Photo Credit: www.southbeloit.org

2045 Long Range Transportation Plan

October 2021

Appendix E – Comprehensive Plan Review

slats
STATELINE AREA
TRANSPORTATION STUDY

Appendix E

Comprehensive Plan Review

This appendix provides a summary review of the Comprehensive Plans that impact the SLATS Metropolitan Planning Area (MPA). An understanding of transportation and land use policies, and specific projects, plays an important role in the long-term success of the regional transportation system as local development patterns and decision-making impact mobility, efficiency, and mode choice. For example, compact development typically is supportive of multimodal networks to move people more efficiently over shorter distances, which is why transit is most successful in densely populated areas with a mix of land uses. Improved integration of land use and transportation planning requires regional coordination among local agencies to strengthen this relationship. As such, land use decisions can help (or hinder) options for transportation system users to access employment opportunities, goods, services, medical facilities, and other resources to improve the quality of their lives.

This review was conducted for the most recent plan available. It should be noted that some plans are relatively old and may contain some outdated projects and/or policies. As such, it is highly recommended that the SLATS local planning partners review their current plans and if appropriate consider updating the plans to address new issues. Recommendations are included at the end of this memo.

Inventory of Current Comprehensive Plans

General transportation and land use themes have been extrapolated from area Comprehensive Plans and are summarized in **Table 1**. General themes, and relevant transportation improvements, for each Comprehensive Plan follow the summary table.

All of the Comprehensive Plans identify the importance of integrating land use and transportation decisions. In the short term, development near existing city infrastructure, transit service, bicycle and pedestrian accommodations and housing result in lower costs to the community. In the long term, land use decisions can impact future transit opportunities, such as passenger rail service that could connect Beloit to Madison, WI, Rockford, IL and beyond.

Overall, SLATS area jurisdictions/communities place a high value on developing a multimodal transportation system, recognize the need to accommodate future growth and promote economic development, and acknowledge the need to preserve the region's extensive rural character and agricultural resources. For example, the Rock County Comprehensive Plan (2035) acknowledges new and improved transportation corridors are likely to change how land is used not only along those corridors, but also throughout the County. Winnebago County's 2030 Land Resource Management Plan advocates for a balanced transportation system that is integrated with land use policy to enhance economic development, vitality, and community character.

Moreover, the Comprehensive Plans are consistent with the SLATS 2045 LRTP goals, specifically those of preserving and protecting the environment, providing well-connected and sustainable

neighborhoods that enhance quality of life, and strengthening the integration between land use and transportation to promote transportation system efficiency.

TABLE 1. CROSS-CUTTING THEMES CONTAINED IN SLATS AREA COMPREHENSIVE PLANS

Transportation System Vision & Goals							
Vision Statement	City of Beloit	City of South Beloit	Town of Beloit	Town of Turtle	Village of Rockton	Rock County, Wisconsin	Winnebago County, Illinois
Balanced, Multimodal, Support Alternative	■	■	■	■	■	■	■
Safe, Efficient	■	■	■				
Support Economic Development / Vitality	■	■	■	■	■		■
Affordable / Fiscally Sound	■						■
Accessible / Multiple Users	■		■			■	■
Attractively Designed Facilities	■		■				■
Provide Bicycle and Pedestrian Facilities			■	■		■	■
Maintain Existing Infrastructure / Facilities		■	■	■			
Address Capacity Needs / Accommodate Growth	■	■	■	■	■	■	■
Joint Cooperation / Agency Coordination	■		■		■	■	■

Land Use / Development-Related Vision & Goals							
Vision Statement	City of Beloit	City of South Beloit	Town of Beloit	Town of Turtle	Village of Rockton	Rock County, Wisconsin	Winnebago County, Illinois
Maintain / Promote Quality of Life	■	■	■		■	■	■
Protect Natural Resources / Environmentally	■	■	■		■	■	
Desire/Protect Rural Character	■	■	■	■	■		■
Desire Suburban Character				■			
Desire Balance of Urban / Rural Amenities	■		■		■	■	■
Desire Sustainable Land Uses (Agricultural, Forestry)	■	■			■		
Create Sense of Place	■		■				
Coordinate Land Use & Transportation	■	■	■	■	■	■	■

Source: AECOM Review of Most Current Comprehensive Plans, 2021.

City of Beloit

General themes contained in the Comprehensive plan are:

- Implement City Center Vision Plan - starting with the Rock River Parkway.
- Transportation Policy Recommendations:
    - Discourage use of cul-de-sacs.
    - Control driveway access and maintain sight distance.
    - Require sidewalks or pedestrian pathways in all new resident and commercial developments.

- Explore new locations for park and ride facilities.
- Preserve existing rail corridors and reserve sites for stations and related parking facilities for potential commuter rail service.

Specific transportation related improvements include the following:

- Inman/Freeman Parkway connection (Inman from Prairie to CTH S is complete (this is the new CTH BT). A BT extension from CTH S to Hart, and further south to Winchester/Freeman would complete this connection all the way to STH 81 (Milwaukee Road).
- West Side Bypass - Proposed Highway 81 bypass from Nye School Road to state line (This concept, along with potential other corridor concepts, are worth mentioning and should be considered as the communities continue to grow, not necessarily for a bypass, but at least in terms of corridor preservation.).
- Intersection Improvements at:
  - I-43 and Hart Road. (This was completed as part of the I-39 expansion project)
  - Cranston Road and Milwaukee Road (Additional improvements including access control, signal timing adjustments and south frontage road reconfiguration recommended as part of the more recent Cranston Road Corridor Study).
  - Madison Road and Nye School Road (See comment above for West Side Bypass).
  - Shirland Avenue and State Street (Additional improvements including the extension of Shirland recommended as part of the more recent Blackhawk Boulevard Corridor Study).
- Bicycle and Pedestrian Improvements at:
  - Intersection of Cranston and Milwaukee Road (Largely complete along Milwaukee Road, with remaining gap west of Lee Lane a priority project and the subject of recent TAP applications).

City of South Beloit

General themes contained in the Comprehensive plan are:

- City seeking retail development near interstate.
- Missing connectivity between existing trails - future improvements should focus on improving existing trail (Dorr Road Trail) to other key destinations (part of this is currently in process to the State line)
- Improve sidewalk network especially in commercial areas and along arterial roadways.
- Schools are located outside of downtown area and access can be difficult by bike/walking.
- Issues throughout the city of flooding and stormwater management.
- Desire to improve, expand or rebuild existing South Beloit City Hall.

- Recommendation that the city adopt a complete streets policy.
- City should continue to upgrade intersection curb ramps to ADA ramps.

Specific transportation related improvements include the following:

- Realign Yale Bridge Road to intersect Bluff Road at Prairie Hill Road to eliminated offset intersection.
- Add left-turn lane and phase to Blackhawk and Prairie Hill (this was identified in the Blackhawk Boulevard Corridor Study and should be included in the on-going IDOT study. Furthermore, bicycle accommodations along Blackhawk are critical to enhancing regional connections).
- Dearborn and Prairie Hill should be realigned to eliminate closely spaced frontage intersections.
- Add bicycle and pedestrian accommodations and streetscaping to Blackhawk Boulevard, Gardner Street, Prairie Hill Road, Willowbrook Road and Dearborn Avenue.
- Pedestrian Signalized Crossing added at:
    - Gardner Street and Blackhawk Boulevard.
    - Gardner Street and Wheeler Avenue.
    - Gardner Street and Dearborn Avenue.
    - Dearborn Avenue and Cheney Drive.
    - Blackhawk Boulevard and Liston Avenue.
- Trail Connections and Proposed Trails:
    - Connection to Beloit's Trail System - Connector trail east of Rock River from Elmwood Avenue to Shirland Avenue.
    - Connection between Lake Victoria, City Park Trail and Pearl Lake under the RR tracks.
    - Extension of off-street trail along Prairie Hill Road from Blackhawk Boulevard to Willowbrook Road.
    - Trail along Rock River.
    - Stone Bridge Trail extension from Rockton Road to Prairie Hill Road.

Town of Beloit

Themes specific to the transportation network contained in the Comprehensive plan are:

- Review street standards to ensure that the design standards are appropriate for all users (bikes, peds, cars, semi-trailers) without being unnecessarily over-designed.

  - Accommodate the needs of pedestrians, bicycles, transit riders and persons with disabilities in new developments, and develop or modify site review and conditional use standards to address these needs.
  - Identify existing areas of Town that are currently deficient in bike/ped/persons with disability needs – plan for new accommodations as part of any future development.
  - Encourage and incorporate innovative transportation design standards to facilitate multimodal accommodations.
  - Promote ridesharing.
- Evaluate intersection and road segments/areas with realized or potential dangers and identify strategies to calm auto traffic and improve safety.
- Continue to be an active partner with SLATS.
- Identify suitable locations and alignments for local and collector roads that link neighborhoods at the lowest cost and with the least land consumption.
- Limit the use of dead-end streets and cul-de-sacs to cluster developments, or in otherwise desirable development where physical or environmental constraints make them the only feasible option.
- Coordinate the provision and improvement of transportation infrastructure with land use and development within and adjacent to the Town.
- Work with the neighboring jurisdictions to identify strategies and locations for improving connections to the Town of Beloit from I-90/39.

Town of Turtle

General themes contained in the Comprehensive plan are:

- Manage Growth by guiding development to areas of sufficient physical characteristics and supporting infrastructure.
- To provide residents with opportunities to live, work and access recreation in the Town of Turtle.
- Preserve rural and friendly atmosphere within the Town of Turtle.

Themes specific to the transportation network contained in the Comprehensive plan are:

- Provide safe, efficient, and equitable transportation system that meets the needs of diverse users while minimizing impacts on farmland and the environment:
  - Coordinate transportation and land use planning to minimize sprawl and traffic congestion.
  - Ensure safety at railroad crossings.
  - Maintain the efficiency, accessibility, and safety of the Beloit Airport.

  - Ensure that the Town of Turtle be a safe and enjoyable location for recreational transportation, such as snowmobiling, boating, bicycle, and walking.
  - Keep abreast of new transportation trends and advancements and regulate them as appropriate.
  - Continue to ensure that each new buildable lot has safe sight distance and driveway access.
  - Ensure that facilities and services for biking, walking and other non-auto modes of transportation are maintained, expanded and/or created.
  - Promote and improve awareness and utilization of existing transit service, especially those that serve the elderly and persons with disabilities.
- To support regionalism and fiscal responsibility regarding transportation-related improvements in the Town of Turtle:
  - Continue use of the Wisconsin Information System for Local Roads (WISLR) to manage and inventory road attributes, administration, condition, and maintenance requirements.
  - Continue involving Town of Turtle representatives in transportation related committees and planning efforts throughout Rock County and the region.

Village of Rockton

General themes, and specific projects, contained in the Comprehensive plan are:

- Plan and Implement bikeway network in and around village.
- Land development in locations and arrangements which promote walking, biking, and shorter car trips (infill development).
- Realign IL 75 to coincide with IL 2 from Blackhawk Boulevard to Wagon Wheel Road - designate Wagon Wheel as IL 75.
- Add sidewalks on streets currently without and create new ordinance that all new roads are designed with sidewalks.

Rock County, Wisconsin

General themes contained in the Comprehensive plan are:

- County is growing - township sizes may be reduced through potential future Village and City annexation.
- As county grows agricultural land could disappear.
- County will need to increase efforts, including multi-jurisdictional cooperation and planning, to maintain and expand current levels of service to County Residents.
- County's Hispanic and Latino population has increased substantially in recent years.

- Update Town zoning to support Agriculture preservation.

Themes specific to the transportation network contained in the Comprehensive plan are:

- Switch from focus on repairing infrastructure to preventative maintenance.
- Reduce Single Occupancy Vehicle use by increasing bicycle and pedestrian infrastructure countywide.
- Utilize traffic calming devices where there are safety issues.
- Coordinate transportation and land use planning to minimize sprawl and traffic congestion.
- Improve safety at railroad crossings.
- Ensure Rock County be a safe and enjoyable location for recreational transportation.
- Ensure each new buildable lot has safe sight distance and driveway access.

Winnebago County, Illinois

General themes contained in the Comprehensive plan are:

- Firmly establish agriculture's role as a key part of the County's economy and identity.
- Locate new residential development where infrastructure and resources are already available.
- Support existing industrial base.
- Focus growth where it provides the greatest benefit to the County as a whole.
- Maximize investment in existing public infrastructure and services.

Themes specific to the transportation network contained in the Comprehensive plan are:

- Coordinate with fed, state, township, and municipal agencies to promote a proactive balanced transportation system that is integrated with land use policy to enhance economic development, vitality, and community character.
- Review the County's transportation system and related facilities regularly to access the levels of need and efficiently manage financial resources for upgrades.
- Enhance interconnectivity among air, rail, mass transit, highways and non-vehicular pathways and encourage alternate means of transportation.
- Improve the safety and security of the entire transportation system throughout all areas of the County, both urban and rural.
- Minimize the impact of transportation on the environment in accordance with federal, state, and local legislation, regulations, and standards.

- Transfer jurisdictional authority of roads to townships and municipalities, as appropriate, to reduce the number of road miles under the responsibility of the County.

Consistency with Other Modal Plans and Stakeholder Input

The SLATS *Pedestrian and Bicycle System Plan Update* (May 2017) and SLATS *Transit Plan* (May 2020) were also reviewed to identify areas of consistency with the general themes of the Comprehensive Plans. In addition, stakeholder input received during the 2045 LRTP development was also considered. Three themes emerged as part of this process:

1. Implement Bicycle and Pedestrian Infrastructure (Complete Streets principles)
2. Improve Regional Transit Access
3. Support Equitable Transportation Investments

Implement Bicycle and Pedestrian Infrastructure (Complete Streets principles)

The SLATS area has active bicycle user groups and a desire by residents to walk and bike more places. Walking and biking promote a healthier community and can serve as an essential last mile connection to local and regional transit service. The SLATS MPA has several well used trails that are not only used for recreational purposes, but also for commuting and other transportation related purposes. However, physical barriers within the SLATS MPA may prevent residents from using non-motorized modes for some trips. These barriers range from a lack of dedicated bicycle and pedestrian infrastructure, to gaps in the trail network, to difficult road conditions.

Many of the SLATS area plans discuss improving conditions for bicycle and pedestrian users and some mention reviewing street standards but only one, the City of South Beloit, recommends incorporating a complete streets policy. Advancing complete streets policies, or principles, in the region would support the development of bicycle and pedestrian infrastructure and would promote greater focus in the roadway design process. In addition to complete streets policies, an Advisory Committee could help the SLATS region by representing the community needs, making recommendations, and educating residents. The Advisory Committee would be made up of volunteers who are active bicycle and pedestrian users in the community.

While a complete streets policy would improve bicycle and pedestrian infrastructure on existing roads, off-street trails are also important. Several trail connections have been identified by area stakeholders that would improve off-street access. One of these trails, near Fruzen Intermediate school in Beloit, is actively seeking funding. Other connections include connecting the Riverside trail along the Rock River to Big Hill Park and improved connections to Nature at the Confluence.

Improve Regional Transit Access

The SLATS MPA is currently served by the BTS (Beloit Transit Service), a fixed-route bus service in Beloit, WI, and SMTD (Stateline Mass Transit District), an on-demand transit service in the Illinois portion of the SLATS MPA. Existing transit service covers a large portion of the SLATS region and includes regional

access to Janesville, WI and Rockford, IL. However, the existing service has limited frequency and offers limited night and weekend coverage. Additionally, there are connectivity constraints that make it difficult to ride. For example, riders can take SMTD to Beloit; however, SMTD does provide the same service if the trip originates in Wisconsin. While BTS ridership has decreased in recent years, stakeholders and areas plans note the importance of bus service to the community, especially getting people to and from key services including employment, medical appointments and County services located in Janesville.

Improvements focused on enhancing connectivity are a priority. Specific improvements such as allowing SMTD to initiate trips in Wisconsin would greatly improve the functionality for users. Other ideas that were identified in stakeholder interviews include seamless travel via one fare product that would enable travel on multiple transit systems (Rockford Mass Transit District (RMTD), SMTD, Janesville Transit System (JTS) and BTS). Other options for integrating regional transit is through a regional transit governance. This has also been mentioned in previous LRTP updates. The main challenge is addressing the bi-state nature of the SLATS area and lack of RTA legislation in Wisconsin.

Support Equitable Transportation Investments

Equitable investments were a theme across many of the reviewed plans and stakeholder interviews as an area within the SLATS transportation landscape deserving more attention. Food deserts, limited transit access (areas of service, connections, and service hours), neighborhood isolation, and a lack of connectivity to areawide recreational facilities were identified as equity issues in the SLATS region that could to be addressed. Incorporating equity considerations into the identification and evaluation of transportation infrastructure investments and as well as the decision-making process are important steps to support more equitable transportation investments throughout the region.

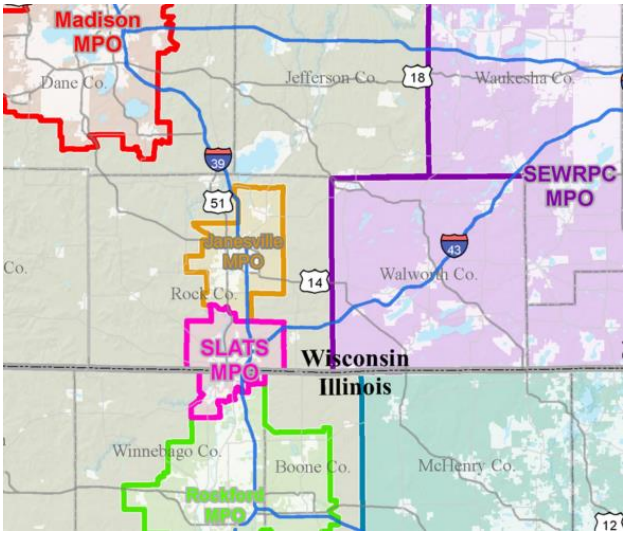
Additional Considerations for Future Comprehensive Plan Updates

The following items were identified through the SLATS 2045 LRTP development process and are included here for future reference. These items could be helpful for local planning partners as they conduct on-going studies, and potentially update their comprehensive plans.

Potential Expansion of Metropolitan Planning Area Boundary

Growth and development along the I-39/90 corridor has been well documented and the area to the east is expected to see much of the projected growth. The completion of improvements to I-43, including the interchange at I-39/90, is likely to also attract future development. As noted in previous LRTPs, the current SLATS MPA boundary currently ends about six miles from the Rock – Walworth County line, and the western boundary of the SEWRPC MPO (see **Figure 1)**. While no action has been taken to date to expand the SLATS MPA, this topic should be revisited following the release of the 2020 U.S. Census data. If changes to the SLATS MPA are necessary, this should be addressed prior to the next LRTP update.

FIGURE 1. SLATS MPA IN RELATIONSHIP TO SURROUNDING MPOS



Enhanced Coordination of Transportation and Land Use Planning

An understanding of transportation and land use policies plays an important role in the long-term success of the regional transportation system as local development patterns and decision-making impact mobility, efficiency, and mode choice. The SLATS LRTP covers over 20 years of potential transportation investments through the horizon year 2045. Given this long timeframe, it is important for the SLATS planning partners to be on the same page when it comes to planning, designing, and constructing future transportation investments that are compatible with future development. Improved integration of land use and transportation planning requires regional coordination and a commitment from local agencies to strengthen this relationship. As such, land use/development decisions can help (or hinder) transportation system users in accessing employment opportunities, goods, services, medical facilities, and other resources.

In accommodating future growth/development, it is important to understand that short-term development decisions can have significant impacts on long-term projects, including potentially negative impacts on the region's larger transportation vision. For example, allowing development to occur without accommodating future transportation corridors, extensions or connections (e.g. a building being placed where a roadway extension is planned or may be needed in the future) is not only shortsighted, but can hinder future growth and economic development and cause connectivity issues, similar to the east-west connectivity issues throughout the MPA. These decades-old decisions have lasting impacts that are difficult to remedy. Two important tools that can address these issues are up-to-date comprehensive plans consistent with the LRTP and up-to-date official mapping.

As another example, SLATS has studied extending regional passenger rail service to the MPA for over two decades. In February 2021, the SLATS Passenger Rail Study identified two potential corridors that might warrant future analysis. While it is too early to identify potential station locations, it is important for local planning partners to understand that short-term development decisions should consider the potential long-term impacts on accommodating future passenger rail service. Planning partners want to avoid short-term decisions that could negatively impact plans to build passenger rail service or make it more difficult and less convenient to access.

Embracing Emerging Technology

Emerging technology will have significant impacts on how the SLATS region develops over the next 20 plus years. The introduction of e-scooters (July 2021) in the City of Beloit is the first of several new transportation/mobility solutions that are likely to impact the SLATS region over the next two decades. Carsharing, such as Zipcar, and ridesharing, such as Uber and Lyft, will likely grow over time as many young adults gravitate toward a model of personal mobility consumption based on pay-per-use rather than upfront purchase of a personal vehicle.

Rapid advances in vehicle technology will also change future mobility. New vehicles, including autonomous and connected vehicles, will allow for self-driving vehicles that communicate with each other. Technology advancements will allow cars to be more closely spaced together on the roadways, thus allowing a facility to accommodate a higher number of vehicles (for example, what we commonly use now for level of service analysis will likely change in the future as a roadway will be able to accommodate more traffic). While still several years away, these features will eventually allow communities and regions to design and construct more efficient infrastructure. For example, a roadway that might typically need 4-lanes could potentially be narrowed to 2-lanes as technology will allow the same number of vehicles to be processed. In many ways, SLATS communities are well positioned to accommodate future technology as 2045 traffic volumes do not indicate concerns related to reoccurring traffic congestion. As such, SLATS communities are able to evaluate select corridors to repurpose the roadway cross section to accommodate bicyclists and pedestrians in the short-term, while remaining well positioned to accommodate future technologies.

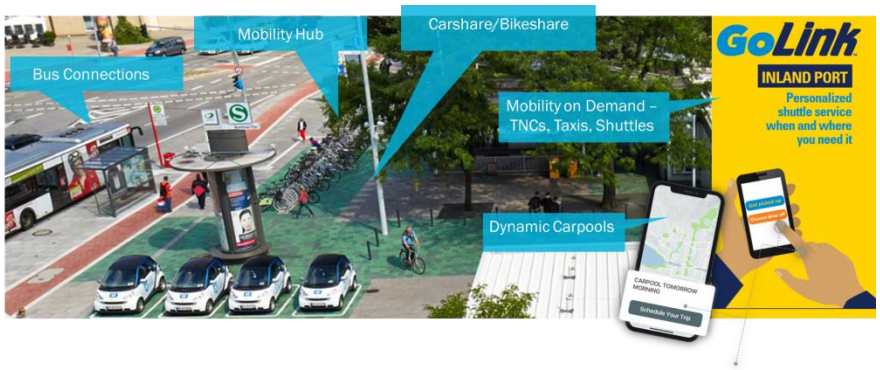
These advancements will not only enhance regional mobility, but they will also enhance safety for the traveling public. Most new vehicles, and most smart phones, already have the ability to provide real-time information that can proactively suggest re-routings to avoid road hazards and call for assistance in the event of an accident. Increasingly, more and more vehicles that will have on-board computer systems that will make decisions and reduce or eliminate human error. As such, technology advancements will support SLATS efforts to support WisDOT and IDOT in reducing fatalities and serious injuries. It will also help reduce crashes involving pedestrians and bicyclists, all of which are stated objectives of Federal transportation performance measures (see **Appendix G** for details on performance measures).

Preparing to Accommodate Future Technology

It remains to be seen what Mobility-on-Demand, Mobility-as-a-Service, or any of the other mobility frameworks of the future will be in practice. That doesn't mean that SLATS and the regional partners should not start thinking about ways to accommodate future technologies. In many ways, the best approach to accommodate future technologies will be in how we plan future development, and how we make future land use decisions.

Mobility hubs, for example, are a concept that bring together multiple mobility options in one location. **Figure 2** provides an example of a conceptual mobility hub from the Dallas Metro area. While this example is from a large metropolitan area, the concept can be scaled to meet the needs of the SLATS region. As shown, this mobility hub incorporates bus connections (which could eventually be automated shuttles to transport people to their final destination), charging ports for an electric carshare station, pick-up and drop-off space for transportation network company (TNC) partners, and bikeshare options.

FIGURE 2. EXAMPLE MOBILITY HUB CONCEPT (DALLAS METRO AREA)



Change is likely to happen unevenly. Simply stated, electric vehicles, or autonomous vehicles, will not overnight replace the current fleet of vehicles on our roadway system. There are still many factors that will impact how quickly technology becomes mainstream. This includes such things as: regulation, social attitudes, privacy/cybersecurity, and equity issues. Furthermore, many drivers will still prefer owning their own vehicles over using shared mobility services.

As SLATS develops through the year 2045, it will be important to keep technology on the forefront of factors that should be considered in future infrastructure decisions. Ultimately, the region should take an approach that will allow new technology to be incorporated into future developments and future transportation investments. Similar to the discussion of passenger rail, SLATS and local planning partners want to avoid decisions that could potentially prohibit the region from utilizing future technologies because short-term decisions override a long-term vision. Identifying a long-term vision to accommodate future technology is an on-going process, and one that will change rapidly as new technology develops.

SLATS and local planning partners should consider the following as the region begins to consider potential future technology investments, and new mobility solutions.

- Continue to monitor the use of the recently introduced e-scooters program in the City of Beloit. This is one of the first significant technology advancements that impacts mobility and it should be studied to determine who is using the service, including determining if it is helping the EJ population improve access to resources within the City.
- Investigate the possibility of adding a bikeshare program. SLATS is well positioned to continue to implement the regional Pedestrian and Bike Plan vision and a bikeshare program could support on-going efforts to expand the use of alternative transportation modes within the region.
- Incorporate future transportation accommodations into the development of the new casino. This location could be an ideal candidate for the development of a future mobility hub. In addition, begin to identify other locations where mobility hubs might be considered throughout the region.
- In the more immediate future, the SLATS region should start to prepare for a transition to electric vehicles. The Infrastructure Investment and Jobs Act, at time this plan was being developed, fully supports a transition to electric vehicles, both privately owned vehicles as well as investments in electric buses. If enacted into law, the program would significantly increase spending for electric vehicles, and electric charging. Current estimates suggest there are 280 million cars and trucks on the road in the US today, of which only three percent are electric. However, there are an increasing number of manufactures that are producing electric vehicles and President Biden's administration has set an ambitious goal to cut carbon emissions in half by 2030. The infrastructure deal would make it easier for Americans to buy and own an electric vehicle. While details could change, the current bill includes $7.5 billion to build half a million electric vehicle chargers across the country. Expanding the charging stations will create a more dependable charging network which is likely to boost electric vehicle sales in the US over the next decade. Any new development planned

within the SLATS region should consider the appropriate facilities to accommodate electric vehicles, including electric vehicle charging stations. Finally, a discussion regarding electric buses is included in the public transportation recommendations.

- While SLATS can help lead the effort to identify an overall vision to accommodate future transportation technology, it is ultimately the local planning partners that must be on-board and implement policies that support the vision. As such, it would be timely for the local agencies to review and update comprehensive plans.

Implementation of Growth Management Policies

While current comprehensive plans are consistent with the SLATS 2045 LRTP goals, specifically those of preserving and protecting the environment, providing well-connected and sustainable neighborhoods that enhance quality of life, and strengthening the integration between land use and transportation to promote transportation system efficiency, many of the comprehensive plans are several years old. As such, the regional planning partners may want to update their comprehensive plans to ensure they reflect current conditions, and are consistent with other planning efforts, including the LRTP.

SLATS supports a future that includes a greater focus on infill development, less urban sprawl, alternative transportation modes and ultimately recognizes that the region needs to continue to manage and preserve existing infrastructure. As funding for transportation projects becomes scarcer, and increasingly competitive, it is critical for the region to have a cohesive vision that maintains the existing transportation infrastructure in a state of good repair, promotes efficient transportation investments, and promotes efficient land use and development decisions.

To support this effort, an update of local comprehensive plans would provide an opportunity to address new topics, such as climate change, infrastructure resiliency, and emerging technology. It also provides local planning partners the opportunity to reinforce sound growth management policies, which cannot be overstated. As an example, the 2040 LRTP identified a future extension of Hart Road (part of a long-term vision for an eastern loop) that is likely no longer possible due to a proposed development. This LRTP sets forth a vision for the region and encourages local planning partners to utilize this as a guiding resource for future planning and development activities. Some growth management policy considerations that should be reviewed, discussed, and incorporated into future planning efforts, and plan updates, include:

- Maintain a compact and orderly pattern of urban growth and development to promote an efficient use of present and future public investments in roadways, utilities, and other services.
- Maintain balanced land use patterns that provide for residential, commercial, industrial, and public uses as the region grows.
- Preserve open spaces and natural areas in developing areas.
- Ensure all developments are adequately served by a multimodal transportation system, avoiding disconnected enclaves.
- Apply Complete Street standards to all new and reconstructed streets and corridors.
- Ensure balanced neighborhoods provide a variety of housing types and densities that are safe and well-maintained, and that are well-connected to work, shopping, education, and recreation destinations.
- Promote Transit Oriented Development that encourages mixed-use development by integrating housing, office, retail, parks, and other civic uses within a short walking distance of a bus stop, or potential future passenger rail station.
- Maintain adequate service levels and current response times for emergency and public safety services as the region grows geographically.