



Illinois Department of Transportation

Memorandum

To: File
From: Jason Stringer
Subject: CAG Meeting Minutes – IL 2 (Main Street), Rockford
Date: September 20, 2010

FAP Route 734 (IL 2)
Section 78R-2
Winnebago County
Job No. P-92-050-06
IL 2 from Auburn Street to Riverside Blvd in Rockford

The meeting was held at EIGERlab, 605 Fulton Avenue, Rockford, Illinois, on Tuesday, September 14, 2010 beginning at 6:00 PM. This was the first meeting for the Citizen Advisory Group (CAG) for the IL 2 (N. Main Street) project from Auburn Street to Riverside Boulevard in Rockford.

Attendance included (see Attachment 1 for sign-in sheet):

Richard Berman	Mike Michalik	Steve Nailor
Curtis Carlson	Carlos Molina	Masood Ahmad
Dana Carroll	Tom Rotella	Sam Abdullah
Janyce Fadden	Eli Rotella	Jason Stringer
Anthony Foreman	Mark Smith	Carrie Hansen
Einar Forsman	Steve Sousa	Chris Hartke
Jon Hollander	Patrick Zuroske	Gil Janes
Dave Koltz	Diana Cooper	Jon Estrem
Mike Lenox	Scott Puffer	

Masood Ahmad (IDOT) introduced the project & project study team. Each CAG member then introduced themselves. Masood then concluded by briefly explaining the involvement of the CAG and the concept of a complete streets project.

Next Jon Estrem (HR Green Co.) noted the various items included in the agenda and explained that the PowerPoint presentation (see Attachment 2) was one of the handouts provided to each person. He then explained the involvement of the lead agencies, Illinois Department of Transportation (IDOT) and Federal Highway Administration (FHWA) as well as that of the project consultant team which consists of HR Green Company and its subconsultants, Images Inc. and Kaskaskia Engineering. He pointed out that the lead agencies are primarily responsible for project funding and therefore ultimately make project decisions, while the duties of the consultant team include doing the necessary legwork (engineering, public involvement, etc.).

Jon briefly described the project including the limits (near Yonge Street to north of Riverside Boulevard), existing typical cross section (mostly four-lane undivided with some raised median & turning lanes) and general land use (primarily residential & commercial with some industrial, institutional & recreational) of this fully developed corridor. He also noted that due to its location at the north end of Rockford, this portion of N. Main Street is considered a gateway to the community.

Jon moved on to provide a general understanding of the project process. He explained that the CAG will work toward consensus for identifying goals and making recommendations which will be considered by IDOT and FHWA. Ultimately the decisions and resulting design is to be documented and submitted to IDOT's central office and FHWA for design approval.

The project schedule was then discussed. Jon noted the project is in its initial stages. The Public Awareness Meeting was held on August 5, 2010. Little design has taken place so far. This is intentional as we first need input from the CAG on various things such as goals and needs before identifying the work to be done. Overall the project will take approximately 18 to 24 months and will likely involve six CAG meetings. The goal is to obtain design approval by the end of 2011, but this and the actual number of meetings will depend on the actual progress realized. Toward the latter part of the process a second public meeting will be held to share project findings with the general public.

Carrie Hansen (Images, Inc.) then shifted the focus of the presentation to the process designated for use in this project: Context Sensitive Solutions (CSS). She provided a brief description of CSS and explained it is intended to be flexible and allow for the perspectives of the stakeholders to be considered while the project develops. An important part of this is to engage stakeholders and allow for the ease of communication to this end. Furthermore, the process is intended address all types of transportation modes.

Carrie pointed out that the overall goal in CSS is for the CAG to reach consensus on the decisions it renders. She went through the definition of the word "consensus" and reiterated that one its most important aspects is to ensure that everyone has been allowed to provide input and consider it with that of the others. Also, while there are often differing opinions, in the end even if they don't agree with the ultimate decision, everyone should be able to acknowledge that their viewpoints have been considered.

Next Carrie described the Stakeholder Involvement Plan (SIP) and noted it was included as one of the handouts (see Attachment 3). She indicated it is essentially the blueprint for the project's process and defines the outreach tools and methods. It provides a framework for achieving consensus and identifies the roles and responsibilities of its participants. Finally, it establishes the general timeframes of the various stakeholder activities. Carrie noted access to the SIP will be available through the project website which is anticipated to be operational in the near future (hopefully the following week). It was agreed that CAG members would be notified by email when the website is available. In addition, it was noted that future correspondence to the CAG members would be through email for the sake of efficient communication. This will include meeting minutes amongst other things.

Carrie then described the Project Study Group (PSG) and its role in CSS. She explained that the PSG is made up of representatives from FHWA, IDOT and the consultant team. It provides oversight and expertise in key areas and manages the development of the project. It helps to identify and help resolve various project issues. Its goals include promoting partnerships and fostering consensus. Finally, it is responsible for deciding what will ultimately be proposed for the specific scope items of the project.

She next described the role of the CAG in the CSS process. She noted its general purpose is to help identify and provide input on the various project issues and to assist in determining design approaches pertinent to those issues. She explained the responsibilities of each CAG members including regular attendance of meetings, collaborating with the PSG and providing its input throughout the process in a spirit of consensus. She reiterated that this includes a willingness to actively listen to and consider the input of others in a professional manner even when one does not agree with it.

Carrie concluded this portion of the presentation by revisiting the interaction between the PSG and CAG. Specifically, the CAG is responsible for rendering recommendations based on consensus to the PSG. The PSG is then responsible for considering that input and making final project decisions.

During the discussion on the CSS process, it was asked whether the CSS process had been utilized on any other projects in the Rockford area. Jon Estrem indicated that this was the first IDOT project in the Rockford area to utilize the process, but that it has used it in other locations. Pat Zuroske also indicated the City of Rockford has utilized its own version of the process for several projects including a feasibility study for this N. Main Street corridor.

The next portion of the meeting involved a group exercise for which the goal was to identify a logo that will be used for "branding" purposes to identify the project. The logo will be used for project communiqués and other forms of collateral. To this end, four potential logos were previously created by the consultant team and shared with the group as a handout (see Attachment 4). After a good amount of discussion, the consensus decision was that Options A & D would be eliminated and Options B & C would be modified as follows:

- Option B: Change the second line to N. Main Street and increase the font of "Auburn to Riverside" to make it more prominent. In order to make this possible, the graphic designer should consider increasing the space between "IL" and "2" in the first line and/or lengthening the "stem" extending off the letter "L".
- Option C: Change the color of "IL" from yellow to black.

Once the above changes are made by the consultant, the two modified options will be redistributed to the group for further consideration. Final consensus on the decision will be reached at the second meeting.

The group then embarked on the next exercise for the meeting. This involved breaking into four groups to identify a list of issues and concerns relative to the project corridor. A list of "typical" items was provided, but it was stressed that these may not relate to the N. Main Street corridor and several others may apply. The items could be as general or specific as desired. There are no right or wrong answers, but the focus should be on issues/concerns rather than solutions to those things. The items identified will help to bring the pertinent issues to light and will be used at a later date in drafting an actual problem statement. Jon reminded the group that that everyone should be allowed to provide input.

Approximately 45 minutes were spent on this second exercise. In the end, the four groups identified several issues and concerns (see Attachment 5). These items were posted for the entire group to view and were discussed individually by the groups that created them. As can be seen through a review of the items, there are several similarities between the groups.

Jon Estrem then explained that the group would have a "homework assignment" which involves completing as fully as possible a document entitled, "Community Context Audit" (see Attachment 6) which was included in the packet of handouts. The document requires input for several different types of things pertaining to the corridor. He noted the items identified in the group exercise are things to consider while completing the audit. Each should come back to the next CAG meeting ready to share answers since one of the goals of that meeting will be for the CAG to come to consensus on a single Context Audit.

Finally, Jon revisited the schedule and pointed out that the next CAG meeting will likely be near the end of October. In addition to the Context Audit previously discussed, it will be a goal to create a Problem Statement which concisely spells out the issues to be addressed as a part of the project.

It was then asked if any historically significant buildings had been identified within the corridor. Jason Stringer (IDOT) indicated he was not aware of any structures within the corridor that are included on the register. Jon Estrem added that as a part of all projects performed by IDOT that could possibly have impacts on surrounding properties, it is a requirement to determine whether any buildings are historically significant and, if so, whether the project would adversely impact them. As such, this process will be a part of the project.

In response to another questions, Carrie Hansen indicated the activities of the CAG will be documented. This will largely be done through meeting minutes which will be emailed to each CAG member as well as posted to the IDOT website.

Finally, Jon asked polled the group as to whether the day and time of meeting were convenient for all. The consensus of the group was that the day (Monday) and time (6:00 PM) should be retained. With this, the meeting concluded.



IL Route 2 Citizen Advisory Group Meeting #1 - Meeting Register

Location: EigerLab, Rockford, IL Date: 9/14/10

Time: 6:00 PM - 8:00 PM

Place <input checked="" type="checkbox"/> Next To Name	First Name	Last Name	Organization	Address		
	Michael	Amans	Rockford Mass Transit District			IL
	John	Beck	City of Rockford, 12th Ward			IL
✓	Richard	Berman	Edgewater Neighborhood Association	<i>RABERMAN@EigerLab</i>	<i>23 City Club Rd</i>	<i>6103</i>
✓	Curtis	Carlson	Carlson Capital Services	<i>Carlsoncap@sbcglobal.net</i>	<i>3521 Latham Street Rockford IL 61103</i>	IL
✓	Dana	Carroll	Rock River Water Reclamation District			IL
	Scott	Christianson	Winnebago County Board			IL
	Dave	Cortez	Southern Imperial, Inc			IL
	Tom	Dal Santo	Laborer's International Union N.S. Local 32			IL
	Tim	Dimke	Rockford Park District			IL
	Scott	Eckburg	Eckburg & Bates Agency, Inc.			IL
	Steve	Ernst	Rockford Metropolitan Agency for Planning			IL

Attachment 1
Sheet 1 of 5



IL Route 2 Citizen Advisory Group Meeting #1 - Meeting Register

Location: EigerLab, Rockford, IL Date: 9/14/10

Time: 6:00 PM - 8:00 PM

Place <input checked="" type="checkbox"/> Next To Name	First Name	Last Name	Organization	Address		
✓	Janyce	Fadden	Rockford Area Economic Development Council	jfaddene@rockford.il.gov		IL
✓	Anthony	Foreman	JT's Bourbon Street Grill	1107 NORTH MAIN	Rockford IL 61103	IL
✓	Einar	Forsman	Rockford Chamber of Commerce	eforsman@rockfordchamber.com		IL
	Kim	Hachmeister	Nickel World, Inc.			IL
✓	Jon	Hollander	City of Rockford	Jon.HOLLANDER@ROCKFORDIL.GOV		IL
	Jonah	Katz	City of Rockford			IL
	Jeff	Kemp				IL
	Christine	Kiekamp	Spectrum School			IL
✓	Dave	Koltz	Blackhawk Bicycle and Ski Club	7415 ROADWAY DR ROCKFORD, IL	EMAIL KOLTZFAM@MCHSI.COM	IL
✓	Mike	Lenox	ComEd	MICHAEL.LENOX@ComEd.com		IL
✓	Mike	Michalik	Blackhawk Bicycle and Ski Club	MICHAELMCHLIK@	yahoo.com	IL

Attachment 1
Sheet 2 of 5



IL Route 2 Citizen Advisory Group Meeting #1 - Meeting Register

Location: EigerLab, Rockford, IL Date: 9/14/10

Time: 6:00 PM - 8:00 PM

Place <input checked="" type="checkbox"/> Next To Name	First Name	Last Name	Organization	Address			
✓	Carlos	Molina	Winnebago County Highway Department	424 N. Spring Hill	ave Rockford 61103	IL 61103	cmolina@wincoi.us
	Bev	Moore	Illinois Trails Conservancy			IL	
	Lawrence	Morrissey	City of Rockford			IL	
	Steve	Rosenourst	Midwest Building Management			IL	
✓	Tom	Rotello	The Olympic Tavern	2327 N. Main	Rockford	IL	tomrotello@gmail.com
✓	Zac	Rotello	The Olympic Tavern	theolympictavern@gmail.com		IL	ZAKROTELLO@gmail.com
	Mark	Sandoval	Rock Valley College Truck Driver Training			IL	
	Don	Sheppard	Taco John's			IL	
✓	Mark	Smith	Rockford Park District	marksmith@rockfordparkdistrict.org	Rockford	IL	61103
✓	Steve	Sousa	Pure Flo H2O, Inc.	STEVE-SOUSA@ATT.NET	Rockford	IL	61103
	Andrew	Tobin	Resident			IL	

Attachment 1
Sheet 3 of 5



IL Route 2 Citizen Advisory Group Meeting #1 - Meeting Register

Location: EigerLab, Rockford, IL Date: 9/14/10

Time: 6:00 PM - 8:00 PM

Place <input checked="" type="checkbox"/> Next To Name	First Name	Last Name	Organization	Address		
	Joseph	Vanderwerff	Winnebago County			IL
✓	Patrick	Zuroske	City of Rockford	patrick.zuroske@rockfordil.gov	425 S. State St. Rockford, IL	IL 61104



Citizen Advisory Group Meeting #1

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IL Route 2 AUBURN TO RIVERSIDE




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Meeting Agenda

- Introductions
- Project Overview and Schedule
- Stakeholder Involvement/CSS Overview
- Logo Selection
- Issues/Concern Workshop
- Next Steps



IL Route 2 AUBURN TO RIVERSIDE



Introductions – Study Team

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Joint Lead Agencies
IDOT, FHWA

Project Consultant Team
HR Green Company – *Prime Consultant*





Images, Inc.: Public Involvement/CSS

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Project Overview and Schedule

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Study Area



IL ROUTE 2 PROJECT AREA
North of Auburn St. to North of Riverside Blvd.

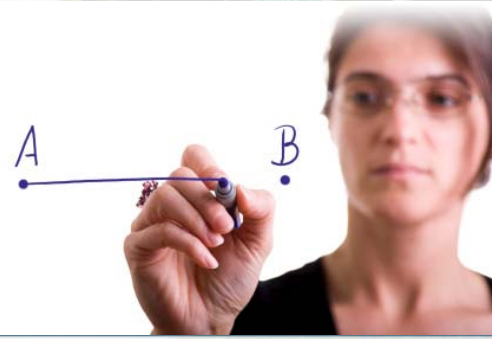
- Approximately 2.0 miles
- Mixture of land uses
- Gateway corridor for City of Rockford
- Generally an undivided 4-lane roadway with turning lanes at major intersections


IL Route 2
AUBURN TO RIVERSIDE


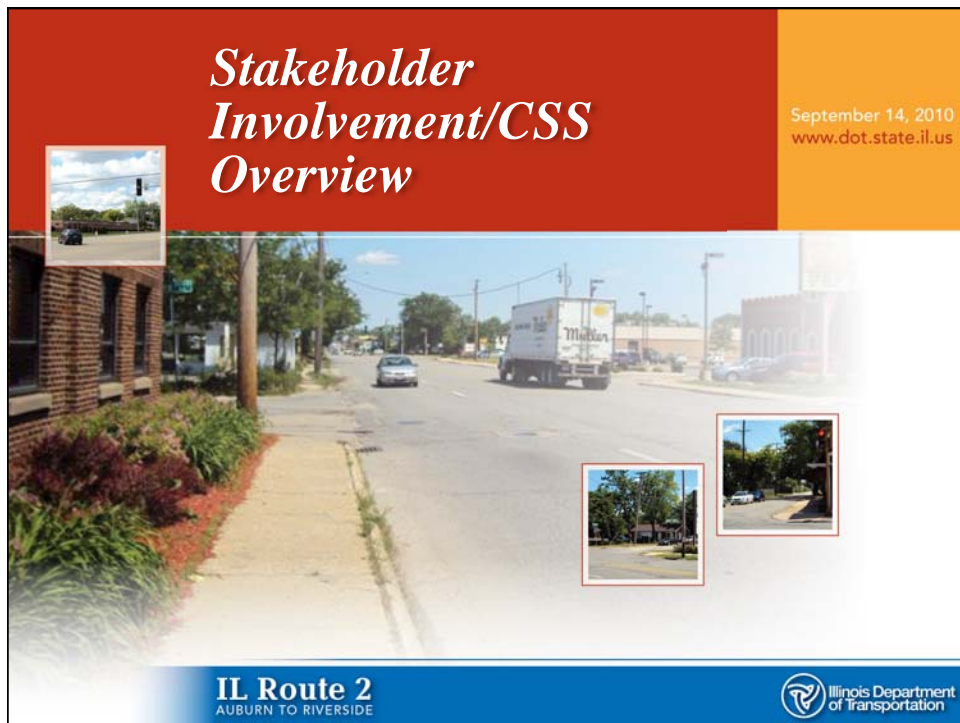
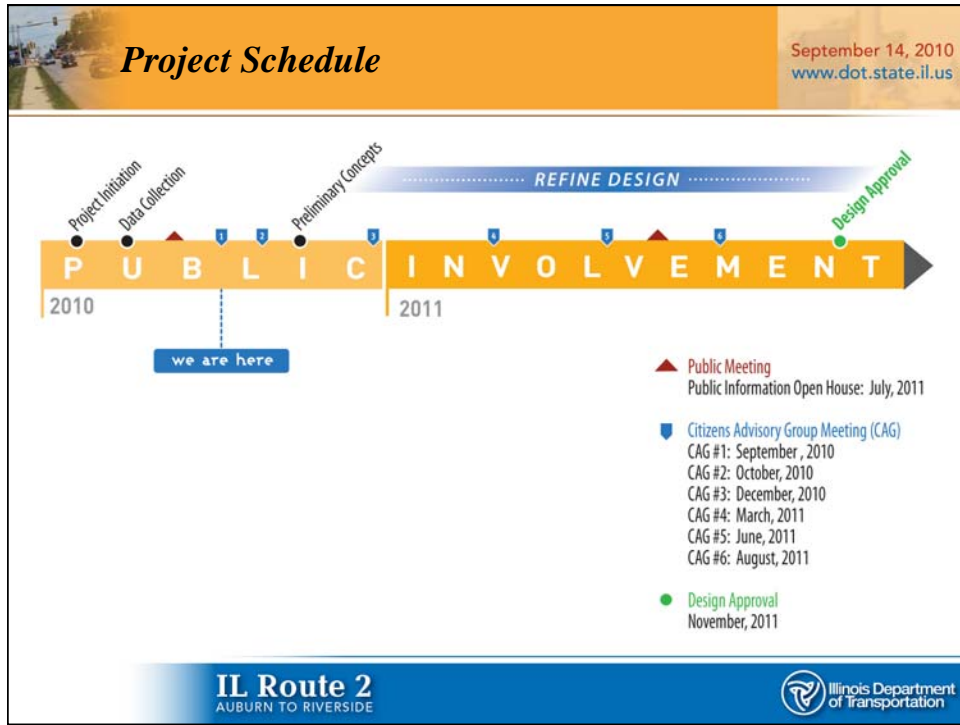
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Project Overview

- Facilitate open study process
- Identify project needs
- Develop and reach consensus on a preferred alternative
- Obtain Design Approval



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Context Sensitive Solutions (CSS) September 14, 2010
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- Flexible and creative approach to design
- Promotes frequent communication from stakeholders
- Addresses all modes of transportation

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Consensus Page 10
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- Goal is to achieve consensus



Consensus is defined as:

*“When a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agree its input has been heard and duly considered and the **process as a whole was fair.**”*


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Stakeholder Involvement Plan (SIP)

- Blueprint for defining outreach tools and methods
- Framework for achieving consensus
- Identifies roles and responsibilities of participants
- Establishes timing of stakeholder activities
- SIP on website for review
(www.dot.state.il.us)

STAKEHOLDER INVOLVEMENT PLAN
IL ROUTE 2
FROM AUBURN TO RIVERSIDE, ROCKFORD



IDOT PROJECT:
WINNEBAGO COUNTY
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Public Involvement Opportunities



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Project Study Group (PSG)



Project Study Group
IDOT • FHWA • Consultant

Citizen Advisory Group

•


Community Leaders
from the study area

•

Stakeholders
with expertise or technical interest
in environmental, land use,
transportation, and economic
development that are affected
by the study

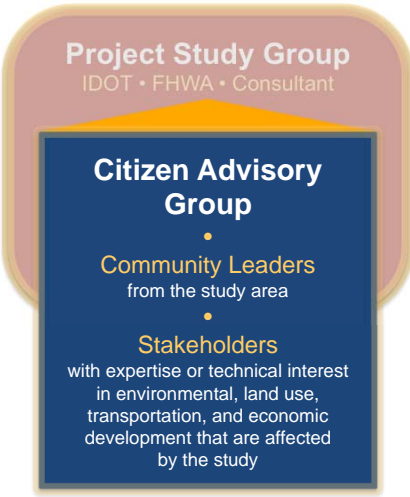
- **PSG Purpose:**
 - Provide oversight and expertise in key areas including study process, agency procedures and standards, and design approaches
 - IDOT and FHWA will make ultimate project decisions
- **PSG Responsibility:**
 - Manage the project development process
 - Identify and resolve project issues
 - Promote partnerships
 - Work to develop consensus

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Citizen Advisory Group (CAG)



Project Study Group
IDOT • FHWA • Consultant

Citizen Advisory Group

•


Community Leaders
from the study area

•

Stakeholders
with expertise or technical interest
in environmental, land use,
transportation, and economic
development that are affected
by the study

- **CAG Purpose:**
 - Provide input on project needs
 - Evaluate alternative design approaches
- **CAG Responsibility:**
 - Commit to attend CAG meetings
 - Collaborate with Project Study Group
 - Provide input and consensus

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Membership Expectations

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- Commit to meetings
- Agree to act as a team in a spirit of collaboration
- Candidly communicate local issues
- Respect all opinions
- Contribute to identifying a consensus solution
- Provide timely reviews of project materials



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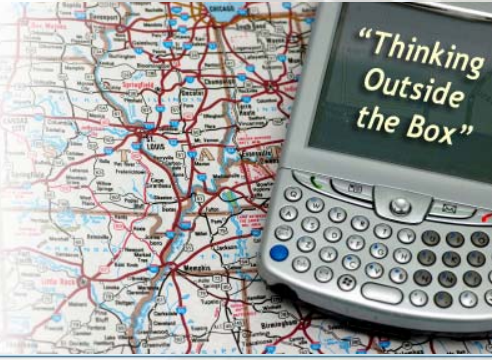
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Decision Making

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- **IDOT will utilize input throughout the decision-making process**
- Final project decisions will be made by IDOT and FHWA




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Logo Selection

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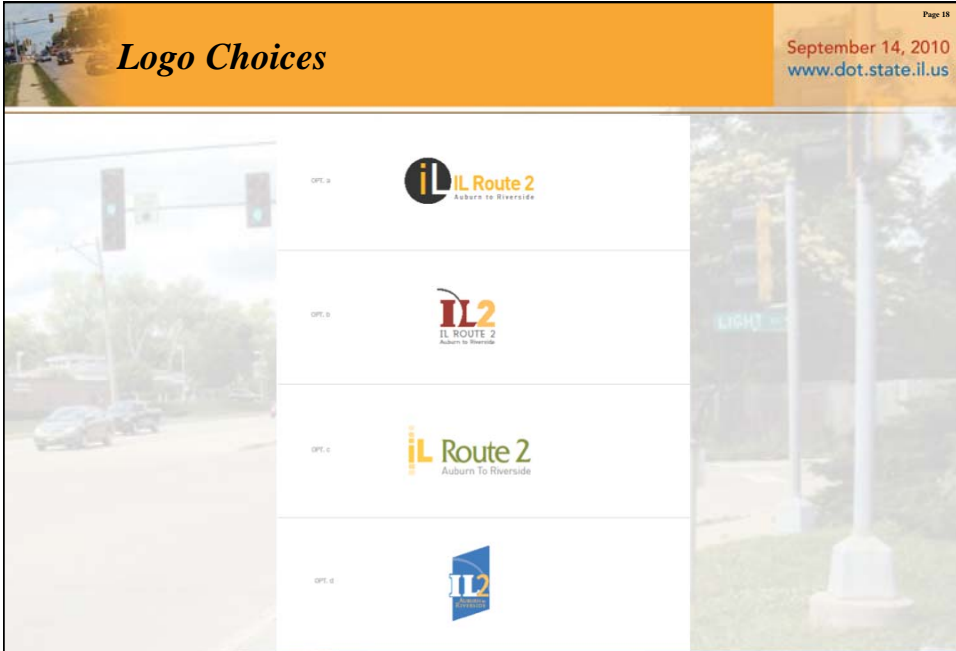
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Logo Choices


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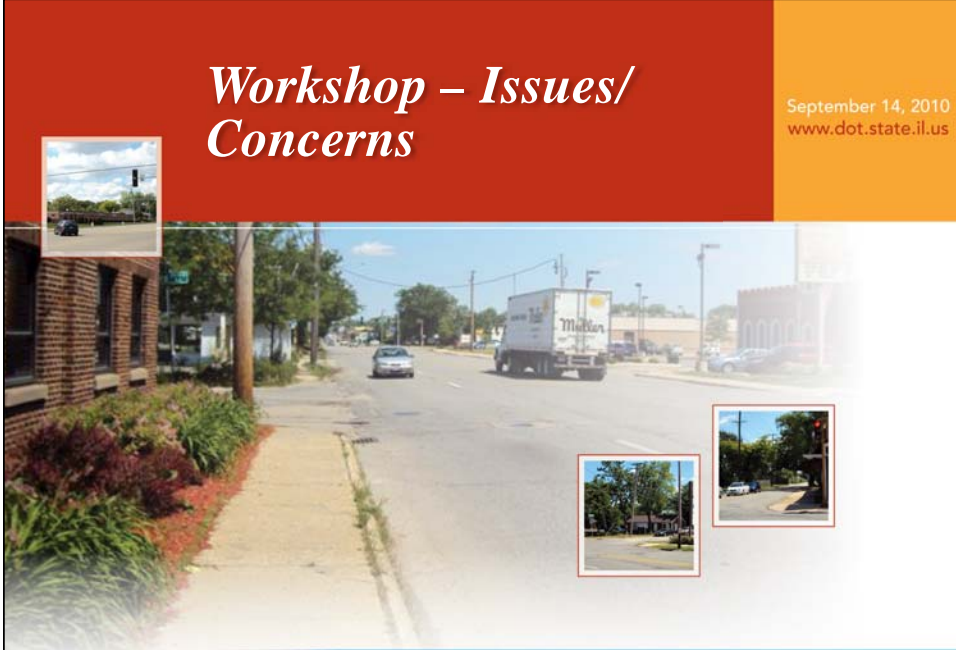
OPT. A	
OPT. B	
OPT. C	
OPT. D	

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*Workshop – Issues/
Concerns*

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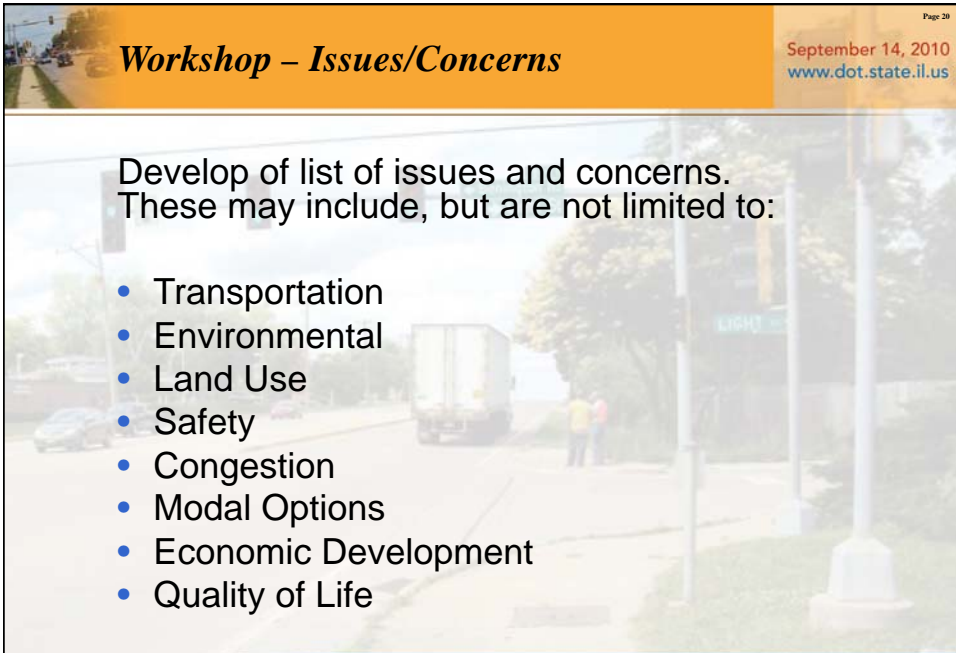
Workshop – Issues/Concerns

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Develop of list of issues and concerns.
These may include, but are not limited to:

- Transportation
- Environmental
- Land Use
- Safety
- Congestion
- Modal Options
- Economic Development
- Quality of Life



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Community Context Audit

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- Guide to identify community characteristics
- Takes into account community history, and present and future conditions
- Audit categories include:
 - Community characteristics/land use
 - Infrastructure assessment
 - Neighborhood culture, aesthetics, and street amenities
 - Economic development
 - Community planning

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Next Steps

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PROJECT SCHEDULE

- ▲ Public Meeting
Public Information Open House: July, 2011
- Citizens Advisory Group Meeting (CAG)
CAG #1: September, 2010
CAG #2: October, 2010
CAG #3: December, 2010
CAG #4: March, 2011
CAG #5: June, 2011
CAG #6: August, 2011
- Design Approval
November, 2011


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*Thank You!
Questions?*

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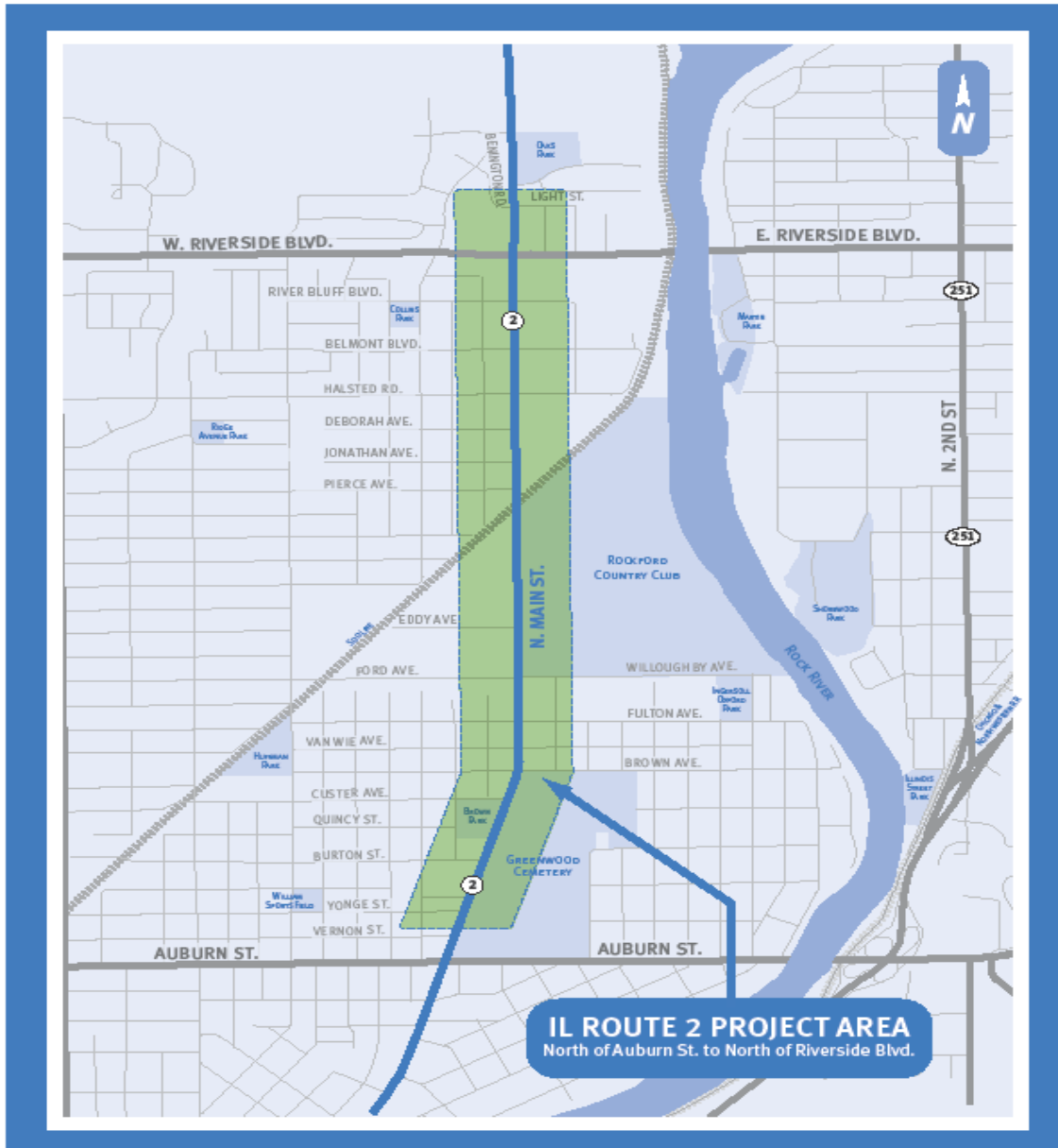


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STAKEHOLDER INVOLVEMENT PLAN IL ROUTE 2 FROM AUBURN TO RIVERSIDE, ROCKFORD



IDOT PROJECT: WINNEBAGO COUNTY



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Appendix B – Glossary, Acronyms, and Abbreviations

INTRODUCTION

1.1 Project Background

The Illinois Route 2/N. Main Street study area is comprised of approximately 2.0 miles of urban roadway extending from approximately 1,200 feet north of Auburn Street on the south to north of Riverside Boulevard on the north, in the City of Rockford, Winnebago County. The study area contains a mixture of commercial, industrial, institutional, recreational and residential land uses, and serves as an important gateway corridor for the City of Rockford. See Figure 1-1 for Location Map. The existing roadway generally consists of an undivided four-lane facility for a large portion of the study area and includes turning lanes at major intersections. The corridor is heavily developed, with few vacant parcels. The facility contains curb and gutter and intermittent sidewalks.

Given the potential impacts that a proposed improvement could have, the project has been designated as a Context Sensitive Solutions (CSS) project. CSS is a collaborative approach that involves all stakeholders to develop a facility that fits into its surroundings and preserves scenic, aesthetic, historic, and environmental resources while improving safety and mobility. A Stakeholder Involvement Plan (SIP) is critical to the success of CSS principles on a project. The SIP, by its very nature, is a work in progress throughout the life of the project, and thus, subject to revision any time events warrant. The project life is comprised of three distinct phases. Phase I is the preliminary engineering and environmental study, Phase II includes detailed plan preparation and land acquisition, and Phase III is the actual construction of the project.

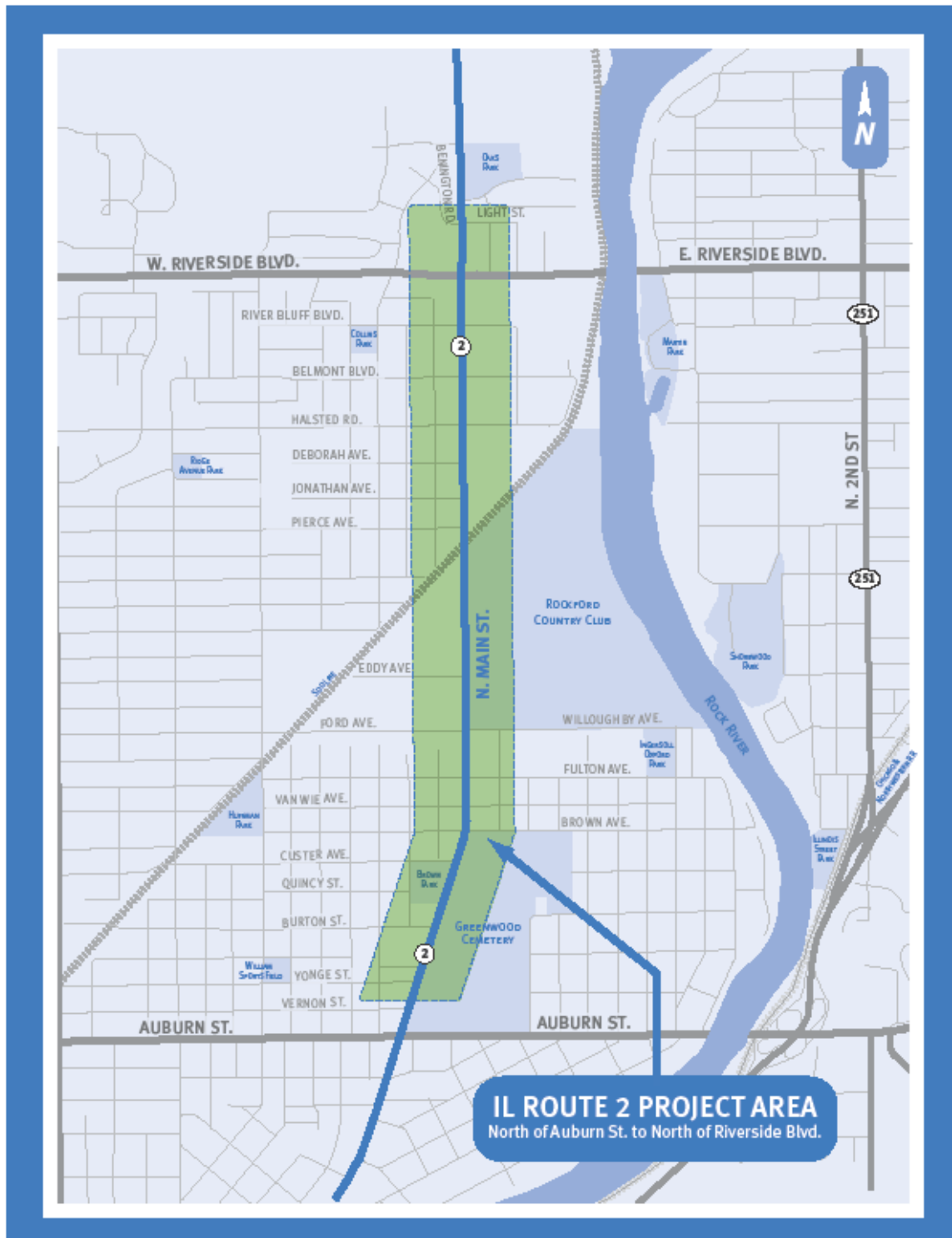


Figure 1-1 Location Map

1.2 Context Sensitive Solutions

This project is being developed using the principles of CSS per the Illinois Department of Transportation Context Sensitive Solutions (CSS) Policy and BDE Manual 48-06.

“CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project’s surroundings - its “context.” Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.”

The CSS approach will provide stakeholders with the tools and information they require to effectively participate in the study process including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

As identified in IDOT’s CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholder’s key issues and concerns.
- Involve stakeholders in the decision-making process early and often.
- Establish an understanding of the stakeholder’s project role.
- Address all modes of transportation.
- Set a project schedule.
- Apply flexibility in design to address stakeholders’ concerns whenever possible.

2 GOALS AND OBJECTIVES

The purpose of this plan is to provide a guide for implementing stakeholder involvement for the IL Route 2 project. The SIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in the decision-making process for this project. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to be informed and engaged as the project progresses.

2.1 Stakeholder Involvement Plan Goals

The goal of the SIP is to actively seek the participation of communities, agencies, individual interest groups, and the general public throughout the project development process. The SIP provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.

The SIP:

- Identifies stakeholders.
- Identifies the roles and responsibilities of the lead agency (Table 2-1 in Appendix A).
- Identifies participating agencies and agency responsibilities (Table 2-2 in Appendix A).
- Identifies the Project Study Group (PSG, Table 3-1 in Appendix A).
- Identifies the Citizen Advisory Group (CAG, Table 3-2 in Appendix A), and its roles and responsibilities.
- Establishes the timing and type of involvement activities with all stakeholders.
- Establishes stakeholder requirements for providing timely input to the project development process.

2.2 Stakeholder Identification Procedures

Per IDOT's CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. Stakeholders for this project may include, but not be limited to, the following:

- Residents
- Business owners adjacent to the study area
- Churches and schools within the project limits

- Advocates for community and historic interests
- Special interest groups (environmental coalitions, bicycle groups, etc.)
- Elected/community officials
- Government and planning agencies
- Transportation system users and organizations
- Chambers of Commerce
- Neighborhood groups
- Utilities / Telecommunications
- Others outside the study area with an interest in the project

Early coordination and/or meetings will be conducted with local municipal and county governments within the study area as a means of identifying interested parties and stakeholders, including individuals, businesses, community leaders and organizations. The identification of stakeholders will be done through a combination of desktop searches and input from local community leaders. It is anticipated that new stakeholders will be added to the initial stakeholder list throughout the project. All stakeholders expressing interest in the project will be added to the project mailing list, and will be able to participate in the process through various public outreach opportunities. These opportunities include, but are not limited to, the project website, public meetings, the Citizen Advisory Group, and press releases (see Section 5). The project mailing list will be updated and maintained through the duration of the project.

2.3 Stakeholder Involvement Ground Rules

The public outreach efforts identified in the SIP will be conducted based on a set of ground rules that forms the basis for the respectful interaction of all parties involved in this process. These ground rules will be established initially with the SIP, but must be agreed upon by the stakeholders and, therefore, may be modified based on stakeholder input.

These rules include the following:

- Input on the project from all stakeholders is duly considered in order to yield the best solutions to problems identified by the process.
- Input from all participants in the process is valued and considered.
- The list of stakeholders is subject to revisions/additions at any time as events warrant.

- All participants must keep an open mind and participate openly, honestly, and respectfully.
- The role of the CAG is to advise the PSG, which will make the ultimate decisions on this project. A consensus of CAG member concurrence on project choices is sought, but the ultimate decisions remain in the hands of the PSG and the State of Illinois.
- All participants should work collaboratively and cooperatively to seek a consensus solution. Consensus is defined as “when a majority of the stakeholders agrees on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair.”
- All participants in the process must treat each other with respect and dignity.
- The project must progress at a reasonable pace, based on the project schedule.
- IDOT and FHWA will serve as the lead agencies and make final project decisions.
- Members of the media and interested stakeholders are welcome in all stakeholder/CAG meetings, but must remain in the role of observers rather than participants in the meetings.

3 PROJECT WORKING GROUPS

The working groups for this project will consist of a Project Study Group (PSG) and a Citizen Advisory Group (CAG). Membership of these groups may be altered during the project to allow for an optimal multi-disciplinary team. The CAG will interface directly with the PSG. The meetings will be designed to encourage timely and meaningful opportunities for participation.

3.1 Project Study Group (PSG)

Per IDOT's CSS procedures, IDOT has formed a PSG, an interdisciplinary team, for developing the IL Route 2 project. The PSG will make the ultimate project recommendations and decisions on this project. This group consists of a multidisciplinary team of representatives from IDOT, FHWA and the project consultant team. The membership of the PSG may evolve as the understanding of the project's context is clarified.

The PSG has primary responsibility for the project development process. This group will meet throughout the study process to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the SIP.

Other responsibilities of the PSG include the following:

- Expediting the project development process.
- Identifying and resolving project development issues.
- Promoting partnership with stakeholders to address identified project needs.
- Working to develop consensus among stakeholders.

The persons listed in Table 3-1 in Appendix A will form the PSG for the IL Route 2 project.

3.2 Citizen Advisory Group (CAG)

To assist in the development of the environmental and engineering studies for the IL Route 2 study, IDOT has proposed the establishment of a CAG. The purpose of the CAG is to provide input on various study elements including the definition of project needs, and evaluation of the alternative design approaches developed as part of the preliminary design report. The CAG consists of community leaders from the study area, and stakeholders with expertise or technical interest in environmental,

land use, transportation, and economic development that are affected by the study. The initial invitation membership of the CAG is presented in Table 3-2 in Appendix A. Individuals wishing to be considered for CAG membership will be able to do so by signing up at public meetings or via the project website. The PSG will ultimately determine CAG membership to ensure balanced representation in an effective and manageable workshop setting.

Any interested persons who do not become members of the CAG will be added to the stakeholder list, ensuring they will receive meeting invitations and project updates. The project team will also be available to meet with organizations on a one-on-one basis throughout the project.

3.3 Implementation

Public involvement in the planning process begins as soon as the study starts and continues throughout the project. This report serves as a guide for public involvement in the Phase I study, but includes strategies that can be used through all project phases. Implementation of this plan requires the commitment and efforts of all involved parties. As an implementation guide, this plan links specific strategies to the study schedule and identifies the audience each strategy is intended to reach. Implementation of this plan requires the commitment and efforts of all study participants and includes actions, responsibilities, and timing. The PSG will be responsible for the overall development, implementation and coordination of the SIP.

3.4 Stakeholder Involvement

Any stakeholder that shows interest in the project will be added to the stakeholder list, ensuring they will receive meeting invitations and project updates. The project team will also be available to meet with stakeholder groups on a one-on-one basis throughout the project, if deemed necessary. In addition, stakeholders will be informed about the project website where they can access information and submit comments.

4 TENTATIVE SCHEDULE OF PROJECT DEVELOPMENT ACTIVITIES / STAKEHOLDER INVOLVEMENT

This section describes the general project development process and tentative schedule, project activities, and associated stakeholder involvement activities.

4.1 Step One: Stakeholder Identification, Development of the SIP, Project Initiation

This stage of the project development process includes various agency notifications, project organizational activities, and scoping activities. These activities include, but are not limited to, the following:

- Assemble the PSG.
- Develop the SIP and post to the project website.
- Organize and hold one-on-one meetings with stakeholders.
- Prepare community context audits for each municipality and county in the study area (PSG and project stakeholders). The context audits will identify unique community characteristics that contribute to the project's context and will need to be considered in the project development process.
- Organize and hold public awareness meeting to educate stakeholders on the project process and study area, history, and identify study area issues/concerns.
- Assemble and organize the project working group (CAG).
- Conduct regulatory/resource agency CE scoping activities.

4.2 Step Two: Developing Project Problem Statement, Purpose and Need

This stage of the project consists of the identification of transportation problems in the study area and the development of project goals and objectives. Project purpose discussions will focus on providing stakeholders with background on known traffic safety problems or congestion/operational problems, traffic forecasts, and their anticipated effects on future traffic conditions. This will help set the stage for meaningful discussions about potential solutions.

This information will be used as the basis for the development of the project Purpose and Need statement. Activities in this stage include the following:

- Organize and hold CAG meetings.

- Completion of a clear problem statement.
- Development of the project Purpose and Need statement.
- Agency concurrence on the Purpose and Need.

4.3 Step Three: Development of Alternative Design Approaches

Alternative approaches for addressing the project Purpose and Need will be considered and discussed with the CAG. Steps in the alternatives development process include the following:

- Identification of alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the development of alternative approaches and the evaluation process.
- Organize and hold CAG meetings to discuss approaches that meet the Purpose and Need.
- Evaluation of preliminary plans to be carried forward.
- Agency concurrence with the preliminary plans, to proceed to public meeting for feedback.
- Organize and hold a public information open house to solicit input on the preliminary design.

4.4 Step Four: Approval of Final Alternative

The process will continue with the identification and concurrence of the preferred design approach and agency approval of the preliminary design. Activities in this stage of the project development process include the following:

- Tentative identification of the preferred design approach based on technical analysis and stakeholder input.
- Agency concurrence on the preferred design approach.
- Preparation and approval of the preliminary design report documenting the preferred design approach and documentation of the CSS process.

4.5 Project Development Schedule and Stakeholder Involvement Activities

The tentative schedule for project development activities and stakeholder involvement activities is presented in Figure 4-1 below.

PROJECT SCHEDULE

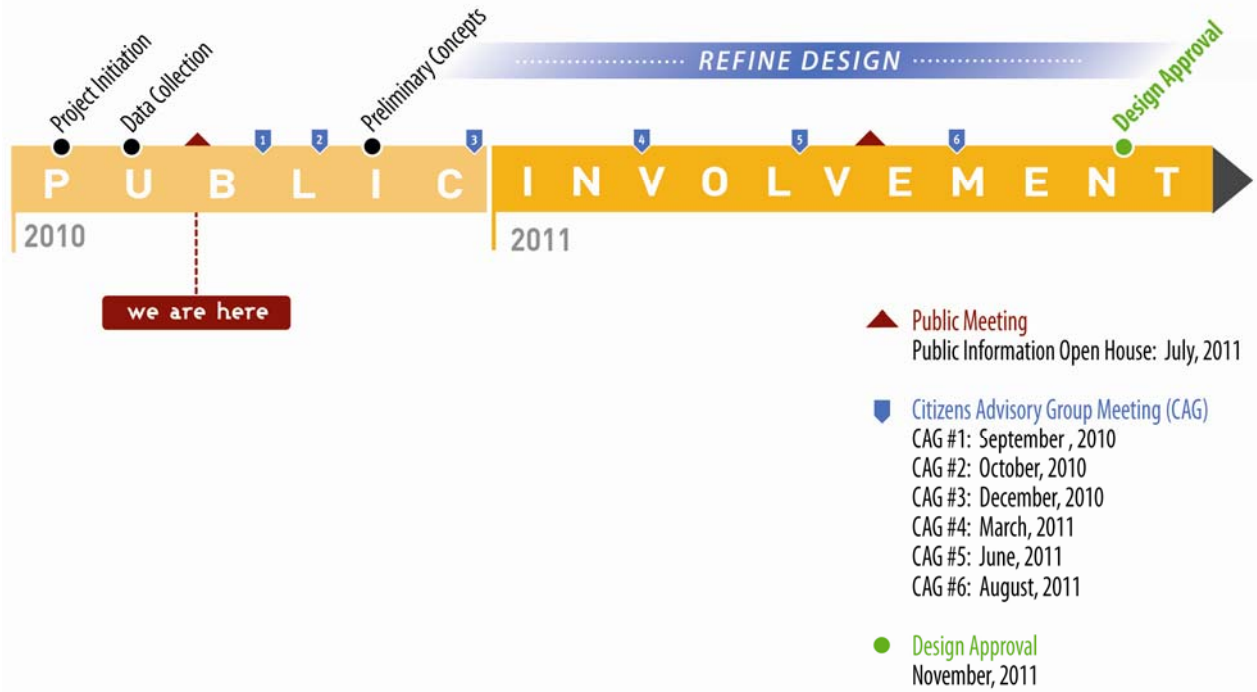


Figure 4-1 Project Schedule

5 PUBLIC INVOLVEMENT PLAN ACTIVITIES

The following activities are proposed as the public involvement plan for IL Route 2 Phase I project. Unless noted, the PSG is the responsible party for activities and coordination. All activities will be approved by IDOT before proceeding. The designated point of contact at District 2 is Jason Stringer. He will coordinate internal IDOT reviews and approvals including consolidating review comments and resolution of conflicting issues.

Each strategy is described, identifies a target audience, and includes an implementation schedule.

5.1 Stakeholder Activities

Stakeholders are identified as all residents and property owners of the study area, and those interested parties who can directly affect the outcome of a planning process. In addition to the general public, key groups of stakeholders identified for this study include those with decision making capabilities related to implementing transportation investments, and those with public standing that speak for the general public and can influence the broader spectrum of public opinion. These representatives, divided into two groups, include:

- Local, regional, state and federal elected and appointed officials and agency representatives with jurisdiction over the transportation planning process and affected environmental, historic, cultural and economic resources; and
- Corridor residents, businesses and property owners, professional associations and local, regional and potentially statewide community, civic and environmental organizations.

Media publication and broadcast groups, critical to informing the public and affecting public opinion, are addressed later in this section.

5.2 Public Outreach Meetings

Stakeholder involvement for the IL Route 2 study will be an ongoing process from project initiation through completion. Various meetings will be held throughout the project development process to provide outreach opportunities to all stakeholders. Additional meeting opportunities are listed below.

Agency Coordination

Preparation of a preliminary design report requires compliance with local, state and federal rules, regulations and laws. In order to ensure compliance, coordination will be carried out with resource agencies periodically throughout the preparation of the document. As the project progresses,

meetings may be held with individual resource agencies to discuss environmental findings and to obtain concurrence.

Public Meetings

Public involvement for the IL Route 2 project also will include opportunities for broader public involvement in the form of public meetings and stakeholder workshops. These large-scale meetings will encourage public attendance and foster public awareness of project developments and alternatives that are being evaluated. These meetings also will provide a forum for general public input, including concerns and comments regarding project alternatives. Two public meetings will be held to coincide with major milestones during the project development process. Please note that the dates shown below in parentheses are tentative and therefore subject to change.

- The first meeting (August 5, 2010) serves as a project kickoff providing information regarding the study process and objectives, and an opportunity for the public to share its perspectives regarding transportation issues and project concerns.
- The second meeting (Summer 2011) will present the project Purpose and Need, and solicit input on the preliminary plans.

These meetings will utilize various public informational techniques such as project boards, handouts, and possibly PowerPoint or multimedia presentations summarizing the project work and findings to date. The meetings will be advertised by mailed invitations, public notices placed in area newspapers, the project website, and on third party websites. Opportunities for the public to provide written comments (comment forms) will be available at the meetings. Translation services will be provided as they are requested.

Stakeholder Workshops

Multiple CAG meetings will be conducted as a means to obtain stakeholder input regarding various project issues and potential system solutions. Meetings with individual stakeholder groups will also be scheduled as needed. Renderings and visualizations will be developed to illustrate concepts and issues that have been raised, developed, and evaluated. The renderings and visualizations will be dependant on the topic of discussion and format of the particular workshop.

5.3 Other Mechanisms for Public Involvement

In addition to the meeting opportunities described in the preceding section, there will be several other methods for the public to obtain information about the project. These methods (noted below) will provide information and opportunity for feedback regarding upcoming public meeting events, project schedule, and general project status updates within the study area.

Mailing List

To support public meeting invitations and other direct public contact, a mailing list will be developed and updated. Phone numbers and e-mail addresses will be added to the list, as available.

The mailing list will include recipients such as landowners; federal, state, and local officials; special interest groups; resource agencies; businesses; and members of the public. The mailing list will be developed using existing resources (names and addresses of officials from other recent projects in the area), as well as other identified stakeholders. The mailing list will include government and business leaders and addresses in the immediate area. This list will be updated throughout the project through various means of communication, such as sign-in sheets and the project website.

Public Website

In an effort to utilize electronic resources, disseminate information to the public and to receive input and comments, a public website will be developed. This website will provide a centralized source of information, available to anyone with access to the internet at any time. The IL Route 2 website will have the capability of maintaining a history of the project in a cost-effective manner.

The IL Route 2 project website will be accessible via IDOT's website at www.dot.il.gov. Information posted on the website will include project history, study process and information, maps, photos, reports, and electronic versions of printed material. The website will also allow for two-way communication (comment forms), through the use of e-mail. For consistency, the website will have major updates on the same schedule as the study's major milestones. It is anticipated that the website will be available in early Fall 2010.

Newsletters

A common communication tool for a project is the use of newsletters. To assist with the consistent delivery of information on the progress of this project, two newsletters will be produced and distributed to at the public meetings. These newsletters will provide basic project information and

also update readers on the study's progress. A project logo and communication design theme will be created, with assistance from the CAG, for printed materials. Newsletters are intended for staff use as well as for the public. Staff use will ensure that the correct and consistent information is relayed in response to questions and inquiries.

Media Strategies

An effective method of informing the general public about a project and its results is through broadcast and print media. To effectively use the media, a number of media strategies will be employed to provide accurate and frequent coverage of the project and the study. Media strategies to be used during this study include message development, press releases, publication pieces, and media correspondence with agency-designated spokespersons.

The goal is to issue a number of press releases throughout the study period. Incorporating the key message, these press releases will announce public meetings, study work to date, important results, and next steps.

Public Response and Communication

Throughout this study, direct public comment will come in the form of e-mail (via a direct link from the website), standard mail, phone calls and comment forms from meetings. Indirect public comment will come through the media, non-agency sponsored meetings and third party websites. It is important to address public comment so that the public understands that its concerns and opinions are being recognized and to monitor indirect public comment, to be able to respond to potentially problematic issues such as misinformation.

Mail and e-mail responses offer the time to develop a personalized response, yet timeliness is important as well. Two weeks for developing, editing, approving and mailing the response is a proposed time frame throughout the study process.

Phone calls and standard mail will be answered by IDOT, but it is anticipated that the study team will be asked to assist in preparation of responses. Monitoring other meeting activity, third party websites and media reports will continue throughout the study. Reports on the activity will be detailed and stored as they occur.

6 PLAN AVAILABILITY AND MONITORING / UPDATES

The SIP is a dynamic document that will be available to stakeholders and updated as appropriate throughout the duration of the project. This section describes SIP stakeholder review opportunities and plan update procedures.

6.1 Availability of the Stakeholder Involvement Plan

The PSG will make the SIP available to stakeholders for review at Public Meetings and on the project website. The stakeholder review period for the SIP will be 30 days from date of release. As the project proceeds forward, the PSG will update the SIP on a regular basis to reflect appropriate changes or additions. SIP updates will be posted on the project website.

6.2 Modification of the Stakeholder Involvement Plan

The plan will be reviewed on a regular basis for continued effectiveness and updated as appropriate. Plan administration includes, but is not limited to, the following:

- Maintaining a current list of project stakeholders.
- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments.
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

Revisions to this SIP may be necessary through all phases of the project. The PSG will provide updated versions of the SIP to all agencies involved, as necessary. Cooperating agencies should notify IDOT of staffing and contact information changes in a timely manner. Plan updates will be tracked in Table 6-1 in Appendix A.

Appendix A
Tables

**Table 2-1
Lead Agencies**

Agency Name	Role	Other Project Roles	Responsibilities
Federal Highway Administration	Lead Federal Agency		
Illinois Department of Transportation	Joint-Lead Agency		

**Table 2-2
Cooperating Agencies and Agency Responsibilities**

Agency Name	Role	Cooperating Agency Response	Other Project Roles	Responsibilities
Illinois Department of Natural Resources	Cooperating Agency	Pending		
US Environmental Protection Agency	Cooperating Agency	Pending		
Illinois Historic Preservation Agency	Cooperating Agency	Pending		
US Fish and Wildlife Service	Cooperating Agency	Pending		
US Army Corps of Engineers, Chicago District	Cooperating Agency	Pending		
Illinois Department of Agriculture	Cooperating Agency	Pending		
Illinois Environmental Protection Agency	Cooperating Agency	Pending		

**Table 2-3
Participating Agencies and Agency Responsibilities**

Agency Name	Requested Role	Participating Agency Response	Other Project Roles	Responsibilities
Rockford Metropolitan Agency for Planning	Participating Agency	Pending		
Federal Emergency Management Agency	Participating Agency	Pending		
Winnebago County	Participating Agency	Pending		
City of Rockford	Participating Agency	Pending		

Table 3-1
Project Study Group Members

Agency Name	Contact Person/Title	E-mail & Mailing Address
Illinois Department of Transportation	Jay Howell Studies & Plans Engineer	Jay.Howell@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Masood Ahmad Project Engineer	Masood.Ahmad@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Sam Abdullah Senior Squad Leader	Sameer.Abdullah@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Jason Stringer Studies Squad Leader	Jason.Stringer@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Mike Blumhoff Chief of Surveys	Michael.Blumhoff@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Jon McCormick Geometrics Engineer	Jon.McCormick@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Bill McWethy Hydraulics Engineer	William.McWethy@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Brian Mayer Project Support Engineer	Brian.Mayer@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Joel Graff Operations Field Engineer	Joel.Graff@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Jim Allen Land Acquisition Manager	James.Allen@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500

Illinois Department of Transportation	Dave von Kaenel Construction Field Engineer	David.vonKaenel@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Tony Baratta Local Roads Field Engineer	Tony.Baratta@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Kris Tobin Programming Engineer	Kris.Tobin@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Paris Fotos Acting District Landscape Architect	Paris.Fotos@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Cassandra Rodgers Environmental Unit	Cassandra.Rodgers@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Mark Nardini Environmental Unit	Mark.Nardini@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Deana Hermes Program Development Office Coordinator	Deana.Hermes@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Dan Long District Bike & Pedestrian Coordinator	Daniel.Long@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Shawn Connolly Railroad Coordinator	Shawn.Connolly@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	Kevin Marchek Operations Engineer	Kevin.Marchek@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500
Illinois Department of Transportation	John Wegmeyer Project Implementation Engineer	John.Wegmeyer@illinois.gov IDOT District 2 819 Depot Avenue Dixon, IL 61021-3500

Illinois Department of Transportation	Charles Perino Natural Resource Review Specialist	Charles.Perino@illinois.gov IDOT BD&E 2300 S. Dirksen Parkway Springfield, IL 62764
Illinois Department of Transportation	Paul Niedernhofer Area Field Engineer	Paul.Niedernhofer@illinois.gov IDOT BD&E 2300 S. Dirksen Parkway Springfield, IL 62764
Illinois Department of Transportation	Todd Hill Bike & Pedestrian Coordinator	Todd.Hill@illinois.gov IDOT Central Office 2300 S. Dirksen Parkway Springfield, IL 62764
Federal Highway Administration	Jim Allen Field Engineer	jim.p.allen@dot.gov Federal Highway Administration 3259 Executive Park Drive Springfield, IL 62703
H.R. Green	Jon Estrem Consultant Team	jestrem@hrgreen.com H.R. Green Company 8710 Earhart Lane SW Cedar Rapids, IA 52404
H.R. Green	Chris Hartke Consultant Team	chartke@hrgreen.com SEC Group, an HR Green Company 420 N. Front St., Suite 100 McHenry, IL 60050
Images, Inc.	Tracy Morse Consultant Team	tracy.morse@imagesinc.net Images, Inc. 400 W. Liberty St., Suite B Wheaton, IL 60187
Images, Inc.	Carrie Hansen Public Involvement	Carrie.Hansen@imagesinc.net Images, Inc. 400 W. Liberty St, Suite B Wheaton, IL 60187

Table 3-2
Citizen Advisory Group Members

Name	Affiliation	Status
Pat Zuroske	City of Rockford	Pending
Zac Rotello	The Olympic Tavern	Pending
Richard Berman	Edgewater Neighborhood Association	Pending
Mark Sandoval	Rock Valley College Truck Driver Training	Pending
Jonah Katz	City of Rockford	Pending
Tom Dal Santo	Laborers' International Union N.S. Local 32	Pending
Andrew Tobin	Resident	Pending
John Beck	12 th Ward Alderman, City of Rockford	Pending
Dave Cortez	Southern Imperial Inc.	Pending
Don Sheppard	Business Owner – Taco John's	Pending
Christine Kiekamp	Spectrum School	Pending
Anthony Foreman	Business Owner – JT's Bourbon Street Grill	Pending
Curtis Carlson	Business Owner - Carlson Capital Services	Pending
Steve Souza	Business Owner – Pure Flo H2O, Inc.	Pending
Kim Hachmeister	Business Owner – Nickel World, Inc.	Pending
Lawrence Morrissey	Mayor, City of Rockford	Pending
Jon Hollander	City of Rockford, City Engineer	Pending
Scott Christianson	Winnebago County Board Chairman	Pending
Joseph Vanderwerff	Winnebago County Engineer	Pending
Einar Forsman	Rockford Chamber of Commerce	Pending
Janyce Fadden	Rockford Area Economic Development Council	Pending
Steve Rosenourst	Business Owner – Midwest Building Management	Pending
Scott Eckburg	Business Owner – Eckburg & Bates Agency, Inc.	Pending
Steve Ernst	Rockford Metropolitan Agency for Planning	Pending

Table 6-1
SIP Revision History

Version	Date	Document Name	Revision Description
1	August 2010	Stakeholder Involvement Plan	Original

Appendix B
Glossary, Acronyms, and Abbreviation

Appendix B

Glossary, Acronyms, and Abbreviations

Glossary

Alternative Design Approach	One of a number of specific transportation improvement proposals, alignments, options, design choices, etc. in a study. Following detailed analysis, one improvement alternative is chosen for implementation.
Consensus	When a majority agrees upon a particular issue, while the dissenting remainder agrees that their input has been heard and duly considered and that the process as a whole was fair.
Context Sensitive Solutions	Balance between mobility, community needs and the environment while developing transportation projects that improve safety and mobility. This is achieved through involving stakeholders early and continuously, addressing all modes of transportation, applying flexibility in the design, and incorporating aesthetics to the overall project.
National Environmental Policy Act (NEPA)	The federal law that requires the preparation of an Environmental Impact Policy Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE) for a federally-funded action.

Acronyms

ADT	Average Daily Traffic
BDE	Bureau of Design and Environment
CA	Cooperating Agency
CAG	Citizen Advisory Group
CE	Categorical Exclusion
CSS	Context Sensitive Solutions
FHWA	Federal Highway Administration
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
NEPA	National Environmental Policy Act
PA	Participating Agency
PSG	Project Study Group
RMAP	Rockford Metropolitan Agency for Planning
SIP	Stakeholder Involvement Plan

OPT. a



OPT. b



OPT. c



OPT. d



Illinois 2
Citizen Advisory Group
Meeting # 1
September 14, 2010

Issues and Concerns

Table 1 (Yellow)

Table Members:

Diana Cooper, Illinois Trails Conservancy

Eli Rotello, Olympic Tavern

Mike Michalik, Black Bicycle and Ski Club

Jon Hollander, City of Rockford

- Business Preservation
 - Preserve existing landmark business
 - Land seizure and all related and corresponding problems
- Bus
 - Bus pull offs
 - Bus stops
 - RMT buses pull over into a bicycle path
- Safety
 - Fulton intersection safety
 - Curve, blind spot to cross street safely
 - Improve safety
 - Safe left turn lanes
 - Median (turn lanes)
 - Road too narrow
 - Modern traffic signals
 - Cross walks, and getting across
- Access
 - Improve bike Access
 - Width for “share the road” bicycles to travel
 - Safety for bikes, strollers, walkers
 - Pedestrian access
 - Improve pedestrian system
- Setting Precedent

Illinois 2
Citizen Advisory Group
Meeting # 1
September 14, 2010

Table 2 (Green)

Table Members:

Dave Koltz, Blackhawk Bicycle and Ski club

Carlos Molina, Winnebago County

Curtis Carlson, Carlson Capitol Services

Mark Smith, Rockford Park District

Dana Carroll, Rock River Water Reclamation District

- Congestion/Keep Traffic Moving
 - Turn lanes
 - Left turn lane Halsted/N. Main
 - Tie into roundabout and narrow south attachment (south of Auburn)
 - Dual directional turn lanes
 - Widening
 - Need to connect to points of interest - other paths, perhaps
- Quality of Life
 - Landscaping/aesthetics
 - Attractiveness
 - Pedestrian and bicycle access
 - Facilitate public transportation
 - Economic development – safer, easy access
- Safety
 - Street lights
 - New sidewalks after wider N. Main
 - Speed limit
 - Riverside intersection - how will bike traffic cross safely?
 - Hairpin curve at Brown/N. Main
- Bicycle and Pedestrian Friendly
 - New sidewalks after wider N. Main
 - Accessibility to business and parks (business friendly)
 - Bike lane, separation of vehicles and bikes
 - Street lights
- Intersection Improvements
 - Brown/N. Main
 - Fulton/N. Main

Illinois 2
Citizen Advisory Group
Meeting # 1
September 14, 2010

Table 3 (Pink)

Table Members:

Richard Berman, Edgewater Neighborhood Association

Tom Rotello, The Olympic Tavern (Replaced by Eli)

Scott Puffer, NiCor Gas

Steve Sousa, PureFlo H2O, Inc.

- Parking
 - Parking space
 - Street parking for community delivery
 - Congestion
- Roads
 - Divider road (median)
 - ROW issues
 - Roundabouts do work
- Safety
 - Safety turn lanes at Fulton
 - Speed limit 30 max
 - Sound barrier
 - Storm Sewers/ Rain-floods
 - Proper drainage flooding at 2500-2400 N.
 - Jog in road at 2500 N.
 - Curbs
 - Sidewalks
 - Cross walks
 - Safety to pedestrians
- Traffic Control
 - Traffic signals, turn arrows
 - Traffic signs
 - Business signs, tow, smaller
 - Traffic count increase?
 - Street lights
 - Lighting
 - Utilities
 - Ornamental lighting (illegible text)
- Green Space
 - Trees, plants, grass
 - Attractiveness to gateway users
 - Space for trees and green space
- Historical Buildings
- Property Buy Outs
- Land Acquisition
- Impact Businesses During Construction

Illinois 2
Citizen Advisory Group
Meeting # 1
September 14, 2010

Table 4 (Blue)

Table Members:

Patrick Zuroske, City of Rockford

Janyce Fadden, Rockford Area Economic Development Council

Einar Forsman, Rockford Chamber of Commerce

Mike Lenox, Commonwealth Edison

Steve Nailor, Rockford-Winnebago County Better Roads Association

- Pedestrian Enhancement
 - Sidewalk
 - Wider sidewalks
 - Sidewalks are not usable
 - Improve pedestrian amenities
 - Crossing
 - Wider cross section (5 lanes)
 - Improve pedestrian crossing
 - Need for pedestrian friendly crossing
 - Bicycles
 - No room for bicycles
 - Develop plan to accommodate bike/pedestrian either in or outside corridor
- Access
 - Access consolidation
 - Reduce number of curb cuts
 - Have center turn lanes
 - Need 5th lane for turning
 - Access to major businesses needs improvement
 - Stop lights
 - Minimize proximity of stoplights at Riverside and North tower
 - Many neighborhood intersections on west side of street are very close to each other
 - Bus pull-outs
- Landscape and Look
 - Landscape medians
 - Lack of cohesive look
- Utility Location
 - Relocate overhead utilities
 - Underground utilities
 - Utility congestion - limited alternate routes
- Business Protection
 - Limited development
 - Key/ strong businesses at zero setback that need to be protected
 - Anchor businesses and manufacturers that need good access
 - Accommodate (save) existing business
 - Minimize impact to Olympic Tavern
 - Older unsightly industrial buildings



Illinois Route 2 Phase I Study – Auburn to Riverside, Rockford, Illinois

Purpose:

The Community Context Audit form is intended to be a guide to identify various community characteristics that make each transportation project location unique to its residents, its businesses and the public in general. This information will help to define the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development. The audit is designed to take into account the community's history or heritage, present conditions and anticipated conditions. As you complete this audit, please consider the interaction of persons and groups within your community when considering factors such as mobility and access (vehicular, non-vehicular and transit modes), safety, local and regional economics, aesthetics and overall quality of life.

PROJECT INFORMATION

Project Limits: Approximately 1,200 feet north of Auburn Street on the south to north of Riverside Blvd. on the north

Municipalities: Rockford

General Description of Existing Facility: Generally an undivided 4-lane facility for a large portion of the study area with turning lanes at major intersections; curb and gutter throughout with intermittent sidewalks.

Need for Proposed Improvement: TBD

General Description of Proposed Improvement: TBD

Estimated Program Cost: (in FY Dollars): N/A **Fund Type:** N/A **Construction Cost:** N/A

ROW Cost: N/A **Utility Relocation Cost:** N/A **Consultant P.E. Cost:** N/A

Contact Person: Jason Stringer, Project Manager for the Illinois Department of Transportation (IDOT)

Address: Illinois Department of Transportation; Region 2, District 2; 819 Depot Avenue; Dixon, IL 61021

Contact Info: IDOT Project Manager – Jason Stringer: Jason.Stringer@illinois.gov; <mailto:john.baczek@illinois.gov> (O):284-5513

Individual Completing Context Audit Form:

Date:



Section 1: Community Characteristics/ Land Use

Please conduct a visual assessment in the field and attach a project location map. If appropriate, include a photo index for the project area. If appropriate gather public opinions and concerns about the proposed project. Consider community needs as the basis for this assessment. Assess the community characteristics and indicate the community’s perception of importance for each characteristic currently and based upon known / planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Is this place an established city center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a multi-modal transportation center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a commercial center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a residential center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a mixed residential /commercial center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place an industrial center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place a rural/agricultural area? Comments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important cultural features or identifiers which convey information about the community within the project area? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there social/community features or identifiers within the project area? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important architectural features within the project area? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there important natural features within the project area? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this place of historical significance to the community? If yes, list:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Overall assessment of community characteristics and setting:

Urban .. Suburban .. Rural

(Please note, this is not the identification of a functional classification. This is an assessment of the community based upon physical characteristics noted above.)

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Section 2: Infrastructure Assessment

Assess the project or study area for the presence and adequacy of the following infrastructure items. If present (a yes response) and in poor condition, please make notation and provide any other relevant comments in space provided for each item. If not present (a no response), indicate in the comment section if the item needs further evaluation. Indicate the level of importance each item may have to the community currently and based upon known / planned future conditions.

Infrastructure	Presence		Importance		
	Yes	No	High	Med.	Low
Sidewalks Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ADA Compliance Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle Lanes/Paths/Facilities Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On-street Parking Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit Connections Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit Shelters Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street Lighting Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian Lighting Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian Crossings Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signals (Traffic, Directional & Pedestrian) Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crosswalks Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:

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Section 3: Neighborhood Culture, Aesthetics and Street Amenities

Assess the study area for the following amenities and cultural, aesthetic and comfort factors. If present (a yes response) and items are in poor condition, please make notation and provide any other relevant comments in the space provided for each item. If not present (a no response), indicate in the comment section if the item requires further evaluation. Indicate the level of importance each item may have to the neighborhood currently and based upon known / planned future conditions.

Resource	Presence		Importance		
	Yes	No	High	Med.	Low
Neighborhood Parks /Open Space /Civic Areas Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Benches Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trash Containers Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street Trees Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Landscaping Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wayfinding Signage Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community Safety Issues Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Safety Comments:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please list any seasonal events affected by proposed improvements at this location.

Overall Comments:



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Section 4: Economic Development

Assess the project or study area for the following community development indicators. Indicate the level of importance for each indicator currently and based upon known / planned future conditions.

Resource	Presence		Importance		
	Yes	No	High	Med.	Low
Has this area been identified for new development? If yes, describe the proposed or planned development.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are visitors attracted to this area? If yes, indicate why?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the local economy supported by historic, natural, cultural and entertainment resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the roadway serve as a commuter corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the roadway serve as a gateway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do stakeholders include business or other advocacy groups? (in addition to public agencies and residential associations)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is limiting sprawl a regional concern applicable to this place?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is redevelopment underway or planned for this place? If yes, how does the proposed transportation project impact redevelopment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:

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Section 5: Community Planning

Assess the proposed project in context to local planning initiatives. Please provide the following information and documentation related to the project or study area.

	Yes	No
Does the municipality, county or regional planning authority have a comprehensive plan? If yes, indicate the date of the plan.	<input type="checkbox"/>	<input type="checkbox"/>
Is this project generally consistent with the municipality's comprehensive plan? If yes, indicate how.	<input type="checkbox"/>	<input type="checkbox"/>
Are there any special studies associated with this project? If yes, please indicate the name of study or studies and attach copies.	<input type="checkbox"/>	<input type="checkbox"/>
Has the municipality adopted a growth management plan or designated growth area? If yes, is this project located within the designated growth area.	<input type="checkbox"/>	<input type="checkbox"/>
Does this project have regional significance? If so, explain.	<input type="checkbox"/>	<input type="checkbox"/>
Are there other scheduled or planned projects that may tie into this project or impact this project? If yes, please indicate the project name(s) and type of project(s).	<input type="checkbox"/>	<input type="checkbox"/>
Identify planning and project development partners for this project:	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:
