
To: Citizen Advisory Group
From: Jason Stringer - IDOT
Subject: CAG Meeting #7
Date: June 20, 2012



CAG Meeting #7 was held at EIGERlab, 605 Fulton Avenue, Rockford, Illinois, on Tuesday, June 19, 2012 beginning at 6:00 PM. This was the seventh in a series of meetings with the Citizen Advisory Group (CAG) for the IL 2 (N. Main Street) project from Auburn Street to Riverside Boulevard in Rockford. In attendance were the following CAG members:

Jeremy Carter	Jamie Rott
Janyce Fadden	Mark Smith
Scott Olson	Pat Zuroske

In addition, Tim Bragg with the Rockford Park District participated as an observer.

A large display showing the project layout was available for viewing (see attached exhibit). An 11"x17" version of the display was handed out to each of the attendees.

Masood Ahmad (IDOT) greeted the group and convened the meeting. He indicated this is the last scheduled CAG meeting to be held during the preliminary phase of the project & that the next steps involved discussion with the Project Study Group (PSG) on Thursday, June 21st and a Public Information Open House meeting on Wednesday, July 11th. Construction is anticipated to begin in 2014. He explained that the purpose of this CAG meeting is to allow for a final review of the preliminary layout. He noted that the most significant change is the addition of proposed right-of-way & temporary construction easements.

Jon Estrem (HR Green) then began by indicating the design team (consultants & IDOT) have been busy refining the design since the last meeting. He first described the following general activities:

- Construction needs determined & the proposed right-of-way & temporary construction easements necessary to accommodate those needs laid out. In addition to the immediate project needs, ample right-of-way is proposed to allow for the future construction of sidewalks on side streets where none currently exist.
- Determination made that the project construction will be staged to allow for two-way traffic along N. Main Street. At critical locations such as Riverside Boulevard & Halsted Road, left turn lanes will be provided along N. Main.
- Coordination with various entities including the City of Rockford has been conducted to work out various issues. Discussion regarding the effects of the project on frontage green space for commercial properties is in progress with a meeting between IDOT & the City yet to be scheduled.

Jon continued by describing the following specific changes reflected in the layout:

- The cemetery driveway across from Yonge Street is to be closed. Constructing a driveway at that location would necessitate cutting into the higher ground of the cemetery & could potentially lead to disturbance of grave sites. It is the understanding of the design team that this driveway is rarely used. Comments will be solicited from representatives of the cemetery association at the upcoming public meeting.
- Coordination has been conducted with the Park District regarding the effect of the project on Brown Park south of Custer Avenue. Masood explained that proposed right-of-way will be needed to accommodate the addition of storm sewer facilities (pipe & inlets) throughout the frontage of the property. In addition, it is anticipated that five trees will be removed & replaced with the project. The preliminary thoughts of the Park District is that the multi-use path should be straightened throughout the N. Main frontage. This will in their opinion allow for better use of the park property. Temporary construction easement will be secured for this purpose. After giving the matter full consideration, the Park District will share its final thoughts with IDOT. In the meantime, the layout as presented will be shown at the upcoming public meeting. The public meeting is being advertised to call attention not only to the project in general but also for the impacts to the park itself. This is necessary to satisfy the processes in place for properties such as this which are considered a protected resource under federal regulations. Given the minimal impact of the project on the park, it is anticipated that a “De Minimis” finding will be obtained.
- As a result of coordination with Rockford Mass Transit District & the City of Rockford, a bus pull-out complete with a shelter was added along the west side of N. Main between Van Wie Avenue & Fulton Avenue. This was considered an appropriate location both in terms of ridership as well as the availability of right-of-way. Other locations for which a bus shelter (without a pull-out) are planned include the northwest corner at Eddy Avenue & the northwest corner at River Bluff Boulevard.
- Reconstruction of parking lot in the northeast corner at Eddy Avenue is no longer proposed. Instead it is anticipated that the owner will be compensated to restripe the parking lot to allow for motorists entering the property from N. Main to access reoriented diagonal parking stalls then exit through the Eddy Avenue driveway.
- Based on coordination with Spectrum School, a mid-block crosswalk is no longer proposed. It was discovered during this coordination that the need for students to cross to the west side of N. Main is minimal.
- While not yet reflected in the layout, it is anticipated that Spectrum School will be modifying their parking lot & constructing a single driveway in place of the two existing ones. Once the details are known, this change will be made.
- The multi-use path was realigned where it crosses the railroad south of Pierce Avenue to allow for the crossing to be closer to perpendicular. This will help to afford path users better sight lines for oncoming trains.

- Railroad coordination has been initiated, but a response is yet to come from the railroad. The group was reminded that the preferred option for reconstructing Country Club Beach Road is included as a part of the layout. It is possible, however, that the railroad might object since it involves a second crossing. The backup plan is to realign the side street further to the south which would impact the storage facility property at that location.
- The animal hospital along the east side of N. Main between Pierce Avenue & Jonathon Avenue is now considered to be a total acquisition. This is because appropriate access cannot be provided to the property without impacting the building.
- The house located along the west side of N. Main south of River Bluff Boulevard was previously slated for total acquisition. It is now believed that total acquisition will not be necessary. This is, however, subject to additional survey yet to be obtained as well as the appraisal process.
- A left turn lane for eastbound River Bluff Boulevard is no longer proposed. This reflects an effort to reduce impacts to the adjacent properties as well as a determination that projected traffic volumes for that movement are minimal.
- Striping has been added for a reversible left turn lane at the west terminus of Riverside Boulevard to serve Latham Street & the Hilander supermarket.
- Parallel stalls previously proposed along Hilander supermarket's south parking lot curb are no longer included as there is insufficient room to accommodate them while maintaining two-way traffic flows.
- Parking along the west side of Robey Avenue north of Riverside Boulevard will be impacted with the project.
- While construction of many driveways throughout the corridor will extend into the property in an effort to provide reasonable grades, the driveway for Burger King along the north side of Riverside Boulevard will extend to the building because of the difference in elevation between the parking lot and Riverside Boulevard.
- Discussion at the previous CAG meeting included concerns regarding wrong-way movements on the ingress portion of the McDonalds driveway along the east leg of Riverside Boulevard. Because of this project improvements were planned to modify the driveway in an effort to force motorists to refrain from utilizing the driveway inappropriately. Since that time, however, the property owner has taken the initiative to stripe movement arrows & install a directional speed bump in an effort to communicate to motorists the allowed traffic patterns. It is the belief of IDOT & HRG that the efforts are sufficient. Jeremy Carter was encouraged to review the site on behalf of the City & notify IDOT if concerns remain.

Questions throughout the discussion involved the following:

- Q Will multi-use path & sidewalk be included throughout the corridor?
- A Multi-use path and/or sidewalk are to be constructed along N. Main Street throughout the project limits. Multi-use path will be predominantly located along

the west side of N. Main but will shift to the east side at River Bluff Boulevard. At Riverside Boulevard the path is routed along the south side of Riverside & will extend to match into the existing terminus west of the Rock River bridge. Sidewalk that currently exists along side streets will be reconstructed within project limits. It will be the City's responsibility to construct additional sidewalk where none currently exists on side streets if it chooses to do so.

Q Are the two buildings on the southwest corner at Brown Avenue slated for total removal?

A Yes. Those properties are to be total acquisitions. All properties with buildings shown in the layout with dotted hatching are considered at this point as total acquisitions. The one exception is the property in the northwest corner of Ford Avenue. At that location, building removal is necessary, but given the amount of property that can remain after the project's needs are met, it is anticipated total acquisition will not be needed.

Q Is the total acquisition of Anna's Pizza & Pasta a change?

A No. Given the total loss of parking available for this property, it has long been considered as a total acquisition. While there was discussion of purchasing the property to the west to allow for reestablishing parking, such an action would need to be on the part of the property owner because IDOT does not have the statutory authority to purchase property with the intent of giving it to another individual. If the owner wishes to pursue that possibility, it will be possible during the land acquisition process to approach this as a strip right-of-way acquisition.

Comments during the discussion involved the following:

- Pat Zuroske noted that establishing green space for such things as trail heads, gateways, etc. are a goal for the City. It is hoped that excess right-of-way may be utilized for such purposes. This is consistent with the recommendations of the Envision N. Main Street plan. He pointed out that this plan also proposed landscaped medians along N. Main Street, but the direction taken by the CAG does not include them. This was in a large part due to the increased level of impacts to surrounding properties that would result from the medians. In addition, the CAG felt the remaining commercial properties would be negatively impacted too severely with the limited access that would occur. Pat pointed out that without the landscaped medians, the need for green space along the corridor's sides will be amplified.
- Pat pointed out that another long-range goal for the City involves consolidation of properties & redevelopment.
- As a follow-up to a suggestion made at the previous CAG meeting, Jeremy Carter indicated that the City has no intentions of closing any side streets.
- While the property in the northwest corner at Halsted (a vacated bank) is significantly impacted, there is no need to remove the building. It is anticipated that with modifications the property can continue in a viable manner.

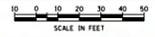
- Janyce Fadden & Pat Zuroske pointed out that the excess right-of-way potentially available from total acquisitions could be an opportunity for the City in terms of allowing for relocation of displaced businesses and/or creation of new businesses.
- Scott Olson suggested that consideration be given to widening the sidewalk along the north side of Riverside Boulevard between the Rock River bridge & Trilling Avenue to allow it to function as a multi-use path. This is in light of the fact that the trail extends to the north just west of the bridge. It was explained that it is necessary to draw the line for the project scope at some point. The focus of this project is to improve the N. Main Street corridor. The improvements included along the Riverside Boulevard roadway are necessary to improve upon traffic operations at its intersection with N. Main. The multi-use path along the south side of Riverside was extended to just east of Trilling in an effort to eliminate a gap in the path that would otherwise have occurred if construction of the path was terminated at the roadway reconstruction limits. Any additional efforts that might extend to the north side of Riverside near the bridge would need to be addressed by the City and/or Park District as a separate effort.
- As a follow-up to the discussion described above, Pat Zuroske indicated the City is looking into possibilities regarding extension of the multi-use path to the south of Yonge Street.
- Pat Zuroske noted that the City intends to incorporate decorative lighting and landscaping as a part of the project. This will be an effort that is further pursued during the Phase II design stage of the project.

Jon Estrem then listed the steps yet to be taken for the project. They include meeting with PSG on June 21st & presenting the preliminary design to the public at the upcoming Public Information Open House meeting at Spectrum School on July 11th. After that documentation will be provided to IDOT's central office & FHWA to achieve project approval. With that approval the project will be cleared for land acquisition, final design & construction. The CAG process will continue throughout that timeframe with intermittent meetings.

Jon ended by thanking the group for its excellent efforts & commitment to making the project a successful one. The meeting concluded at approximately 7:30 PM.



SEGMENT 1



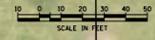
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YONGE STREET TO BROWN AVENUE		C.A. SITE.	SECTION	COUNTY	TOTAL SHEETS
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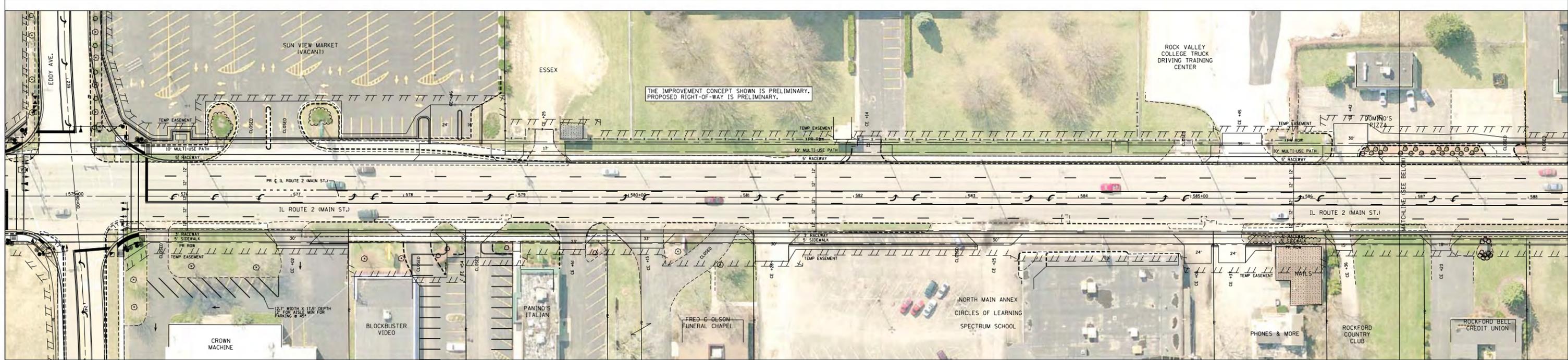
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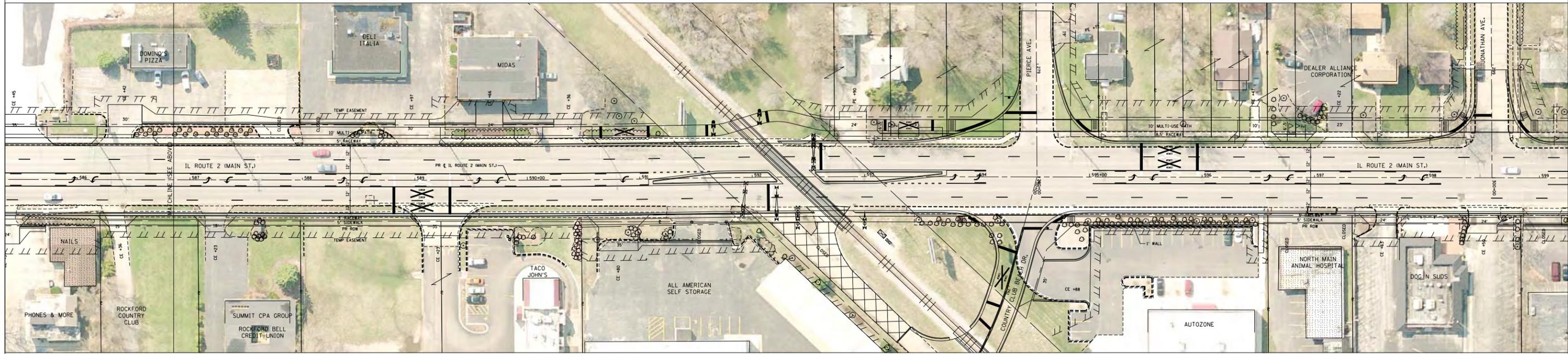
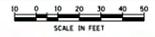
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BROWN AVENUE TO EDDY AVENUE		C.A. SITE	SECTION	COUNTY	TOTAL SHEET NO.
SEGMENT 2					
SCALE: 1"=20'	SHEET NO. 2 OF 7	SHEETS STA.	TO STA.	CONTRACT NO.	
FEB. ROAD DIST. NO. (ILLINOIS) FEB. AD PROJECT					



SEGMENT 3

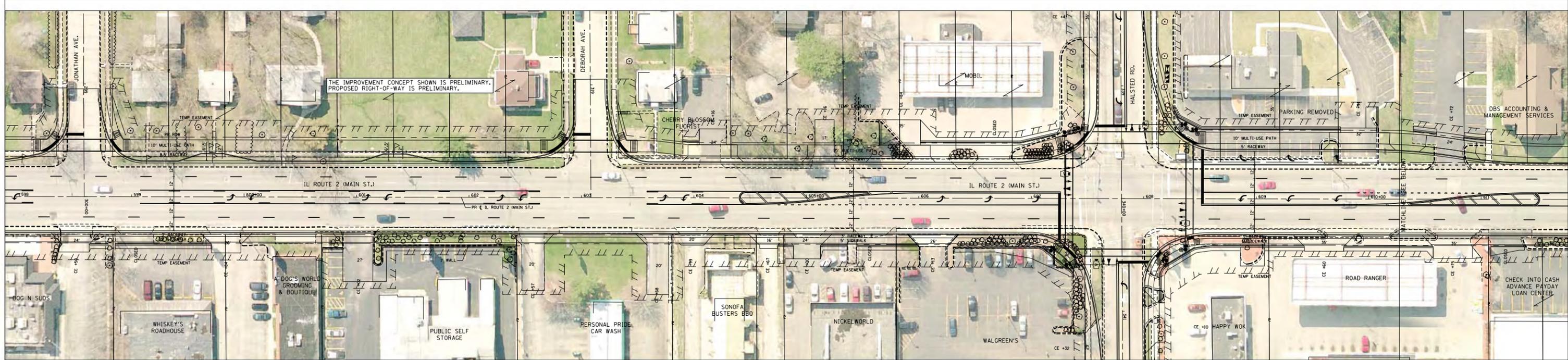


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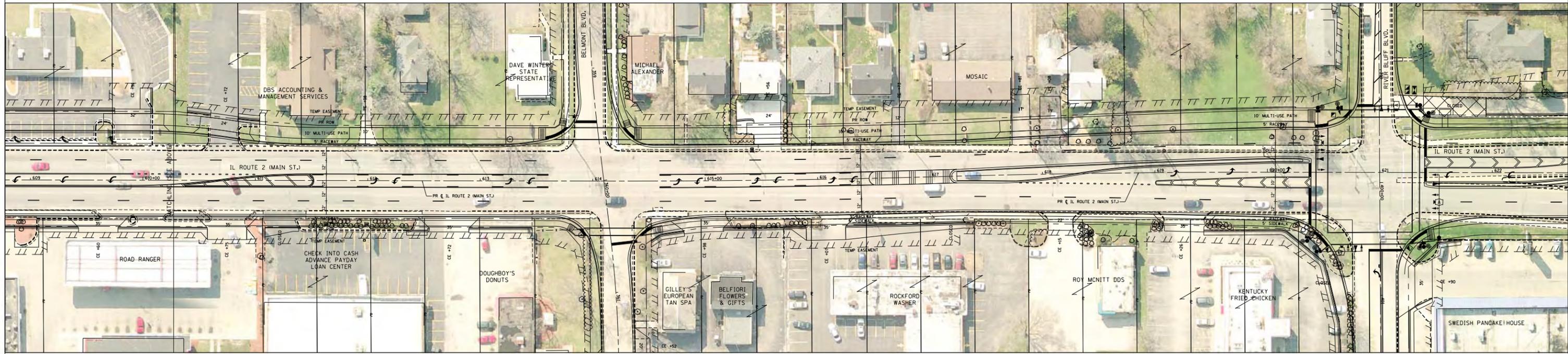
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EDDY AVENUE TO JONATHAN AVENUE
SEGMENT 3

SCALE: 1"=20'	SHEET NO. 3 OF 7	SHEETS STA. TO STA.	C.A. SITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.



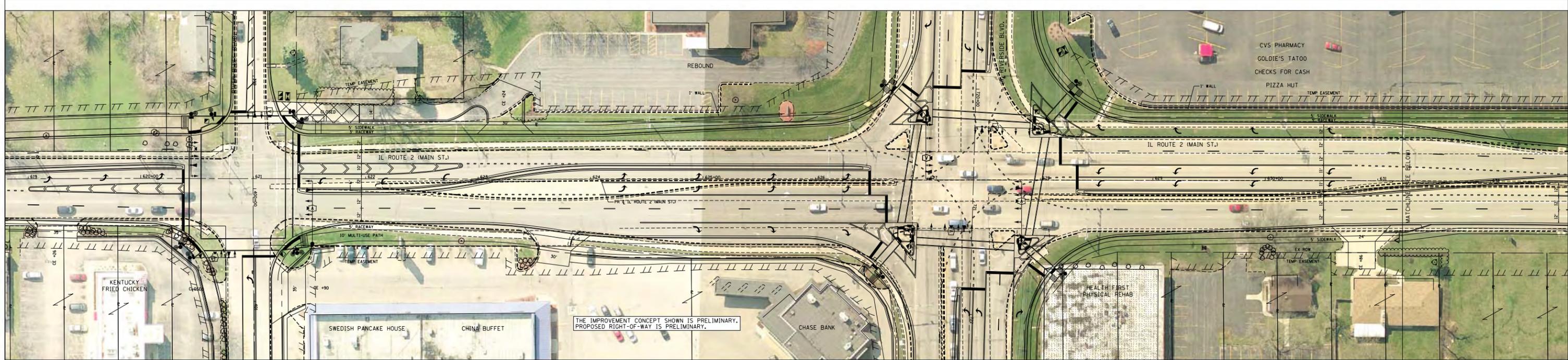
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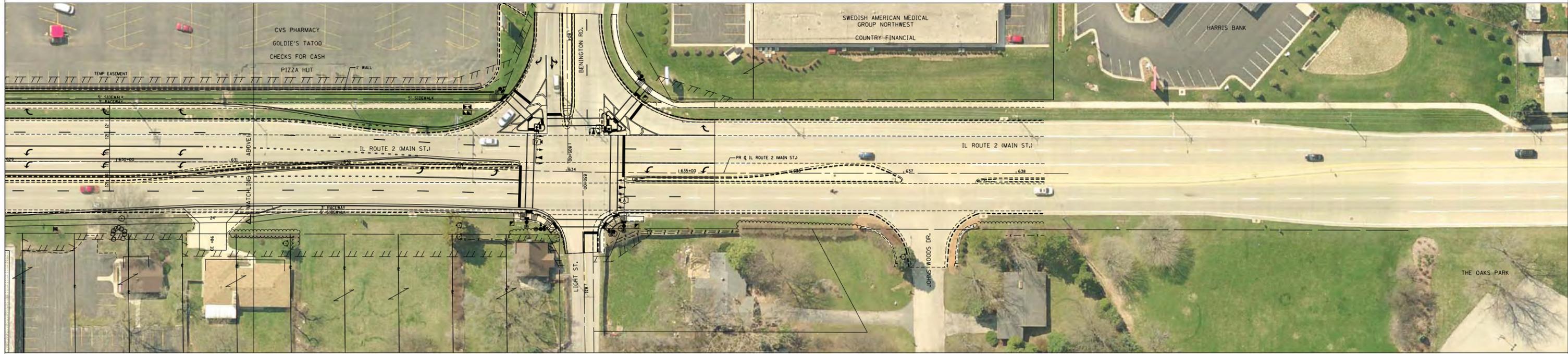
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JONATHAN AVENUE TO RIVER BLUFF BOULEVARD			
SEGMENT 3			
SCALE: 1"=20'	SHEET NO. 4 OF 7	SHEETS STA. TO STA.	CONTRACT NO.
FEB. ROAD DIST. NO. ILLINOIS/FEH. AD PROJECT			



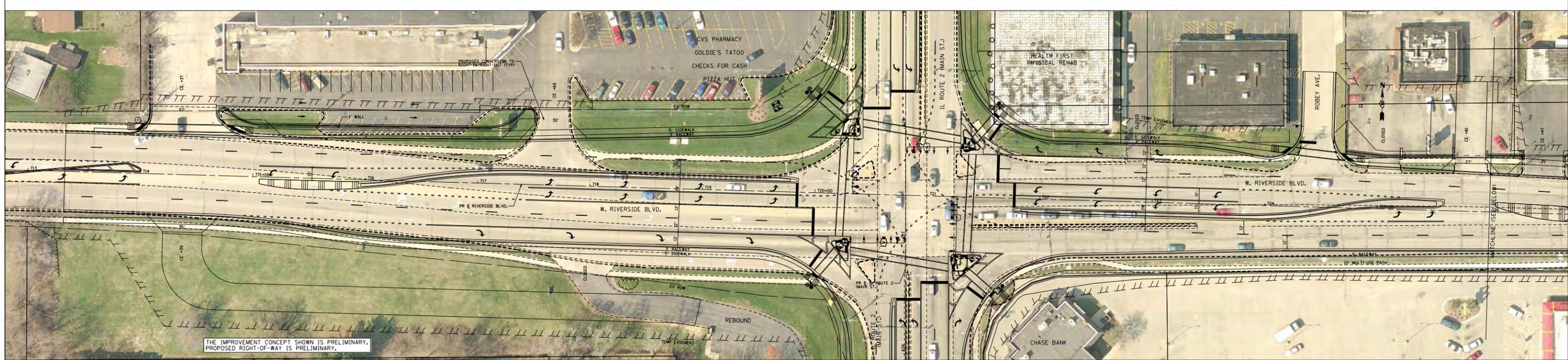
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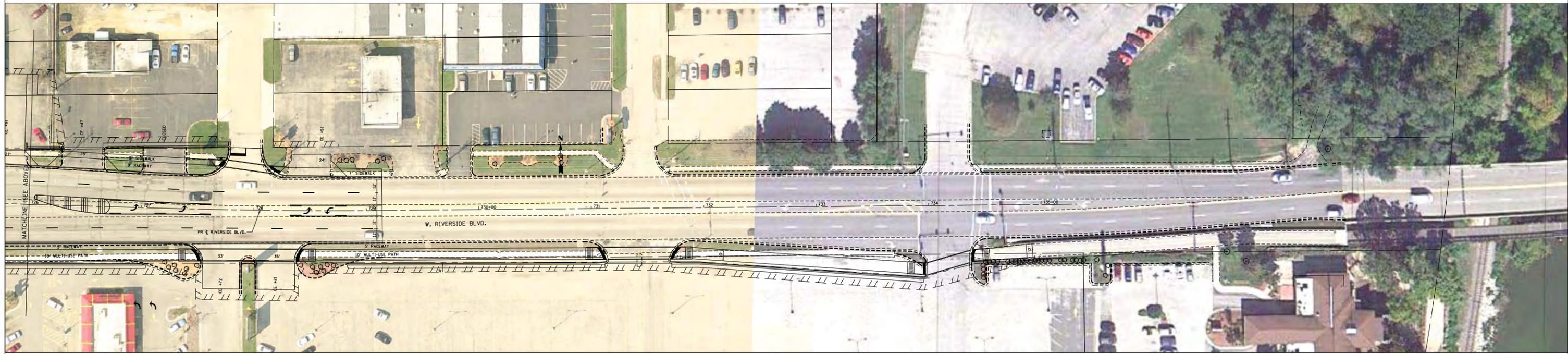
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIVER BLUFF BOULEVARD TO BENNINGTON ROAD			
SEGMENT 4			
SCALE: 1"=30'	SHEET NO. 5 OF 7 SHEETS STA.	TO STA.	FEB. ROAD DIST. NO. (ILLINOIS) FEB. AD PROJECT



RIVERSIDE BOULEVARD



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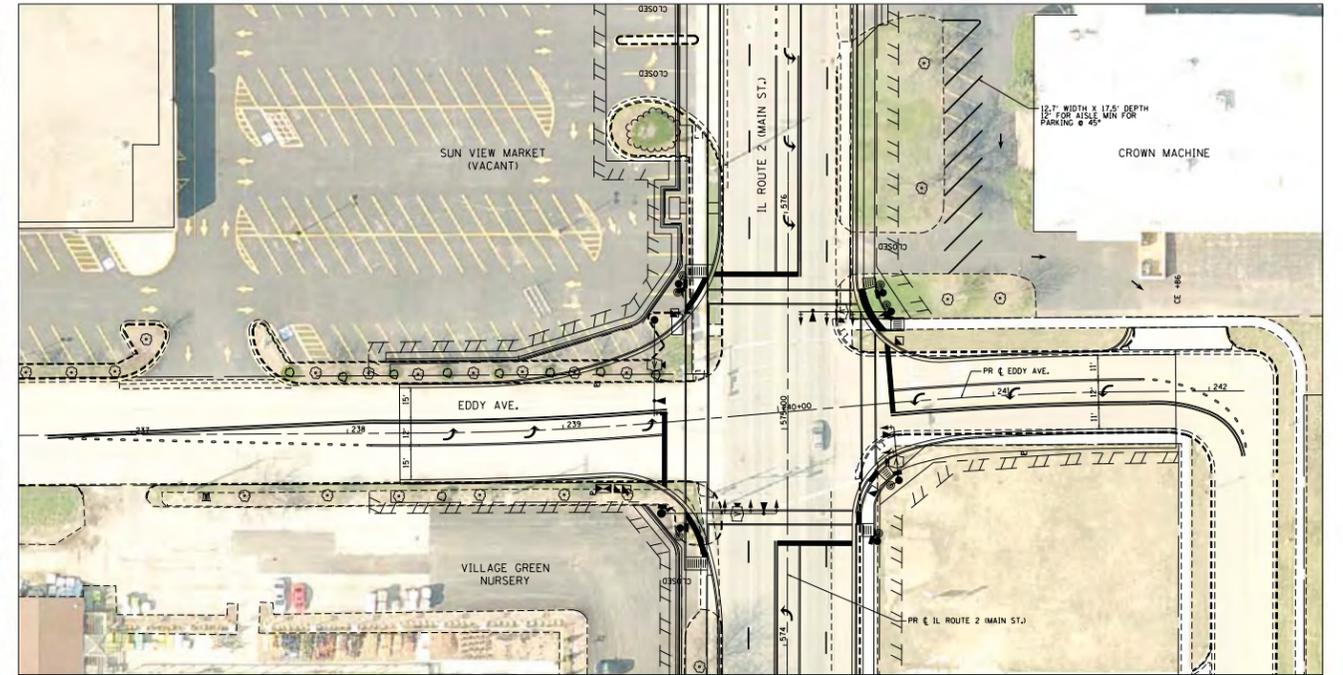
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIVERSIDE BOULEVARD		SECTION	COUNTY	TOTAL SHEETS
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FEB. ROAD DIST. NO. (ILLINOIS) FEB. AD PROJECT				

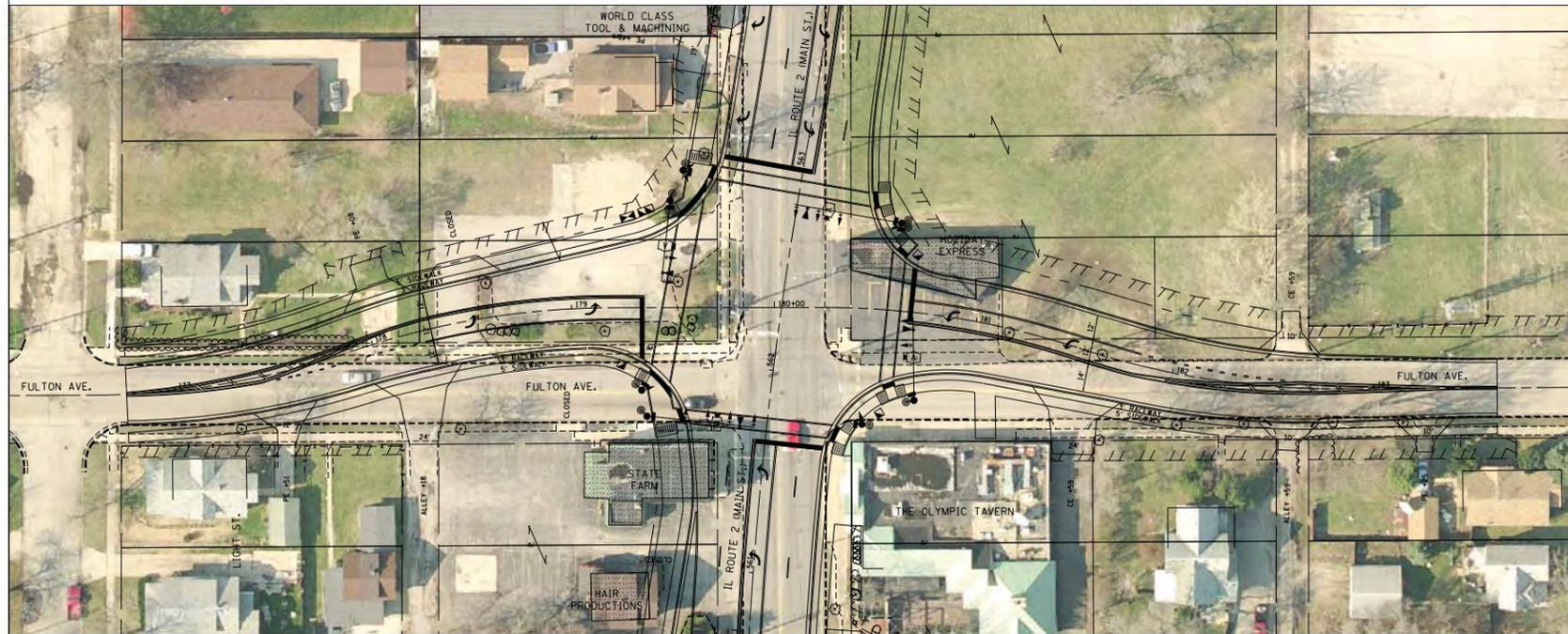
FORD AVENUE



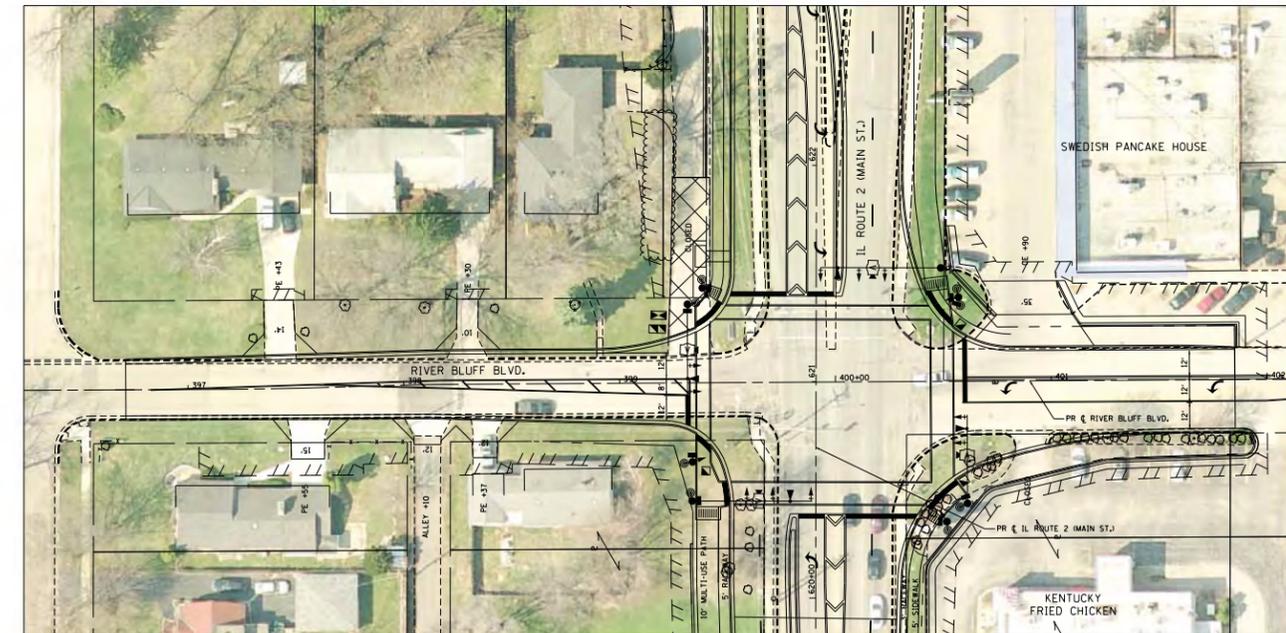
EDDY AVENUE



FULTON AVENUE



RIVER BLUFF BOULEVARD



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FORD AVENUE, FULTON AVENUE, EDDY AVENUE AND RIVER BLUFF BOULEVARD INTERSECTIONS AT NORTH MAIN STREET			
SCALE: 1"=30'	SHEET NO. 6 OF 7 SHEETS STA. TO STA.	SECTION	COUNTY TOTAL SHEETS
FEB. 2012		ILLINOIS	CONTRACT NO.