

# **RATS ROCKFORD AREA TRANSPORTATION**

## **STUDY METROPOLITAN PLANNING ORGANIZATION**

425 East State Street, Rockford, Illinois 61104  
815-987-5624 / FAX 815-967-6933

### POLICY COMMITTEE

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

### TECHNICAL COMMITTEE

Illinois Department of Transportation, Rockford Public Works,  
Rockford Community Development, Machesney Park Planning,  
Loves Park Planning, Winnebago County Planning, Winnebago  
County Public Works, Winnebago County ParaTransit, Loves  
Park Transit, Rockford Mass Transit, Greater Rockford Airport

## **TECHNICAL COMMITTEE MEETING MINUTES May 19, 1994**

THE FOLLOWING ARE THE MINUTES OF THE MAY 19, 1994, MEETING OF THE TECHNICAL COMMITTEE OF THE ROCKFORD AREA TRANSPORTATION STUDY (RATS) HELD AT THE LOVES PARK CITY HALL.

**MEMBERS PRESENT:** Russ Petrotte, Rockford CD Dept.; Ron Heinen, Winnebago County Public Works Dept.; Dan Jacobson, Loves Park Planning Dept.; Dennis Hendricks, Rockford Mass Transit District; Nick Lacary, Winnebago County Paratransit System; Phil Maggio, Machesney Park Planning Dept.; David Noel, Winnebago County Planning; Daniel Salameda, Loves Park Transit System; Mary Allen Verdun, IDOT District 2; Steve Ernst, Rockford Public Works (arrived at 10:40 a.m.).

**MEMBERS ABSENT:** Mark VanLoh, Greater Rockford Airport Authority; Rich Lundin, Boone County Highway Dept. (nonvoting member); Dave Sliktas, Belvidere/Boone County Planning Commission (nonvoting member).

**OTHERS PRESENT:** Gary McIntyre, Rockford CD Dept.; David Nord, Village of Cherry Valley; Gene Washburn, IDOT; Geneva Anderson, Booker Washington Community Center; Jason Nelson, IDOT; Rhonda Miner, IDOT; Stacy Morrison, IDOT; Rick McVinnie, RMTD; Bob Belk, RMTD; Brian Harger, Council of 100; Jacki Mihalik, Aldridge Electric (arrived at 11:05 a.m.).

**CALL TO ORDER AND APPROVAL OF PREVIOUS MEETING MINUTES:** At 10:05 a.m., with a quorum present, Russ Petrotte requested the meeting be called to order. In the absence of Wayne Dust, the Committee appointed Mr. Petrotte to chair the meeting. Phil Maggio moved to approve the minutes of the April 21, 1994,

meeting. The motion was seconded by Dan Jacobson and approved unanimously without discussion.

**2. AGENCY REPORTS:** Representatives present were called upon to report on their ongoing projects. The status of most ongoing highway projects is reported in the attached TIP Progress Report. Ron Heinen noted that a Public Information meeting is being planned on the Springfield Avenue project but an exact date has not been selected. He said he would provide RATS with a more precise schedule of the Perryville project phases. The County is also very close to acquiring the last piece of ROW on the Rockton Road interchange and there could be a July letting on that project.

Dennis Hendricks said RMTD has awarded a bid for 11 new buses, nine of which will be for RMTD and two for LPTS. Seven of these will be from Section 3 funding and four from Section 9 funding. There is an option for four additional buses from Section 3 and this may be decided within the next month. Bob Belk reported on changes to the RMTD bus routes. Route 3 will now make regular trips past the Public Aid office and out Auburn Road to Amerock. Route 3 will no longer go to the North Rock Industrial Park. North Rock will now be served by Route 4. Route 12 will now extend a limited number of trips south along Alpine Road to the commercial/industrial areas near Sandy Hollow Road. Route 14 will be extended southward along Mulford Road, around the St. Anthony complex and connect, via Arnold Avenue, with Routes 16 and 12 at the Colonial Village shopping center. Mr. Belk said these improvements should provide better service to Rock Valley College for persons living in the southeast quadrant of Rockford. Mr. Belk also distributed copies of the new route and schedule map. He noted that the Loves Park Transit System routes are no longer included but are now shown on a separate map. The LPTS map is in the same style

and format as the RMTD map so users should have little trouble learning how the RMTD and LPTS systems intertwine. The maps were separated because of the need to enlarge the map and printed schedules and comply with ADA guidance.

There was brief discussion of requests for nighttime bus service that are coming from the City's Blueprint Committees, the press and others throughout the community. The problem has always been finding a funding source for such service. Approximately a million dollars per year would be needed to provide full service comparable to the daytime service. Mr. McVinnie said several options are being explored, such as limited nighttime service, dial-a-ride service, soliciting corporate sponsors, and contracting with WCPS or other private firms that have smaller vehicles. Current daytime service recovers only 15 percent of its cost from farebox revenues. It is estimated that nighttime service would recover only 8 percent.

Dan Salameda reported that LPTS will be opening bids later this week for computer procurement. Nick Lacary reported that WCPS is currently in the midst of a fund drive for various needs that are beyond their normal operating costs and revenues. Among other things, they are in need of a new photocopier, better radios, supplementary buses and a larger bus for special transportation needs. They are currently applying to several private charitable sources for

**4. IDOT/ISTEA ENHANCEMENT PROGRAM:** Gary McIntyre briefly discussed the latest proposals for the local use of ISTEA enhancement funds. He distributed a chart that summarizes the ten projects proposed. (1) The 7th Street Rail Passenger Terminal was previously submitted and rejected but its status has changed. It is now officially designated as a local landmark and there is assurance of a local funding match. The project still potentially conflicts with the Woodruff/Wallenburg Expressway, but the Expressway is far off in the future and uncertain, and something needs to be done with the terminal soon. Mr. McIntyre suggested sending the project downstate for consideration. The freight terminal on the opposite side of 7th Street has been withdrawn. (2) The Davis Park request is primarily a continuation of pathway improvements in the area. (3) The Perryville Path request is a continuation of previously proposed pedestrian/bike pathway improvements throughout the Perryville corridor. (4) Reidfarm Boulevard is a resubmittal of a previous proposal without the bikeway element. (5) This is a resubmittal of the pathway along the Rock River southward. (6) This is a new proposal for a pathway link between Levings Lake and Davis, Illinois. It is also tied into the so-called "Grand Illinois Trail" that traverses much of

these needs. Dan Salameda and Rick McVinnie cautioned that any proposals for the expansion of WCPS service should be carefully coordinated with LPTS, RMTD and RATS.

Rhonda Miner announced special training sessions on ISTEA-related matters on June 10th and July 15th and encouraged RATS staff and interested participants to attend.

**3. SECTION 16 REQUEST FROM BOOKER WASHINGTON COMMUNITY CENTER:** Mr. Petrotte said information supporting the Booker Washington Center request has been received from both Nick Lacary and Booker Washington Center. Mr. Lacary noted the uniqueness of some of Booker's needs. Geneva Anderson submitted documentation certifying that Booker would use the vehicle in a non-discriminatory manner and strictly for service to elderly persons or persons with disabilities. Mr. Petrotte said that staff recommendation was for approval of the Booker request. He called the Committee's attention to the draft of Resolution 94-5 that will approve the request by making an administrative change to the FY94 Transit TIP. **Dan Salameda moved to recommend Policy Committee approval of 94-5. The motion was seconded by David Noel and approved unanimously without further discussion.**

northern Illinois and is over 475 miles in length. IDOT is encouraging local endorsement and participation in this proposal. Lastly, Projects 7, 8, 9 and 10 are various phases of the previously considered Perryville Path. More details on these latter four are expected from the County soon. Mr. McIntyre distributed copies of draft Resolution 94-6 approving these projects and asked the committee to make a positive recommendation. **Dan Salameda moved to recommend Policy Committee approval of 94-6. The motion was seconded by Dan Jacobson and approved unanimously without further discussion.**

**5. RATS PUBLIC INVOLVEMENT PROCESS:** Mr. Petrotte said the Public Involvement Process report has been made available for public inspection for very close to the required 45-day public review period. He reviewed the comments received thus far on the document as follows: (1) Page 3, second full paragraph. The phrase "federal grants" is changed to "federal funds." The latter phrase is broader and more accurately reflects the wide variety of sources used to fund planning activities. (2) Page 7, first numbered paragraph. The phrase, "primarily of regional highway projects" should read "primarily for regional highway projects." (3) Page 15. The address for Dan Jacobson, Loves Park Planning Department, is 100 Heart Boulevard, not 100 River Drive. (4) Page 15. The correct ZIP Code for Richard Lundin, the Boone County Superintendent of Highways, is 61008-9599, not 61108-9599. (5) Page 16. The address for Dan

Salameda, Loves Park Transit System, is 810 Lawn Drive, and the correct phone number is 654-5000. (6) Page 16. The full and preferred name of Bill Ost is William D. Ost. (7) Page 18, paragraph (b). The following sentence is added to further clarify that a lengthy time is allowed for public review and comment on the TIP. "A minimum of 30 days will be afforded as a public review period." (8) Page 18, paragraph numbered 4. The wording of this paragraph is changed to clarify that the public will be notified and provided with a lengthy review/comment period for any significant change to the draft TIP. The TIP will also contain a summary of comments and discussion on the TIP. (9) Page 18, numbered paragraph 5. Wording is added to clarify that, throughout the year, the public will be notified and afforded an opportunity to comment on amendments to the TIP. (10) Related to the above, a "significant change" is not defined in the PIP or in the federal guidelines for TIP development. It is generally accepted, however, that the addition or deletion of a project would be a significant change, but a change in the implementation priority or schedule, generally, would not. A change in the scope of a project might be considered a significant change if the funding of the project increased to the point where it would completely displace other high priority projects in the TIP. Any change in a project priority or project scope which meets the objection of a member of the RATS Policy Committee would be considered a significant change. Further clarification of this aspect of the TIP process may be needed as planning guidelines are expanded or interpreted, or as the local planning process evolves. (11) As part of the public notification process for the PIP, an announcement similar to that shown in Exhibit 3, was mailed out as suggested on pages 11-12 of the PIP. Persons responding to this announcement (26 at the time of this writing) have been added to the RATS mailing list and these persons have been sent additional information as requested. (No comments suggesting changes to the PIP were received from these persons.) Entities or persons representing Boone County, the City of Belvidere, social service agencies, groups representing minorities and other persons traditionally underserved by area transportation systems, and private transportation providers have been added to the RATS mailing lists, regardless of whether or not they responded to the announcement. All the above changes are incorporated as Addendum A to proposed Policy Committee Resolution 94-7 that will adopt the PIP.

Mr. Petrotte said he received a call from Georgeann Ducker, the editor of the Vital Force, a minority newspaper. He said she was primarily concerned that this report did not address the need for nighttime bus service. It was explained to her that this concern would be better addressed in the TIP and Transportation Plan. She said **7A. RATS TRANSPORTATION PLAN, LONG- RANGE PLAN UPDATE:** Russ Petrotte said staff is in the process of gathering land use and transportation system data and illustrating this data on a series of computerized maps. Some of this data is readily available from past RATS documents, but because of the recent RATS expansion into Boone County, considerable extra effort has been needed. Gary McIntyre distributed sample copies of several maps. In developing the functional classification maps, minor conflicts have been noted because most roads in Boone County are classified as rural. We will need assistance from Boone County in resolving these differences. Maps of the RATS Traffic Analysis Districts have been developed to illustrate the socioeconomic data that has gone into the RATS modeling process. Mary Allen

she would read the document and might attend today's meeting.

**Phil Maggio moved to recommend Policy Committee approval of Resolution 94-7 including Addendum A. The motion was seconded by Dennis Hendricks and approved unanimously without further discussion.**

**6. RATS UNIFIED WORK PROGRAM FOR FY95:** Mr. Petrotte said the Unified Work Program (UWP) proposed for FY95 had been discussed at length at the March 17th, March 23rd, and April 21st Technical Committee meetings. He referred the Committee to the minutes of those meetings and noted three subsequent changes. (1) Page 4, Column 2, following numbered paragraph 4. The following paragraph is added to clarify the possible inclusion of **major investment studies**. "In addition to the above special technical studies, it may be necessary to initiate "major investment studies" as defined in accordance with ISTEAGuidance (23 CFR 450.318). Such studies may be conducted in-house or through contract with qualified consultants under this work element. The funding, scope and responsibilities for such studies will be determined by the RATS Technical and/or Policy Committees, as appropriate." (2) Page 10, Column 1, last paragraph. The following sentence is added to clarify the intent to follow a federal requirement in the development of the Long-Range Plan. "In accordance with the ISTEAGuidelines, this plan will have a 20-year planning horizon and will also include a short-range element." (3) Pages T1-T4. The element-by-element suballocation to the Machesney Park Planning Department (MPPD) is adjusted to shift 200 hours of work in Table 4 from Element 22 (LU Plan) to Element 42 (C/SM). Machesney Park anticipates greater involvement in bikeway planning, an activity that is addressed in Element 42. Funding amounts in Tables 1, 2 and 3 are adjusted accordingly. These changes are incorporated as Addendum A to proposed Policy Committee Resolution 94-8 that will adopt the TIP.

**Nick Lacary moved to recommend Policy Committee approval of Resolution 94-8 including Addendum A. The motion was seconded by Phil Maggio and approved unanimously without further discussion.**

Verdun commented that it is difficult to tell the difference between the functional classification of the roadways with the mapping technique used. Mr. McIntyre said we would experiment with other line widths and patterns. Jason Nelson suggested the use of bar scales if these maps are to be reproduced at various sizes. Mr. McIntyre noted inconsistencies and data gaps in the truck route and hazardous cargo route designations and asked assistance from the various jurisdictions in resolving these problems.

Mr. Petrotte said the State's suggested deadline for a draft of the Long-Range Plan is the end of June. Rhonda Miner clarified that it is July 15th. Mr. Petrotte said he didn't feel there was any way we could be ready by that time. Realistically, we are looking at August or September. The

TIP has taken longer than expected because of several required format changes and the expansion of RATS into Boone County and Belvidere. As noted above, the expansion into Boone County is also complicating the Long-Range Plan.

**7B1. MULFORD ROAD NORTH OF RIVERSIDE BOULEVARD:** Gary McIntyre reviewed Jack Kretzer's request to evaluate the impact of removing the Mulford Road link north of Riverside Boulevard. He said runs he has made on the traffic simulation model show that the link of Alpine Road north of Riverside will overload and become increasingly congested with time. The new model replicates and verifies the assumptions and findings of previous planners and modeling runs that lead to the inclusion of this link on the plan. He recommended that this link be retained and constructed as planned.

Mr. McIntyre said Mr. Kretzer also asked him to use the model to look at the Harlem Road Toll Bridge because recent toll revenues suggest that traffic was overprojected. The model projects volumes of 12,280 per day on the bridge if the bridge were operated without tolls. Obviously, charging tolls will reduce the volume, but he has not found a method or rationale for projecting the reduction at various toll levels.

**Dan Jacobson moved that the link of Mulford Road from Riverside north to Perryville Road be retained on the Plan. The motion was seconded by Dan Salameda.**

Mr. Salameda asked if Winnebago County has any plans

**7B3. INTERSECTION OF CHARLES STREET AND PERRYVILLE ROAD:** Mr. McIntyre distributed copies of data that he had generated from the model regarding the possible opening of the intersection of Charles Street and Perryville Road. He said he has not had sufficient time to fully digest this data. His preliminary conclusions are that traffic will increase on Charles Street between Alpine and Perryville Roads no matter what we do at the Charles/Perryville intersection. This is because other arterial and collector roads in the vicinity are approaching capacity and motorists will be looking for alternatives. Opening the Charles/Perryville intersection will increase traffic on Charles but not drastically. Opening the Charles/Alpine intersection would create a much greater impact. Mr. McIntyre noted some inconsistencies in the data and requested additional time for review. At this time, from a traffic link perspective, he would recommend the Charles/Perryville intersection be opened. However, Cherry Valley needs to do a detailed intersection analysis before we can say for sure. Mr. Ernst said it appears that, even with both the intersections opened, the traffic does not appear to exceed the capacity of Charles Street. Mr.

to improve traffic control on Riverside between Mulford and Alpine to reduce congestion and improve safety. Mr. Heinen said the County is applying for "safety" funds to install a special turn signal at the CUB Foods entrance. If all goes well, this improvement will be made sometime over the next year. **With no further discussion, Mr. Petrotte called the motion and it was approved unanimously.**

**7B2. Spring Creek Road (southeast extension):** Mr. Heinen said the County is proceeding with the ROW reservation for a connection of Spring Creek Road with Rote Road. The assumption is that this would be a City street rather than a County highway. Mr. Petrotte said that, if this connection is made, the roadway will eventually experience arterial-level traffic and function as an arterial. A two-lane facility will be adequate at first but we should have enough ROW to widen the road to four lanes in the future if needed. Limiting access and requiring reverse frontage should also be considered. Mr. McIntyre said the development in Boone County will add traffic to this road and that the road spacing in Boone County will lend itself to Rote/Squaw Prairie functioning as an arterial. He noted he had not had time to do modeling runs on this connection. Also, it would be helpful to have the Boone County model functioning for a full evaluation of possible traffic on this road. The item was laid over for further discussion at the next meeting.

Noel asked that this item be laid over until the next meeting so he would have time to review the data.

**7C. STATUS REPORT ON THE WOOD-RUFF/WALLENBERG STUDY:** Steve Ernst said he had expected the 30 percent milestone submittal on the 15th of this month but the consultant has delayed their presentation. He suggested this item be laid over until the next meeting and the Committee concurred.

**8. RATS TRANSPORTATION IMPROVEMENT PROGRAM:** Mr. Petrotte distributed two tables that summarize the transit element. He said the Section 9 projections he is using were supplied by the FTA based on what ISTEA authorized. They are on the high side, based on historical trends. Although these funds have been authorized, they have not been apportioned. They show stable levels of operating funds and sizable increases in capital funds. If these increases materialize, we can meet nearly all of our capital needs. If they don't, we will have a basis to apply for discretionary Section 3 funds. Of the tables handed out, one listed the operating cost and

revenue projections over the next three years for RMTD, LPTS and WCPS. The second table lists the capital needs and funding projections. It balances the projected funding from Section 9 (as noted above), Section 16(b)2 (based on past trends), Section 3 (previously approved), State (authorized) and local (authorized) sources with the capital needs of the operators. Both tables were developed through a series of meetings between RATS staff and the transit operators and reflect the mutual agreement of those parties.

Gary McIntyre distributed tables showing the proposed highway projects he has received from RATS participants. He said he needs clarification from Winnebago County on several of their projects. He used Rockford's CIP for their projects. Projects for Loves Park, Belvidere and New Millford have not been submitted yet. Tables regarding the status of STP-Urban funds and projects are included but minor corrections have recently been provided. The actual FY94 STP-Urban allocation was \$1,600,240. The balance available is \$1,790,868. The Harlem Road project is still not closed out, but the final costs are not expected to change much from those listed in the tables.

(IDOT representatives left the meeting at this time to attend another scheduled meeting.)

**9. COMMUNICATIONS:** Russ Petrotte said he received a communication from the regional Civil Rights Officer of the FTA. The letter approved the Title VI Assessments submitted on behalf of the transit operators two years ago.

**10. OTHER BUSINESS:** Jacki Mihalik from Aldridge Electric gave an informative presentation on an intersection signal preemption device distributed and installed by her company. The device, called OPTICOM, is manufactured by 3M Company. It allows emergency vehicles to preempt intersection signals and allows them to proceed more safely and quickly through the intersection. The device can also be used by transit buses to help improve their schedule adherence and effectiveness. The device has components mounted on the traffic signals and components within the emergency vehicle. The device can preempt at two priority levels and it can track or document vehicles that use the system. It is being used in many communities throughout the country and in the region. The equipment at a typical intersection will cost roughly \$2,500 (not including labor). The equipment within the vehicles costs roughly \$1,000. Steve Ernst said the Rockford Fire Department has expressed repeated interest in the devices and is encouraging the City to budget for them in the future.

At 12:35 p.m., **Dan Jacobson moved to adjourn the meeting. The motion was seconded by Steve Ernst and approved unanimously without discussion.**

Respectfully submitted,  
R.P. - \MIN\TECHMY19.MIN