Beloit Metropolitan Planning Area

The State Line Area Transportation Study (SLATS) is the designated policy body responsible for continuing, cooperative and comprehensive urban transportation planning and decision-making for the Beloit Metropolitan Planning Area.

The Beloit Metropolitan Planning Area consists of the city of Beloit and the Beloit Urbanized Area, including all or portions of the 8 contiguous villages, cities, counties and towns that are or are likely to become urbanized within a 20-year planning period. It includes municipalities in Wisconsin and Illinois. The planning area currently consists of:

- Cities of Beloit and South Beloit
- Village of Rockton
- Towns of Beloit and Turtle
- Township of Rockton
- Counties of Rock and Winnebago

About Multimodal Corridors and Planning Areas

The Connections 2030 planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. In some cases, these corridors have endpoints in or pass through metropolitan planning areas. These corridors collectively represent a starting point toward long-term implementation of Connections 2030 and the corridor management process.

These multimodal corridors:

- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes

Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes, such as rail, pedestrian, and transit, which influence the mobility, capacity, safety and other functional elements of the corridor.

For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.
Beloit Metropolitan Planning Area

Current and Proposed Future Activities

These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the "Important Notes about What is Depicted" for more information or contact the WisDOT Region Office.

Overlapping Corridors

Short-Term (2008 – 2013)

• I-43
  Construct bridge at Lathers Rd (Beloit)

• US 51
  Reconstruct from Emerson St to Henry St (Beloit)

• Bicycle/Pedestrian
  Provide urban and rural accommodations along US 51 from Henry Ave to Pilhow Rd in Beloit

• Commuter Bus/ Fixed Guideway
  Support studies of commuter bus or rail service in Dane, Rock and Walworth counties with potential links to Rockford, IL and Chicago, IL

• Public Transit
  Support regional service expansion to include Janesville and Beloit in Wisconsin and Rockton, Roscoe, Rockford and Belvidere in Illinois

• Public Transit/Fixed Guideway/Transit
  Implement results of the South Central Wisconsin Commuter Transportation Study. Transit alternatives include commuter rail service from Janesville and/or Beloit to the Harvard, IL, Metro station, commuter rail service from Madison to Rockford, IL, via either Milton or Evansville, bus rapid transit between Madison and northwestern Rock County, IL, express bus service from Madison to Rockford, IL, and feeder bus service from Beloit and/or Janesville to the Harvard, IL, Metro station

Mid-Term (2014 – 2019)

• WIS 81
  Construct enumerating Major project from Nye School Rd (west side of Beloit) to Illinois/Wisconsin state line which may include bypassing Beloit and adding lanes and/or capacity

• Bicycle/Pedestrian
  Provide urban accommodations along WIS 213 from Wisconsin/Niagara border to S. Nye School Rd (Beloit)

• Bicycle/Pedestrian
  Provide urban accommodations along WIS 81 from Paddock Rd (Beloit) to I-43

• Intercity/Feeder Bus
  Support new intercity/feeder bus service between proposed Madison rail station and Chicago, IL, passenger rail station with stops in Janesville and Beloit

Important Notes about What is Depicted

The map shows currently programmed and proposed future activities (as of December 31, 2007) that have significant impacts on the planning area. Not all projects or initiatives are mapped, and additional analyses, including an environmental document, will be conducted before any of the projects or activities are completed. These analyses may include studying alternatives (including a no build/no change alternative) with public involvement opportunities as appropriate. Resources and shifting priorities may impact WisDOT’s implementation of any proposed activity within the time frames identified. WisDOT will remain flexible in the implementation of Connections 2030 recommendations. The map and table activities on the following page reflect actions identified in:

- Connections 2030 policies
- WisDOT’s Six-Year Highway Improvement Program (2008 - 2013)
- Other WisDOT program data
- Other WisDOT plans and studies
- Metropolitan planning organizations’ (MPOs), regional planning commissions’ (RPCs) and tribal long-range transportation plans

For information on funding and implementation priorities, see those Connections 2030 chapters. For more information on transportation projects, contact the WisDOT Region Office (see Connections 2030 or www.dot.wisconsin.gov/projects/ for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.

Overlapping Corridors

Long-Term (2020 – 2030)

• I-39/90
  Replace bridge over railroad tracks south of I-43 interchange if supported by environmental document

• US 51
  Prepare corridor plan from WIS 11 (Janesville) to WIS 81 (Beloit)

• WIS 214/WIS 81/ US 51
  Study bypass alternatives along I-39 to WIS 81 around west side of Beloit to WIS 213 to Town Line Rd

• Bicycle/Pedestrian
  Provide urban accommodations along WIS 213 from S Nye Rd to the MPA boundary

Entire Planning Period

• I-39/90
  Complete corridor plan from Illinois/Wisconsin state line to US 12/18 and study interchanges at I-39/90 and County Rd S (Rock Co.) and I-39/90 and I-43. Implement plans/study results, which may include reconstructing interchanges, adding lanes and/or capacity, if supported by environmental document and process leading to candidate Major project enumeration

• WIS 11
  Construct candidate passing lanes from WIS 11 to Bilt St (Beloit) if supported by environmental document

• Airports
  Support continued preservation, maintenance, and infrastructure projects at State Airport System Plan airports

• Bicycle/Pedestrian
  Support accommodations and linkages to create a connected network that provides accessibility along and across facilities

• Bicycle/Pedestrian
  Add key linkages into metropolitan areas

• Fixed Guideway
  Support studies and implementation of potential new commuter rail service from Rock, Walworth, Racine and Kenosha counties to Chicago, IL

• Intercity Bus
  Support continued intercity bus service between Madison and Chicago, IL, with stops in Janesville and Beloit, and between Minneapolis/St. Paul, MN and Chicago, IL, with stops in East Clare, Tomah, Wisconsin Dells, Madison and Beloit

• Local Roads
  Support continued preservation, maintenance and infrastructure projects

• Public Transit
  Support continued service and vehicle replacement for the Beloit Transit System

• Public Transit
  Support regional service expansion for the Beloit Transit System

• Rail Freight
  Preserve existing freight services and corridors

• Specialized Transit
  Support continued service and encourage improved service coordination

• State Highways
  Preserve and maintain infrastructure

• State Highways
  Construct grade separations at rail crossings if supported by environmental document

• State Highways
  Improve traffic movement with traffic operations infrastructure strategies
Planning Area Map – Data Definitions and Sources

Data Definitions

Corridors 2030
(See Connections 2030 Chapter 5, Preserve and Maintain Wisconsin’s Transportation System, for more information.)
- Backbone system: Multilane, divided highways interconnecting all major population and economic centers of the state and linking them to the national transportation network
- Connector system: Two- and four-lane highways directly linking other significant economic and tourism centers to the Backbone system

State Access Management Plan vision
(See Connections 2030 Chapter 9: Promote Transportation Efficiencies, for more information.)
- Tier 1: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at interchanges (with some existing safely spaced, locked and gated emergency vehicle driveways and a few isolated field entrances possible at select locations)
- Tier 2A: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances)
- Tier 2B: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, lower volume private, residential, field or emergency service driveways
- Tier 3: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, higher volume private, residential and field or emergency service driveways
- Tier 4: By 2030, in rural areas (outside of city and village boundaries), access to the highway will be at safely spaced driveways and roads

State Airport System Plan classifications
- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft up to and, in some cases, including wide body jets and large military transports
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service
- General utility: Intended to serve virtually all small aviation single and commuter air service
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet aircraft up to and, in some cases, including wide body jets and large military transports
- Basic utility: Intended to serve all small-engine piston aircraft and many of the smaller twin-engine aircraft (both piston and turboprop) with a maximum take-off weight of 12,500 pounds or less
- Public and specialized transit: WisDOT, January 2008

Urban/urbanized areas
- Urban areas: Areas with populations between 5,000 and 49,999
- Urbanized areas: Areas with populations of 50,000 or more

Data Sources

Annual average daily traffic (AADT)
- Current data: WisDOT, 2005 Wisconsin Highway Traffic Volume Data, December 2006
- Forecast data: WisDOT, August 2007

Engagements
- Current data: WisDOT, 2006 Wisconsin Aviation Activity, April 2007

National Highway System (NHS) intermodal terminals
- Federal Highway Administration, October 2007

Passenger rail ridership
- Current data: WisDOT, 2007
- Forecast data:
  - Forecast year 2020
  - Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Grandville)

Population
- Current population: Wisconsin Department of Administration, 2006
- Current Age 65 and older population: 2000 US Census, Summary File 1, Variable P12: Sex by Age
- 2030 Age 65 and older population: Wisconsin Department of Administration, Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030, January 2004

Truck volume
- WisDOT, August 2007

Public and specialized transit
- WisDOT, January 2008

Wisconsin Metropolitan Planning Organizations (MPOs)
- Dubuque Metro Area Transportation Study, 2013 Long-Range Transportation Plan
- Duluth – Superior Metropolitan Interstate Council, Access and Mobility for People and Freight 2030, September 2005

Wisconsin Tribal Transportation Plans
- Bad River Band of Lake Superior Tribe of Chippewa Indians, Long Range Tribal Transportation Plan, July 2006
- Forest County Potawatomi Community, Long Range Transportation Plan, March 2008
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, 2006 Transportation Plan Update, November 2006
- Lac du Flambeau Band of Lake Superior Chippewa Indians, Long-Range Transportation Plan, February 2007
- Menominee Nation, Menominee Indian Reservation Long-Range Transportation Plan, May 2007
- Oneida Tribe of Indians of Wisconsin, Transportation Improvement Plan, December 2003, amended March 2007
- Red Cliff Band of Lake Superior Tribe of Chippewa Indians, Long Range Transportation Plan for the Red Cliff Reservation, February 2006
- Sokaogon Chippewa Community, Long Range Transportation Plan, March 2007

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