2016 Transportation Improvement Program amendment. Motion carried.

8. SLATS 2016-2019 Transportation Improvement Program Administrative Modification

Nee stated that the State of Illinois asked SLATS to update the funding numbers and construction schedule for the IL 75 project.

No action required.

9. Technical Advisory Committee (TAC) Agency Reports

Coopman: (Rock County Highway) – WisDOT will have a ribbon cutting for the first Diverging Diamond Interchange (DDI) in Wisconsin at Avalon Road on November 8.

McKearn: (Town of Beloit) – Will be updating Park Avenue project scope based on funding meeting with SLATS.

Adams: (Village of Rockton) – Still working on ITEP project for bike path along Rockton Road. Also opened bids on 2nd phase of Village resurfacing project.

Hecox: (SMTD) – Still working on installing radio equipment. Positive results for Ticket-to-Ride program.

Non-voting agencies.

N/A

10. Scheduling of Future Meetings

Upcoming meetings tentatively scheduled for December 5, 2016.

11. Adjourn

Reininger moved to adjourn, second by Vanderwerff. Motion carried. Meeting adjourned at 11:13 a.m.

Jason Dupuis, P.E.
Transportation Engineer
City of Beloit

SLATS RESOLUTION 2017-1
APPROVAL OF THE JUNE 2017 AMENDMENT TO THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Stateline Area Transportation Study is the Metropolitan Planning Organization for the Beloit (WI-IL) Urbanized Area, and the Policy Board has the responsibility to direct, coordinate, and administer the transportation planning process in the urbanized area; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration, 23 U.S.C. 134 and 49 U.S.C. 5303-5306, have determined the necessity for the 2017-2020 Transportation Improvement Program; and

WHEREAS, the Policy Board has reviewed the transportation projects programmed in the 2017-2020 Transportation Improvement Program and finds it consistent with the projects in the Transportation Plan; and

WHEREAS, the SLATS Policy Board formally adopted the **SLATS 2017 TIP on October 11, 2016**; and

WHEREAS, subsequent recent changes in funding availabilities and priorities and other factors now necessitate changes to the aforesaid adopted TIP; and

WHEREAS, said recent changes have been presented to the SLATS Technical Committee, area transportation planning and programming stakeholders, and the general public in accordance with the SLATS Public Involvement Plan; and

WHEREAS, the changes proposed to the TIP are as follows:

1. Updated operations costs for SMTD for 2017-2019; removal of 2 previously programmed full size transit buses for SMTD; update to replacement buses scheduled per 2017 CVP application to IDOT and related equipment. Replacement vehicles include 2 Super Medium Duty paratransit vehicles and 1 Medium Duty paratransit vehicle.

WHEREAS, the SLATS Policy Board and Technical Advisory Committee have reviewed the TIP with regard to Federal fiscal constraint requirements and assure, to the best of their knowledge, that:

1. All cost estimates for all projects programmed in this TIP are reasonably accurate based on accepted construction cost estimating practices, and where appropriate, have considered inflation for projects in the out years;
2. The States have assured that all Federal funds paired with projects in this TIP are available or reasonably expected to be available for those projects; and
3. Projects for which funding is not available are conspicuously identified as illustrative projects.
4. It is not the intent of this Amendment to change any other aspects of the SLATS 2017 TIP as adopted on October 11, 2016 or previously amended since and no other projects are affected by these changes; and

WHEREAS, in accordance with 23 CFR 450.334(a) SLATS hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, ex, or age in employment or business opportunity;
5. Sections 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED that the **SLATS Policy Board adopts this Amendment to the 2017 TIP as detailed by Addendum A, to be hereafter referred to as the June 2017 Amendment;** and

BE IT FURTHER RESOLVED the Policy Committee directs the staff to incorporate this Amendment into the main tables and charts of the SLATS 2017 TIP (along with any non-substantive clerical corrections and formatting improvements deemed appropriate by staff) and submit the fully-updated document to the Federal Highway Administration, Federal Transit Administration and the Wisconsin and Illinois Departments of Transportation.

Approved this 12th Day of June, 2017

ATTESTS:

Chair, SLATS Policy Board

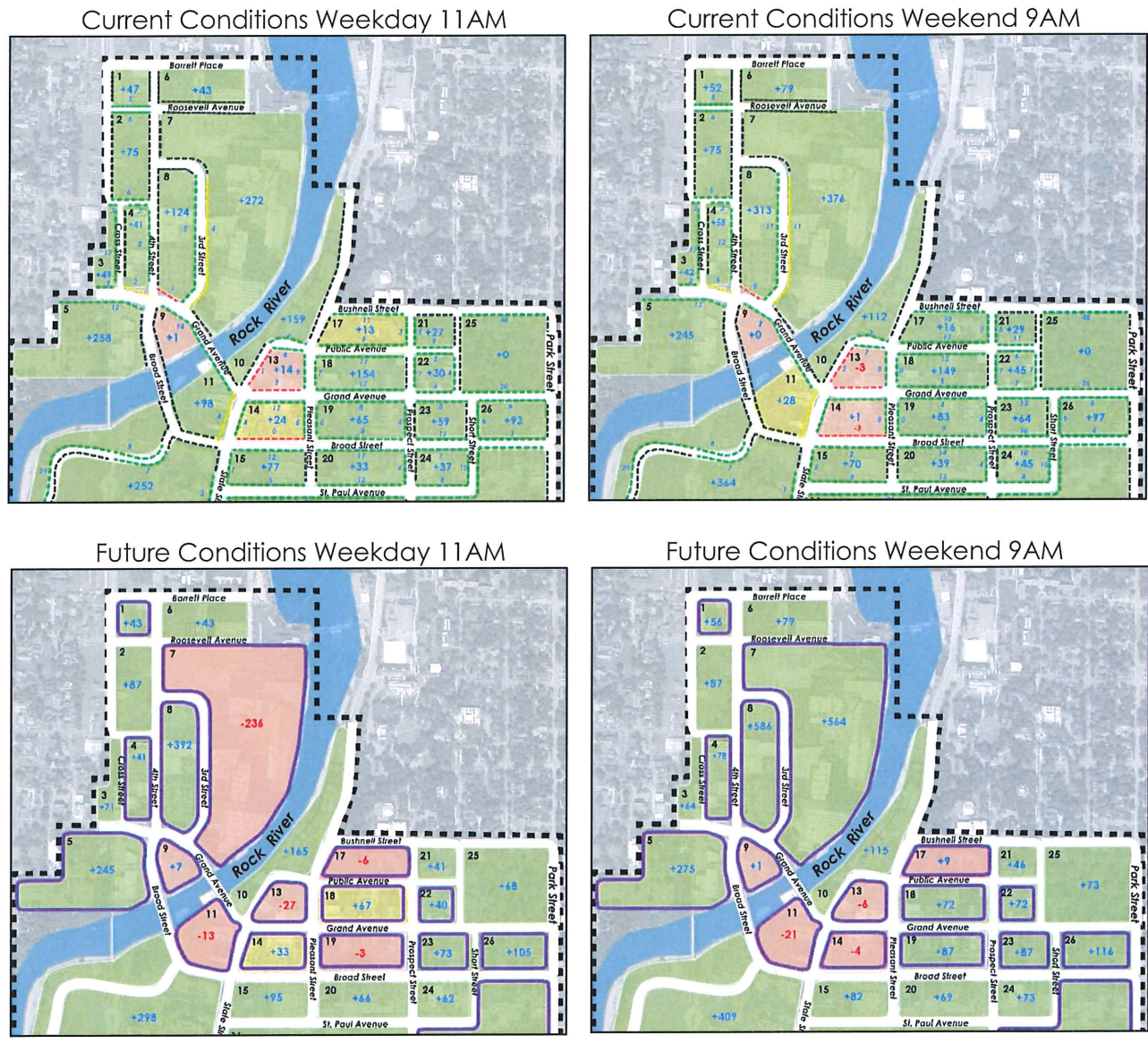
**Chair, SLATS Technical Committee or MPO
Coordinator**

APRIL 14, 2017

31-7940.00

We recommend that east of the Rock River the City implement / encourage a Shared Parking District / shared parking agreements between private parking lot owners and the City or other businesses. For small or obscure lots, these could be utilized by off-site employees. For the large lots, these could have specific signage indicating their availability for public parking according to an agreement with the owner.

Figure 29: Current & Future Parking Needs



Source: Walker Parking Consultants

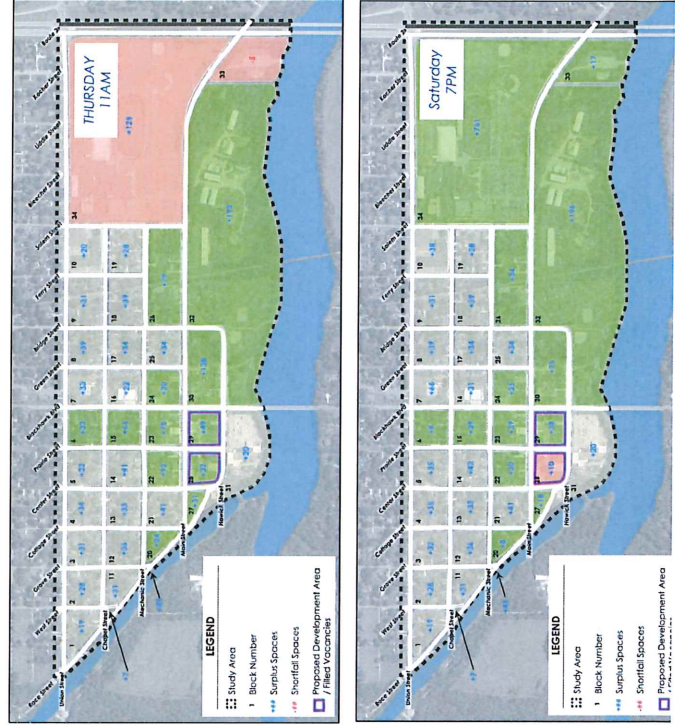
As documented within the quantitative analysis, there is a significant parking surplus within much of the private off-street parking supply throughout the day, including the peak periods. Our

Figure 8: Parking Demand Heat Maps – Observed Conditions



ROCKTON PARKING NEEDS ASSESSMENT – FINAL REPORT

Figure 14: Parking Demand Heat Maps – Projected Future Conditions





SLATS RESOLUTION 2017-2 - ESTABLISHMENT OF THE SLATS BIKE AND PEDESTRIAN PLANNING COMMITTEE FOR THE 2017 SLATS BIKE AND PEDESTRIAN PLAN UPDATE

WHEREAS, the **Stateline Area Transportation Study (SLATS)** is the Metropolitan Planning Organization (MPO) for the Beloit (WI-IL) Urbanized Area and the greater Metropolitan Planning Area (MPA); and

WHEREAS, the SLATS Policy Board has the responsibility to direct, coordinate, and administer the federal continuing, comprehensive and coordinated (3C) transportation planning process throughout the MPA; and

WHEREAS, the Policy Board has authorized completion of a comprehensive update to the 2010 Stateline Bike and Pedestrian System Plan with the assistance of a consultant through the 2017 Unified Planning Work Program adopted October 11, 2016; and

WHEREAS, the current SLATS MPO Bylaws most recently updated in 2015 allow “special subcommittees and task forces with a larger scope of membership are created on an as needed basis by the Policy Board for the purpose of providing further input and advice. The Policy Board may designate any special committee(s) it finds necessary. Members and Chairs of the special committee(s) are appointed by the Policy Board”; and

WHEREAS, the Policy Board has determined the utility of establishing a Bike and Pedestrian Planning Committee, hereafter “Committee” for the purposes of providing the Technical Advisory Committee and Policy Board assistance and input over the course of the 2017 SLATS Bike and Pedestrian Plan Update; and

WHEREAS, The Policy Board has designated SLATS staff to chair any Committee meetings as needed and to recruit and appoint Committee members; and

WHEREAS, the Policy Board has determined the Committee will dissolve following adoption of the 2017 SLATS Bike and Pedestrian Plan Update without further Board action; and

WHEREAS, the Technical Advisory Committee recommended Policy Board adoption of this resolution; and

WHEREAS, the SLATS Policy Board has reviewed the above recommendation;

NOW, THEREFORE, BE IT RESOLVED THAT: The Policy Board of the Stateline Area Transportation Study Metropolitan Planning Organization (SLATS MPO) establishes a Bike and Pedestrian Planning Committee; and

AND BE IT FURTHER, RESOLVED THAT SLATS Staff is instructed to transmit this Resolution to appropriate State and Federal officials.

Approved this 12th Day of June, 2017

ATTESTS:

Chairman, SLATS Policy Committee

**Chairman, SLATS Technical Committee or
SLATS MPO Coordinator**