

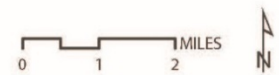
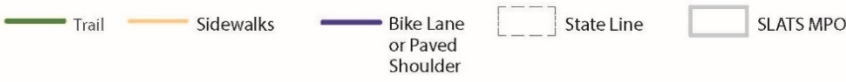
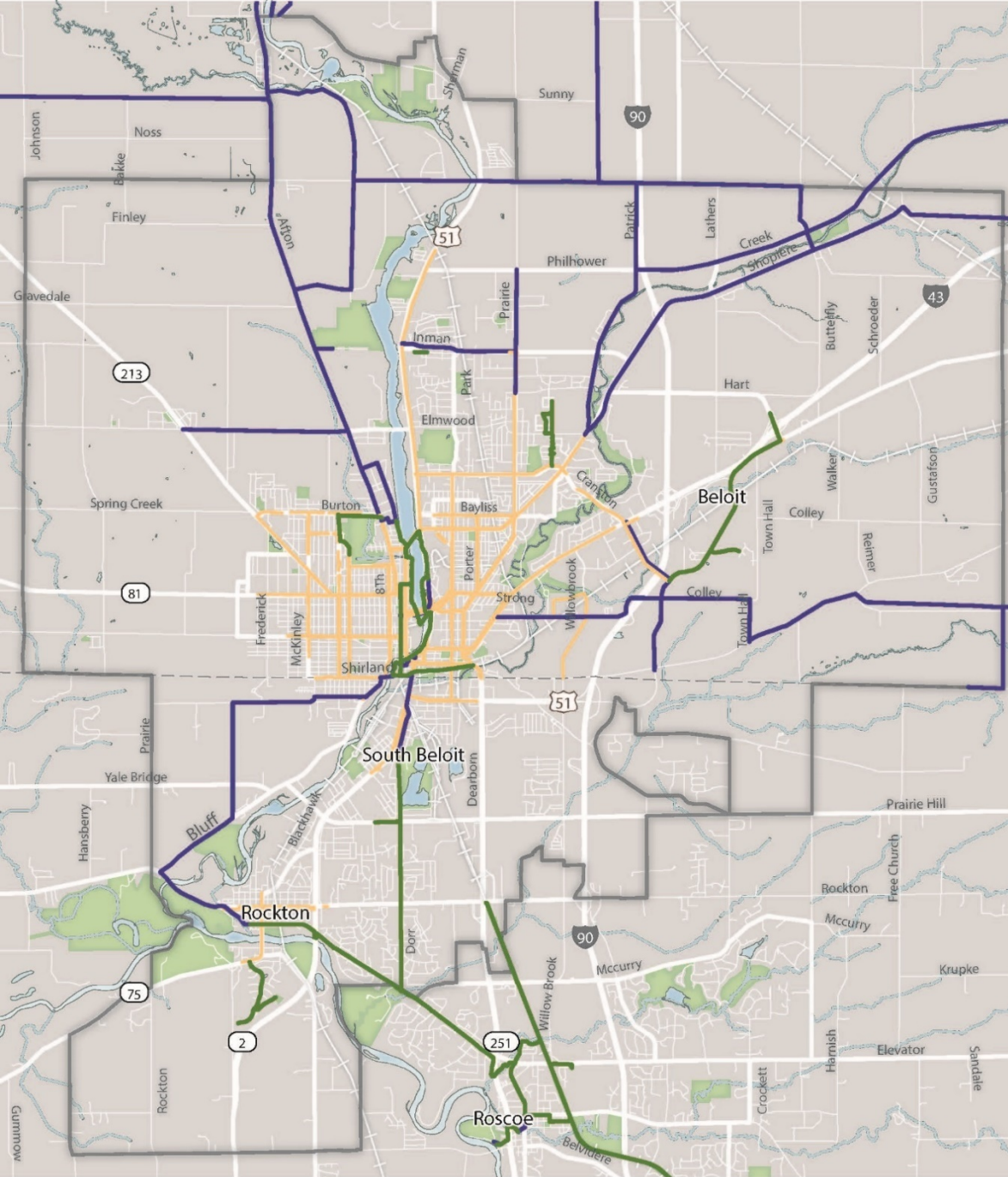
Stateline Area Transportation Study Bicycle and Pedestrian Plan Update

Steering Committee Public Meeting
September 27, 2017

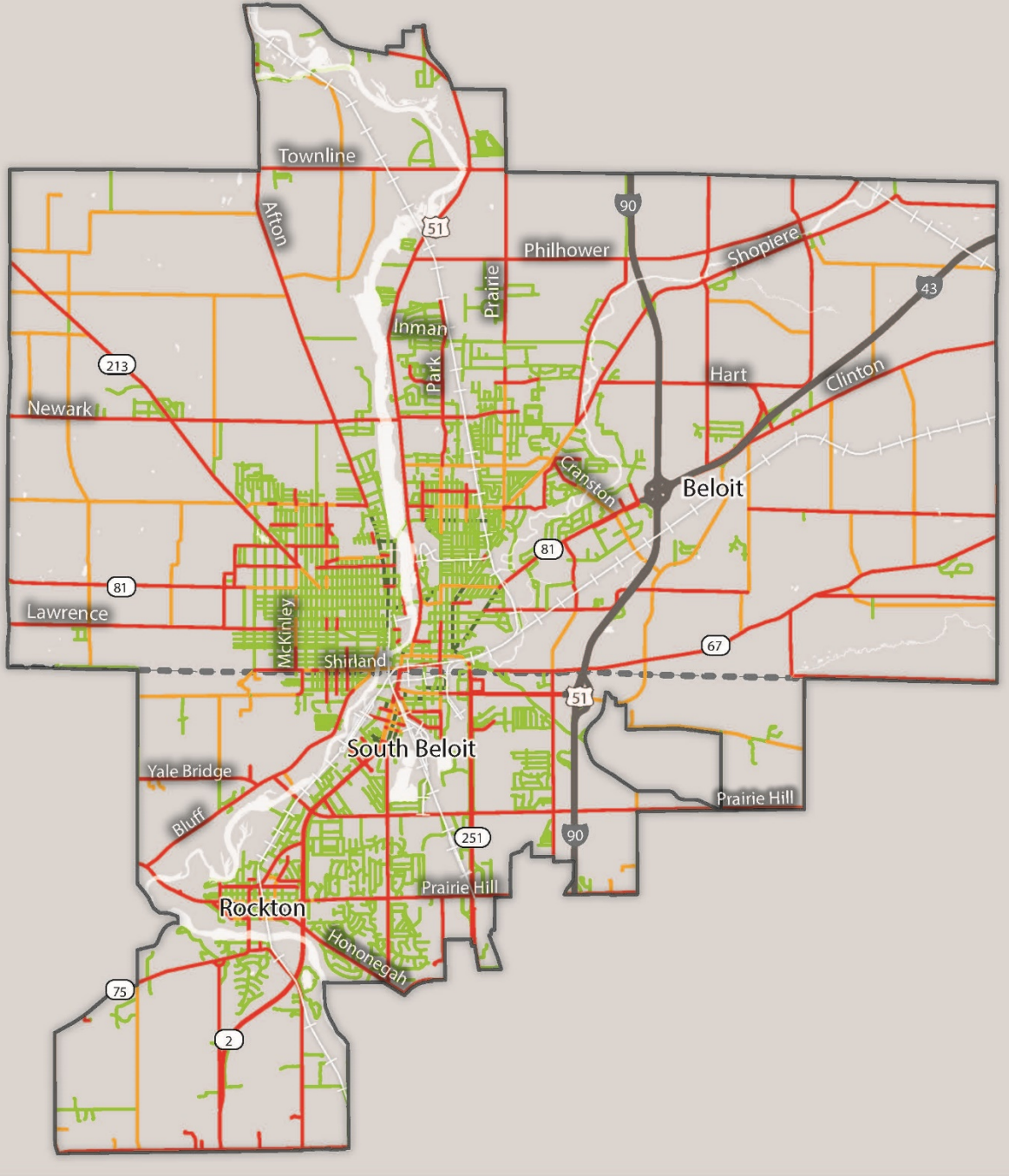
Welcome!
**A Project Presentation Will
Begin at 6:00 PM**

Topics to cover

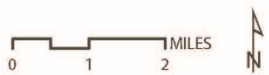
- Current conditions
- Key Findings
- School and Online Surveys
- The Next Steps – Making Recommendations
- Questions

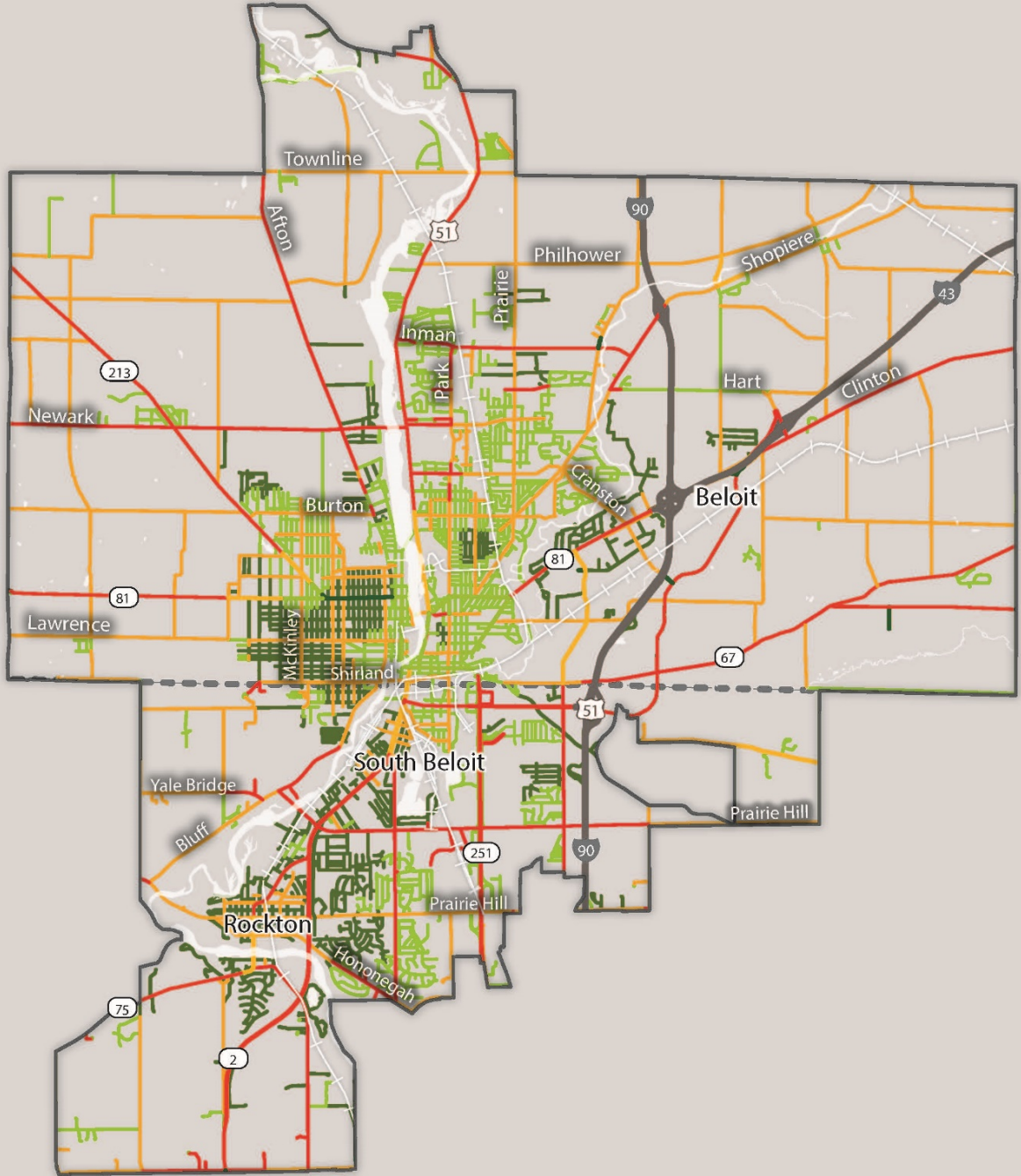


Existing Bicycling and Walking Facilities

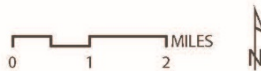


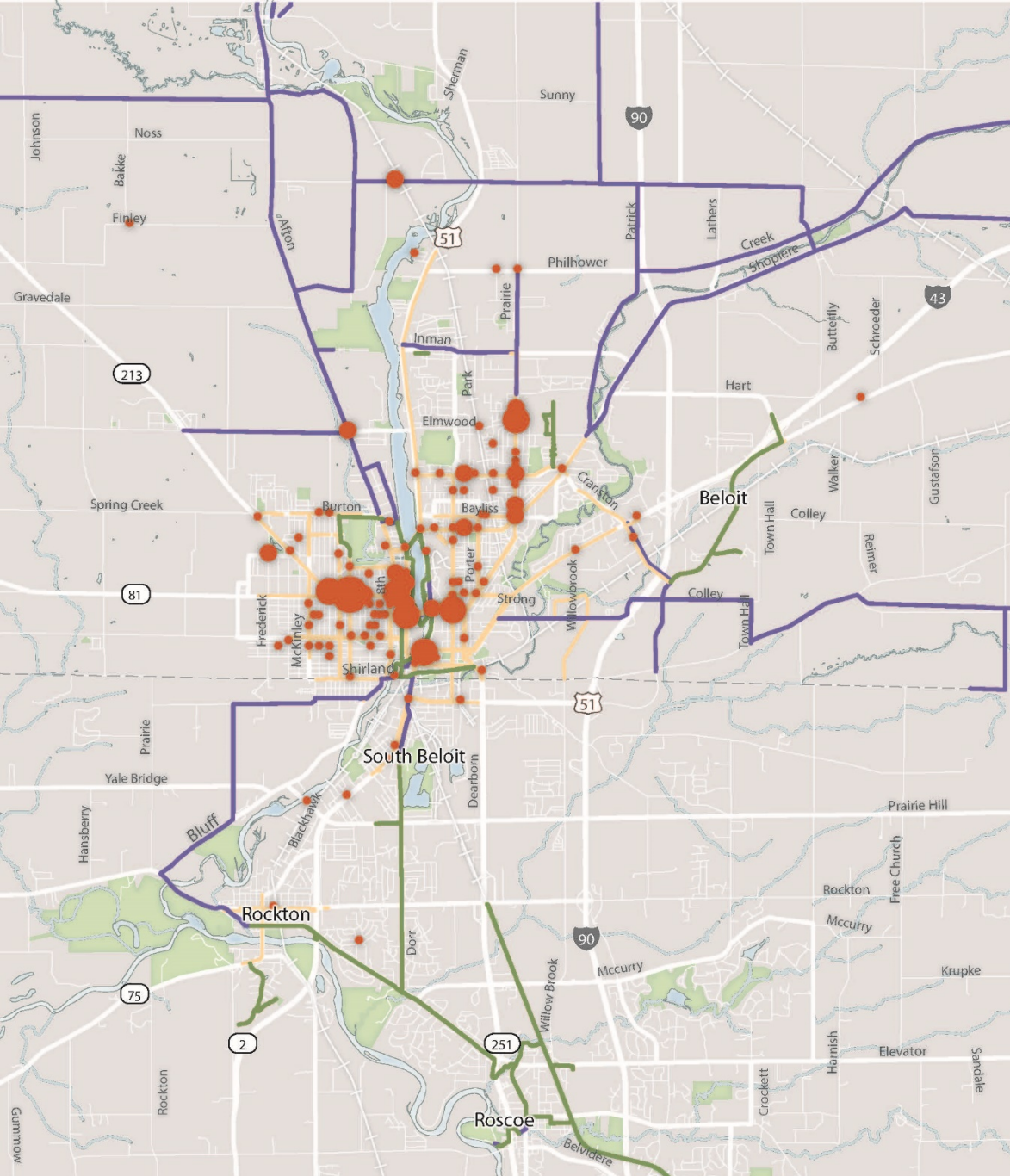
Pedestrian Level of Stress





Bicycle Level of Stress



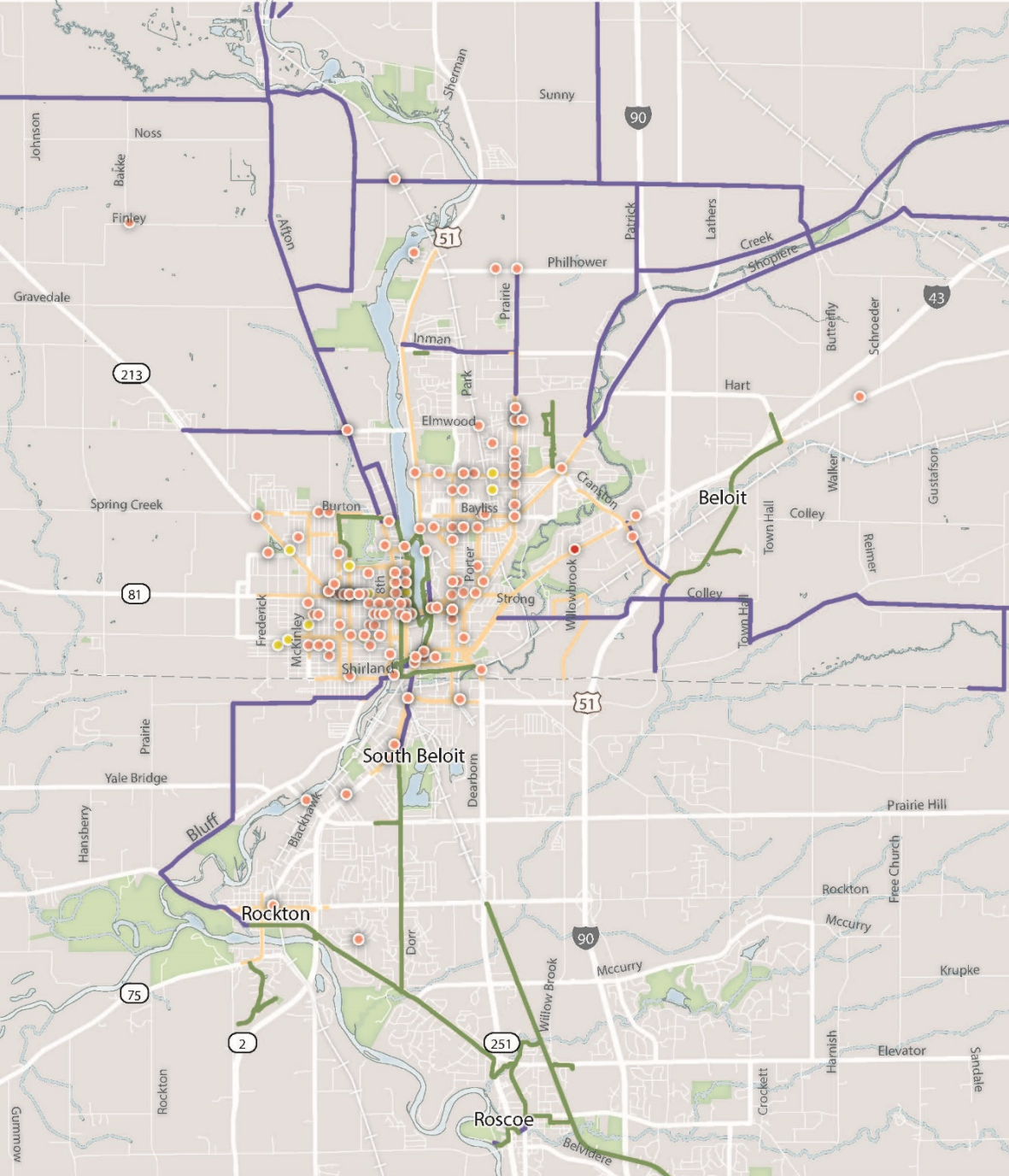


Crash Frequency

Crash Frequency

- More crashes

Fewer crashes
- Trail
 Sidewalks
- Bike Lane or Paved Shoulder
- State Line
 SLATS MPO
- 0 1 2 MILES

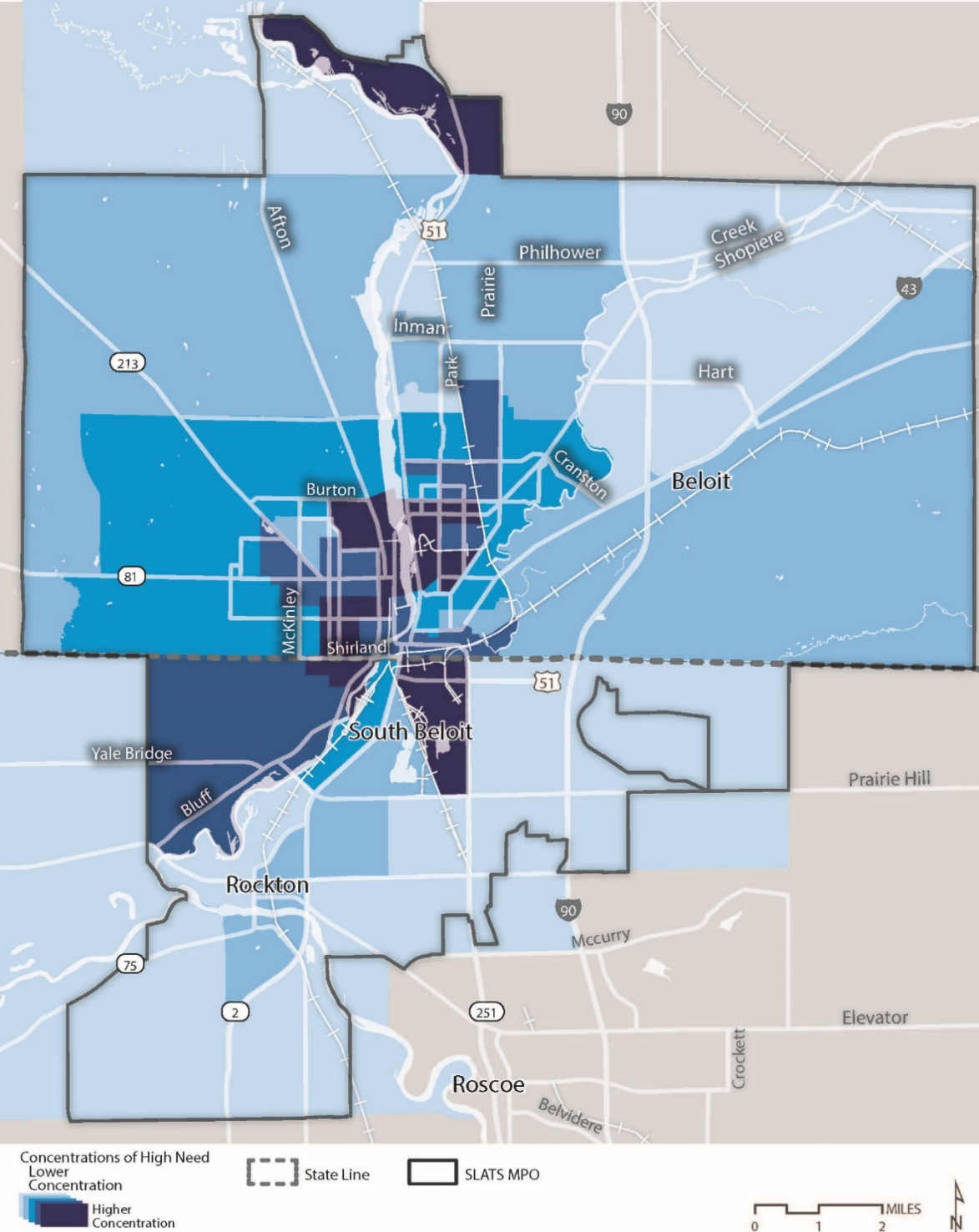


Crashes by Severity

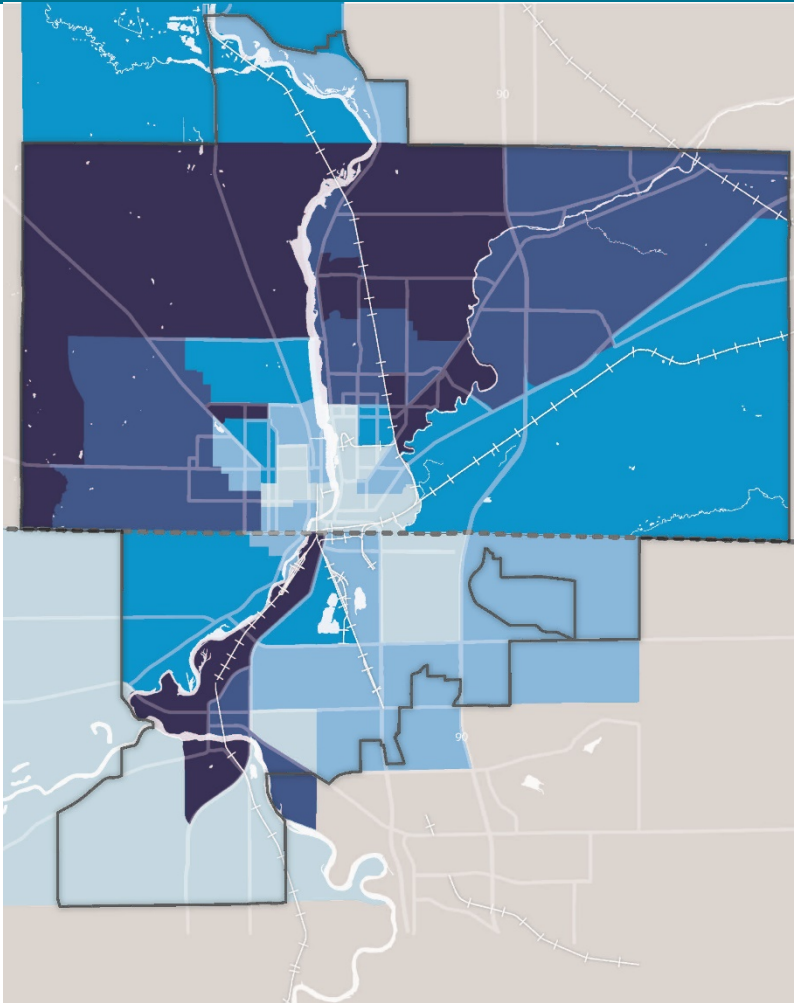
- Fatal Crash
- Injury Crash
- No Reported Injuries
- Trail
- Sidewalks
- Bike Lane or Paved Shoulder
- State Line
- SLATS MPO



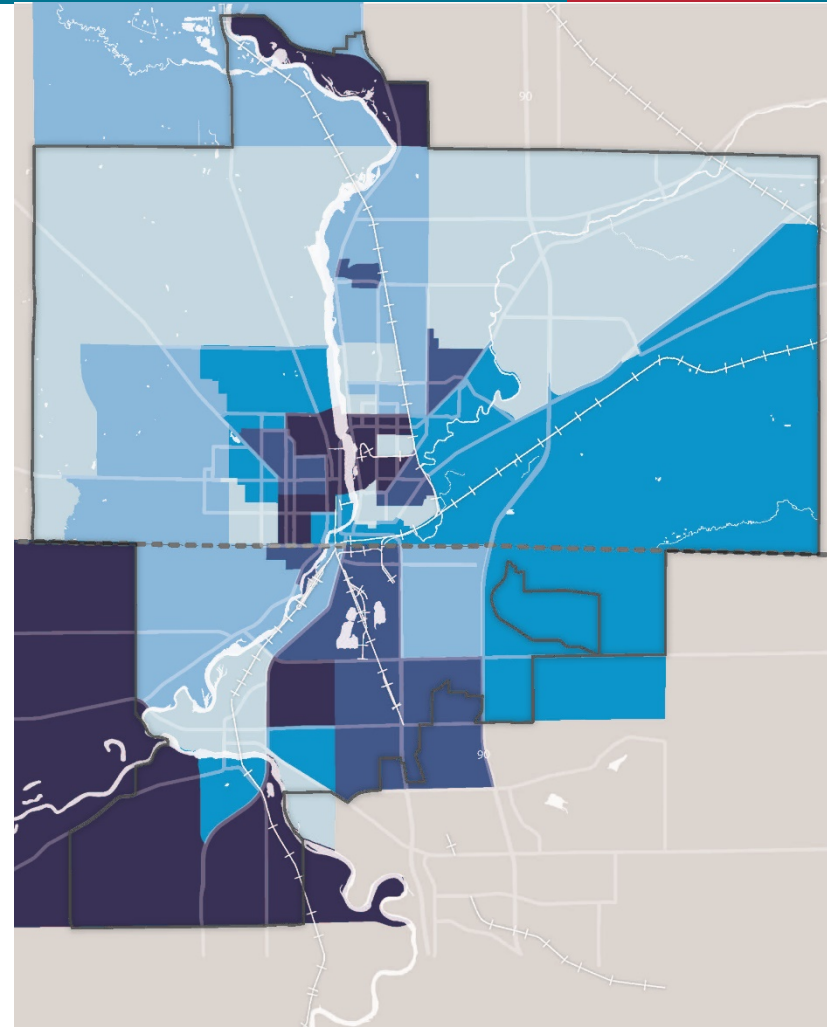
Equity Analysis



Equity Analysis

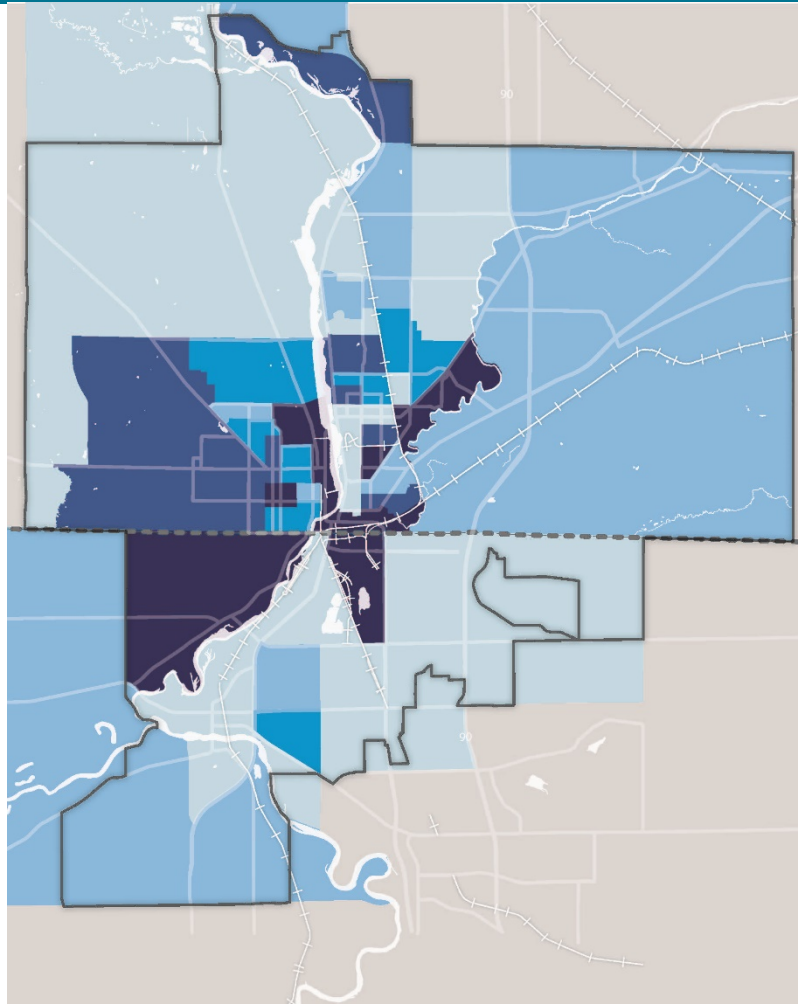


- Equity: Concentration of Residents over 65

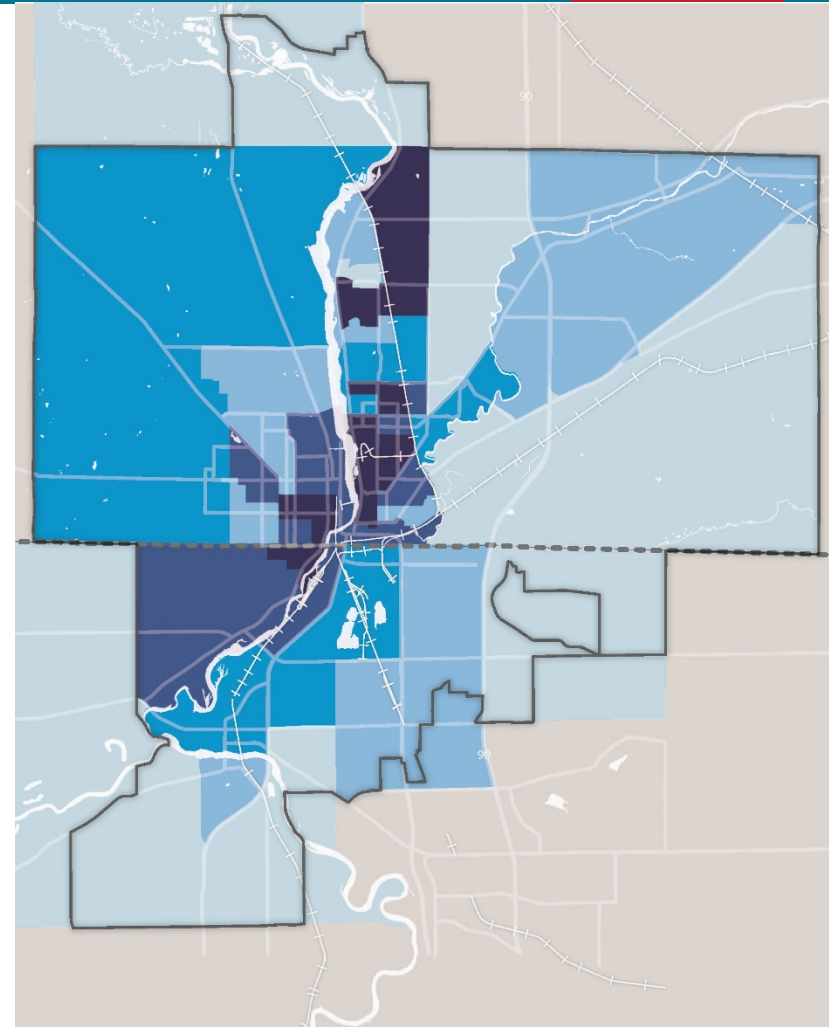


- Equity: Concentration of Residents under 18

Equity Analysis

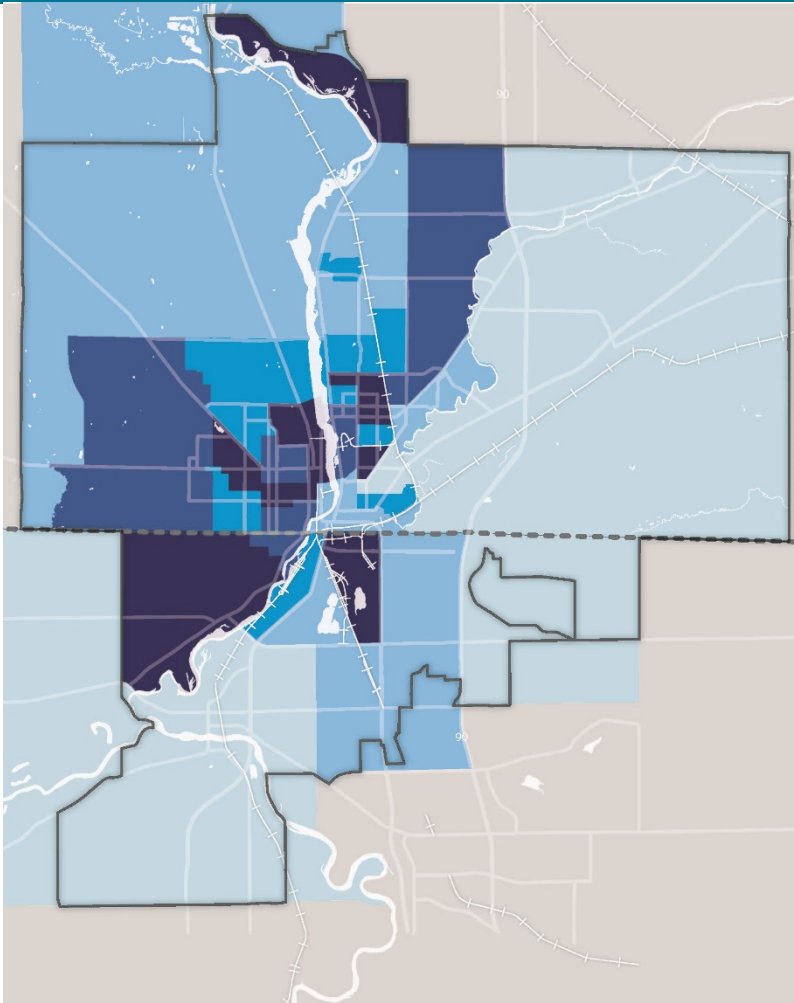


- Equity: Limited English Proficiency

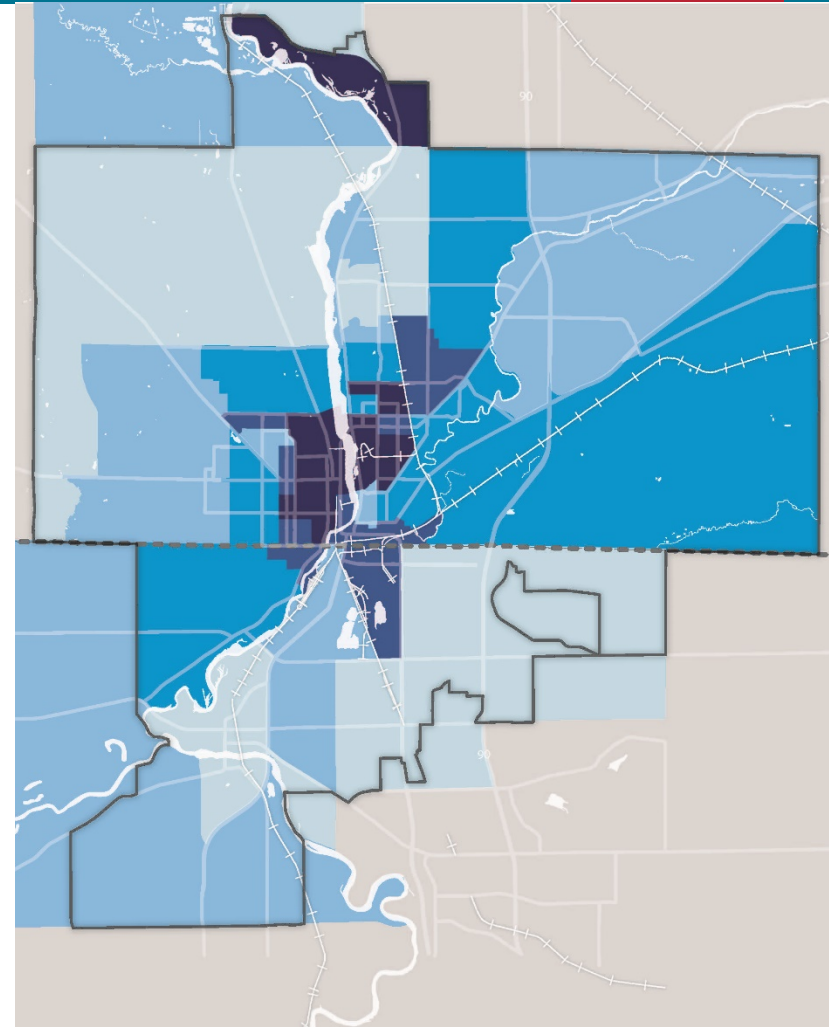


- Equity: No Access to Automobile

Equity Analysis

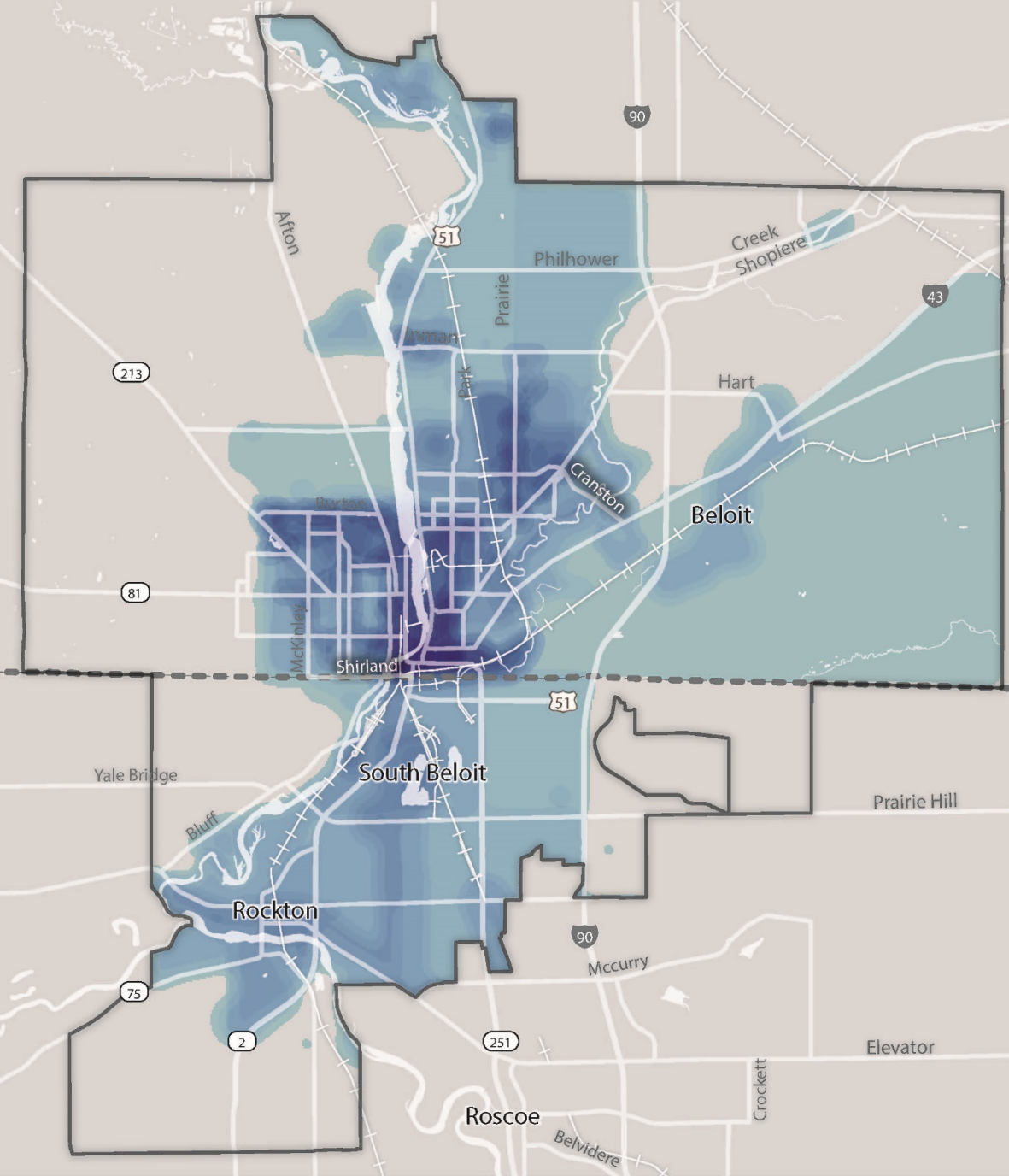


- Equity: No High School Diploma



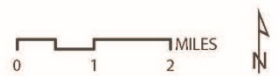
- Equity: Concentration of Non-White Population

Demand Analysis

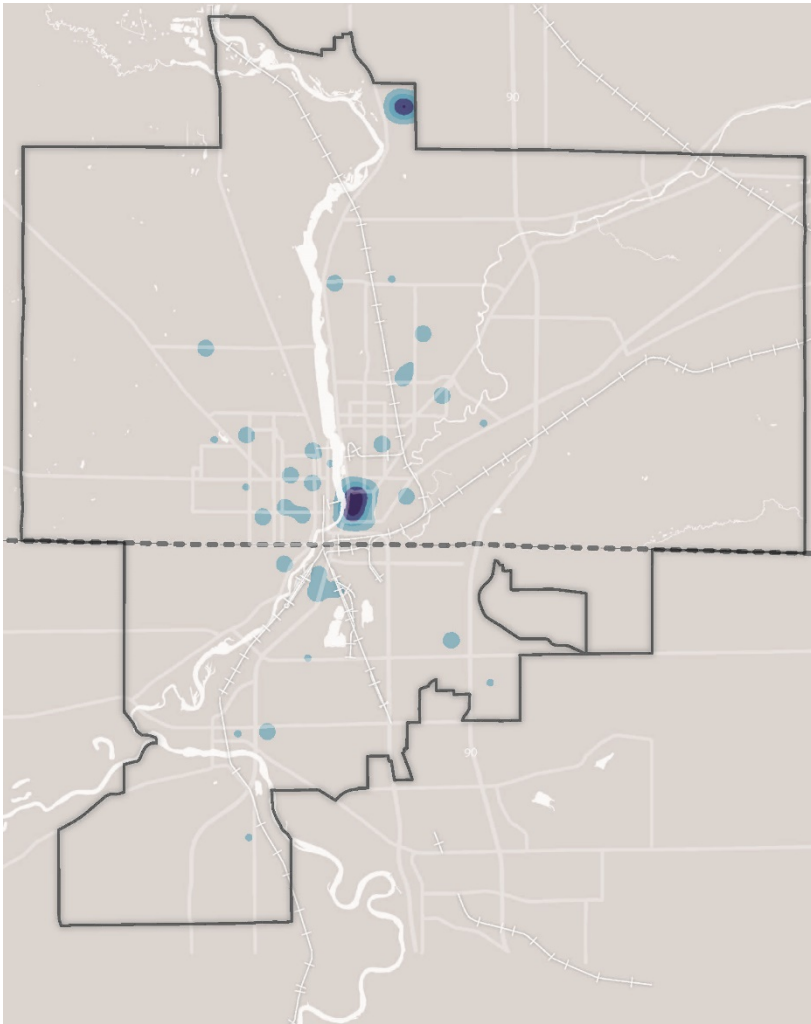


Concentration of Destinations
Lower Concentration
Higher Concentration

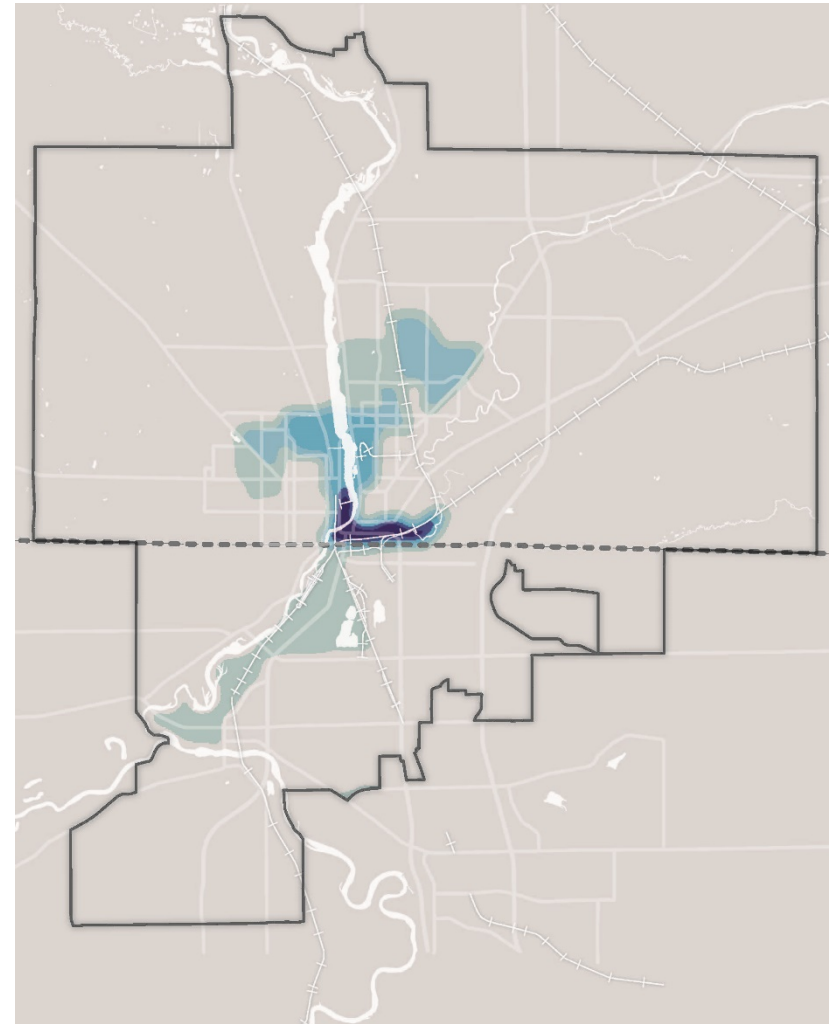
State Line
SLATS MPO



Demand Analysis

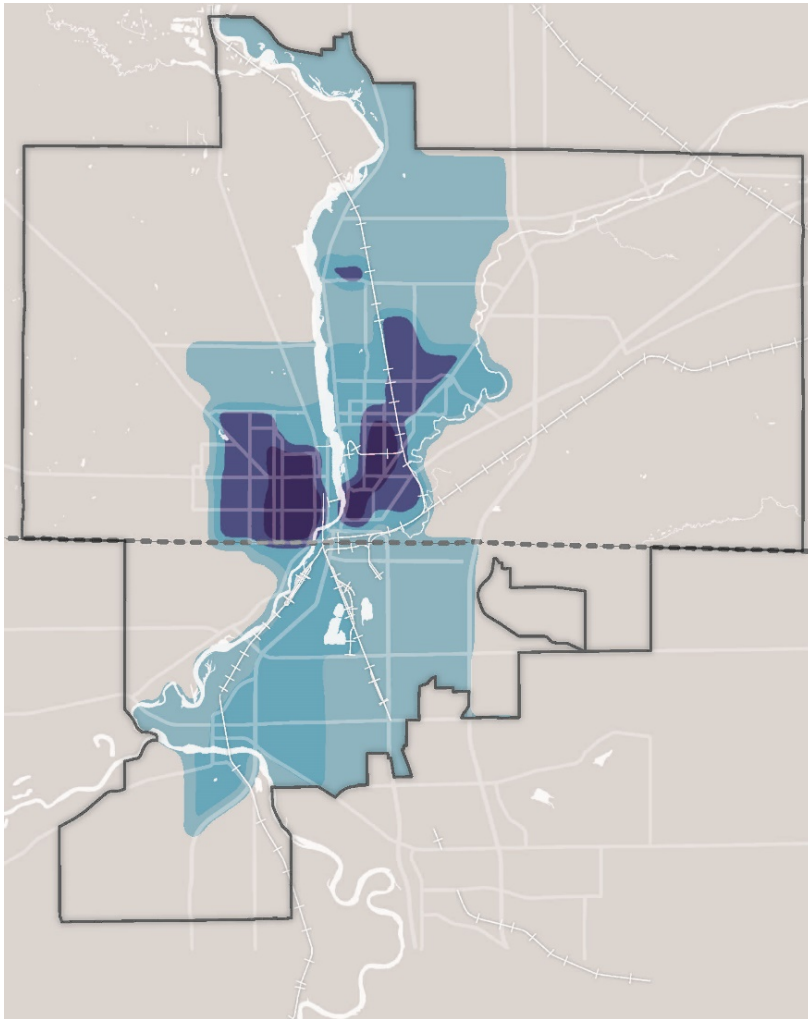


- Demand: Learn

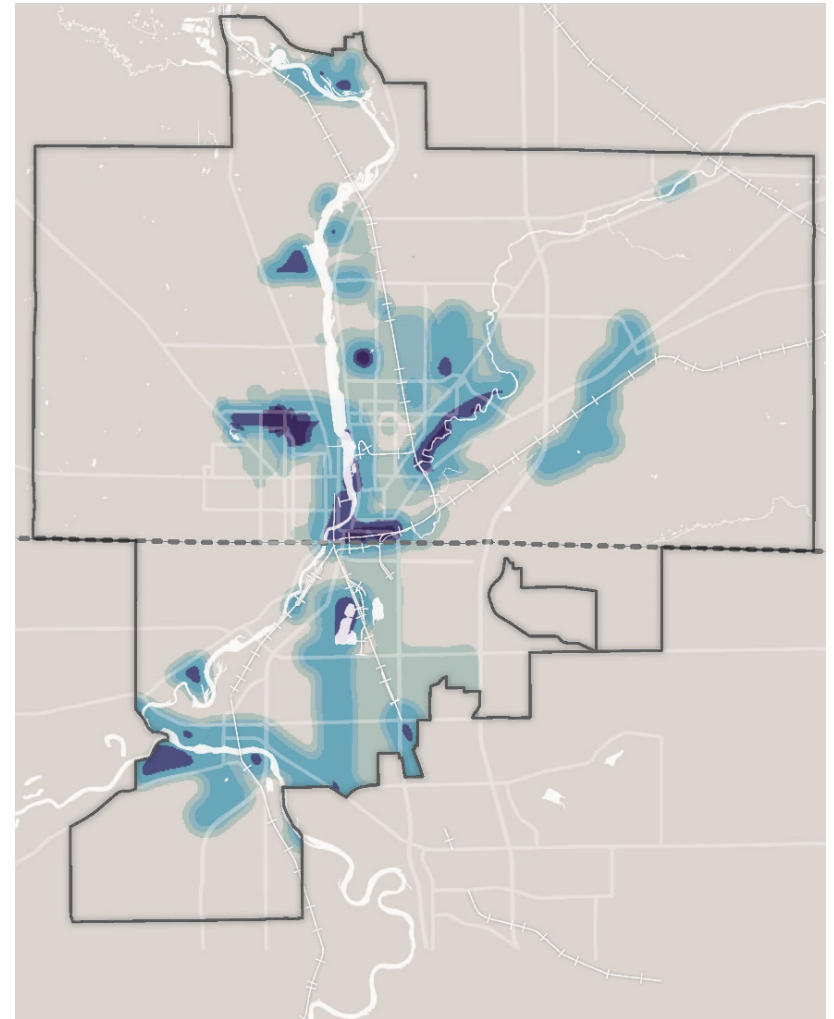


- Demand: Retail

Demand Analysis

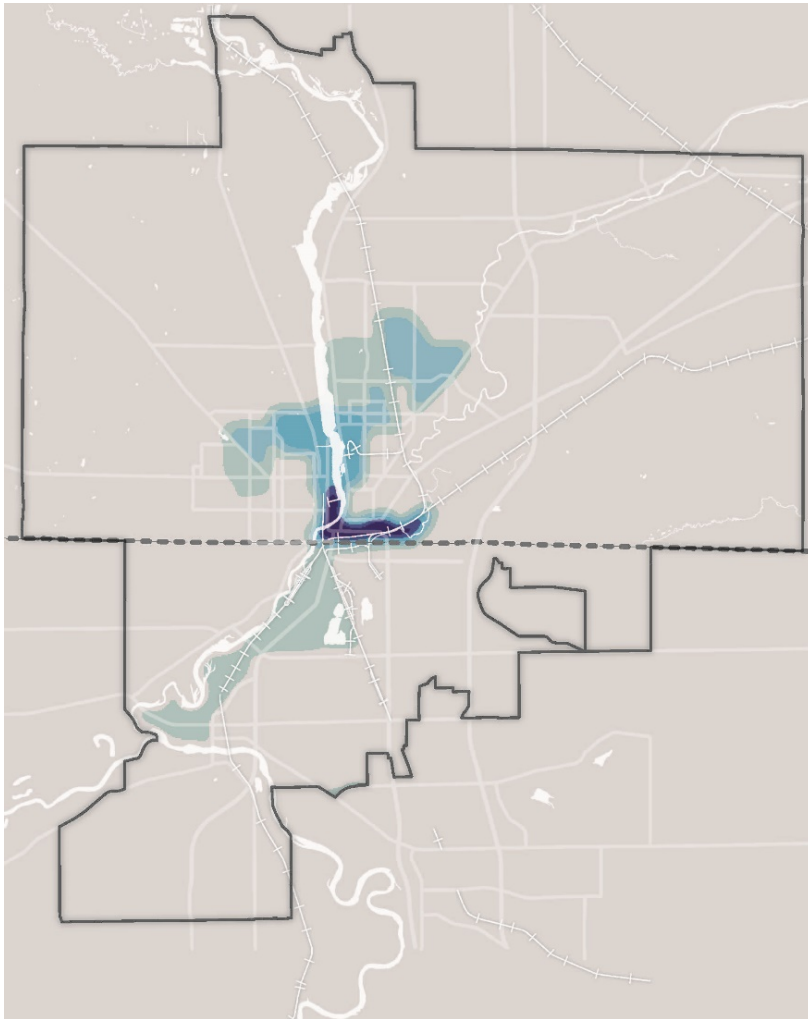


- Demand: Live

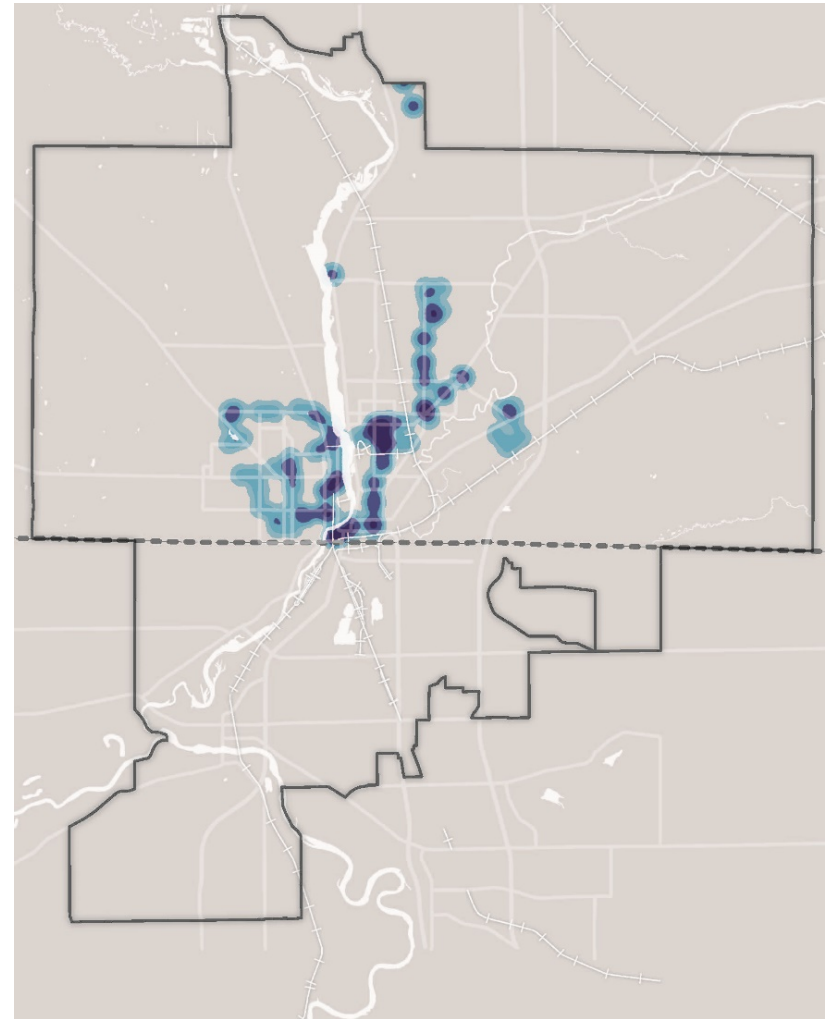


- Demand: Play

Demand Analysis



- Demand: Retail



- Demand: Transit

Key Findings:

- A palette of bicycle and pedestrian infrastructure types for people of all ages and abilities will help connect the region. Previous plans rely on signed bicycle routes and off-street trails to build routes.
- Beloit has historically acted as the region's center. Downtown Beloit, South Beloit, and Rockton, as well as Rock Township at the northern end of the SLATS area, are important areas to connect through regional walking and bicycling routes.
- The region lacks east-west connectivity. Residents mentioned this as well as a desire to improve north-south connections into downtown Beloit and the riverfront.

Key Findings:

- Bicycle infrastructure installed since the 2010 system plan and the 2014 study are prime opportunities to upgrade to striped bike lanes. The programmed Park Avenue road diet will enhance connectivity at the state line and will illustrate the benefits of reallocating street space to balance the needs of people walking, bicycling, and driving.
- Residents desire places to walk and bike that feel like the riverfront: comfortable, separated from traffic, and scenic. They look for connections to the river as well as comfortable routes in their home communities.

Key Findings (continued):

- Areas of high need must be included in system planning efforts: Rockton Township near Rockton Bog Nature Preserve, South Beloit east of South Beloit Municipal Park, central and western Beloit, and Janesville south of Southern Wisconsin Regional Airport.
- In Wisconsin, areas with the highest demand for walking and bicycling correlate with areas of high levels of socioeconomic need. The correlation is not as pronounced on the Illinois side of the study area.
- Residents' perceptions of barriers to walking and bicycling are echoed in mapping analyses that investigate streets' level of walking and bicycling comfort.

Key Findings (continued):

- Streets perceived as high-stress routes in urban areas have multiple lanes and high traffic speeds. High stress routes in rural areas lack space to separate people walking and bicycling from people driving at high speeds.
- Low-stress areas are primarily located in residential neighborhoods. However, residents must cross busy roads to reach important destinations.
- Group bicycle rides and events occur frequently in the region. Local groups fill an advocacy role and are knowledgeable of local lower stress bike routes that connect to destinations.

Key Findings (continued):

- Pedestrian crashes occur mainly at intersections of busy streets (i.e., arterials and collectors).
- Bicycle crashes occur mainly at intersections of busy streets that lack bicycle specific infrastructure, such as bike lanes. West Beloit is one exception. Many crashes in this area occurred on streets with low posted speed limits and low traffic volumes.
- The majority of bicycle and pedestrian crashes resulted in injury.

School Survey

- **13/33 Schools Responded = 39% Response Rate**
- **No Bike and Walk to School Day**
- **Kids walk or bike at every school**
- **Top barriers to walking and biking include distance and neighborhood and traffic safety**

Online Survey Results

- For Work Trips: 79% Use a Car (Includes Carpooling); 17% Use a Bike; 8% Walk; 3% Use Transit
- Non-work trips: 90% Car, 7% Biking, 3% Walking
- Most People walk 5 days a week for exercise
- Most People bike 2 days a week for exercise
- The top three reasons people walk and bike are: Fitness, Getting Outdoors and Having Fun
- Top three priorities for infrastructure: More Trails, More On Street Bikeways, Better Intersections and crossing for Pedestrians
- Top Barriers for Walking and Biking; Traffic too fast, Difficult crossings at major streets; Roads, Trails and Sidewalks don't feel safe; no convenient routes
- Respondents between ages of 26-65 (69%); 55% M, 45% F

The Next Steps – Making Recommendations

Next Steps:

- Multi-modal Design Opportunities
- Funding Opportunities
- Non-Infrastructure Opportunities

Mixed Traffic



Yield Roadway



Advisory Shoulder



Bike Boulevard

Wayfinding Signage



Visually Separated



Paved Shoulders



Buffered Bike Lane



Bike Lane



Contra-Flow Bike Lane

Physically Separated



Shared Use Path



Sidewalk



Separated Bike Lane



Sidepath

Funding Opportunities

Roadway Resurfacing



Roadway Reconfiguration



Roadway Widening



Non-Infrastructure Opportunities

EDUCATION

Safe Routes to School



League Cycling Instructor Training



Driver Safety Awareness Campaign



ENCOURAGEMENT

Light Giveaway



Group Walks and Bike Rides



Walking and Bicycling Maps



EVALUATION

Bicycle and Pedestrian Counts



Bike/Ped Regional Advisory Council



Annual Report Card on Walking and Bicycling



SUPERIOR COUNTY HEALTH DEPARTMENT		
SUPERIOR COUNTY HEALTH DEPARTMENT		
SUPERIOR COUNTY HEALTH DEPARTMENT		
Walking	Bicycling	Walking + Bicycling
...

ENFORCEMENT

Safe Lighting on Trails



Vision Zero Initiative



Public Safety Patrol on Foot and on Bike



Questions?

Tim Gustafson AICP

timgustafson@altaplanning.com

Charlie Short

charlieshort@altaplanning.com



The screenshot shows the homepage of the website www.statelinewalkbike.com. The page title is "STATELINE AREA TRANSPORTATION STUDY BICYCLE AND PEDESTRIAN SYSTEM PLAN UPDATE". The navigation menu includes "HOME", "SHARE YOUR IDEAS", "NEWS", and "ABOUT". The main heading is "Bicycle and Pedestrian System Plan Update". The text describes the St. Line Transportation Study Metropolitan Planning Organization (SLATS MPO) and its goal to update the bicycle and pedestrian system plan. It includes two call-to-action buttons: "TAKE THE SURVEY" and "GIVE FEEDBACK ON THE MAP". Below the buttons is a section titled "Existing Conditions Ready For Review" with a PDF download link for "sept_5_slats_bike_and_ped_system_plan_update_rc_web_rev.pdf". A photograph of a brick-paved street with a crosswalk and a street sign is shown on the right side of the page.

STATELINE AREA
TRANSPORTATION STUDY
BICYCLE AND PEDESTRIAN
SYSTEM PLAN UPDATE

HOME SHARE YOUR IDEAS NEWS ABOUT

www.statelinewalkbike.com

Bicycle and Pedestrian System Plan Update

The St. Line Transportation Study Metropolitan Planning Organization (SLATS MPO), the federally designated planning entity for the Beloit area in both Wisconsin and Illinois, is updating its bicycle and pedestrian system plan. This website will provide updates on the plan's progress and allow the community to provide feedback during the course of the project. Below, take the survey on how you get around, mark up a map of the region with your favorite routes and download the existing conditions report.

[TAKE THE SURVEY](#)

[GIVE FEEDBACK ON THE MAP](#)

Existing Conditions Ready For Review

 [sept_5_slats_bike_and_ped_system_plan_update_rc_web_rev.pdf](#)
Download File

