

RATS **ROCKFORD AREA TRANSPORTATION STUDY** **METROPOLITAN PLANNING ORGANIZATION**

POLICY COMMITTEE

CHARLES E. BOX, MAYOR, ROCKFORD
JOSEPH F. SINKIAWIC, MAYOR, LOVES PARK
STEPHEN KUHN, PRESIDENT, MACHESNEY PARK
WILLIAM D. OST, DISTRICT ENGINEER, IDOT DISTRICT 2
EUGENE R. QUINN, CHAIRMAN, WINNEBAGO COUNTY BOARD

TECHNICAL COMMITTEE

LOVES PARK TRANSIT / BELVIDERE-BOONE COUNTY REGIONAL PLANNING
BOONE COUNTY HIGHWAY / ILLINOIS DEPARTMENT OF TRANSPORTATION
ROCKFORD MASS TRANSIT / WINNEBAGO COUNTY PUBLIC WORKS
WINNEBAGO COUNTY PARATransIT / CHERRY VALLEY PLANNING
ROCKFORD COMMUNITY DEVELOPMENT / LOVES PARK PLANNING
GREATER ROCKFORD AIRPORT / MACHESNEY PARK PLANNING
ROCKFORD PUBLIC WORKS / WINNEBAGO COUNTY PLANNING

POLICY COMMITTEE **MEETING MINUTES** **November 16, 1995**

The following are the minutes of the November 16, 1995, RATS Policy Committee meeting held in the Machesney Park Village Hall.

MEMBERS PRESENT:

Chairman Joseph F. Sinkiawic, Mayor of Loves Park;
Charles E. Box, Mayor of Rockford;
Eugene R. Quinn, Chairman of the Winnebago County Board;
Stephen Kuhn, President of the Village of Machesney Park;
William D. Ost, District Engineer of IDOT District 2.

OTHERS PRESENT:

Allen Verdun, Mary, IDOT,
Capovilla, Scott, Citizen/Developer;
Dust, Wayne, City of Rockford;
Ernst, Stephen, City of Rockford;
Gilles, Jeffrey A., Citizen/Developer;
Heinen, Ron, Winnebago County;
Jacobson, Dan, Loves Park Planning;
Mahajan, Pan, Winnebago County;
McIntyre, Gary, RATS Staff;
Noel, David, Winnebago County Planning;
Petrotte, Russ Petrotte, RATS Staff;
Prater, Brian, Rockford Register Star;
Smith, Bill, IDOT;
Stevens, Jim, Citizen.
Signalization exists, is planned in the near future, or is highly probable along Perryville at State Street, Argus Drive, Guilford Road,

1. CALL TO ORDER: The meeting was called to order at 2:10 p.m. by Chairman Sinkiawic. All voting members were present except Gene Quinn who arrived at approximately 2:15 p.m. during the presentation on the Perryville Road Corridor Study.

2 - 3. APPROVAL OF MINUTES: Minutes of the July 27, 1995, and October 5, 1995, meetings were presented for discussion. Bill Ost stated that the minutes of October 5th should be corrected with reference to the project cost for the U.S. 20/ Meridian Road project. The cost should read \$300,000, not \$3 million. With the above correction noted, Mr. Ost moved to approve both sets of minutes. The motion was seconded by Charles Box, and approved unanimously without further discussion.

4. PERRYVILLE ROAD CORRIDOR STUDY: Ron Heinen gave a detailed presentation on the work conducted by the County Public Works Department and the RATS Technical Committee regarding access points on Perryville Road between State Street and IL-173.

Spring Creek Road, Old Spring Creek Road, Riverside Blvd., Mulford Road (T-intersection), Harlem Road and IL-173.

Pending future warrants, signalization is possible at the following locations, based on a general spacing at half-mile intervals: Colosseum Drive, Rote Road, Spring Brook Road, Windsor/Nimtz Road (full intersection), and Hart Road.

Access to Perryville exists or is planned at Crimson Ridge, Sentinel Road, Weaver Road (access to West only), Rock Valley Pkwy., Rock Valley Pkwy 2, the Nimtz access, the Lehamann access (full access), the Goebel access, an intermediate access between Harlem and Hart Roads, and an intermediate access between Hart Road and IL-173. However, the access at Sentinel Road, the Nimtz access and Goebel access will allow right-in and right-out only.

Mr. Heinen distributed a summary sheet, entitled Addendum to RATS Resolution 95-12, Perryville Road Corridor, Phase 1, dated November 16, 1995, that provided further details, such as station numbers and interval distances, regarding the above access points. Mr. Heinen briefly repeated his presentation when Mr. Quinn arrived at the meeting. He noted that the planned right-in/right-out at Sentinel Road is predicated on the construction and extension of Rote Road across Perryville (signalized).

In response to questions, Mr. Heinen said the only signals currently planned to be interconnected are those at Argus and State. A freeway ordinance exists over parts of Perryville. Mr. McIntyre presented proposed Resolution 95-12. He explained that 95-12 provides for further RATS support for 95-10 by amending the "Existing and Planned 20-Year Functional Classified System of Roadways" as currently contained in the **RATS Long-Range Transportation Plan** adopted by the Policy Committee on July 27, 1995. Mr. McIntyre presented a series of maps illustrating the changes. Most of the changes revolve around the decision to extend Rote Road across Perryville as a collector facility, and the corresponding

ville that will prevent further access points. Access to other parts of the road will be restricted by further ordinances and by agreement with the various jurisdictions and planning agencies that control the development of various segments. He noted the planning agencies of Rockford, Loves Park, Machesney Park and Winnebago County participated in the development of this plan. He stated completely closing Sentinel is not feasible because there would be insufficient access to many properties already developed along Sentinel. Mr. Ost noted that future warrants may dictate that signals be constructed at all the intersections.

Gary McIntyre distributed copies of proposed Resolutions 95-10 and 95-12 that support the plan described above. He said both resolutions were recommended unanimously by the Technical Committee earlier. Resolution 95-10 is similar to the resolutions RATS has used in the past to adopt access control plans for the State Street Corridor and the IL-173 Corridor. The addendum referred to in 95-10 is the exact addendum dated November 16, 1995, presented and described by Mr. Heinen (as noted above). However, the addendum is mislabeled as the Addendum to Resolution 95-12. It is, in fact, an addendum to both 95-10 and 95-12.

Gene Quinn moved to approve Resolution 95-10 with the Addendum labeled 95-12 attached. The motion was seconded by Bill Ost, and approved unanimously.

downgrading of Sentinel Road from a collector to a neighborhood street. On the "Existing System" map, Sentinel and Shiloh Roads will be removed as collectors (they will become neighborhood or local streets). On the "20-Year Plan" map, Sentinel is also removed as a collector and Rote is extended across Perryville as a collector. McFarland will form a T-intersection with Rote Road. George's Way, on both sides of Perryville, is also removed as a collector; it is no longer feasible.

Chairman Sinkiawic called for a motion on Resolution 95-12 as explained by Mr. McIntyre. A motion to approve was made and seconded. By role call vote, the motion was approved unanimously.

5. TECHNICAL COMMITTEE MEMBERSHIP FOR BOONE COUNTY AND BELVIDERE:

Gary McIntyre distributed copies of the proposed Resolution 95-11 that would add the Boone County Highway Department and the Belvidere/Boone Regional Planning Commission as voting members of the RATS Technical Committee. He recapped the history of this request, and stated the Technical Committee recommended, by a vote of 9-1, that the Policy Committee approve 95-11. Steve Kuhn moved to approve 95-11. The motion was seconded by Gene Quinn. Without further discussion, the motion was adopted unanimously by role call vote.

6. RIVERSIDE BOULEVARD CORRIDOR STUDY:

Ron Heinen explained that the Public Works Committee of the Winnebago County Board requested an access plan for the Riverside Boulevard Corridor and asked that this plan be reviewed by RATS. The County Public Works Department staff and the RATS Technical Committee originally started looking at the corridor in two phases with the segment between Alpine and Mulford Roads as phase one, and the part east of Mulford Road as phase two. Agreement could not be reached regarding what should be done west of Sage Drive but was reached between Sage Drive and Mulford Road. Because there are development pressures in the Sage-to-Mulford segment, the Technical Committee is recommending action on that segment at this time. The Technical Committee will continue working on the more complicated aspects west of Sage Drive and will return to the Policy Committee at a later time with further recommendations.

Mr. Heinen and Mr. Ost discussed the proposal between Sage Drive and Mulford in detail. Mr. Ost noted the Riverside spreadsheet does not include some of the details,

Mr. Heinen distributed a spreadsheet identifying where signals and access points are proposed between Sage and Mulford. Signals exist at Alpine, Applewood, Pavillion, and Mulford roads. Signals are planned at Sage/Renn Hart Hills and Pebble Creek. At the Cub Food intersection, the Committee needs to study the situation more carefully.

Mr. Heinen explained that the Technical Committee acted unanimously to recommend a plan between Sage and Mulford but did not have time to prepare a formal resolution. They are suggesting that the Policy Committee take action by a simple motion at this meeting.

Chairman Sinkiawic expressed strong concern that work proceed as fast as possible to find a solution to the traffic situation west of Sage Drive. Mr. Heinen assured him that the County Public Works Department and the RATS Technical Committee share his concerns. West of Sage Drive, the problems are very complex. Staff has already explored a number of possible corrective actions, but all have shortcomings and other possibilities need to be explored. Hopefully, staff will be able to give a more complete report at the next RATS Policy Committee meeting.

Mr. Ost noted that the Riverside spreadsheet notes eight locations where signals are not planned. He asked how the County would avoid putting signals at these locations. Mr. Heinen said that planners from Loves Park and Rockford have assured him they will follow this plan as they negotiate with developers at these locations. Mr. Ost stressed that, if the plan is not followed and signals are added at all these locations, traffic movement along Riverside will be slowed considerably.

such as where there will be median barriers and frontage roads to provide property access.

Mr. Ost moved that the conceptual plan from Sage Drive to Mulford Road, as summarized

on the Riverside Road Corridor spreadsheet, dated November 16, 1995, be adopted by RATS (attached to these minutes). As part of his motion, he noted that the conceptual plan allows access at numbers 4-13, but additional signals are only being contemplated at Sage Drive and Pebble Creek Terrace. Also, the Riverside center median should be closed at number 11 (Robco Health Care), and all other property access accommodated through interior frontage roads. The motion, as qualified, was seconded by Steve Kuhn. After a brief discussion, the motion was approved unanimously by role call vote.

7. REPORTS ON CURRENT PROJECTS

HARRISON AVENUE EXTENSION: Ron Heinen said he is seeking State and federal approval for selective property purchases prior to project design approval. When extenuating circumstances are demonstrated, this can sometimes be done with federal funds even before the final project design is fully approved. They are also seeking approval on a borrow site. Intersection plans have been submitted to the City of Rockford for the conjunctions of Springfield with Michigan, Pierpont, Hudson, State and Harrison.

WALLENBERG/WOODRUFF EXPRESSWAY STUDY: Russ Petrotte reported that the City of Rockford and their consultant hope to be ready to give a presentation on this study after the holidays.

PARATRANSIT SERVICE TRANSFER: Russ Petrotte said that, starting next Monday, RMTD will be taking over the subscription ridership from WCPS (roughly 120 rides per day). RMTD and RATS staff have asked WCPS to transfer all but one of the remaining Section Mr. Quinn noted that it would seem inconsistent with the criteria to add Boone County without adding Belvidere. Mr. Ost said the criteria can be altered, and it might be desirable to have a high population threshold for municipalities but no population threshold for counties. The counties could represent the

16-funded vehicles to RMTD. One vehicle will be left at WCPS for the purpose of continuing service to Meet-and-Eat, Cherry Valley, Cherry Valley Township, the Epilepsy Association and public aid clients.

BOONE COUNTY POLICY COMMITTEE MEMBERSHIP: Gary McIntyre distributed excerpts from the RATS Cooperative Agreement concerning the membership criteria for RATS. He said the entire Cooperative Agreement needs to be updated to reflect the new language of the Federal ISTEA. This was pointed out by federal representatives at the Certification Review last May. Specifically related to the Boone County request, the membership criteria do not address adding new counties to RATS. Mr. McIntyre distributed a chart showing the populations of the RATS Metro Area. He noted that the Boone County part of the Metro Area, has only 8.2 percent of the 238,000 persons in the Metro Area and most of those are in the City of Belvidere. There are roughly 4,000 Boone County residents inside the Metro Area. Therefore, Boone County can meet the RATS population criteria (five percent) only if the Belvidere residents are counted with the County.

Boone County meets the criteria of having more than three miles of "federal aid" road mileage, but does not meet the criteria of having three miles of daily fixed-route transit service. Mr. McIntyre noted that these criteria were locally developed and could be changed by mutual agreement of the existing RATS members.

smaller cities until they become large enough to meet the threshold.

In response to questions regarding the federal requirements for representation on RATS, Mr. McIntyre said that, aside from assuring the central city has a strong role, it is up to the

local entities to mutually decide how the other entities will have a voice. The action today giving the Boone County Highway Department and the Belvidere/ Boone Planning Commission to the Technical Committee is probably sufficient as far as the federal regulations are concerned. Whether RATS wants to go further is a local decision.

RATS COOPERATIVE AGREEMENT: Mr. Petrotte reiterated what was said earlier about the need to update the Cooperative Agreement to reflect the terminology used in the ISTEPA. Staff is working on this in hopes of presenting a revised draft soon.

OTHER PROJECTS: Mr. Ost said the Mulford/E. State Street Project is nearly complete except for the surface course which is a special material that requires a 50-60 degree pavement temperature when applied. Unless the weather improves we may have to wait until next Spring for this application. Also, the North Main Street Project (from Riverside north) is likely to be halted until next Spring.

Mr. Petrotte said the East State Street Gateway Association, in conjunction with the Rockford Park District, has formed a special task force to examine various issues facing that area, including transportation and circulation. RATS staff is participating as part of this effort, as are staff from IDOT, RMTD and the City of Rockford. Mr. Ost noted pedestrian circulation in that area (crossing State Street) is difficult and not encouraged. The proposal he has heard regarding a shuttle bus system would be helpful both for pedestrians and from the standpoint of relieving some of the vehicular traffic crossing State Street to access different stores or facilities.

8. COMMUNICATIONS: Mr. McIntyre said RATS received a preliminary report from the federal officials regarding RATS Certification. He said we have been certified without conditions. As noted earlier in this meeting, staff is already working toward implementing some of the suggestions made during the Certification review.

9. OTHER BUSINESS: None.

10. ADJOURNMENT: With no further business to conduct, Mr. Ost moved to adjourn the meeting. The motion was seconded by President Kuhn and approved unanimously. The meeting was adjourned at approximately 3:35 p.m.