

RATS **ROCKFORD AREA TRANSPORTATION STUDY**

METROPOLITAN PLANNING ORGANIZATION

POLICY COMMITTEE

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

TECHNICAL COMMITTEE

*ROCKFORD COMMUNITY DEVELOPMENT / LOVES PARK PLANNING
ROCKFORD PUBLIC WORKS / WINNEBAGO COUNTY PLANNING
GREATER ROCKFORD AIRPORT / MACHESNEY PARK PLANNING
WINNEBAGO COUNTY PARATRANSIT / CHERRY VALLEY PLANNING
ROCKFORD MASS TRANSIT / WINNEBAGO COUNTY PUBLIC WORKS
LOVES PARK TRANSIT / ILLINOIS DEPARTMENT OF TRANSPORTATION*

POLICY COMMITTEE MEETING MINUTES OCTOBER 5, 1995

The following are the minutes of the October 5, 1995, RATS Policy Committee meeting held in the Council Chambers of the Loves Park City Hall.

MEMBERS PRESENT: Chairman Joseph F. Sinkiawic, Mayor of Loves Park; Charles E. Box, Mayor of Rockford; Stephen Kuhn, President of the Village of Machesney Park; Eugene R. Quinn, Chairman of the Winnebago County Board; and William D. Ost, District Engineer of District 2 of the Illinois Department of Transportation (IDOT).

OTHERS: Bill Smith, IDOT; Mary Allen Verdun, IDOT, Russ Petrotte, RATS Staff; Gary McIntyre, RATS Staff; Pat Nelson, Citizen; David Noel, Winnebago County Planning; Betty Cleary, City of Rockford Alderman; Dan Jacobson, Loves Park Planning.

1. CALL TO ORDER: The meeting was called to order at 1:36 p.m. by Chairman Sinkiawic. All voting members were present.

2. APPROVAL OF MINUTES: Minutes of the July 27th meeting were not available but will be reviewed at the next Policy Committee meeting.

3. AMENDMENT TO FY95 TIP: Gary McIntyre distributed revised copies of proposed Resolution 95-9 and its accompanying addendum. The resolution will add one project to the FY95 TIP and change the funding arrangement on another. Gene Quinn moved to recommend approval of Resolution 95-9. The motion was seconded by Bill Ost. Opportunity for further comment was

First, IDOT Project 1-96-2 is for interchange lighting improvements on U.S. 20 at West State Street (U.S. Business 20) and at Meridian Road. This project will be added at a total cost of \$3 million, all funded by IDOT. The project was not in the FY95 TIP, but was listed and publicly announced in the proposed FY96 TIP. Second, IDOT Project 1-93-20 (bridge replacement on IL 251 over the Kishwaukee River) was included in both the FY95 TIP and the proposed FY96 TIP as an FY96 project, but the cost of the project has increased since the FY95 TIP was approved and the funding sources have changed since the FY96 TIP was proposed. The project now has a total price tag of \$2.34 million (instead of \$1.64 million) and it will be funded with \$672,000 STP funds, \$1.2 million BRRP funds and \$468,000 State funds (not just BRRP and State funds alone).

Opportunities for public comment on these changes have been afforded as part of the last RATS mail-out and at the Technical Committee meeting last month. Further opportunity is available for comment at this meeting today.

Mr. McIntyre said the Technical Committee voted unanimously to approve the change pertaining to Project 1-96-2 at their last meeting. Technical Committee members were contacted regarding the change to project 1-93-20. There were no objections to the change.

afforded and, with none, the motion was approved unanimously (5-0) by role call vote.

4. TRANSPORTATION IMPROVEMENT PROGRAM: Russ Petrotte initiated the presentation on the proposed RATS Transportation Improvement Program for FY96. He requested action on the TIP at this meeting because bidding on some of the projects is scheduled soon. He said the draft document was mailed to the entire RATS mailing list, including the media and area public libraries, on August 25th. On September 15th a supplement (dated September 13th) of comments, responses, corrections and changes was also mailed to all on the mailing list. The draft and supplement were discussed thoroughly at the September 21st Technical Committee meeting, and an opportunity for further public comment was afforded at that time; no further changes were proposed. Last week, IDOT requested one minor change to the funding sources to be used on Project 1-93-20 (replacement of the bridge over the Kishwaukee River on IL 251 in New Millford). Of the \$1.872 million in federal funds to be used on this project, \$672,000 will now come from the State's Federal STP allocation and \$1.2 million from Federal BRRP funds. Previously, all federal funds were to be from the BRRP source.

Mr. Petrotte distributed a set of new TIP tables that incorporated all of the changes noted in the September supplement and the change noted above. He briefly discussed the tables pertaining to the public transit element. He noted that the draft TIP forecasts a small increase in federal capital funds for transit, but a 44 percent decrease in operating funds. These losses in federal funds are compensated by projected increases in local operating subsidies. Although the local increases are not completely assured at this time, there has been reasonable assurance that the requests are being strongly considered by the local governments of Rockford, Loves Park and Machesney Park.

Mr. Petrotte said the only new capital project in the FY96 list of transit projects is funding for the construction of a bus storage expansion at the Loves Park facility. LPTS needs additional storage to house the 3-4 paratransit vehicles they are now using. Also, they wish to retain some of the old buses they recently replaced. These old vehicles still have some limited utility as spares or for special limited excursions. Their value for these

purposes is considered far greater than their market value if they are liquidated.

Mr. Petrotte briefly discussed the paratransit vehicle replacement schedule that was elaborated on as part of the September 13th supplement. He said the transit operators have reached an agreement for the temporary use of the area's FTA Section 16 fleet. WCPS will retain 3-5 of these vehicles to provide subscription service on behalf of RMTD through the month of November. The other vehicles have been transferred to RMTD and LPTS. Plans now are for the remaining 3-5 vehicles (or their replacements) to be transferred to RMTD in November.

Next, Gary McIntyre gave a brief presentation on the highway element of the proposed TIP. He referred the Committee to the revised tables previously distributed. He called attention to Tables 13 through 16 which summarize the highway projects by funding source, project type and lead agency. He noted that the total proposed expenditure on all projects combined drops off sharply in FY97 and FY98. This is caused by two factors: a reduction in the funds available through IDOT after FY96 and the fact that some of the RATS participants (i.e., the Counties and some of the smaller municipalities) have not yet completed their programming for the out years. He noted that the bulk of the projects are in resurfacing or reconstruction, and that most of the projects are under the jurisdictions of Rockford, IDOT and Winnebago County. Roughly \$8 million of the \$65 million in proposed projects will be funded from federal sources, \$13 million from State sources and the remainder from local sources. He said the proposed TIP is financially constrained, i.e., no projects are included for which there is not a reasonable assurance that funding will be available.

Mr. Petrotte and Mr. McIntyre reiterated the need to act on the document at today's meeting due to the impending nature of some of the projects and the need to advance the program to the federal review and approval stage. Mr. Petrotte noted that federal apportionments of transit funds have not yet been made. If we are off in our forecasts, subsequent amendments will be needed.

Gene Quinn moved to approve Resolution 95-8 endorsing the August 25th version of the FY96 TIP along with the September 13th supplement and the change to Project 1-93-20. The motion was seconded by Joe Sinkiawic. Opportunity for further comment was afforded and, with none, the motion was approved unanimously (5-0) by role call vote. Staff will incorporate all of the information into a draft of the TIP, dated October 5, 1995, and will distribute copies to all interested persons and agencies.

5. PROGRESS REPORTS ON CURRENT PROJECTS:

Gene Quinn reported that IDOT has given approval for one of the major intersections that is a part of the Harrison Avenue Extension project and is currently reviewing another. A third intersection has recently met the approval of the County Board.

When all of the intersections are fully approved, the County will begin property acquisition. The City of Rockford's Land Acquisition Officer will be providing assistance in acquiring the property for this project.

Gary McIntyre said the consultant is still working on the final report of the Wallenberg/Woodruff Expressway.

Chairman Sinkiawic reported that Loves Park's War Memorial project, adjacent to the City Hall, is underway. The dedication is scheduled for November 10, 1995.

7. COMMUNICATIONS: Gary McIntyre distributed copies of a recent resolution from the Winnebago County Board requesting RATS assistance in analyzing the current and future traffic situation on Perryville Road, particularly with respect to the number of access points that should be allowed.

Gene Quinn cited the past controversy on the Spring Creek/Perryville intersection, the current request for altering the access in conjunction with Rote Road, and similar questions at Spring Brook Road. Because of the phenomenal development occurring along Perryville Road, the County Board is rethinking their access plans for the road. Questions being debated include where access should be allowed, what the long-range plan is for land development in the area, what is going to happen in Boone County that might impact Perryville Road, should there be another bridge over the Tollway, and what alignments should the intersecting roads take in the vicinity of Perryville. Recently, Lowes came to the County asking permission to place a signal light at the entrance to their property at their expense for safety reasons. This was nearly rejected by the Board because there is no longer a clear consensus of how Perryville Road should function. Perryville was originally conceived as a "through" street for relatively high speed north south movements. Now it appears we have another East State Street under development. The Board wants to know, from a technical standpoint, what is the proper design for Perryville? They are concerned primarily with the stretch between State Street and Riverside Boulevard, but there are also development plans in the vicinity of IL 173. Mr. Quinn said he is seeking a comprehensive "master plan" that takes into account the changing land uses. The plan should be based on as much fact as determinable and involve the multiple jurisdictions in the area.

Bill Ost suggested that staff look at the area with respect to the ring road concepts of RATS and come back to the Policy Committee with a suggestion as to whether these types of facilities should be access-controlled, and whether Perryville fits in these road categories. If the Policy Committee agrees with staff suggestions, the Technical Committee could be directed to analyze the routes as to the degree of access control recommended. This could lead to an access control plan similar to what the State developed for IL 173.

Mr. McIntyre said past RATS and area land-use plans assumed mostly residential along Perryville and proposed access at the arterial and significant collector road intersection. The situation has

changed with the recent approvals for commercial development.

Mr. Quinn noted that decisions are being made now on a piecemeal basis and are potentially very confusing.

Mr. Ost said the State Street access plan was developed with quarter mile full access and eighth mile right-in/right-out, with two-lane through sections, plus right- and left-turn lanes. This, it was thought, would be adequate for at least 20 years as the area developed. In hindsight, Mr. Ost said a wider section might have been preferable so that another lane could have been added eventually. He would have also planned for a wider median so that we could have installed double left-turn lanes. The progression of traffic seems to work well, but he would prefer to have major intersections (signalized) no closer than at half-mile intervals and a right-in/right-out in between each major intersection.

Mr. Ost asked if access control was purchased along Perryville or merely designated by plan. He stressed that the best way to assure control and proper spacing is to actually purchase the access rights. The political process or action through the courts can often defeat the best of plans.

Chairman Sinkiawic suggested the matter be referred directly to the Technical Committee. Gene Quinn moved that staff and the Technical Committee begin a comprehensive review of the Perryville Road situation, between State Street and the RATS Metro boundary to the north, but concentrating south of Riverside. This would include a review of the land use plans of the various jurisdictions and developers, and should lead toward the development of an access plan for Perryville and the alignment of the major intersecting east/west roads. The motion was seconded by Mayor Box and approved unanimously (5-0).

8. OTHER BUSINESS: Gary McIntyre reported on the Technical Committee's progress in evaluating the request for Technical Committee membership by the Boone County Highway Department and the Belvidere/Boone Planning Commission. He said that the Technical

Committee recommended, by a vote of nine to one, that these agencies be added. Staff will prepare a resolution to this effect and present it at the next Policy Committee meeting.

Related to this, Boone County has asked to be admitted as a voting member of the Policy Committee. Mr. Petrotte noted that the Belvidere City Council has authorized Mayor Peterson to make a similar request but such a request has not been made formally. If Belvidere is admitted, the STP funds that they now receive directly from the State (\$80-90,000 annually) would be merged with similar funds allocated to RATS (\$1.1 million annually). This may be what is holding up their request. Mr. McIntyre said that, if a formal Census of Population was held today, Belvidere would likely become part of the Rockford "urbanized area" by virtue of recent land annexations that have brought them closer to Rockford and Cherry Valley.

Also, by the Year 2000, it is likely the population densities in the areas between Belvidere and Rockford will increase to the point where that will consolidate the areas into the "urbanized area." When Belvidere and parts of Boone County become official parts of the "urbanized area", it is possible the federal government will require those entities to be given a more official say on the Policy Committee. Until then, the matter is at the discretion of RATS and the entities themselves.

Mr. McIntyre noted that the existing Cooperative Agreement of RATS has a list of suggested numerical criteria for Policy Committee membership. He said he doubted Boone County or Belvidere currently meet these criteria. Bill Ost asked how close the Chicago Metropolitan Area was to Belvidere. He expressed concern that Boone and Belvidere would make a more reasonable addition to RATS than to the Chicago area.

Bill Ost moved that the question of whether Boone County meets the criteria to be absorbed into RATS as a Policy Committee member be referred to the Technical Committee. The motion was seconded by Gene Quinn. The Policy Committee

voted four to one to approve this motion. Mayor Box cast the no vote.

9. 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 2:30 p.m.