



2045 Long Range Transportation Plan Update

Public Survey Results (Online Survey #2)

July 2021

AECOM

Overview

- An online public survey was conducted in June and July 2021.
 - Posted in the SLATS LRTP Virtual Room (www.slats2045lrtp.com)
 - 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 90 surveys were completed
 - NOTE: It is difficult to estimate total number of participants as not everyone answered every question
 - Two surveys were completed in Spanish.
 - Additional outreach efforts are on-going to supplement the survey feedback
- For the purpose of this document, public comments generally appear as they were provided in the survey and have not been edited for spelling, etc.

Demographics

Approximately 90% of survey respondents provided demographic responses.

- **Race/Origin**

- 92% White
- 1% Hispanic, Latino, or Spanish origin
- 1% Black or African American
- 6% Other

- **Income**

- 4% – Under \$30,000
- 17% – \$30,000 to \$59,999
- 41% – \$60,000 to \$99,999
- 38% – \$100,000 plus

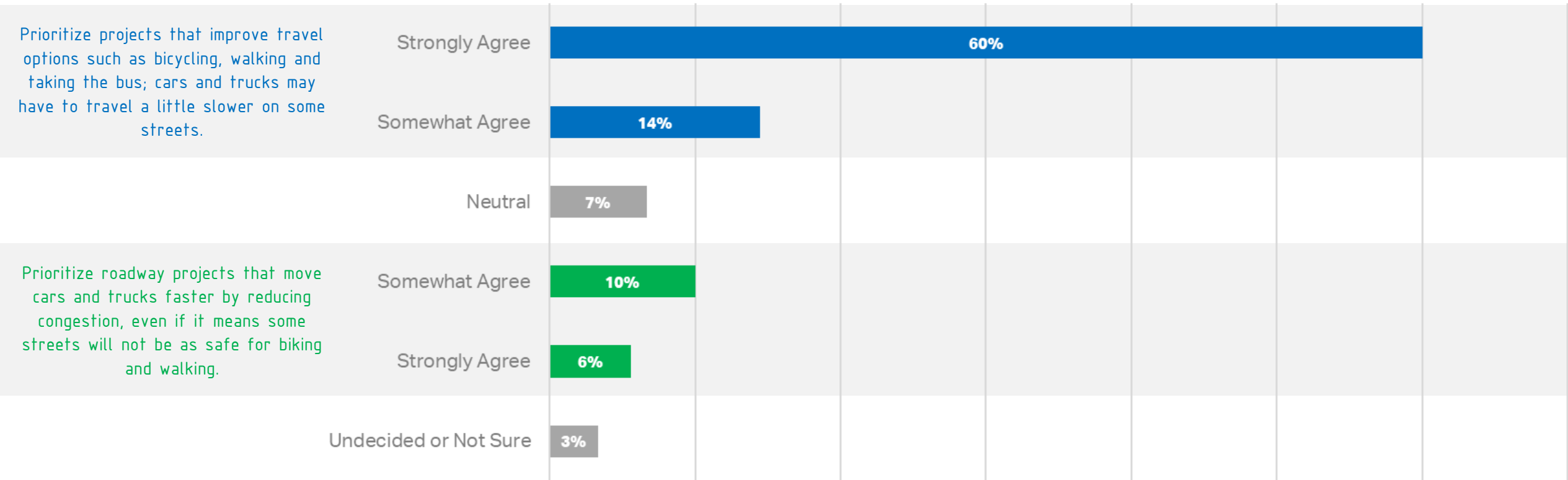
- **Age**

- 34% – 18 to 44 years
- 42% – 45 to 64 years
- 24% – 65 or over

74% of respondents agree with prioritizing projects that improve bicycling, walking, and transit, over improving travel for automobiles.

Support for Complete Streets

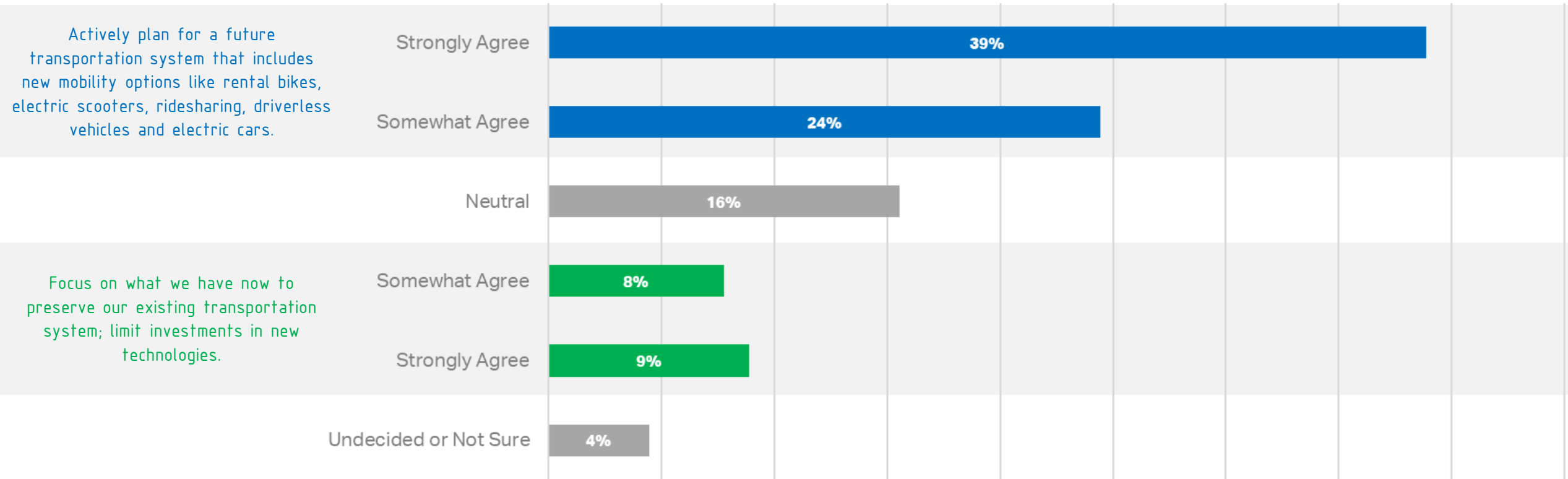
Percent of Respondents



63% of respondents agree with actively planning for new mobility options.

Support for Emerging Mobility

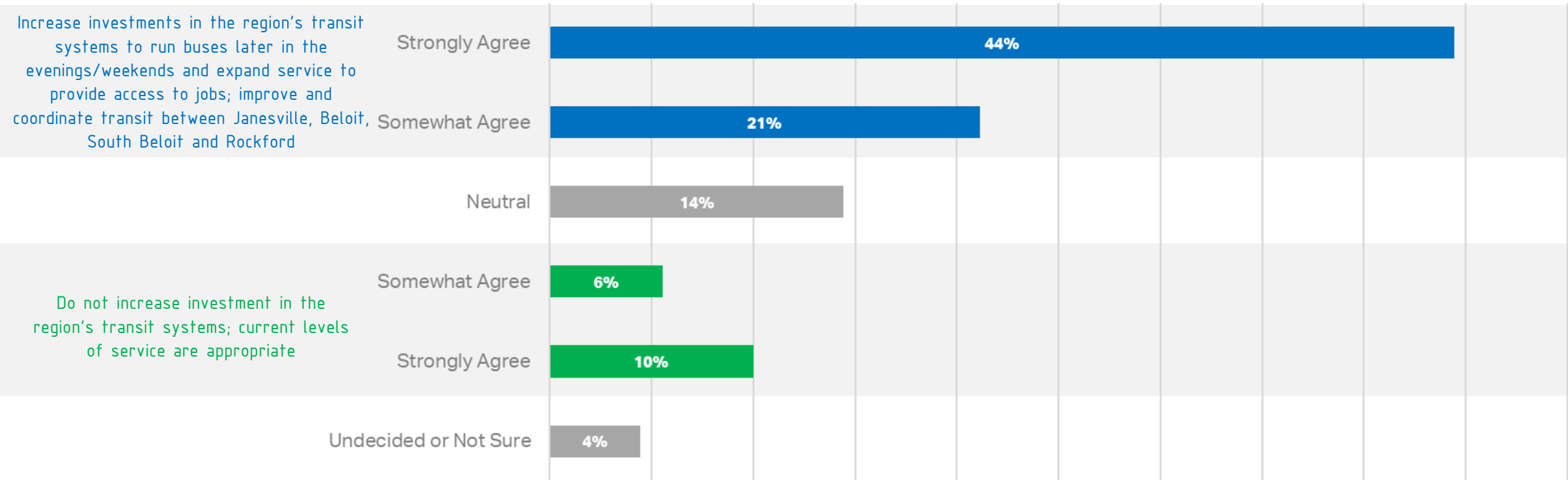
Percent of Respondents



65% of respondents agree with increasing investments in transit.

Support for Transit Options

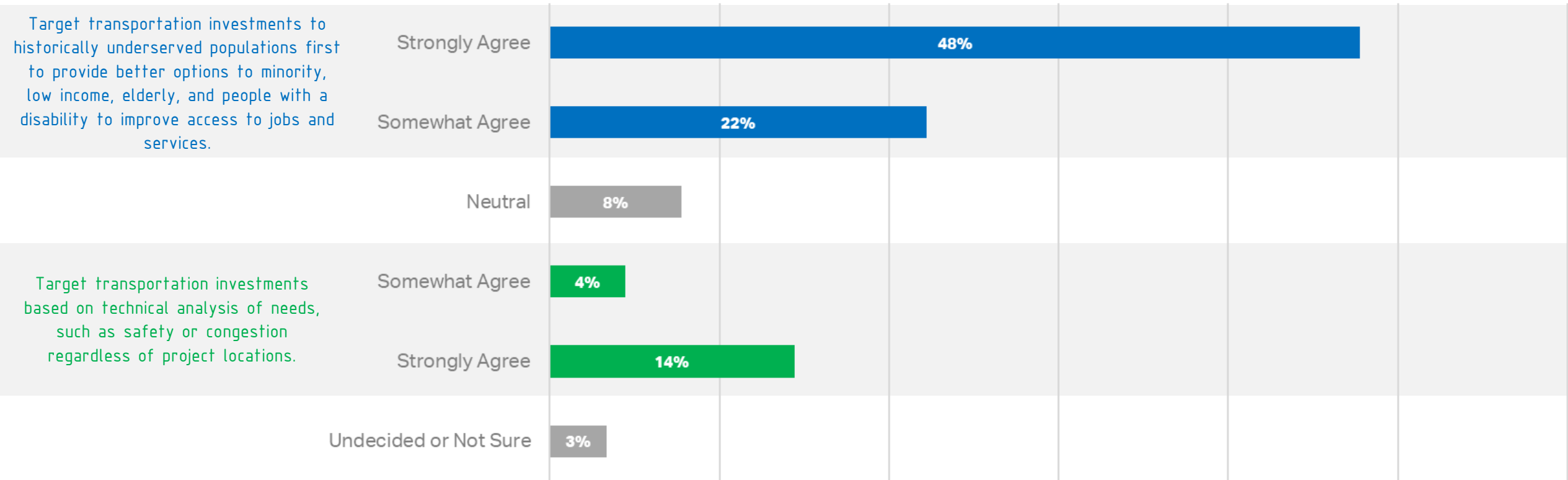
Percent of Respondents



70% of respondents agree with targeting transportation investments for historically underserved populations.

Support for Transportation Equity

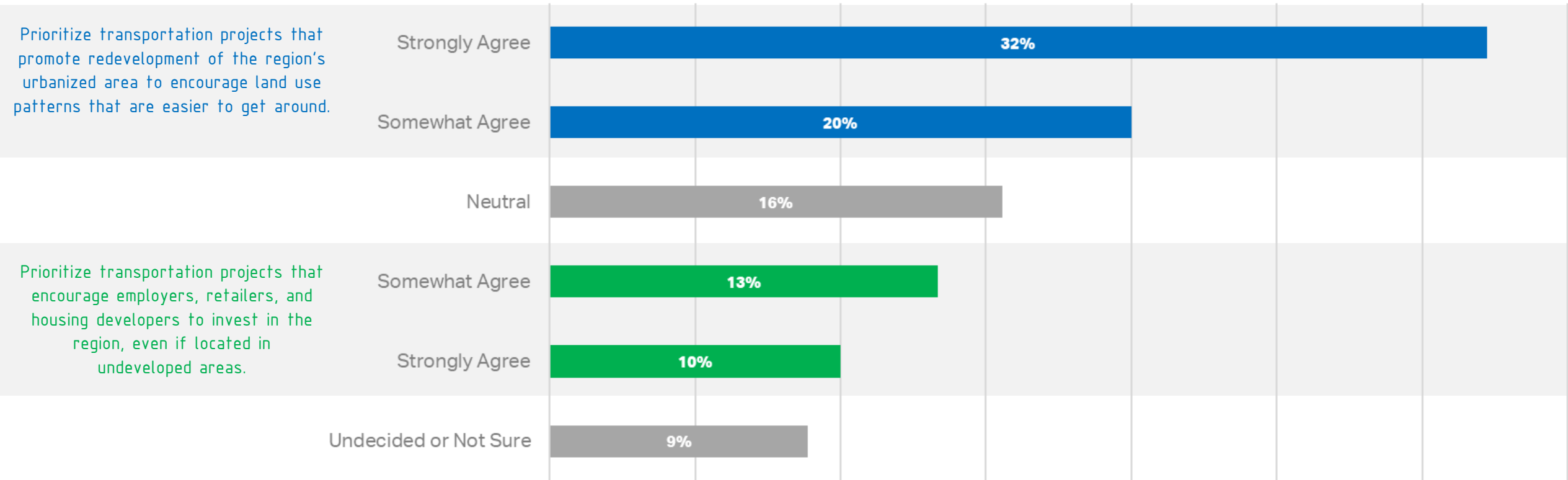
Percent of Respondents



52% of respondents agree with prioritizing transportation projects that promote redevelopment in urbanized areas.

Support for Development

Percent of Respondents





Comments on Vision For Future Transportation in Beloit Area (page 1 of 5)

- The majority of our neighborhoods have no sidewalks and drivers generally drive too fast within them. This creates issues for folks, walking with their children and pushing strollers. Kids and adults riding bikes to work, school or shopping. I live about 4 miles from Walmart, yet would never ride my there, as Rockton Road (travel from east of I90, west to the Rockton Walmart) is way too dangerous to ride or walk on. Some times the same road in near the I90 entrance/exits on Rockton road are scary to drive.
- Urban redevelopment should most certainly be prioritized over green field development. We have lost too much farmland already
- If scooters come to the area, in my judgment, they belong on bike lanes not streets or sidewalks; if this is the assumption, then we need to continue to search out where more lanes can be created not just for scooters but bicycles as well.
- Any chance to shift mass transit infrastructure from large, and largely empty, buses to smaller vehicles (passenger vans) that might reduce carbon footprint and possibly increase the number of vehicles and operational routes?
- People speed way too much, thus making it hard to enter traffic, and very dangerous. More stops, more slow speeds, easier traffic flow. In my opinion



Comments on Vision For Future Transportation in Beloit Area (page 2 of 5)

- This is a very difficult survey to complete. On question 1, "Complete Streets" what does that mean? The questions seem to be set up with diametrically opposing options, why? Also, too many options are lumped in, some I agree with, some not. For example question 2, I agree with some of the mobility modes, but not all. Regarding question 3...is there any research indicating a need to expand or not? Question 4...Why can't we do both? Question 5. Sorry but I don't know what "land use pattern that are easier to get around" means and I'm not sure what you mean by an "urbanized area". This question makes it seem like we can serve poor people or we can serve the business community. Why are they in opposition? I would like transportation that takes into account all community stakeholders. Let's prepare to accommodate potential new modes of transportation. Let's identify problem areas and resolve them, let's be pedestrian and bike friendly and focus on safety and neighborhood development. Let's consider minimizing environmental influences. Let's consider modes that connect us with other communities, like say train travel.
- Transportation should, when appropriate, assist development.
- Cranston road traffic is dangerous. Too fast, too heavy, too loud, not suitable for bikes and pedestrians
- Create and continue the conversation with the state to invest in an infrastructure that involves high speed rail. The City of Beloit is in the position to be a central hub with ""spokes"" to Milwaukee, Chicago, Madison and beyond to the twin cities of Minnesota. Also, get bus routes more accessible and to ALL city parks - working with parks and rec budget to keep these parks Very Well Lit for evening events and use as well- please. Thank you



Comments on Vision For Future Transportation in Beloit Area (page 3 of 5)

- Like in question #2 both options are bad. We spend way too much money on Mass Transportation which empowers no one. We have buses coming from Janesville and buses going to Janesville and the two cities do not coordinate and money is wasted. It would be cheaper to buy everyone a new car than do what you're doing right now. So Sad!
- The addition of bike lanes and pedestrian friendly paths to various municipalities can be one of the greatest transportation-related assets to our community. We have a great start and should continue to expand these.
- I like our quiet neighborhood and would like it to remain quiet. I do not want semi trucks and buses driving on Willowbrook in South Beloit and would like Willowbrook Road between the stateline and Rockton Road to remain a less-traveled street in part because of Prairie Hill Elementary. A bike path along Willowbrook Road would be much more enjoyable.
- Please expand Stone Bridge Trail into South Beloit to improve bike transportation.
- Bike paths and sidewalks are nonexistent and we should be pushing for that.
- Replace buses with smaller vehicles that drive regular routes and add on-call options (similar to Uber). Plan bus routes using local rider data and surveys, not theory that was developed for other communities. Introduce car/bike/electric bike share programs.
- I would like to see the bike path connected between Door road and by Rockton Grade school. Makes me nervous to see people having to walk, jog, bike down Rockton road to get to the path.
- Currently we waste too much money on Transportation. I believe we should use the funds for new tech to empower the individual and not buy a high speed train to nowhere that only the gangs will use to sell their drugs.



Comments on Vision For Future Transportation in Beloit Area (page 4 of 5)

- Do not raise taxes. Be smart like you can be and improve things without taking our hard earned money.
- Any of the questions on this survey are topics that I am not personally familiar with and would need to understand the current needs of specific areas of the community. For instance, question 3 & 4- what is the true need? I interact often with the underserved parts of this community and few that I know have trouble with transportation. Regarding the access to jobs: our region is different than a large city: the jobs are not concentrated geographically and shift work has a significant impact. Those two components might make it unsustainable to successfully serve the population through public transit. Also, there are plenty of local jobs that are not filled, which creates a secondary question surrounding the true need to travel further for jobs. I would never want to say no to the needs of people (especially underserved people) in our community, but more important than a survey is a study that comprehensively researches and understands the true need. Not many people in Beloit have excess finance to give to the government, so it is vital that the government truly understands the needs rather than moving with a trend or spending money in a way that appears altruistic, but doesn't result in real improvements. Investments in undeveloped areas brought Amazon jobs right to the back yards of many of our underserved, so that may be the best course of action to give a possibility for public transit to have an impact in the future. Get jobs here, then there is less reach required for the transit teams. Regarding question 6 - I would love to see underserved areas improved, but I am not aware of sufficient proof that there are transportation projects that can achieve that. One of Beloit's greatest assets is diversity; I moved here into a neighborhood that was under my buying power. *(continued)*



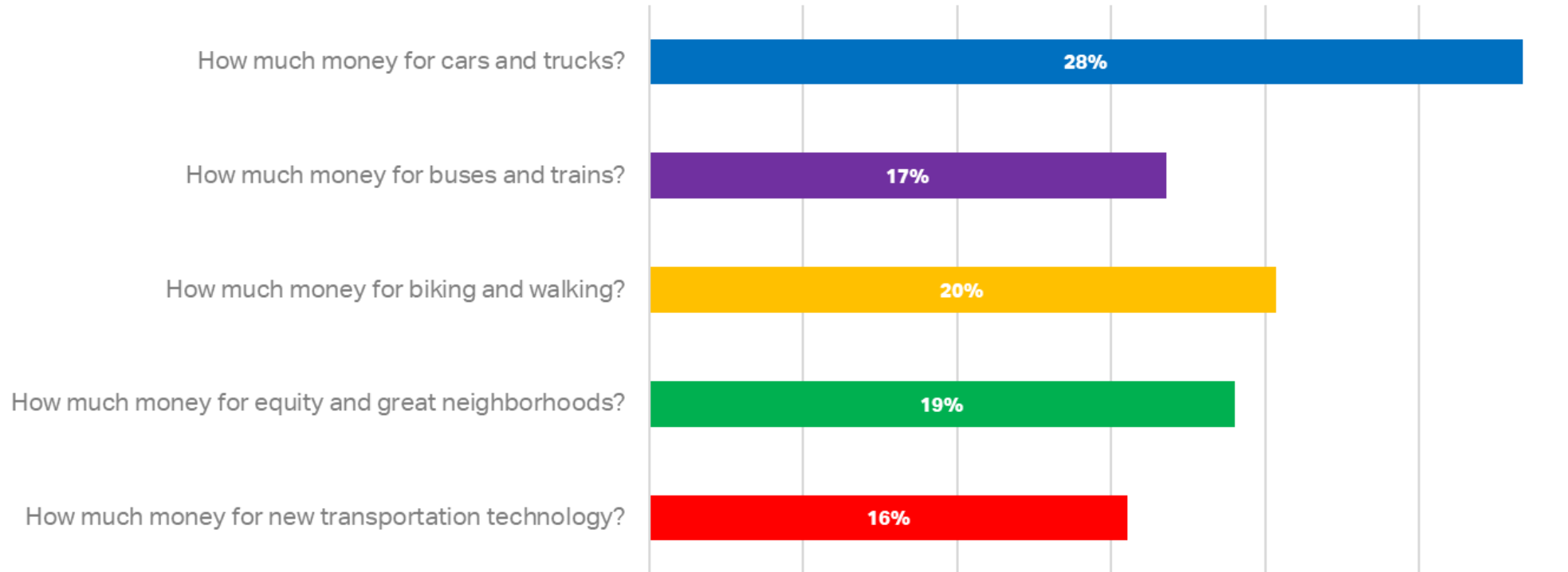
Comments on Vision For Future Transportation in Beloit Area (page 5 of 5)

(continued) My neighbors are diverse in many ways (cultures, language, economics), and it is my favorite thing about my neighborhood. That being said, I worry that I won't be able to stay here long term if safety becomes an issue. Within the first two years of living here, we woke up to gunshots and there were casings found on our property twice. Maybe money could be better spent addressing these concerns. If money is allotted to transportation due to state, federal, or private funding, then spend it on transportation that can make our city safer. Address Colley Road and Strong Avenue, which appear to be passages of choice for bad actors. How can we reduce criminal activity by reducing easy access to our city for criminals from surrounding areas?"

- We may have to switch from large buses which can be very expensive to run -- to smaller vehicles, so that we don't use so much gas each trip when the buses are not fully utilized.
- More bike lanes.

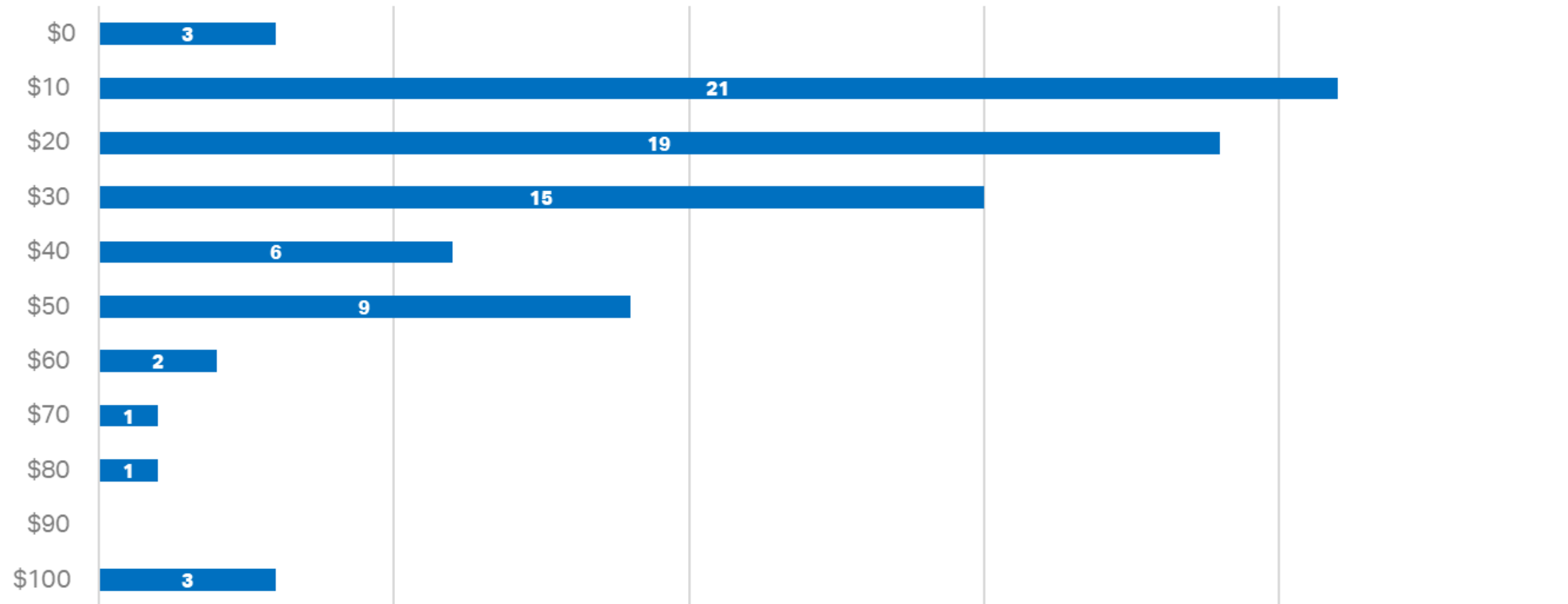
Financial Support for Various Improvements

Respondents were allocated \$100 to spend on the 5 improvements.
The scale represents the percent of money spent on each improvement.



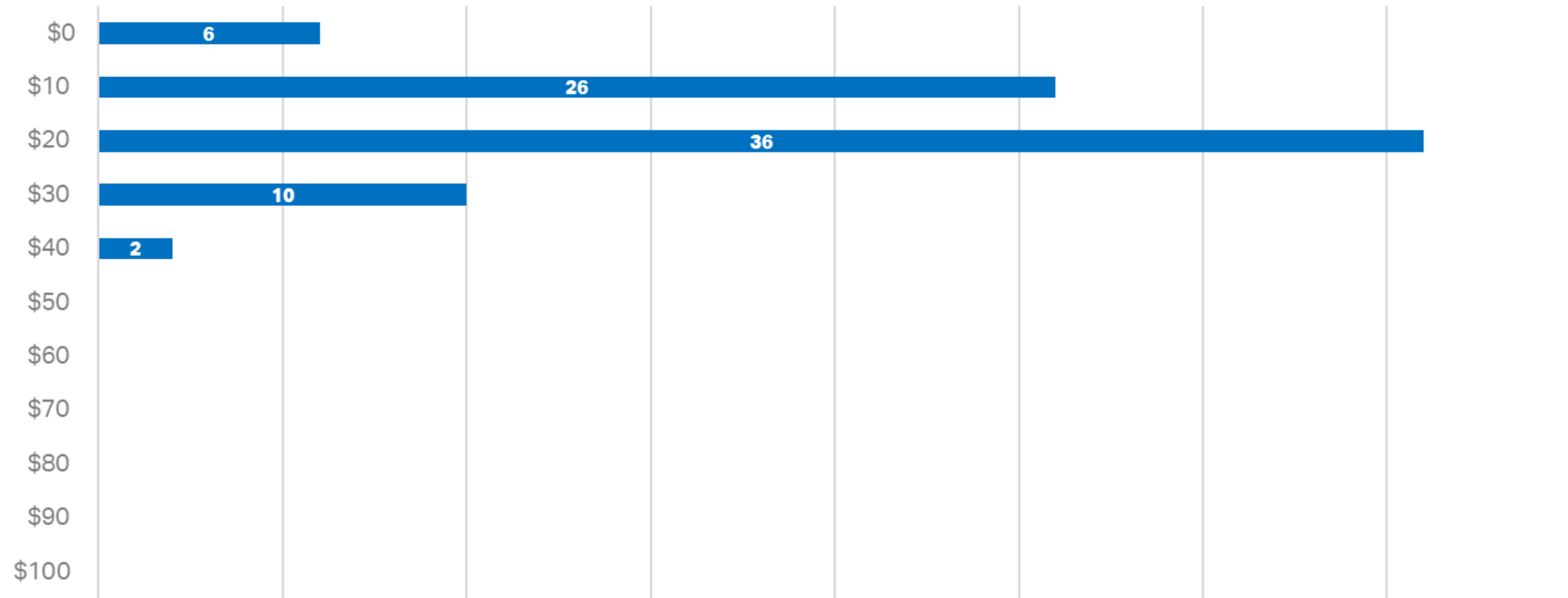
Financial Support for Cars and Trucks

Scale: Number of respondents who spent each amount.



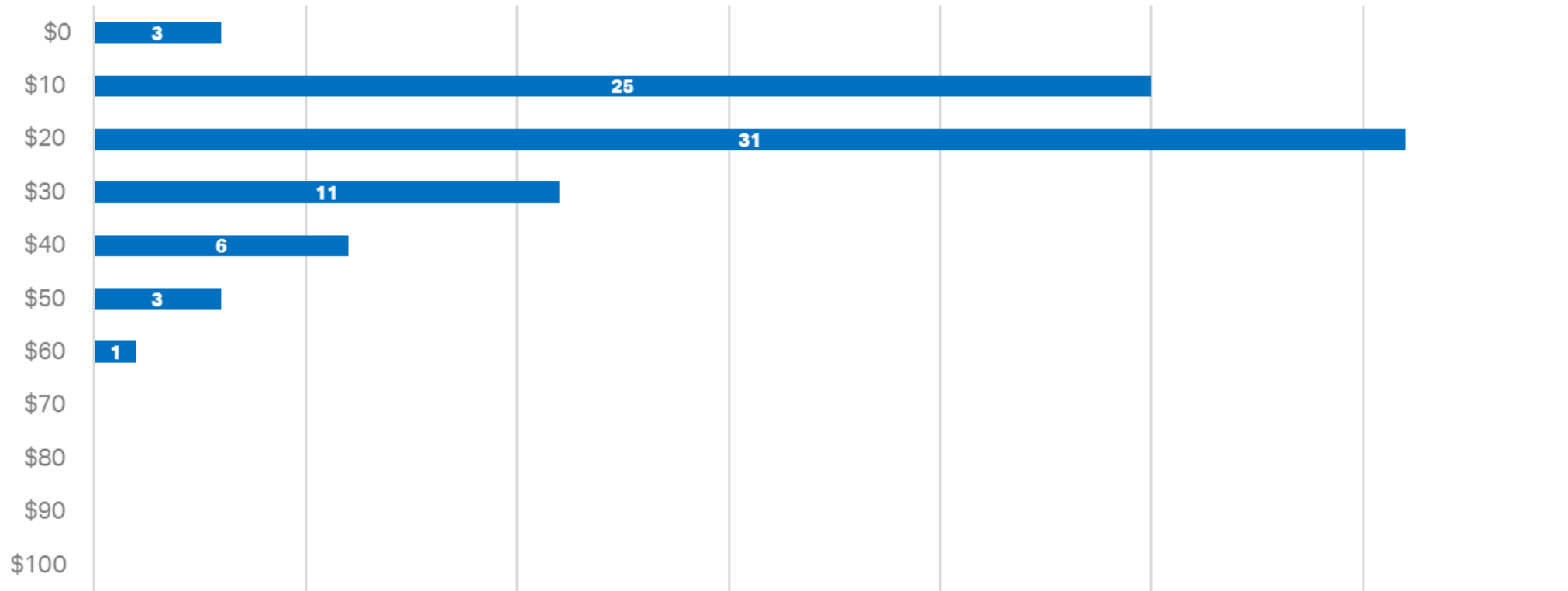
Financial Support for Buses and Trains

Scale: Number of respondents who spent each amount.



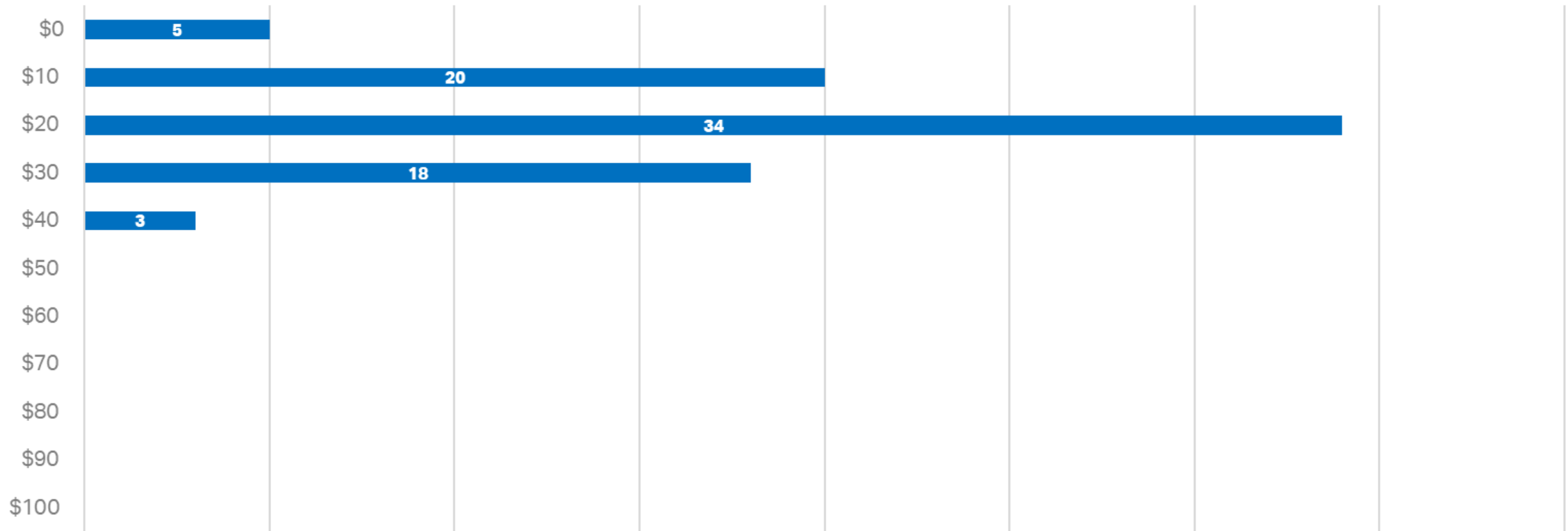
Financial Support for Biking and Walking

Scale: Number of respondents who spent each amount.



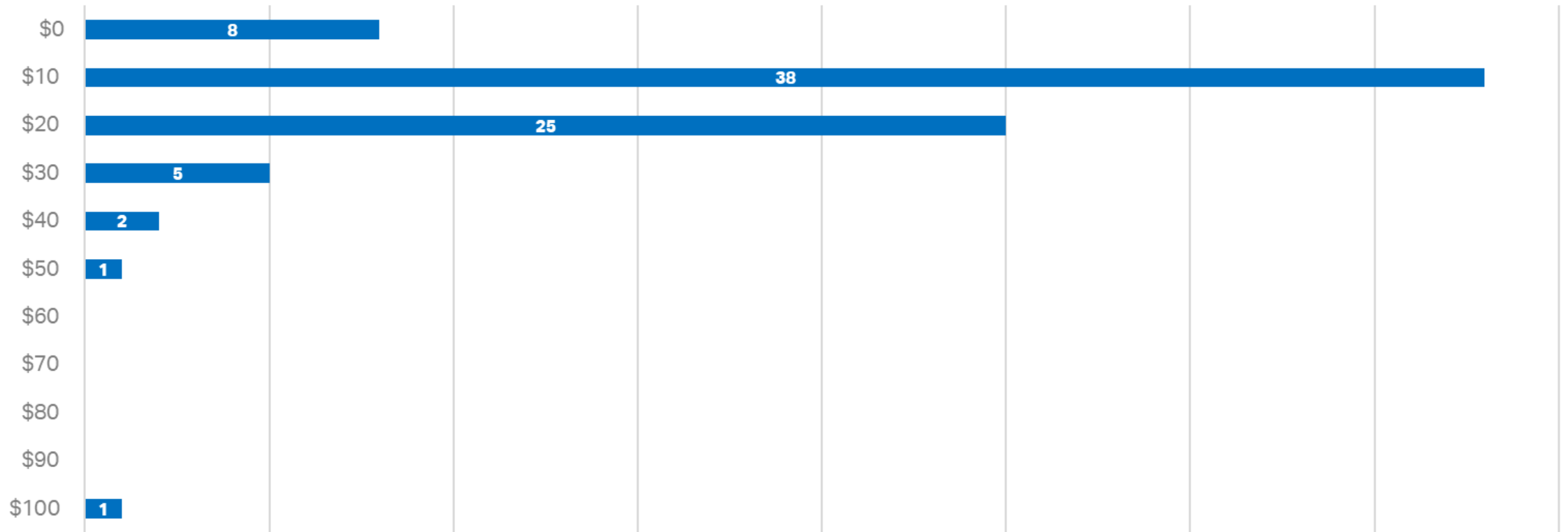
Financial Support for Equity and Great Neighborhoods

Scale: Number of respondents who spent each amount.



Financial Support for New Transportation Technology

Scale: Number of respondents who spent each amount.





Identify ONE (priority) transportation improvement for the SLATS region (page 1 of 6)

- walkability and biking from downtown to residential areas and abundant signage
- Evening bus service; the residents of Beloit are very under-served for transit services and this addition would provide for great connectivity between Janesville and Beloit, and also improve the possibility of evening BJE bus service.
- Continuous bus service connecting Rockford Area to Beloit
- Consistent intercity public transportation between Madison and Rockford, connecting to Beloit and Janesville in between.
- I would NOT invest in a new road, especially the one proposed to the west of the area. No no no
- Create a Hwy 81 Bypass around Beloit so trucks do not go past schools (Fruzen) and through residential neighborhoods; Go from 2 lanes to 1 lane on Milwaukee Rd. going West from Lee Lane to the Milwaukee Rd/White Ave split and then from the Milwaukee Rd/White Ave split going East go from 2 lanes to 1 lane up to Lee Lane.
- Reroute trucks from driving on Milwaukee Rd. and White Ave.
- The area between Culver's and Applebee's gets very congested with long lines wrapping around the corner from Cranston to Culver's. The congestion blocks normal car lanes and is very hard to maneuver when traffic is stopped. Others coming the opposite way from the side driveway blocks those coming from the back area to go onto Cranston. More space or an alternate way to get into Culver's is needed in order to keep the regular vehicle lanes free for everyday driving. Thank you
- Put no parking signs (on the street) back on busy roads and on roads that are too slim for cars to be parking on the street!!



Identify ONE (priority) transportation improvement for the SLATS region (page 2 of 6)

- Bushnell and Wisconsin, on street parking and terrible intersection to see. Corner of Bushnell and Milwaukee always has people cutting the corner short, need yellow lines. Another stop sign on Milwaukee rd and Colley Rd would slow traffic and also make school crossing safer. Dangerous intersection coming out of Walmart by Speedway and across from Little Caesar's... maybe just shut it down. Make it one way in, one way out. (Like Costco on Riverside in Rockford
- Develop Intersection at Madison and Liberty for Traffic Lights
- Driving
- Biking , off road trails connecting as many places as possible
- In the absence of any data that indicates specific need, I'm gonna go for improved time travel.
- more bike paths and more designated bike lanes on roads - especially McKinley between Burton and Newark - that road is a death trap for bike riders
- All beloit streets that need repair asap
- Fix potholes
- Cranston road traffic is dangerous. Too heavy, too fast, too loud, unsafe for bikes and pedestrians.
- Not sure about this as just moved back to the area
- More bus route in all parts of the city - even in "good" neighborhoods
- Beloit can be walkable but it can be scary at times. Crossing the street at lights and stop signs is one of the worst. Please make that easier.



Identify ONE (priority) transportation improvement for the SLATS region (page 3 of 6)

- High Speed Rail – as described in earlier statement. My location suggestion would be an ongoing discussion with rail investor, State of Illinois, and State of Wisconsin– for where it is best suited. You will bring so much revenue to our city if Beloit was the “Hub” with all the spokes moving out in multiple directions!
- Improved streets
- transportation for seniors
- Make biking transportation easier and safer, more bike lanes and side paths!
- Drone delivery plz
- Removal of state highways from Beloit’s City Center which would reduce or eliminate large truck traffic, allow safer speeds, improve the ability for pedestrians to move about safely, improve road conditions, and not impede the utilization of public right-of-ways for functions that create closure conditions.
- local metra train
- Equity in access to transportation.
- improved paths and roads for bikers and walkers. Connecting Beloit, S. Beloit, Rockton, Roscoe so that one can realistically get safely from one town to the next by bicycle or foot.
- Finish the bike path between Walmart and Stone Bridge trail in Rockton
- Biking/walking
- Rockton – All our streets need sidewalks to enable children and families to be safe!
- Need to make transportation safe and less congested regardless of the type



Identify ONE (priority) transportation improvement for the SLATS region (page 4 of 6)

- I would love to see a walking and bike path connecting the northern wynmere neighborhood to the neighborhood south of us, south of the cornfield. I would add red indicator lights to the intersection of Prairie Hill and Willowbrook. I would add street lights and stop signs as neighborhoods ask for them. I would make walking and biking access to site for the new city park (if that is still happening south of Nature at the Confluence) as easy and accessible as possible.
- All paved surfaces from main arteries, to local primary streets and local secondary streets be gutted and repaved with dedicated lanes for bicycles on main arteries and some primary streets and wheelchair accessible corners on all corners.
- It would be great if South Beloit offered a bus option to surrounding area(Beloit, Janesville, Roscoe, Rockton, Loves Park). I am not talking about the service you call and have to wait for but actual bus lines so people can get where they need to go without concern about being late.
- driving, there are no jobs in south beloit, we have to drive outside the area to work
- Expand Stone Bridge Trail into South Beloit
- Bike/walking paths
- Sidewalks in some of the newer neighborhoods that don't have them! I live in rockton, IL in the Kensington subdivision behind Walmart but many neighborhoods in the region do not have sidewalks which is especially hard for younger children
- Driving better roads
- Call for ride service in underserved neighborhoods.



Identify ONE (priority) transportation improvement for the SLATS region (page 5 of 6)

- Intersection safety
- Accessible public transportation across the state line area from smaller communities to Janesville, Rockford, and Chicago
- connect bike path at Door road to sidewalk at Rockton Grade school.
- High Speed Rail Connecting to the ChicagoLand Trains
- Coordinate with others and eliminate redundancies.
- Safe streets ,
- I'd like to see more options for buses, trains (mass transit) that are affordable and run more frequently to help the underserved of the community. If we want them to get jobs, they have to be able to get to the job and back home more easily.
- Slow traffic down on Cranston between Shopiere and Milwaukee and slow traffic somehow on using Cobblestone Ln as a short cut to Cranston. It's dangerous for bicycles, joggers and walkers
- Smooth roads
- Better biking paths/lanes to get to downtown and Walmart areas. Cannot get there safely from many neighborhoods due to no lanes, narrow sidewalks and speeding drivers
- slow traffic speed to 25 on Cranston rd. No need for high speed limits. Very hard to ride bikes in Beloit due to no bike lanes. Please lower speeds.



Identify ONE (priority) transportation improvement for the SLATS region (page 6 of 6)

- If there were any opportunity for a train to surrounding large cities, that is what I would pursue. A Chicago Metra line would give access to higher paying, skilled jobs. I believe this is increasingly important as technology allows people to work from greater distances to their offices and flexibility allows for split work from home/in office schedules. But this is not a researched opinion – only personal knowledge.
- Roadways in beloit need to have a focus on resurfacing.
- Trains
- Complete upgrades to four lanes plus bike lanes for Shopiere/Henry Avenue Corridor.
- I think we need to look at the equity in the neighborhoods and ensure that all people have equal access to transportation that they need to get to work, medical facilities, school and grocery stores.
- Addressing areas where there is a high volume of traffic and high volume of accidents – in a way that takes into account use by buses, cars, bikes, and walking.
- Biking: the lanes are there but they're not maintained. The dirt, rocks, and glass collect in the lanes making the ones are there hazardous.
- More bike paths
- Updating intersections (like Cranston and Shopiere) where left hand turns are not signaled and create traffic log jams.
- Gardner Street corridor, from IL-251 to IL-2, is crucial to economic development and community aesthetic for the City of South Beloit and the greater Beloit region.
- Recreation projects in summer as well as in winter
- Connect all existing residential neighborhoods to commercial areas with bike/walking paths.