



2045 Long Range Transportation Plan

October 2021

Appendix B – Goals and Objectives

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Goals and Objectives

This appendix summarizes the SLATS 2045 LRTP goals and objectives which guide future transportation investments within the SLATS Metropolitan Planning Area (MPA). Eight goals, along with supporting objectives, were developed in consultation with the SLATS Technical Advisory Committee (TAC) and Policy Board, as well as input from the general public through an online opinion survey.

Development of the SLATS 2045 LRTP Goals and Objectives

Generally speaking, goals define a desired end state or outcome, while objectives provide additional detail regarding how the respective goals will be achieved. The following were considered in developing the SLATS 2045 LRTP goals and objectives:

- Federal Planning Requirements
- Statewide (WisDOT and IDOT) LRTP Goals and Objectives
- Public Input
- SLATS TAC and Policy Board Review

Federal Planning Requirements

Federal transportation is funded through multi-year funding bills and the current law is entitled Fixing America's Surface Transportation Act (FAST Act). FAST Act sets the course for surface transportation investments across the United States and emphasizes improving mobility on America's highways, creating jobs, supporting economic growth, and accelerating project delivery and innovation. Administered by the Federal Highway Administration (FHWA), FAST Act identifies ten planning requirements for the metropolitan transportation planning process. These planning requirements play a prominent role in the development of the SLATS 2045 LRTP as they support a **continuing**, **comprehensive**, and **cooperative** (3-C) transportation planning process (**Figure 1**). This process provides for the consideration and implementation of projects, strategies, and services throughout the SLATS MPA. **Figure 2** summarizes the metropolitan transportation planning requirements.

FIGURE 1. 3-C TRANSPORTATION PLANNING PROCESS

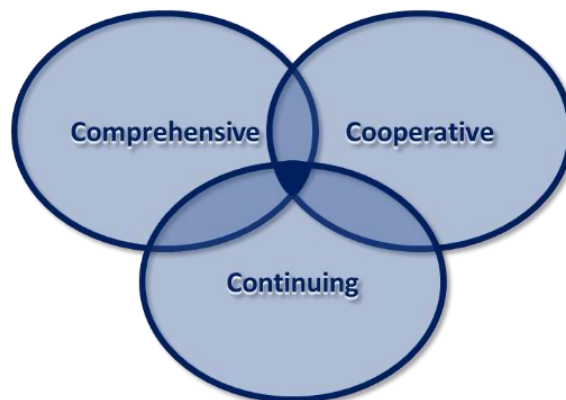


FIGURE 2. FEDERAL METROPOLITAN TRANSPORTATION PLANNING REQUIREMENTS

“The metropolitan planning process for metropolitan planning area...shall provide for consideration of projects and strategies that will...”

Economic Vitality	...support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
Safety	increase the safety of the transportation system for motorized and nonmotorized users;
Security	increase the security of the transportation system for motorized and nonmotorized users;
Accessibility and Mobility	increase the accessibility and mobility of people and for freight;
Environment	protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
Integration and Connectivity	enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
System Efficiency	promote efficient system management and operation;
Preservation	emphasize the preservation of the existing transportation system;
Resiliency and Reliability	improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
Travel and Tourism	enhance travel and tourism.

Source: 23 U.S. Code § 134 [(h) (1) (A - J)] – Metropolitan Transportation Planning.

Emphasis on Equity

In recent years, the United States Department of Transportation (USDOT) and FHWA have placed an increased emphasis on equity. The metropolitan transportation planning process, and LRTP development process, has long required an Environmental Justice (EJ) analysis be conducted to document the potential impacts LRTP projects might have on the most vulnerable members of the community, specifically low-income residents, and minorities. The Americans with Disabilities Act requires accommodation of people with disabilities in the public right-of-way and is also consistent with industry practice to consider the impacts and mobility needs of children and older adults.

Inadequate or substandard transportation infrastructure in low-income and minority communities can significantly hinder a person’s ability to access employment, healthcare, social services, healthy food, and parks/recreation. In some cases, individuals may not be able to use alternative transportation (i.e., accessing bus service/stops, or accessing safe, connected active transportation facilities). In other cases,

low-income and minority communities may face environmental challenges, such as reduced air quality which potentially can have negative health effects.

In developing the SLATS 2045 LRTP, one of the directives was to review the EJ process and identify opportunities to better address equity, including considerations for on-going transportation planning activities. The LRTP can be a powerful instrument to identify strategies that transportation agencies and planning partners can take to increase access to alternative transportation modes, improve safety, improve air quality, and improve connectivity – all of which can support and enhance equity if improvements are targeted in low-income and minority communities. Recognizing the critical importance of addressing equity, the SLATS TAC and Policy Board added the following equity goal and supporting objectives (**Table 1**).

TABLE 1. SLATS 2045 LRTP – EQUITY GOAL AND OBJECTIVES

Environmental Justice and Equity in Transportation System Development -

Prioritize transportation investments that support and improve mobility and access for traditionally underserved residents, workers, business owners, and visitors.

- Actively engage people of color, low income and transient populations, and people with limited English proficiency in transportation system planning and development.
- Prioritize multimodal transportation investments that enhance access to jobs, healthcare, education, and other essential destinations for traditionally underserved residents.

NOTE: A complete list of the SLATS 2045 LRTP goals and objectives is summarized in Table 3.

Statewide (WisDOT and IDOT) LRTP Goals and Objectives

The SLATS 2045 LRTP goals and objectives should be consistent with, and reflect, WisDOT and IDOT statewide LRTP goals and objectives. In turn, the statewide LRTPs must also address the FAST Act ten planning factors, in addition to other federal requirements. **Table 2** summarizes the WisDOT and IDOT statewide LRTP goals. Detailed objectives for each goal are available in the respective statewide planning documents. In short, the SLATS 2045 LRTP goals and objectives support the overarching WisDOT and IDOT statewide goals.

WisDOT Statewide LRTP



WisDOT is currently in the process of updating their statewide, long-range, multimodal plan – which is called *Connect 2050*. The statewide LRTP includes a fresh vision and renewed goals based on current and future socioeconomic issues and trends. *Connect 2050* has five primary goals that focus on Economic Vitality, Safety and Security, Quality of Life and Natural Environment, System Integration and Connectivity, and System Management. The *Connect 2050* vision is summarized below:

WisDOT envisions an integrated, multimodal transportation system that maximizes the safe and efficient movement of people and products throughout the state, enhancing economic productivity and the quality of Wisconsin's communities while minimizing impacts to the natural environment.

IDOT Statewide LRTP

The IDOT statewide LRTP consists of individual chapters centered around each of the LRTP goals. Each chapter includes refined objectives, strategies for implementing those objectives, as well as performance measures for tracking performance in accomplishing the goals. The five primary goals address the economy, livability, mobility, resiliency, and stewardship.

TABLE 2. WISDOT AND IDOT STATEWIDE LRTP GOALS

 <p>Wisconsin Department of Transportation</p>	 <p>Illinois Department of Transportation</p>
<ul style="list-style-type: none"> • Economic Vitality: Maintain and improve the state’s transportation system so it is responsive to global and regional economic needs and changing conditions. • Safety and Security: Create a system that is safe for all users, and agile in preventing, preparing for, and coordinating responses to any incident, whether natural or the result of human activity. • Quality of Life and Natural Environment: Implement and manage a system that balances transportation needs with the natural environment and resource conservation. • System Integration and Connectivity: Bring modes of transportation together to provide a properly integrated system. • System Management: Utilize cost-effective preservation and maintenance techniques to maximize transportation investments. 	<ul style="list-style-type: none"> • Economy: Improve Illinois’ economy by providing transportation infrastructure that supports the efficient movement of people and goods. • Livability: Enhance the quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options, and preserve the environment. • Mobility: Support all modes of transportation to improve Accessibility and safety by improving connections between all modes of transportation. • Resiliency: proactively assess, plan and invest in the state’s transportation system to ensure that our infrastructure is prepared to sustain and recover from extreme events and other disruptions. • Stewardship: Safeguard existing funding and increase revenues to support system maintenance, modernization, and strategic growth of Illinois’ transportation system.

Source: WisDOT Statewide LRTP, <https://connect2050.wisconsin.gov/>
 IDOT Statewide LRTP, <https://idot.illinois.gov/transportation-system/transportation-management/planning/lrtp/index>
 NOTE: Links current as of July 9, 2021.

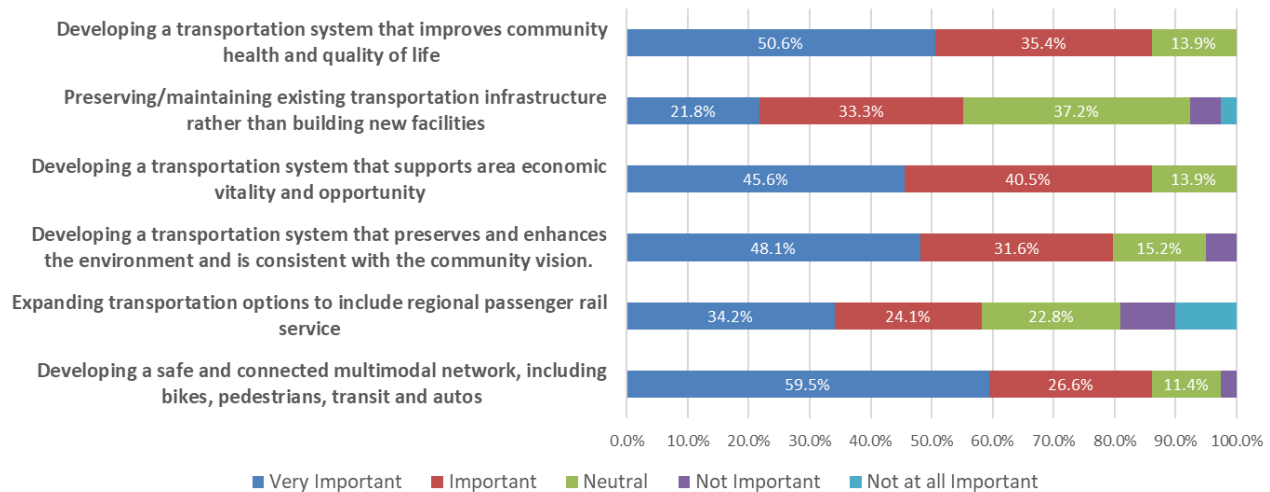
Public Input

Public input is an important consideration in establishing the SLATS 2045 LRTP goals and objectives. An online public survey was conducted in March/April 2021 and included questions that were tailored to reflect the general themes of the LRTP goals and objectives, as well as the metropolitan transportation planning factors. In addition, a specific question relating to passenger rail service was included to gauge the public’s interest and support for a potential future regional passenger rail system (this builds off SLATS Passenger Rail Study which was completed in February 2021).

Figure 3 summarizes the results of a survey question that addressed key LRTP themes. Overall, survey respondents provided favorable ratings to all of the themes by indicating that a respective theme was ‘very important’ or ‘important’ to developing a regional transportation system. The lowest combined ‘very important’ and ‘important’ rating was preserving/maintaining the existing transportation at 55%. Support for a regional passenger rail system had a similar combined approval at 58%.

The highest overall approval was safety. 60% of respondents indicated that developing a safe and connected multimodal network is ‘very important’ for the long-term vision of the region. An additional 27% of respondents indicated it was ‘important,’ resulting in combined favorable rating of 87%. Close behind, with a combined rating of 86%, were developing a transportation system that improves community health and quality of life, and developing a system that supports economic vitality and opportunity.

FIGURE 3. KEY THEMES OF THE SLATS 2045 LRTP VISION



Source: SLATS 2045 LRTP Survey #1 – March/April 2021.

Survey respondents were also asked to describe elements of a “high-quality” transportation system. **Figure 4** provides a word cloud of the open-ended results. Generally speaking, the descriptions reflected similar issues as the key themes. References to ‘safety,’ or maintaining a safe transportation system, received the highest responses. Other responses included a desire for reliable and accessible transportation options, mainly expanded bicycle facilities, and enhanced transit service. Some responses discussed the importance of connecting to communities outside the SLATS MPA. A complete list of survey responses to this particular question are included in *Appendix A – Public Outreach Summary*.

FIGURE 4. WORDS USED TO DESCRIBE ELEMENTS OF A HIGH-QUALITY TRANSPORTATION SYSTEM



Source: SLATS 2045 LRTP Survey #1 – March/April 2021.

SLATS TAC and Policy Board Review

Throughout the development of the SLATS 2045 LRTP, the project team provided project updates to the SLATS TAC and Policy Board through regularly scheduled MPO meetings, as well as a LRTP workshop. Prior to the March 29th, 2021 SLATS MPO meeting, the project team distributed a memo that summarized the recommended updates to the SLATS 2045 LRTP goals and objectives. These recommendations were based on a review of Federal planning requirements, FHWA focus areas, consistency with the WisDOT and IDOT statewide LRTPs, and results of the SLATS public survey #1.

The project team presented the SLATS TAC and Policy Board members with the proposed changes during the March 29, 2021 MPO meeting. The members agreed with the proposed changes and there were no additional edits or modifications requested.

SLATS 2045 LRTP Goals and Objectives

Table 3 summarizes the SLATS 2045 LRTP goals and objectives. These goals and objectives were reviewed and adopted by the SLATS TAC and Policy Board on March 29, 2021. The red text in the table indicates that the goal, and/or objective, has been revised from the 2040 LRTP. Furthermore, as stated earlier, a new goal, and supporting objectives, addressing equity was added as part of the SLATS 2045 LRTP update.

TABLE 3. SLATS 2045 LRTP GOALS AND OBJECTIVES



SLATS 2045 LRTP Goals and Objectives

Red font indicates that the goal/objective has been revised from the 2040 LRTP, or is a new goal/objective added as part of the 2045 LRTP update.

Goals	Objectives
1. Economic Vitality – Prioritize transportation investments that foster regional economic development opportunities.	a. Coordinate transportation, land use, and economic development planning across the state line. b. Develop a transportation system to enhance access to local and regional employment centers. c. Maintain and improve existing transportation links to central business districts within the MPA. d. Improve access to major tourist destinations, including roadways, bicycling, and public transportation.
2. System Preservation – Strategically support and strengthen existing local and regional transportation assets.	a. Strive for sufficient budgetary resources to maintain the existing transportation infrastructure. b. Where possible, enhance the system efficiency of existing travel corridors as opposed to adding new roadway capacity. c. Utilize emerging technology to increase the efficiency of the existing regional transportation system.
3. Mobility and Accessibility – Develop a comprehensive, multimodal system that enhances mobility and accessibility for all transportation users.	a. Enhance connectivity and access in the regional roadway network to facilitate reliable travel conditions. b. Enhance transit connectivity and accessibility within the Stataline Area c. Expand the bicycle and pedestrian system to improve regional connectivity with a particular focus on enhancements to the multi-use trail system. d. Support the development of complete streets which incorporate appropriate transit, bicycle and pedestrian accommodations into roadway improvements. e. Advance regional transit planning, including passenger rail service, to identify opportunities to connect to Rockford, Janesville, Madison, Chicago and Milwaukee.
4. Safety and Security – Improve transportation safety and security throughout the region.	a. Minimize crash exposure within the Stataline Area with an emphasis on reducing fatalities and serious injuries. b. Consider all system users (cyclists, transit users, pedestrians, motorists, freight carriers) when planning, designing and constructing transportation facilities. c. Support public education to promote safe transportation behavior.
5. Environmentally Friendly – Promote transportation investments that preserve and protect the environment.	a. Support transportation system investments that preserve open space and natural amenities, adequately accommodate stormwater runoff, and enhance connections to these regional assets. b. Proactively evaluate, and minimize, the environmental impacts of proposed transportation improvements within the region. c. Identify and expand transportation options that reduce automobile travel and/or promote energy conservation.
6. Healthy Neighborhoods – Provide well-connected, sustainable neighborhoods that enhance quality of life.	a. Facilitate the efficient, effective movement of freight through the region to minimize the negative impacts on residential neighborhoods. b. Support mixed-use, transit-oriented developments that encourage walkable, connected neighborhoods that provide an alternative to driving.
7. Land Use Integration – Strengthen the integration between land use and transportation initiatives to promote transportation system efficiency.	a. Coordinate transportation planning with regional land use plans. b. When appropriate, identify and plan for corridor preservation to accommodate future year capacity needs. c. Plan the transportation system to encourage contiguous development consistent with smart growth principles.
8. Environmental Justice and Equity in Transportation System Development - Prioritize transportation investments that support and improve mobility and access for traditionally underserved residents, workers, business owners, and visitors.	a. Actively engage people of color, low income and transient populations, and people with limited English proficiency in transportation system planning and development. b. Prioritize multimodal transportation investments that enhance access to jobs, healthcare, education and other essential destinations for traditionally underserved residents.