



2045 Long Range Transportation Plan Update

Public Survey Results (Online Survey #1)

May 2021

AECOM

Overview

- An online public survey was conducted in March and April 2021.
 - Posted in the SLATS LRTP Virtual Room
 - Survey link emailed to SLATS partners, agencies and available contact lists
 - Posted on the City of Beloit Facebook page
 - A Spanish version was made available in the Virtual Room
- Approximately 100 surveys were completed
 - NOTE: It is difficult to estimate total participates as not everyone answered every question
 - No surveys were completed in Spanish.
 - Additional outreach efforts are on-going to supplement the survey feedback
- In general, public comments appear as they were provided in the survey and have not been edited for spelling, etc.

Travel Characteristics

- 87% of respondents **Drive Alone** as their primary mode of transportation to travel to work/school
- 17% of respondents indicated they **ride the bus** once a month or less; 3% were 3-5 times per month; 2% were 3-5 times per week
 - 16 respondents rated the transit service; 31% said it was poor and 25% said it was average
- 68% of respondents indicated they ride a **bike** at least once a month
 - 29% indicated that ride a bike multiple days per week
 - 30% rated bicycle facilities as poor; 52% said they are average
 - 69% do not feel very safe when biking **on-streets** within the region compared to 2% who do not feel very safe when biking on a **shared-use path or trail**
 - 70% are riding for recreational purposes; 28% for recreation/commuting; and 2% for school, work or shopping

Demographics

Approximately 70 of the survey respondents provided demographic responses.

- **Race/Origin**

- 88% White
- 4% Hispanic, Latino, or Spanish origin
- 4% Black or African American
- 3% American Indian or Alaska Native
- 1% Asian

- **Gender**

- 56% Male
- 44% Female

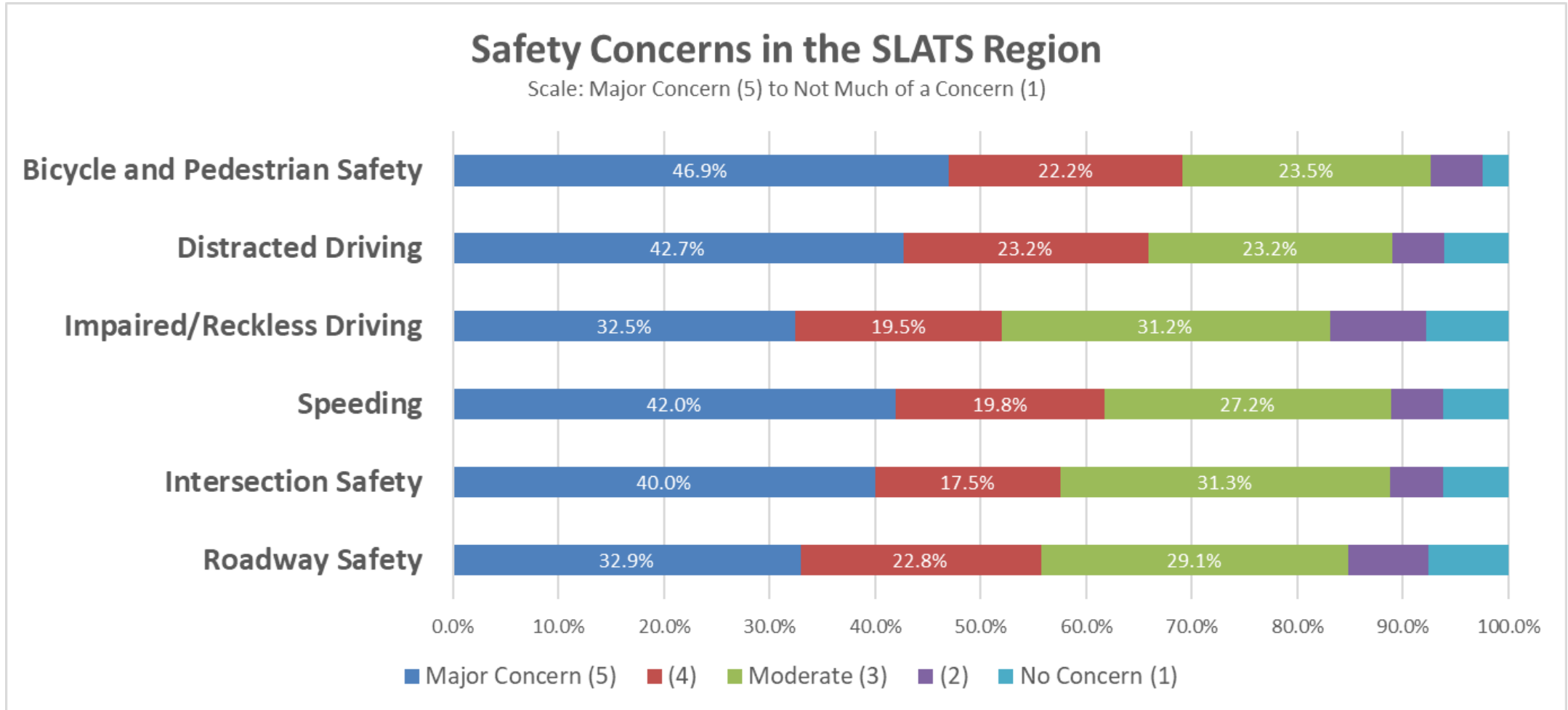
- **Age**

- 29% - 18 to 44 years
- 37% - 45 to 64 years
- 34% - 65 or over

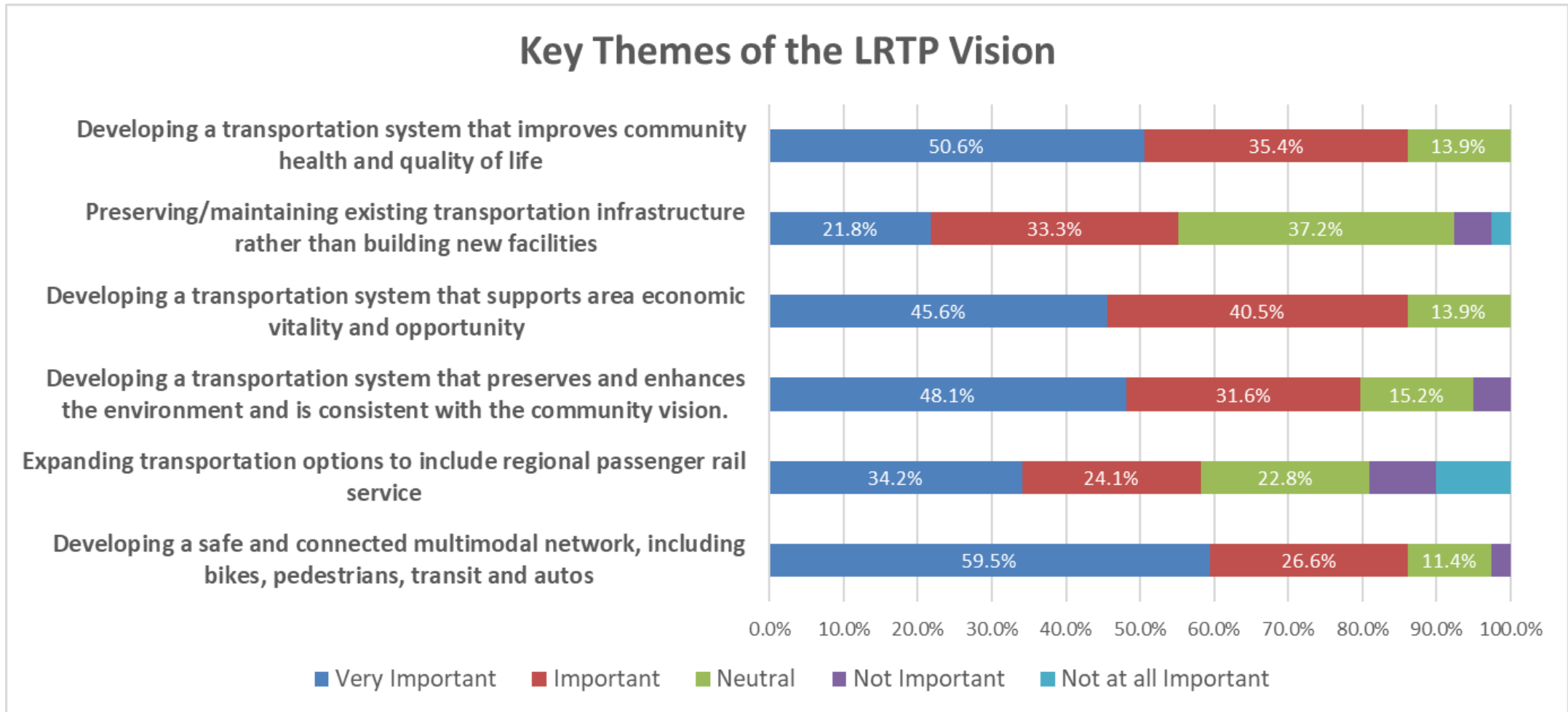
- **Income**

- 12% - Under \$30,000
- 25% - \$30,000 to \$59,999
- 33% - \$60,000 to \$99,999
- 30% - \$100,000 plus

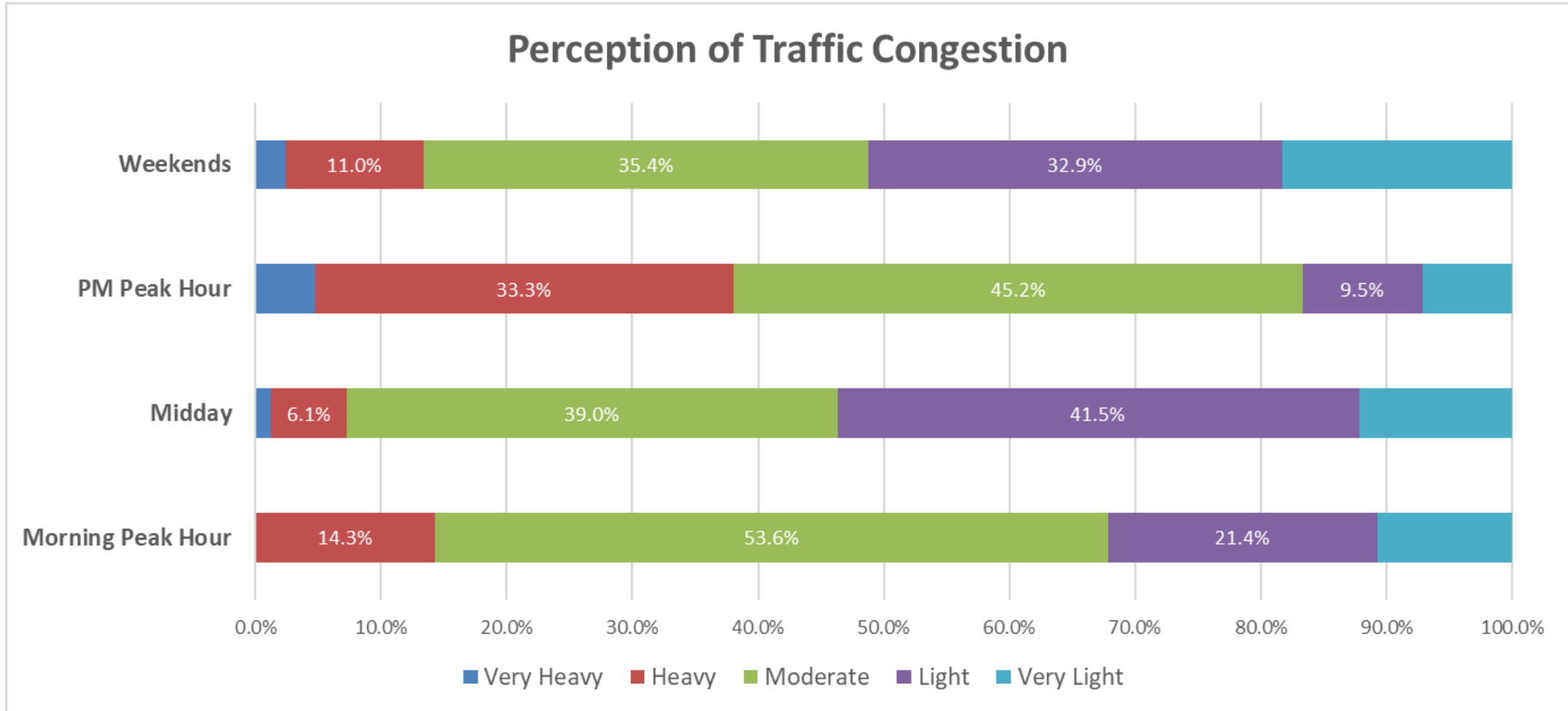
Addressing safety concerns in the region is a priority. 47% of respondents indicated that improving bicycle and pedestrian safety is a major concern.



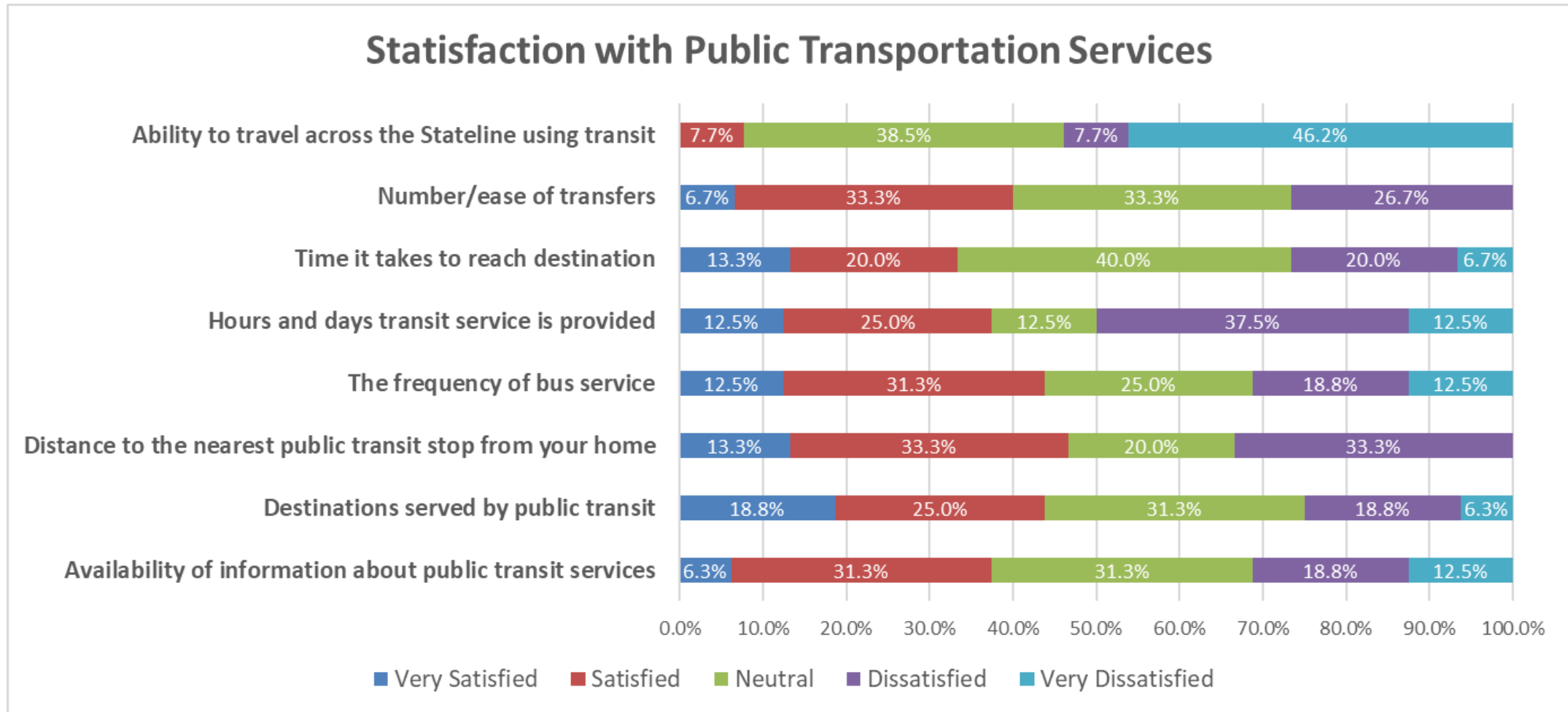
60% of respondents indicate that developing a safe and connected multimodal network is Very Important for the long-term vision of the region.



38% respondents indicated that traffic is heavy or very heavy during the PM peak hour – more than twice as much as the other time periods.



54% are dissatisfied or very dissatisfied with the ability to travel between Wisconsin and Illinois using public transportation. 50% are dissatisfied or very dissatisfied with the hours/days of service.



NOTE: Results should be viewed with caution due to small sample size.



Potential Transit Improvements

NOTE: Some responses have been shortened for this summary.

- Smaller vehicles to replace the massive buses.
- Combine Uber model with public transit.
- More frequent service on more efficient routes. More compact service area
- Evening, weekend, and more frequent service. Connection between WI and IL
- We need better regional public transit, and night and weekend hours.
- I would hope there was at least a consideration of electric vehicles and self-driving vehicles.
- Connecting to Madison, Rockford, Milwaukee, and Chicago, is cumbersome if not almost impossible for a non-driver.
- Buses haven't allowed bikes to be put on them.
- There should be a regular bus to the Van Galder bus pickup. Or convince Van Galder to move a pickup closer to downtown Beloit than it currently is on the other side of I-90. Walking there is dangerous, especially with no sidewalks and crossing the bridge over I-90.
- In Beloit it is a bit better for bus times, but in nice weather I can - luckily - ride my bike almost anywhere faster than waiting for a bus. I also have to walk about 6 or more blocks to pick up a bus. If I want to go to a movie past 6:00 PM or so there is no bus to take. There are Uber and Call Me A Cab, but I don't care for them, but you will be losing, if you haven't already, many potential riders to them.
- More routes and small busses.
- Run more buses! Increase frequency and span of service. Reduce variations and prune routes.
- Trains would be great.
- Expand south into Roscoe and Rockton connecting with Rockford



Potential Bicycling Improvements (page 1 of 4)

NOTE: Some responses have been shortened for this summary.

- More bike facilities in general. Beloit has the potential to be an incredibly bicycle friendly City, it is the perfect size. Also, if more residents utilize bicycles, this will decrease any future parking issues that arise as Beloit's downtown continues to grow and thrive.
- Connections from Beloit north to Janesville and south to Roscoe are marginal. Overall, the extent of bike paths in the Beloit area is sub standard compared to other cities nearby.
- Need more dedicated bicycle trails throughout region
- All main roads have bike trails
- More off-road bike trails or side paths. Reduce speeds on city streets on routes frequented by bicyclists
- Need connecting OFF ROAD paths between Beloit and South Beloit - Beloit and Janesville - Beloit and Shopiere - Beloit and Orfordville - Beloit and Brodhead. Better options for Far East to Far West side travel IN Beloit. Dedicated Bike PATH(s) - both Riverside Drive and Park Avenue - going NORTH from Henry Avenue to Townline Avenue on north side of Town of Beloit.
- Provide more signage for Bikes may use full lane, sharrows and complete the bike lanes and paths that just stop
- More bike paths
- More bike lanes, bike "sharrows" and multi-use paths. Some roads are 3 lanes so you could do a "diet" (like on Hwy 51) and create a bike lane on either side of the road.
- More multi-use paths would be wonderful
- Additional bicycle lanes and off-road paths to allow safer access to more areas.



Potential Bicycling Improvements (page 2 of 4)

NOTE: Some responses have been shortened for this summary.

- More bike connections through south beloit - this is kind of a choke point in the region without very good access or safe roads.
- need more designated bicycle or recreational trails that are interconnected throughout the region
- Bicycle lanes help a lot but shared bike/walking paths take the distractive driving danger out of the equation. The area doesn't have many paved bike paths and it would be good to have more.
- More bike lanes
- Better motorist education (many motorists still think cyclists belong on the sidewalk)
- Share the road signage"
- Add more bicycle paths.
- more bike lanes and designated bike paths. currently janesville is doing well beloit and other areas not so much.
- More public restrooms near trails and paths.
- More dedicated bike paths
- Extent paved paths throughout the state line community.
- We could deploy some low-tech, low-cost solutions such as sharrows. We also have some critical missing links, such as Cranston between Prairie & Shopiere and Shopiere between Cranston and Hart Road.
- Replicate Madison's system of protected bike paths, esp. bike lanes on busy streets...I felt very safe riding a bike during rush hour on University Ave.
- Bike Path extended east over I90...to service that residential areas & schools. i.e. Ledgewood & Stone Creek Schools



Potential Bicycling Improvements (page 3 of 4)

NOTE: Some responses have been shortened for this summary.

- Make connections between existing shared-use paths, routinely sweep bike lanes in Cities, create as many road diets as possible to slow auto traffic and create more bike lanes, CONNECT THE PEACE TRAIL FROM BIG HILL INTO BELOIT
- Surprised at number of places without bicycle racks. Buses should have ability to carry bicycles. Looking forward to more connections between paths, esp. from Beloit into Illinois and the paths that will connect to the paths in Chicago far suburbs. A connection between downtown Beloit and Rock River paths to Big Hill and then to Janesville would be great. Publicity and informational information about bike paths and bike safety for the general public and drivers, better markings and signage.
- More paved biking/walking only paths in the city. More biking lanes, especially on McKinley between Burton and Newark. Food and attraction destinations along the paths. Mile markers along the paths.
- Painted designated bike lanes
- More designated bike paths.
- More intersection awareness to people driving vehicles
- Build protected bike lanes on all arterial streets
- More bike lanes on main roads and more off-road bike paths. I'd LOVE a bike lane on Colley Rd east of Beloit.
- More dedicated off-road bicycle facilities
- Wider dedicated bicycle lanes along roadways
- Widening the access points to multi-use paths and improving signs at road crossings



Potential Bicycling Improvements (page 4 of 4)

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- Implementing road diets/decreasing lanes where able, adding and connecting bicycle lanes, clearly indicating presence of bicycle lanes with paint and signs, advertise the increased bicycle safety and “bike-ability” to other communities.
- Link paths wherever possible, make long distance paths possible
- Consistent sidewalks on the west side of Beloit. Bike path isn't convenient if you have to ride in the street to get there.
- More clearly marked bike lanes and bike trails. You should be able to get anywhere safely on a bicycle.
- More off road bike paths/trails



Additional Comments (page 1 of 4)

NOTE: Some responses have been shortened for this summary.

- Being from Beloit, I think it is important to support and enhance the great things happening with SLATS money and projects. IE partner up with the private monies being spent
- Bus travel at night and weekends
- avoid wasteful spending on new roads
- we are NOT in favor of commuter rail service
- We need better bike routes north and south, and east and west. We don't necessarily need them tied to existing highways and maybe it'd be easier to implement routes if they used secondary streets instead of trying to shoehorn them onto highways never designed with that mind.
- For Beloit, bike friendly East-West routes are needed.
- Get neighboring Townships like the Town of Turtle & Town of Beloit to work together with the City of Beloit & South Beloit to make our roads more accommodating to commuters on bikes and recreational bicyclists and pedestrians.
- Speed limits need to be reduced in residential areas; ex. the Turtle Creek subdivision that borders Milwaukee Rd.
- IL-251 needs better bike/pedestrian access in south beloit
- The condition of too many roads (federal, state and local) is poor to very poor. It has a negative impact on our quality of life and reflects poorly on our community. Long term solutions are desperately needed.
- Serious traffic accident involving USPS mail truck and Semi happened March 11/12 , 2021. USPS driver seriously hurt. Residents are demanding Stop Lights added to this very dangerous intersection or LARGER flashing lights and larger stop signs. Two schools in close proximity and numerous traffic of parents/busses going through. Semis unfamiliar with intersection have been seen going through without stopping.



Additional Comments (page 2 of 4)

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- Stop lights set to be triggered by motorcycles. Too many stop lights will not register that a motorcycle is waiting at the red light and the light will never change.
- public transportation between cities is rather confusing.
- I would like to see more transportation available for the elderly and disable in the Stateline. More reachable as in people knowing where to call if they need transport.
- Let's use recovery money to add sidewalks and shared use paths along our most pressing gaps.
- Beloit is the perfect size for an extensive, protected series of bike routes to get around town. Please consider Madison's plan and replicate it!
- offer transit to Milwaukee, Madison
- Connecting the Peace Trail from Big Hill Park into the City of Beloit would be a huge boost to economic development through tourism as it would connect a complete off-road route through the entire county and into the northern Illinois trail system
- please consider a traffic signal at the intersection of Prairie hill rd and willowbrook rd. this is the latest scene of the semi vs mail truck. there is stop signs currently although this is a dangerous intersection to be traveling thru due to the truck traffic with having a elementary school close to that location.
- As I grow older and my ability to ride my bike and to walk any distances wanes, the bus and other services will become more important. As it is I have to walk a good distance to catch any bus. Those places seldom have bicycle racks if I can ride a bike. A type of pick up service, ala Uber, ride share, could be a good alternative. In the further future, driverless cars could be used.



Additional Comments (page 3 of 4)

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- safe walking routes
- more connection points or transfer
- We need to shift our priority to pedestrian and bike safety rather than faster speed of traffic... by road diets... improving walkways a intersections
- City of Beloit has done a good job though mass transit needs additional focus now. Henry Avenue is in jeopardy. So are the households along that street.
- There are too many unmarked intersections. Too many intersections with yield signs that should be stop signs.
- Smaller buses
- Sync the traffic light or allow them to be triggered by a vehicle. I'm tired of waiting 5 minutes at an intersection with absolutely no cars or traffic of any kind. Gateway Rd in front of Amazon specifically. Horrible stretch of intersections with no rhyme or reason to the flow of traffic.
- Need to connect to Chicago transportation system beyond the buses is critical to growth and success of the area.
- Transportation to businesses is critical to helping create and hold jobs.
- I will probably never be a big user of public transport, but I believe it's critical for helping low-income populations in our area access the jobs in places like the Gateway. The new bus routes are only a start. I'd also like more incentives for biking, which is good for public health and the environment; both bike lanes and increased signage would help.
- Would love to see rail service to Madison & Milwaukee
- Buses or transportation to Milwaukee and Milwaukee airport



Additional Comments (page 4 of 4)

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- Bike friendly communities and communities that invest in comprehensive public transit that help decrease congestion, car traffic, and carbon footprints are appealing to the younger generations (such as millennials and younger). Many communities are looking at how to “recruit” young families to invest into their communities. This is huge.
- I would like to see free public transportation for students.
- More waterway excursions.
- Too many stolen cars