



Corridor Transportation Study &
Economic Development Strategy for

Auburn Street

From Springfield Avenue to
Main Street (IL Route 2)

TABLE OF CONTENTS

Introduction	1
Improved Safety	2
Creating an Asset for the Neighborhood	2
Reflecting and Preserving Community	3
Project Goals	3
Design Considerations	3
Existing Corridor Characteristics and Constraints	4
Vision of the Corridor	19
Identifying the Challenges	19
Community Development Proposals	20
Transportation and Infrastructure Proposals	34
Program Implementation	52

Tables

Table 1: Timeline of Engagement	2
Table 2: Existing Speed Limits	4
Table 3: Transit Ridership Throughout Corridor.....	7
Table 4: Existing Right of Way Widths	8
Table 5: Rail Crossings Within Project Limits	11
Table 6: Crash History and IHSDM Predicted Crashes	16
Table 7: IDOT Maximum Traffic Volumes for lane configurations.....	46
Table 8: Projected Traffic Volumes with Reduction in number of through lanes.....	47
Table 9: Conceptual Opinion of Probable Cost Summary.....	52

Figures

Figure 1 - Project Area Map.....	4
Figure 2 - Existing Sidewalk Network Inventory.....	5
Figure 3 - Sidewalk flooding near Huffman Boulevard	5
Figure 4 - RMTD Transit Routes	7
Figure 5 - Section 1 Existing Typical Section (Looking East)	8
Figure 6 - Section 2 Existing Typical Section (Looking East)	9
Figure 7 - Section 3 Existing Typical Section (Looking East)	9
Figure 8 - Section 4 Existing Typical Section (Looking East)	10
Figure 9 - Section 5 Existing Typical Section (Looking East)	10
Figure 10 - Auburn Street Railroad Crossing.....	11
Figure 11 - Watermain Replacement Limits.....	12
Figure 12 - Reaches of Floodplain Within Study Area.....	13
Figure 13 - Wetland Inventory: Springfield Avenue	13
Figure 14 - Wetland Inventory: North Fork Kent Creek.....	14
Figure 15 - Existing Parks and Paths.....	15
Figure 16 - Existing Traffic Volumes Map.....	15
Figure 17 - Rendering of Potential Streetscape on Auburn Street	21
Figure 18 - Salt Lake City Facade Grant Example	22
Figure 19 - Auburn Street Existing Conditions	23
Figure 20 - Auburn Street Residential Landscape Easement	24
Figure 21 - Current Functional Districts Along Auburn Street	26
Figure 22 - Proposed Functional Districts along Auburn Street	27
Figure 23 - Industrial Uses in Project Area.....	28
Figure 24 - Activity Node Development Opportunities.....	29
Figure 25 - Proposed Redevelopment Overview	29
Figure 26 - Streetview of Proposed Redevelopment	30
Figure 27 - Potential Water Main Relocation.....	34
Figure 28 - Utility Pole Within Sidewalk Near Kilburn Avenue	35
Figure 29 - Areas At Risk For Localized Flooding.....	35
Figure 30 - Horsman Street Cul-de-sac.....	35
Figure 31 - Dynamic Envelope Pavement Marking	36
Figure 32 - Pavement Improvement Map.....	36
Figure 33 - Rendering of Underpass at Kent Creek	37

Figure 34 - Splitter Islands at Kilburn Intersection.....	38
Figure 35 - Pedestrian Mounted Signal at Ridge Avenue.....	39
Figure 36 - Deteriorated sidewalk Near Filmore Street.....	39
Figure 37 - Missing Sidewalk Section Near Bluefield Street.....	39
Figure 38 - Auburn Manor Frontage Road Redevelopment.....	41
Figure 39 - Mel Anderson Memorial Pathway Bike Stop.....	42
Figure 40 - Improved Bike Path Connection at Arthur Ave.....	43
Figure 41 - Pedestrian Path on east side of Central Avenue at Kent Creek.....	43
Figure 42 - Extension of Mel Anderson Path to Central Ave and Connection along Furman Street.....	44
Figure 43 - Example Improved Unsignalized Crossing	45
Figure 44 - IDOT Bureau of Local Roads Manual – Figure 42-3C	48
Figure 45 - Road Diet Typical Section.....	49
Figure 46 - Multi-use path on existing bridge deck.....	49
Figure 47 - IDOT Bureau of Local Roads Manual – Figure 42-3H.....	50
Figure 48 - Multi-use Path bridge over Kent Creek	50
Figure 49 - Narrowed Four-Lane Typical Section	51
Figure 50 - Pierpont Avenue Realignment	51

Introduction

Purpose and Goals

The City of Rockford, Illinois desires a comprehensive transportation study and economic development strategy for the Auburn Street corridor located on the northwest side of the City. The corridor study area includes Springfield Avenue at the western City Limits to Main Street (IL-2) and is roughly 3.33 miles in length. The purpose and need of this Auburn Street Corridor Study report is to identify improvements that could transform Auburn Street into an asset for the adjacent neighborhoods, including the local merchants and residents. Its purpose is to identify the highest and best use of the available construction funding, such that improvements are prioritized by the community.

The Auburn Street Corridor Study and Implementation Plan has been completed to provide a strategic and holistic approach towards safety, economic development, connectivity, functionality, beautification, operational capacity, stakeholder coordination, and transportation logistics along the corridor and surrounding areas while adhering to the City's budget and schedule; the Implementation Plan provides feasible and sustainable solutions such that the corridor is reinvented, reinvigorated, and repositioned within the community.

Background

The corridor study will aim to build off of the recent multi-lane roundabout project and streetscape improvements to the east. The Auburn Street corridor is a major entrance into the City from the west and serves as an arterial roadway for the northwest side of Rockford seeing upwards of 14,000 vehicles per day on some portions, forging through many varieties of land uses and right-of-way constraints. The urban pavement section remains fairly consistent with four lanes of traffic, with or without a mountable median, and sidewalks on both sides of the roadway.

Stakeholders

Various stakeholders were consulted to develop an appropriate, innovative, and consensus-based vision that repositions the corridor in the community. These stakeholders provided valuable local insight and contributed to the overall success of the corridor study. Stakeholders were divided into six unique focus groups: local businesses and institutions, transportation groups, government agencies and city departments, neighborhood and advocacy groups, and school personnel. A complete history of stakeholder out reach for the study can be found in Appendix 1 – Public Involvement.



Outreach Process – Public Engagement

Community engagement is crucial to a successful planning process and requires multiple means of promoting awareness of the project. Outreach was affected due to the ongoing impact of COVID-19, however a combination of virtual and in-person meetings with stakeholders and the community proved to be valuable resources to the corridor study. Stakeholder engagement and public engagement was needed so that community input could be gathered to help define the needs of the corridor to inform the plan. Table 1 details the timeline of key outreach events.

TABLE 1: TIMELINE OF ENGAGEMENT

DATE	ACTIVITY
February 9, 2022	*Stakeholder Meetings
February 9, 2022	*Public Meeting #1
February 23, 2022	West Gateway Coalition Meeting #1
February 24, 2022	*Public Meeting #2
February 25, 2022	Outreach with Auburn High School Engineering Students
April 20, 2022	*Draft Corridor Study for Review by Stakeholders
April 20, 2022	Draft Corridor Study for Review by West Gateway Coalition
April 28, 2022	*Public Meeting #3

* Virtual Meeting

Fliers were handed out to residents and businesses along the corridor to advertise the outreach events. Additionally, social media and a dedicated project website were utilized to disseminate information for the outreach events, obtain additional input on existing issues, and allow an outlet for residents to provide potential solutions for the corridor.

During community engagement key themes arose from community input. These themes helped shape the recommendations found in this report.

Improved Safety

Residents raised concerns about the safety of the corridor. This included traffic safety, especially speeding and accidents that seem to be a frequent occurrence along Auburn Street. Along with traffic safety, the safety of pedestrians and bicyclists is a concern especially when crossing Auburn Street. The concern for public safety is broad based and includes improved lighting, security cameras, and generally bringing more people to the corridor to deter negative behaviors. Improved safety is addressed in proposals that change the design of the roadway, incorporate improved infrastructure including lighting, and initiatives that aim to bring more people to Auburn Street.

Creating an Asset for the Neighborhood

The community sees an opportunity to transform Auburn Street beyond its role as a throughfare into an asset for the surrounding neighborhoods. A holistic approach to design, land uses, and placemaking will turn Auburn Street into an asset for the surrounding neighborhoods. Residents highlighted the need to bring attractions to the corridor so that there are things for families to do in the area. With strategic investment Auburn Street can become a place for community gathering, one that attracts visitors and enhances the quality of life of residents. Transforming the Auburn Street corridor into an asset is addressed in proposals that change the design of the roadway, encourage economic development, and align land uses to be cohesive and supportive of one another.

Reflecting and Preserving Community

Preserving neighborhood identity and fighting displacement of current community members is an important consideration for this project. Neighborhood identity can be reflected through placemaking and public art initiatives that can help build a sense of place and reflect the culture of the community. Currently housing in the study area is affordable, although this is due to disinvestment which creates blight and lower quality housing units. Residents want to make sure that bringing the needed investment into the neighborhood will not displace existing residents. Proposals made in this plan seek to bring new investment while creating high-quality affordable housing units to the corridor so all residents will still have a place on Auburn Street.

Project Goals

Goals of the study were created with community, stakeholder, and City input. These goals are intended to represent desired outcomes the community has identified as the Auburn Street corridor develops. It is important to note that the goals cover a range of topics that are important to the community.

Safe, Connected, and Walkable

Improve pedestrian safety by enhancing the street and sidewalk network by reconstructing existing sidewalks and crosswalks or building new sidewalks, crosswalks, bikeways, and street lighting.

Cost-Effective, City-Centered Solutions

Identify solutions, recommendations, and investment opportunities that are feasible, sustainable, and innovative, fulfilling the vision of the City, while also within the City's budget and reasonable schedule.

Beautification

Enhance the physical environment along the corridor to promote a better sense of well-being through decorative materials, landscaping, modern design elements, and buried utilities that serve as a catalyst to attract people to the area. Advocate for design to appeal to the rich history and bright future of the corridor.

Support Existing Developments / Future Redevelopment

Focus near term efforts on stabilizing existing businesses through improved access and connections to residential areas. Plan, with the community and stakeholders, for the potential long-term redevelopment of vacant and underutilized properties along Auburn Street, capitalizing on additional corridor revitalizations to facilitate future growth.

Cohesive Corridor Segments

Understand that the corridor should be cohesive, while noting the different characteristics of each section. These unique characteristics should be identified and enhanced to create a mix of activities and destinations along Auburn Street that accommodate multiple modes of transportation and provide improved connections and linkages, thus establishing a holistic and complementary corridor network.

Design Considerations

Proposals that include a change to public infrastructure were developed with additional considerations in mind.

Minimal Footprint

Focus on improvements within the right-of-way, such as sidewalks and lighting, utilizing a complete streets mentality such that the right-of-way improvements are an asset to adjacent neighborhoods and improve corridor appeal.

Conceptual Costs

Develop cost estimates for proposed roadway improvement solutions to ensure the most sustainable, yet cost-efficient, solutions.

Existing Corridor Characteristics and Constraints

The Auburn Street corridor is located on the northwest side of the City. The corridor spans from the western City limits (Springfield Avenue) to its eastern termination, Main Street (IL-2), roughly 3.33 miles in length. The corridor is classified as a minor arterial with two state route crossings (IL-70 and IL-2), one creek crossing (Kent Creek), and one railroad crossing (Canadian Pacific Railroad). Further, the corridor is maintained by the City.



Figure 1 - Project Area Map

Auburn Street serves many functions along its length. It primarily serves to move traffic within the northwest side of Rockford, as well as provide access to Talcott-Page Park, Auburn High School, and Cottonwood Airport. The majority of the corridor is fully developed, as it is enveloped in a mix of mostly residential and commercial/retail land uses. Most of the commercial/retail land uses are located between Springfield Avenue and Rockton Avenue, while most of the residential land uses are located between Rockton Avenue and Main Street.

From Springfield Avenue to Kilburn Avenue, Auburn Street is a 4-lane section with a mountable median. However, there is a non-mountable median present from Sunset Avenue to Oakley Avenue. The corridor is an undivided 4-lane section from Kilburn Avenue to Main Street.

TABLE 2: EXISTING SPEED LIMITS

Roadway Segment	Posted Speed (mph)	Classification
Springfield Avenue to Kilburn Avenue	35	Minor Arterial: 4-lane divided with mountable median
Kilburn Avenue to N Main Street	30	Minor Arterial: 4-lane undivided

Bicycle and Pedestrian Facilities

Pedestrian facilities such as sidewalks are present along the south side of the corridor from Pierpont Avenue to Main Street and along the north side of the corridor from Central Avenue to Main Street. However, sidewalk is missing on the south side of Auburn Street from Irving Avenue to Filmore Street and is missing on the north side from Irving Avenue to Avon Street. A sidewalk inventory of the study area is provided in Figure 2. Many of the sidewalks along Auburn Street are in disrepair, have little or no separation from vehicular traffic, and are at or below minimum width. Much of the available sidewalks are inequitable to those with disabilities.



Figure 2 - Existing Sidewalk Network Inventory



Figure 3 - Sidewalk flooding near Huffman Boulevard

Low-hanging overhead utilities and overgrown vegetation adjacent to the sidewalks act as barriers for pedestrian accessibility and result in unappealing aesthetics. Additionally, there are several instances where mailboxes and utility poles are located within the sidewalk limits, acting as a barrier for pedestrian accessibility. There are protected pedestrian crossings at every signalized intersection on Auburn Street except at Springfield Avenue and Johnston Avenue. An unsignalized pedestrian crossing is located at Pierpont Avenue near Auburn High School. There are currently no designated lanes for bicycle use nor is there signage or pavement markings to indicate shared travel lanes for bicycle use.

Bike connections in the Corridor are not easily accessible for most of the study area neighborhoods, with one key exception. The greatest bike amenity in the area is the Mel B. Anderson multi-use path that bisects the corridor and runs parallel to Kent Creek, connecting Auburn Street to Talcott-Page, Bressler and Searls Parks. This amenity is likely the greatest recreational asset to the corridor, however it is underutilized because it does not actually connect to Auburn Street – it runs under the street with no on or off-ramps.

The City is designing the connection of the Mel B. Anderson Path to the Rock River Recreational Path through the Whitman Street Corridor Reconstruction project. It is anticipated the project will be completed by Fall 2025.

Multimodal Facilities

Transit service is important for providing mobility along the corridor and throughout the city. There are six daytime transit routes and two weeknight/Sunday transit routes that use the corridor within the study limits. These routes are operated by the Rockford Mass Transit District (RMTD). All routes that run along Auburn Street run in the eastbound direction with stops on the south side of Auburn Street. Transit routes using the corridor are as follows:

Route 1: Downtown Rockford to W State Street/Euclid Avenue via State Street, Preston Street, and Auburn Street; this route offers 60-minute headways and daily service. There are three transit stops along the corridor.

Route 2: Downtown Rockford to Auburn High School via Kilburn Avenue, School Street, Auburn Street; this route offers 30-minute headways and daily service. There are nine transit stops along the corridor.

Route 3: Downtown Rockford to Walmart via Ridge Avenue, Huffman Boulevard, and Halsted Road; this route offers 90-minute headways and daily service. There is one transit stop along the corridor.

Route 4: Downtown Rockford to Juvenile Detention Center via Main Street and Cumberland Street; this route offers 60-minute headways and daily service. There are no transit stops in within the study area.

Route 6: Downtown Rockford to Walmart/Center of Hope via IL-70 and Searles Avenue; this route offers 90-minute headways and daily service. There are no transit stops within the study area.

Route 16/17: Downtown Rockford to Rockford Career College/VA Clinic/Javon Bea-MercyHealth via Riverside Boulevard/Broadway; this route offers 60-minute headways and daily service. There is one transit stop along the corridor.

Route 31/41: Downtown to River Bluff and Juvenile Detention Center via School Street, Auburn Street, Rockton Avenue, and Main Street; this route offers 60-minute headways and weeknight/Sunday service. There are seven transit stops along the corridor.

Route 33/43: Downtown to Meridian Road and Klehm Arboretum via State Street, Auburn Street, Central Avenue, and Winnebago Street; this route offers 60- minute headways and weeknight/Sunday service. There are two transit stops along the corridor.

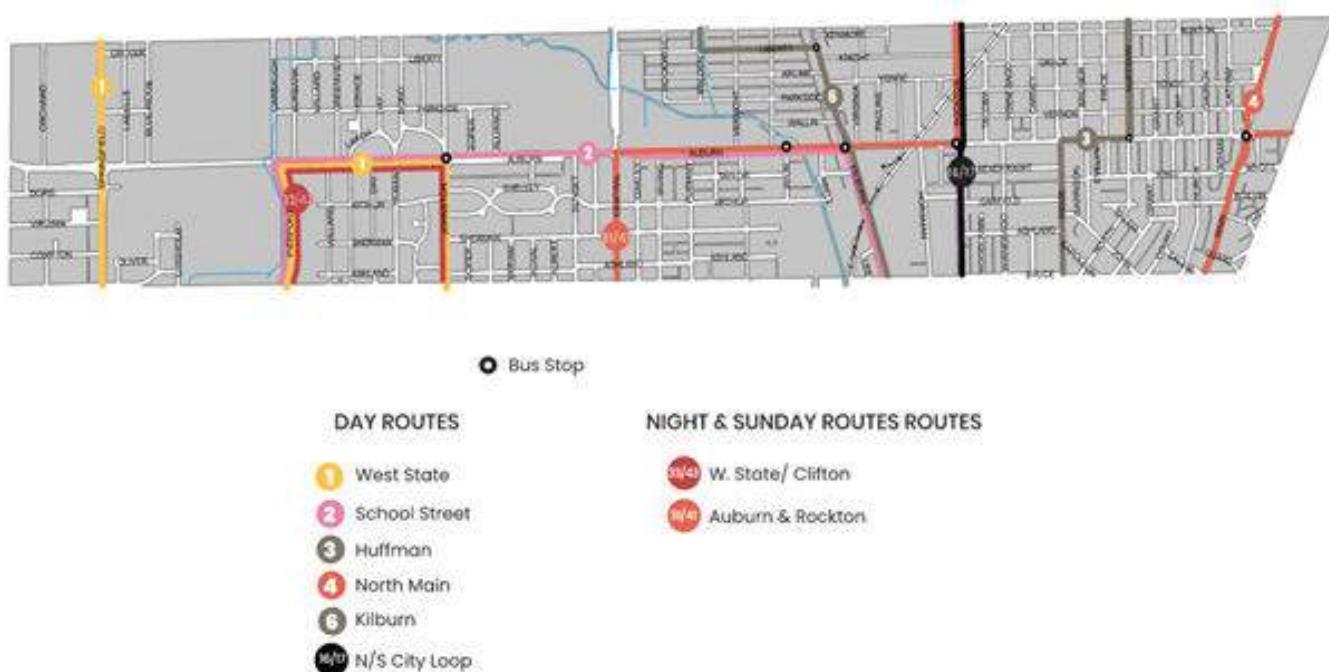


Figure 4 - RMTD Transit Routes

A summary of estimated activity for the aforementioned transit routes are provided in Table 3. The estimates provided are a product of ridership sample surveys that were administered between May and July 2019. Ridership information for Routes 4 and 6 are not included as there are no transit stops located on these routes within the study area.

TABLE 3: TRANSIT RIDERSHIP THROUGHOUT CORRIDOR

Route No.	Total Weekly Ridership
1	24
2	224
3	5
16/17	5
31/41	79
33/43	23

Roadway

The Auburn Street corridor, totaling 3.33 miles in length, is a major entrance into the City that connects northwest Rockford to Downtown. The corridor carries nearly 15,000 vehicles per day on some portions, with the highest vehicle counts seen between Huffman Boulevard and Main Street. The current pavement condition of Auburn Street ranges from satisfactory to poor. The concrete roadway surface from Springfield to Kent Creek is in poor condition. HMA roadway surface east of Kent Creek varies in condition, which ranges from poor to good. The roadway section through the corridor poses multiple undesirable current conditions, including, but not limited to:

- Overhead utilities acting as barriers for pedestrian accessibility and unappealing aesthetics,
- Sidewalks having undesirable separation from vehicular traffic,
- Aging underground utility infrastructure,
- Multiple full access points within close proximity,
- Little to no bicycle accommodations, and
- Vehicular accident history.

The existing right of way widths and existing typical sections along Auburn Street can be divided into five distinct sections.

TABLE 4: EXISTING RIGHT OF WAY WIDTHS

Section	Width
Springfield Avenue to Pierpont Avenue	72'
Pierpont Avenue to Johnston Avenue	66'
Johnston Avenue to Central Avenue	140'
Central Avenue to Rockton Avenue	65'
Rockton Avenue to Main Street	65'

Section 1 – Springfield Avenue to Pierpont Avenue – four 12' lanes with curb and gutter and 5' mountable median. The face-to-face width of the roadway is 53 feet.

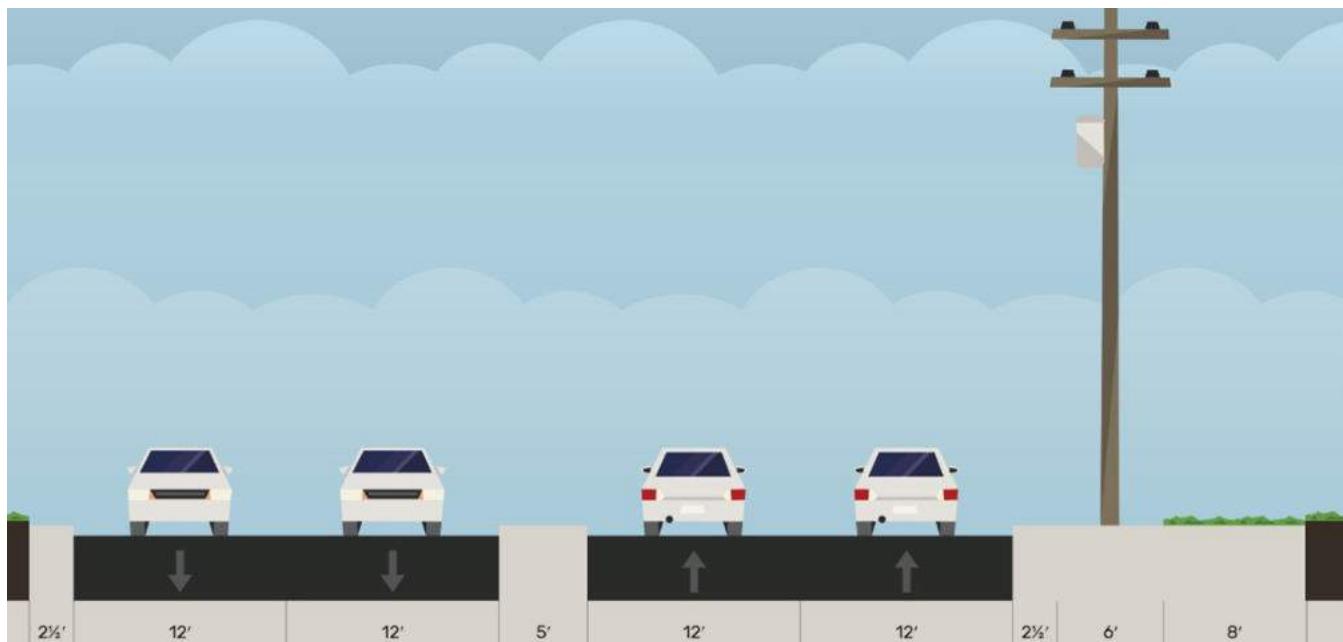


Figure 5 - Section 1 Existing Typical Section (Looking East)

Section 2 – Pierpont Avenue to Johnston Avenue – four 12' lanes with curb and gutter, 5' mountable median, and sidewalk on the south side of the corridor. The face-to-face width of the roadway is 53 feet.

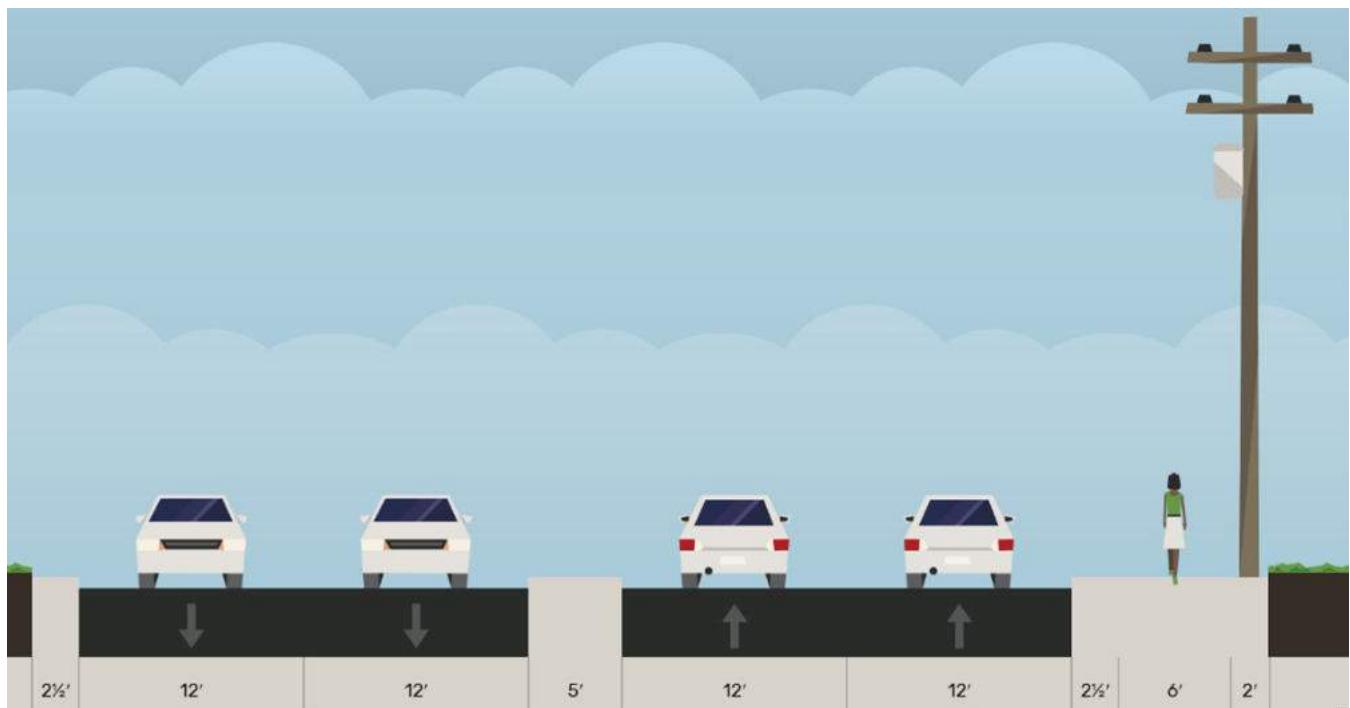


Figure 6 - Section 2 Existing Typical Section (Looking East)

Section 3 – Johnston Avenue to Central Avenue – four 12' lanes with curb and gutter, a 5' mountable median, and sidewalk on the south side of the corridor. The face-to-face width of the roadway is 53 feet. Additionally, within the right of way is a 24' wide frontage road to the south of Auburn Street that provides access and mobility to adjacent multi-family residential buildings.



Figure 7 - Section 3 Existing Typical Section (Looking East)

Section 4 – Central Avenue to Rockton Avenue – four 12' lanes with curb and gutter, and sidewalks present on the north and south sides of the corridor. The face-to-face width of the roadway is 48 feet.

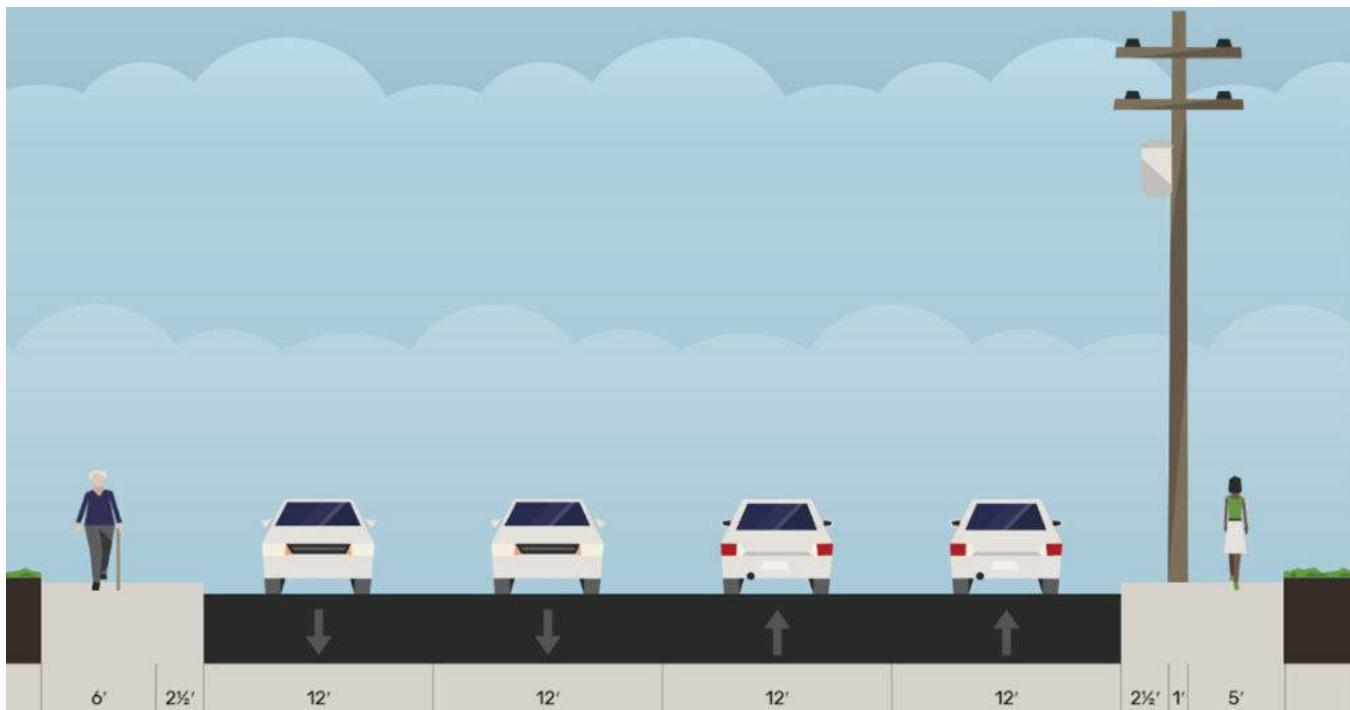


Figure 8 - Section 4 Existing Typical Section (Looking East)

Section 4 – Rockton Avenue to Main Street – four 12' lanes with curb and gutter, and sidewalks present on the north and south sides of the corridor, with a 3' grass buffer present between the roadway and sidewalk on the south side. The face-to-face width of the roadway is 48 feet.

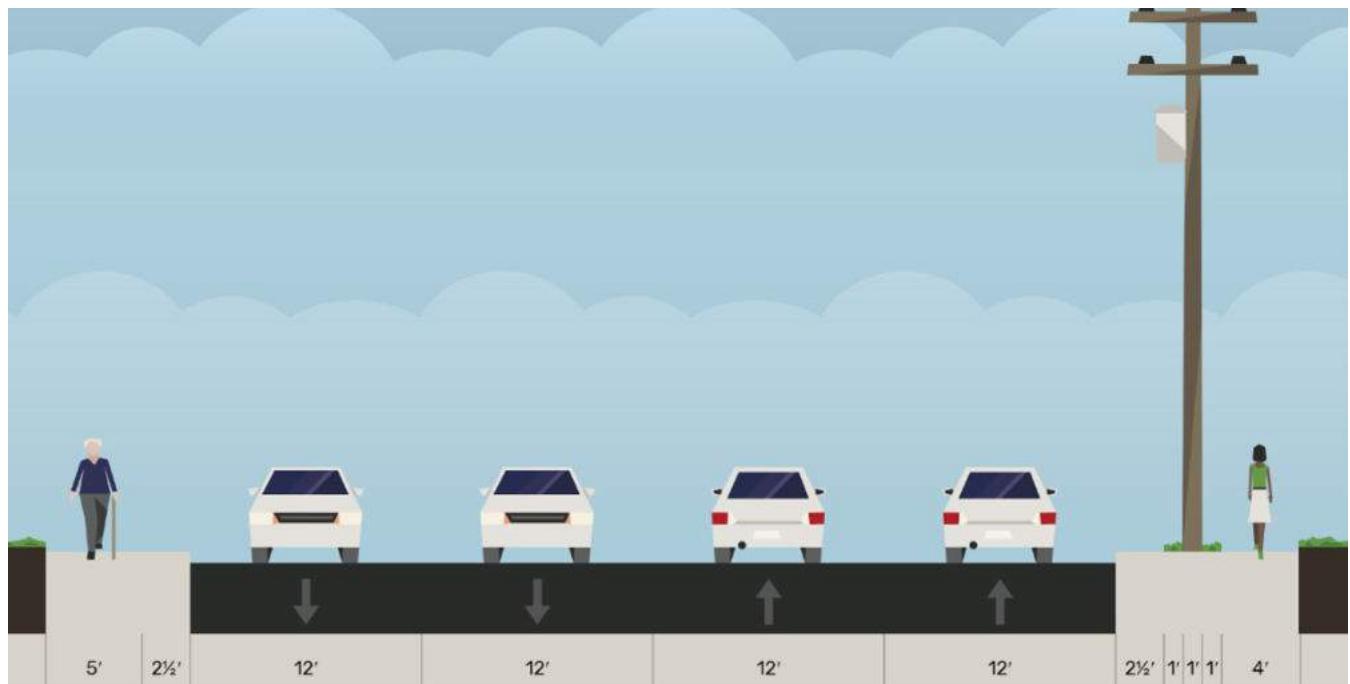


Figure 9 - Section 5 Existing Typical Section (Looking East)

Rail

Rockford serves as a major hub for regional rail traffic within the State of Illinois. Along the Auburn Street corridor there is one at-grade rail crossing located 0.2 miles east of IL-70/Kilburn Avenue. The rail line is owned by Canadian Pacific Railroad.

TABLE 5: RAIL CROSSINGS WITHIN PROJECT LIMITS

Location	RFA Crossing #	Daily Thru Trains	Daily Switching Trains	Maximum Speed (mph)	Rail Owner
0.2 MI E of IL-70	387290F	0	1	10	Canadian Pacific Railroad

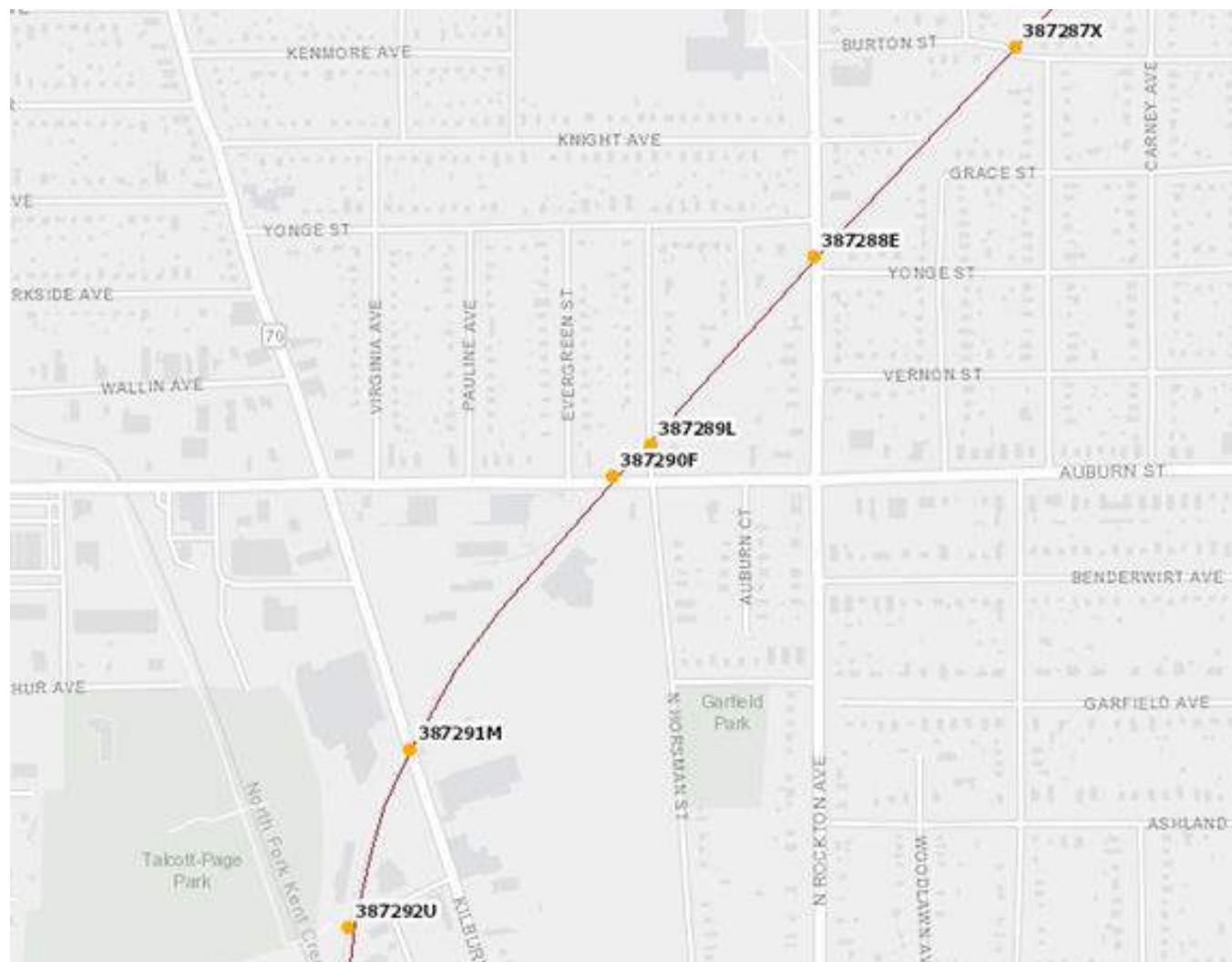


Figure 10 - Auburn Street Railroad Crossing

Airport

The Cottonwood Airport is situated on the north side of Auburn Street directly north of Auburn High School. The airport services approximately 25 flights per day and has a 2,540 ft turf runway. Given that the airport is in such close proximity to the Auburn Street corridor, nearby buildings and roadway features could potentially interfere with airport and airspace design criteria regulated by the Federal Aviation Administration. FAA design criteria ensures the safe operations of aircraft, and protects people and property on the ground. Airport and airspace design criteria should be taken into consideration when identifying potential improvements along Auburn Street near the airport.

Water Main Infrastructure

The Water Division is planning for a significant water replacement project along Auburn Street and continues to seek funding. The water project may drive the timeline for implementing this study's recommendations, as the pavement condition currently is not on the City's 10-year radar to address.



Figure 11 - Watermain Replacement Limits

The 10" water main runs from Central Avenue to Main Street and is well past its service life, as it is over 100 years old. Over 11,000 feet of main along Auburn Street is in need of replacement. Despite its age, this water main is a vital part of Rockford's infrastructure; numerous residential, commercial, and industrial properties within the study area are serviced by it.

The City has requested that the corridor improvements identified in the study should be influenced in part by the replacement and restoration of the aging water main. As such, the timing and feasibility of many roadway improvements, most notably from Central Avenue to Main Street, may be impacted.

Environmental Conditions

There are various locations in the study area that are located within a wetland or floodplain. As such, current and potential property developers must be mindful of the flooding potential in the areas surrounding these water features and should take appropriate measures to mitigate impacts to wetland areas. The reaches of the floodplains are provided in Figure 12.



Figure 12 - Reaches of Floodplain Within Study Area

Two wetlands are located near the intersection of Springfield Avenue. The first wetland is 3.68 acres of freshwater forested/shrub wetlands and is classified as PSS1A. The second wetland is 1.63 acres of freshwater forested/shrub wetland and is classified as PFO1C. This wetland also overlaps a 500-year floodplain north of Auburn Street from Labelle Avenue to Cottonwood Airport.



Figure 13 - Wetland Inventory: Springfield Avenue

West of the intersection of IL-70/Kilburn Avenue is the north fork of Kent Creek. This river runs from Bressler Park to Talcott-Page Park. Its reaches cover approximately 15.13 acres, most of which is categorized as a 100-year floodplain; it is classified as a R2UBHx.

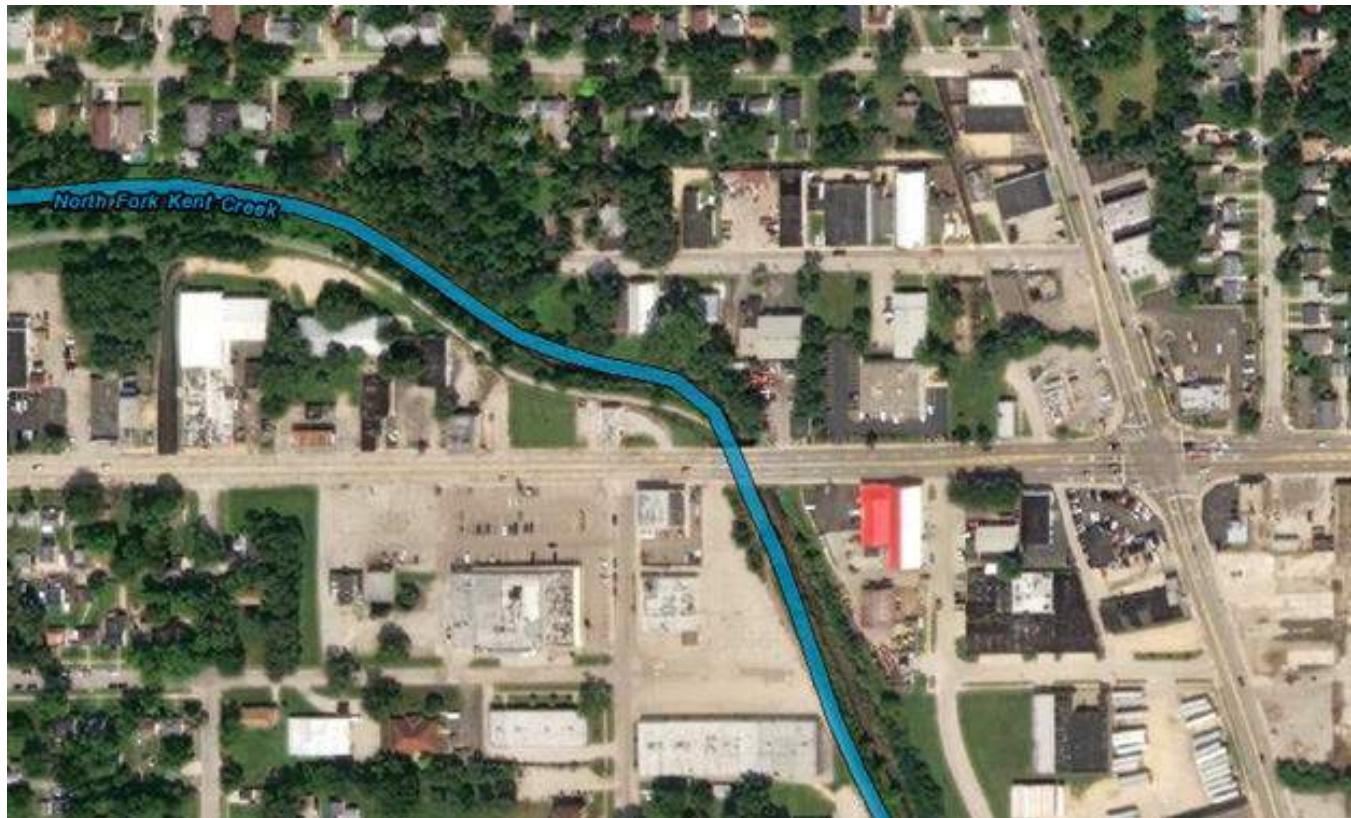


Figure 14 - Wetland Inventory: North Fork Kent Creek

Parks and Recreation

Within the study area, there are six City parks: William Park, Beverly Park, Bressler Park, Andrews Park, Talcott-Page Memorial Park, and Garfield Avenue Park. These parks are all located within a 5-10 minute walk of Auburn Street. Additionally, the Mel Anderson Bike Path that follows the North Fork Kent Creek runs under Auburn Street with access points at Beverly Park to the north and Talcott-Page Memorial Park to the south.



- Park
- Multi-Use Path
- Proposed Multi-Use Path
- Signed Bike Route
- Sharrow

Figure 15 - Existing Parks and Paths

Operational Analysis

The existing average daily traffic (ADT) varies from 5,300 to 14,700 throughout the corridor. The existing cross section is a 4-lane divided section west of Kilburn Avenue and a 4-lane undivided section east of Kilburn Avenue. Per IDOT Bureau of Local Roads & Streets Manual Section 33-3D, no sections of Auburn Street exceed capacity. R1PC provided existing ADT information for Auburn Street by segment, which can be found in the figure below.



Figure 16 - Existing Traffic Volumes Map

Safety Analysis

Crash data from the City were evaluated for the period from 2016 to 2020. During this time, nearly 1,400 crashes occurred on the Auburn Street corridor between Springfield Avenue and Main Street. Maps showing the locations of crashes are shown in Appendix 3 – Operational and Safety Analysis. The maps show that the crashes are spread across the corridor. High severity crashes are clustered at intersections.

FHWA's Interactive Highway Safety Design Model (IHSDM) was used to find the predicted number of crashes for each segment and critical intersection. IHSDM is a decision-support tool that provides estimates of a highway design's expected safety and operational performance. Outputs from the IHSDM can be found in Appendix 3 – Operational and Safety Analysis. The table on the following page shows the predicted number of crashes compared to the crash history for the years 2016-2020.

The Auburn Street corridor experiences crashes at a higher rate than predicted by IHSDM. Of note, the section of Auburn Street from Central Avenue to IL-70 / Kilburn Avenue has experienced on average 29 crashes per year, which is more than nine-times the predicted rate. Along this section of the corridor, there are numerous access points for residential and commercial land uses; the entry and egress of vehicles utilizing these access points along this section of Auburn Street is likely a contributing factor to the high crash rates observed. Additionally, the intersections of Auburn Street at Central Avenue and at Main Street experienced crashes at nine- and five-times the predicted rate, respectively.

TABLE 6: CRASH HISTORY AND IHSDM PREDICTED CRASHES

Auburn Street Segments and Intersections	IHSDM Predicted Crashes / year (2016-2020)		2016 - 2020 Crash History, Crashes / year (2016-2020)	
	Fatality/ Injury	PDO	Fatality/ Injury	PDO
Auburn St (500' West of Springfield Ave to Springfield Ave)	0.03	0.05	0	0
Auburn St at Springfield Ave	0.67	1.37	2	3
Auburn St (From Springfield Ave to Pierpont Ave)	0.32	0.62	0	3
Auburn St at Pierpont Ave	0.25	0.42	1	1
Auburn St (From Pierpont Ave to Johnston Ave)	0.42	0.84	2	1
Auburn St at Johnston Ave	0.61	1.28	3	3
Auburn St (From Johnston Ave to Central Ave)	0.51	1.02	4	8
Auburn St at Central Ave	0.72	1.50	8	12
Auburn St (From Central Ave to IL-70 / Kilburn Ave)	1.03	2.05	11	18
Auburn St at IL-70 / Kilburn Ave	0.81	1.64	3	8
Auburn St (From IL-70 / Kilburn Ave to Horsman Ave)	0.76	1.47	2	4
Auburn St at Horsman Ave	0.35	0.41	2	3
Auburn St (From Horsman Ave to Rockton Ave)	0.07	0.14	0	1
Auburn St at Rockton Ave	0.95	1.94	5	12
Auburn St (From Rockton Ave to Ridge Ave)	0.60	1.20	2	6
Auburn St at Ridge Ave	0.82	1.66	2	5
Auburn St (From Ridge Ave to Huffman Blvd / North Ave)	0.39	0.78	2	1
Auburn St at Huffman Blvd / North Ave	1.23	2.48	3	6
Auburn St (From Huffman Blvd / North Ave to Church St)	0.76	1.51	1	1
Auburn St at Church St	0.66	1.06	1	1
Auburn St (From Church St to Main St)	0.00	0.00	1	2
Auburn St at Main St	2.38	11.33	11	60
Auburn St (From Main St to 500' East of Main St)	0.03	0.06	0	1

Land Use & Occupancy

The general zoning and land use structure on Auburn Street varies in pattern and use type. Commercial zoning and uses in the corridor are largely concentrated around 1) the intersection of Auburn and Main Street; 2) the stretch on Auburn from N Rockton Avenue to N Central Avenue; and 3) a small commercial area near Auburn and N Johnston Avenue.

Parcels zoned for industrial uses are located near Kilburn Avenue, where there are several mid-sized industrial uses and a freight rail crossing, and near Central Avenue, where there is a partially occupied industrial distribution facility. The remainder of the corridor frontage is made up of residential uses, including single- and multi-family homes, and some institutional uses, including schools and churches. A portion of the study area on the western and northwestern edges is located outside of the City limits. Land uses in those portions comprise of residential, agricultural, and some commercial uses.

The commercial areas in the corridor offer businesses that vary in character and quality. At the corner of Auburn Street and Main Street there is pedestrian-oriented commercial space that is occupied by restaurants and bars. This area likely benefits from recent streetscape improvements to the intersection, including a large roundabout and new lighting and signage. The uses on the stretch from Rockton Avenue to Central Avenue are generally focused on convenience, fast food, auto parts, or gas. The commercial uses in this area are a mix of new and old with many buildings approaching obsolescence. At the corner of Auburn Street and Central Avenue, there is an ALDI grocery store which is a major asset to the neighborhood, although it is out of walking distance for much of the corridor. The small commercial area near Johnston Avenue is made up of a few gas stations and a handful of aging bar and retail businesses. Although these areas generally lack a “sense of place,” many of the businesses are viable and thus stabilizing to the neighborhood.

The industrially zoned areas are partially occupied by some light intensity industrial tenants, while other industrially zoned properties remain vacant. Unlike many other industrial areas in Rockford and beyond, the uses around the Kilburn Avenue intersection are of a “neighborhood scale”. Meaning, the buildings are positioned on the street, they have modestly attractive architecture, and do not detract from the urban environment like larger industrial uses often do. With landscaping improvements, these could continue to be utilized by current or future light-industrial tenants while contributing to the urban form of Auburn Street. If market conditions are not suitable for the long-term use of these spaces by industrial tenants, they could be reimagined as commercial, office or mixed-use spaces. Such uses would complement the surrounding commercial and residential environment.

The residential sections of Auburn Street are a combination of single-family homes and small-scale multi-family homes. Conditions on the Auburn Street frontage generally range from moderate to weak, with many homes approaching obsolescence. The surrounding neighborhoods are mostly made up of single-family homes that vary in quality but are generally more well-maintained – particularly in the eastern half of the corridor. There are some streets that are quite pleasant with well-maintained sidewalks and interesting, historic architecture. On the other hand, some surrounding areas have clearly declined in quality in recent decades and need interest from home builders to have a chance of improving.

Market Potential

The market potential for redevelopment along the Auburn Street Corridor was assessed. The goal of the market assessment was to evaluate near-term, market-feasible development potential along the Corridor and ensure that any recommended transportation improvements would support redevelopment of the Study Area. Overall, there is limited redevelopment potential throughout the Study Area in the near term. Further, given current market conditions, it is unlikely that public improvements in the right-of-way will drastically alter the Study Area’s near term market potential. Key findings are summarized below, and the full market assessment can be found in Appendix 4 – Market Study.

RETAIL

The market research indicated that there has been no new retail development in the Study Area since 2001 and retail performance, including achievable rental rates and vacancy rates, in the Study Area has been relatively weak compared to the City of Rockford as a whole. Nationally and locally, brick and mortar retail store sales have been adversely impacted by changes in consumer behavior, including the growth of e-commerce. The pace of many of these changes have been accelerated by the COVID-19 pandemic. Therefore, there is likely to be limited potential for new retail development in the future.

Given these retail trends, it will be critical to continue to support local-serving retail businesses in the Study Area. In particular, the City could focus support efforts on the existing neighborhood center at the intersection of Central Avenue and Auburn Street and the walkable, restaurant-oriented cluster at North Main and Auburn Streets. In the near term, it may be necessary to continue to assist small business struggling with COVID-19 by providing financial support to help businesses withstand the downturn. Furthermore, interviews indicated that many residents rely on transit and pedestrian facilities to access retail businesses along the Auburn Street Corridor. To support retail accessibility and viability in the Study Area, public realm improvements could be implemented to enhance pedestrian safety and walkability and provide gateway, streetscape features and other amenities at key commercial nodes.

INDUSTRIAL

There are nearly 32 million square feet of existing industrial space in the Tri-County region of Winnebago, Boone and Rock Counties, with over 6.9 million square feet of new deliveries since 2010. Most of this space is located in regional industrial clusters that have easy access to the interstate network. Newer industrial buildings in the region have been primarily built to serve transportation, distribution and logistics tenants.

Despite new industrial development occurring in Winnebago County, there has been no recent industrial development within the Study Area and recent market performance in the Study Area has been weaker than the countywide industrial market. The 785,000 square feet of industrial space in the Study Area mostly consists of smaller format, older industrial buildings, with the exception of two larger industrial buildings that are experiencing high vacancy. While the Tri-County region as a whole is anticipated to see more new industrial development, the Study Area will likely struggle to compete with greenfield sites with interstate access. Potential tenants for the Study Area could include smaller industrial users looking for less expensive space near downtown Rockford.

Many of the industrial buildings within the Study Area are older and may not be suitable for modern businesses. The scale and form of these buildings may deter prospective industrial users who would prefer a purpose-built building in a greenfield location with easy access to the interstate highway system. The City has already taken proactive measures to support the repurposing of obsolete industrial buildings. As vacancies continue to rise, there should be continued efforts to reposition obsolete industrial buildings to accommodate alternative uses.

Zoning

Zoning in the eastern and western sections of the corridor have contrasting patterns. Zoning in the eastern section of the corridor (from Main Street to Irving Avenue) follows a reasonably generic pattern of neighborhood development with commercial areas coalescing around major cross streets and residential development abutting those areas. Zoning in the western section (From Irving Avenue to Springfield Avenue) gradually becomes more rural in character from east to west and is largely defined by residential development, as well as Auburn High School.

Frontage setbacks in the eastern half of the corridor reinforce the relatively "suburban" character of the Auburn Street corridor. The average requirement ensures this character is maintained. Frontage setbacks in the western half of the corridor match those in the east.

Planned Private Developments

This Auburn Street Corridor Plan takes into account the private-sector redevelopment projects that are planned, reflect a commitment of investment and can reasonably be expected to be carried out in the near future. One of the challenges that exist in the corridor is the relative absence of private-sector development activity, however two planned redevelopments represent positive investments being made in the area.

Redevelopments requiring permits are planned for two sites near the Auburn Street corridor. One redevelopment site is located at the former location of a printing company at 3209 Auburn Street, west of Kent Creek. An additional parcel is available for redevelopment at a former automotive shop located at 3329 Auburn Street, between Central Avenue and Kilburn Avenue.

Planned Public Projects

The City's 2020 Comprehensive Plan indicates various roadway and pedestrian improvements planned within the study area. Note that the 2020 Comprehensive Plan is currently being updated; as such it is possible that additional roadway and pedestrian improvements within the study area may be identified after the corridor study is completed.

It is anticipated that a series of new local streets will be constructed in the area bounded by West State Street, North Pierpont Avenue, Auburn Street, and North Springfield Avenue to address existing traffic conditions and complete missing links in the basic street system. Planned pedestrian improvements in the 2020 Comprehensive Plan include construction of a pedestrian pathway along the west side of North Pierpont Avenue from Auburn Street to Safford Road, extension of the Mel B. Anderson Bike Path south from Talcott-Page Memorial Park to the Union Pacific railroad and connecting the Mel B. Anderson Bike Path to the Rock River Path that follows railroad right-of-way to West Riverside Boulevard.

In the 2050 Metropolitan Transportation Plan for the Rockford Region (MTP), Auburn Street was identified for a potential roadway widening project from Springfield Avenue to Kilburn Avenue as a locally sponsored mid-range project that is likely to occur between 2031 and 2040. This potential project listed in the MTP directly contradicts the purpose and

goals of this study. However, it should be noted that the mid-range and long-range timeframe projects identified in the MTP are conceptual in nature and are intended to be used only as a guide. It is recommended that the MTP be updated or amended at the conclusion of the study to incorporate the findings and improvements identified for the Auburn Street Corridor to suit the needs of the community.

Vision of the Corridor

The over-arching vision for the Auburn Street Corridor Plan is, quite simply, to improve the quality of life for those who use Auburn Street on a daily basis, primarily those who live and work along the corridor. The Plan seeks to make Auburn Street a positive asset to the neighborhood, not just a street that gets people from “point A to point B.” An improved Auburn Street can be a positive asset in a number of ways:

- It can be improved to be an attractive place, a place that people enjoy spending time in.
- It can be a street that provides people with multiple options for getting to their destinations, including car travel, taking the bus, walking and riding a bike.
- It can be a safer place to live, work, and shop due to improved lighting, pedestrian crosswalks, and removal of accident hazards.
- It can be a place that provides more local businesses to serve nearby residents, increasing convenience and access to needed goods and services.
- It can be a place that provides more economic opportunity in the form of jobs at local businesses and a place to start or expand a small business.

The improvement of Auburn Street in ways that accomplishes these goals will result in a public street that is a true asset to the surrounding neighborhood.

Identifying the Challenges

Metro Trends in Market and Private-Sector Investment

A challenge that the Project Area for this study must overcome is attracting private sector investments. Historically, investments made in Rockford have been concentrated on the east side of the City. The east side of Rockford has attracted the bulk of investment due to its advantageous access to Interstate 90 and connection to the Chicagoland region. This makes the east side of the City more appealing for private investment from businesses and homeowners.

Recently, other investments have been made in Rockford outside of the east side. For example, downtown Rockford has seen substantial investment with the creation and implementation of a redevelopment framework. Downtown is starting to see the benefits of these investments including a \$16.4 million grant to improve roadways and connectivity in the downtown.

The Project Area for this study is located on the west side of Rockford. Separated by the Rock River, Rockford’s west side has limited connections to the rest of the city and out to the region. This part of Rockford has experienced years of disinvestment further exacerbated by the 2008 housing crisis. The Project Area contains vacant lots from abandoned subdivision development projects, increasing blight, and a declining quality of life as more people, businesses, and jobs leave the area. Action is needed now to prevent further decline and create an attractive corridor for families to live, work, and play.

Obsolete Industrial Uses

The future viability of older industrial sites is a major issue in the Project Area. In total there is 785,000 square feet of industrial space along the corridor. The market study found that these existing industrial uses are either obsolete, small format buildings, or are experiencing a high vacancy rate. It is not likely that new industrial uses could be brought to the corridor due to competitors in the county that are better connected to the interstate highway system and greenfield sites that are easier to develop to meet the needs of an industrial user.

A strategy for adaptive reuse or demolition of these sites is necessary to begin the process of revitalizing the corridor. Potential adaptive reuse opportunities include retail, entertainment, or community-oriented uses which will help improve the quality of life for residents and have the potential to create spaces that attract others to the corridor.

Limited Demand for Retail

Limited market demand for retail and commercial uses is a challenge for the Project Area of this study. Since 2001, there has been no new retail development in the Project Area, and retail performance in terms of achievable rental and vacancy rates has been weak in comparison to the City as a whole. Despite the limited demand, there are several national retailers that cater to everyday needs, such as Aldi, Walgreens, and Family Dollar, as well as several fast-food restaurants and local boutiques. Apart from retail use, there is a lack of activity generators along Auburn Street, which would include public spaces such as parks or plazas used for various community programs and events.

Given the limited market demand, future growth would benefit from being mixed-use in nature in order to enhance both commercial and residential needs. By increasing residential properties and places for public use, the customer base will have the opportunity to grow and build demand for further commercial developments.

Residential Market Stagnation

A declining residential market is a major issue for the Project Area. The residential market in the Project Area is stagnant and in an extended period of decline. Property values have consistently declined, and current home prices are lower than average construction costs. The low value of homes makes it impossible for builders to make a profit on market-rate development. Consequently, this makes it clear that public and private sector investment is needed in order to address and reverse this trend.

Vacant Land and Buildings

A high amount of vacant and city owned property along the Auburn Street corridor presents a challenge to transformation. While on the one hand this can symbolize development potential, more often than not it is a visible indicator of disinvestment and neglect. These problems can have spillover effects, which can negatively affect both property values and the community's general quality of life. While there are more vacant parcels on the western half, the eastern half of Auburn Street has a variety of properties that can be redeveloped. If development happens alongside efforts for adaptive reuse, there is much potential to catalyze growth in an already well built out area. Currently there is low demand for space, but activities on these vacant spaces can start off being low in cost and high in impact, with the potential to scale strategies as the area is reinvested in.

Image and Optics

Auburn Street faces two main challenges when it comes to its image – it is an auto-oriented corridor with a subpar streetscape. This leads to an unattractive environment with a lack of positive image or sense of place. Objectively a sizable portion of the corridor, particularly near Kilburn and Central, has the potential to be a pedestrian-oriented commercial area as buildings are of neighborhood scale and located near existing residential and commercial uses to both the North and South. However, residents do not take full advantage of these uses due to current poor urban design, which has severe consequences for the retail viability of the area.

One solution to change this would be to improve and enforce municipal landscaping requirements. When combined with efforts to improve walkability, such as repairing sidewalk and planting additional shade trees, a more positive image of the corridor will develop which will attract activity from residents, additional retailers, and visitors from the surrounding city.

Many corridor improvements were considered to transform Auburn Street into an asset for the adjacent neighborhoods. A concept map of the various corridor improvements can be found in Appendix 6 – Concept Map of Improvements. These improvements are intended to fulfil desired outcomes that the community has identified while best utilizing the available construction funding. Recommended improvements to the corridor impact the pedestrian realm, aesthetics, roadway, land use, and corridor-adjacent features. A summary of the improvements found in the concept map are described below.

Community Development Proposals

Community development proposals are based on the holistic approach described in the vision for the corridor. The community development proposals made in this plan are focused on the services, sense of place, and development needed to achieve the vision for the Auburn Street corridor. Proposals aim to transform the Auburn Street corridor from an auto-oriented street to a community asset that improves the quality of life in the surrounding neighborhoods. Community

development proposals work to better utilize what the City of Rockford already has in place, find immediate opportunities for improvement, and create a cohesive and walkable corridor that serves the community and bolsters economic development.

Aesthetic/Appearance Proposals

The following set of proposals are focused on improving the physical appearance of the corridor from the street to the businesses themselves. Improved aesthetics and appearance will make Auburn Street a more attractive place to visit and spend money and serve as a visual that this corridor is significant to the community and merits more investment.

1. STREETSCAPE ENHANCEMENT

Streetscaping plays many roles in how the corridor functions and is perceived. Streetscaping is the design of a street including elements such as lighting, street trees, plantings, seating, and other placemaking elements. Streetscaping creates a pleasant environment for all users, and also helps to make other modes of transportation more appealing. For example, street trees offer shade for pedestrians, making walking a comfortable experience.

The proposed road diet reduces the roadway from four lanes to two travel lanes and a turning lane and is a key element to making the proposed streetscaping enhancements a reality. The reduction in lane number and width opens up space for streetscape enhancements including a buffer between the sidewalk and curb, street trees, and lighting as seen in the rendering of potential streetscape on Auburn Street.

Being able to walk the corridor year-round was a need highlighted by residents. The proposed streetscape includes space between the sidewalk and roadway that allows for snow storage during winter months. This will help keep the snow plowed from the roadway off sidewalks and provide a space for sidewalk snow to be shoveled as well.

Uniform streetscaping treatment is recommended for the entire study area corridor. This includes lighting with banners, street trees, wider improved sidewalk, and a curb lawn or buffer between the sidewalk and roadway. In the proposed Activity Node (recommendation 2.C) it is proposed that additional streetscape investments be considered such as colorful crosswalks, seating, or specialized plantings. This will help emphasize the commercial area and show community investment.



Figure 17 - Rendering of Potential Streetscape on Auburn Street

2. BUSINESS FAÇADES

Improvements to business façades can have enormous impacts on commercial districts, as they contribute to the walkability of a corridor by creating interest. Façades with large windows and improved lighting can also contribute to the sense of safety while visiting the corridor. Façade programs can range in costs from simple changes with paint to extensive refurbishment of doorways and signage. These visible enhancements signal positive changes to shoppers, business owners, and property owners, and encourage investment that often ripples from one storefront to the next. Façade improvement programs are typically developed and managed by either business improvement districts or community planning departments, with funding often being in the form of a matching grant or loan, a tax incentive, or design assistance.

Auburn Street is a part of the City's Community Development Block Grant eligible area. Currently the City uses these CDBG funds to establish low-interest loans or grants to assist small businesses to make façade renovations, improve interior retail space, or buy furnishings and new equipment needed for business startups. While this program is already in place, targeted outreach could be focused on the Auburn Street Corridor as a priority area.

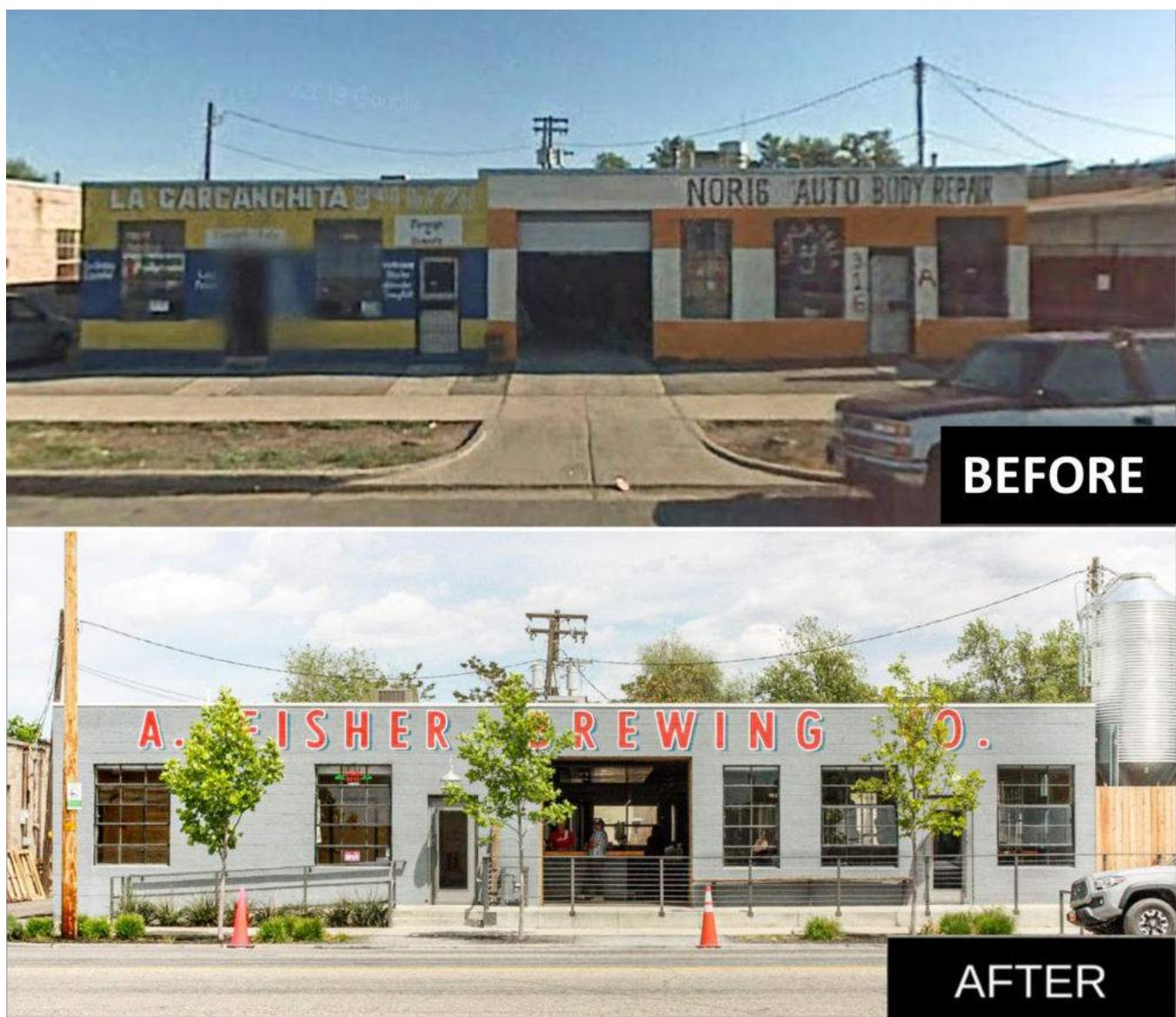


Figure 18 - Salt Lake City Facade Grant Example

3. RESIDENTIAL FAÇADES

Many of the residential properties along Auburn Street have been disinvested in, meaning that there has not been investment made in the upkeep of the property. This has led to housing nearing obsolescence with a dated appearance that has not changed for upward of forty years. The appearance of housing on Auburn Street is important because it is the “front porch” of the study area and sets the impression for the rest of the housing in the area. The improved appearance of housing can contribute to increased walkability of the corridor, signal that this area has merit for private investment, and help raise value of homes.

This initiative could be addressed by creating a housing façade program focused on housing that fronts Auburn Street. The City could choose to allocate CDBG funding to support property owners in updating their façades.

4. LANDSCAPE EASEMENTS

Along the Auburn Street Corridor, setbacks are often between fifteen to twenty-five feet, which contributes to a “suburban” characterization of the area. In addition, vast areas of the corridor do not conform to City landscaping requirements for street trees and landscaping buffers. One way to change this is through the implementation of “landscape easements”, which would be an area adjacent to the right of way that provides the space for sidewalks, street trees, and other planted ground cover. This provides a win-win situation for homeowners, who receive added curb appeal and value, and those travelling the corridor, who will benefit from a more pleasant experience due to tree shade, sidewalk access, and general traffic calming.

Key to this proposal is that it is an all or nothing approach. Uniform adoption is important to success because if properties are left out, it will detract from the overall image and impact of the program. A cohesive landscape will have a positive impact on the streetscape and the experience of the pedestrian, while a hodge-podge approach to landscape will have little to no effect. Resources for funding of implementation and maintenance should come from the City, in order to ensure the project is completed at the scale needed with no cost to the homeowners. This proposal could be implemented immediately and have a high impact on the corridor serving as a visual queue that the area is starting to transform.



Figure 19 - Auburn Street Existing Conditions

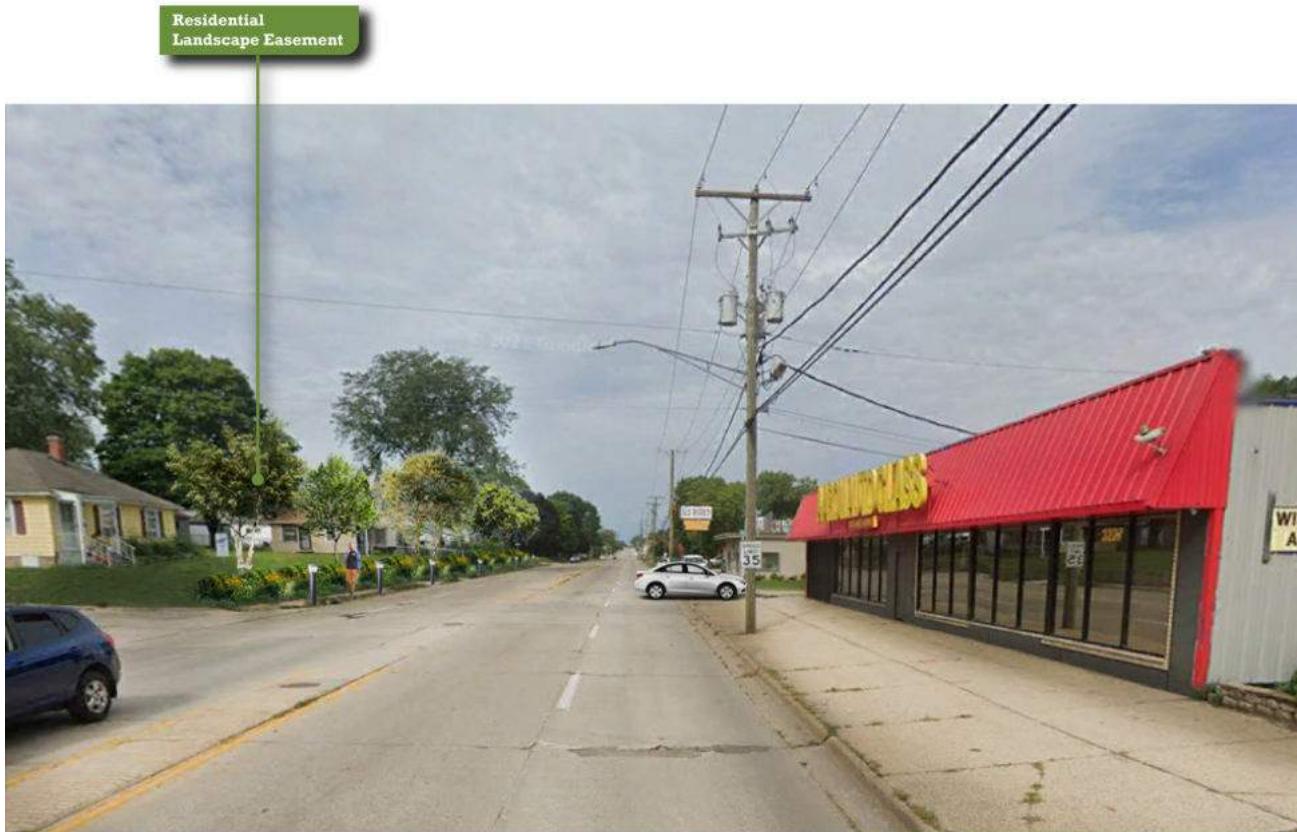


Figure 20 - Auburn Street Residential Landscape Easement

5. PUBLIC ART

Public Art has many benefits to the community. Besides providing beautification, art can have spillover effects by creating new jobs, increasing foot traffic, addressing safety, and enhancing area marketing. There are several options for public art in the Project Area, ranging from immediate quick-win changes to permanent and expensive installations. Four options with potential for the Project Area include:

- a. **Murals:** Murals are often the first step for a neighborhood public art program, as they offer an immediate quick-win solution that fosters community relationships while giving a sense of ownership to residents in the neighborhood. Murals can come in a variety of sizes and be placed on a variety of surfaces. While building exteriors are the obvious choice, murals can also be placed on the pavement in parking lots, plazas, or crosswalks. Enhanced crosswalks like this should be considered for the Activity Node in particular, to bring color into the space and serve as a traffic calming measure.

Many art organizations are also able to provide economic benefits to the neighborhood, by creating jobs and fostering youth development. Artists can be chosen from within the neighborhood, and then matched with youth apprentices to be mentored on the job.



- b. Bus Stop Enhancements:** With several transit lines traversing the corridor, enhancements of bus stops are another area where public art can be incorporated. An often-unnoticed part of public infrastructure, sheltered bus stops are essential to transforming a street into a comfortable, walkable, and transit friendly space by providing protection for the weather and comfortable seating. Shelters can be enhanced further with phone charging stations and public art installations.

For example, in 2022 Portland, Maine won Streetsblog USA's America's Best Bus Stops contest for their innovative programming to combine public transit and public art. The program was initiated as a partnership between Creative Portland, Greater Portland METRO Transit, the Greater Portland Council of Government, and the City of Portland, and funded through a grant from the National Endowment for the Art's. Several in-kind donations from local companies were also provided. The grant was able to fund three creative bus stop transformations, focused on artistic designs celebrating their racially diverse communities. The designs included side panels that were made of patterns from laser-cut powder coated steel, portraits and photographs on vinyl, and a pavement mural surrounding a site.



- c. Bike Racks And Benches:** With the implementation of new bike lanes, additional bike racks will be essential in order to encourage biking to and from the Project Area. Racks must be both functional and secure, but they can also be customized to represent the neighborhood. U-racks can be powder coated with a branded color and customized with a cutout of either a logo or brand for the Auburn Street corridor. The same process can be applied to branded benches placed throughout the Project Area.



- d. Gateways:** In terms of the streetscape, a gateway is a point of visual interest that welcomes visitors and labels the community. A gateway is typically located at the main entrance, and in the Project Area this would be the east and west boundaries of either the commercial node or the corridor as a whole. Common gateways include either freestanding signs beside the road, arched signs above the road, or large-scale murals with neighborhood messaging on a blank wall. The visual branding of this sign can match other custom streetscape elements in order to provide a cohesive neighborhood design.



A potential partner for public art initiatives along the corridor is the Rockford Area Arts Council. The Rockford Area Arts Council was established in 1969 with a mission to support, promote, and develop access to the arts for everyone. With a special focus on disadvantaged and underserved populations, they have several programs and funding mechanisms for artists and art organizations. Programs include apprenticeship programs for youth, poetry competitions, and gallery walks. Funding includes Action Grants for artists doing creative endeavors in the region, and Access Grants, which support quality, quantity, and visibility of art performances and events.

Land Use and Redevelopment Proposals

The following proposals are focused on the use of land and redevelopment of property along the Auburn Street corridor. Changes in land use and redevelopment will help align uses to support growth of the corridor, make the corridor an amenity that serves the community, and bring new life to Auburn Street. Figure 21 shows the existing land use "districts" along the corridor. Currently, Auburn Street has two areas of residential along street at the east and west ends. These residential areas give way to commercial. At the center of the corridor is an area with a mix of uses including industrial, commercial, and residential. As we will explore in section 2.a. many of the industrial uses are vacant and obsolete creating large gaps in activity along the corridor. In addition, though there are multiple park uses in the study area most are located away from Auburn Street and not visible from the roadway.

In the current functional district map four land use districts are highlighted. The residential district is areas where the primary use is residential. These areas may have other uses such as schools and parks, but the primary character of the area is residential in nature. The commercial districts are areas of commercial uses. The industrial district is defined by the large industrial use and the mixed-use district is a combination of residential, commercial, and industrial uses.



Figure 21 - Current Functional Districts Along Auburn Street

The proposed land uses which will be explored in 2.a-2.c seeks to revitalize the corridor by creating an Activity Node, redeveloping property to build on areas of strength, and create an attractive and walkable street that serves the neighborhood. The opportunity sites highlighted represent mostly industrial sites that can be redeveloped to support a vibrant Activity Node.



Figure 22 - Proposed Functional Districts along Auburn Street

1. INDUSTRIAL REUSE

The obsolete industrial sites along Auburn Corridor are proposed for reuse or redevelopment in order to effectively reimagine the Auburn Street corridor. There are various strategies the City can take to address these properties to better serve the needs of the community which are explored below. The central concentration of obsolete industrial land is proposed for redevelopment into a commercial, residential, and park space that will help catalyze transformation of the Auburn Street corridor. Depending on the location of the remaining industrial sites in relation to Auburn Street, a different approach to its reuse or redevelopment may be appropriate. Potential reuses include:

- a. **Park Space:** An interim or long-term use for formerly industrial land could be park space. Many of the park spaces located in the study are away from Auburn Street. Reusing industrial land for park space will be a visible investment and open opportunity to create a new amenity in the neighborhood. Depending on the type of park this could also serve as a temporary use until the site is ready for redevelopment.
- b. **Maker Space or Incubator:** A potential use for obsolete industrial buildings is to repurpose them for a maker space or incubator. These are shared spaces where users have access to tools, equipment, and programming that can help them to learn, collaborate, and complete projects. Makerspaces often have different rooms dedicated to certain crafts, while incubators have the advantage of being certified kitchens which allows users to make and sell their products to retailers and consumers. There are several benefits of reusing existing buildings for this use, including the creation of a learning space to teach skills guide people into careers, the provision of shared tools that most do not have access to, and the development of products that can create new businesses and jobs within the community. If an incubator is pursued this can support local entrepreneurs in growing their business to eventually a brick-and-mortar shop on Auburn Street, further supporting the revitalization of the corridor. There are existing organizations in Rockford, Rockford Makerspace and Rockford City Market, which may be able to support the development such as use.
- c. **Mixed-Use:** Large industrial properties can be redeveloped into mixed-use developments that have commercial space along Auburn Street and residential use in the rest of the building. This could involve demolishing a site, or the developer may choose to preserve the existing structure to build from.



Figure 23 - Industrial Uses in Project Area

2. ATTRACT NEW INDUSTRIAL USERS

There is one industrial property along Auburn Street that is in better condition and has the potential to attract a new user. The Phoenix property at 4000 Auburn Street is more modern than its outdated counterparts along the corridor and is adjacent to another industrial property that is actively used. This suggests that this use could remain and the City should work to attract a new user to the space.



3. ACTIVITY NODE

An Activity Node is an area of concentrated investment in placemaking, and development. By identifying an Activity Node for Auburn Street, investments from the public and private sector will be able to support and build off of one another to create momentum and develop an attractive hub of activity in the corridor.

The proposed Activity Node is located from the rail line to just east of Kent Creek. This is an area of existing strength and amenities including the trail, existing active commercial uses, and a central location on the corridor. Within the Activity Node there are other proposed improvements that can be leveraged to support the Activity Node including a new trail head and improvements to the trail.

Within the Activity Node there are key opportunities for transformation that could be pursued to further strengthen the corridor and bring new and improved amenities, housing, and businesses to Auburn Street.

- a. **Industrial Redevelopment:** Located on the south side of Auburn Street between the rail and Kilburn is a large industrial property well suited for redevelopment. There are a few options that could be considered for this site though it is ultimately proposed that the industrial buildings be demolished for new commercial, park, and residential development.

Alternative 1: Reuse of Industrial Building. In this alternative the industrial buildings are reused as incubators or makers spaces, commercial, or residential. Successful reuse of the existing structures would bring new life and activity to the corridor, but this would leave a large amount of space underutilized.

Alternative 2: Redevelop Site. In this alternative the vacant industrial buildings are demolished, and the area is transformed into a hub of community activity. This is the preferred alternative as it allows for better utilization of all of the land and the creation of mixed-income housing and public amenities that meet residents' goals. As seen in figure 25 this proposal would create a walkable and attractive area centrally located along the corridor.

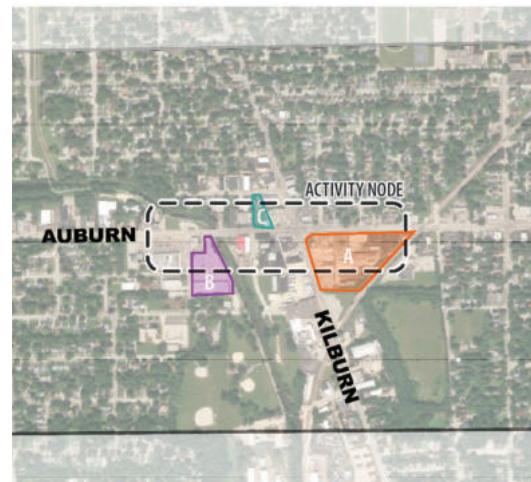


Figure 24 - Activity Node Development Opportunities



Figure 25 - Proposed Redevelopment Overview

- I. **MULTI-TENANT RETAIL:** Commercial space is located at the intersection of Kilburn Avenue and Auburn Street supporting the existing uses surrounding the intersection. This commercial building would house multiple commercial tenants creating an opportunity to attract new uses to the corridor including a café, sit-down restaurant, and entertainment uses.

II. PARK SPACES. As part of the redevelopment of this area two park uses are recommended. The first is a farmers market/ food truck plaza accessed from Kilburn Avenue. A farmer's market is a use that residents expressed a desire for, increasing neighborhood access to affordable and healthy foods. When the farmer's market is not in operation the space can be transformed into a food truck plaza. This keeps the area in more regular use and brings an attractive amenity to Auburn Street that serves residents and can attract others to the corridor.

The other park use shown in the proposed development is a small "social" park space that serves as a community gathering space with games and seating. The park space is located fronting Auburn Street. In the "social park" events could be programmed such as movies in the park, or performances. Various yard style games such as horseshoes, bocce ball, or bags can be incorporated throughout the park. This use supports walkability of the corridor, adds a point of interest, and supports Activity Node development as a place that people want to come, hang out, and shop.

III. MIXED-INCOME RESIDENTIAL. Mixed-income residential development can play a role in catalyzing change along the Auburn Street Corridor. There has not been investment in housing in the study area for many years leading to deteriorated housing conditions and low property values. By incorporating multi-family, mixed-income residential development in the Activity Node the proposal addresses community concerns of preserving affordability while improving the area, bringing a built-in user of the Activity Node as it is improved, and giving the area's housing market a "shot in the arm" to encourage investment and elevate impressions of the area.



Figure 26 - Streetview of Proposed Redevelopment

b. **Opportunity Site At Kent Creek.** Within the Activity Node on the west side of the creek adjacent to 3118 Auburn Street is a large vacant parcel. This property is located along the creek and trail and across from the proposed trail head. This site could be redeveloped to either mixed-income residential, or park space to leverage the proximity to the recreational facilities and increase safety in the area by attracting more use and pedestrian traffic.

c. **Vacant Commercial:** Vacant commercial property within the Activity Node area presents an opportunity to attract the types of commercial uses that would serve residents and attract visitors from outside of the study area. Uses that should be prioritized are cafes, sit-down restaurants, and family-friendly entertainment for both families with younger children and more teen friendly uses.

Parcels could be combined to allow for a larger use to meet community needs. For example, Little Beans in Evanston, Illinois is an indoor playground for children with climbing structures, sports, karaoke, and a café, which offers a space for parents to bring their children. Creating larger development sites may require property acquisition from multiple parties and demolition. TIF (Tax Increment Financing) funding can be leveraged to help attract the uses the community has expressed desires and needs for.

If vacant buildings are in good repair the spaces could be “white boxed” meaning they are made move in ready for businesses. The City could support this initiative with CDBG funding and work to attract a use that aligns with neighborhood needs and desires.

4. LAND-USE PLAN CHANGES

The general zoning and land use structures on Auburn Street vary in pattern and use type. Commercial zoning and uses in the corridor are largely concentrated around 1) the intersection of Auburn Street and Main Street; 2) the stretch on Auburn Street from N Rockton Avenue to N Central Avenue; and 3) a small commercial area near Auburn Street and N Johnston Avenue. Parcels zoned for industrial uses are located near Kilburn Avenue, where there are several mid-sized industrial uses and a freight rail crossing, and near Central Avenue, where there is a massive, partially occupied industrial distribution facility. The remainder of the corridor frontage is made up of residential uses, including single- and multi-family homes, and some institutional uses, including schools and churches.

Zoning in the eastern and western sections of the corridor have contrasting patterns. Zoning in the eastern section of the corridor (from Main Street to Irving Avenue) follows a reasonably generic pattern of neighborhood development with commercial areas coalescing around major cross streets and residential development abutting those areas. Zoning in the western section (From Irving Avenue to Springfield Avenue) gradually becomes more rural in character from east to west and is largely defined by residential development, as well as Auburn High School

The industrially zoned areas are partially occupied by some light intensity industrial tenants, while other industrially zoned properties remain vacant. Unlike many other industrial areas in Rockford and beyond, the uses around the Kilburn Avenue intersection are of a “neighborhood scale”. Meaning, the buildings are positioned on the street, they have modestly attractive architecture, and do not detract from the urban environment like larger industrial uses often do. With landscaping improvements, these could continue to be utilized by current or future light-industrial tenants while contributing to the urban form of Auburn Street. If market conditions are not suitable for the long-term use of these spaces by industrial tenants, they could be reimagined as commercial, office or mixed-use spaces. Such uses would complement the surrounding commercial and residential environment.

The residential sections of Auburn Street are a combination of single-family homes and small-scale multi-family homes. Conditions on the Auburn Street frontage generally range from moderate to weak, with many homes approaching obsolescence. The surrounding neighborhoods are mostly made up of single-family homes that vary in quality but are generally more well-maintained – particularly in the eastern half of the corridor. There are some streets that are quite pleasant with well-maintained sidewalks and interesting, historic architecture. On the other hand, some surrounding areas have clearly declined in quality in recent decades and need interest from home builders to have a chance of improving. Key modifications include:

- a. Emphasize commercial/mixed-use infill development in the parcels fronting Auburn Street from the rail crossing to Kent Creek (the Activity Node)
- b. Designate obsolete industrial parcels as mixed-use, commercial, or multi-family to support redevelopment
- c. Consolidate land use policies surrounding Kent Creek to encourage park space development and improvement and residential development.
- d. Emphasize residential infill in areas surrounding Auburn High School

Zoning and Regulatory Proposals

The regulatory environment along Auburn Street must be aligned with the vision in order to achieve project goals. Zoning sets standards for development including landscaping that can help promote uses and urban design that better serves the neighborhoods surrounding the Project Area. Adjustments to zoning regulations and the addition of ordinances to help enforce zoning requirements are needed to make the Auburn Street corridor a walkable and attractive amenity.

1. COMMERCIAL LANDSCAPING REQUIREMENTS

a. **Street Trees:** Much of the Auburn Street corridor is unfortunately defined by a lack of positive or consistent greenery. A vast majority of the corridor frontage lacks street trees of any kind or planting strips with grass or shrubbery. Portions of the corridor with greenery are often poorly maintained or overgrown.

Simple, well-maintained landscaping is one of the most cost-effective tools for transforming both the real and perceived quality of life in a neighborhood. If implemented on Auburn Street, fresh trees, shrubbery, and grass (where appropriate) would enhance the values of commercial and residential properties, reduce the urban heat island effect, and simply improve the image of the corridor for residents and visitors.

The Rockford Zoning code mandates that “1 shade tree must be planted for every 50 linedal feet of frontage a property has on a street right-of-way...” The City may want to consider an adjustment to the requirement to make it every 20 feet, increasing the shade and greenery along the corridor. As the corridor develops into the future it will be important to enforce this tree planting requirement among other existing landscape requirements. When a city does not have the capacity to undertake a large tree planting project, neighborhood advocacy groups are often effective organizations to plant both shade and ornamental trees. Tree planting days can often be financed by local, state and national arbor organizations. These types of initiatives are popular because they often build a camaraderie among residents, in addition to beautifying the neighborhood.

b. **Parking Lot Landscaping and Pedestrian Access:** Many of the commercial buildings along Auburn Street are set back from the road with large parking lots in front. The parking lots currently lack landscaping and access for pedestrians from their vehicle or the sidewalk. Having clear and buffered walkways can play an important role in increasing the sense of safety and pedestrian access to the storefronts located behind large parking lots. General guidance for parking lot walkways include requiring a 6' width and marking to designate walkway and striping when walkway crosses a traffic lane.

Additionally, the City may choose to start to incorporate a requirement that walkways be elevated to the height of the sidewalk. Below are examples of parking lot designs that incorporate landscaping and pedestrian access.



2. NONCONFORMITY

Currently, very little landscaping exists on commercial and industrial properties throughout the corridor. Although landscaping standards can be improved, the problem is not a lack of good standards but rather a lack of enforcement and standard exemptions due to “legal nonconforming” status. To strengthen the City’s ability to enforce compliance with landscaping standards, an amendment to the ordinance should be added that establishes “amortization provisions”. With this inclusion, after a certain length of time the property owner will have realized the full value of the original development and can therefore be required to comply with new regulations. If the City pursues this option, it should first target the frontage landscaping along Auburn Street.

Economic Development Proposals

Increasing economic opportunities within the study area is key to fulfilling the vision for the corridor. This can be achieved through public-sector intervention, which can bring the financial and technical resources needed to stimulate investment in businesses.

1. TAX INCREMENT FINANCING (TIF) DISTRICTS

TIF is a program that allocates future increases in property taxes from a designated area (TIF district) to pay for improvements within that area to spur economic development. TIF is not an increase in taxes; it is only a re-allocation of how they are used. TIF is a tool already being used by the City; currently the Project Area intersects with four TIF districts (2020 data):

- a. **Springfield Corners:** Ends 2025, Fund Balance: -\$2,165,281
- b. **Auburn Street:** Ends 2037, Fund Balance: \$238,972
- c. **North Main & Auburn:** Ends 2029, Fund Balance: \$84,354
- d. **Garrison School:** Ends 2028, Fund Balance: -\$734,152

TIF benefits materialize over a period of decades and help to improve the general conditions of the neighborhood. When a new TIF Project or Development is negotiated with the City, the primary priorities surround the Type of Project and the Location of the Project. Apart from the general intention to spur development that can strengthen the tax base and neighborhood, TIF's can help finance activities that can make retail corridors more attractive destinations. These include many of the public improvements that have been identified as opportunities throughout the corridor, including the retrofitting of existing streets and sidewalks, implementation of traffic calming measures, landscaping improvements, and public art installations.

2. COMMUNITY DEVELOPMENT BLOCK GRANTS.

The U.S. Department of Housing and Urban Development (HUD) provides Community Development Block Grants (CDBG) to communities with low-moderate income populations to provide needed assistance. The City of Rockford receives CDBG funds. The demands on CDBG funds are typically high and cities must decide how to use them among competing needs. The City uses CDBG funds to establish low-interest loans or grants to assist small businesses to make façade renovations, improve interior retail space or buy furnishings and new equipment needed for business startups. While this program is already in place, targeted outreach could be focused on the Auburn Street Corridor as a priority area.

3. NEIGHBORHOOD REVITALIZATION STRATEGY AREAS.

Neighborhood Revitalization Strategy Areas (NRSA) are Community Development Block Grant grantee-designated areas that have been targeted for revitalization. With this designation, there is enhanced flexibility in the use of CDBG resources. Cities can apply for designation by clearly describing how the target neighborhood will meet eligibility, its demographic criteria, consultation and assessment of the area, its housing and economic opportunities, how it would leverage funds. Rockford currently has one NRSA, but the Project Area is not included. The City could consider applying for a second NRSA for the Auburn Street Corridor.

4. BUSINESS FIRST PROGRAM.

The City of Rockford, together with Winnebago County, has established a Business First Program to assist individuals in redeveloping an existing property or open a new business in an existing property. This program is well suited for use along Auburn Street, where a number of existing commercial properties are vacant and need new tenants. The Business First Program provides a range of assistance, including helping secure loans from the Small Business Administration, addressing building code violations, and providing general information on starting new businesses.

5. MIXED-INCOME RESIDENTIAL DEVELOPMENT

In order to spur economic growth in the corridor, it is recommended that increasing mixed income housing be focused on as a main priority. There are numerous benefits to this approach. First, increasing the quality of housing, particularly along the Auburn Street frontage, will attract interest from both new residents and home builders. Second, increasing the number of residents in the neighborhood will be an economic benefit, as there will be more traffic to existing local

businesses. Several institutions currently operate in Rockford and have the resources and power to support development of new buildings or rehabilitate existing structures.

Potential Resources and Partners are:

- a. **Region 1 Planning Council:** The Region 1 Planning Council (R1) is a land bank serving Northern Illinois. Land banks are government agencies that are focused on converting vacant, abandoned, and tax delinquent properties into productive uses. Uses are paired alongside long-term community goals, and this process is a critical tool to efficiently fight blight in neighborhoods. Several properties are currently available from R1, a few of which are located within the proposed Commercial Node. R1 can also support the acquisition of properties in target areas such as the Activity Node.
- b. **Rockford Housing Authority:** The Rockford Housing Authority (RHA) is a municipal corporation that works to serve the housing needs of low-income persons within the City of Rockford. Alongside providing housing, they have recently been involved with the disposition, demolition, redevelopment, and conversion of developments that are not up to community standards. RHA can be a key partner as a potential developer in the Auburn Street Corridor.
- c. **Low-Income Housing Tax Credit:** The Low-Income Housing Tax Credit (LIHTC) program is a resource for creating mixed-income housing through the issue of tax credits for the acquisition, rehabilitation, or new construction of rental housing. LIHTC can be a tool that supports new housing development while preserving affordability in the neighborhood through the creation of new, high-quality affordable units.

Transportation and Infrastructure Proposals

Proposals were developed for transportation and infrastructure changes that will support and stimulate the Community Development Proposals presented above.

Utility Updates and Water Main Replacement

The City has requested that the corridor improvements identified in the study should be influenced in part by the replacement and restoration of the aging water main. As such, the timing and feasibility of many roadway improvements, most notably from Central Avenue to Main Street, may be impacted. If certain roadway improvements, such as a road diet, are added to the City's CIP, simultaneous repair and potential relocation of the water main should be evaluated. Two potential locations have been identified for the relocated water main. The City water department has stated that constructing the new water main south of the existing centerline would be advantageous to minimize the length of service laterals.

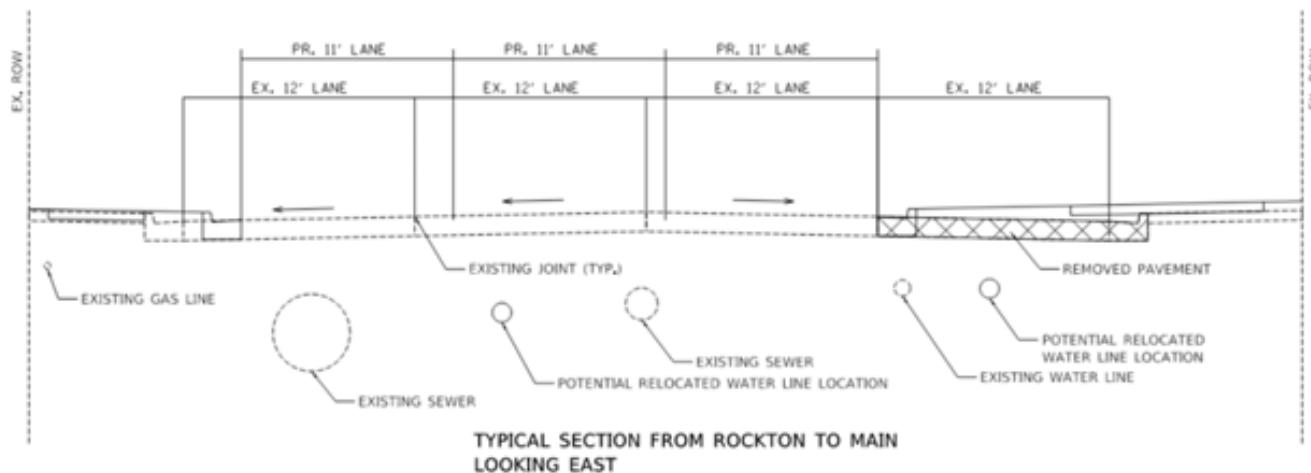


Figure 27 – Potential Water Main Relocation

Moving all overhead utilities underground would be a significant benefit to the community. The elimination of visual clutter would beautify the corridor and reduction in roadside obstacles would improve safety for drivers.

Until funds can be found to place the utilities underground, an interim solution is to focus on utility conflicts that impede the flow of pedestrians. Utility poles within public right of way that block the pedestrian path may be requested to be moved to a new location within right of way by the utility company at no cost to the City. However, there are several locations where the poles present a barrier to pedestrians and there is no additional right of way to move the poles. Adjusting these poles will require the acquisition of a new easement for the utility or the acquisition of right of way to widen the sidewalk around the pole and create the minimum clearance required by ADA guidelines. Based on the length of utility easements that would need to be acquired, it is recommended to purchase right of way or sidewalk easement to create the required clearance around the utility pole.

Storm sewers from Ridge Avenue to Main Street drains a 300-acre area from west to east. Trunk sewer sizes range from 48" to 60" along Auburn Street. A low point on Auburn Street has the potential to pond more than two feet as depicted in dark blue in the figure 29. Flooding was reported at Huffman Boulevard, which is in line with the low point of Auburn. Upsizing storm sewers and providing offsetting storage would be a flood mitigation alternative for this area. A flood study with hydraulic modeling would need to be completed to scope improvements.

Cul-de-sac at Horsman Street and Railroad Crossing Upgrades

The rail line that bisects Auburn Street also crosses Horsman Street near the Auburn Street crossing. The rail crossing on Horsman Street is less than 150 feet away from the intersection of Auburn Street and 250 feet away from the rail crossing on Auburn Street. Having crossings in close proximity creates a safety issue for both the trains and motor vehicles at the crossing. Additionally, the north and south legs of Horsman Street are offset, creating safety concerns for motorists at this intersection. The north leg of Horsman Street should be converted to a cul-de-sac north of the rail line and the rail crossing at this location should be closed. The major benefits of closing this rail crossing include increased safety and decreased delays to highway and rail traffic, as well as lowered maintenance costs. It is recommended that the south leg should remain, resulting in a T-intersection at Auburn Street and Horsman Street.

Improvements are recommended at the rail crossing on Auburn Street near Horsman Street to increase safety and improve the efficiency of the corridor. Passive traffic control devices such as standard rail crossing pavement markings, dynamic envelope pavement markings, and regulatory and warning signs should be installed on the roadway to inform drivers of the point at which to stop when the flashing-light signals are activated. Further, the rail crossing should be upgraded to include ADA compliant sidewalk crossings to improve pedestrian safety.



Figure 28 – Utility Pole Within Sidewalk Near Kilburn Avenue



Figure 29 – Areas At Risk For Localized Flooding



Figure 30 – Horsman Street Cul-de-sac



Figure 31 - Dynamic Envelope Pavement Marking

Pavement Improvements

A visual pavement survey was conducted to determine the condition of the existing pavement. The pavement throughout the corridor varies in condition as seen in the following figure. Concrete pavement removal and replacement with full depth HMA pavement is recommended for sections in poor condition as the concrete appears to have reached the end of its useful life. Full depth pavement replacement is also recommended for sections in poor condition east of Kent Creek. HMA surface removal and replacement is recommended for other areas where intersection or water main improvements are being completed.



Figure 32 – Pavement Improvement Map

Mel B. Anderson Path and Underpass at Kent Creek

The Auburn Street bridge over Kent Creek incorporates the Mel B. Anderson trail underpass into its structure. The trail regularly fills with sediment after rain events due to the rising of the creek above the trail and the sediment present in the floodwaters. Raising the trail and redesigning its slope underneath the bridge is feasible, but these modifications would require detailed modeling and permitting. Given the size of the opening and the shape of the floodplain upstream, it is likely that the opening size would need to increase in order to demonstrate the bridge would not cause upstream flooding.

The existing underpass has a curb to delineate the path which traps sediment. The curb could be removed and replaced with a bicycle safe railing that would allow for the path to drain more readily and be easier to clean after storm events. Also under the bridge, the existing wall could be used as a public art space, potentially for temporary installations.

The underpass as well as the Mel B. Anderson path through the commercial zone around Auburn Street would benefit from lighting improvements for increased safety and increased hours of use.



Figure 33 - Rendering of Underpass at Kent Creek

Intersection Updates

The existing intersections along Auburn Street can be redesigned to improve safety for pedestrians and vehicles. It is recommended that current best practices for intersection design be incorporated into the redesign of Auburn Street.

REDUCE CURB RADII

The size of the corner relates directly to the length of the crosswalk. Longer crosswalks take more time to cross, increasing pedestrian exposure risk and diminishing safety¹. Crossing length and vehicle speeds can be reduced by decreasing the radii at intersections. At Kilburn Avenue, this will need to be coordinated with IDOT to ensure the WB-65 design vehicle is accommodated.

ADD SPLITTER ISLANDS

Splitter islands that divide the right turning traffic from the through traffic are not present at the studied intersections. Drivers wishing to make a right turn must use faded or indiscernible pavement markings to stay within channelized areas. Pedestrians crossing without the aid of splitter islands are required to navigate a long crossing. As such, it is recommended that splitter islands be added to intersections where the corner radius cannot be sufficiently reduced to limit pedestrian exposure during crossing.



Figure 34 - Splitter Islands at Kilburn Intersection

¹ Kendra K. Levine, *Curb Radius and Injury Severity at Intersections* (Berkeley: Institute of Transportation Studies Library, 2012), 2.



Figure 35 - Pedestal Mounted Signal at Ridge Avenue



Figure 36 – Deteriorated sidewalk Near Filmore Street



Figure 37 – Missing Sidewalk Section Near Bluefield Street

Northbound Lane Drop on Kilburn Avenue

During the public involvement process, it was noted that the lane markings on the northbound leg of Kilburn Avenue approaching Auburn Street can cause drivers in the right lane to inadvertently end up in a right turn only lane. It is recommended that the pavement marking and signing be evaluated and updated as needed to clarify the proper lane usage prior to the intersection.

Signal Modernization

ADA UPGRADES AT SIGNALIZED INTERSECTIONS

It is recommended that the signalized intersections along the corridor receive Americans with Disabilities Act (ADA) accessibility improvements to bring them into compliance. It is recommended that signalized intersections be prioritized in allocating ADA transition plan funds as the signalized intersections provide controlled access across Auburn Street.

REPLACE PEDESTAL MOUNTED SIGNAL HEADS AT RIDGE AVENUE AND NORTH AVENUE

The existing signals at Ridge Avenue and North Avenue do not have mast arms overhead of the travel lanes. Overhead signals improve the driver's apprehension of the signals. A study of the impact of replacing pedestal mounted signals with mast arm signals (Crash Modification Factor ID 1420) suggests that converting a signal from pedestal-mounted to mast arms can result in a 50% reduction in crashes.

Sidewalk Infill and Obstacle Removal

Pedestrians should have direct and connected networks of walking routes to desired destinations without gaps or abrupt changes. It is important to provide and maintain accessible walkways along both sides of the road in urban areas, particularly near school zones and transit locations, and where there is a large amount of pedestrian activity. As such, it is recommended that the City's ADA transition plan be prioritized throughout the corridor.

Improvements should have a focus on enhancing existing sidewalks to provide safe and accessible walkways free from debris. Additionally, barriers to wheelchairs that effectively prevents a wheelchair-using pedestrian from accessing the sidewalk should be removed, such as utility poles and street signs within sidewalk limits. Further improvements are recommended to the existing sidewalk network to provide updated curb ramps at intersections that are in compliance with ADA requirements.

Upgrades should be made to the sidewalk network on the south side of Auburn Street such that it is continuous within the study area as some portions of the corridor are missing sections of sidewalk, as evidenced in Figure 37. Improvements should also be made to the existing sidewalk on the north side of Auburn Street. Notable areas requiring sidewalk infill include Irving Avenue to Filmore Street on the south side and Irving Avenue to Avon Street on the north side of the corridor, as these segments are located near commercial land uses.

Corridor Lighting Improvements

Lighting is present in various locations along the Auburn Street corridor with most fixtures being vehicular-scale and located at intersections. Much of the lighting is located on the south side of the corridor, illuminating the existing sidewalk for pedestrians. Only a few light fixtures are present on the north side of the corridor. Some areas are well lit, such as the area near Auburn High School and the intersection of Central Avenue and Auburn Street, but much of the corridor does not provide well-lit areas or pedestrian-scale lighting. The Federal Highway Administration (FHWA) states that a single luminaire/fixture placed directly over the crosswalk does not adequately illuminate the pedestrian for the approaching motorist. It is best to place streetlights along both sides of arterial streets and provide a consistent level of lighting along a roadway². This includes lighting pedestrian crosswalks and approaches to the crosswalks.

Adequate roadway lighting enhances the safety of all roadway users, while pedestrian scale lighting improves nighttime security and enhances commercial districts. Comprehensive lighting improvements would improve the economic and social environment in the neighborhood and could potentially be the “first step” to improving the Auburn Street corridor. It is recommended that continuous lighting be implemented throughout the corridor on both sides of the street and pedestrian scale lighting should be focused at commercial business clusters and in residential areas such as the section of Auburn Street from Rockton Avenue to Main Street.

Driveway Access Standards

Several properties along the corridor have wide or numerous driveways. It is recommended that these driveways be reconstructed to meet width and separation requirements of IDOT standards. Some driveways are within the functional area of intersections. Relocating these driveways away from intersections and combining adjacent driveways with cross-access easements will reduce traffic turbulence through intersections and will reduce the likelihood of crashes.

Transit Improvements

Various improvements are suggested for the transit networks present throughout the corridor. Improvements such as updated benches, shelters, lighting, and paths at bus stops should be implemented to provide refuge for pedestrians and allow for designated transit stops to be easily identified. Improvements should be targeted for existing transit stop refuges, such as the transit shelter at the southwest corner of Auburn Street and Central Avenue. If greenspace is available, bus pads are recommended at transit stops to prevent isolated pavement deterioration at those locations. It is also desired that designated transit stops meet ADA compliance. These improvements will encourage future use of the transit network throughout the corridor, leading to an increase in ridership and safety.

Transit improvements should be coordinated with the Rockford Mass Transit District. Improvements should be targeted to move people safely across Auburn Street, providing bus stops at marked crossings, and providing bus service in both the eastbound and westbound direction is ideal.

It should be noted that bus shelters or benches can be used as locations to showcase local artwork and art installations to beautify the corridor and provide a sense of place.

Redevelop Frontage Road at Auburn Manor

The frontage road to Auburn Manor is an underutilized space for the corridor. To better utilize the space, it is recommended that the Auburn Manor frontage road and green space be redeveloped into a recreational space to better connect the multi-family housing development to the bus stop and frontage on Auburn Street. This redevelopment includes a multi-use path that uses pavement from the previous access road to create recreational space for the residents of Auburn Manor. Additionally, the bus stop in front of Auburn Manor is recommended to have an updated shelter and an ADA-approved switchback path to navigate down the hill to the stop. By removing a portion of the existing frontage road and redeveloping the remainder into a multi-use path and green space, the retaining wall and guardrail between Auburn Street and the frontage road can be removed to reduce maintenance costs.

Fire Department access for Auburn Manor is currently off of the frontage road. Knox Box access and fire alarm panels are located at the front entrance to these buildings. Redesigned frontage road / multi-use path must remain accessible to emergency vehicles.

² “Lighting and Illumination” in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. FHWA, (2013).



Figure 38 – Auburn Manor Frontage Road Redevelopment

Bicycle System Expansion

Mel B. Anderson Memorial Pathway passes through the Auburn Street Corridor near Kilburn Avenue. To improve connections for the bicycle system, it is suggested that better access to the bike route be implemented through the use of a new bike stop near Kent Creek.

The suggested location for the recommended bike stop is on a site near the North Fork Kent Creek bridge, as shown in Figure 39. A bike stop provides space for pedestrians and bicyclists to rest, use facilities, and even provides recreational uses. This suggested format would include a primary facility including bathrooms, bike racks, signage, a small park with a tree façade to provide separation from traffic along Auburn Street, and a pet park for pedestrians to further activate the space. This use provides space for activation while also bolstering the current bike system around the City of Rockford. Based on public feedback, consideration should be given to including vehicle parking to allow users to drive to the trailhead and use the trail.



Figure 39 – Mel Anderson Memorial Pathway Bike Stop

South of Auburn Street, the connection between the on-street bike route along Arthur Street and the Mel B. Anderson Path is in poor condition with cracked concrete and gravel. To improve access, it is suggested that the connection be improved with a repaved entrance to the bike path and improved amenities to provide safety and enhance the entrance's façade. The Figure 40 shows the updated Arthur Avenue entrance to the Mel Anderson Bike Path.



Figure 40 – Improved Bike Path Connection at Arthur Ave

There is evidence of significant pedestrian activity along Central Avenue north of Auburn Street. The lack of pedestrian accommodations along Central Avenue to connect the neighborhoods north of Kent Creek to the shopping center of Walgreen's and ALDI has resulted in a path worn into the roadside.



Figure 41 – Pedestrian Path on east side of Central Avenue at Kent Creek

Improving and widening IDOT's bridge over Kent Creek is outside of the scope of this study, but an improved connection from Central Avenue to the Mel Anderson Bike Path would provide a more direct and safer connection for pedestrians from the north to reach the businesses centered around the intersection of Central Avenue and Auburn Street.

The area between Kent Creek and Auburn is in a flood plain and is largely owned by the City of Rockford. The City also retains the Furman Street, Vermont Street, and Richmond Street Right of Way north of Auburn Street. Repurposing this right of way to make a direct, signed connection to the path would encourage usage of the path. When combined with an improved connection from the Mel B. Anderson Path to Auburn Street at Avon Street, this would create a half-mile bicycle accommodation parallel to Auburn Street.

The green path shown in the image below is a multi-use path, while the yellow indicates extension of the sidewalk.



Figure 42 – Extension of Mel Anderson Path to Central Avenue and connection along Furman Street

During meetings with stakeholders, several citizens expressed an interest in adding a multi-use path along Pierpont Avenue from Auburn Street to State Street to connect improvements on Auburn Street to the ongoing improvements along West State Street. This connection is already included in the 2020 Comprehensive Plan. The addition of a multi-use path along Auburn Street would link the Pierpont Path with the existing Mel B. Anderson Path and the proposed connection shown in the 2020 Comprehensive Plan between the Mel B. Anderson Path and the Rock River Path.

Unsignalized Pedestrian Crossings

Uncontrolled pedestrian crossing locations occur where sidewalks or designated walkways intersect a roadway at a location where no traffic control, such as a traffic signal or stop sign, is present. These common crossing types occur at non-intersection or midblock locations. Overall, uncontrolled pedestrian crossing locations correspond to higher pedestrian crash rates, often due to inadequate pedestrian crossing accommodations. As such, improvements should be made along the corridor to improve existing uncontrolled pedestrian crossings and provide new crossings at locations with increased pedestrian-vehicle interaction.

EXISTING UNSIGNALIZED PEDESTRIAN CROSSINGS

Enhancements to existing pedestrian crossings are suggested at several locations along the corridor. The proposed enhancements include sidewalk and curb ramp improvements to provide ADA compliance, prominent crosswalk pavement markings to accentuate the crossing to motorists, and installation of pedestrian crossing signals, such as rectangular

rapid-flashing beacons (RRFBs), to improve pedestrian safety. The crossing locations chosen to receive improvements were selected to improve pedestrian safety at existing unsignalized crossings and to increase access to transit and local amenities. The three locations recommended for improvement are:

- a. Pierpont Avenue
- b. Carbaugh Avenue
- c. Court Street

PROPOSED UNSIGNALIZED PEDESTRIAN CROSSINGS

New mid-block pedestrian crossings are recommended at Avon Street adjacent to the Mel B. Anderson Bike Path and east of Johnston Avenue at the Auburn Manor apartment complex. Prominent crosswalk pavement markings and pedestrian warning signs with Rectangular Rapid Flashing Beacons (RRFB) are recommended at the proposed crossing. The new pedestrian crossing will provide improved safety and access to the bike path and nearby businesses, allowing for an increase in recreational and commercial opportunities. Additionally, these improvements will provide enhanced pedestrian safety and complement other proposed pedestrian and transit improvements throughout the corridor.

The RRFB is a device used in combination with pedestrian warning signs to provide a high-visibility strobe-like warning to drivers when pedestrians use a crosswalk. They are particularly effective at multilane crossings with speed limits less than 40 mph. Installation of RRFBs is recommended at the unsignalized pedestrian crossings previously identified.

The City of Rockford Public Works Department has the following recommendations for the design of the landscaped median.

- a. **Inverted crown [slight]:** Dome type grates / open top manhole covers tied into storm system would need to be factored into the design. This would need to be tied into the laterals moving the water to the roadway storm sewer system.
- b. **Irrigation:** The inverted medians in the City retain moisture fairly well, irrigation may not be required for turf medians. Consider location of irrigation control boxes to minimize risk of getting hit by vehicles.
- c. **Tree planting in center medians:** The Public Works Department would like to be a part of selection. Trees with a large canopy spread at maturity not desirable especially along truck routes.
- d. **Turf grass preferred:** no landscaping or mulch
- e. **Keep dense landscaping:** on the end caps and select native perennial plantings
- f. **Width**

10' minimum for landscaped islands

Concrete surface for medians less than 10' in width, stamped concrete designs have held up well.

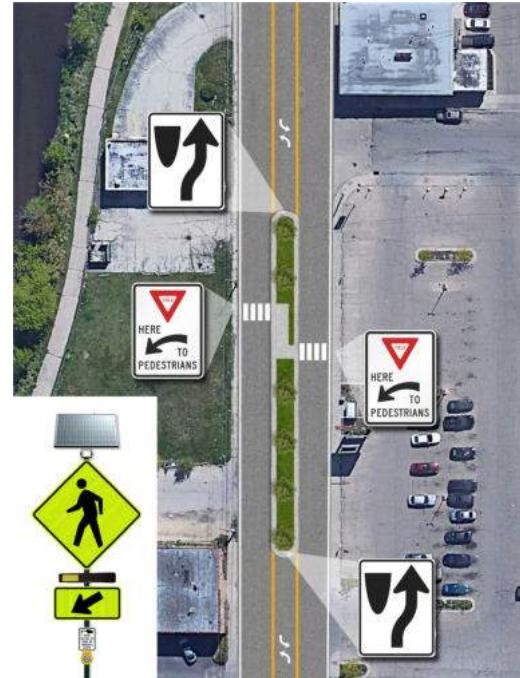


Figure 43 - Example Improved Unsignalized Crossing

Road Diet

Several scenarios for cross sectional changes were investigated for the corridor to better reprioritize the public right of way to serve the current and future needs of the community. The scope of these physical improvements was limited to the existing right of way. Permanent and temporary easements may be required to construct the proposed changes, but no permanent right of way acquisition is anticipated.

As potential solutions were developed, the design team attempted to incorporate several common suggestions from the public engagement process. Solutions that addressed the desires of the public and the operational and safety goals of the project were selected as the preferred options.

- a. New landscaping elements
- b. Continuous street and sidewalk/path lighting
- c. Bicycle accommodations
- d. Buffer between curb and sidewalk for snow storage
- e. Continuous left turn lane
- f. Improved sight distance at alleys

Many of these suggestions can be incorporated by the reducing the number of through lanes from four to two. This is called a Road Diet. A classic Road Diet typically involves converting an existing four-lane, undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane.

Four-lane undivided road like Auburn Street experience relatively high crash frequencies resulting from conflicts between through traffic, left-turning vehicles and other road users. FHWA has deemed Road Diets a proven safety countermeasure and promotes them as a safety-focused design alternative to a traditional four-lane, undivided roadway. See FHWA's Road Diet Informational Guide for additional information on the history and benefits of implementing a Road Diet.

TRAFFIC VOLUME

One concern with reducing the number of lanes on Auburn Street is whether the road will be able to handle the projected traffic volumes. FHWA reports that the maximum average daily traffic on a 3-lane road varies from 15,000 to 25,000 vehicles per day depending on the location. The table below shows IDOT's recommended maximum design hourly volume for each lane configuration. Design Hourly Volume (DHV) can be converted to Average Daily Traffic (ADT) by the application of a conversion factor called a K-factor. The K-factor typically ranges from 7% to 12%. For the purposes of this report, the desirable maximum Average Daily Traffic is based on the conservative end (12%) of typical K-factor range to account for the uncertainty in projecting traffic into the future. The lowest K-factor considered for selecting viable roadway alternatives was 10%. This represents the Maximum ADT threshold for this study.

TABLE 7: IDOT MAXIMUM TRAFFIC VOLUMES FOR LANE CONFIGURATIONS

	Maximum Two-Way DHV (vph) *	Desirable Maximum Average Daily Traffic (vpd)	Maximum Average Daily Traffic (vpd)
Urban 2-lane Arterial	< 1,400	< 11,600	< 14,000
Urban 4-lane Arterial	1,400 – 2,400	11,600 – 20,000	14,000 – 24,000

* Reference: IDOT BLR Fig. 33-3D

To test the impacts a road diet that narrows Auburn Street from 4 lanes to 2 lanes, R1PC ran several scenarios of design year 2050 traffic projections with the proposed reduction of capacity on Auburn Street.

R1PC provided

No-Build: No change in the number of traveled lanes

Scenario 1: Reduce Auburn Street to 3 lanes from Springfield Ave to Central Ave

Scenario 2: Reduce Auburn Street to 3 lanes from Springfield Ave to Kilburn Ave (IL Route 70)

Scenario 3: Reduce Auburn Street to 3 lanes from Springfield Ave to Rockton Avenue

Scenario 4: Reduce Auburn Street to 3 lanes from Springfield Ave to Main Street (IL Route 2)

TABLE 8: PROJECTED TRAFFIC VOLUMES WITH REDUCTION IN NUMBER OF THROUGH LANES

2050 Average Daily Traffic Projections (vpd) Auburn Street Segments	No-Build	Scenario No. 1	Scenario No. 2	Scenario No. 3	Scenario No. 4
Springfield to Pierpont	5,600	5,400	5,100	4,900	4,700
Greenview to Johnston	7,200	6,900	6,700	6,500	6,100
Royal to Central	10,500	10,200	10,000	9,700	9,400
Central to Bluefield	9,000	8,800	8,500	8,200	7,800
Kilburn to Horsman	9,800	9,700	9,500	9,100	8,400
Rockton to Winnebago	12,300	12,000	11,900	11,200	9,700
Price to Huffman	14,100	13,900	13,800	13,600	10,900
Latham to Main	14,800	14,700	14,500	14,400	13,100
Main to Sherman	15,200	15,200	15,100	14,800	13,800

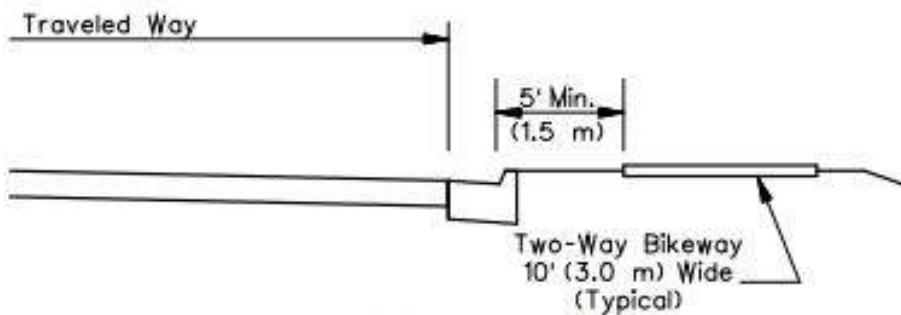
- Reduction in through lanes **##** - Section over desirable, but below maximum ADT threshold

The data provided by R1PC can be found in Appendix 3 – Operational and Safety Analysis.

SIDEWALK SEPARATION

When sidewalks do not include a “buffer zone” between the roadway and sidewalk, this forces pedestrians uncomfortably close to high-speed traffic. This poses a significant safety concern, especially when the sidewalk is adjacent to an arterial street. To improve pedestrian safety, it is recommended that all new and reconstructed sidewalks adjacent to Auburn Street be separated from the roadway by a grass buffer planting strip in areas where there is sufficient space within the right of way. This buffer area can also serve as a place for holding snow during the winter and a space for streetlights and other street furniture outside of the clear walking area of the sidewalk.

For the new sidewalk to be considered a multi-use path that is intended to be used by cyclists, a minimum buffer from the face of curb to the path is required, as well as a 2' clearance to the right of way to reduce the risk of handlebars catching on passing obstructions.



MINIMUM SEPARATION OF BICYCLE PATH FROM ROADWAY

Figure 42-3C

Figure 44 – IDOT Bureau of Local Roads Manual – Figure 42-3C

NARROW LANES

Narrow lanes provide multiple benefits, including lowering vehicle speeds, reducing crossing widths and pedestrian exposure to motor vehicle traffic, and redistributing roadway space for other uses such as bicycle lanes or planting strips between the road and sidewalk. It is recommended that the current 12' lane width on Auburn Street be narrowed to 11' lanes. It should be noted that Auburn Street is designated as a Class II Truck Route by the Illinois Department of Transportation (IDOT). As such, the lane widths should not be less than 11' to accommodate the volume of heavy trucks and busses that utilize the corridor.

In the central commercial area between Central Avenue and Kilburn Avenue, 12-foot-wide lanes should be considered to accommodate a higher percentage of turning trucks. Oversteer areas with additional pavement width may be required at the intersections of Rockton, Kilburn, and Central Avenues.

PAVEMENT PRESERVATION

The existing right of way is generally 66 feet wide but varies up to 80' wide for short stretches. The existing curb face to curb face width is varies from 48 to 53 feet. Many potential solutions would result in either existing concrete pavement joints in or near the wheel path of the proposed lanes or narrow concrete panels that would be more susceptible to cracking. It is recommended that the existing pavement be resurfaced or replaced for all options.

To reuse the existing westbound pavement, the crown of Auburn Street would fall between the eastbound lane and the center turn lane. The north curb line would have to be shifted south to accommodate the north sidewalk. This shift would leave a series of long, thin concrete panels which could be a maintenance concern as concrete pavement is more likely to crack when the length exceeds the width by more than a factor of 1.25. Should the existing concrete be used in place, the existing panels should be sawn into smaller sections to control cracking.

ROAD DIET FROM SPRINGFIELD AVENUE TO EAST OF HUFFMAN AVENUE

Based on the traffic projections from R1PC and the documented safety benefits of implementing a road diet, it is recommended that Auburn Street be reduced from 4 lanes to 3 lanes from Springfield Avenue to east of Huffman Avenue. At the east end of the study area, the road diet will widen to a four-lane section to tie into the roundabout at Main Street.

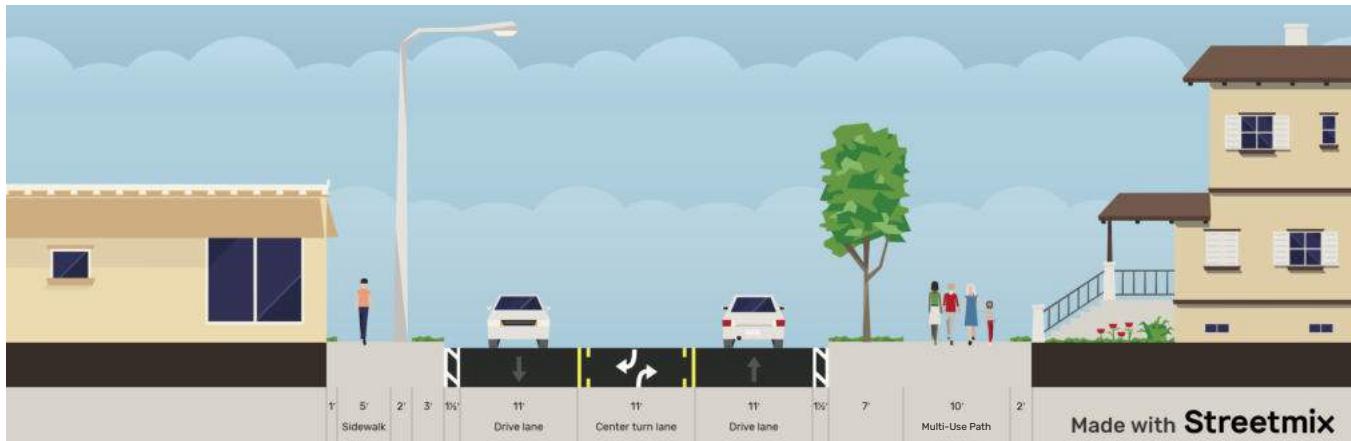


Figure 45 - Road Diet Typical Section

KENT CREEK BRIDGE

The existing Kent Creek bridge will need to be modified to separate the multi-use path from the traffic stream. The face-to-face width of the existing bridge is approximately 60 feet. The lanes would need to be reduced to 11 feet wide to accommodate the sidewalk and multi-use path on the structure. The multi-use path could be separated from the traveled lanes by a raised median. Additional investigation will be required to determine if the existing structure can be modified to install the median. Removing the existing south sidewalk pavement and placing the multi-use path on the deck would help offset the additional weight of the median. Carrying the path on the existing bridge is the preferred option pending structural loading verification in detailed design.

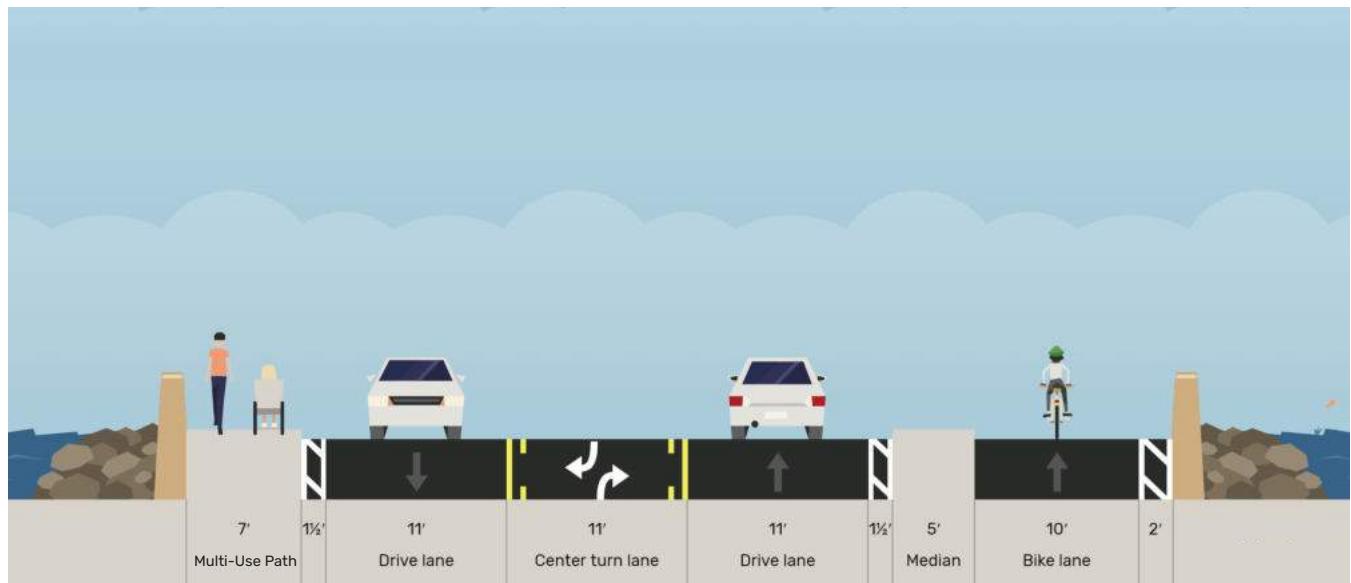


Figure 46 – Multi-use path on existing bridge deck

If the path cannot be carried on the existing bridge, other potential solutions include affix the multi-use path to the outside of the bridge or construct a new parallel structure to carry the path.

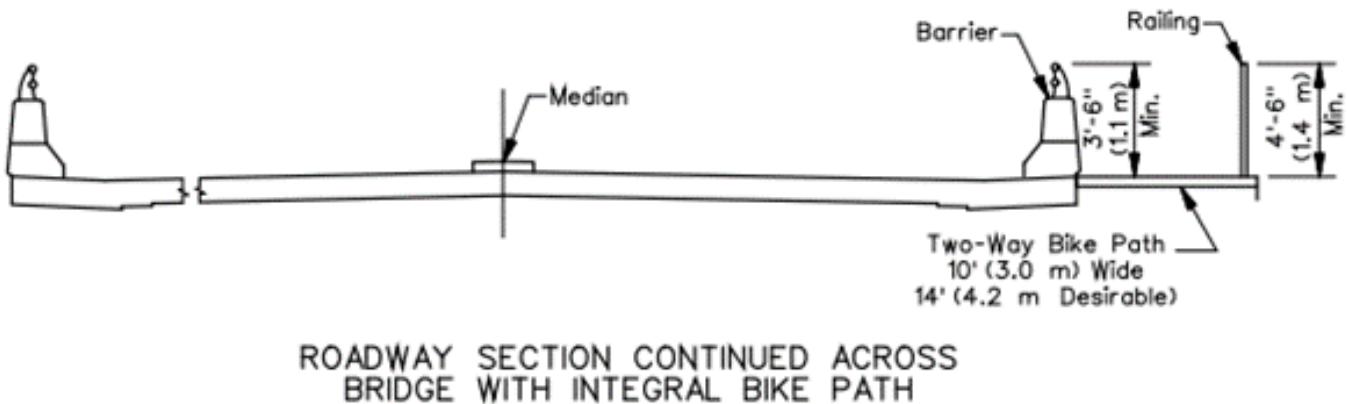


Figure 47 – IDOT Bureau of Local Roads Manual – Figure 42-3H

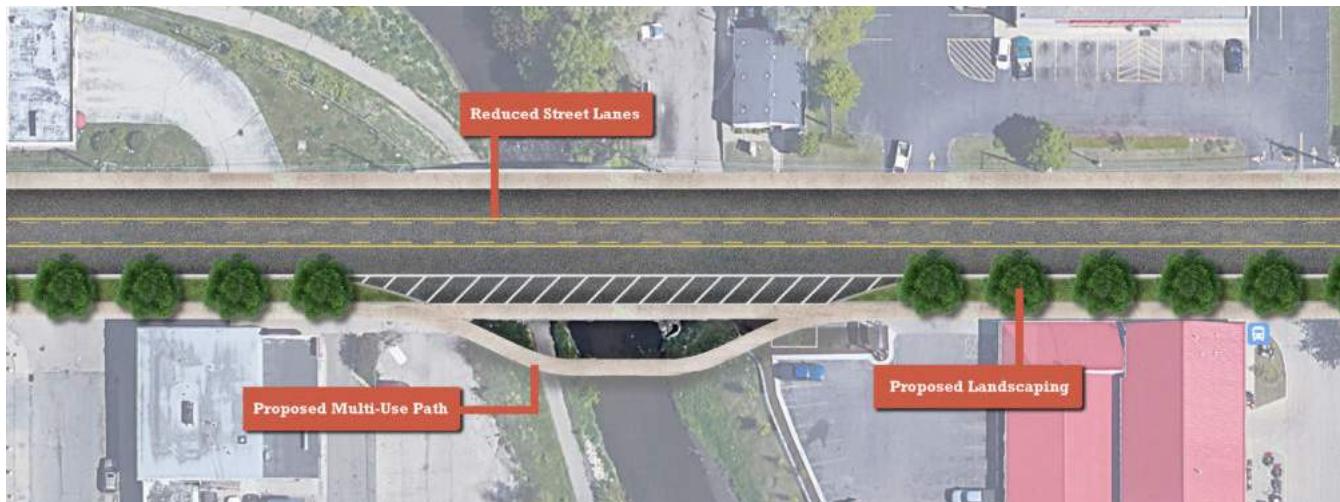


Figure 48 – Multi-use Path bridge over Kent Creek

EAST OF HUFFMAN BOULEVARD

As Auburn Street transitions back to a four-lane section near the Main Street Roundabout, the right of way width will no longer allow for the inclusion of a multi-use path. It is recommended that the existing lanes be narrowed to 11 feet to allow for the expansion of the existing sidewalk buffer. The acquisition of an easement parallel to the right of way would allow the streetlights to be placed outside of the existing right of way. This would allow for a sidewalk at the back of curb on the north side and a sidewalk separated by a landscaped buffer on the south side without light standards obstructing the walking path.

Where the multi-use path ends, it is recommended that the cyclists be directed south to the marked bike route on Reynolds Street to provide an alternative to continuing on Auburn Street to the roundabout.

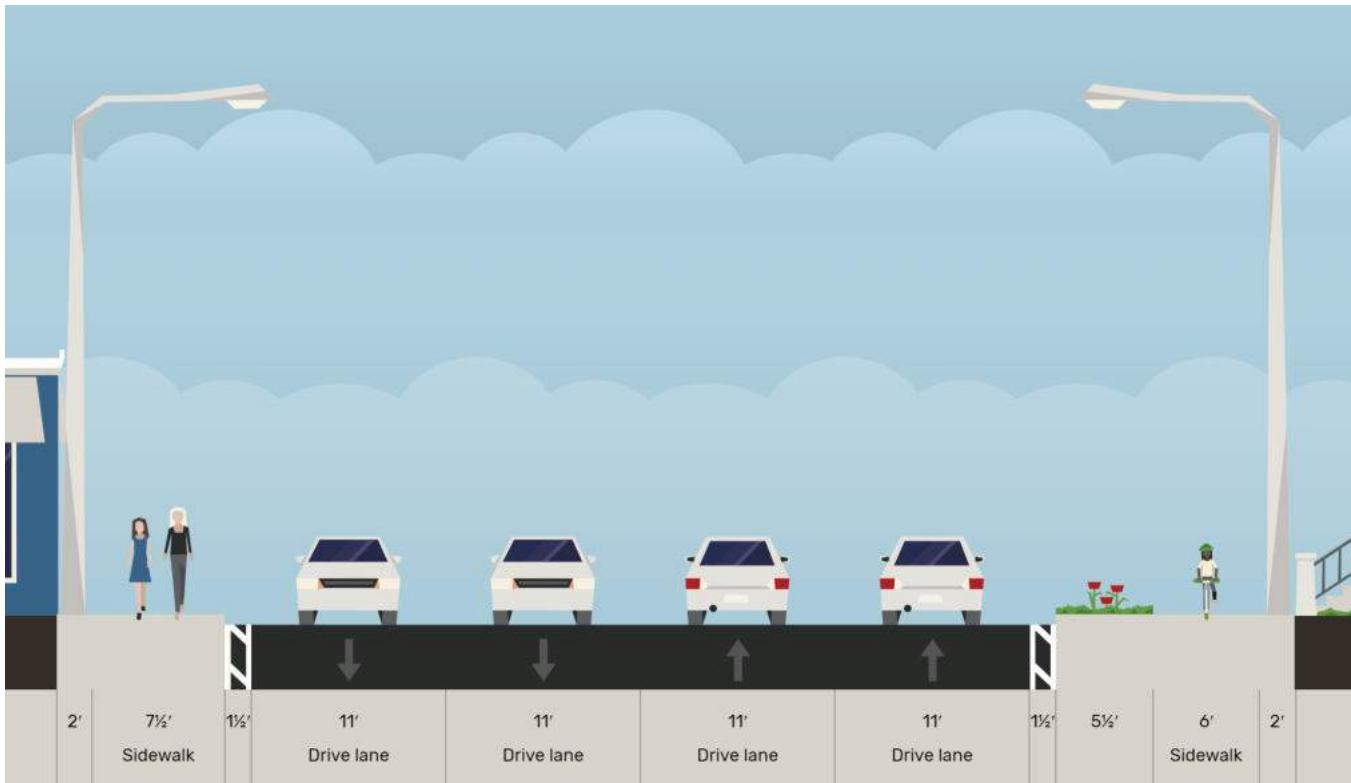


Figure 49 – Narrowed Four-Lane Typical Section

Pierpont Avenue Realignment

Auburn Street is below the approach corridor of Cottonwood Airport, therefore nearby roadway features such as signal poles and lighting must adhere to FAA Part 77 airspace height restrictions. The Part 77 protected airspace footprint is shown in yellow below. The western portion of the Auburn Street and Pierpont Avenue intersection is located within the glide slope restriction area. Should a signal be required at Pierpont Avenue, it is recommended that the northern terminus of Pierpont Avenue be realigned to the east side of the Auburn High School tennis courts so that the new intersection will be outside the glide slope restriction area. This improvement will provide the opportunity for future installation of a traffic signal, should it be warranted by future traffic volumes, and adequate intersection lighting. In addition, a multi-use path should be constructed along Pierpont Avenue to provide a safe and accessible walkway for students and community members. A portion of Carbaugh Street would possibly need to be realigned to line up with the new Pierpont intersection.



Figure 50 - Pierpont Avenue Realignment

Program Implementation

The overall improvement recommendations will require several steps forward to be implemented. This section attempts to highlight those necessary steps, funding and implementation partners, and other considerations that affect the goals set forth for the Auburn Street corridor.

Conceptual Opinion of Probable Cost

The opinions of probable construction costs for the recommended improvements below are conceptual and were developed prior to any design. Note that these costs have several exclusions as listed in Appendix 7 – Conceptual Cost Estimates. These include utility relocations, right of way and more.

TABLE 9: CONCEPTUAL OPINION OF PROBABLE COST SUMMARY

Recommended Improvements	Opinion of Probable Cost
Road Diet, Sidewalk & Path, Continuous Roadway Lighting, Signal Modernization	\$28.8 M
Mel B. Anderson Path Trailhead and Path Extension Improvements	\$1.0 M
Realignment of Pierpont Intersection and new Traffic Signal	\$1.0 M
Cul-de-sac at Horsman Avenue and Railroad Grade Crossing Removal	\$0.1 M
Mel B. Anderson Bike Underpass Repair	\$0.2 M
Flooding Sewer updates	\$2.7 M
Auburn Manor Frontage Road Reappropriation	\$1.3 M

Funding Sources

A number of state and federal funding sources may be available to support these improvements, particularly focusing on enhancing safety and quality of life. Under each of these opportunities, the project would benefit from coordination and consultation with the MPOw, IDOT and FHWA staff, and state and federal elected officials.

Possible funding options for targeted improvements include those listed below.

- a. **Undergrounding of power utility:** ComEd rate increase or direct City funding for this improvement.
- b. **Illinois Transportation Enhancement Program:** This program could fund pedestrian and bike facilities, street-scapes. It cannot fund recreational trails or fences. This program is a competitive IDOT process and includes a 25% set aside for high-need communities.
- c. **Illinois Department of Transportation (IDOT) Safe Routes to School:** This program could apply for improvements along the majority of the corridor due to the proximity of Kennedy and West Middle Schools.
- d. **US FTA Bus and Bus Facilities Program:** The Auburn Street transit improvements are on the small side of what the US FTA typically funds but could be utilized for bus stop improvements.
- e. **Community Development Block Grant:** The City of Rockford would need to use their entitlement funds for this, so consideration of how this impacts other community projects would need to be determined by the City.
- f. **Neighborhood Revitalization Strategy Areas (NRSA):** are Community Development Block Grant grant-ee-designated areas that have been targeted for revitalization. With this designation, there is enhanced flexibility in the use of CDBG resources. Cities can apply for designation by clearly describing how the target neighborhood will meet eligibility, its demographic criteria, consultation and assessment of the area, its housing and economic opportunities, how it would leverage funds. Rockford currently has one NRSA, but the Project Area is not included.

- g. **Federal Recreational Trails Program** through Illinois Department of Natural Resources (IDNR) – multi-use trail could be funded through this program. The program funds 80%.
- h. **Surface Transportation Program (STP)** (federal funds through MPO) – could be utilized.
- i. **Highway Safety Improvement Program (HSIP)**: HSIP is a Federal-aid program aimed at reducing traffic fatalities and serious injuries. Funds may be used for pedestrian projects aimed at increasing safety and reducing crashes and fatalities, with no location restrictions.
- j. **State line-item appropriations or federal earmarks**

Other funding sources available, but for which these improvements may not be a good fit, include:

- k. **EPA Public Works**: however this needs to have a tie to economic development along the corridor
- l. **RAISE** (or similar program) grant

Most all funding sources require matching dollars from the community for monies received, and therefore the City of Rockford would need to utilize allocated dollars as matching funds. Note that many funding sources require IDOT approval.

Other City-wide TIP funding sources which may be available include:

- m. **Community Enhancement and Economic Development Funds** (\$1,000,000/yr)
- n. **Capital Lighting and Traffic Signals Program** (\$100,000/yr)
- o. **Sidewalk and Active Transportation Program** (\$750,000/yr)

Implementation Strategy

The recommendations outlined in this report will come at a significant cost. When funding is available, the recommendation of this study is to implement all of the improvements. In order to realize improvements in the short-term, the recommended improvements are broken down in to three phases: Low/No cost improvements; Short term or lower cost construction projects; and longer term or higher cost construction projects.

LOW/NO COST IMPROVEMENTS

These improvements can be made without spending construction dollars.

Low/No Cost Improvements Construction Projects	BENEFITS			
	Safe, Connected, and Walkable	Beautification	Support Existing / Future Development	Cohesive Corridor Segments
Driveway access standards	✓			
Utility Relocation	✓	✓		✓
Land-Use Plan Changes			✓	✓
Zoning Changes		✓	✓	✓
Economic Development Initiatives			✓	
Future Policy Strategies for the Corridor			✓	
Placemaking	✓	✓	✓	✓

SHORT TERM OR LOWER COST CONSTRUCTION PROJECTS

These projects may be completed with local funds or state match funds.

Short Term or Lower Cost Construction Projects	BENEFITS			
	Safe, Connected, and Walkable	Beautification	Support Existing / Future Development	Cohesive Corridor Segments
Sidewalk infill and obstacle removal	✓	✓	✓	✓
Water main Replacement coordination			✓	
Bicycle system expansion	✓			✓
Replace pedestal mounted signal heads	✓			
ADA improvements at intersections	✓			
Streetlights at existing intersections	✓	✓	✓	
Landscaping Easements	✓	✓	✓	
ADA upgrades at signalized intersections	✓			
Transit improvements	✓		✓	✓
Cul-de-sac at Horsman Street	✓			
Auburn Manor Frontage Redevelopment	✓	✓		
Mel B. Anderson Path trailhead, lighting, and underpass improvements	✓	✓		✓
Pavement rehabilitation	✓	✓		

LONGER TERM OR HIGHER COST CONSTRUCTION PROJECTS

Implementing these design recommendations will require significant funding or right of way acquisition. They represent the long-term vision for the corridor.

Longer Term or Higher Cost Construction Projects	BENEFITS			
	Safe, Connected, and Walkable	Beautification	Support Existing / Future Development	Cohesive Corridor Segments
Road diet from Springfield Avenue to east of Huffman Avenue	✓	✓	✓	✓
Continuous Lighting	✓	✓		✓
Multi-Use Path	✓			✓
Improved unsignalized pedestrian crossings	✓			
Relocation and new signal at Pierpont Avenue	✓			
Pavement reconstruction	✓	✓		

APPENDIX 1

Public Involvement Record

- Stakeholder Meeting #1 - 2/9/2020
 - Fliers, Presentation, & Meeting Notes
- Public Meeting #1 - 2/9/2022
 - Presentation & Meeting Notes
- West Gateway Coalition Meeting #1 - 2/23/2022
 - Sign-in Sheet & Meeting Notes
- Public Meeting #2 - 2/24/2022
 - Flier, Presentation, & Meeting Notes
- Auburn High School Presentation - 2/25/2022
 - Presentation & Student led survey results
- West Gateway Coalition Meeting #2 - 4/20/2022
 - Meeting Notes
- Stakeholder Meeting #2 - 4/20/2022 Presentation
 - Meeting Notes
- Public Meeting #3 - 4/28/2022
 - Flier, Presentation, & Meeting Notes
- E-mailed Comments and Responses

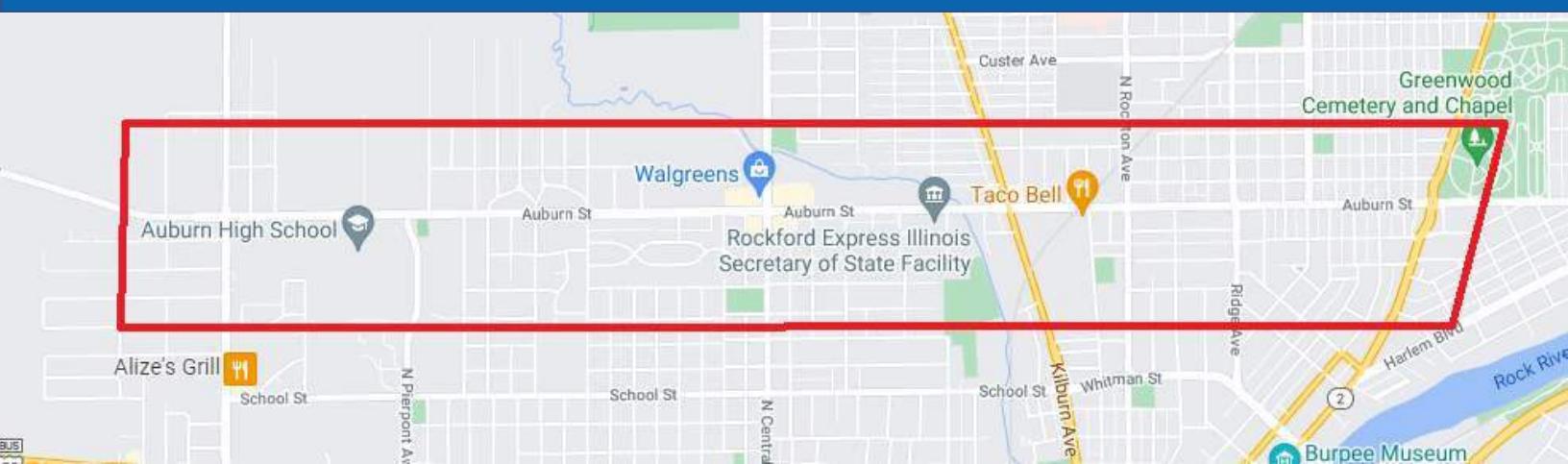
APPENDIX 1

Stakeholder Meeting #1



Auburn Street Corridor Study

**We encourage you to attend our virtual stakeholder meeting:
February 9, 2022 from 1:30pm-2:30pm to provide input
on the existing conditions and how they can be improved.**



Please click this URL to join.

<https://cmtengr.zoom.us/j/86725742763?pwd=UExrWIQvQ1cwZUJQL29ZWWI5aWFSZz09>

Passcode: 992543

US: +1 312 626 6799

Webinar ID: 867 2574 2763

Passcode: 992543

Government Agencies and City Departments will meet with the City and their planning team to hear feedback from the focus group related to the Auburn Street Corridor from Springfield Avenue (City limits) to the eastern terminus at Main Street (IL-2) (approx. 3.33 miles).

How important is improving the Auburn St corridor relative to other areas of need in the City?

Any public projects planned within or near the Corridor?

Project Purpose and Goals

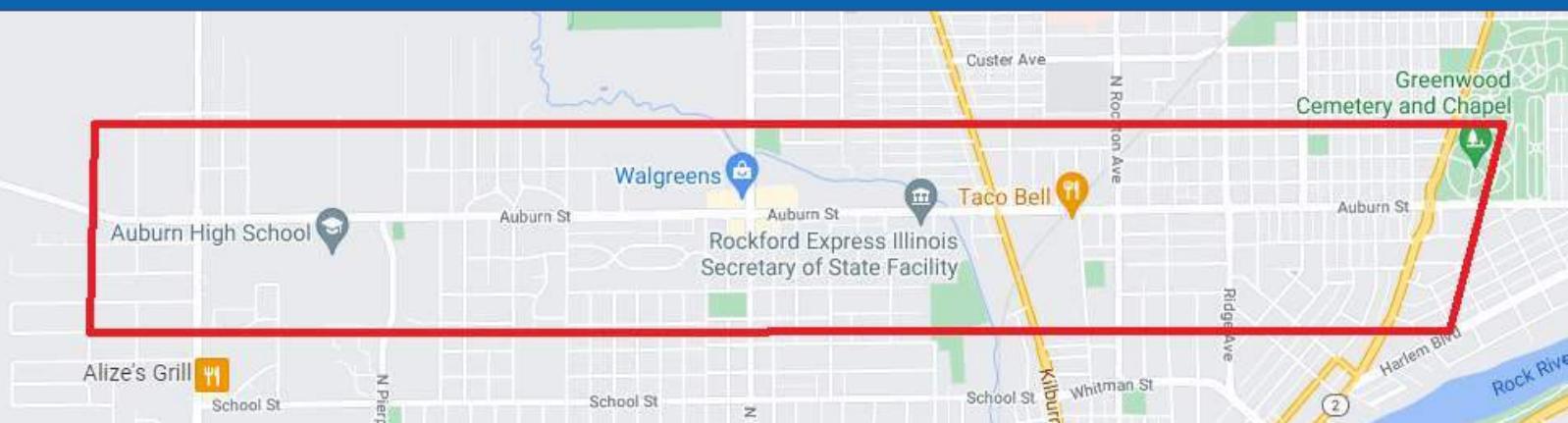
The Corridor Study Goals include:

- Focus on transportation solutions to improve pedestrian safety, reduce injuries and fatalities, and beautify the corridor
- Inform the community on how to move forward, beyond the study, while achieving the goals of the community
- Focus on improvements within the right of way such as sidewalks and lighting, utilizing a complete streets mentality such that the right of way improvements are assets to the adjacent neighborhoods and improve corridor appeal
- Identify the potential future uses of vacant industrial buildings along the corridor
- Identify measures and strategies to update aging infrastructure along the corridor that serve as catalysts for roadway improvements
- Understand that the corridor should be cohesive, while noting the different characteristics of each section
- Provide a conceptual cost for right of way improvements for future programming



Auburn Street Corridor Study

We encourage you to attend our virtual stakeholder meeting:
February 9, 2022 from 8am-9am to provide input
on the existing conditions and how they can be improved.



Visit the website at
<https://tinyurl.com/AuburnProject>
to...

- Share your concerns
- Suggest improvements

Click the URL to join.
<https://tinyurl.com/AuburnBusinesses>

To join by phone, call...
US: +1 312 626 6799
Webinar ID: 876 0293 0763
Passcode: 068820

Who is your customer base (locals, city-wide, etc)?

Do you hear from customers that it is difficult to get to your business?

Project Purpose and Goals

- Find ways to keep pedestrians safe
- Develop plans to beautify the corridor
- Keep the community informed
- Focus on how to improve sidewalks, lighting, and other aspects of the right of way which will make Auburn Street an asset to adjacent neighborhoods
- Identify ways to clean up empty industrial buildings
- Determine strategies to update aging infrastructure and improve the roadway
- Estimate the cost of future improvements



Auburn Street Corridor Study

We encourage you to attend our virtual stakeholder meeting:
February 9, 2022 from 3pm-4pm to provide input
on the existing conditions and how they can be improved.



Visit the website at
<https://tinyurl.com/AuburnProject>
to...

- Share your concerns
- Suggest improvements

Click the URL to join.
<https://tinyurl.com/AuburnNeighbors>

To join by phone, call...
US: +1 312 626 6799
Webinar ID: 851 5768 7088
Passcode: 910534

Is a pedestrian gathering space
needed?

Where do you ride your bike
along Auburn St?

What are the assets within the
corridor?

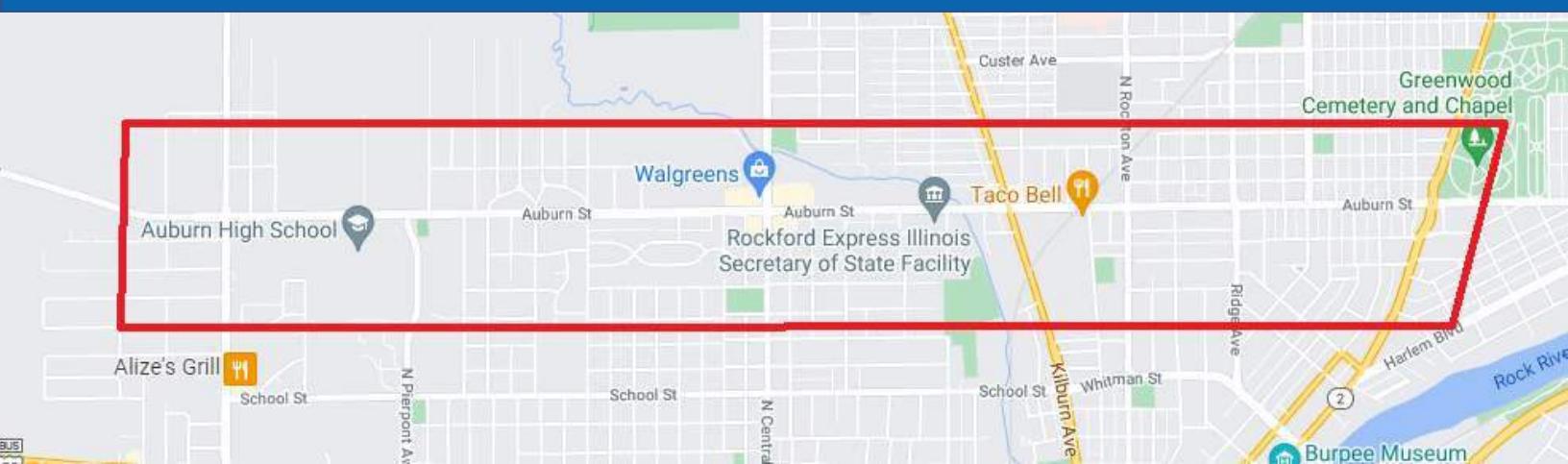
Project Purpose and Goals

- Find ways to keep pedestrians safe
- Develop plans to beautify the corridor
- Keep the community informed
- Focus on how to improve sidewalks, lighting, and other aspects of the right of way which will make Auburn Street an asset to adjacent neighborhoods
- Identify ways to clean up empty industrial buildings
- Determine strategies to update aging infrastructure and improve the roadway
- Estimate the cost of future improvements



Auburn Street Corridor Study

**We encourage you to attend our virtual stakeholder meeting:
February 9, 2022 from 4:30pm-5:30pm to provide input
on the existing conditions and how they can be improved.**



Please click this URL to join.

<https://cmtengr.zoom.us/j/86022932068?pwd=N3BkRk4vMXBXTI2bVdsNGJReTVYdz09>

Passcode: 352380

US: +1 312 626 6799

Webinar ID: 860 2293 2068

Passcode: 352380

School leaders and personnel will meet with the City and their planning team to hear feedback from the focus group related to the Auburn Street Corridor from Springfield Avenue (City limits) to the eastern terminus at Main Street (IL-2) (approx. 3.33 miles).

Are there issues with busses or school traffic?

How many bus routes are on Auburn Street and surrounding roads?

What are your overall thoughts of corridor improvements needed?

Project Purpose and Goals

The Corridor Study Goals include:

- Focus on transportation solutions to improve pedestrian safety, reduce injuries and fatalities, and beautify the corridor
- Inform the community on how to move forward, beyond the study, while achieving the goals of the community
- Focus on improvements within the right of way such as sidewalks and lighting, utilizing a complete streets mentality such that the right of way improvements are assets to the adjacent neighborhoods and improve corridor appeal
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- Understand that the corridor should be cohesive, while noting the different characteristics of each section
- Provide a conceptual cost for right of way improvements for future programming



Auburn Street Corridor Study

**We encourage you to attend our virtual stakeholder meeting:
February 9, 2022 from 9:30 am-10:30 am to provide input
on the existing conditions and how they can be improved.**



Please click this URL to join.

<https://cmtengr.zoom.us/j/85099845937?pwd=SjZrWHh3WE1PUG5jZlF2Y2ZPSU0wdz09>

Passcode: 072964

US: +1 312 626 6799

Webinar ID: 850 9984 5937

Passcode: 072964

Transportation Agencies will meet with the City and their planning team to hear feedback from the focus group related to the Auburn Street Corridor from Springfield Avenue (City limits) to the eastern terminus at Main Street (IL-2) (approx. 3.33 miles).

Are there locations where traffic backups happen?

Are there locations where there are stormwater issues?

Thoughts on ROW reallocation for non-motorized modes?

Project Purpose and Goals

The Corridor Study Goals include:

- Focus on transportation solutions to improve pedestrian safety, reduce injuries and fatalities, and beautify the corridor
- Inform the community on how to move forward, beyond the study, while achieving the goals of the community
- Focus on improvements within the right of way such as sidewalks and lighting, utilizing a complete streets mentality such that the right of way improvements are assets to the adjacent neighborhoods and improve corridor appeal
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Auburn Street Corridor Study

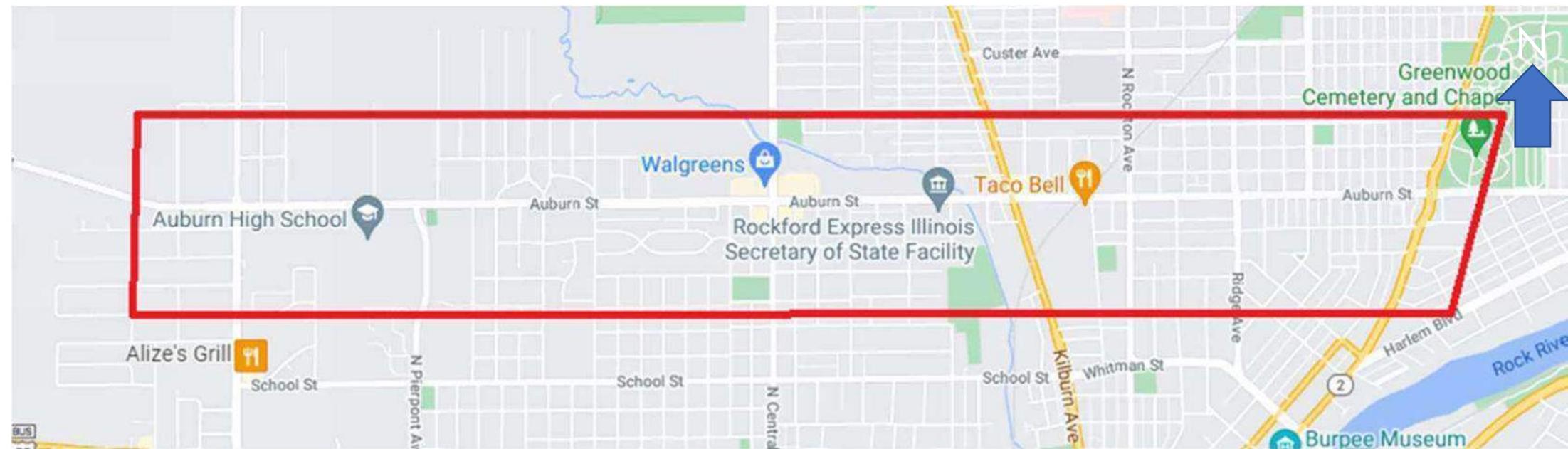
In partnership with:



camiros



FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL



Please remember to mute your microphone when not speaking.

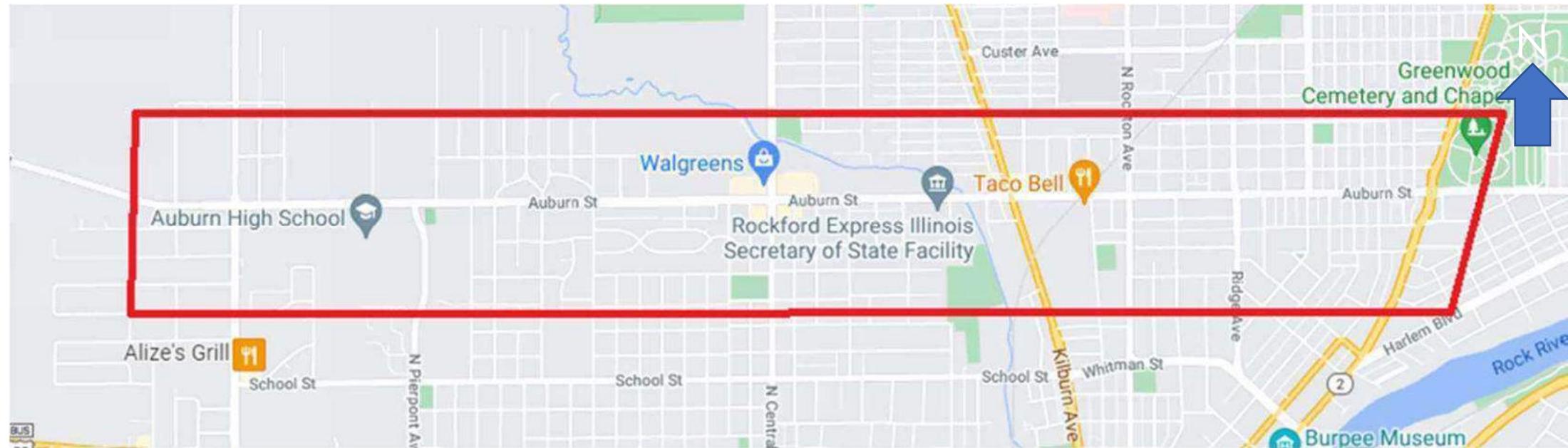
If you are unable to get your comments in, please type into the chat or Q&A box for our team.

Thank you for attending today.

There will be a short presentation by the City of Rockford, then an engaging conversation with our stakeholders.



Auburn Street Corridor Study



The City of Rockford is studying Auburn Street, from Springfield Avenue to Main Street (IL-2).

This study aims to identify improvements within the right of way that will address the existing conditions and accomplish the Purpose and Goals of the project.

The study will create an actionable strategy to implement within the City's budget and schedule.

The City is engaging stakeholders and will engage the public soon. This process is used so the community can inform the plan.

**You LIVE there,
you WORK there,
you UTILIZE the corridor!**

Our team wants to hear from you at this meeting.

Corridor Study Purpose and Goals

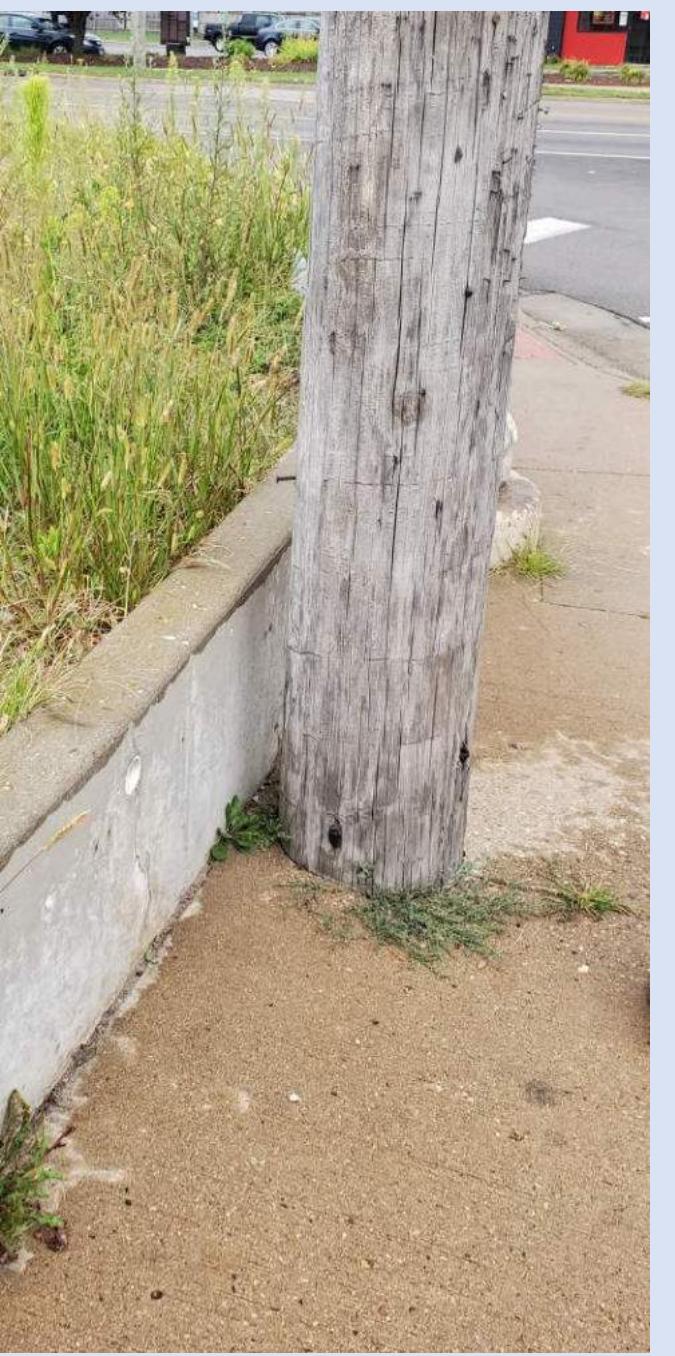
- Find ways to keep pedestrians safe
- Develop plans to beautify the corridor
- Keep the community informed
- Make Auburn Street an asset to adjacent neighborhoods
- Identify ways to address up empty industrial buildings
- Determine strategies to update aging infrastructure and improve the roadway
- Estimate the cost of future improvements

Corridor Segments





Auburn Street Existing Conditions



Potential Needs

Pavement Improvements



Improved Crosswalk Visibility



Sidewalk Enhancements



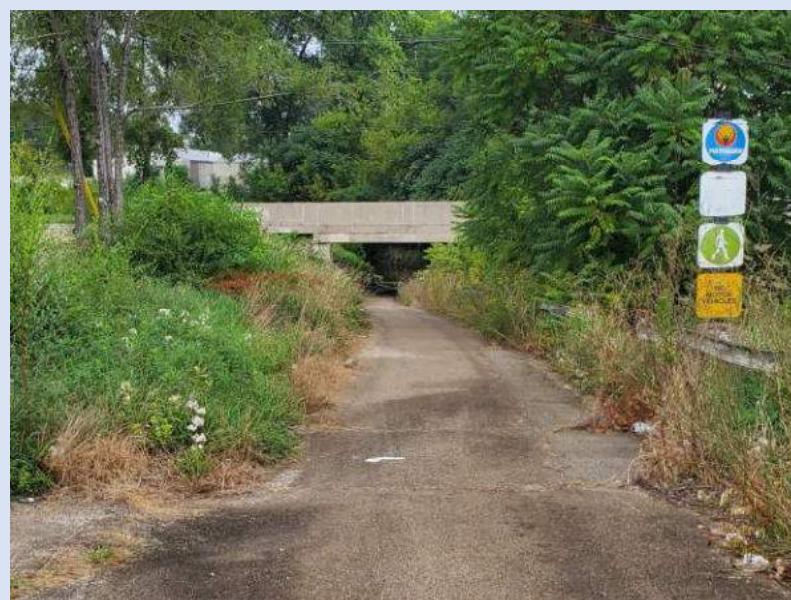
Updated ADA Facilities



Landscaping/Greenery



Trail Access & Maintenance



Constraints

Cottonwood Airport



Tight/Limited Right-of-Way



Part of Study Area Outside Rockford City Limits



Infrastructure Findings – Air, Rail, Bike, and Transit

AIR

- Cottonwood Airport
- Average 25 flights/day
- Height restrictions

BIKE

- No bicycle facilities available
- Mel Anderson multi-use path
- 6 bicycle-related crashes in 5 years

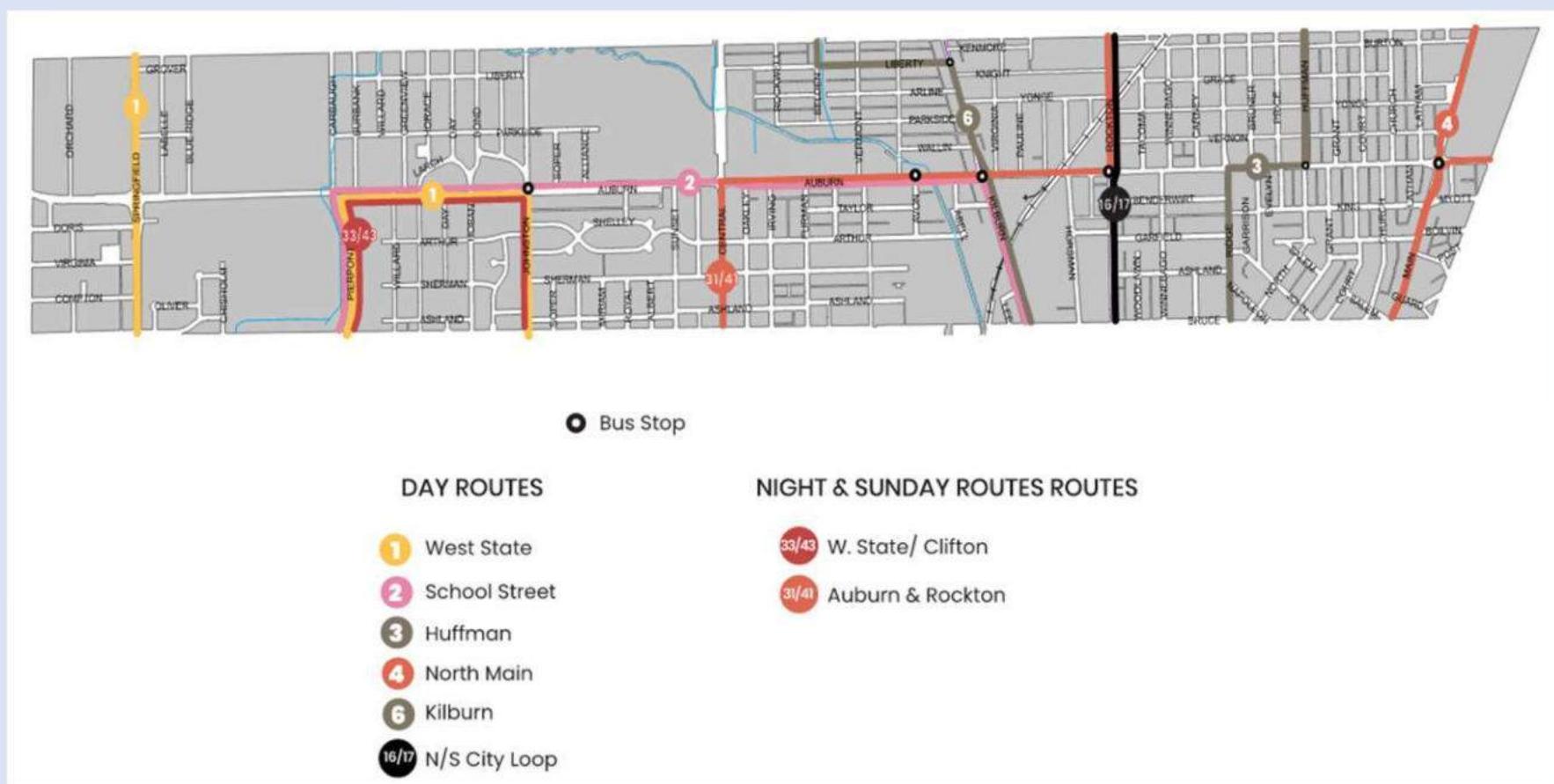


RAIL

- One rail crossing (~700 ft. west of Rockton Ave)
- Average of one train per day

TRANSIT

- Six daytime routes
 - Route 2 heavily trafficked
- Two weeknight/Sunday routes
 - Route 31/41 heavily trafficked



Infrastructure Findings – Roadway Capacity

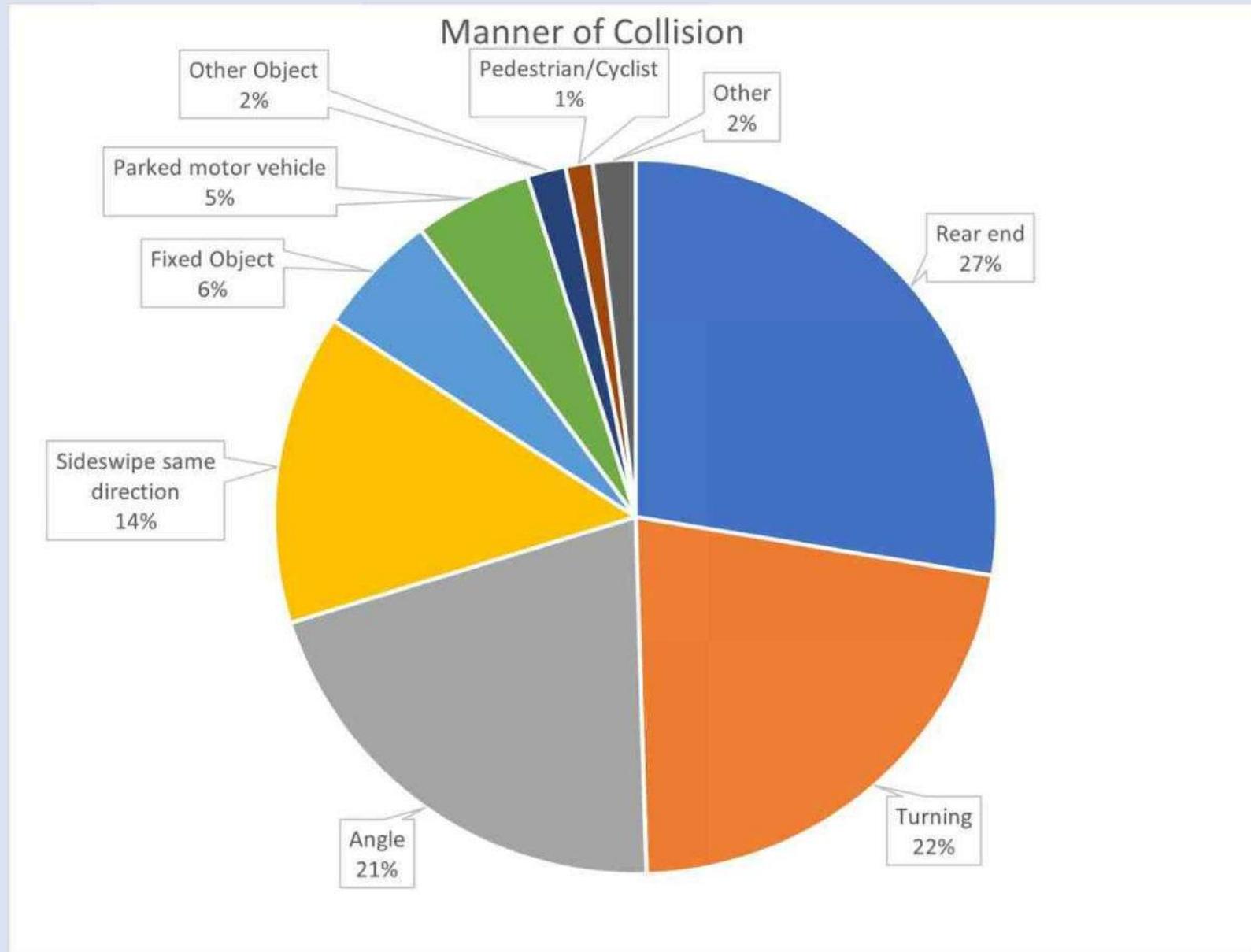
- Average daily traffic (ADT) increases from west to east along corridor
- From Huffman Blvd to Main St, the highest ADT is seen with 16,200 vpd
- Existing sections provide adequate capacity per IDOT BLR 33-3D
 - Maximum DHV range of 1,400 to 2,400

Auburn Street Segment	Existing Average Daily Traffic (vpd)	Design Hourly Volume (vph)	
		8% of ADT	12% of ADT
Springfield Ave to Pierpont Ave	5,800	470	700
Pierpont Ave to Day Ave	8,050	650	970
Day Ave to Johnston Ave	8,200	660	990
Johnston Ave to Sunset Ave	9,650	780	1,160
Sunset Ave to Central Ave	10,600	850	1,280
Central Ave to Furman St	12,200	980	1,470
Furman St to Kilburn Ave	13,000	1,040	1,560
Kilburn Ave to Ridge Ave	14,900	1,200	1,790
Ridge Ave to Huffman Blvd	14,200	1,140	1,710
Huffman Blvd to Main St	16,200	1,300	1,950



Infrastructure Findings – Roadway Safety

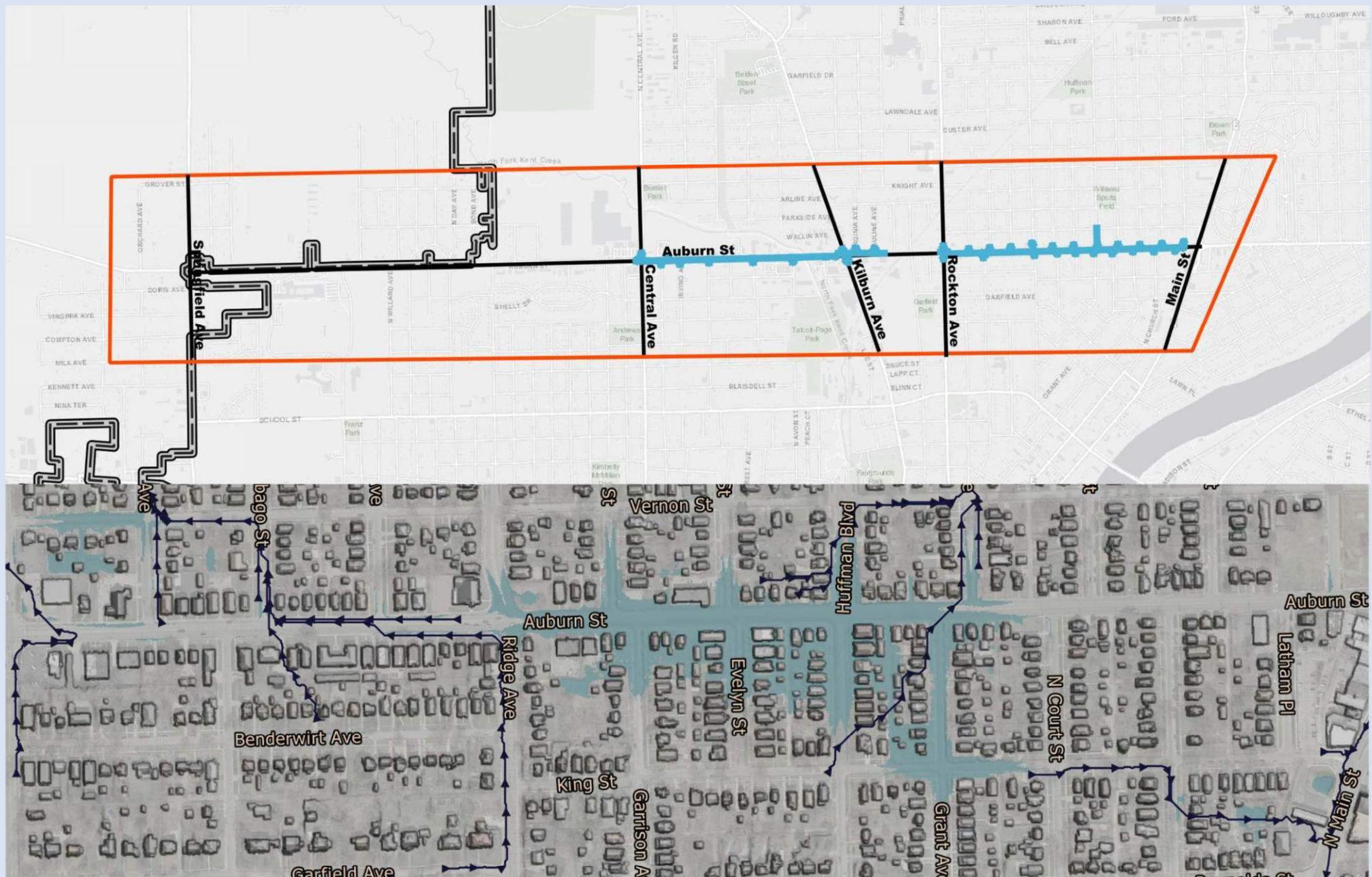
- Crash data from 2015 – 2019
- 1,155 total crashes
- Approx. 231 crashes per year
(5x the predicted rate)
- Majority of crashes occur in dry daytime conditions
- 29% were Fatal/Injury crashes
- 41% of crashes occur from Central Avenue to Rockton Avenue
 - 3 out of 4 crashes due to rear end, turning, or angle crashes



Infrastructure Findings – Utility Mapping

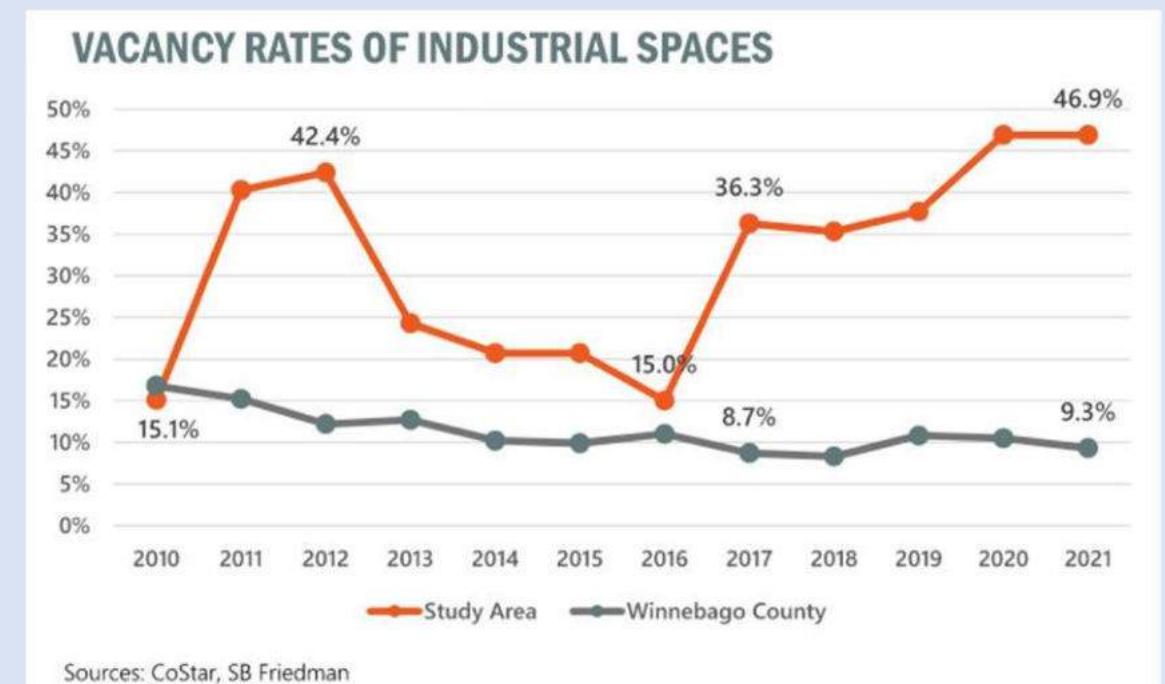
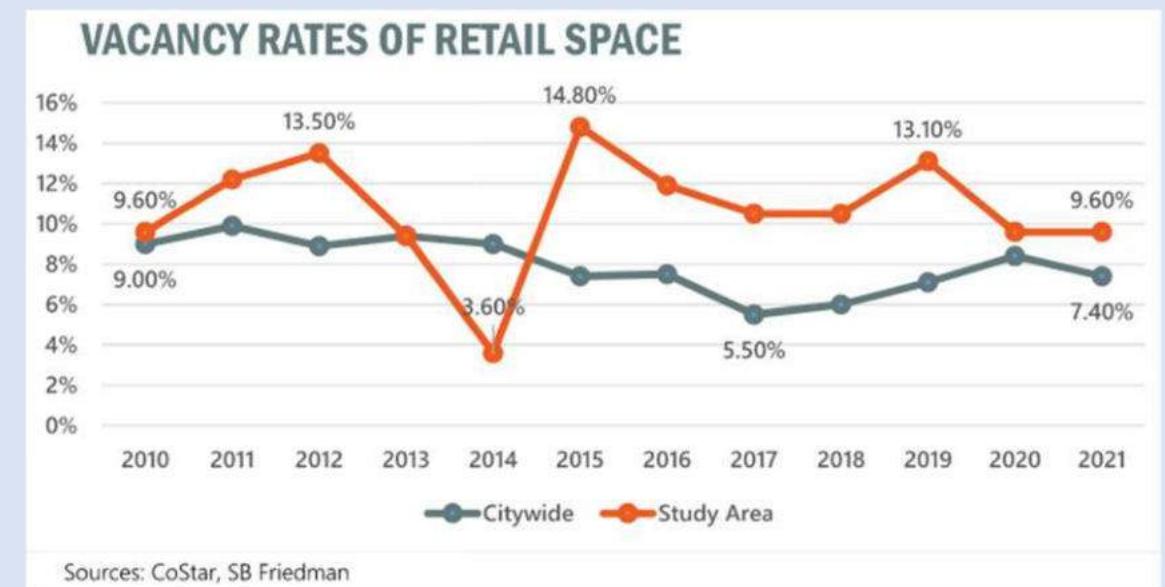
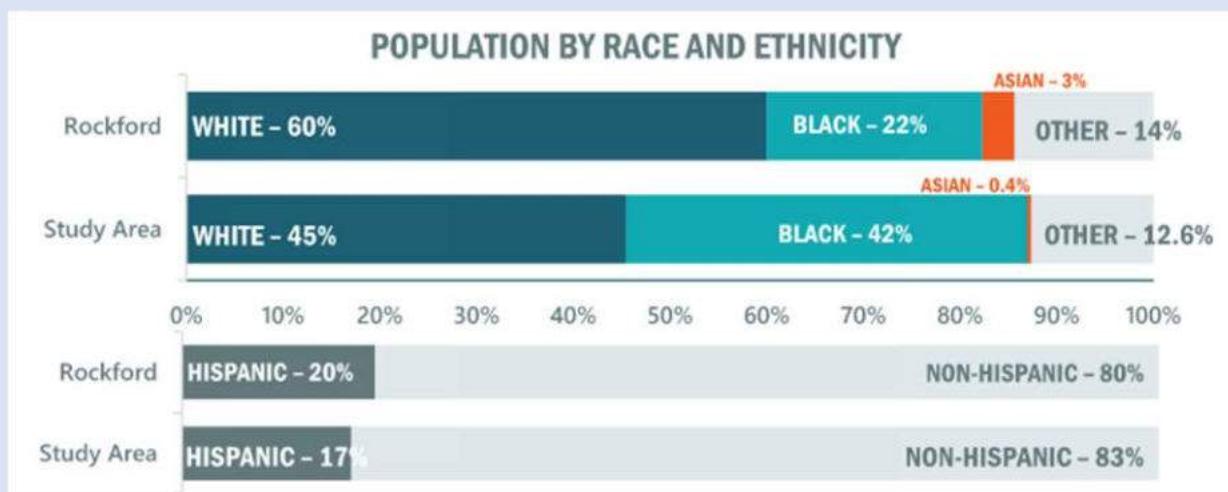


Infrastructure Findings – Underground



Market Research Findings

- 8,850 residents in study area
- Population expected to decline
- Median household income more than \$10,000 less than other households throughout City
- Limited potential for new retail development based on local and national trends
- Potential industrial users may repurpose existing vacant industrial buildings
- Public realm improvements to enhance safety and walkability could support retail accessibility



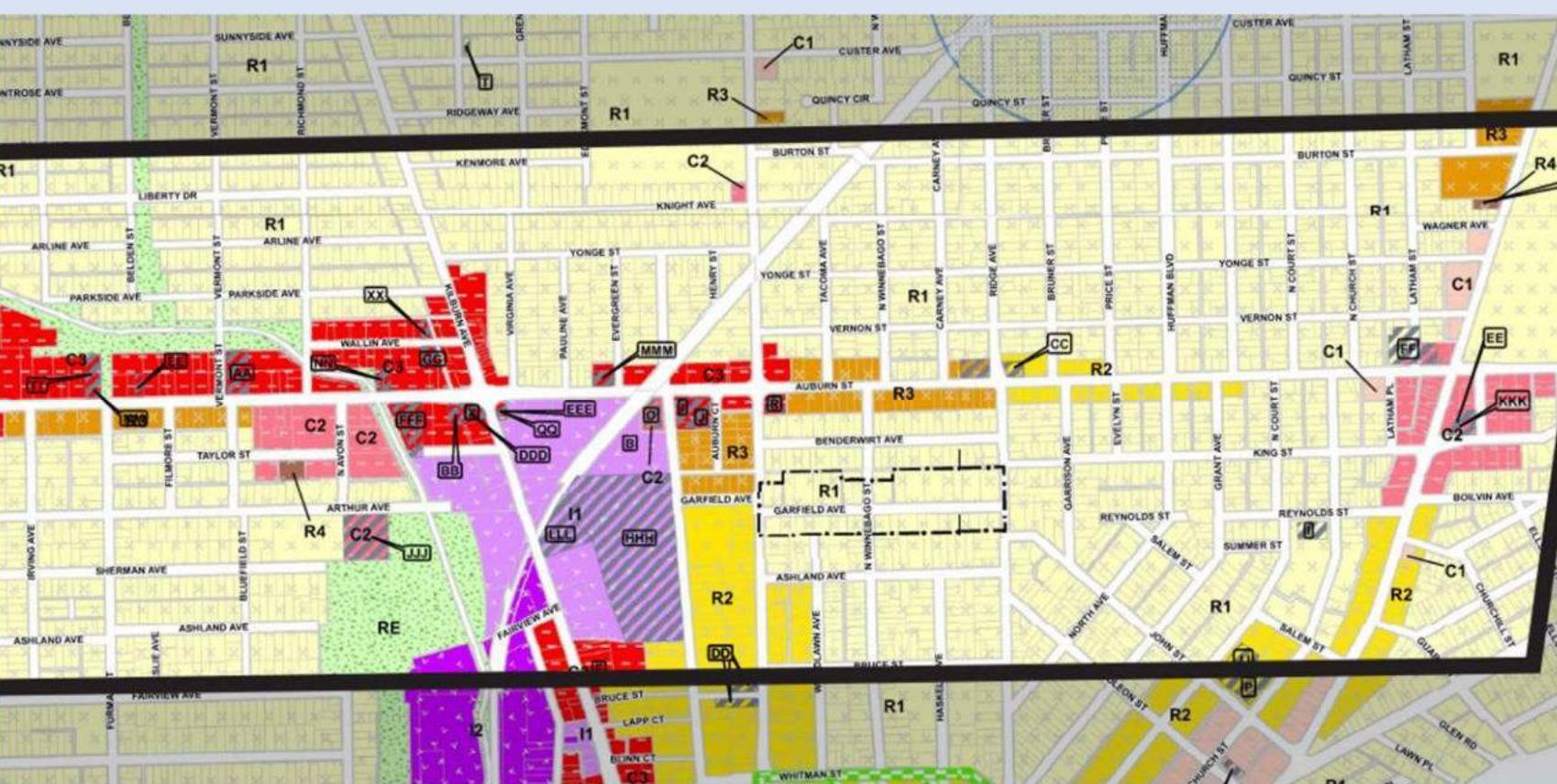
Land Use and Zoning

HOUSING DATA (2021 Estimates)

- 3,701 Total housing units
- 47% Owner-occupied
- 42% Renter-occupied
- 11% Vacant

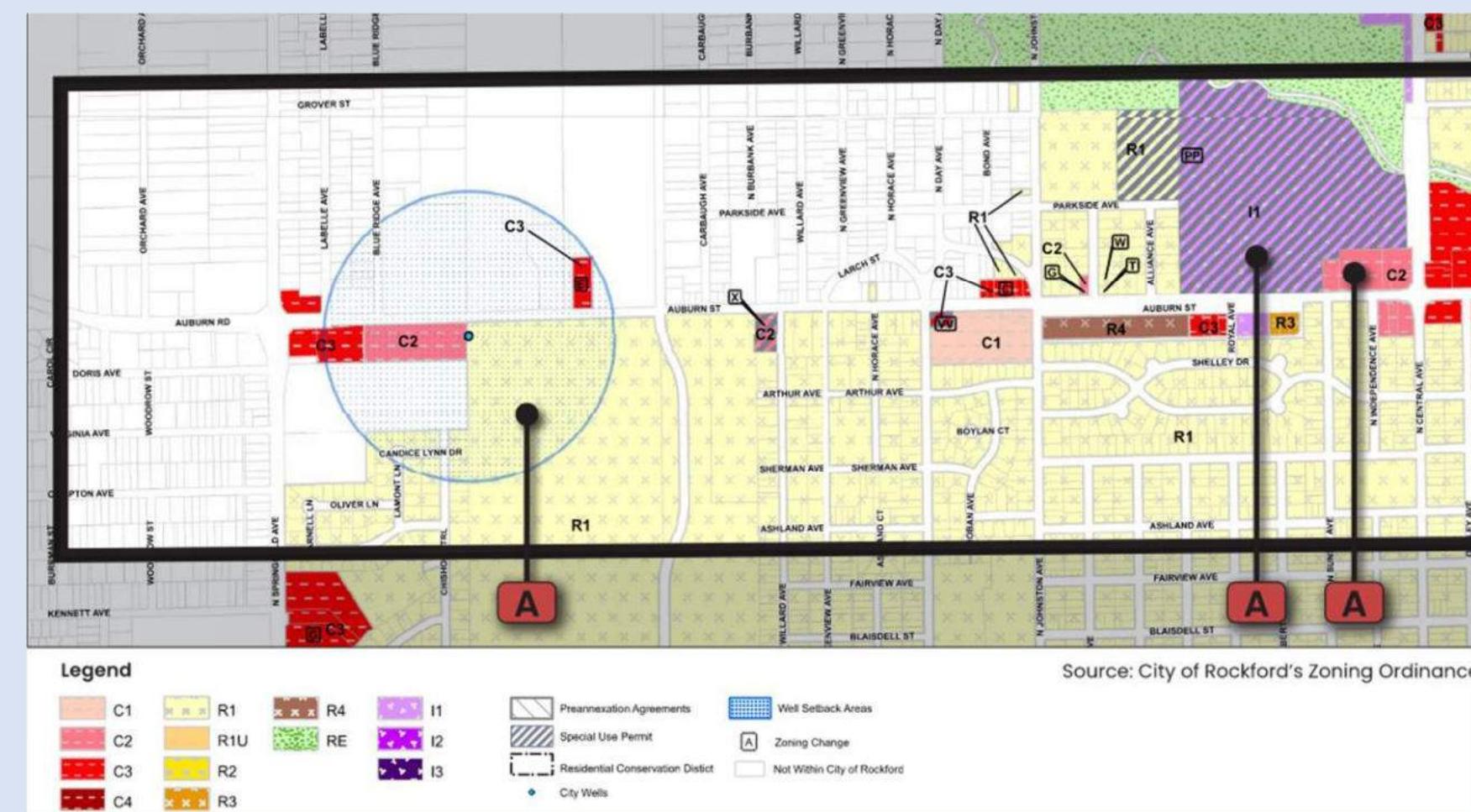
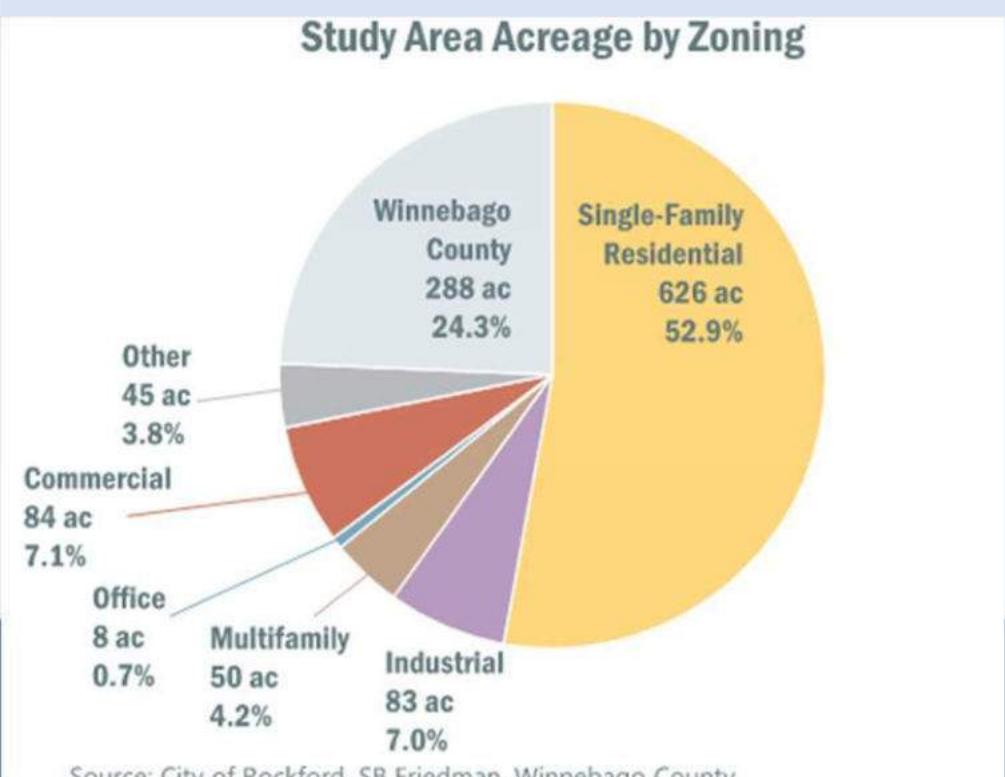
KEY COMMERCIAL ZONING AREAS

- Main Street intersection
- From Rockton Avenue to Central Avenue
- Johnston Avenue intersection



KEY INDUSTRIAL ZONING AREAS

- Central Avenue intersection
- Kilburn Avenue intersection



How can you help inform the Auburn Street Corridor Study ?

LOCAL BUSINESSES AND INSTITUTIONS

- What are the strengths & weaknesses of Auburn St as a retail corridor?
- Who is your customer base (locals, city-wide, nearby employees)?
- What should the overall use of Auburn Street be? More retail, industrial, or residential?
- What are the barriers to development?
- Do you hear from customers that it is difficult to get to your business?
- Do you think the City should consider strengthening development control regulations along this corridor through an overlay zoning district to require on-site landscaping, minimum building façade standards and other visual upgrades on private property?



How can you help inform the Auburn Street Corridor Study ?

TRANSPORTATION AGENCIES

- What are your overall thoughts of corridor improvements needed?
- Where do people need to catch the bus?
- Are there any public projects planned within or near the Auburn St corridor?
- What partnerships/investments have been made and/or are in the pipeline?
- Are there locations where there are stormwater issues? Ponding water?
- Are there issues with busses and blocked traffic?



How can you help inform the Auburn Street Corridor Study ?

GOV'T AGENCIES & CITY DEPARTMENTS

- Are there locations where there are stormwater issues? Ponding water?
- Are there areas of crime along the corridor?
- Do you think the City should consider strengthening development control regulations along this corridor through an overlay zoning district to require on-site landscaping, minimum building façade standards and other visual upgrades on private property?
- What are the barriers to development within the study area / industrial clusters?
- Are there any current permits for expansion plans or new businesses on/near the corridor?
- Are there any public projects planned within or near the Auburn St corridor?
- What partnerships/investments have been made and/or are in the pipeline?
- How are the TIF districts performing within the Study Area?
- Would the City consider using economic development tools to upgrade the corridor?
- To what degree can the Mel Anderson bike path be improved to make it a significant asset for the area?
- The preliminary findings from the market study suggest little/no demand for commercial, industrial and residential uses. Does this align with your personal assessment of development potential?
- What other local economic development tools has the City considered using to support redevelopment efforts? (i.e. business districts, SSAs?)

How can you help inform the Auburn Street Corridor Study ?

NEIGHBORHOOD & ADVOCACY GROUPS

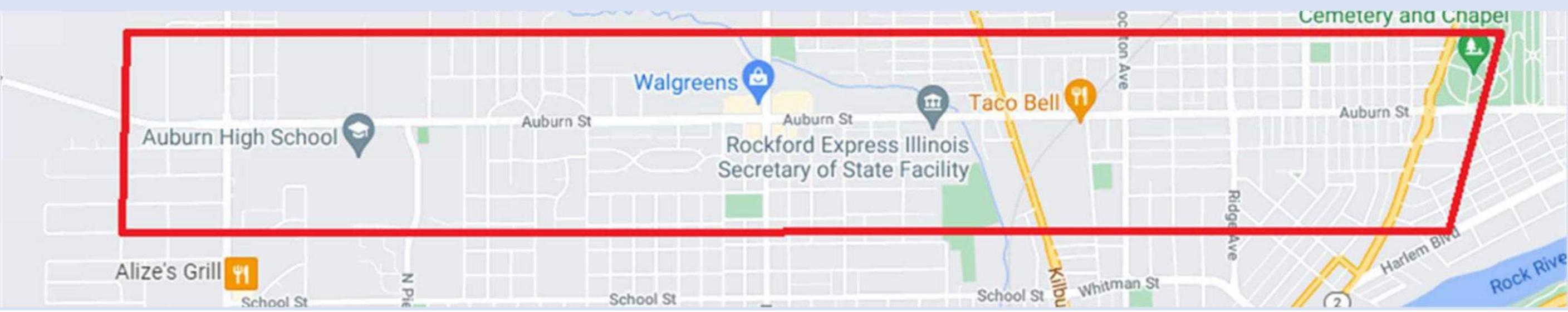
- What are the major assets within the corridor?
- Is there an area of greatest pedestrian use?
- Are there locations where pedestrians and vehicles frequently interact? Do you ride your bike along Auburn Street? Or in the lanes? Do you feel safe doing so?
- Is there enough lighting along Auburn Street?
- Are there areas of crime along the corridor?
- How is the Mel Anderson bike path used now?
- How is Talcott-Page park used now?
- Are there intersections that you avoid from a safety perspective (speed, can't see well, etc.)?
- What would you like to see in the public space?



How can you help inform the Auburn Street Corridor Study ?

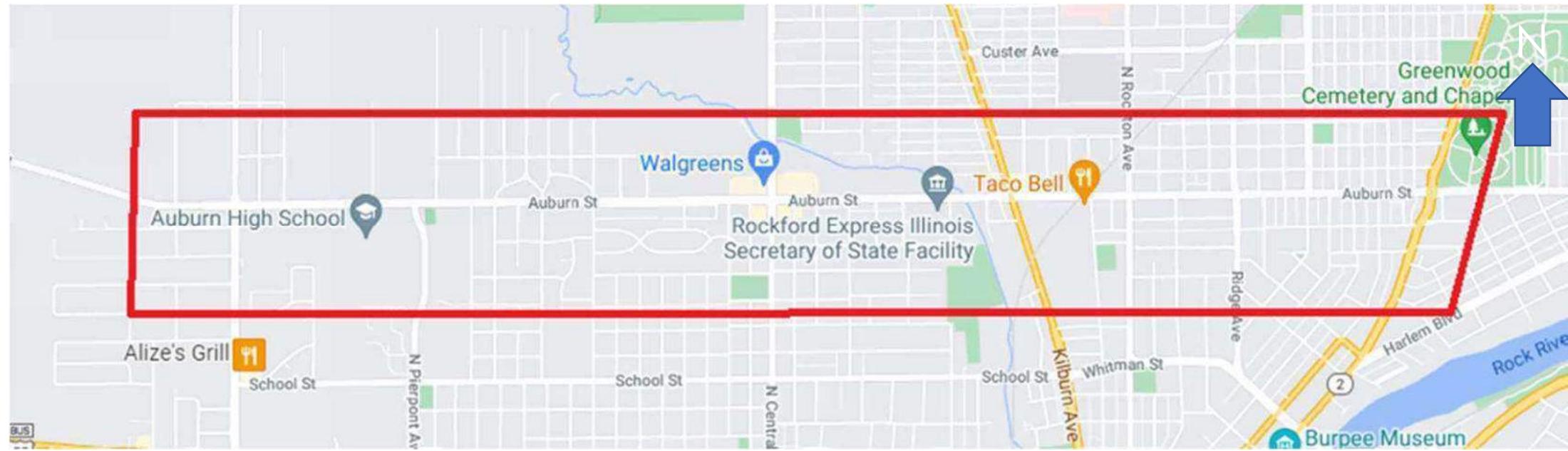
SCHOOLS

- How do students get to school?
 - From where?
 - Bikes / Walk / School Bus / City Bus / Drive
- Bus stops along Auburn Street?
- Where are more crosswalks needed?
- Where do students cross Auburn Street?
- Is there an area of greatest pedestrian use?
- Are there locations where pedestrians and vehicles frequently interact?
- Are there issues with busses and blocked traffic?
- Do students ride their bikes along Auburn Street?
- Is there enough lighting along Auburn Street?
- What locations do students visit along the corridor?
- Any other thoughts for suggested improvements?





Timeline of Engagement



City Receives Grant funding for a Corridor Study

Team kicks off the Corridor Study – June 2021

Data Collection – June – September 2021

Stakeholder Meetings – February 9, 2022

Public Meeting #1 – February 9, 2022

Public Meeting #2 – February 24, 2022

Corridor Plan Development – January 2022 – March 2022

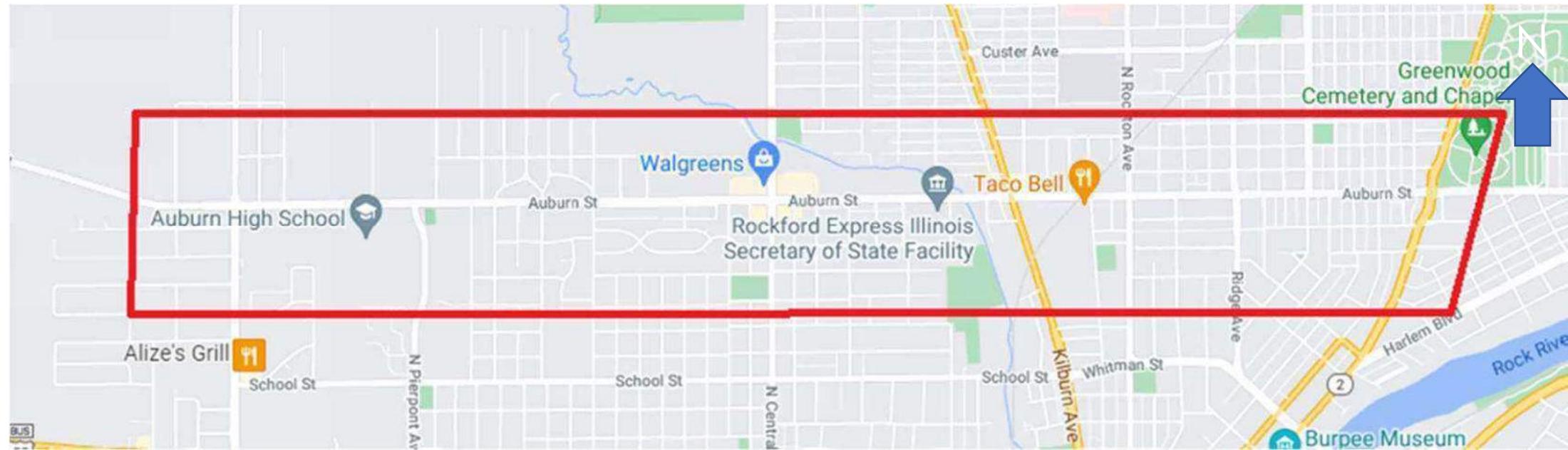
Draft Corridor Study for Review by Stakeholders – March 2022

Public Meeting #3 – April 2022

Final Deliverable – May 2022



Think of anything else?



Contact Info:

Timothy Hinkens, PE

City of Rockford Engineering Division

Address: 425 E. State Street; Rockford, IL 61104

Phone: (779) 348-7176

Email: timothy.hinkens@rockfordil.gov

Andrew Schlichting, PE

Crawford, Murphy, & Tilly

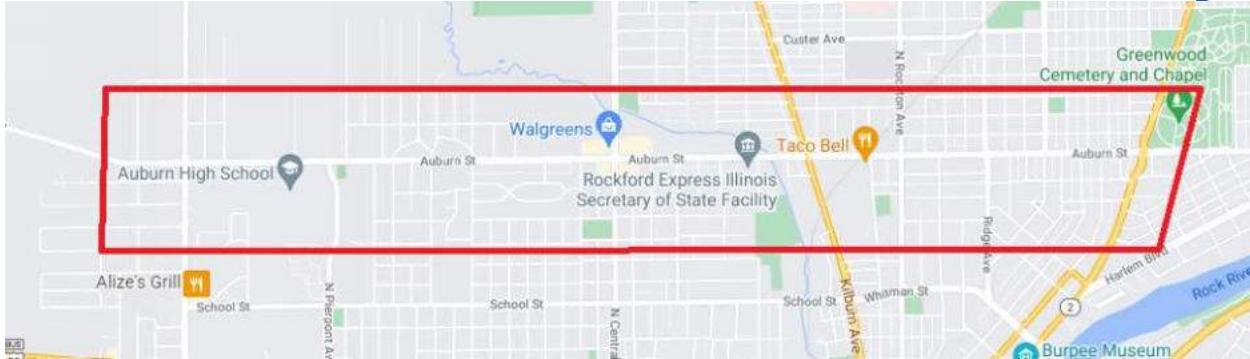
Address: 550 North Commons Drive, Suite 116; Aurora, IL 60504

Phone: (630) 907-7034

Email: aschlichting@cmtengr.com



Auburn Street Corridor Study



Stakeholder Meeting Notes – Feb. 9, 2022

Overview of Auburn St Corridor Improvement Goals:

- Roadway and Pedestrian Access
 - Railroad Crossings are difficult
 - Overhead utilities block sidewalk access
 - Poor visibility at some locations
 - Old, missing and inaccessible sidewalks
 - No bike facilities along Auburn
- Transportation Solutions
 - Safety concerns
 - Beautification
 - Designs within Right of Way

Local Businesses and Institutions Meeting:

- No attendees

Transportation Agencies Meeting:

- Michael Kuehn – IDOT
 - IL-2 (Main St) – No anticipated work in the 6-yr plan
 - IL-70 (Kilburn Ave) – Potentially will have some resurfacing in the next few years
 - Is there anything we can look at for a road diet, if possible? Is AADT low enough to allow this?
 - Left Turn lanes would help
- Sydney Turner – R1PC
 - Daily traffic is significant on this roadway

- Look for additional sources of AADT and movements that are seen along the route
- Active transportation is the bigger component to be concerned about. Improvements such as bike lanes with upgraded sidewalks and/or a separated multi-use path should be considered.
- Improve connections for the “first/last mile” for residents and businesses
- Improve existing bus stops and add more if possible
- Auburn has a lot of potential for a “complete streets” approach. Streetscaping would be beneficial.
- There are certain sections where there is “continuous” access to businesses/parking lots. The turning movements into those access points create safety issues due to the narrow median and lack of turn lanes on Auburn. Blocking turning movements at some locations, access management, and/or adding turn lanes to businesses/parking lots should be considered to improve safety.

➤ Dan Engelkes – RMTD

- A lot of passengers come from Auburn Manor, but no sidewalks on the service road in front of Auburn Manor. Stop is at Auburn/Alliance intersection. One of the busier stops along the route.
- Guardrail along Auburn Manor service road serves as a barrier to riders. Riders must climb over the guardrail or go out of their way to the east/west to access the stop.
- Making a gap in the guardrail would improve accessibility to the transit stop, but would have some ADA challenges due to steep hill between Auburn St and the service road.
- Stop at Auburn/Avon also has heavy ridership due to the proximity of Dollar General on the south side of the street. There is no safe way to cross the street at this location. The stop is near the Mel-Anderson Bike Path, but the bike path floods frequently which discourages use. Kent Creek to the north cuts off residents to the north from using this stop.

➤ Ron Priddy – RMTD

- A few students take city busses to school. There is an anticipated future program to be implemented that allows students to ride City busses for free. Anticipate more student ridership if/when this program is implemented.
- Roundabout works fine for bus drivers – no accidents. Drivers understand what is needed to navigate through the roundabout

➤ Ken Matteson – City of Rockford

- After the meeting, maintenance has had issues with retaining wall along Auburn Manor getting damaged by vehicles

Government Agencies and City Departments Meeting:

➤ Jamie Rott – City Water Superintendent

- Once there is a response to funding, we will move forward with water main improvements
- Brand new replacement of water line from roundabout to just west of Central
- Will include new water services, new rail crossing along Auburn, new crossing under the culvert near Mel-Anderson

- Benefits to improving water main include: removing lead service lines, 1" minimum service line for users, hydrants placed appropriately along the street, 8-12" minimum water main
 - Prefer for water main to be in the roadway, not under a curb line
 - Trying to keep the main towards the south side just so there would be less disruption to Auburn. More people need services on the south side of the corridor.
 - Should the main be in conflict with proposed improvements, Water Dept would be amenable to working with engineering team to find a solution
- Scott Capovilla – City of Rockford, Land Use & Zoning Manager
 - Flow-eze building near Kent Creek being redeveloped. Does not include Boost Mobile.
 - Some interest in old Butita site (near AutoZone)
 - Large industrial complex north of Auburn is basically a large distribution center. Google Earth aerial does not show recent demo of middle section of facility
 - No real desire for those in Winnebago County to be annexed
 - Some properties are in flux between light industrial/commercial uses.
 - Some discussion on maintaining the sites that are there. No discussions of bringing new business to the area.
 - Walgreens & Aldi are assets to this corridor.
 - Carl Franzen would have better idea of TIF performance
 - Vacant Treed area to the east of Central Ave is in floodplain
- Francisca French – City of Rockford, Economic Development Diversity and Procurement Coordinator
 - There was a business district on the corridor years ago, but not sure how the TIF districts are performing
- Tim Bragg – Rockford Park District
 - Talcott-Page Park used to be programmed quite a bit with ball games. That is not the case anymore. A Parks maintenance shop is there now.
 - Over the years, positive activity at the park has declined. It is one of the end points for Mel Anderson Path. Hard to say how many people use the park to access the path compared to other locations with access to Mel Anderson Path.
 - Underpass under Auburn is a challenge. Possibly not lit. Underpass gets flooded with muck and is a disincentive for use when this occurs.
 - South of Auburn/East of Avon – area has declined significantly over the years. This could be part of the reason Mel Anderson is not used frequently
 - A former State office building is in this area. It is likely former employees could have used this path.
 - Near Auburn/Johnston, south side of street there is 5 acres of vacant land that is owned by the Park District Foundation. There is strong interest in having this land deemed surplus and seeing if there are any viable opportunities to identify end users and develop this land.
 - Mel Anderson Path – hard to get public's opinion on perception of path. There are significant amounts of vegetation on either side of path. If it discourages/encourages use, we are not sure.

- Where Mel Anderson Path passes under Central Ave, this part does sometimes flood during a heavy rain event
- Prior to COVID, the Muslim Association just north of Talcott-Page Park was engaged. Potential for partnering between the Parks Dept. and their organization, as they are looking for more ways and opportunities to use the park. This entity could be a starting point to reengage and get thoughts on how to revitalize the park, as the organization seems very community-minded.
- Tim Bragg – Rockford Park District – information acquired after the meeting
 - I did receive some feedback from our programming staff. There is no plans on the horizon right now for any Park District programming at Talcott Page Park. Also, programming staff likewise has not heard anything further from the mosque/community center adjacent to the park. The center is sandwiched between the park and the former armory property on the south side of Arthur Avenue.
 - With the park and path being at the dead end of Arthur Avenue (and tied to people's perception of safety), I am not familiar as to whether any streetlights are present at this end of the street.
 - I am still awaiting some information from our Grounds/Maintenance Team about the path underpasses.

Neighborhood Group and Advocacy Groups Meeting:

- Mike Rotolo – Rockford Fire Department, Fire Prevention Coordinator
 - Really have not had any accessibility issues with fire engines since Auburn is a straight and flat roadway.
 - Water pressures have not been ideal, but not terrible.
 - Vacant buildings are an issue. Demolition or getting spaces occupied would be welcomed. Anything to prevent these buildings from becoming occupied by those who do not need to be there, as this is how many vacant fires start
 - Repaving the road would be nice, it is a rough ride that causes wear and tear to the fire engines
 - No real issues with the railroad. Midday they seem to be moving cars around, but as far as tracks go, they are not terrible. Drivers know how to navigate them.
 - Nearest station is Station 8, just east of Main St.
 - Other stations nearby that serve Auburn corridor are Sta 1 from Winnebago County and Station 6 at W State/Pierpont
 - Preemption at Central & Auburn. Potentially preemption at Rockton & Auburn.

Schools Meeting:

- Fred Diehl – Director of Security Services for RPS 205
 - Much of student population either ride school bus, take mass transit, or are brought in by family or neighbors.
 - Don't see many bikes
 - A few that walk
 - A lot of parents/student drivers
 - Many use the bus

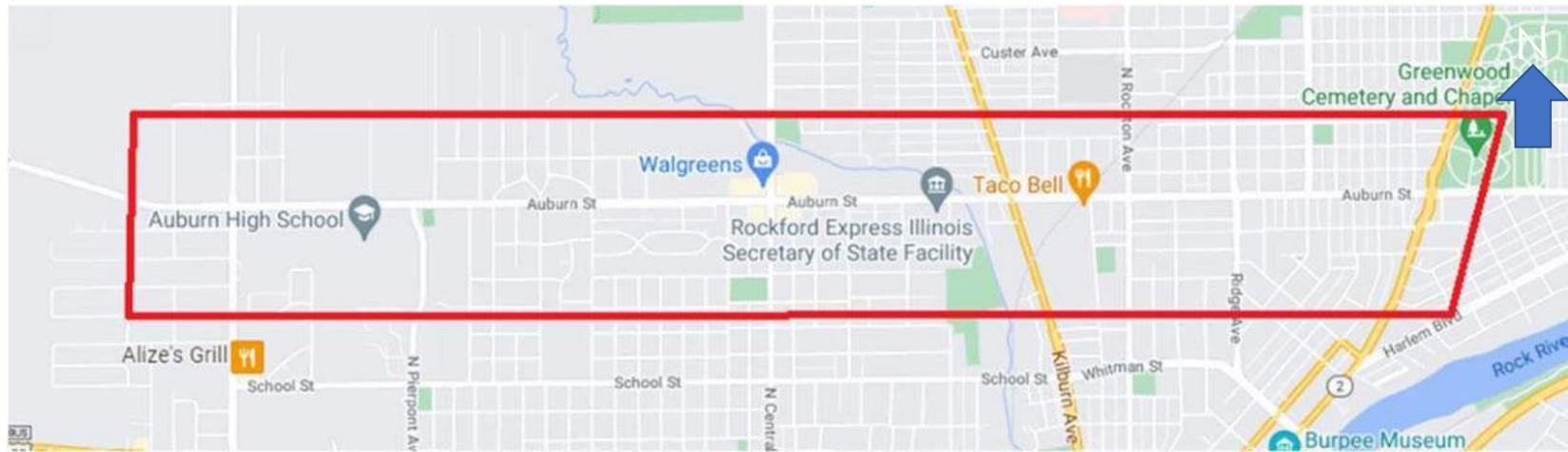
- N Pierpont/Auburn intersection has heavy traffic. This intersection is a magnet for accidents. Signal was installed at Pierpont/Auburn a few years ago but was unsuccessful due to issues with airport
- Busses come out on west side of building. When they take off & come in, it can be chaotic. Usually is that way for 15-20 minutes. Bus staging area is SW of high school. Busses will “shut down” Auburn while they are exiting their staging area. Typically, a police officer will stop traffic. If officer is not there, it happens organically.
- Student/parent drivers use Pierpont.
- Late Dec/Early Jan there was a shooting on east side of building in the parking lot. Easy in-Easy out event. Barricades have been added to block that flow. North entrance has been blocked off from student parking. The reroute of student traffic has caused heavier traffic on Pierpont, backs up traffic in this area
- Access to/from Auburn is for visitors and pickup/drop off only
- Box culvert along Pierpont, not sure why barricades exist along the presumed “path” the box culvert creates
- Heavy vehicular traffic at the middle school and elementary school on Pierpont, as well.
- School Zone is quite large for the area. Tend to bus a lot of people. More people have access to busses than what would be considered “normal” for other school zones
- People come from all over the city to the school for ROTC, arts program, etc
- Crosswalks never hurt. Don’t see many students crossing Auburn from the airport side.
- South side of the street sees a lot of pedestrian traffic
- AHS students likely cross Auburn at Willard/New Hope Baptist Church. They don’t do it in front of the school.
- Given the property layout, the school was likely anticipating expansion at the time of construction
- West Middle School (N Rockton Ave) – do see a lot of kids crossing Auburn in this area.
- Haskell School/STEAM Academy (S Rockton Ave) – a lot of busses
- With open campus at AHS during lunch, they frequent a Mobil station east of the school. Will also walk to convenience store on Springfield/School by cutting through residential area to the SW

APPENDIX 1

Public Meeting #1



Auburn Street Corridor Study



The City of Rockford is studying Auburn Street, from Springfield Avenue to Main Street (IL-2).

This study aims to identify improvements within the right of way and costs for the infrastructure improvements.

The study will fulfill the vision of the City, including an actionable strategy to implementation within the City's budget and schedule.

The City is engaging the public both during this presentation and online. This process is used so the community can inform the plan.

You LIVE there, you WORK there, you UTILIZE the corridor!

Our team wants to hear from you at this meeting.

Corridor Segments



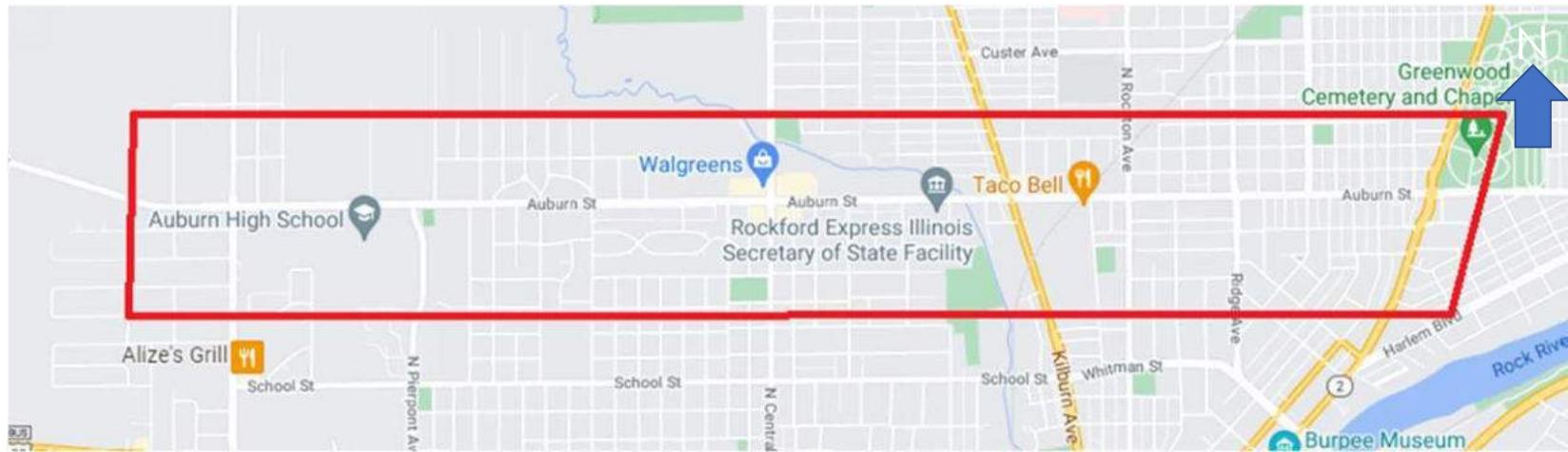
How can you help inform the Auburn Street Corridor Study ?

- What are the major assets within the corridor?
- Is there an area of greatest pedestrian use?
- Are there areas of crime along the corridor?
- How is the Mel Anderson bike path used now?
- How is Talcott-Page park used now?
- Is there enough lighting along Auburn Street?
- What would you like to see in the public space?
- Are there locations where pedestrians and vehicles frequently interact?
- Do you ride your bike along Auburn Street? Or in the lanes? Do you feel safe doing so?
- Are there intersections that you avoid from a safety perspective (speed, can't see well, etc.)?
- Where do you want to ride your bike along Auburn Street? Bike lanes/path?





Timeline of Engagement



City Receives Grant funding for a Corridor Study

Team kicks off the Corridor Study – June 2021

Data Collection – June – September 2021

Stakeholder Meetings – February 9, 2022

Public Meeting #1 – February 9, 2022

Public Meeting #2 – February 24, 2022

Corridor Plan Development – January 2022 – March 2022

Draft Corridor Study for Review by Stakeholders – March 2022

Public Meeting #3 – April 2022

Final Deliverable – May 2022



Auburn Street Corridor Study

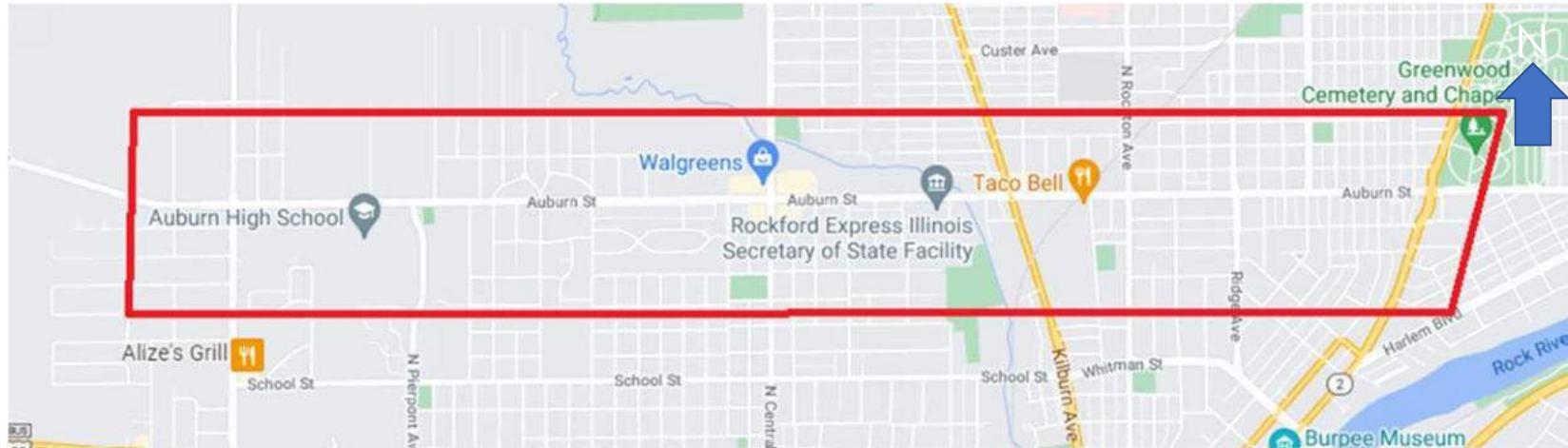
In partnership with:



camiros



<https://tinyurl.com/AuburnProject>



Please type any comments or questions into the Q&A feature.

We want to hear your thoughts and suggestions.



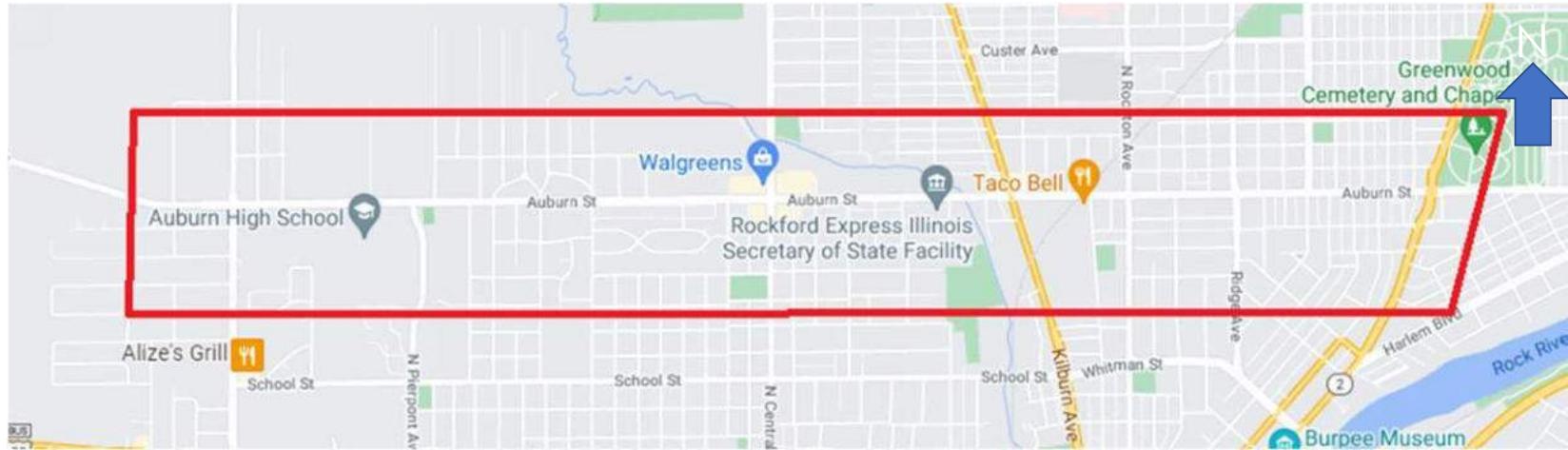
Auburn Street Corridor Study

In partnership with:



SBFRIEDMAN

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL



Thank you for
attending today.

Please use the survey feature
on our website to share any
additional thoughts.

<https://tinyurl.com/AuburnProject>

Auburn Street Corridor Study – Q&A from Public Meeting #1

Wednesday, February 9, 2022

- **Is it possible that funds could be used to have a commercial company move the snow that is plowed onto sidewalks?**
 - This is being considered. Another solution we are considering is separating the sidewalk from the roadway so that there is a dedicated space for the plowed snow.
- **Are you thinking of making the corridor wider?**
 - Right now, everything is on the table. We are considering everything that the public has in mind. For most of our roadway improvements, we do try to stay within right-of-way and not impose on people's properties. But if it is public consensus to do so, then we will consider it. But overall, we do not anticipate needing to widen the roadway.

APPENDIX 1

West Gateway Coalition Meeting #1

Auburn St. Corridor Study

West Gateway Coalition Sign In Log

Date: 2-23-22

NAME	ADDRESS	TELEPHONE NUMBER	ELECTRONIC MAIL ADDRESS ("EMAIL")
Dorian Peterson	707 Pauline St.	815-520-1504	derienc@aol.com
Bruh Brol	820 W. Division St.	815-520-1505	
Albert Smith	2809 Highcrest	630-533-5770	AlbertKSmith@yahoo.com
Cathy Johnson	1219 Auburn Ct.	815-978-0865	cathyjohn_22@yahoo.com
Sonny Cross	719 N Central	815-975-1500	ubiquity32@yahoo.com
Carlos Jaime	3227 Auburn St.	815-768-5142	claimc42@yahoo.com
Bill Pritz	3523 Auburn St.	815-871-8417	stopjocast.net
Carl Parham	409 Nishkopen	815-3547	
Barb Chidley	City of Rockford		
Kyle Saunders	Rockford		
Tibor Thirkens			
Andreae Schlichting	Consultant		
Mary Jahr	448 N. W. Ven St	815-988-0869	Spunkymkt54@gmail.com
Angela Horst	1108 N. Rockton Ave	815-964-7068	Angiemhls@aol.com
	5695 St. Lawrence	815-964-6270	Homeawesomesbigb

Auburn St. Corridor Study

West Gateway Coalition Sign In Log

Date: 2-23-22

NAME	ADDRESS	TELEPHONE NUMBER	ELECTRONIC MAIL ADDRESS ("EMAIL")
Fred Hoople	3435 Auburn St.	1-815-963-7678	FHwayswest@aol.com
Keith Trong	3132 Broom Harbour	815/543-0693	TRANS941@AOL.COM
Robert Evans	3220 WINDSONG	815-262-6857	
B. Bandy	2022 Chestnut St	815-494-3902	
Terri Franklin	1926 Douglas St	815-980-7289	
Tim Habors Jr.	824 Minnow Ave	815-222-4876	
Matthew Thorne	544 Myrtle		
City Nathan	5367 Cybelle Ln	779-772-2241	
Ann Thompson	1322 Ken St	815-988-3026	fortfay@aol.com
Willy Brown			
Joe Greens	Police Dept + DI	779-520-6456	
John Tac Brantley	505 N-MAIN St	815-255-2508	
Howard Johnson	852 Colwell Dr	815-494-5200	hbaron@astrolink.net
Mark Buenaventura	1308 Bleeding St	815-963-1149	no

West Gateway Coalition Sign In Log

Date: 2-23-22

Lydia Wigner

From: Andrew Schlichting
Sent: Thursday, February 24, 2022 12:01 PM
To: Timothy Hinkens
Cc: Kyle Saunders; Lydia Wigner
Subject: RE: Auburn Street Corridor Study (West Gateway Meeting Notes)

I had just a couple things to add:

- Accidents on north side of Auburn from Avon to Central due to cars backing out of parking lots.
- Inquiries about underground or back of lot utility relocations
- Possibility of grants for businesses along Auburn to meet zoning requirements for things like landscaping
- Build up of snow on sidewalks
- Make bike path more attractive
- Expanded DMV services at Avon(?)
- Desire for a public meeting space

ANDREW SCHLICHTING | Crawford, Murphy & Tilly | w 630.907.7034 | m 314.827.5102
Project Manager

From: Timothy Hinkens <Timothy.Hinkens@rockfordil.gov>
Sent: Wednesday, February 23, 2022 12:11 PM
To: Andrew Schlichting <aschlichting@cmtngr.com>
Cc: Kyle Saunders <Kyle.Saunders@rockfordil.gov>
Subject: Auburn Street Corridor Study (West Gateway Meeting Notes)

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Andrew- Below are the notes I took from our meeting this morning:

- Survey:
 - 4 residents attended that live along Auburn Street
 - 4 small business owners along Auburn Street
 - 2 people who came to hear about the project
- Auburn Street is a major road that is underdeveloped
- Auburn is the fastest way through the City east/west
- The area needs better ownership and maintenance of alleys
 - Provide incentive to people to take over alleys
 - Crime happens along alleys
 - Alley pavement in poor condition or non-existent
 - Snow plowing operations don't allow for residents to get out
 - Overwhelming vegetative growth and trash
 - Residents believe that the City has a 5' easement on either side of the alleys that they are failing to maintain (this is not true)
- Put back streetlights- reduce crime & blight, increase safety

- City removed because of the energy costs... but now they have LEDs which should cut down on energy costs
- Clean up north branch of Kent Creek
- Have a more intentional plan for land use throughout the corridor. Currently it's a collection of old existing business that have survived through many years.
 - Create a business district for the corridor
 - Give existing a proposed business owners incentives to stay or develop
 - Expand on existing developments: Walgreens and Aldi
 - Create an anchor for the corridor
 - Businesses need to improve the parking lots
 - Vacant buildings should be torn down
 - Relax zoning standards or grant design exceptions for potential developments along the corridor
 - Incentivize new developments
- 3812-3821 Auburn Street:
 - City took a streetlight away
 - Water Division replaced water main but put sidewalk against the back of curb instead of in its old spot (space behind the curb)
- West of Avon to east of Central, north side of Auburn- people have to back their cars into the roadway because driveways are too short
- Auburn & Central- people turning left into McDonalds hold up traffic

Timothy Hinkens, P.E.

City Engineer

City of Rockford, Illinois

Department of Public Works

Office: (779) 348-7647

Cell: (815) 218-2413

The opinions expressed here are my own and do not necessarily represent those of the City of Rockford, IL.

APPENDIX 1

Public Meeting #2



Auburn Street Corridor Study



Visit the website at
<https://tinyurl.com/AuburnProject>
to...
• **Share your concerns**
• **Suggest improvements**

Please attend the public Zoom meeting on Thursday, February 24th at 6 pm.

Click the URL to join.
<https://tinyurl.com/AuburnProjectMeeting>

To join by phone, call...
US: +1 312 626 6799
Webinar ID: 889 1758 6249
Passcode: 298380

Project Purpose and Goals

- Find ways to keep pedestrians safe
- Develop plans to beautify the corridor
- Keep the community informed
- Focus on how to improve sidewalks, lighting, and other aspects of the right of way which will make Auburn Street an asset to adjacent neighborhoods
- Identify ways to clean up empty industrial buildings
- Determine strategies to update aging infrastructure and improve the roadway
- Estimate the cost of future improvements

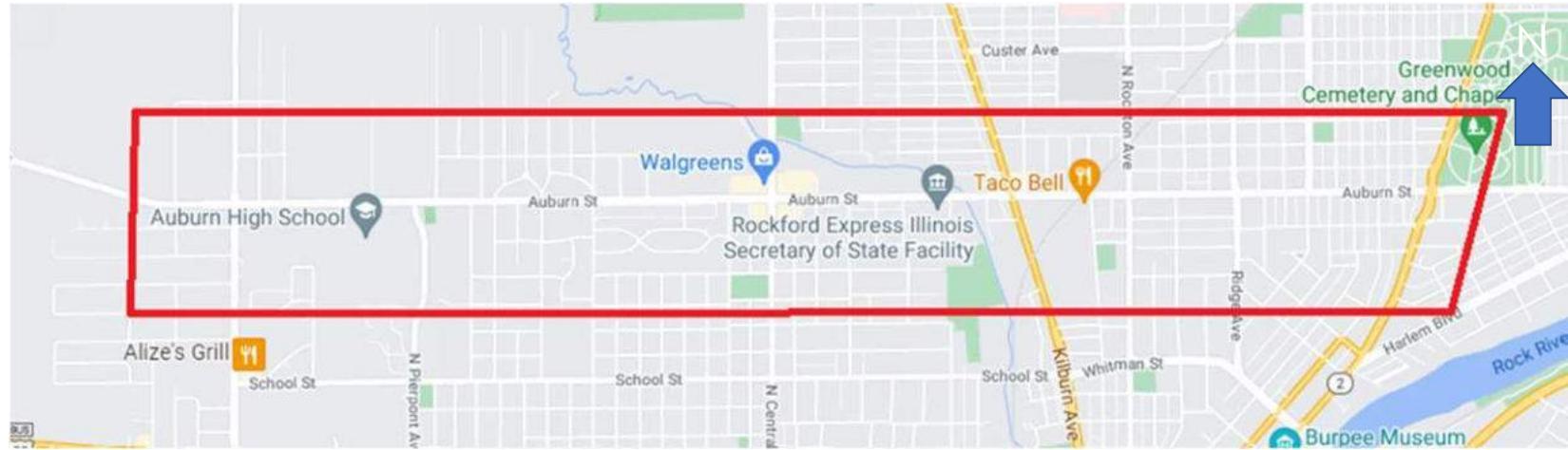


Auburn Street Corridor Study

In partnership with:



camiros



Please remember to mute your microphone when not speaking.

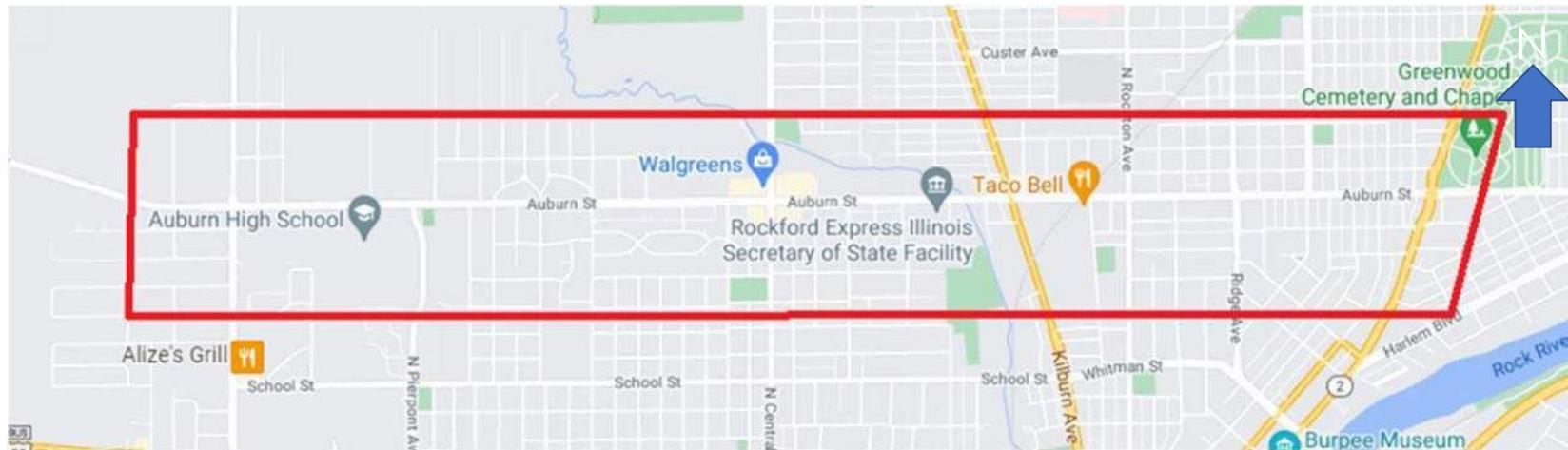
If you are unable to get your comments in, please type into the chat or Q&A box for our team.

Thank you for attending today.

There will be a short presentation by the City of Rockford, then an engaging Q&A session.



Auburn Street Corridor Study



The City of Rockford is studying Auburn Street, from Springfield Avenue to Main Street (IL-2).

This study aims to identify improvements within the right of way that will accomplish the Purpose and Goals of the project.

The study will create an actionable strategy to implement within the City's budget and schedule.

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**You LIVE there,
you WORK there,
you UTILIZE the corridor!**

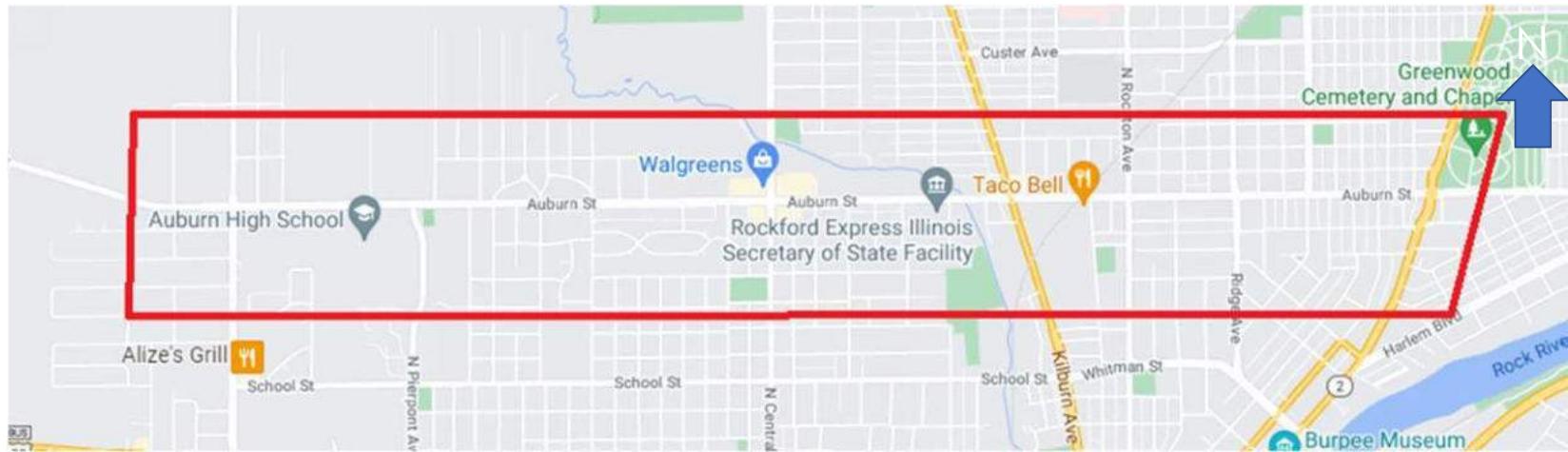
Our team wants to hear from you at this meeting.

Corridor Study Purpose and Goals

- Make Auburn Street an asset to adjacent neighborhoods
- Improve Pedestrian Safety
- Beautify the Corridor
- Identify ways to address vacant industrial buildings
- Update aging infrastructure
- Estimate the cost of future improvements



Timeline of Engagement



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Corridor Segments





Auburn Street Existing Conditions



Constraints

Cottonwood Airport



Tight/Limited Right-of-Way



Part of Study Area Outside Rockford City Limits



Infrastructure Findings – Air, Rail, Bike, and Transit

AIR

- Cottonwood Airport
- Average 25 flights/day
- Height restrictions

BIKE

- No bicycle facilities available on the road
- Mel Anderson multi-use path
- 6 bicycle-related crashes in 5 years

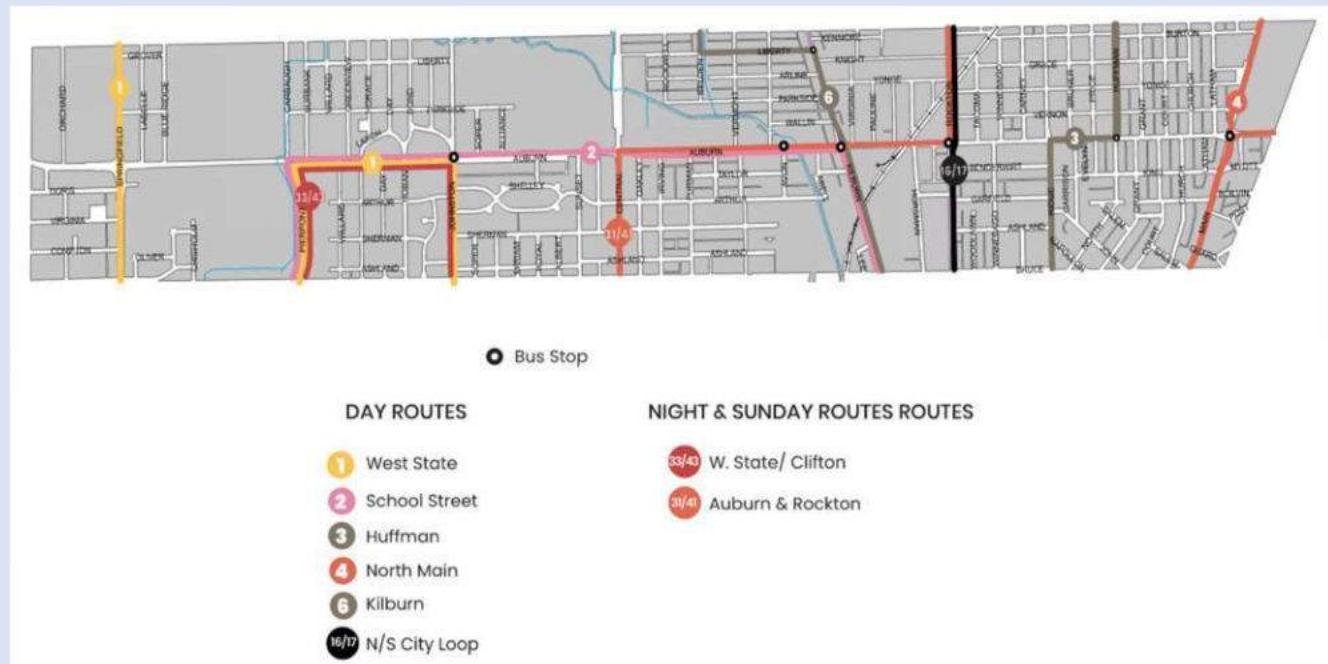


RAIL

- One rail crossing (~700 ft. west of Rockton Ave)
- Average of one train per day

TRANSIT

- Six daytime routes
 - Route 2 heavily trafficked
- Two weeknight/Sunday routes
 - Route 31/41 heavily trafficked



Infrastructure Findings – Roadway Capacity

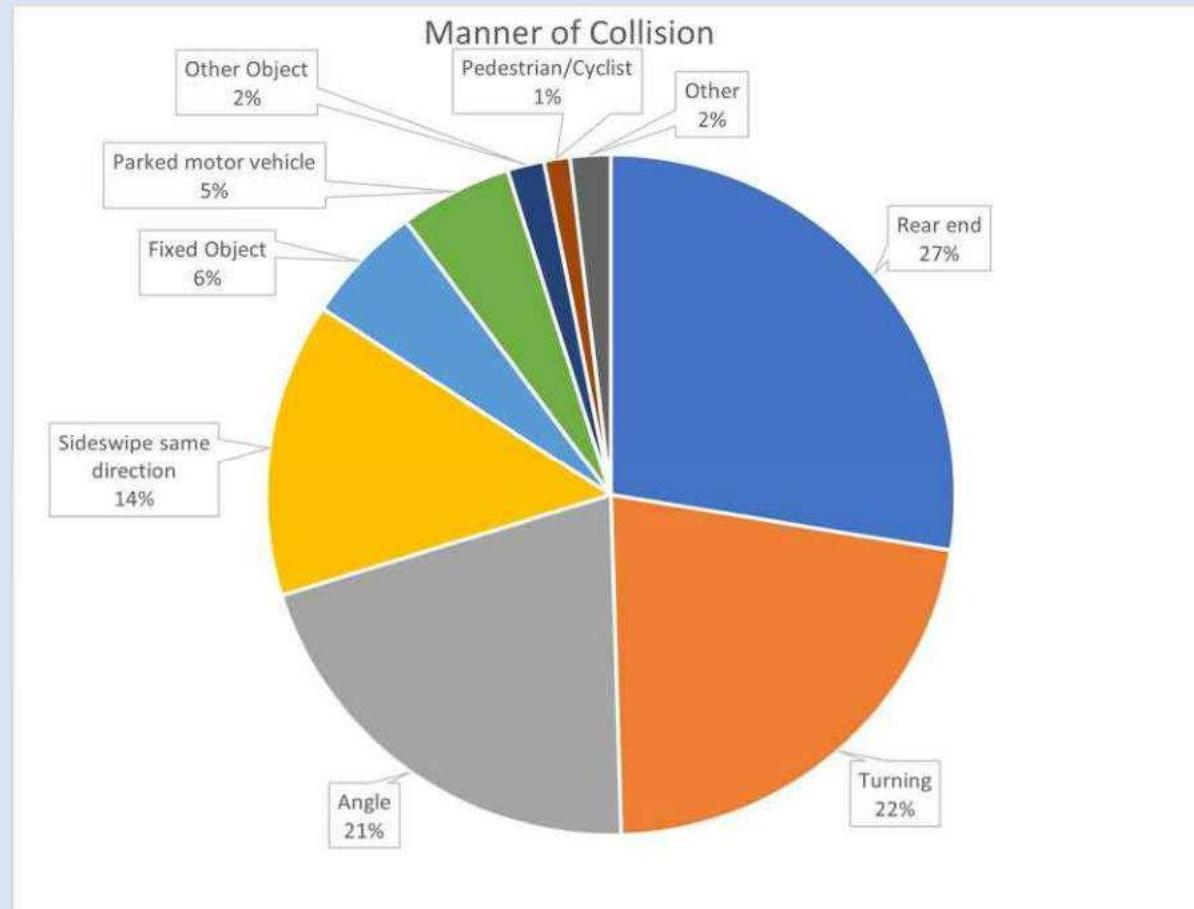
- Average daily traffic (ADT) increases from west to east along corridor
- From Huffman Blvd to Main St, the highest ADT is seen with 16,200 vehicles per day

Auburn Street Segment	Existing Average Daily Traffic (vpd)
Springfield Ave to Pierpont Ave	5,800
Pierpont Ave to Day Ave	8,050
Day Ave to Johnston Ave	8,200
Johnston Ave to Sunset Ave	9,650
Sunset Ave to Central Ave	10,600
Central Ave to Furman St	12,200
Furman St to Kilburn Ave	13,000
Kilburn Ave to Ridge Ave	14,900
Ridge Ave to Huffman Blvd	14,200
Huffman Blvd to Main St	16,200

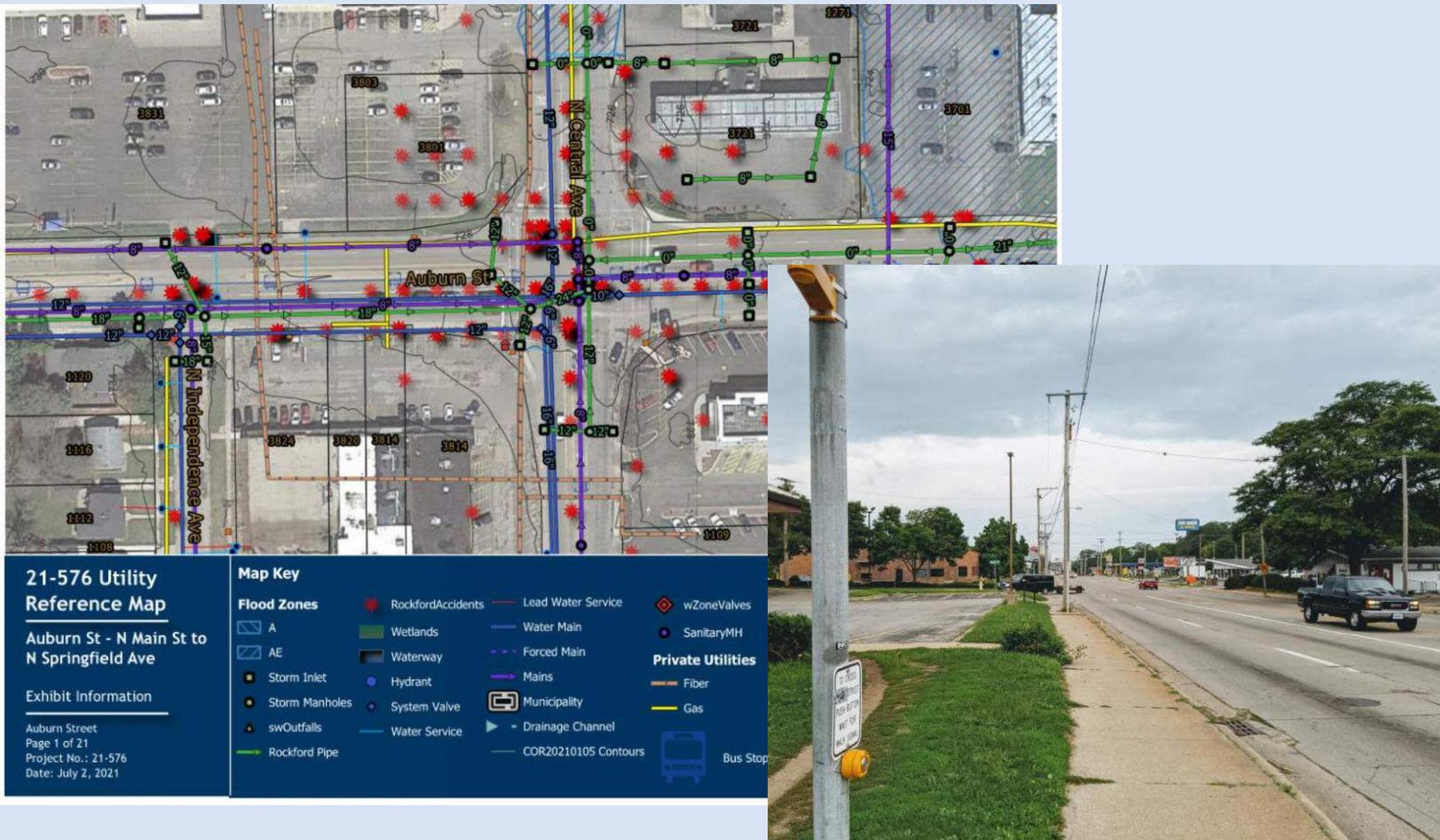


Infrastructure Findings – Roadway Safety

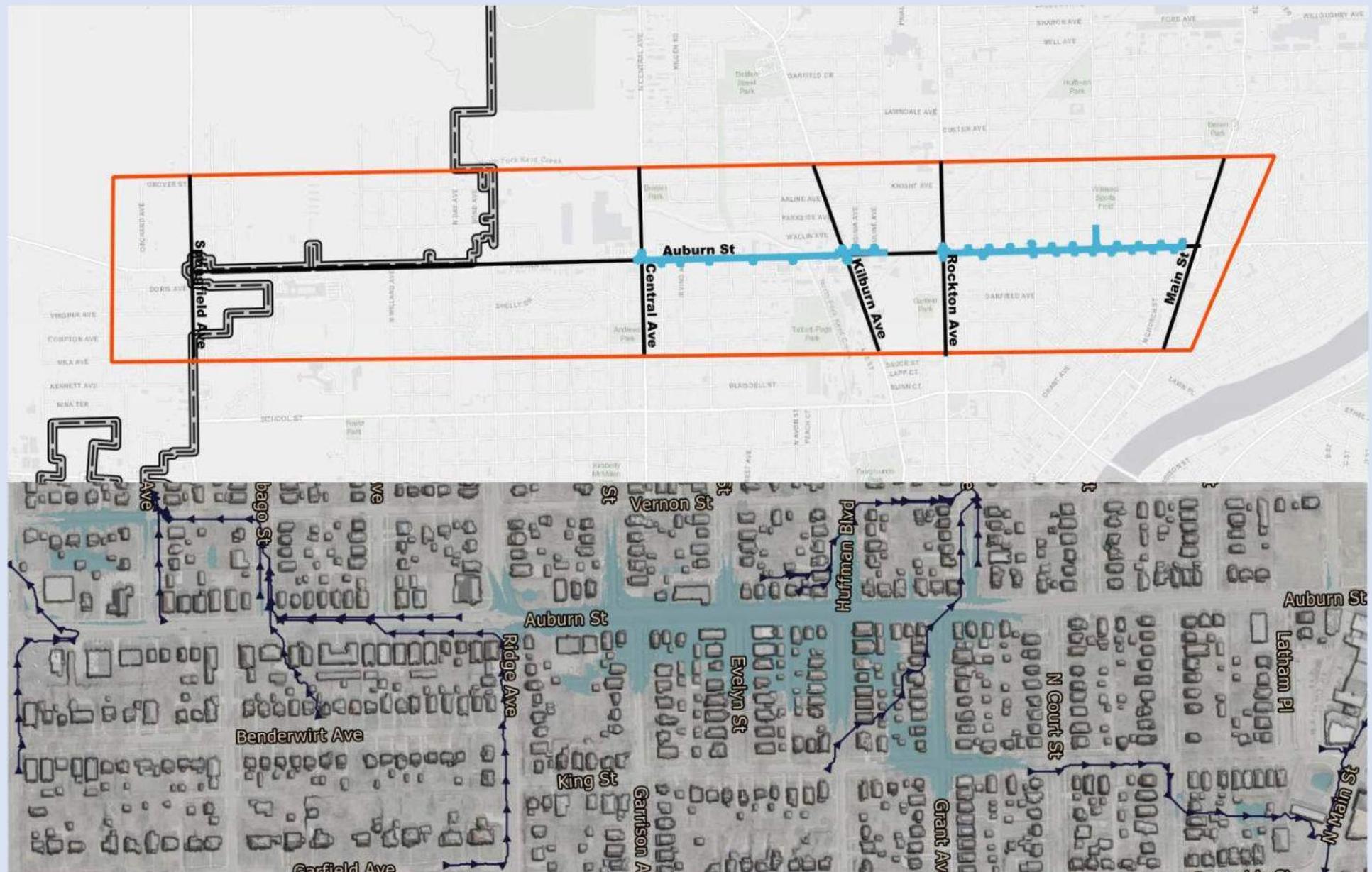
- Crash data from 2015 – 2019
- 1,155 total crashes
- Approx. 231 crashes per year
(5x the predicted rate)
- Majority of crashes occur in dry daytime conditions
- 29% were Fatal/Injury crashes
- 41% of crashes occur from Central Avenue to Rockton Avenue
 - 75% of crashes due to rear end, turning, or angle crashes



Infrastructure Findings – Utility Mapping

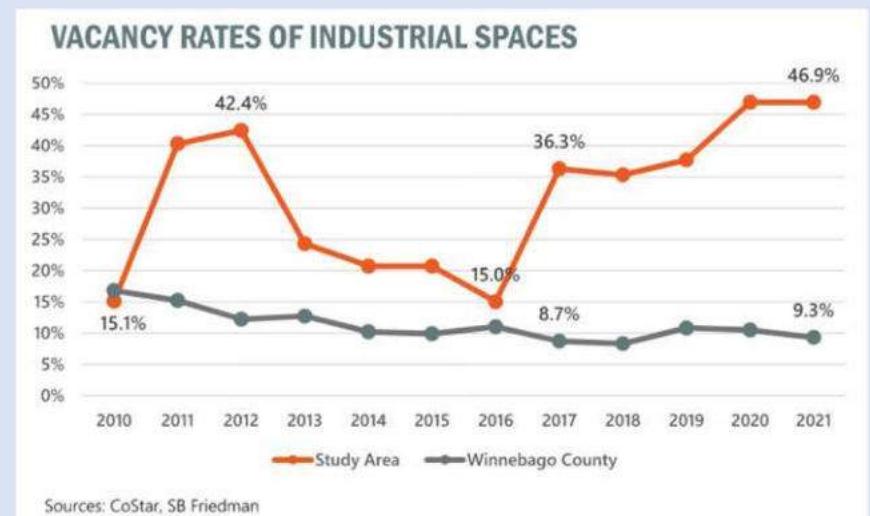
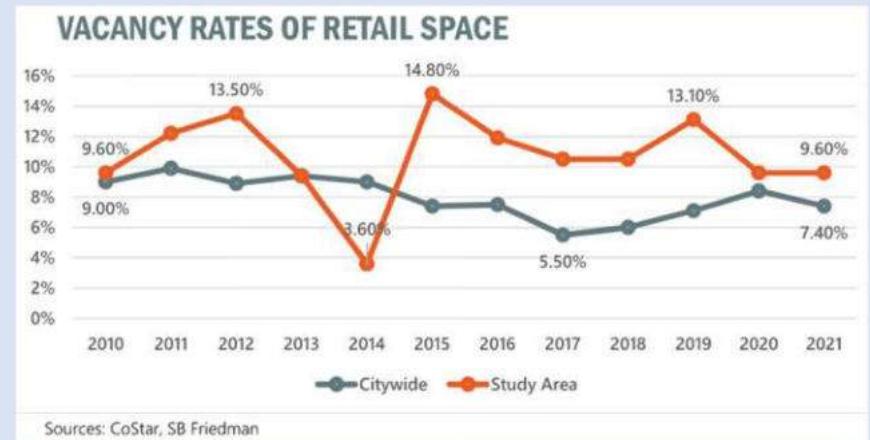
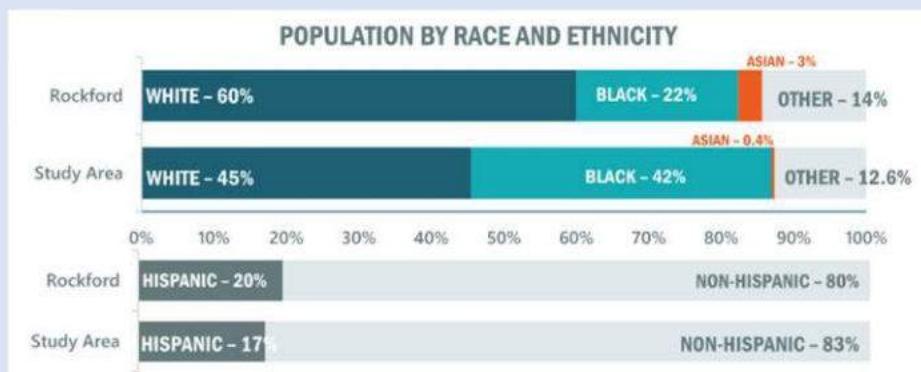


Infrastructure Findings – Underground



Market Research Findings

- 8,850 residents in study area
- Population expected to decline
- Median household income more than \$10,000 less than other households throughout City
- Limited potential for new retail development based on local and national trends
- Potential industrial users may repurpose existing vacant industrial buildings
- Public realm improvements to enhance safety and walkability could support retail accessibility



Land Use and Zoning

HOUSING DATA (2021 Estimates)

- 3,701 Total housing units
- 47% Owner-occupied
- 42% Renter-occupied
- 11% Vacant

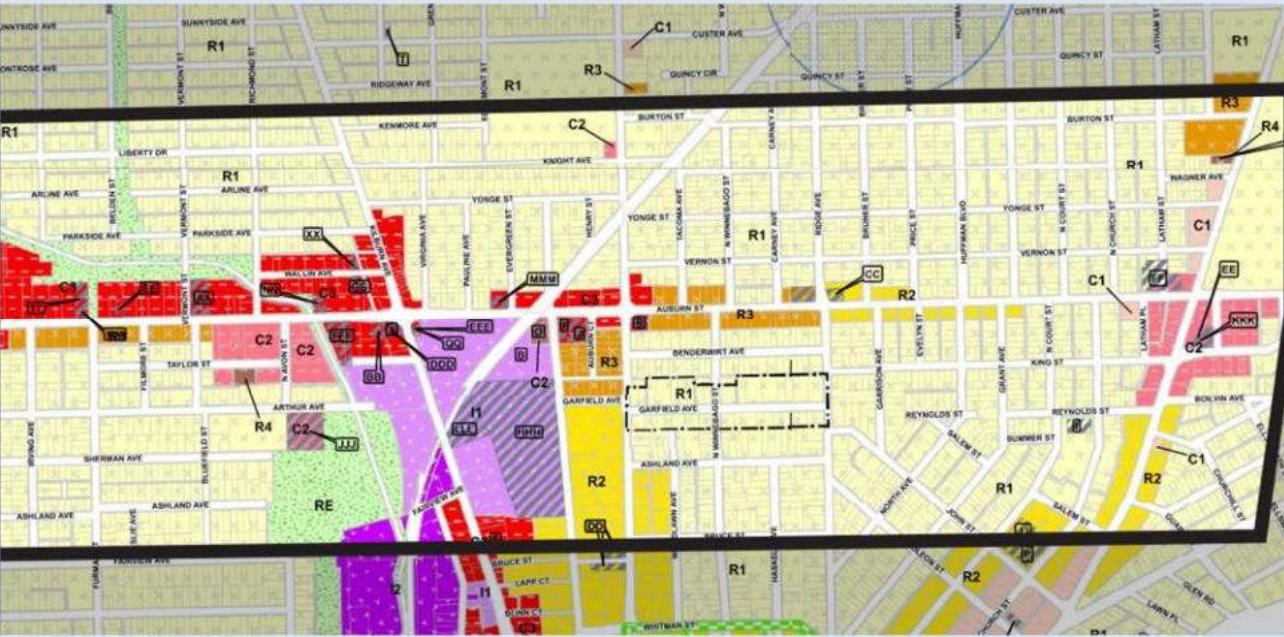
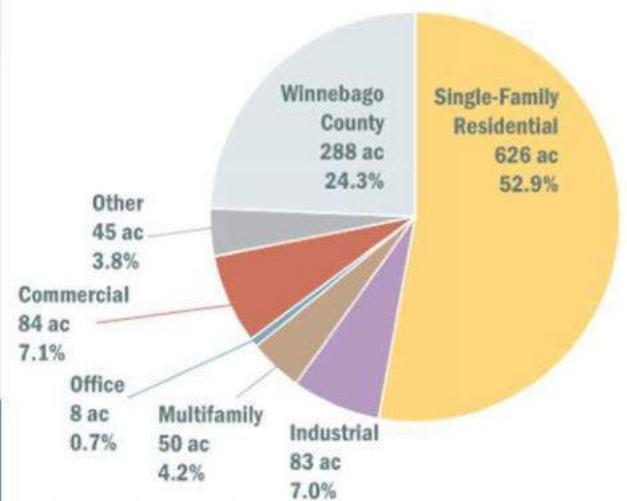
KEY COMMERCIAL ZONING AREAS

- Main Street intersection
- From Rockton Avenue to Central Avenue
- Johnston Avenue intersection

KEY INDUSTRIAL ZONING AREAS

- Central Avenue intersection
- Kilburn Avenue intersection

Study Area Acreage by Zoning

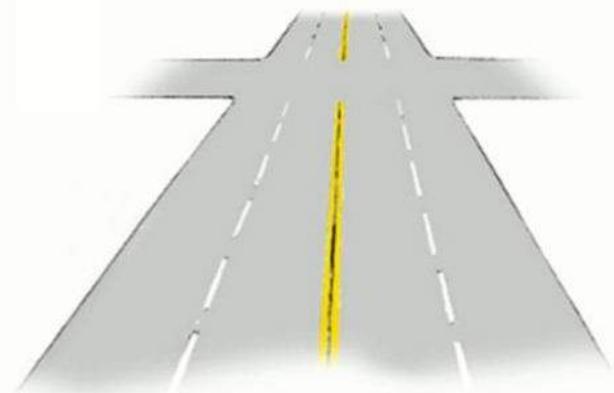


What We've Heard So Far ...

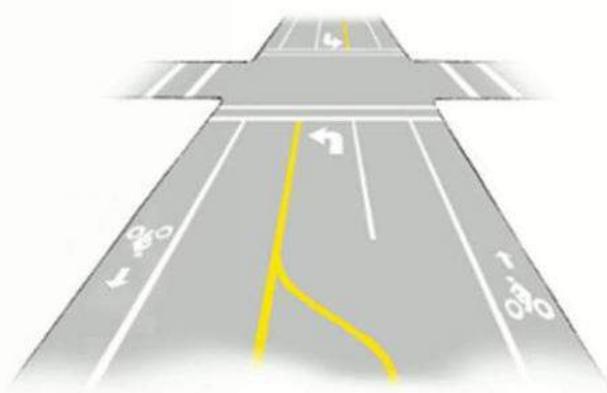
- Add Left Turn Lanes on Auburn St
- Improve Bus Stop Facilities
- Improve Access to Bus Stops
- Repair / Add Sidewalks
- Provide Safe Mobility Options for Bicyclists
- Provide Safer Pedestrian Crossings near Kent Creek and Auburn High School



Before



After



Potential Solutions

Pavement Improvements



Improved Crosswalk Visibility



Sidewalk Enhancements



Updated ADA Facilities



Landscaping/Greener



Trail Access & Maintenance



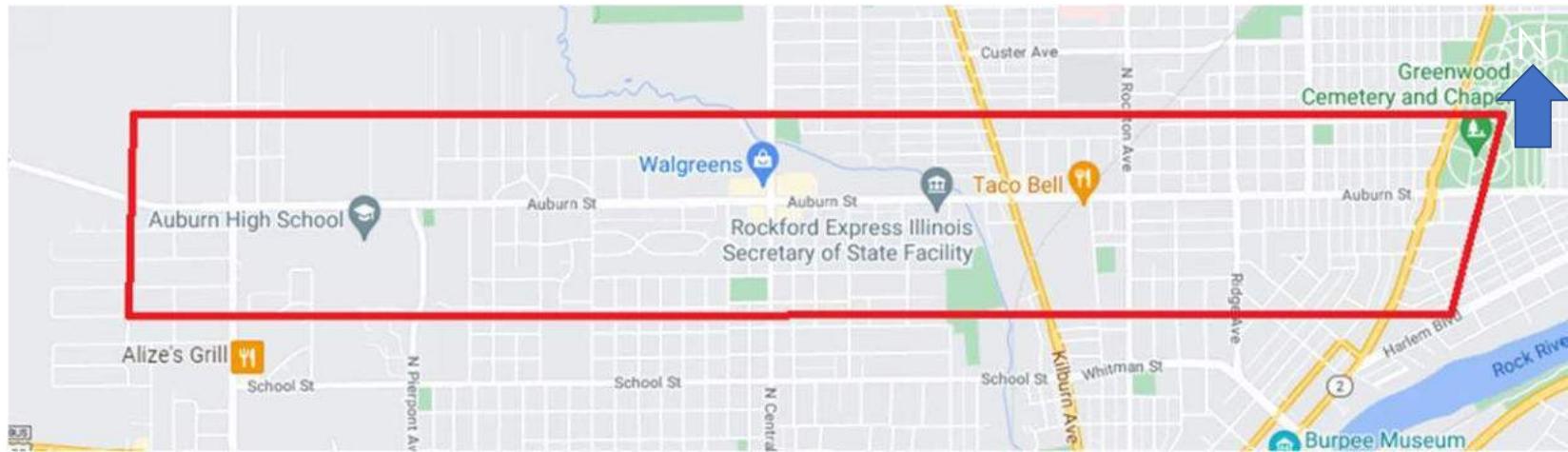
How can you help inform the Auburn Street Corridor Study ?

- What are the strengths & weaknesses of Auburn Street as a retail corridor?
- Who is your customer base (locals, city-wide, nearby employees)?
- What are the barriers to development?
- Businesses that are difficult to access?
- What are the major assets within the corridor?
- Is there an area of greatest pedestrian use?
- Is there enough lighting along Auburn Street?
- Are there areas of crime along the corridor?
- Are there locations where pedestrians and vehicles frequently interact?
- Are there intersections where you feel unsafe (speed, can't see well, etc.)?
- What would you like to see in the public space?
- Do you have any suggestions for attracting new businesses/uses to the corridor?





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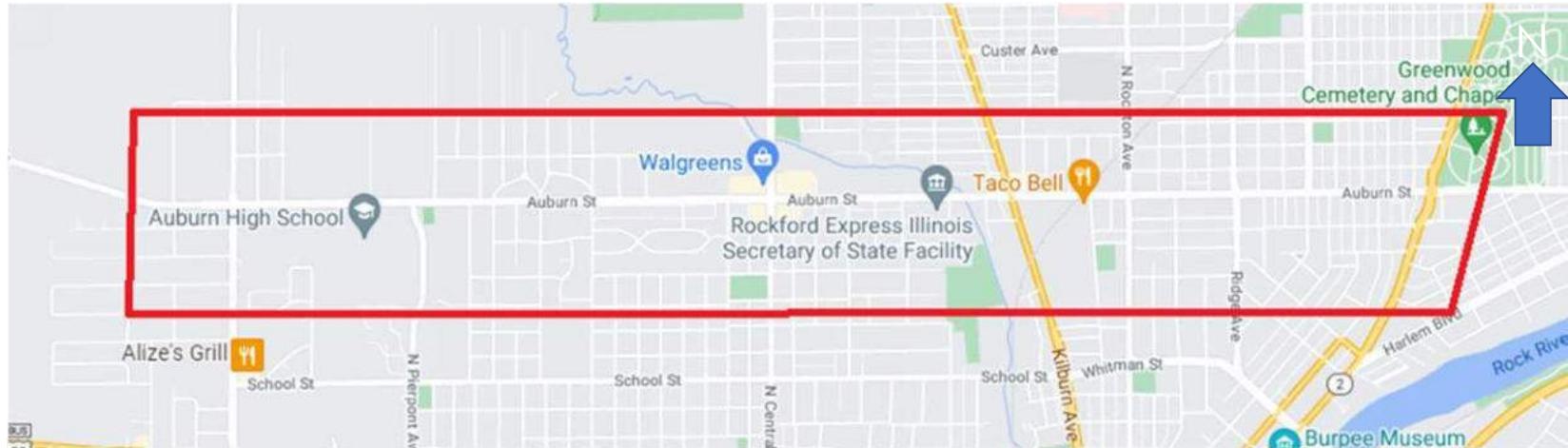


Auburn Street Corridor Study

In partnership with:



Thank you for attending today.



Please use the survey feature on our website to share any additional thoughts.

<https://tinyurl.com/AuburnProject>

VIRTUAL PRESENTATION			
	Question	Answer	Asker Name
1	How can we make a plan to do anything without first addressing the quality of life aspects. Seems like the focus is putting a pretty face on a community that cant drink the water.	This is a crucial question - thank you for asking. Regardless of how this is answered in the meeting, I would very much like to talk with you about this and develop some strategies for better serving the residents of the area. Please reach out to me at Barbara.Chidley@rockfordil.gov or 779-348-7448.	Arhonda Naramore
2	the sewers and water lines need be addressed as a top priority.	Water and Sewer are defintently being look at as part of the study.	Arhonda Naramore
3	Whatsbthe plan to adress saefty? Youmcant stop at a red light without being in danger.	Various traffic calming measures are being looked at here based on the comments. Are there any traffic signals in particular along this corridor that come to your mind that we should really focus on when it comes to red light running? Or all in general? Thank you.	Arhonda Naramore
4	sorry abput that im on a Mobil device	No worries about typos - just glad you are here! Thank you for important questions and input.	Arhonda Naramore
5	The building maintenance is unacceptable. The smell of urine is embeded in the soils. Ypu cant pump gas without smelling booze and urine.	live answered - We are looking into the brownfields sites to see how they can be mitigated.	Arhonda Naramore
6	I own my home at 2003 Auburn St. 1/2 block east of Ridge. There are a lot of speeders, and a lot of accidents smashing into light poles. The bad guys use Auburn to speed and escape from police. 4 times in the last two years there has been a police chase ending in front of my house and Ridge in terrible crashes. I suggest an island to slow traffic and give pedestrians a safe place to stand while waiting to cross.	Thank you for the suggestion we will add this for consideration.	Joan
7	Thank you for the opportunity. I was wondering if there are any tax incentives planned to encourage business to come and stay.	live answered - This is something we will consider. There are economic development tools that can be used to incentivize businesses to stay/come to Auburn. Need to have conversations with businesses to see what would entice them to come.	Arhonda Naramore
8	Suggestion: The RR crossing needs gates.	Thank you we will be looking at what improvements can be made at the rail crossing.	Joan

VIRTUAL PRESENTATION			
	Question	Answer	Asker Name
9	what about using some of those lots as green spaces such as community gardens, sponsored by the city. we need clean food and water. maybe plants for landscaping our yards?	Thank you for the suggestions we will note this for consideration!	Arhonda Naramore
10	What are other cities doing to address the restrictions you listed-- proximity to businesses, schools, etc.?	live answered - Have previously been able to work with property owner to have a cross-access easement with several property owners when there is limited space between the road and businesses. Really can't do much at the airport due to height restrictions. Height restrictions are strict enough that putting street lights/traffic signals at intersections in close proximity was shut down.	Mary McNamara Bernsten
11	I live in my childhood on auburn and kilburn. We have been abandoned. Id like to see fast efforts to make our streets safe.	As you have seen we are still in the planning stage, so your input is appreciated. The final report will have suggestions for street safety improvmeents.	Arhonda Naramore
12	Is there a plan to echo the 11th street corridor aesthetic with the Auburn Street corridor aesthetic--to begin uniting our corridors into and out of the City?	Yes- the City has decorative element standards that we use to do exactly that. For instance, our decorative street lighting proposed on 11th Street is similar to the other decorative lighting on our arterial streets. While we want to adapt to the unique aspects of each corridor and their unique needs, we also see the benefits to having one common standard when it comes to particular design elements	Mary McNamara Bernsten
13	If we loose Rockford Memorial how can we expect a community to reinvest.	This is a valid concern and will be noted. It will no doubt add a challenge and will be considered in our research on how to recognize the resiliency that the people along this corridor have shown already in the past.	Arhonda Naramore
14	Speaking of gas company, what steps are being taken to remove soil gas for future generations.	The City is taking a proactive approach to this across the City, applying for and winning grants to help removing underground fuel tanks and cleaning up hazardous sites. As part of other corridor projects, the City has proactively seeked out and removed these hazards as well.	Arhonda Naramore

VIRTUAL PRESENTATION			
	Question	Answer	Asker Name
15	Sorry to hear that Joan, We are neighbors, I feel your pain. I live on yonge street and we've been trying to get a speed bump for over 30 years. still nothing. my newphew was killed. the city still did nothing.	Speed Bumps are really not used by the City anymore, but the City would be happy to do a speed study in the area and see if there are some traffic calming measures that can be done on Yonge Street.	Arhonda Naramore
15	Sorry to hear that Joan, We are neighbors, I feel your pain. I live on yonge street and we've been trying to get a speed bump for over 30 years. still nothing. my newphew was killed. the city still did nothing.	Arhonda, we are so sorry to hear about your nephew. That is certainly a tragic loss, and I extend my deepest sympathies. The City definitely wants to address this issue.	Arhonda Naramore
16	Is there a budget for public art? Safety enhanced crosswalks that have an aesthetic appeal? Is safety lighting and fencing being considered that has an aesthetic-- https://www.google.com/search?rlz=1C1GCEA_enUS973US975&sxsrf=APq-WBv-u0OGy-8Sd_JYyl-vAZmQKoJZ8g%3A1645747734854&lei=Fh4YYrzXM4fJ0PEPnrSogAQ&q=laser%20cut%20metal%20fence%20panels&ved=2ahUKEwi8uoCJyJn2AhWHJDQIHR4aCkAQsKwBKAB6BAhIEAE&biw=1366&bih=625&dpr=1 or bus stop/lighting: https://aseled.com/installation-photos/bus-stop-lighting.html	live answered - We are open to anything. We have incorporated these elements in recent projects (11th St) and we are willing to incorporate in Auburn St if there is a need.	Mary McNamara Bernsten
17	We don't need more pollution and toxic chemicals over here	We agree!	Arhonda Naramore
18	Tim, im not sure howmto reply directly, but justbdrive around anywhere here and if you have to stop an the lights its terrifying. Everything is closed here after 11 anyway we should be turning to 4 way stops so we can keep moving or something . Panhandling from hungry Veterans is overwhelming.	This is great input that we will note. As for panhandling, this is something that the City does not currently have jurisdiction to stop at this time.	Arhonda Naramore

VIRTUAL PRESENTATION			
	Question	Answer	Asker Name
19	How do demographics and ownership play into safety, lighting, accessibility? Are those factors tied to funding?	live answered - Yes & no. From the city's standpoint, we don't choose how to fund projects based on demographics and ownership but there are certain grants that look at census information. Areas that may be historically underserved do get weighted higher and therefore get higher scores on the grant funding. Grant funding is what we are looking to access as part of Auburn Street Study	Mary McNamara Bernsten
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20	Thats great tim, but what about the soil left behind. some places are toxic at 6 inches.... my kids made mud puddles that deep to splash in....thats whatwe are raising our children in, no wonder rockford is rampant with drug addiction and mental health issues.	live answered - We are looking into the brownfields sites	Arhonda Naramore
21	Thank you Jeremy and barb. My newpews name is Michael Anthony Naramore and he was killed on the street we grew up on. This is still a family neighborhood. one of the last. the taxes we pay alone should be enough, our residents want speed bumps to help protect our families	Traffic calming measures are absolutely a priority. And I look forward to talking with you more about other ways that we can address the needs of the neighborhood even beyond this corridor study.	Arhonda Naramore
22	There is a bus stop at Auburn and Bruner and it really is hard for pedestrians to cross to get to the apartments on the south side of the street. Maybe a light?	Thank you we will add this to the list for consideration.	Joan
23	Whats with all the crashes into the round about? and why hasnt the statue been repaired?	The number of crashes at the intersection have come down since it opened in 2013 but you are right there are still too many accidents at the intersection. If you are aksing about the "old soldier" statue, it was moved by the County to Memorial Hall and can now be seen there from Wyman Street.	Arhonda Naramore

VIRTUAL PRESENTATION			
	Question	Answer	Asker Name
24	Can we get our City Resource numbers/contacts at the bus stops? I'd like to see more direct resources saturating the bus stops--	That is an outstanding suggestion and we can talk to RMTD about that. Thank You	Mary McNamara Bernsten
25	There are a lot of kids who cross at Auburn and Bruner.	Thanks you for the information.	Joan
26	A few ideas... the Post office on Kilburn barely meets the needs of the residents. Is it possible to engage the federal government to see if they would invest in a new facility along Auburn that is bigger and more customer service friendly?	Thanks Alderman Rose this is something we could attempt however I will say it seems the post office has been in the closing/consolidation of existing offices in the current times.	Bill Rose
27	Also, with the bus stops, could we add a bike pump station, with air pumps, and dog waste bags--both encourage walk-friendly neighborhoods and neighborhood pride, and a more active lifestyle.	Thank you for the suggestion we will note thid for consideration!	Mary McNamara Bernsten
28	connecting Auburn St down to Mel Anderson directly and bringing attention to the great asset of Kent Creek would be wonderful	Agreed- our study plans to look at the crossing: how to better cross Auburn as well as how to better connect the corridor to the path.	Ashley Sarver
29	we need an anchor business. Someone large i.e. Amerock property	Thank you for the feedback!	cc
30	I welcome each participant to reach out to me personally and would live to help be part of the revitalization. Arhonda Naramore Born and raised in Rockford since 1974 trinitye124@gmail.com	Thanks Arhonda!	Arhonda Naramore
31	Public Spaces - make them welcoming - park bench, flowers, possibly a small outdoor library at some areas - definitely a trash can	Thank you for the suggestion we will note this for consideration!	Vickie
32	the neighborhood around parkside ave/wallin, would have great access to commercial destinations if a ped or multi-use path would run the rear lots of the commercial buildings	Great suggestion we will note this for consideration!	Ashley Sarver

VIRTUAL PRESENTATION			
	Question	Answer	Asker Name
33	The creek (Kent Creek) is the most under utilized asset in the region. We could look at kayaking activities, and fishing amenities (fishing spots) and bird sanctuary with the DNR. Having multiple bird homes and the proper natural landscape could bring in much needed dollars and investment in the Auburn Corridor. This could attract numerous businesses including nature based (bike, kayak and sporting goods). Public art should be on the agenda as well.	We will definitely note these comments and see how we can address them in our study. We are coordinating with our Park District as well, that may have some expertise with those items as well. Thank you for your comments.	Bill Rose
34	That's wonderful news--thank you! I'd love to continue to be a part of this important effort!	We will make sure we include you! Yes- we made sure that is in our scope for 11th Street.	Mary McNamara Bernsten
35	I just noticed a suggestion of adding bike pump station - this would work in green spaces, as well.	Thank you we will note this for consideration.	Vickie
36	What kind of plans are there for abandoned structures? Does the city own any of them?	I am unaware of the City owning any building along Auburn. Our hope is this plan and the investment by the City along the roadway will lead to private investments that will get some of the abandoned building filled again.	Joan
37	The Arts Council would be happy to play the role of applications/submissions + evaluations for those pieces of public art--esp if there is a budget for the artist's contribution.	Thank you	Mary McNamara Bernsten
38	fewer/more clear curb cuts would help pedestrians be able to navigate/anticipate traffic flow, especially in those commercial sections where the most crashes are occurring	Thank you that is something we will be considering and have heard similar feedback previously as well.	Ashley Sarver
39	How can you make plans to make something pretty without first addressing quality of life issues.	This being answered live. Thank you - This is something we want to make sure we address. Providing a sense of well-being is one of the main goals of the capital improvement project we do at the City	Arhonda Naramore
40	This feels more like gentrification than revitalization	Thank you for the feedback.	Arhonda Naramore

VIRTUAL PRESENTATION			
	Question	Answer	Asker Name
41	For the 3 lane configuration, would that be for the entire corridor? There is a lot of traffic between Main and Kilburn.	Traffic volume counts are being gathered and will help us determine how many lanes can "handle" the traffic before we propose the road diet 3 lane configuration.	Anonymous Attendee
42	As we drive the area and additional ideas pop in our heads - how do we get suggestions to you?	Vickie, you can email directly or submit written comments via the project website. https://tinyurl.com/AuburnProject You can always email City Engineer Tim Hinkens at Timothy.Hinkens@rockfordil.gov .	Vickie
43	we dont even have play places at the remaining fast food restaurants and parks are empty. the businesses by Dollar general and It Liquor is disgusting.	Thank you for the feedback.	Arhonda Naramore
44	Would the improvements on West State Street help alleviate traffic on Auburn, which may help with the improvements that could happen on Auburn?	It is definitely something we are looking into. We are engaging our Regional Planning Council with help in determining how various other projects might affect this project.	Anonymous Attendee
45	Thanks, Barb	Thank You	Vickie
46	There is a lot of truck traffic and when they hit a pot hole my house shakes. Are there plans to replace the road? I know it was replaced a few years ago along my section.	Road repairs or replacement are definitely going to be part of our recommendations in the study. If you are talking about a roadway that is not Auburn Street, please let us know so we can consider your specific concerns. Thanks.	Joan
47	I own my home on Auburn so road replacement is welcome :)	Thank you and we agree!	Joan
48	There is a food desert on the west side. Grocery stores have left. I don't know if that is something that can be addressed. When they closed the Schnucks on Rockton many elderly could no longer walk to get their food.	live answered - This is something we will look into. We can't make a grocery store build here but we can make the area more attractive to retail investment	Joan
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49	There are fantastic businesses on the west side, but it's sadly underserved. Dodge my hemi's sentiment is correct--we go east for dinner, well lit bike paths, specialty shops, organic food, coffee shops, you name it--we have to go downtown or east. So true--it's the prettiest side of town.	Thank you for the comment, we hope that this investment in the corridor will create private investment that will bring those type of amenities to this area nd the west side in general.	Mary McNamara Bernsten
50	My microphone is not working. But I can type in here.	Thank you	Joan
51	What is the website?	https://projectmeetingonline.com/auburn_street_corridor/	Joan
52	its long overdue, the west side has been in need for a long time.	Thank you for your comment, we appreciate your input.	cc
53	Tim up posted you were going to address food desert?	live answered - This is something we will look into. We can't make a grocery store build here but we can make the area more attractive to retail investment	Joan
53	Tim up posted you were going to address food desert?	Thank you this being answered live. - This is something we will look into. We can't make a grocery store build here but we can make the area more attractive to retail investment	Joan
54	This is probably outside of your scope but crime is really high and we hear gun shots all the time. Do you have any clue as to how that will be addressed in the city?	Nothing is out of scope. We work with all City departments on how to improve the area. If there are infrastructure improvements we can make and coordinate with the Police Department that may deter crime, we will make those recommendations. Thank you for the comment.	Joan
55	How many people use Cottonwood? Is is necessary. I rarely see a plane parked there.	I don't believe we have numbers on daily flights, but last time we met with them they mentioned their hangers were full of private planes. It is a Federal Aviation Administration regulated airport, so if the questionn of its necessity goes to possibly closing the airport the City is not in a position to push one way or anothert as the airport is currently not in the City	Joan

VIRTUAL PRESENTATION			
	Question	Answer	Asker Name
56	<p>I'd like to suggest multiple cash and bottle for cash receptacles as incentive to keep our area clean. This should not be effected by crazy low aluminum prices.</p> <p>When I was a kid, if we saw a can or a bottle we picked it up, now there is no incentive and our recycling program should amp up our actual recycling of post consumer products and produce something made here in the USA</p>	Thank you for the suggestion!	Arhonda Naramore
57	*cash for cans and bottles	Thank you	Arhonda Naramore
58	Thank you everyone for your participation and to the city for hosting a zoom call - looking forward to the future. Have a good evening.	Thank you for your comments, we appreciate your input.	Vickie
59	I have to go. I really appreciate you guys. Thank you! I am so excited to see what kind of changes are coming.	Thank you!	Joan

APPENDIX 1

Auburn High School Meeting



Auburn Street Corridor Study



The City of Rockford is studying Auburn Street, from Springfield Avenue to Main Street (IL-2).

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Tight/Limited Right-of-Way



Part of Study Area Outside Rockford City Limits



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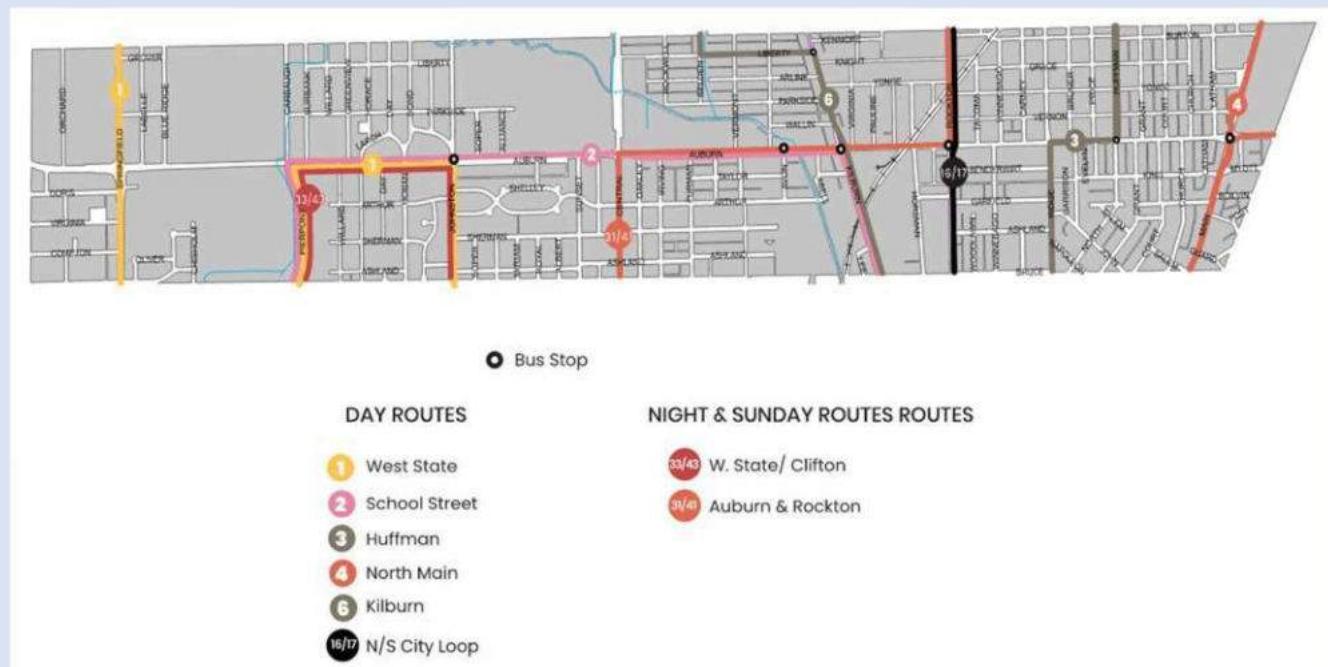


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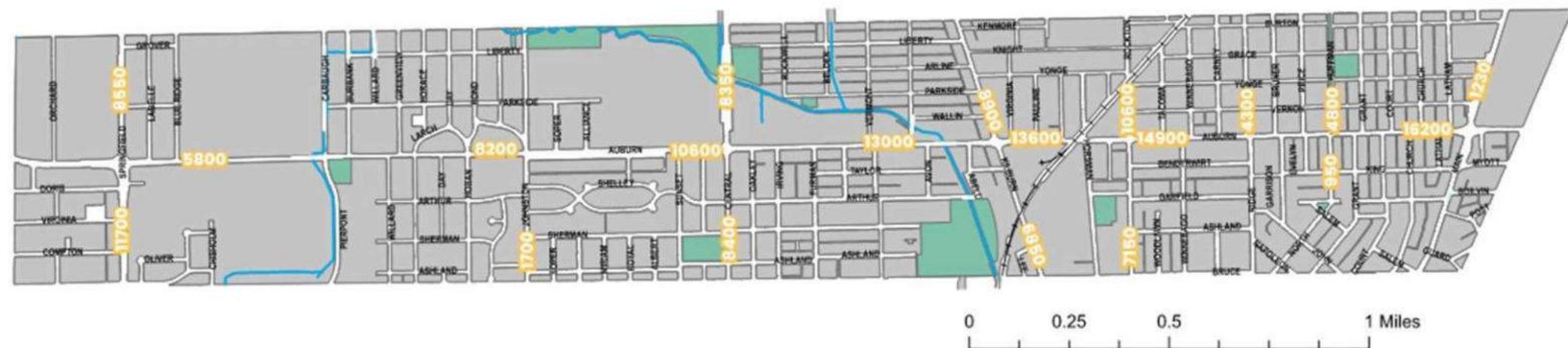
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 - Route 31/41 heavily trafficked



Infrastructure Findings – Roadway Capacity

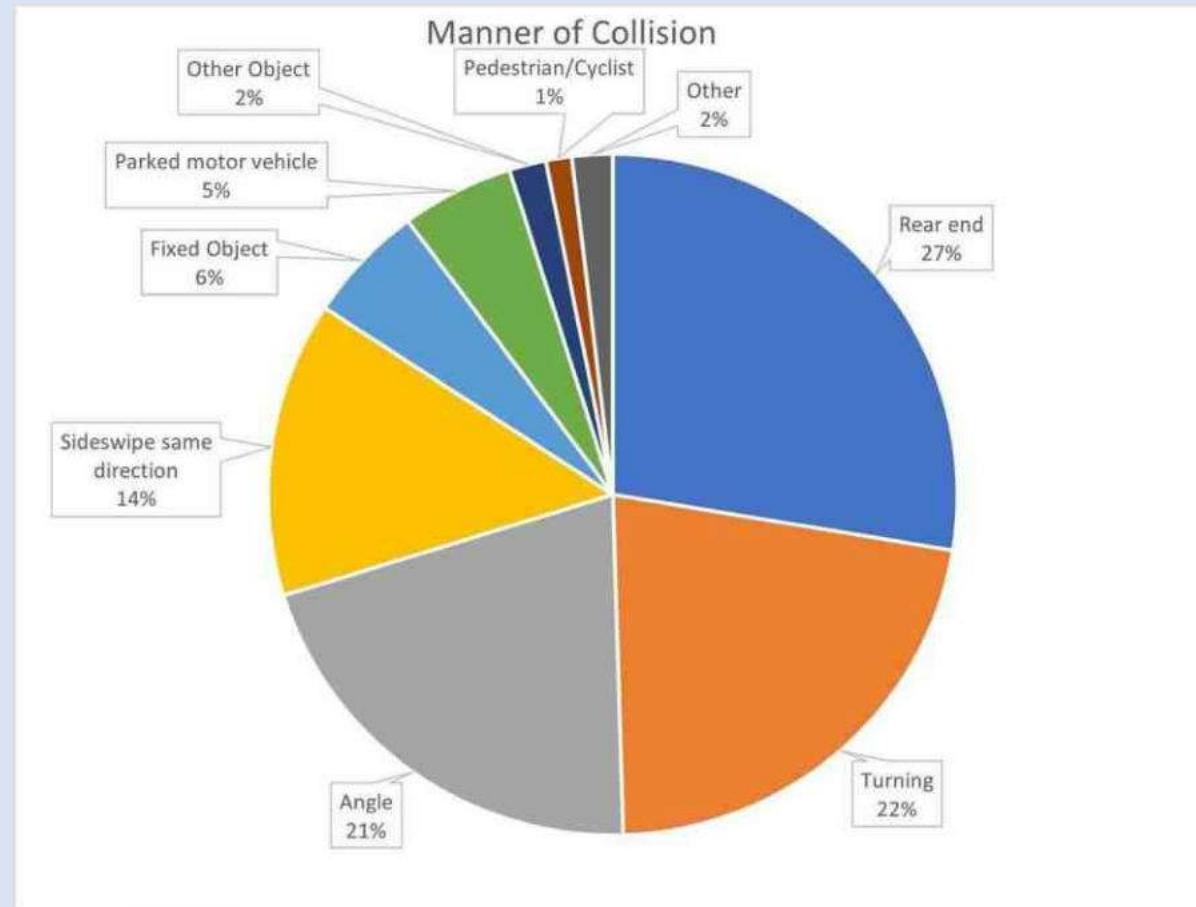
- Average daily traffic (ADT) increases from west to east along corridor
- From Huffman Blvd to Main St, the highest ADT is seen with 16,200 vehicles per day

Auburn Street Segment	Existing Average Daily Traffic (vpd)
Springfield Ave to Pierpont Ave	5,800
Pierpont Ave to Day Ave	8,050
Day Ave to Johnston Ave	8,200
Johnston Ave to Sunset Ave	9,650
Sunset Ave to Central Ave	10,600
Central Ave to Furman St	12,200
Furman St to Kilburn Ave	13,000
Kilburn Ave to Ridge Ave	14,900
Ridge Ave to Huffman Blvd	14,200
Huffman Blvd to Main St	16,200



Infrastructure Findings – Roadway Safety

- Crash data from 2015 – 2019
- 1,155 total crashes
- Approx. 231 crashes per year
(5x the predicted rate)
- Majority of crashes occur in dry daytime conditions
- 29% were Fatal/Injury crashes
- 41% of crashes occur from Central Avenue to Rockton Avenue
 - 75% of crashes due to rear end, turning, or angle crashes



Infrastructure Findings – Utility Mapping



**21-576 Utility
Reference Map**

Exhibit Information

Auburn Street
Page 1 of 21
Project No.: 21-576
Date: July 2, 2021

Map Key

Flood Zones

- A
- AE
- Storm Inlet
- Storm Manholes
- swOutfalls
- Rockford Pipe

Rockford Accidents

- Wetlands
- Waterway
- Hydrant
- System Valve
- Water Service
- Rockford Pipe

Lead Water Service

- Water Main
- Forced Main
- Mains
- Municipality
- Drainage Channel

wZoneValves

SanitaryMH

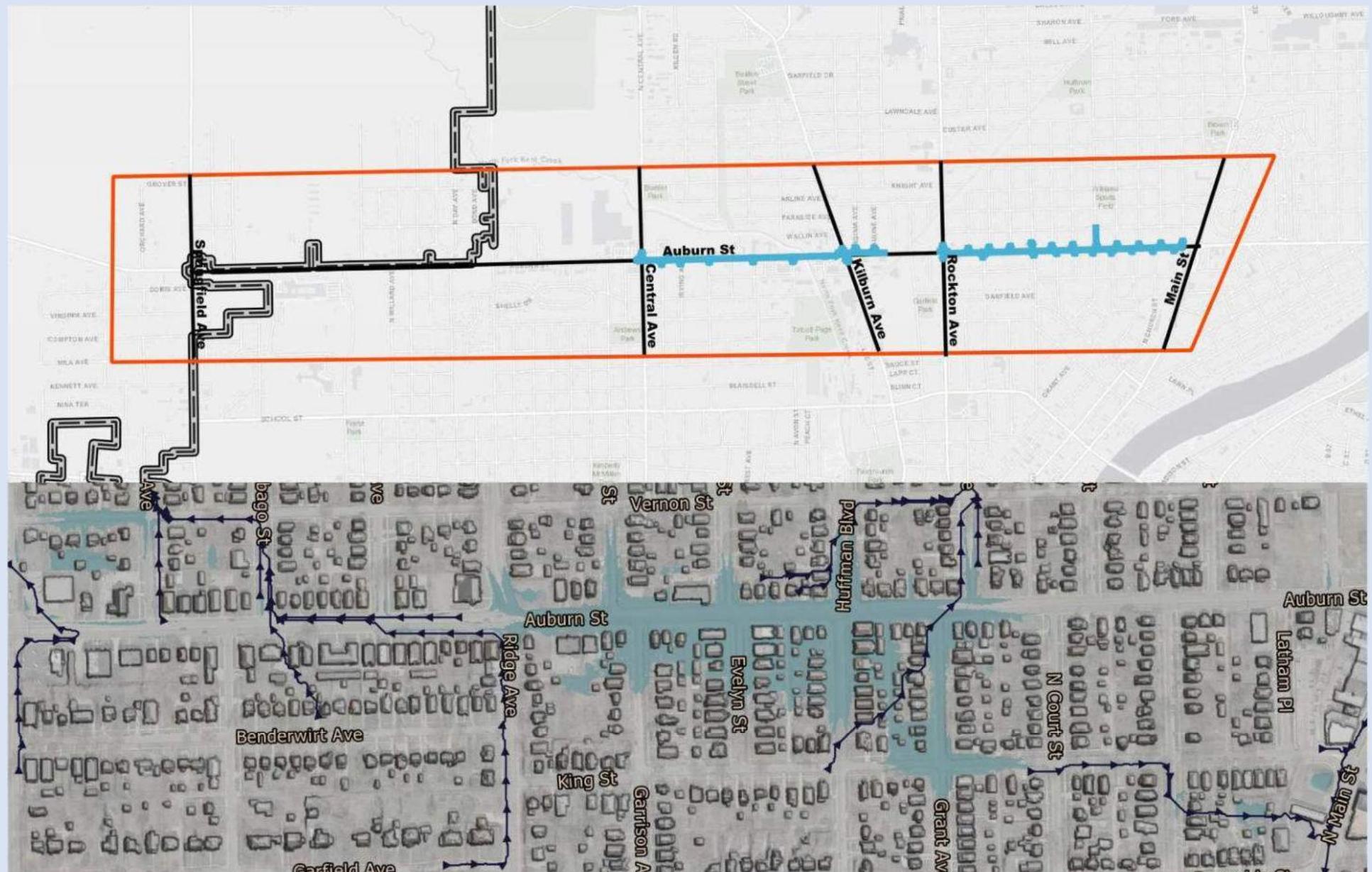
Private Utilities

- Fiber
- Gas

COR20210105 Contours

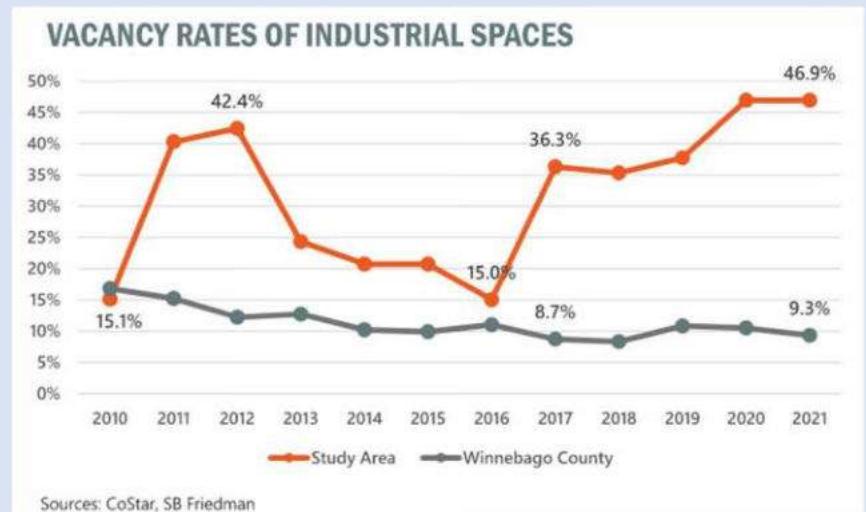
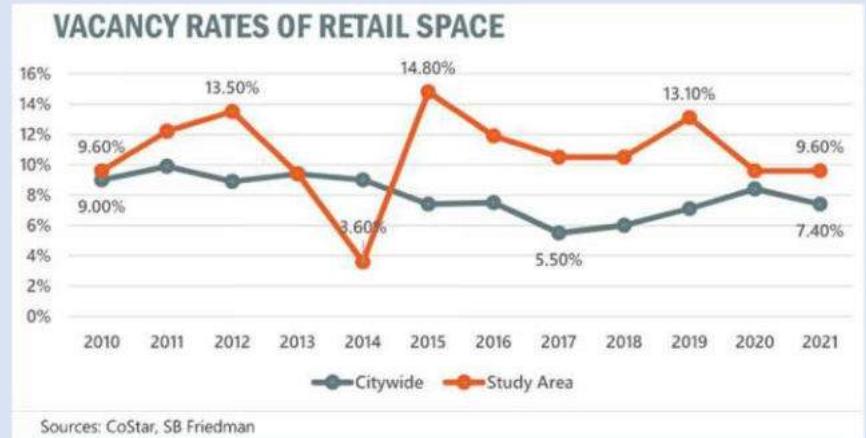
Bus Stop

Infrastructure Findings – Underground



Market Research Findings

- 8,850 residents in study area
- Population expected to decline
- Median household income more than \$10,000 less than other households throughout City
- Limited potential for new retail development based on local and national trends
- Potential industrial users may repurpose existing vacant industrial buildings
- Public realm improvements to enhance safety and walkability could support retail accessibility



Land Use and Zoning

HOUSING DATA (2021 Estimates)

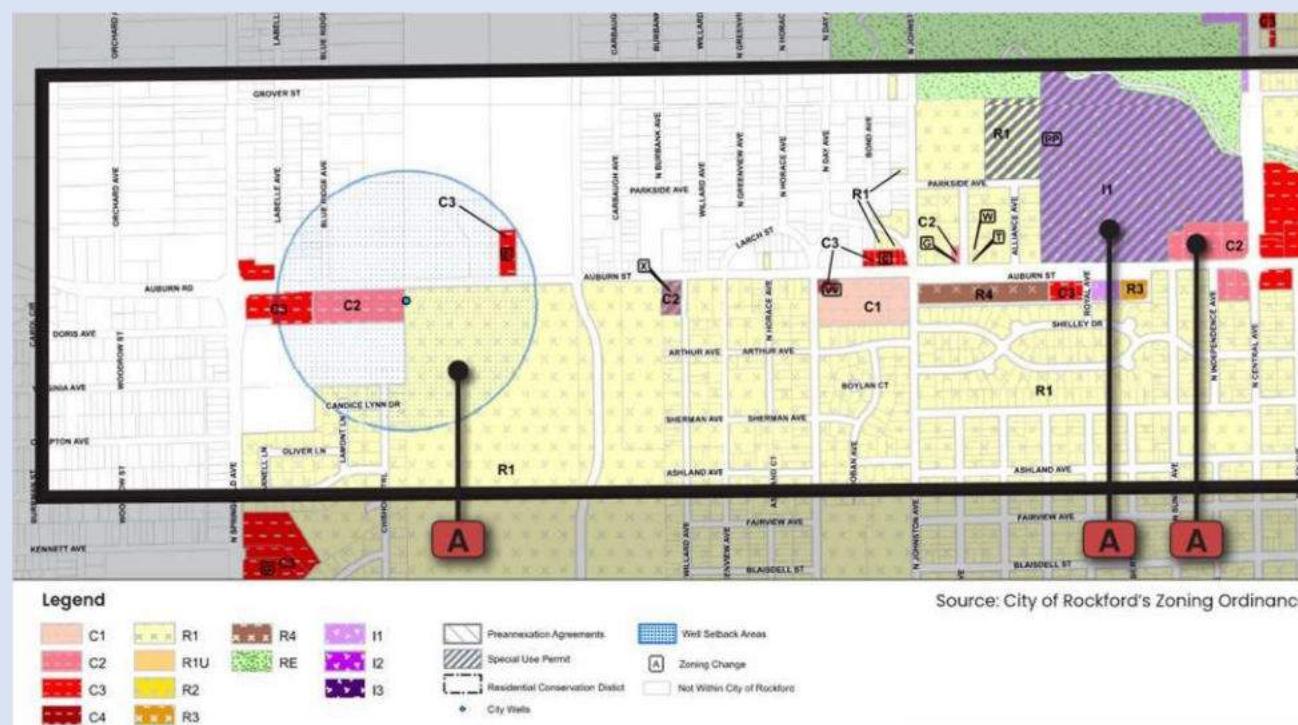
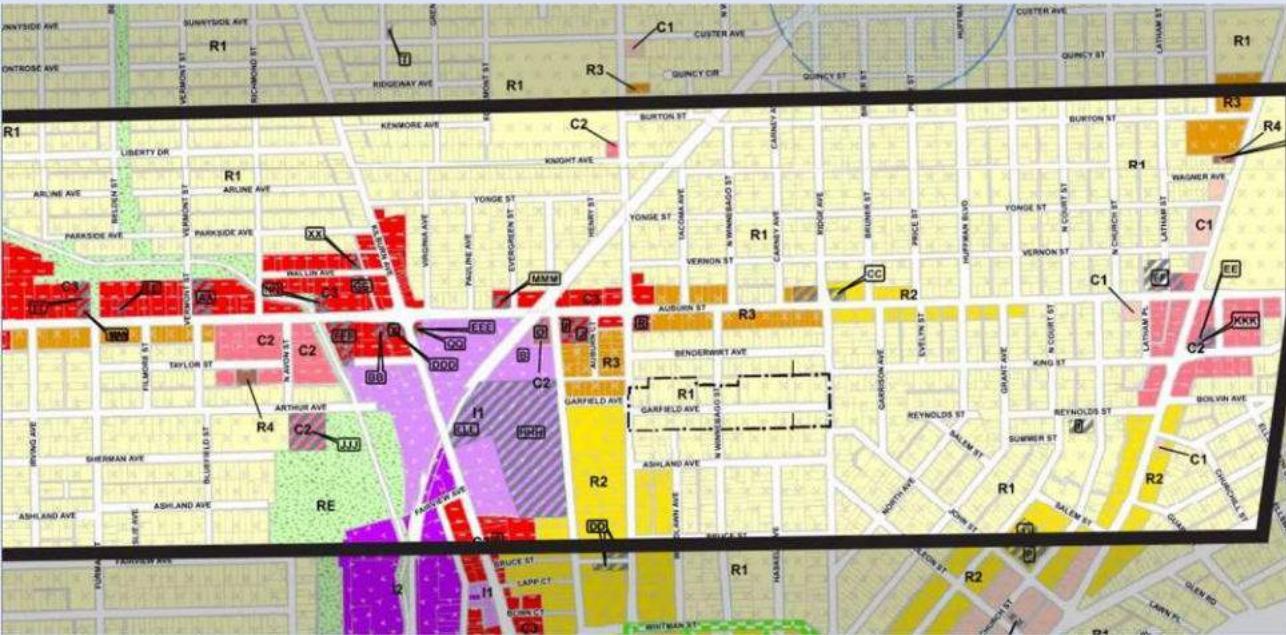
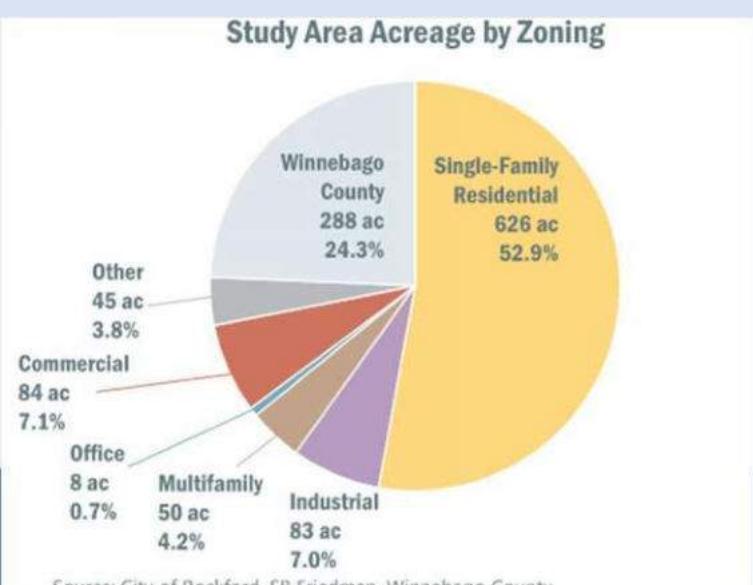
- 3,701 Total housing units
- 47% Owner-occupied
- 42% Renter-occupied
- 11% Vacant

KEY COMMERCIAL ZONING AREAS

- Main Street intersection
- From Rockton Avenue to Central Avenue
- Johnston Avenue intersection

KEY INDUSTRIAL ZONING AREAS

- Central Avenue intersection
- Kilburn Avenue intersection



https://projectmeetingonline.com/auburn_street_corridor/

Potential Solutions

Pavement Improvements



Improved Crosswalk Visibility



Sidewalk Enhancements



Updated ADA Facilities



Landscaping/Greener



Trail Access & Maintenance



Corridor Segments



What We've Heard So Far ...

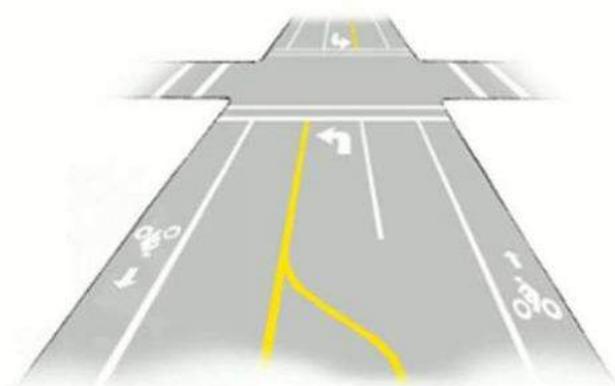
- Add Left Turn Lanes on Auburn Street
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- Provide Safer Pedestrian Crossings near Kent Creek and Auburn High School



Before



After



How can you help inform the Auburn Street Corridor Study ?

- What is missing from the Auburn Street Corridor?
- Where are the opportunities to improve?
- What are the barriers to development?
- Businesses that are difficult to access?
- What are the major assets within the corridor?
- Is there an area of greatest pedestrian use?
- Is there enough lighting along Auburn Street?
- Are there areas of crime along the corridor?
- Are there locations where pedestrians and vehicles frequently interact?
- Are there intersections where you feel unsafe (speed, can't see well, etc.)?
- What would you like to see in the public space?
- Do you have any suggestions for attracting new businesses/uses to the corridor?





Timeline of Engagement



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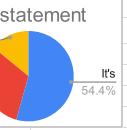
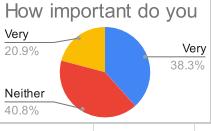
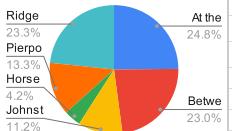
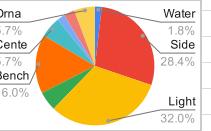
Think of anything else?

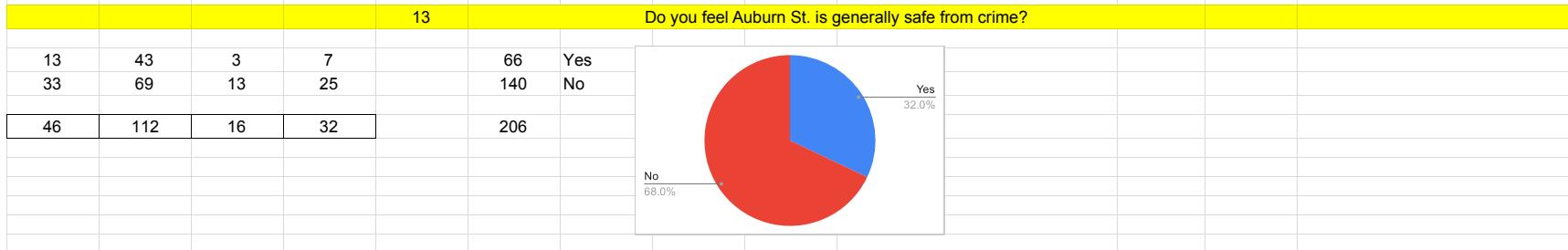
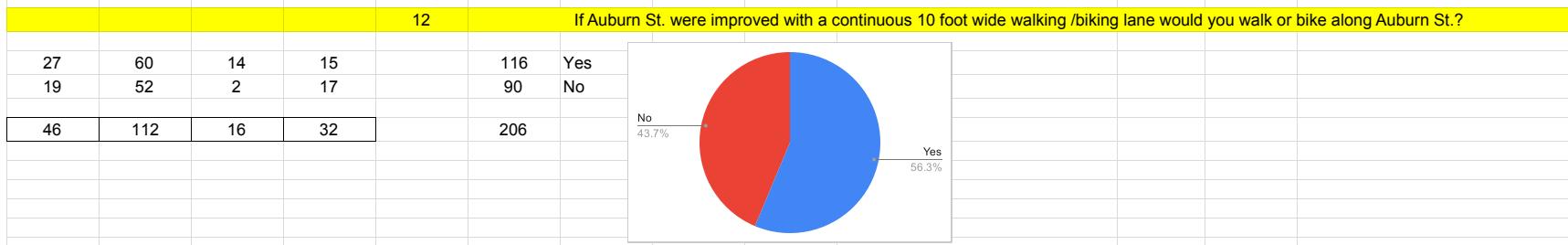
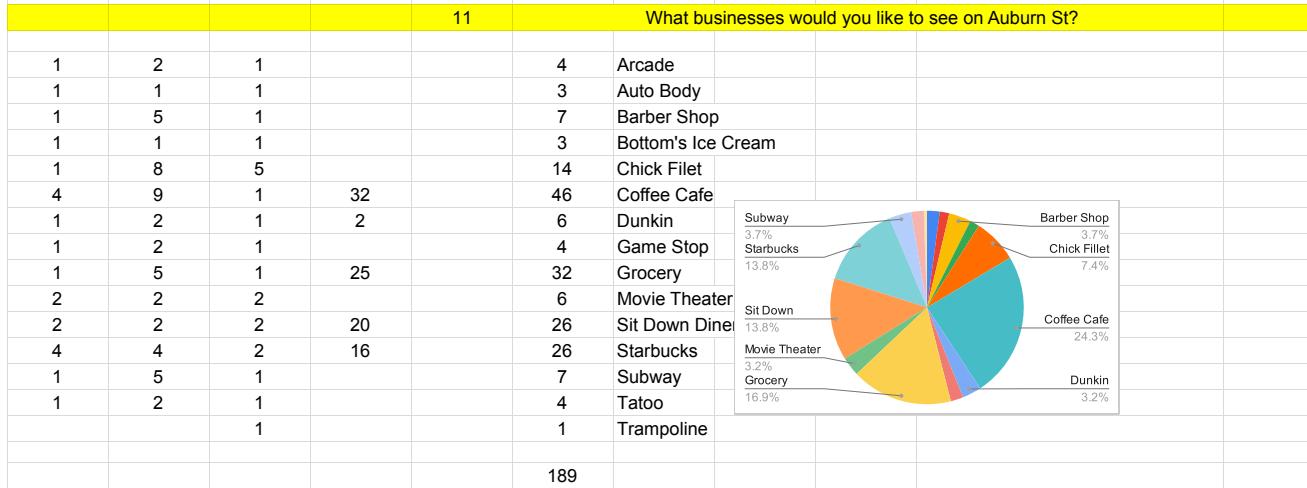
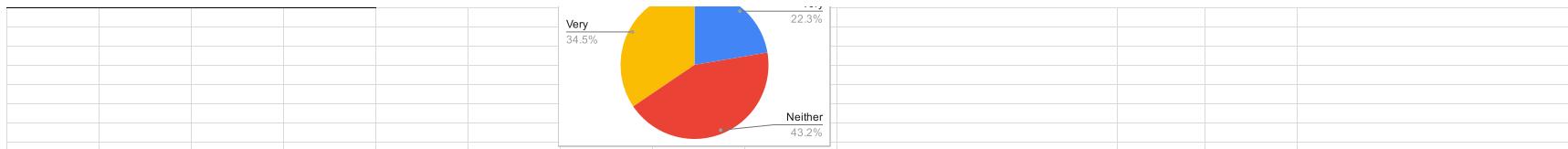


Contact Info:

Timothy Hinkens, PE
City of Rockford Engineering Division
Address: 425 E. State Street; Rockford, IL 61104
Phone: (779) 348-7176
Email: timothy.hinkens@rockfordil.gov

Andrew Schlichting, PE
Crawford, Murphy, & Tilly
Address: 550 North Commons Drive, Suite 116; Aurora, IL 60504
Phone: (630) 907-7034
Email: aschlichting@cmtengr.com

Auburn Student Corridor Study Results									
2nd Period	3rd Period	8th period	Teacher survey						
46 Surveys	112 Surveys	16 Surveys	32	1	Name				
				2	Email				
				3	Which statement best defines how Auburn St. relates to your neighborhood.				
19	68	7	18		112	It's just the way to get to my neighborhood.			
20	24	6	15		65	It is a major street that leads to my neighborhood and thus helps defines the image and identity of my neighborhood.			
6	20	3			29	Local businesses on Auburn St. directly serve my neighborhood.			
1	0	0			0	N/A			
46	112	16	33		206	Which statement			
				4	How important do you consider Auburn St. to be in your neighborhood?				
6	42	6	25		79	Very Important.			
26	45	6	7		84	Neither important or unimportant.			
14	25	4			43	Very Unimportant			
46	112	16	32		206	How important do you			
				5	Where are North/ South pedestrian crossings needed on Auburn St.? Select three				
14	53	8	7		82	At the creek			
26	36	14			76	Between Auburn and the rail road			
18	16	3			37	Johnston Rd			
2	5	7			14	Horseman			
9	7	2	26		44	Pierpont			
20	51	6			77	Ridge			
					330				
				6	What amenities would you like to see outside the vehicular lane? Select all that apply.				
0	0	8			8	Water fountains			
32	54	13	25		124	Side walk or trails			
35	61	12	32		140	Light poles			
3	3	10	7		23	Bus stop covers			
30	30	10			70	Benches and trash resep			
1	1	8	15		25	Center dividers			
0	0	9			9	Bike Racks			



APPENDIX 1

West Gateway Coalition Meeting #2



Auburn Street Corridor Study

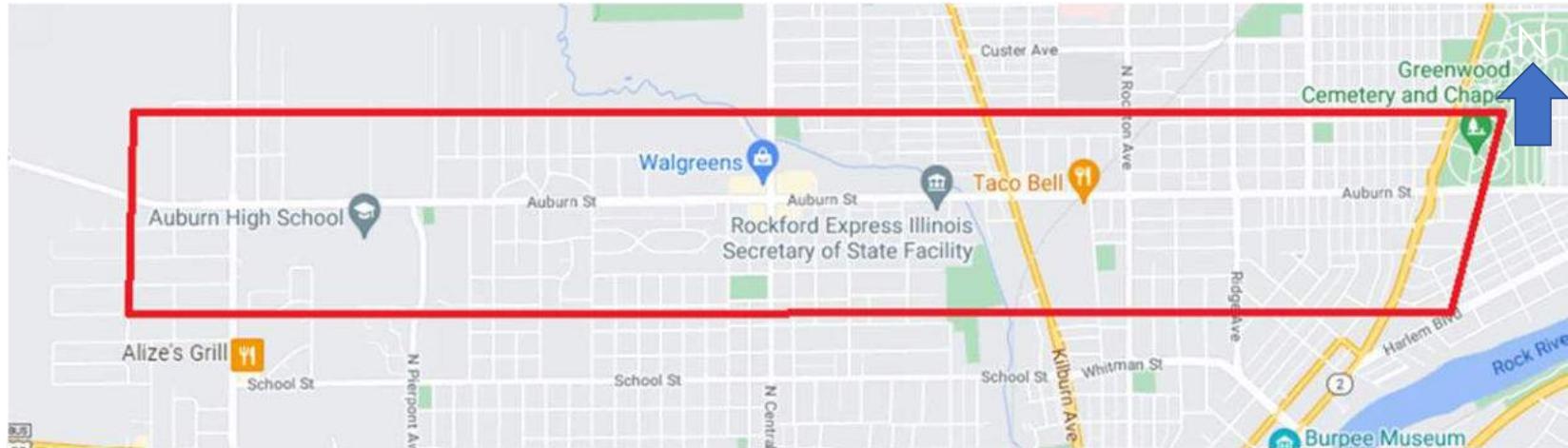
In partnership with:



camiros



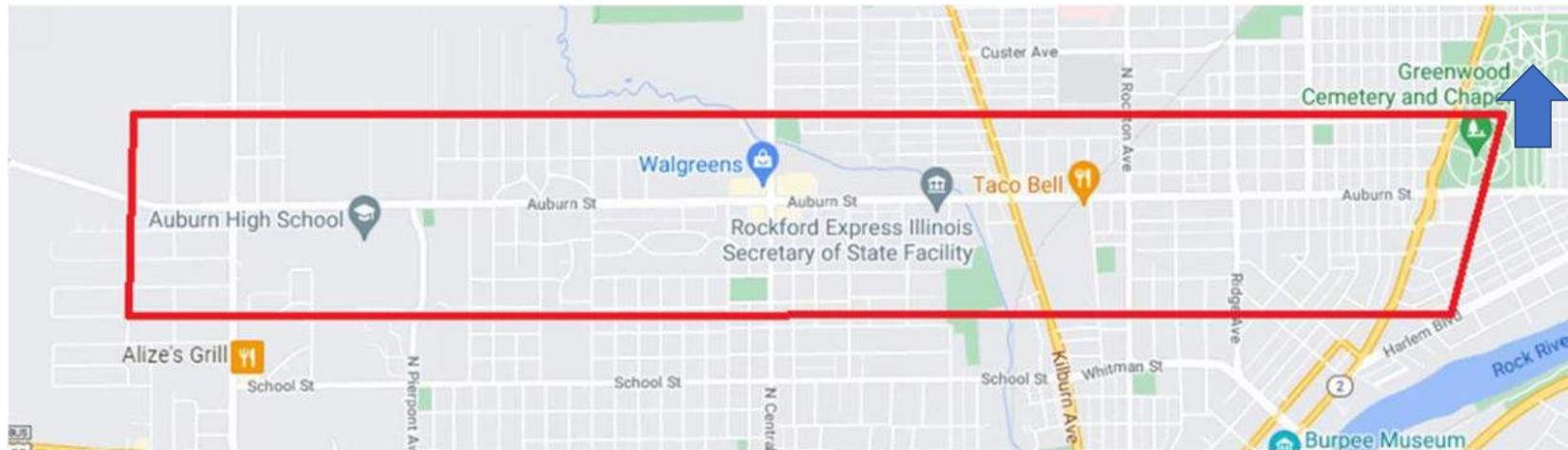
FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL



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- Beautify the Corridor
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- Update aging infrastructure
- Estimate the cost of future improvements
- Attract new uses for vacant and underutilized properties
- Add attractions and quality-of-life amenities

Corridor Segments



What We've Heard So Far ...

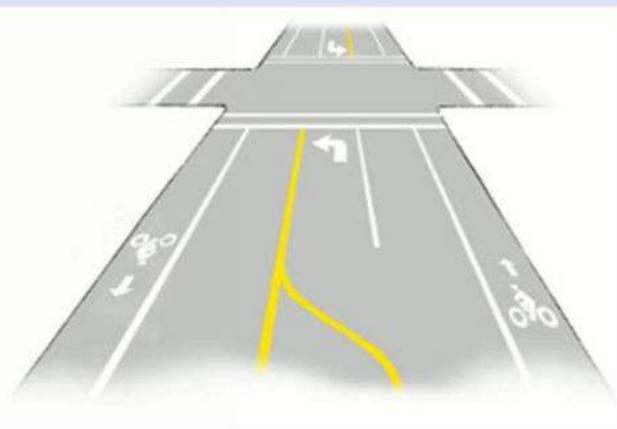
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Across Auburn Street



Before



After



What We Heard Last Time we Talked...

- Attract uses and activities for families
- Some localized flooding occurs
- Improve the appearance of Auburn Street
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- Improve Sight Distance at Alleys



VISION OF THE CORRIDOR



Improve Quality of Life
Attractive
Multiple Transportation Options

Safety
Business Friendly
Utilize Public Spaces



TRANSIT SYSTEM IDEAS

- Install Bus Benches and Bus Shelters
- Incorporate Lighting
- Showcase Local Art



PLACEMAKING IDEAS

Redevelop Vacant Industrial Properties

Community Gathering Place

Recreational Areas

Showcase Local Art

Landscaping Features



LANDSCAPE EASEMENTS

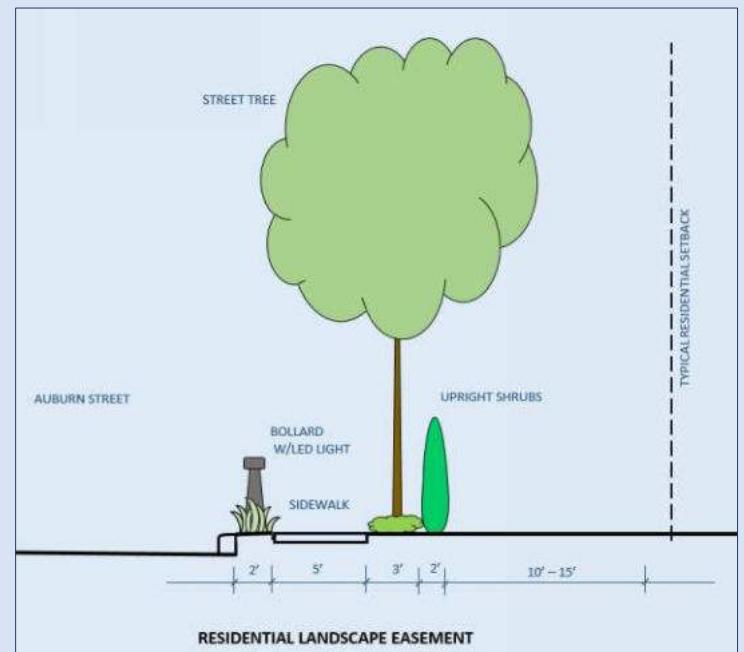
Residential Landscaping Easements
and Standards

Commercial Landscaping Easements
and Standards

Improves Walkability of The Corridor

Separation From The Roadway

Supports Placemaking



POLICY AND STANDARDS IDEAS

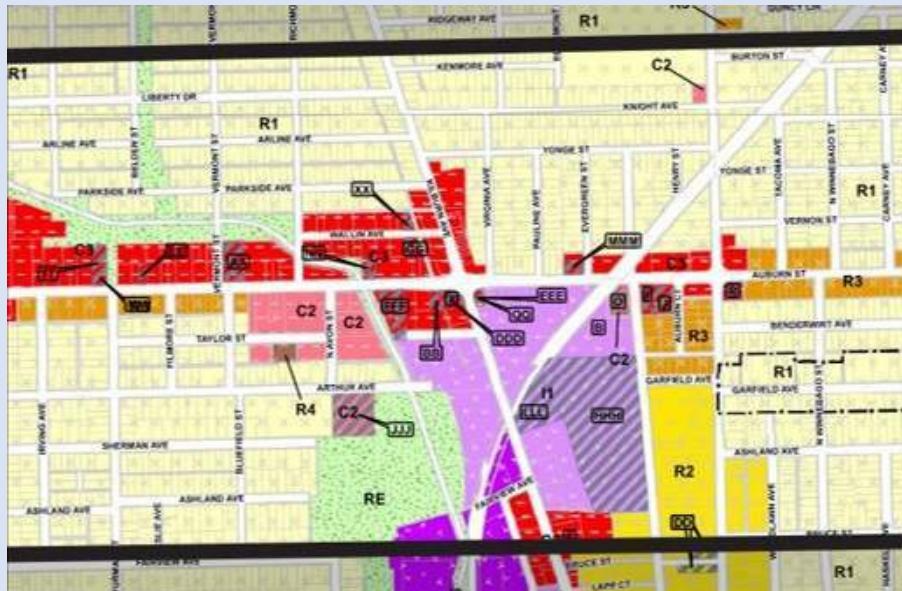
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Utilize Economic Development Initiatives

Driveway Access Standards

Land-Use Plan Changes

Zoning Changes



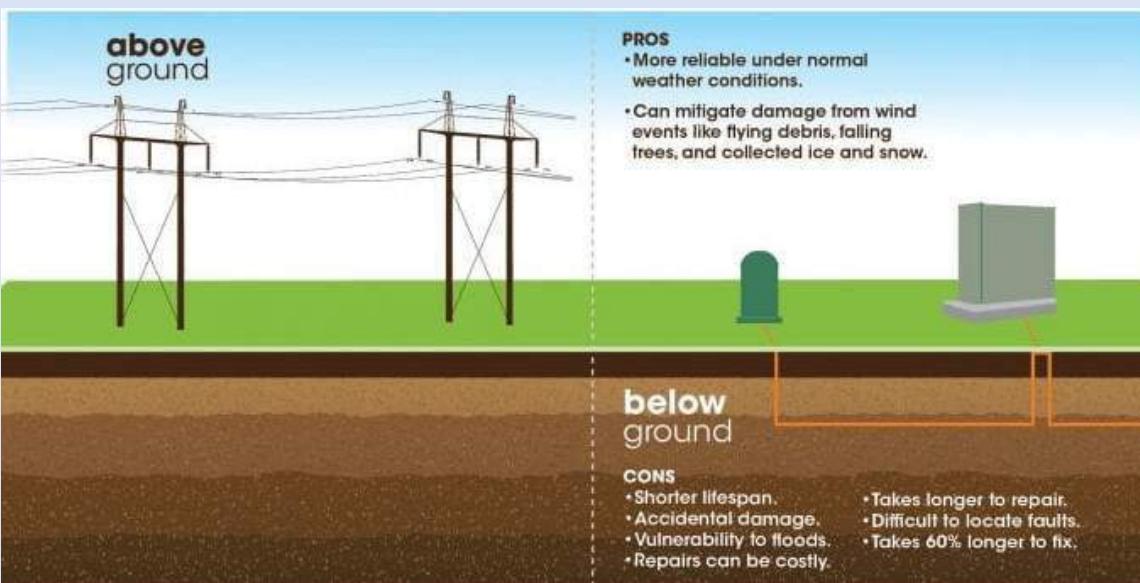
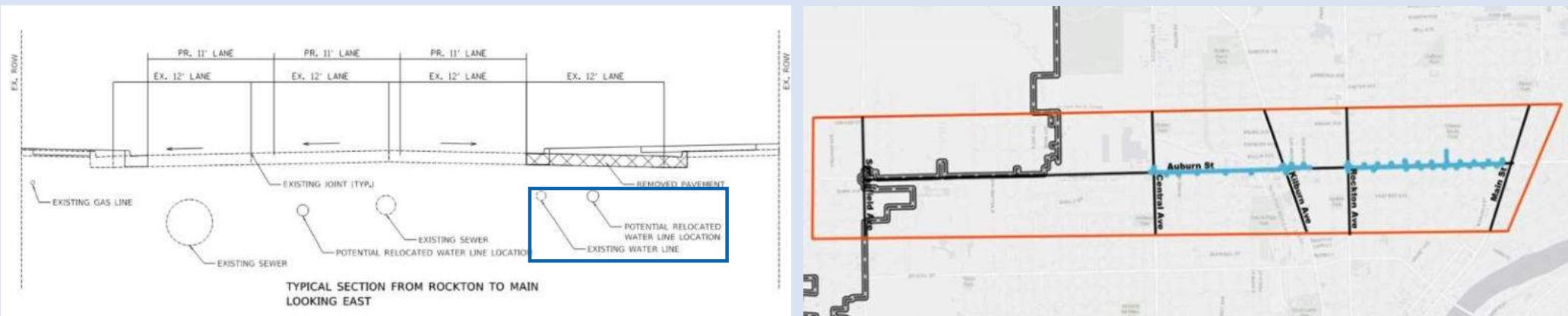
TRAFFIC SIGNAL IDEAS

- Update/Modernize Existing Overhead Signals
- Replace Pedestal-Mounted Signal Heads
- Make intersections accessible for all users



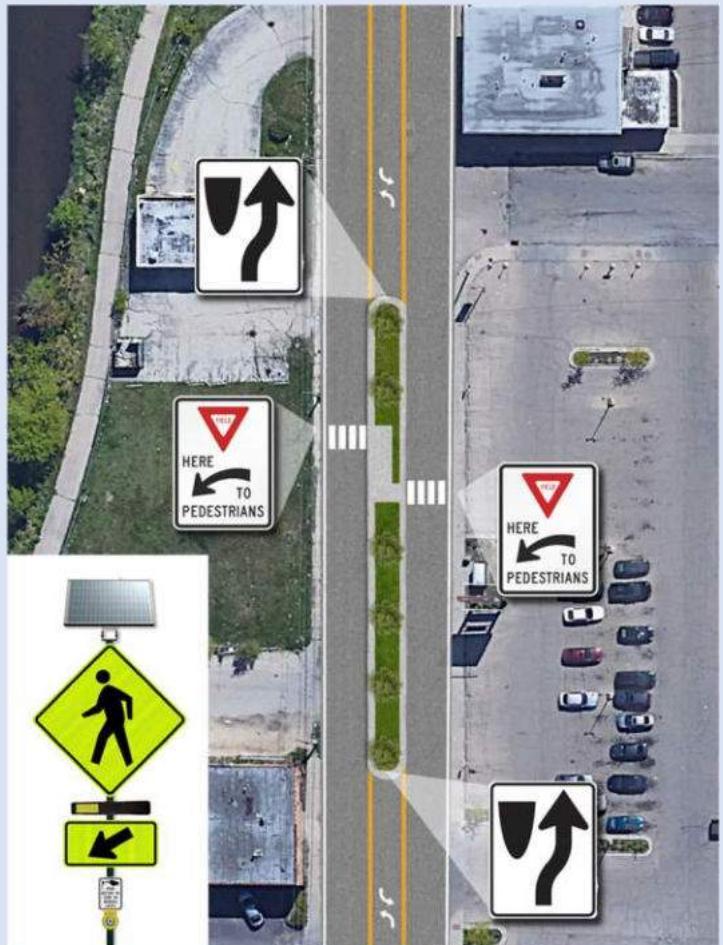
UTILITIES IDEAS

- Water Main Replacement
- Overhead Utilities Relocation



SIDEWALK/PEDESTRIAN NETWORK IDEAS

- Update/Add Unsignalized Pedestrian Crossings
- Sidewalk Infill and Obstacle Removal, ADA Upgrades
- Redevelop Frontage Road at Auburn Manor



BICYCLE NETWORK IDEAS

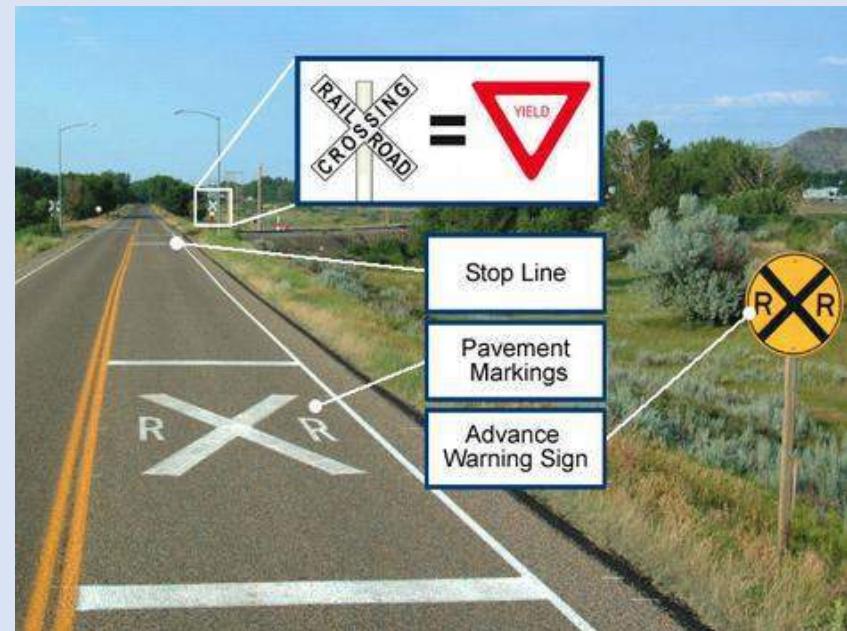
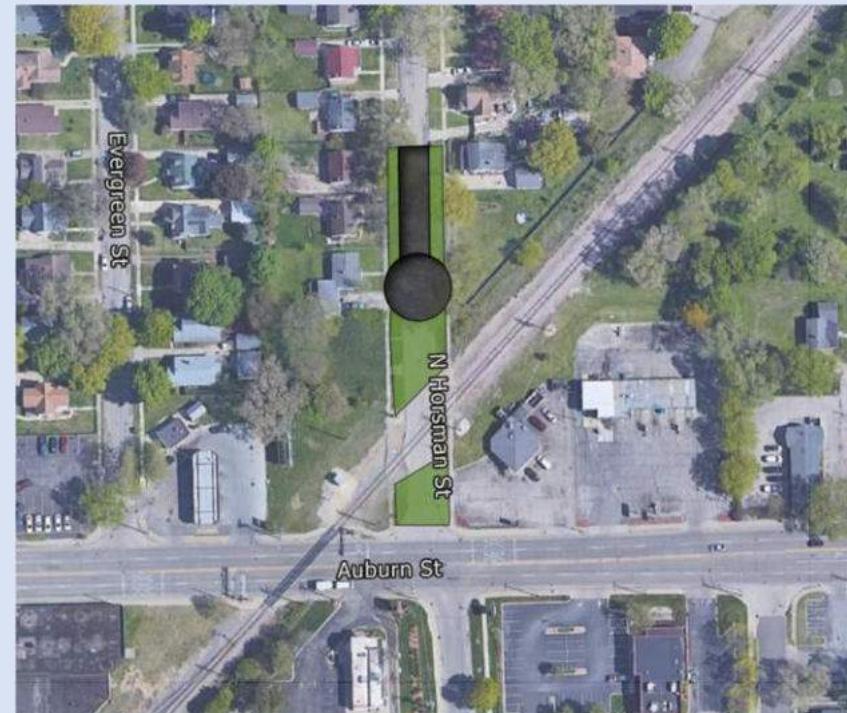
- Kent Creek Underpass Lighting
- Arthur Avenue Bicycle Route Expansion
- Bike Stop/Recreation Area near Kent Creek
- Trail Connection Between Filmore Street & Central Avenue



RAILROAD CROSSING IDEAS

Cul-de-sac at Horsman Street

Additional Signage and Pavement
Markings at Auburn Street Crossing



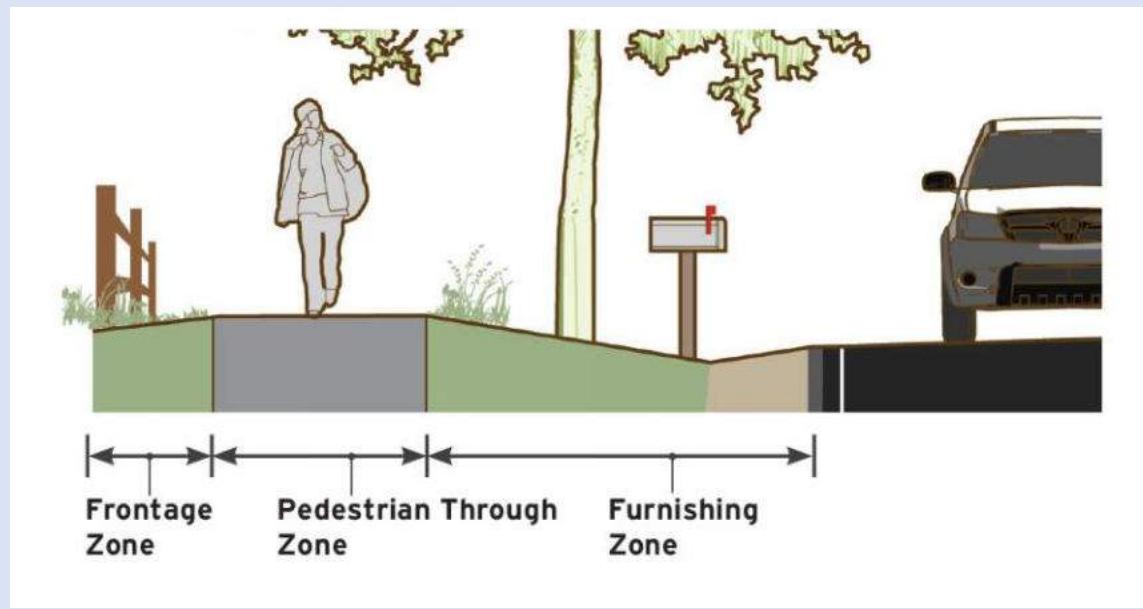
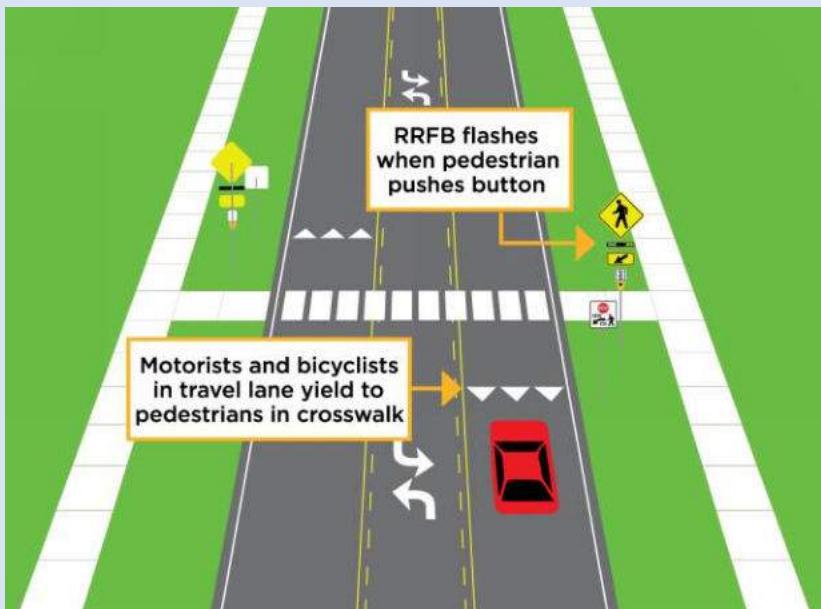
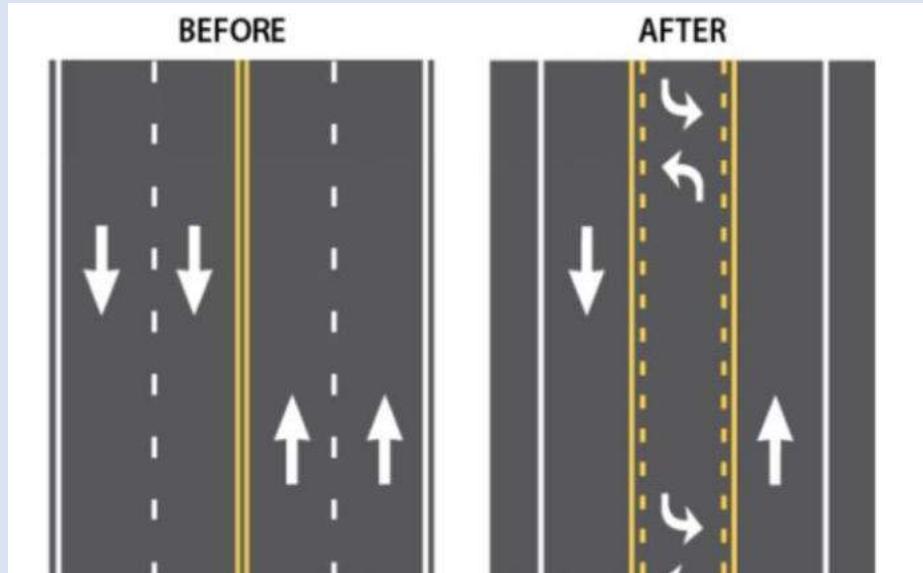
ROADWAY NETWORK IDEAS

- Repair or Replace Pavement from Springfield to Main
- Corridor Lighting Improvements
- Realign Pierpont Avenue
- Intersection Improvements
- Add Splitter Islands



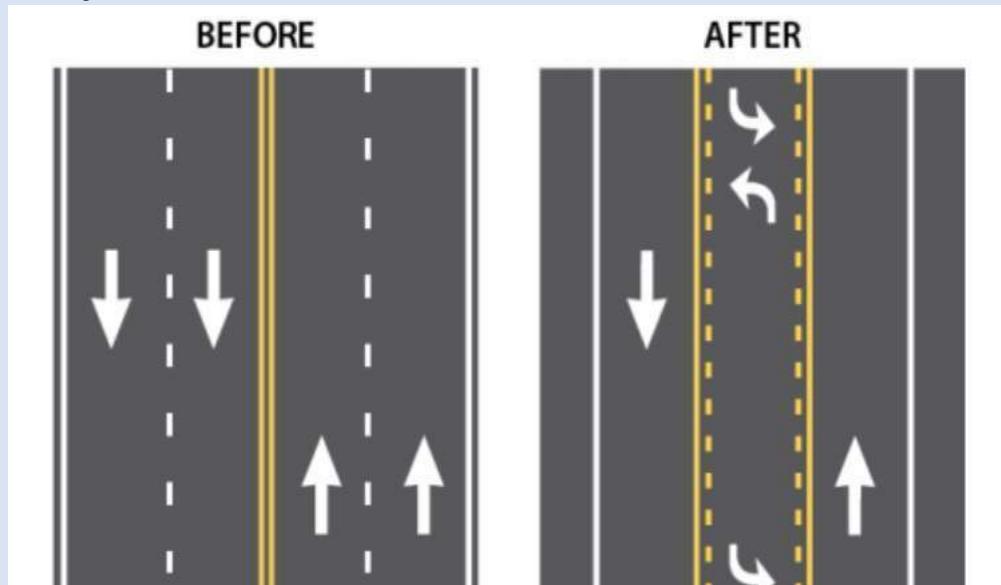
TRAFFIC CALMING IDEAS

- Rectangular-Rapid Flashing Beacons at Mid-Block Crossings
- Road Reflectors
- Sidewalk Separation
- Road Diet / Narrow Lanes



ROAD DIET IDEAS

- Springfield Avenue to west of Main Street
- Several Options Being Considered For Each Section
- Work with R1PC to develop traffic projections
- Incorporates Several Public Input Suggestions
 - Buffer between curb and sidewalk for snow storage
 - Continuous street and sidewalk/path lighting
 - Improved sight distance at alleys
 - Bicycle accommodations
 - New landscaping elements
 - Continuous left turn lane



ROAD DIET IDEA – SPRINGFIELD AVE TO WEST OF MAIN STREET

3-Lane Section

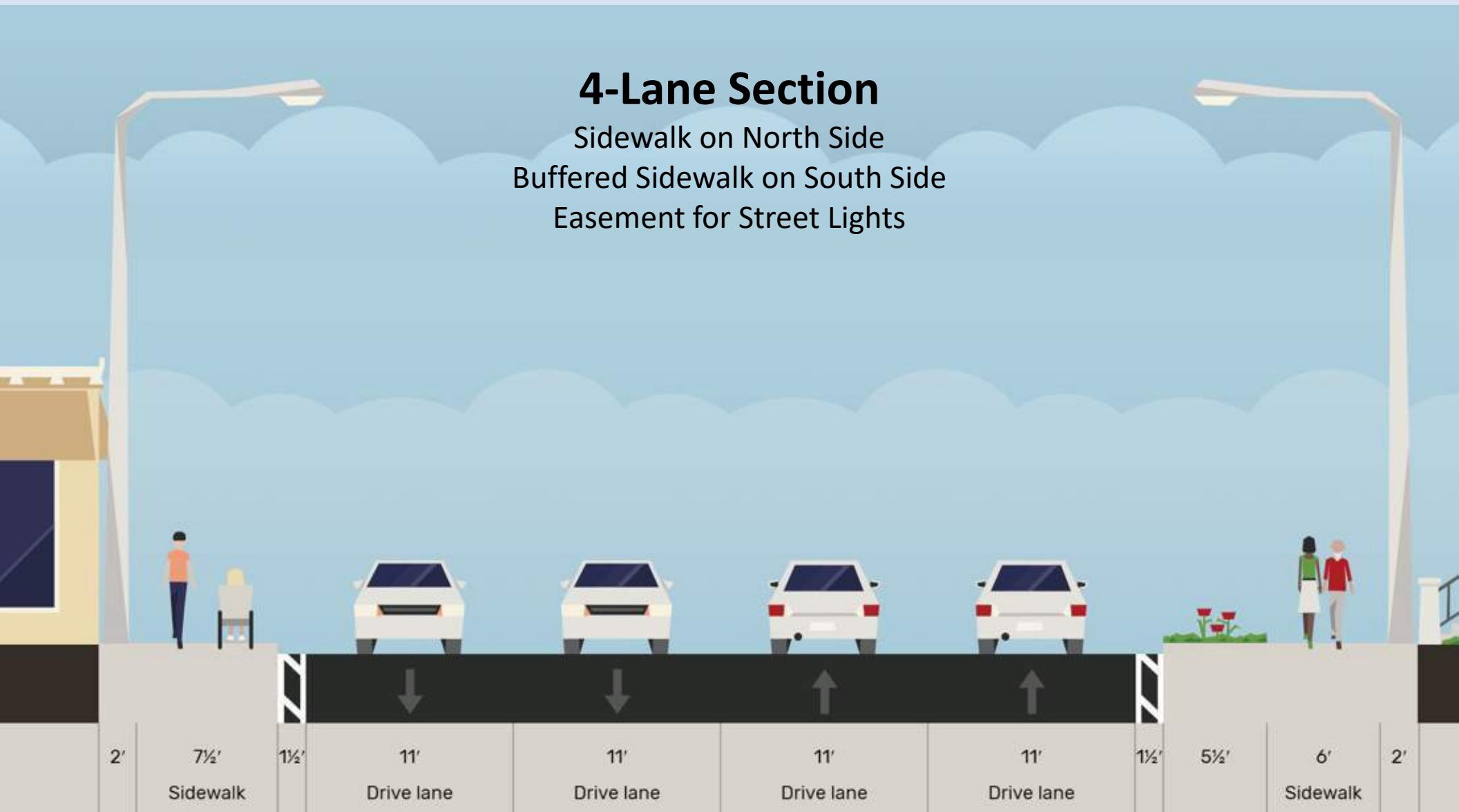
Buffered Sidewalk on North Side
Multi-Use Path on South Side
Landscaped buffer on South Side
Street Lights



ROAD DIET IDEA – APPROACHING MAIN STREET

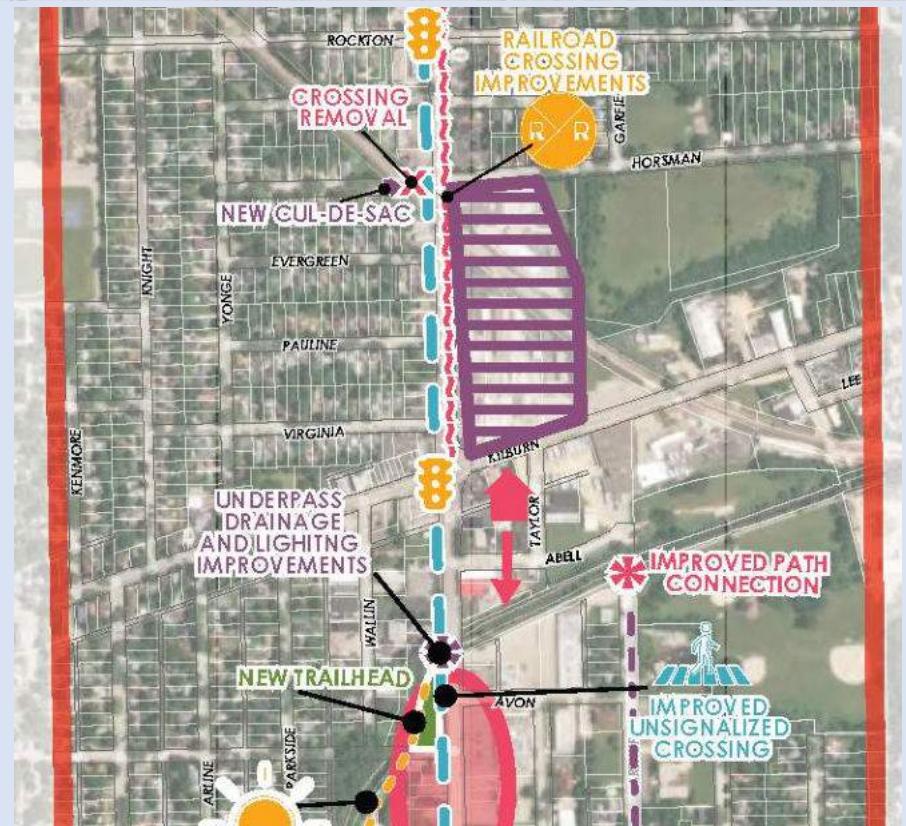
4-Lane Section

Sidewalk on North Side
Buffered Sidewalk on South Side
Easement for Street Lights



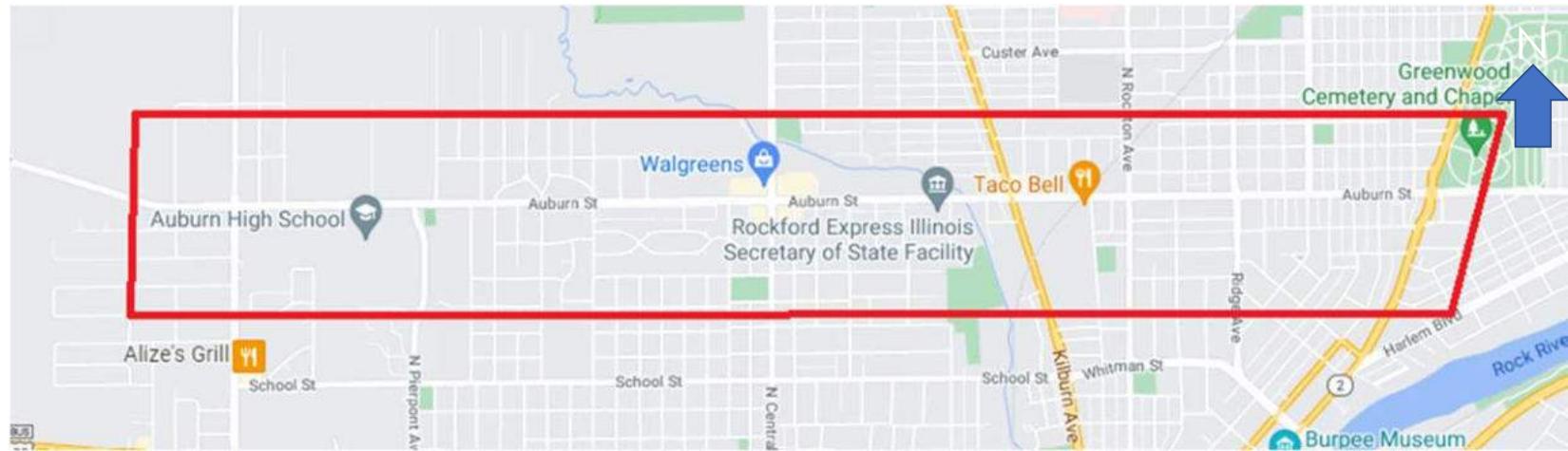
QUESTIONS AND DISCUSSION

- Likes or Dislikes, Why?
- Prioritization?
- Segments That Need More Attention?
- Where is the Best Value?
- All Transportation Modes Addressed?





Timeline of Engagement



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Public Meeting #2 – April 28, 2022

Final Deliverable – Late May 2022

Andrew Schlichting

From: Ken Mattson <Ken.Mattson@rockfordil.gov>
Sent: Wednesday, April 20, 2022 4:51 PM
To: Andrew Schlichting; Kyle Saunders; Timothy Hinkens
Subject: West Gateway Coalition Meeting

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

All

The questions / feedback from the West Gateway Coalition Meeting can be summarized as follows:

1. ATK – Asked for the data on population density.
2. Auburn is riddled with potholes and when can roadway improvements be expected. It was explained that this will be a large project involving utilities as well as roadway improvements ad this is the 1st step towards seeing improvements taking place.
3. Generally there was a lot of interest in what is being done to attract business / attractions / other destinations throughout the corridor. A nice sit down restaurant was specifically mentioned as a desire.
4. Most people who live along the corridor rent so how can the City force property owners to fix up the rental properties rather than pocket the income and leave them in substandard condition.
5. Has the displacement of people been considered. Meaning if we improve the corridor and property owners fix up the properties will rent become unaffordable to current residents. The answer is yes and it is a low risk of this happening based on previous experience and there is money available to assist with affordable housing.
6. There were questions regarding how the burying of utilities would be paid for as well as how other needed utility improvements would be funded. It was stated that all options are on the table for funding such as Rider LGC, CIP, WRIA, and possible grants. It was noted that utility relocation could also be funded solely by the utility depending on the situation. It was also noted that sometimes utilizes can be relocated to alleys in certain situations.
7. A question was raised as to the safety of mid-block pedestrian crossings.
8. There was general discussion of the Park District needing to do regular maintenance on the bike paths as they can feel unsafe when trees and brush are overgrown and creating hiding places for people with bad intentions. Also it was asked if the City is being proactive in coordination with the Park district.
9. It was asked if a path or sidewalk along Central from Auburn all the way up to Walmart could be considered.
10. ATK stated that she felt Keith Creek was generally in need of some maintenance such as bank stabilization and tree and brush trimming.
11. People liked the trail head idea but stated they felt there needs to be parking included with that idea for improved access.
12. Lighting at all intersections/ alleys was brought up as a desire.
13. Improved pedestrian and bike accommodations are needed along Pierpont from West State all the way to Auburn as many children use this route to get to school. West State Street Sidewalk gap project was noted.
14. The road diet brought up some debate but was generally accepted as a good idea. One issue was how will cars backing up into intersections due to other cars making right turns into drives that are too close to existing intersections. It was brought up that placement of driveways should be looked at throughout the corridor.
15. ATK felt that there was too much emphasis being placed on bike paths and not enough emphasis bringing new business and destinations.

Please feel free to share with anyone not on this email and I hope this accurately reflects the feedback provided at the meeting today.

Thanks

Ken Mattson
CIP Operations Manager
City of Rockford, Illinois
Public Works | Engineering Division
425 East State Street
Rockford, IL 61104
(779) 348-7486 (779) 967-7058 fax
ken.mattson@rockfordil.gov

“The opinions expressed here are my own and do not necessarily reflect those of the City of Rockford, IL.”

APPENDIX 1

Stakeholder Meeting #2



Auburn Street Corridor Study

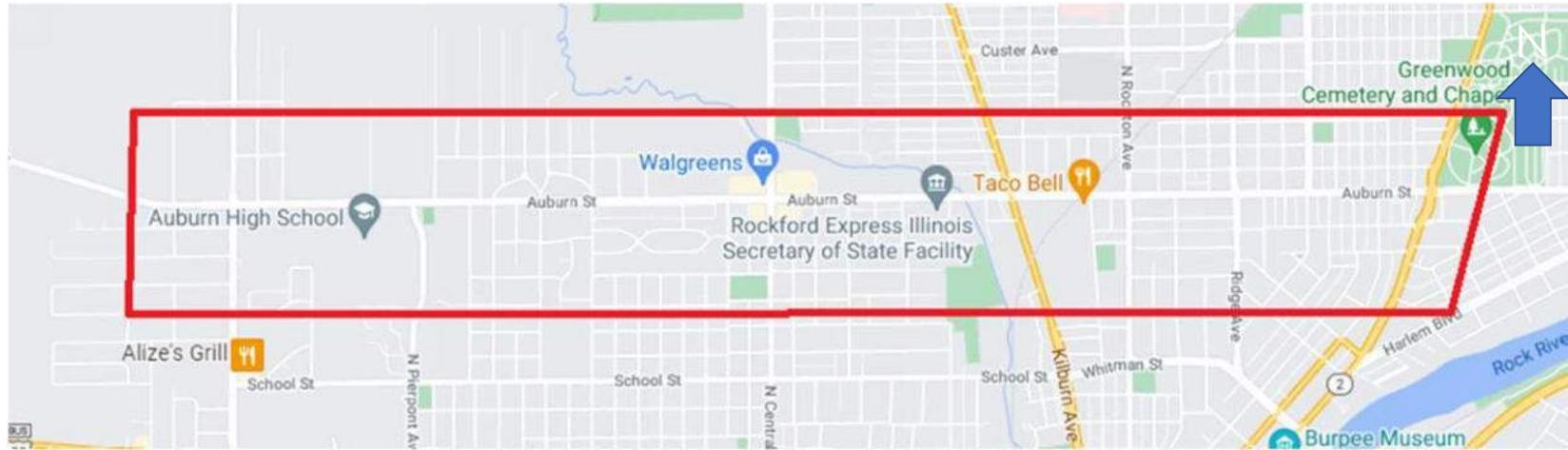
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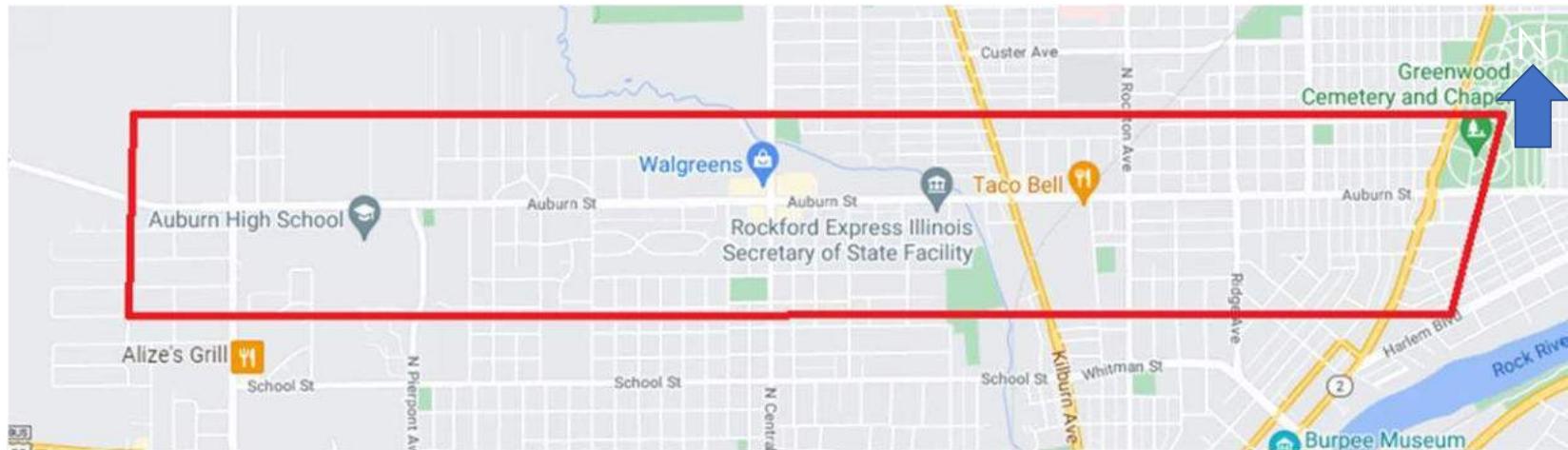
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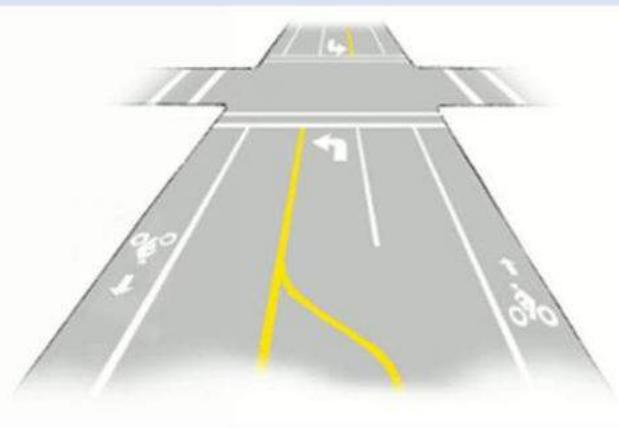
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Community Gathering Place

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Showcase Local Art

Landscaping Features



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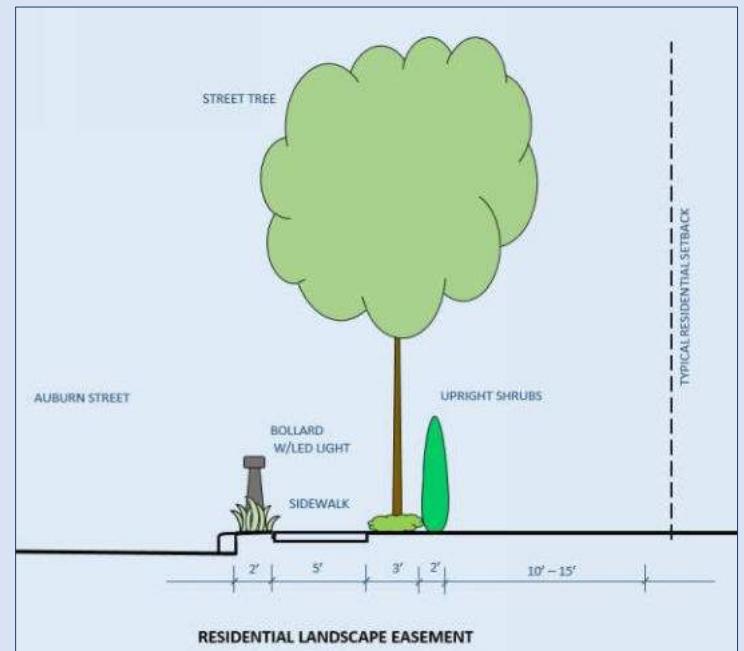
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Separation From The Roadway

Supports Placemaking



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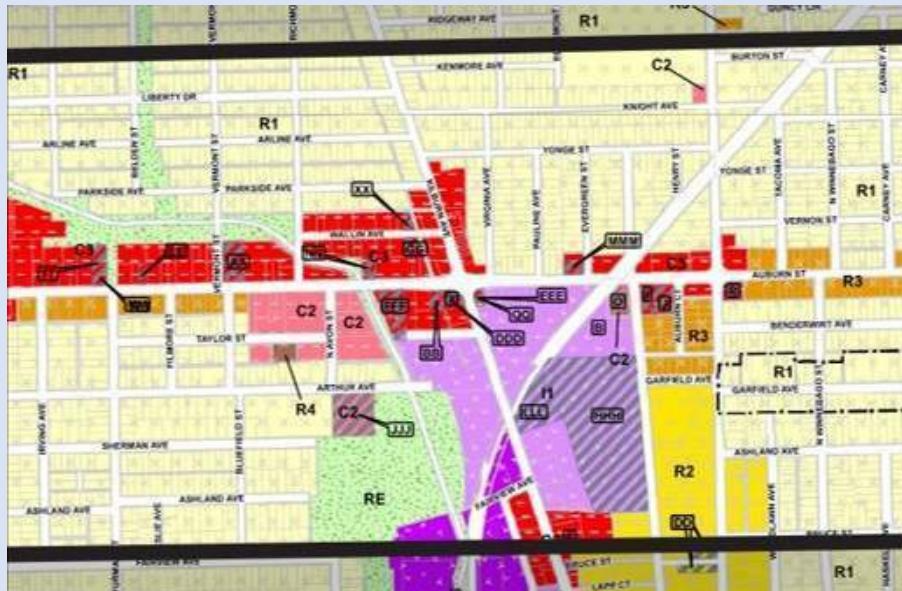
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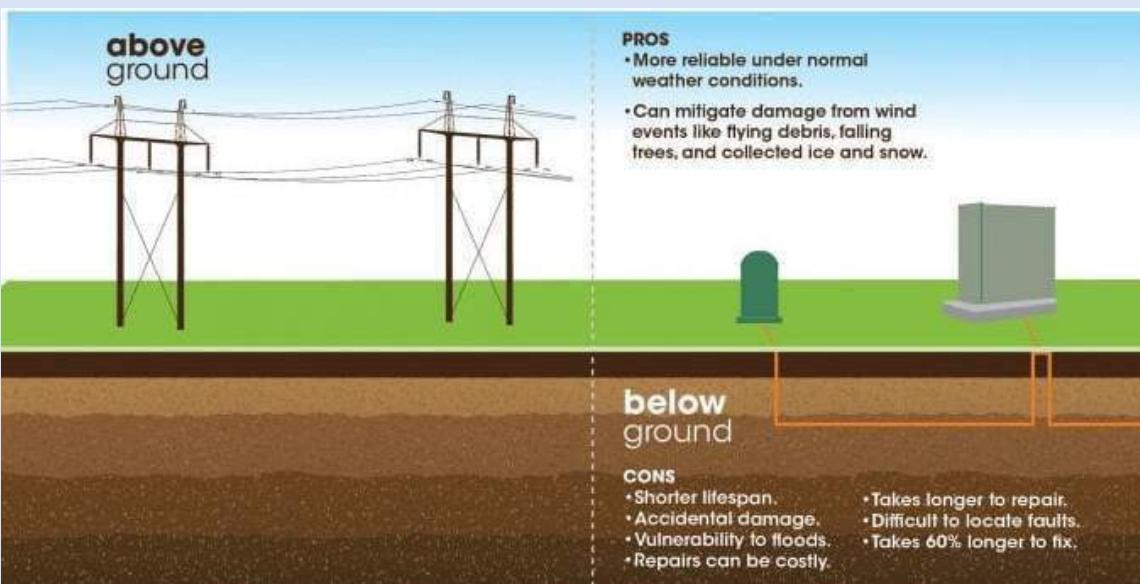
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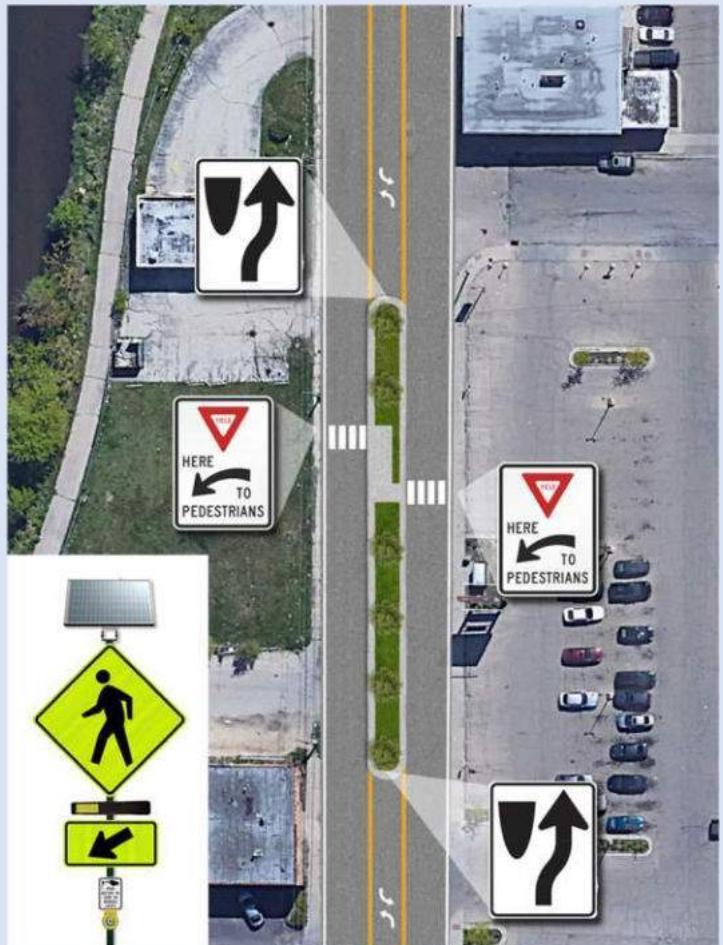
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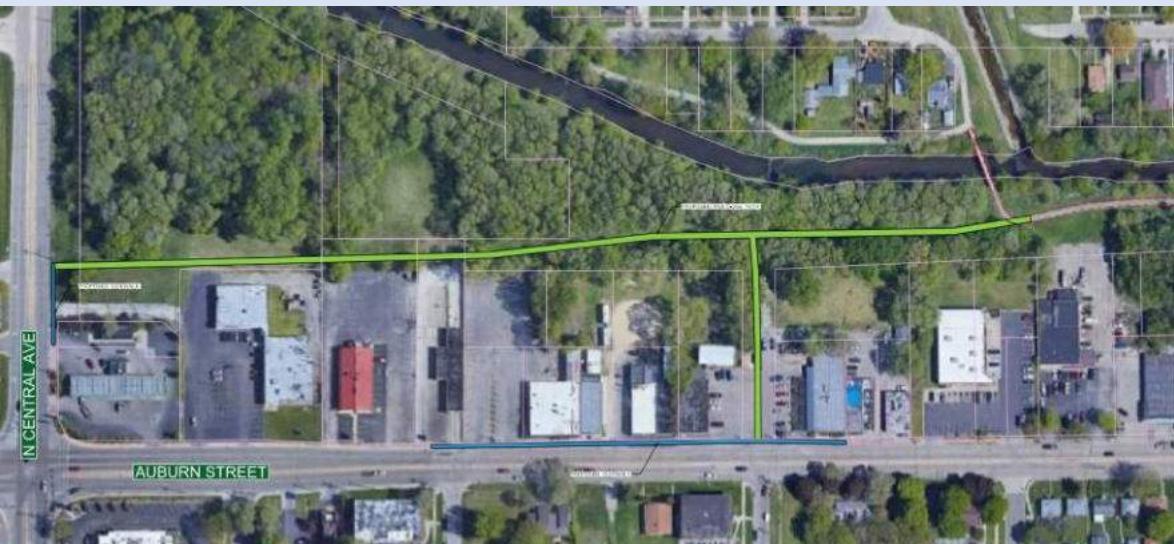
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- Redevelop Frontage Road at Auburn Manor



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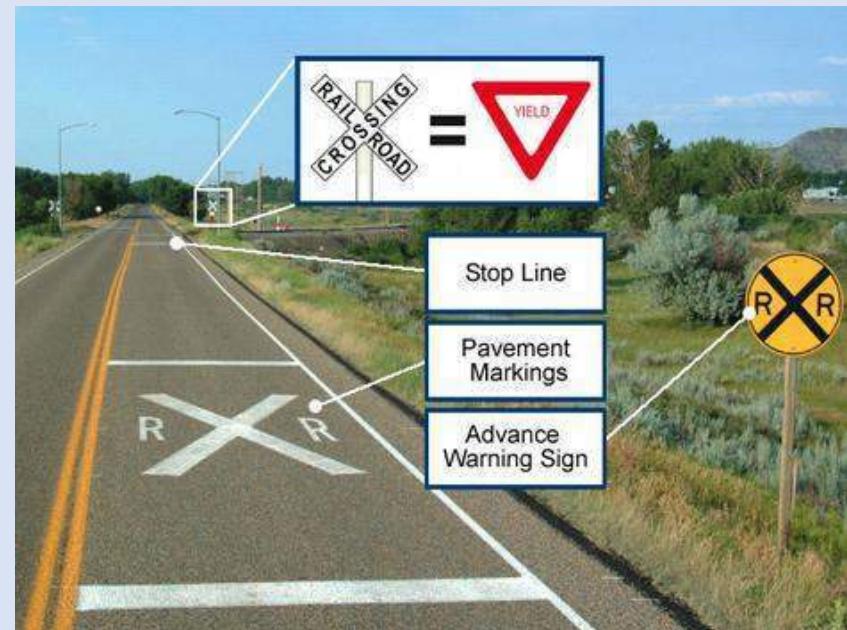
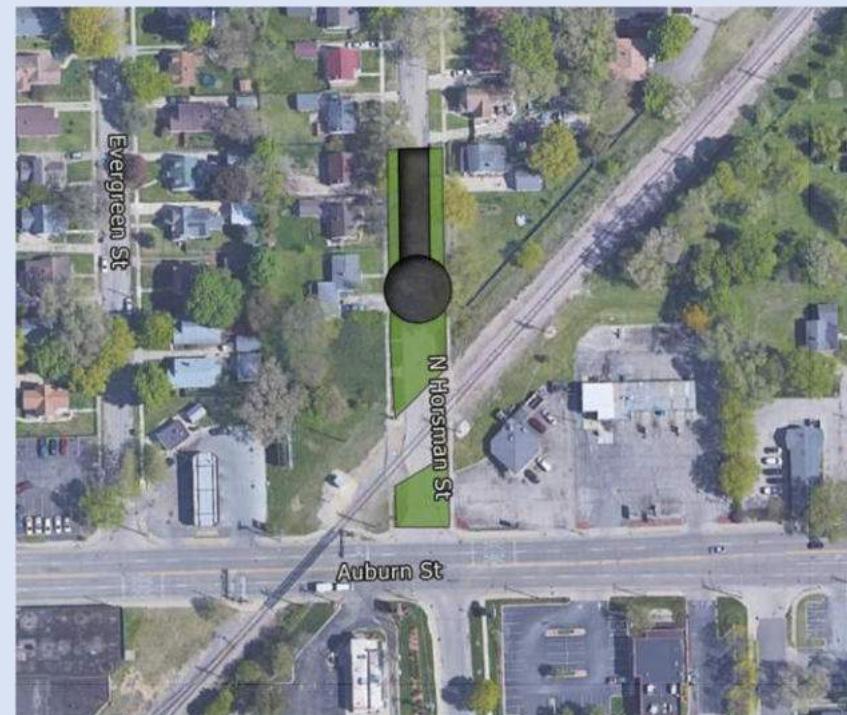
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RAILROAD CROSSING IDEAS

Cul-de-sac at Horsman Street

Additional Signage and Pavement
Markings at Auburn Street Crossing



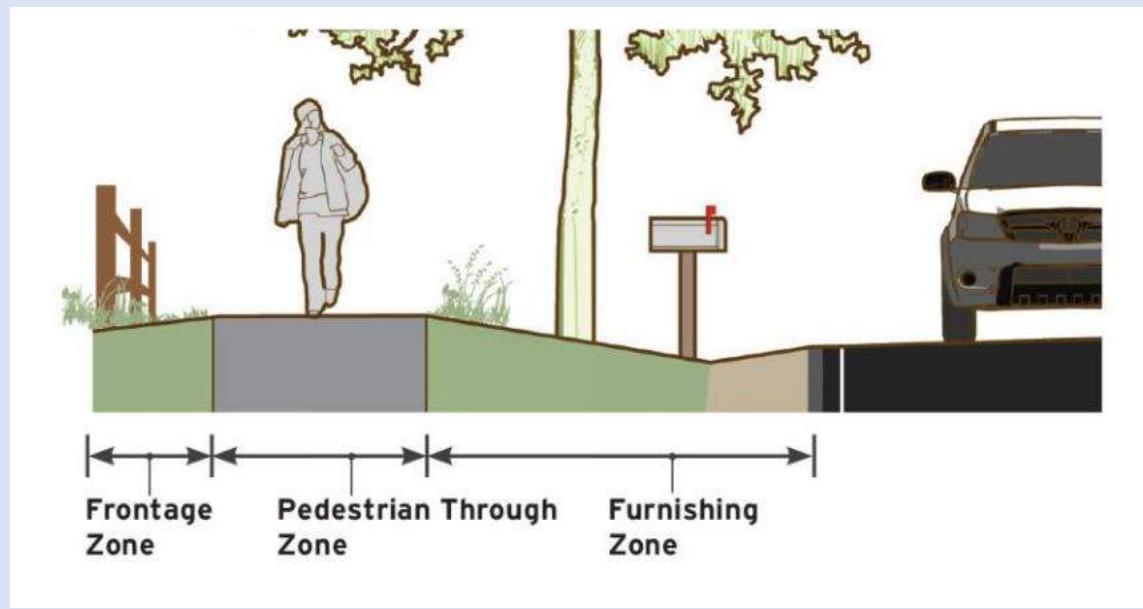
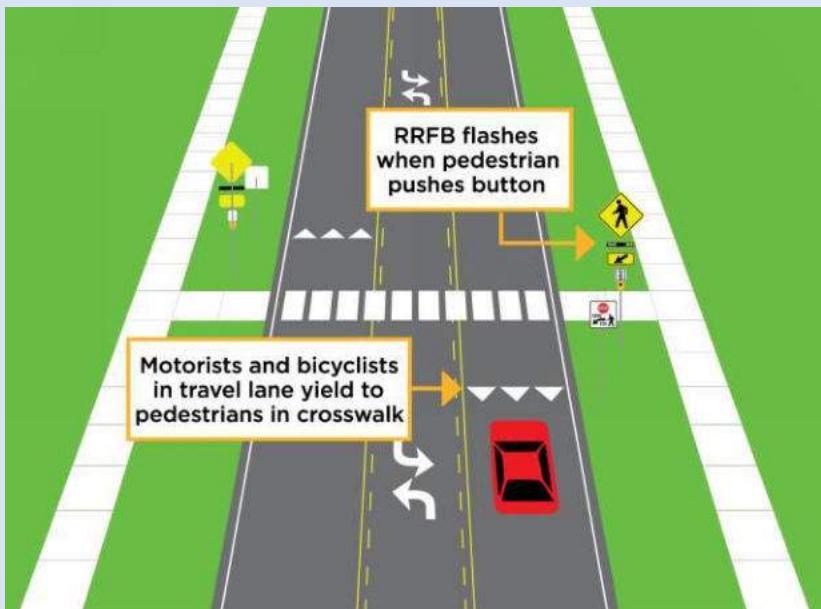
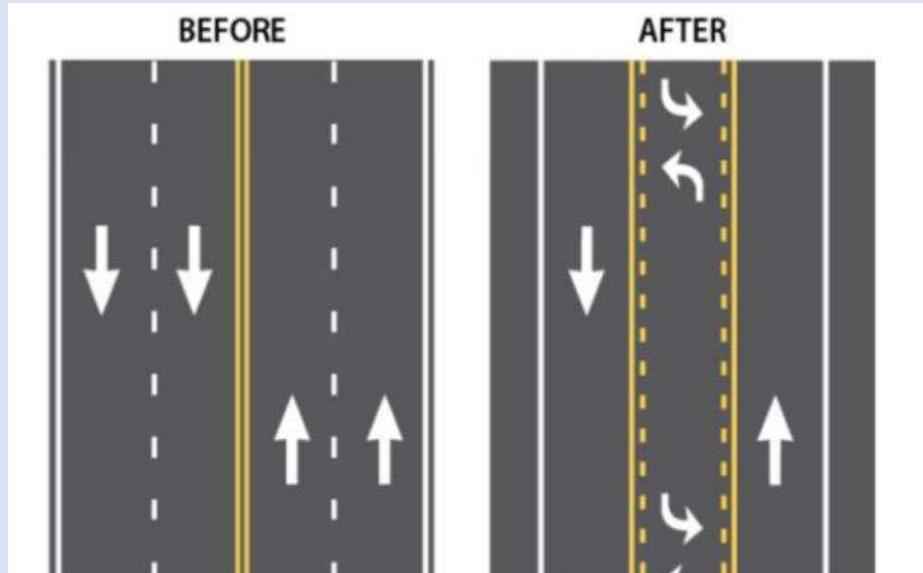
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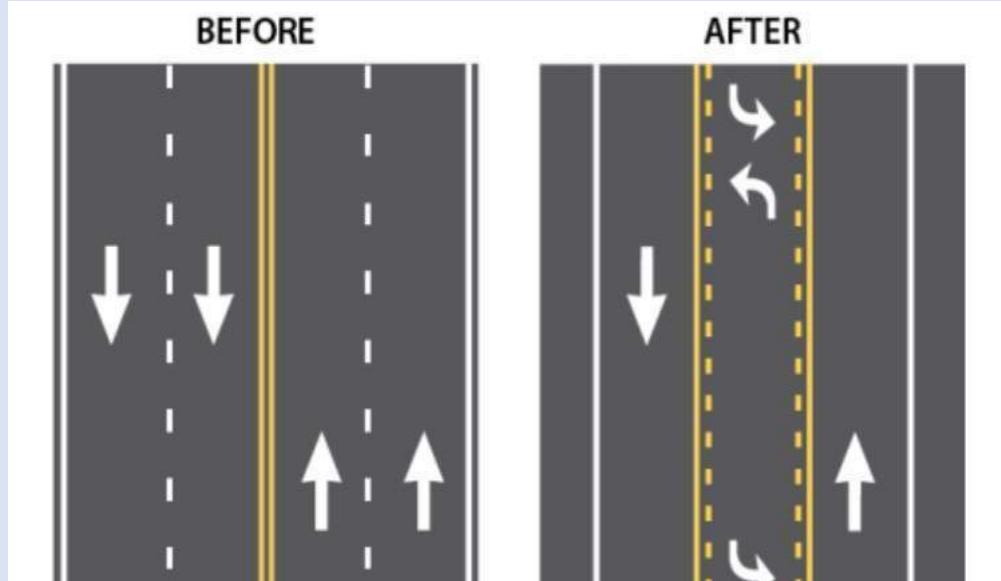
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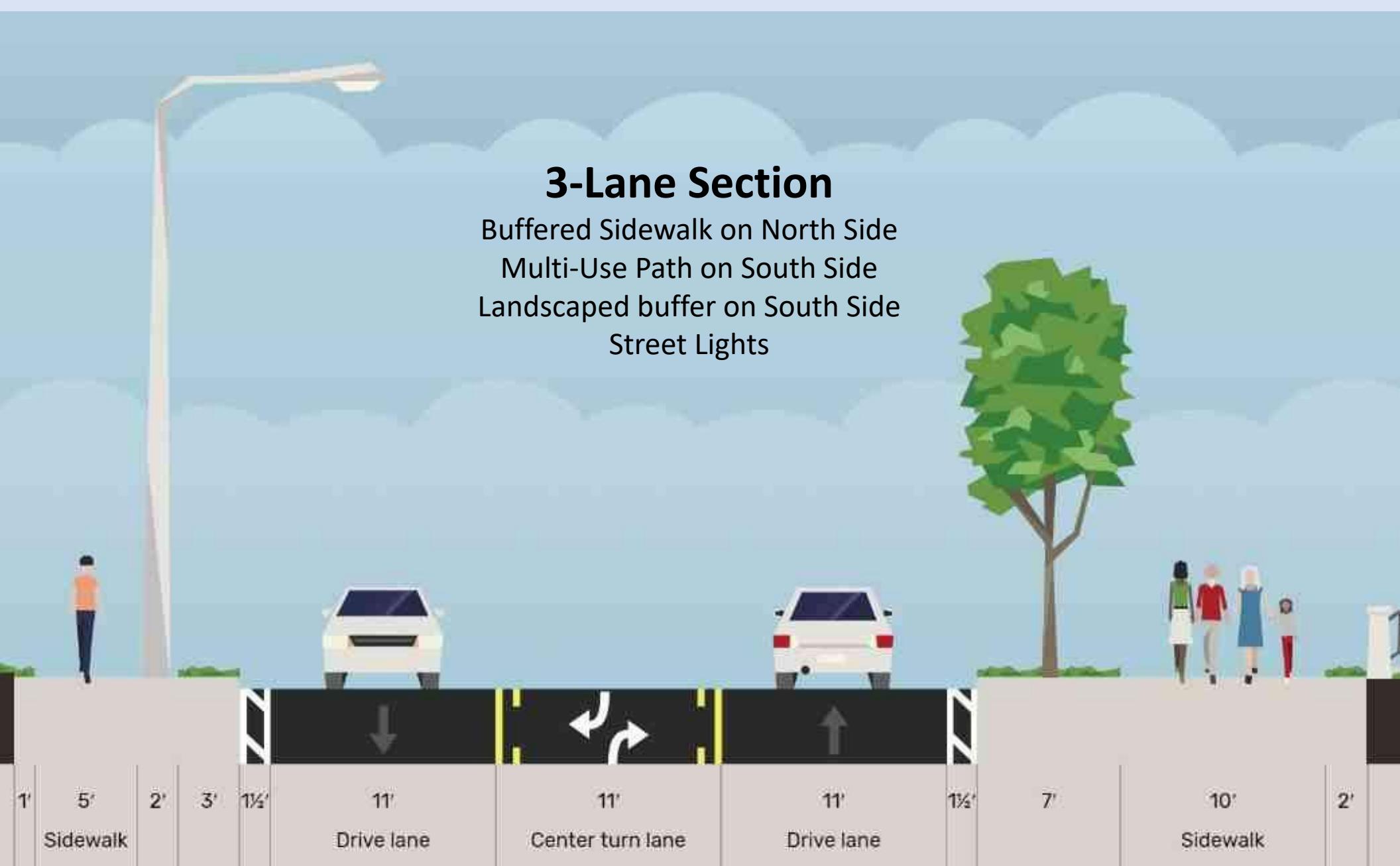
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ROAD DIET IDEA – SPRINGFIELD AVE TO WEST OF MAIN STREET

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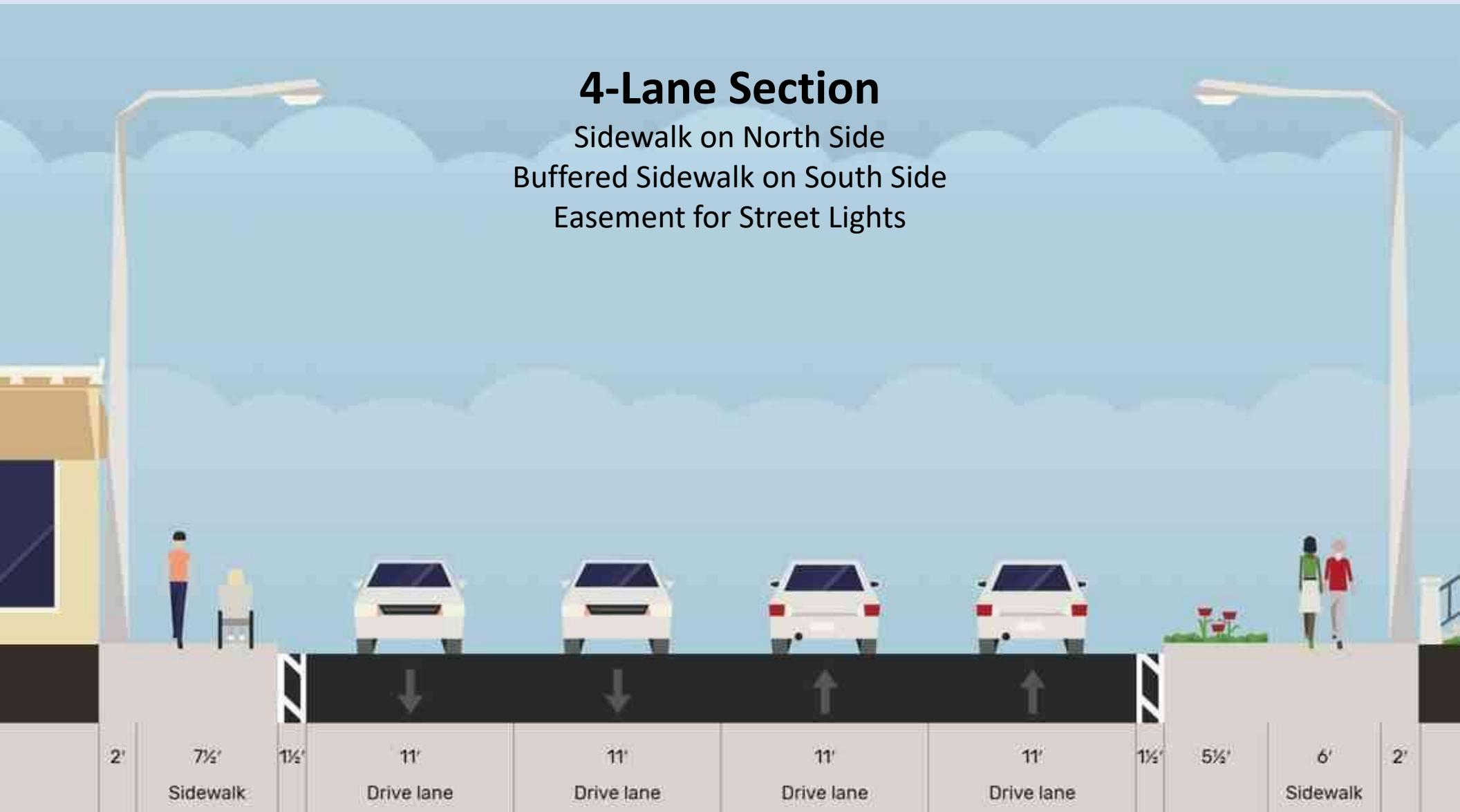
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ROAD DIET IDEA – APPROACHING MAIN STREET

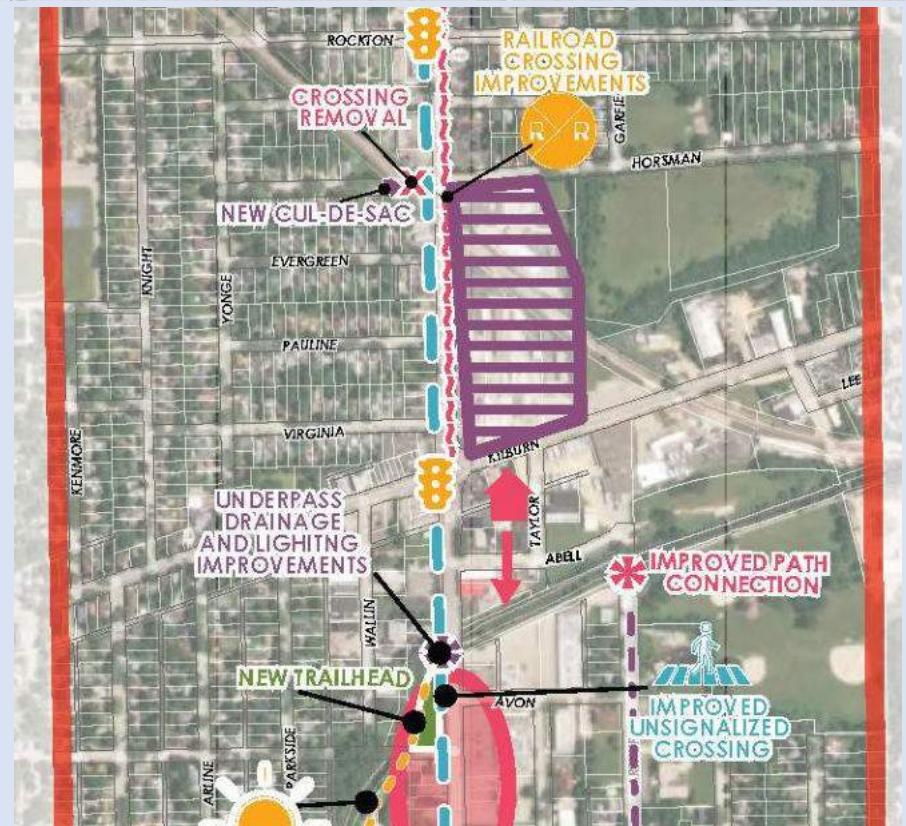
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Easement for Street Lights



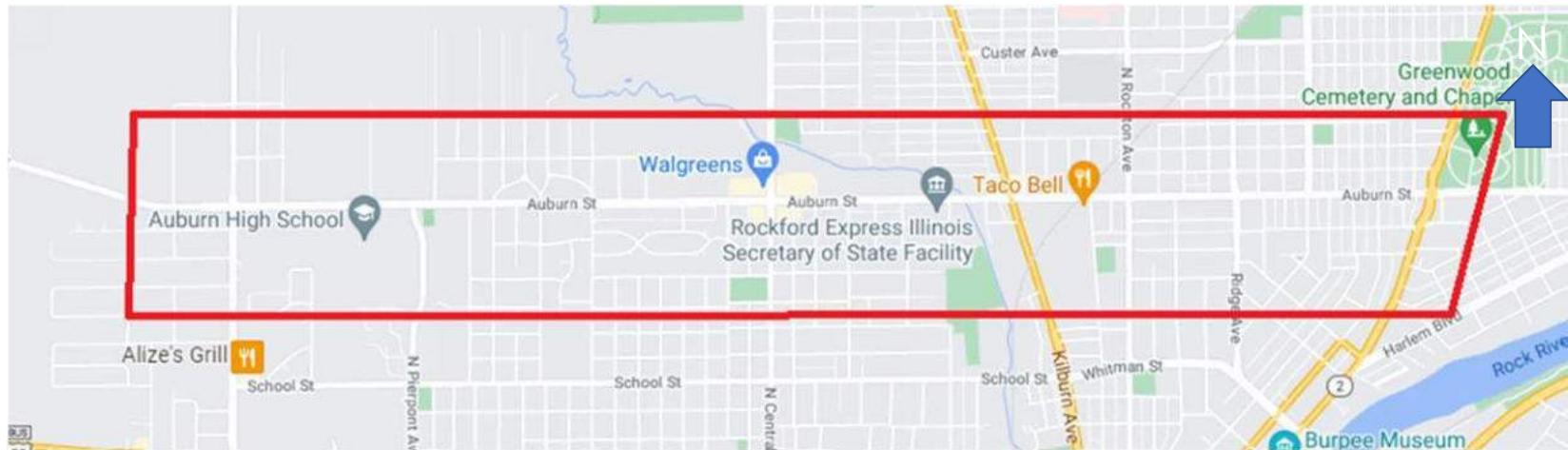
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Timeline of Engagement



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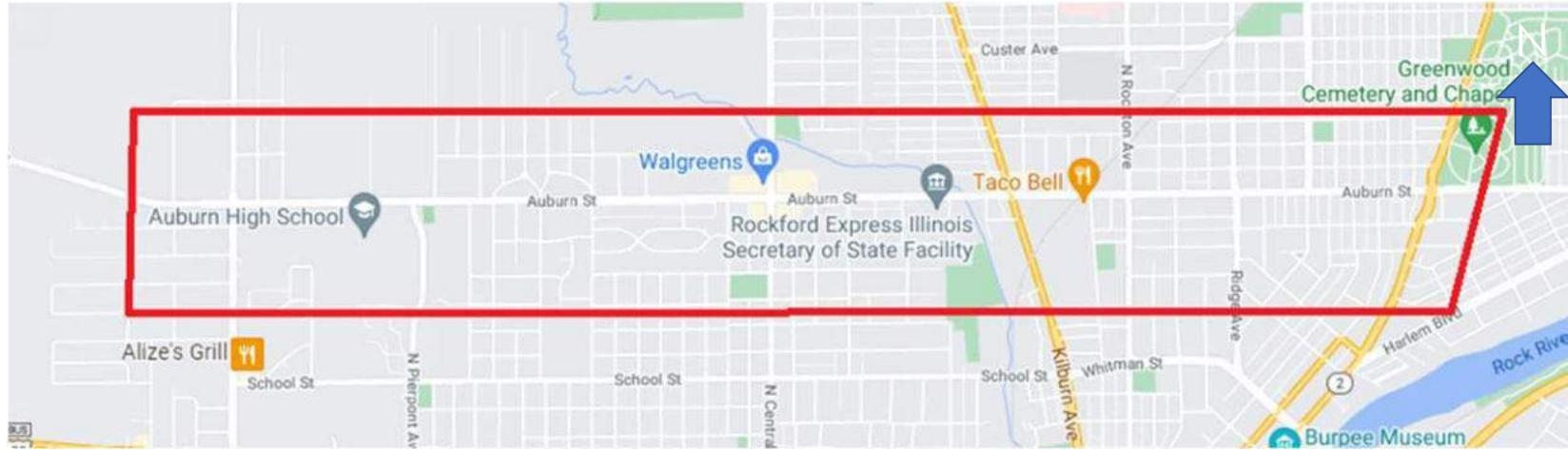


Auburn Street Corridor Study

In partnership with:



SBFRIEDMAN



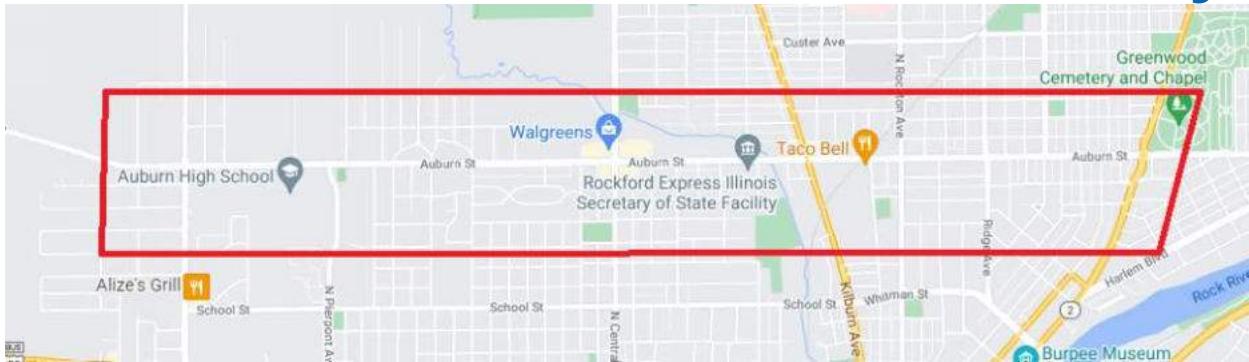
Thank you for attending today.

Please use the survey feature on our website to share any additional thoughts.

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Auburn Street Corridor Study



Stakeholder/Focus Group Meeting Notes – Apr. 20, 2022

- Review of Gateway Coalition Meeting Items
 - Bill James – Camiros
 - Desire for parks, community spaces, public gathering spaces, additional businesses along the corridor
 - On activity/access-side, a lot of interest by residents to incorporate these aspects into the plan
- Mike Rotolo – Rockford Fire Department, Fire Prevention Coordinator
 - Fire Dept access for Auburn Manor is currently off of the frontage road. Knox Box access and fire alarm panels are located at the front entrance to these buildings. Will redesigned frontage road be accessible to emergency vehicles?
 - **Design team have discussed incorporating a mountable section/area for fire trucks. Design is flexible to meet fire department's needs**
- Bill James – Camiros
 - Review gateway coalition items
 - Desire for parks, community spaces, public gathering spaces, additional businesses along the corridor
 - On activity/access-side, a lot of interest by residents to incorporate these aspects into the plan
- Tim Bragg – Parks District
 - Former Grease Monkey site – would City need to use imminent domain to gain control of this property if owner is not receptive?
 - Path through flood abatement properties – if it is flood control property, what is the frequency of flooding?
 - **Design team has not been notified of any businesses being flooded but it is within regulatory floodplain**

- Generally, DMV location on Auburn is very vital. There should be a strong effort to maintain that service
- Any interest in an overlay district if new businesses/infill businesses come into place?
 - **Design team has considered this. Landscape enhancement could be addressed through overlay. Architectural controls might be trickier due to need to codify.**
- Underpass and idea for mural under bridge is a good idea. But could be susceptible to vandalism. Could this area be a “public art space” that is not a permanent mural but where people can update the artwork throughout the year?
- Lighting under bridge at Mel Anderson Path – if there are opportunities to install solar, that would be great

➤ Ashley Sarver

- In the earlier session, I remember that one of the intersections (east of Kilburn I believe) maybe it was Horsman that had a very high crash rate? If it was Horsman, I see you've addressed that. If it wasn't - curious if that has been explored further?
 - **Reducing the through lanes with a road diet will certainly help with safety. The intersection was likely at Kilburn due to the skewed configuration of the intersection**
- Also curious about the transition/approach of the multi-use path to the round-about and the way to navigate around there for bikes/peds.
 - **This would need to be worked out in design phase. Would look to keep bikers on a separate path through the roundabout.**
- Additional signage/pavement markings should be included at Kilburn to aid driver navigation
- Really like the bike trailhead idea
- Anticipate that a lot of bike riders would find turning right before the roundabout and navigating through nearby neighborhood route would be more desirable than navigating through the roundabout

➤ Tim Hinkens – City of Rockford

- How do we get people from auburn to the bike path? If we aren't able to acquire the Grease Monkey property, would a short-term solution be to utilize the R/W to the west as a way to access Auburn/bike path?
 - **Yes that is absolutely an option. Would also line up well with the proposed midblock crossing at Avon.**

➤ Scott Capovilla – City of Rockford

- Adding enhancements to the Mel Anderson bike path and introduction of a mid-block crossing at Avon are all great additions to the corridor
- Can we figure out routes peds are taking from Aldi/Walgreens? Do we need to make a more solid connection to Bressler Park? Extend scope to include improvements along Central? Having an E-W connection is great, but need to figure out if there is a demand for a N-S connection

➤ Mike Kuhn – IDOT

- Would need WB-65 movements along the route
- Ped/bike access through the corridor is something the state has been pushing. Happy to help assist to facilitate the complete-streets transition

- Ron Priddy – RMTD
 - Everything in place now is currently where there is high demand.
 - Placing stops on the south side of street is desired configuration since routes only run one direction on the corridor.

APPENDIX 1

Public Meeting #3



AUBURN STREET CORRIDOR STUDY PUBLIC MEETING

APRIL 28 | 6 P.M.

Visit us at
<https://tinyurl.com/AuburnProject>

The City of Rockford is studying ways to improve Auburn Street from Springfield Avenue to Main Street (IL-2).

JOIN US
FOR
VIRTUAL
MEETING
ON ZOOM

*You live there,
you work there,
you utilize the corridor.*

*Our team wants
to hear from you
at this meeting.*



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Auburn Street Corridor Study

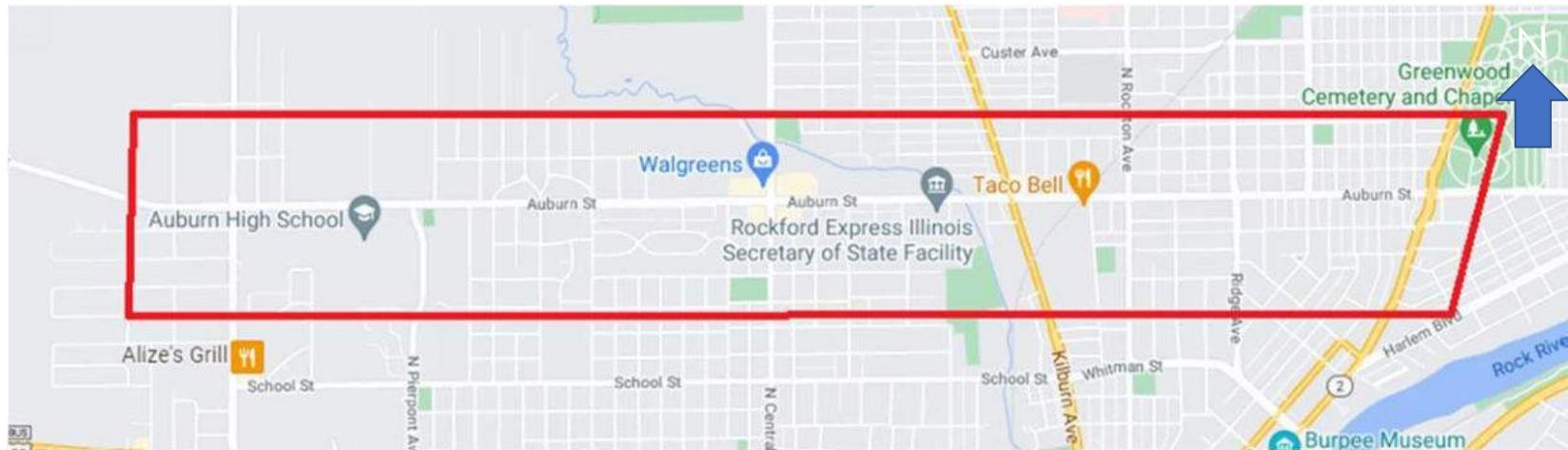
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camiros



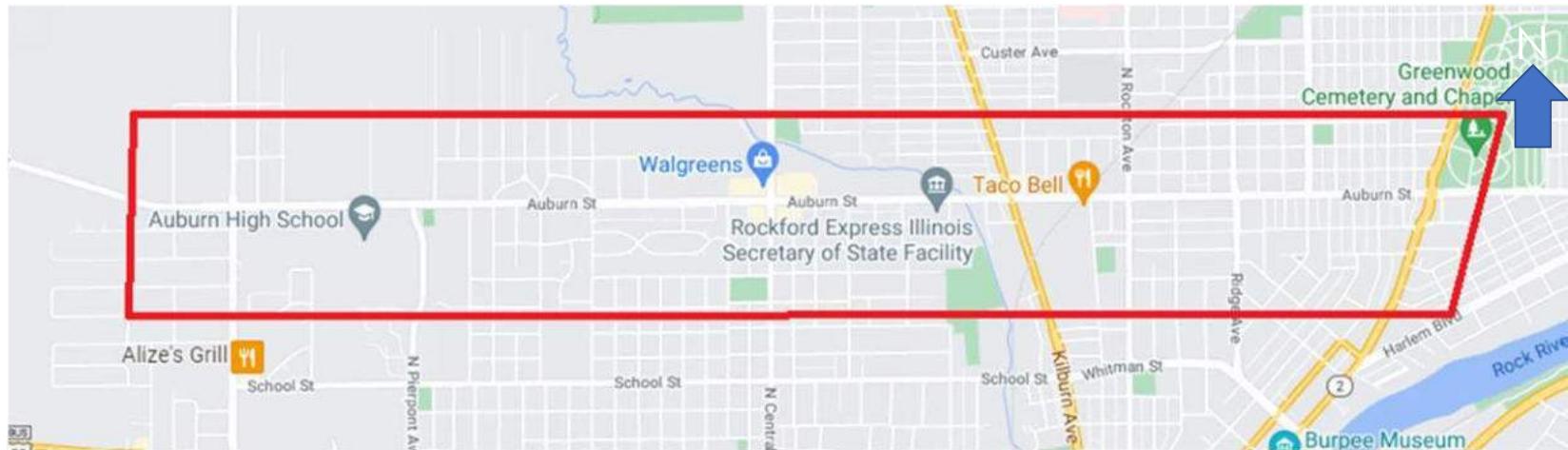
FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL



**There will be a short presentation
by the City of Rockford,
then an engaging Q&A session.**



Auburn Street Corridor Study



The City of Rockford is studying Auburn Street, from Springfield Avenue to Main Street (IL-2).

This study aims to identify improvements within the right of way that will accomplish the Purpose and Goals of the project.

The City is engaging the public both during this presentation and online. This process is used so the community can inform the plan.

**You LIVE there,
you WORK there,
you UTILIZE the corridor!**

**Our team wants to hear from you
at this meeting.**

Corridor Study Purpose and Goals

- Make Auburn Street an asset to adjacent neighborhoods
- Improve Pedestrian Safety
- Beautify the Corridor
- Identify ways to address vacant industrial buildings
- Update aging infrastructure
- Estimate the cost of future improvements
- Attract new uses for vacant and underutilized properties
- Add attractions and quality-of-life amenities

Corridor Segments



What We've Heard So Far ...

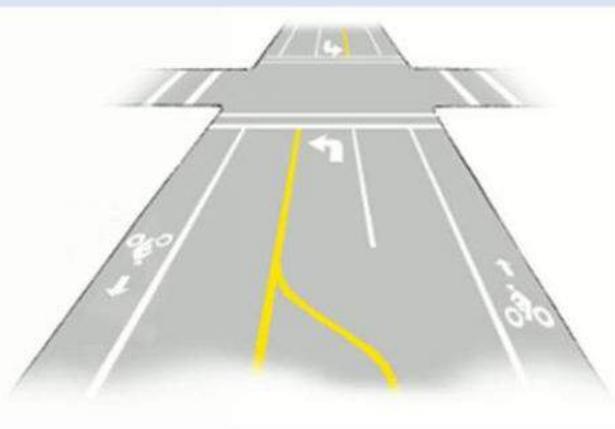
- Provide Safe Mobility Options for Bicyclists
- Add Left Turn Lanes
- Improve Bus Stop Facilities
- Improve Access to Bus Stops
- Repair / Add Sidewalks
- Reduce Speeding
- Provide Safer Pedestrian Crossings
Across Auburn Street



Before



After



What We've Heard So Far ...

- Attract uses and activities for families
- Some localized flooding occurs
- Improve the appearance of Auburn Street
- More and better retail uses are desired
- Vacant and obsolete industrial buildings reflect negatively on the neighborhood
- Improve Sight Distance at Alleys



VISION OF THE CORRIDOR



Improve Quality of Life
Attractive
Multiple Transportation Options

Safety
Business Friendly
Utilize Public Spaces



PLACEMAKING PROPOSALS

Strategy: Create an attractive sense of place that sets positive tone for the Northwest Neighborhoods.

Redevelop Vacant Industrial Properties



Community Gathering Place

Showcase Local Art

Landscaping Easements

Parking Lot and Commercial Landscaping

Residential and Commercial Façade
Improvements



RESIDENTIAL LANDSCAPE EASEMENTS

Strategy: Add landscape/streetscape elements on the perimeter of the ROW along residential property to improve the attractiveness of the corridor.

How: Property owners grant a 5' easement to allow the City to plant landscaping at the edge of the ROW.

- No cost to property owner;
- All or Nothing approach

Why pursue a Residential Landscape Easement?

- Public intervention is needed.
- Short-term improvement possible
- Improves walkability of the corridor
- Supports placemaking

EXISTING CONDITIONS



INTERIM CONDITIONS



Consistent, New Landscaping Along Residential Property

FINAL CONDITIONS



Road Diet and New Streetscaping; longer-term

UPGRADING POLICIES AND STANDARDS

Develop Strategies for Reinvestment

Proactive Economic Development Needed

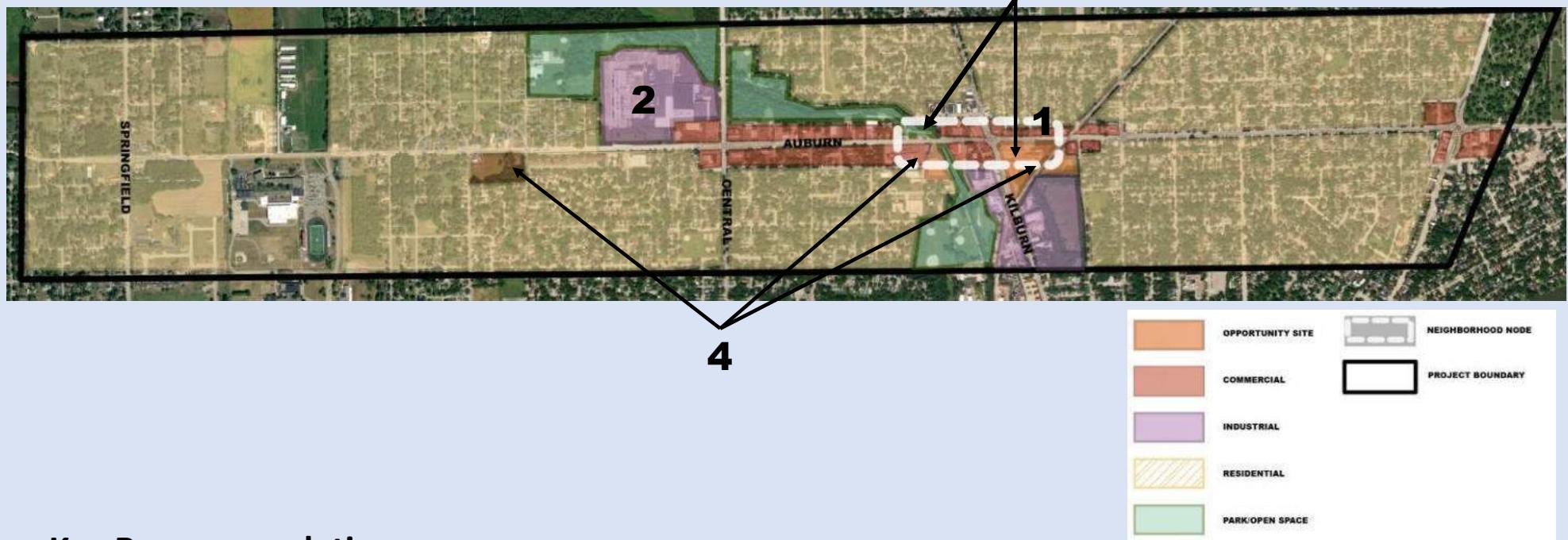
Land-Use Plan Changes

Zoning Changes; Standards & Rezoning



CORRIDOR DEVELOPMENT

Functional Districts



Key Recommendations

1. **Activity Node** From Rail Line to Trail. A key policy proposal is to focus attractions and amenities within the Activity Node. Proposals include:
 - Redevelopment obsolete industrial sites is proposed
 - Attracting new family and entertainment uses
 - New people places and improving existing open spaces
 - New mixed-income housing
2. Attracting a new industrial user to the site at Central Avenue.
3. New Park spaces along the corridor including a Farmer's Market/ Food truck park, a "social" park, new trail head, and an "All Seasons" park along Auburn.
4. Opportunity Sites are areas that could be redeveloped to support the revitalization of the corridor.

INDUSTRIAL SITE REDEVELOPMENT AT KILBURN



RECREATIONAL AND SOCIAL SPACES

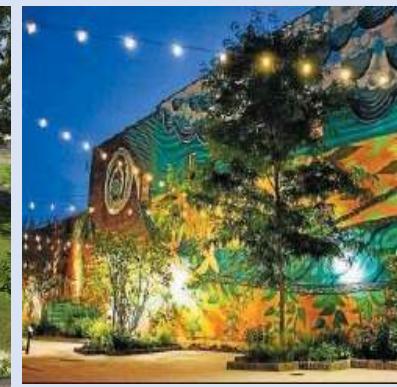
Multi-purpose Farmer's Market/
Food Truck Space



Gathering Space for Community
Activities



Park Space that is Active Year
Round



Trail Improvements and New
Trail Head



In winter, grassy
mounds can become
small sledding hills.
Temporary ice rinks
can be set-up in flat
areas. These types of
features can serve the
community year-
round.

ECONOMIC DEVELOPMENT INITIATIVES

COMMUNITY DEVELOPMENT BLOCK GRANTS

Rockford is a Community Development Block Grant (CDBG) entitlement community. CDBG funding can be used to support many of the initiatives proposed including home façade repairs, commercial façade repairs, the development or improvement of park spaces to name a few. A Section 108 loan allows CDBG funds to be used for redevelopment initiatives.

NEIGHBORHOOD REVITALIZATION STRATEGY AREAS

Neighborhood Revitalization Strategy Areas (NRSA) are Community Development Block Grant grantee-designated areas that have been targeted for revitalization. With this designation, there is enhanced flexibility in the use of CDBG resources. Rockford currently has one NRSA, but the project area is not included. The City could consider applying for a second NRSA for the Auburn Corridor.

TAX INCREMENT FINANCING

Tax Increment Financing (TIF) must be used proactively to maximize its effectiveness. The TIF Districts within the corridor currently generate low revenue (listed below). Strategic plans should be developed for each TIF to increase property values and, ultimately, TIF revenues.

- Springfield Corners: Ends 2025, Fund Balance: -\$2,165,281
- Auburn Street: Ends 2037, Fund Balance: \$238,972
- North Main & Auburn: Ends 2029, Fund Balance: \$84,354
- Garrison School: Ends 2028, Fund Balance: -\$734,152

MIXED-INCOME HOUSING

Bringing new, high quality housing development to the study area will help give the corridor a “shot in the arm”. Mixed-income housing will work toward making sure that current residents will have a permanent place in the neighborhood. TIF, LIHTC (Low Income Housing Tax Credit), and CDBG funding can all go toward supporting new housing development.



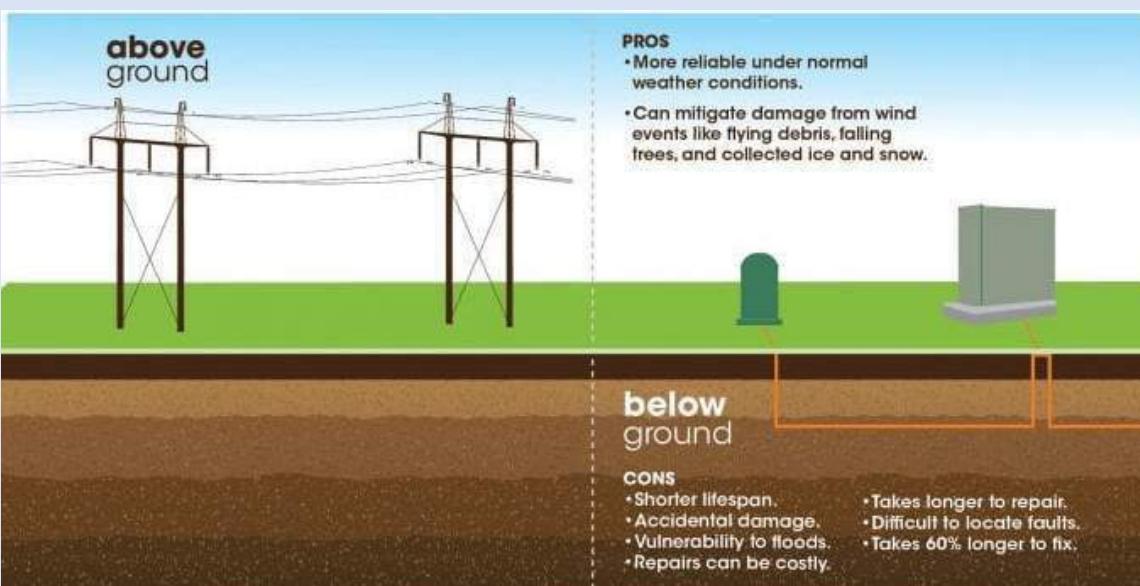
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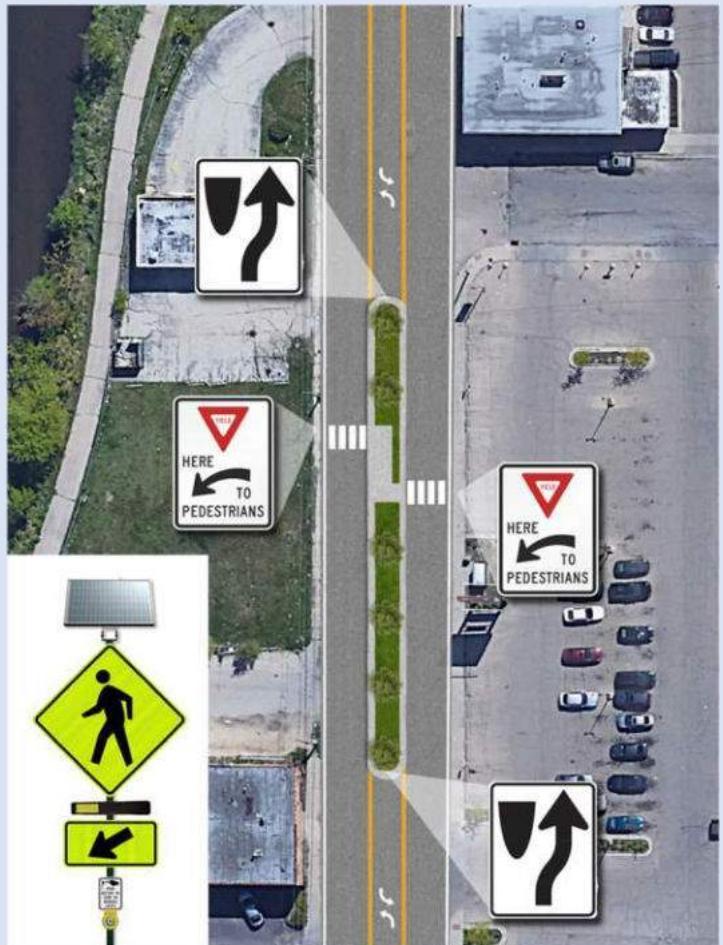
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TRANSIT SYSTEM IDEAS

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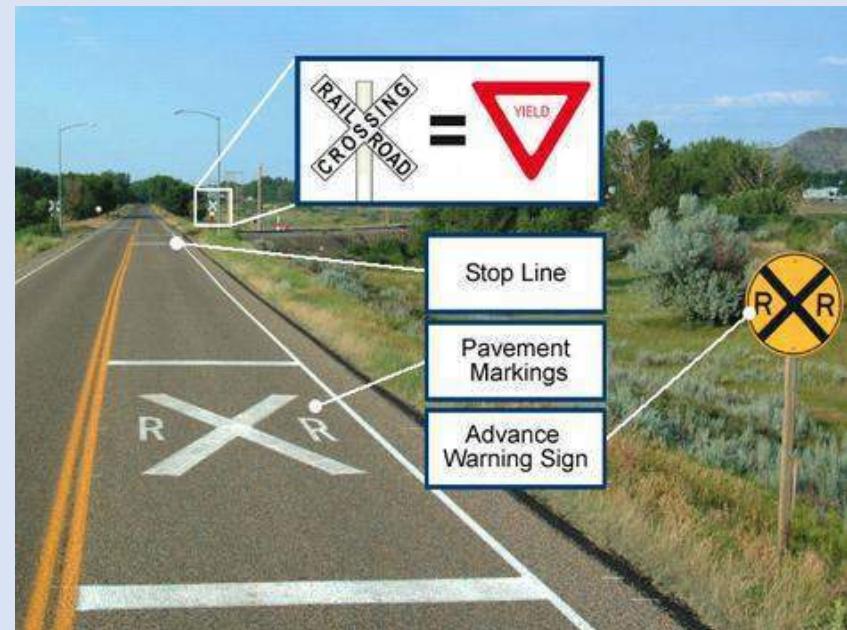
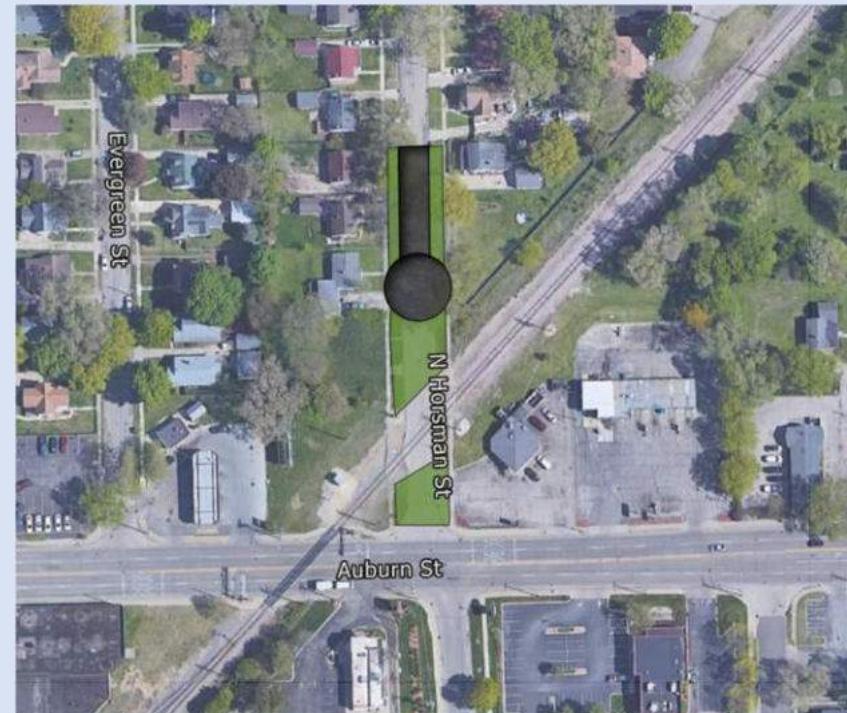
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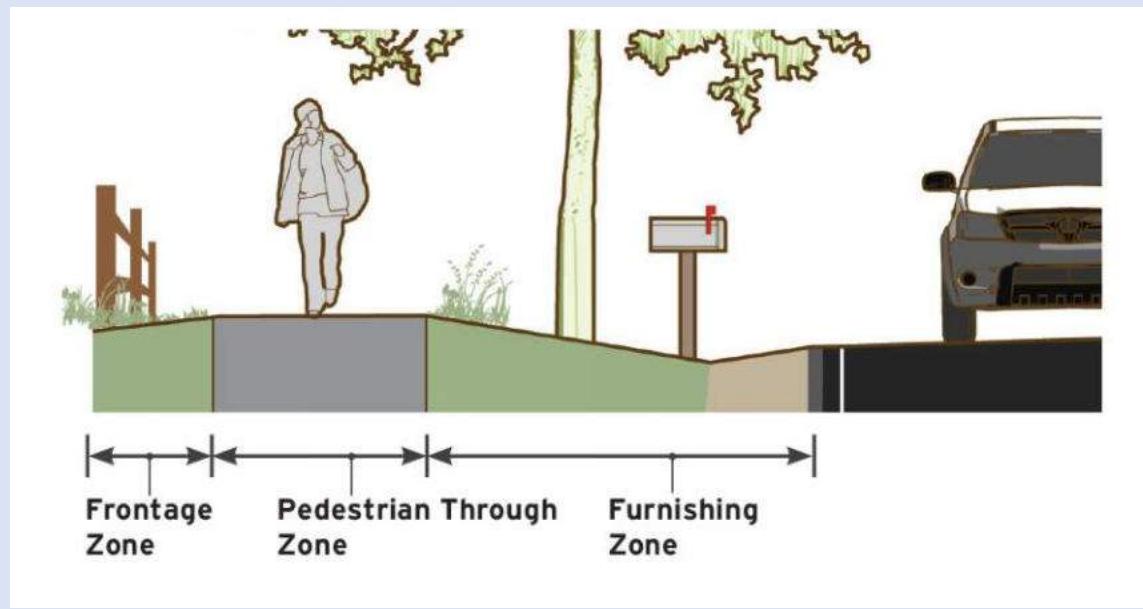
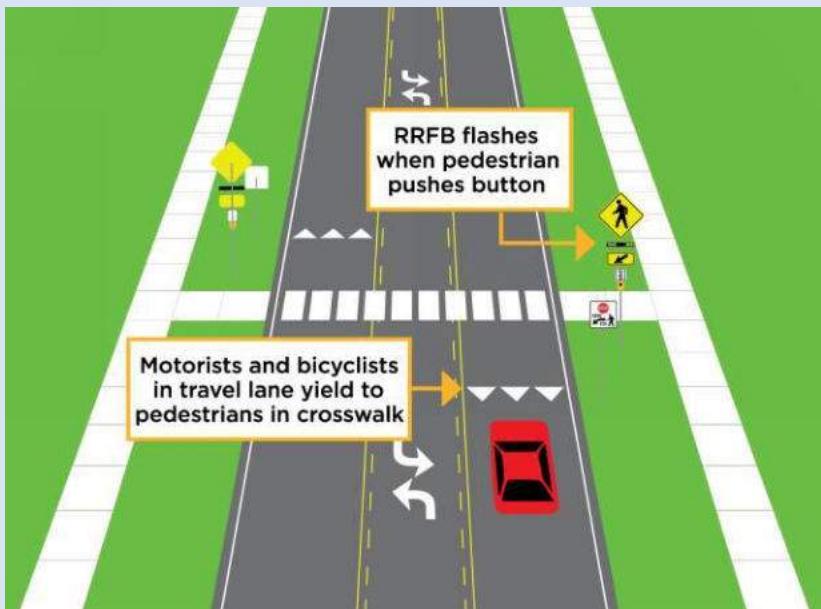
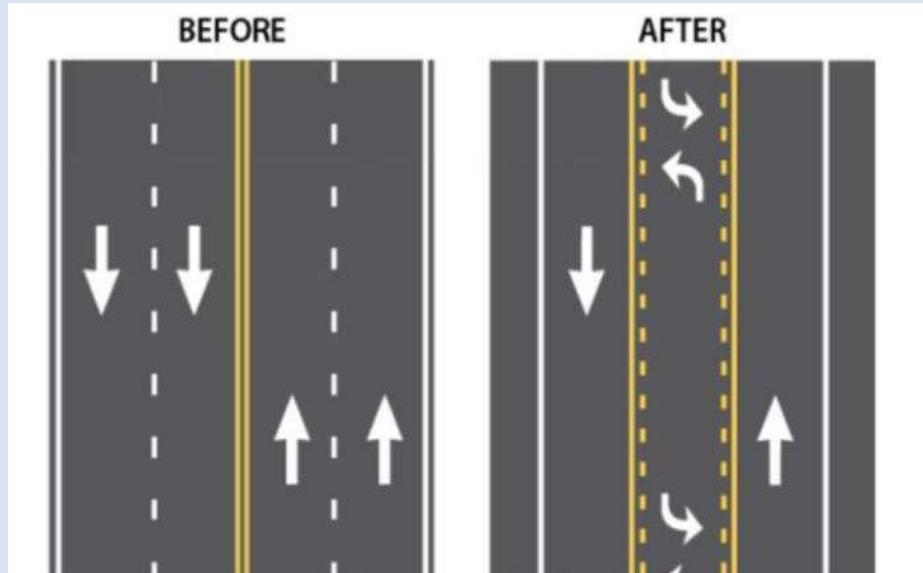
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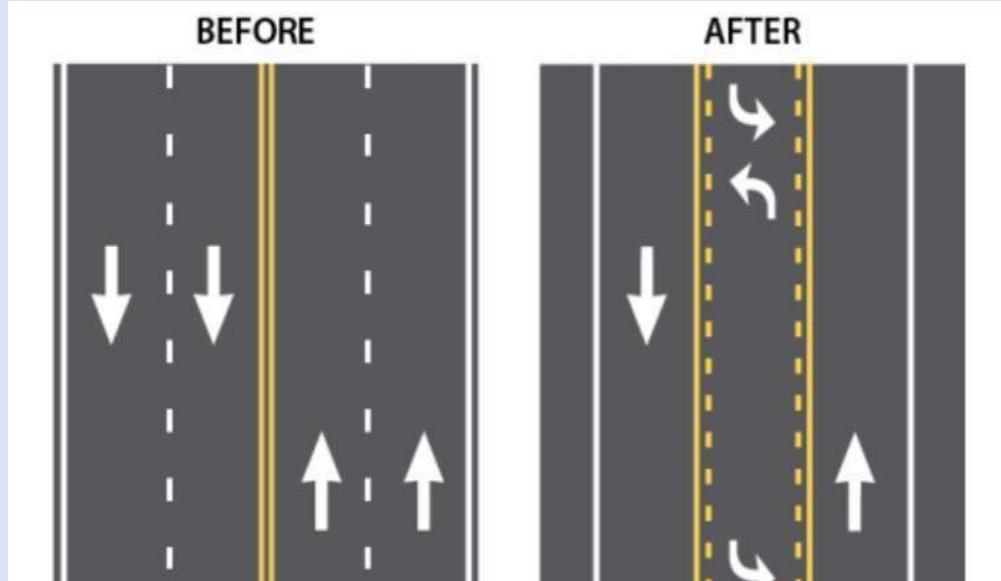
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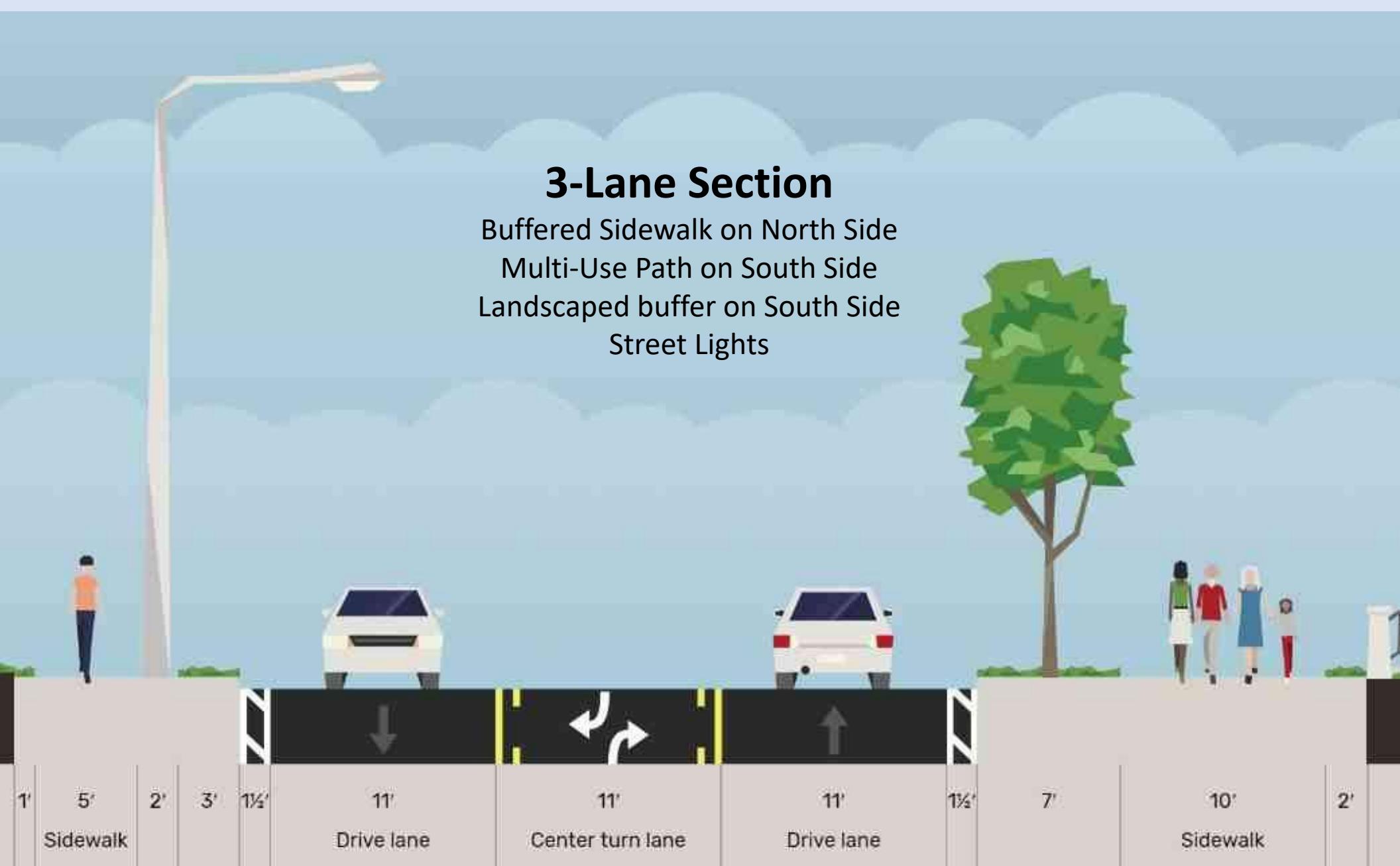
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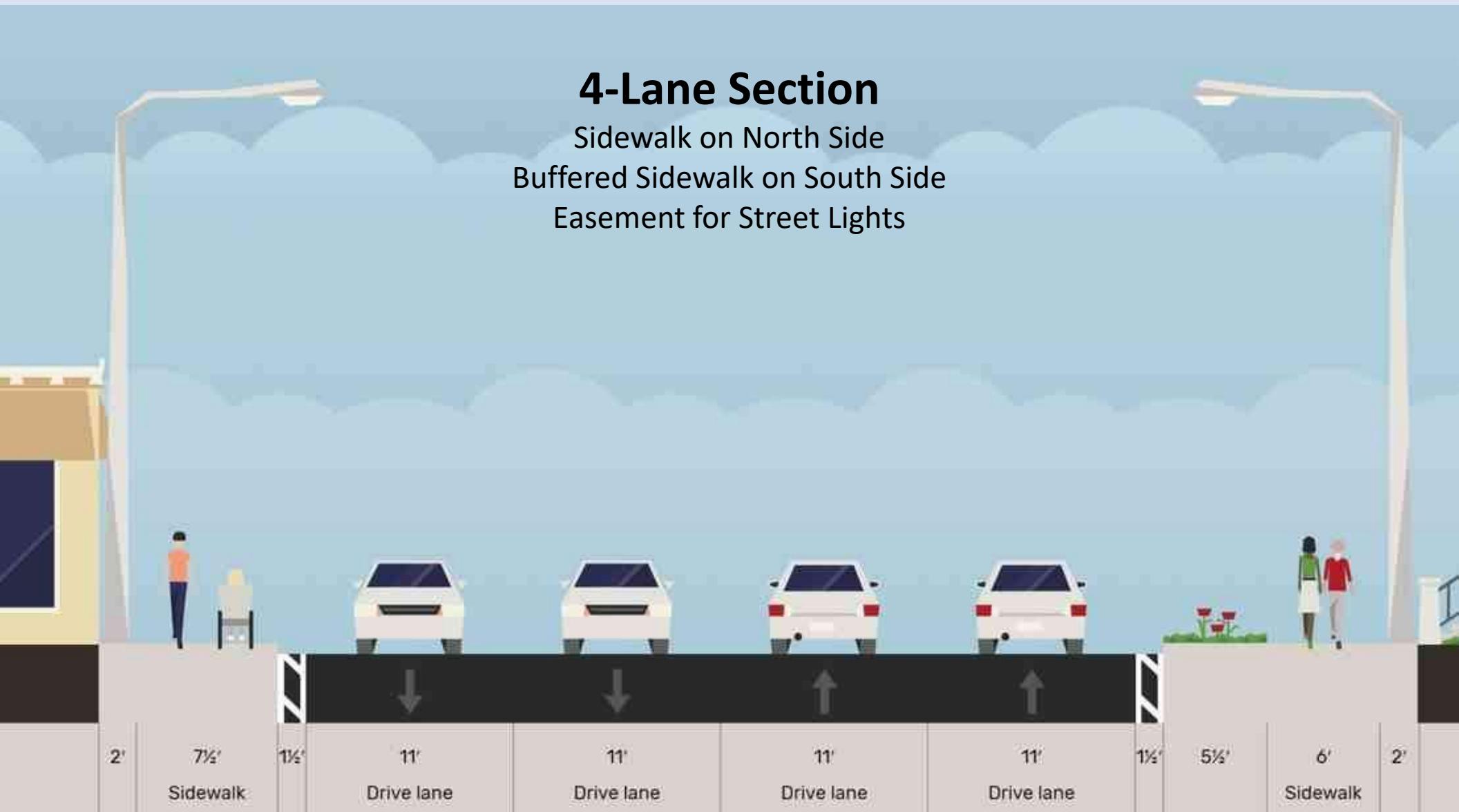
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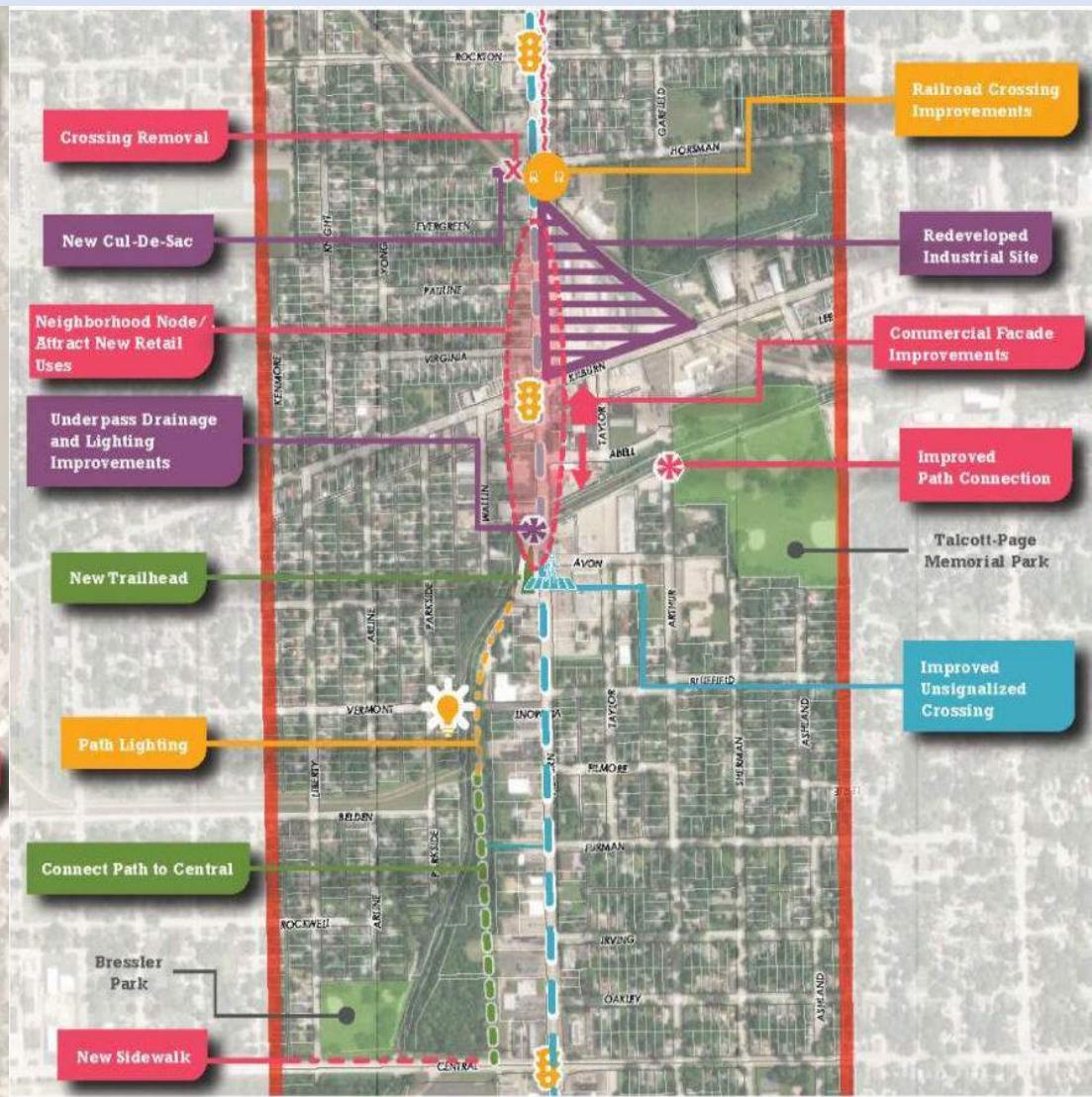
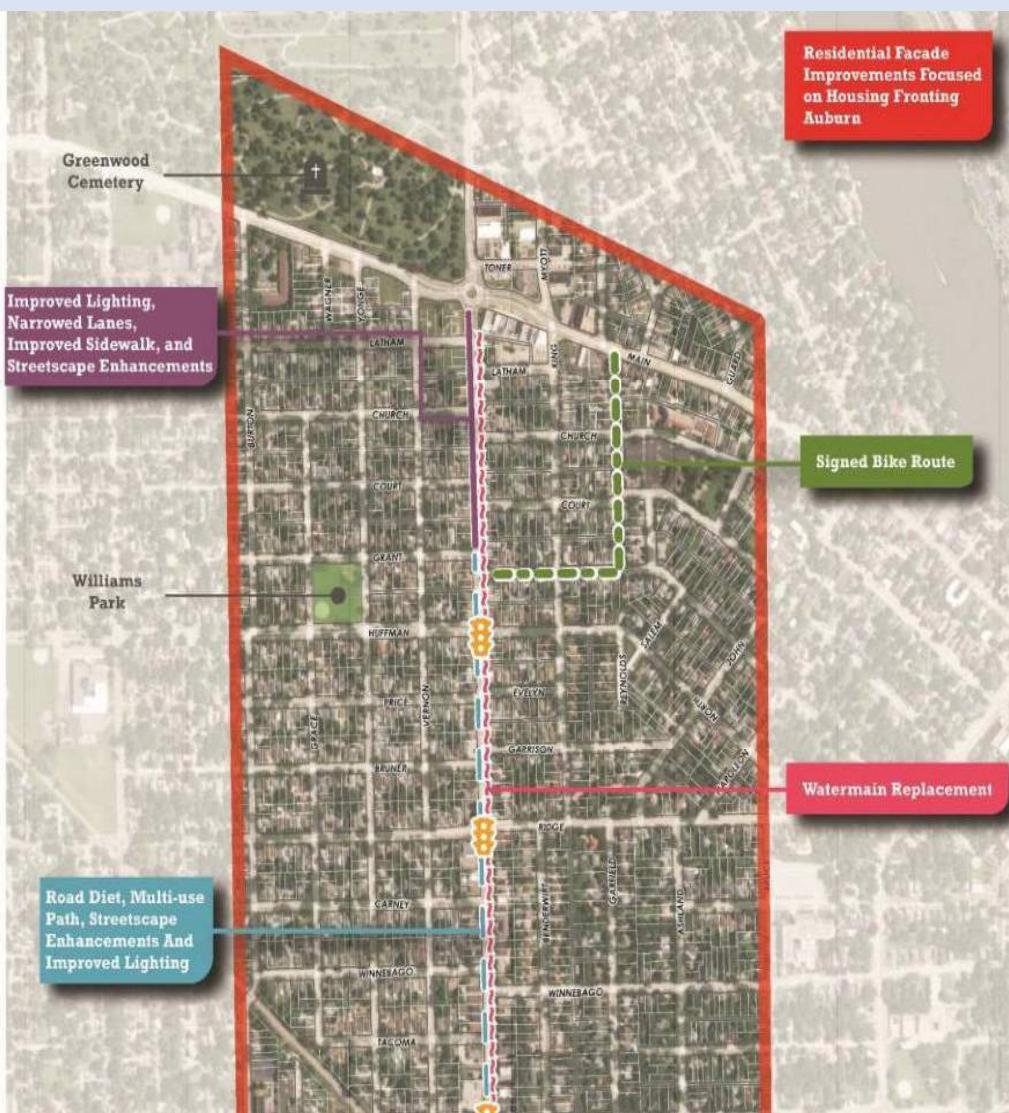
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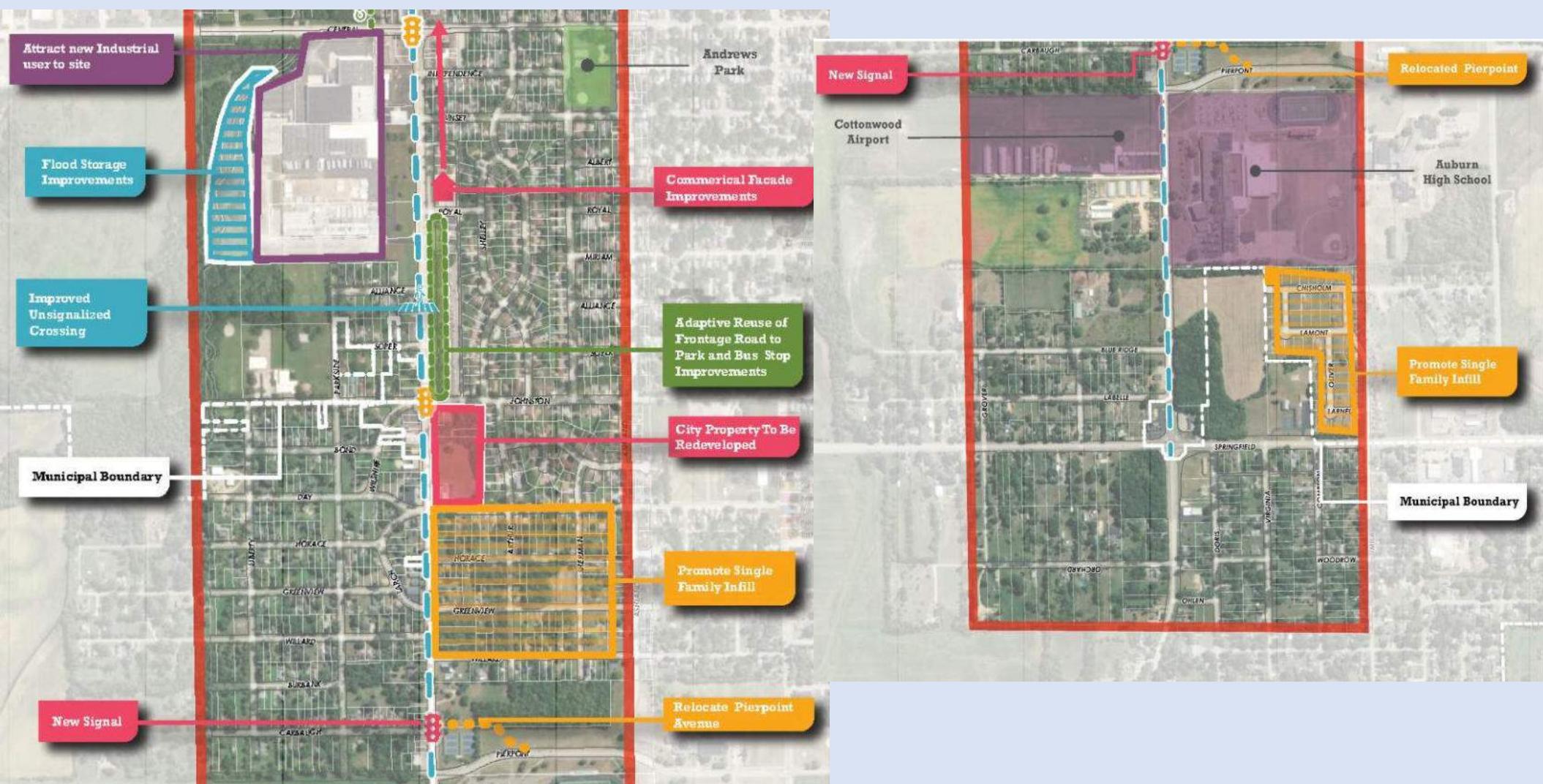
PROPOSAL OVERVIEW



LEGEND

- Road Diet, Multi-use Path, Streetscape Enhancements And Improved Lighting
- Watermain Replacement
- Improved Lighting, Narrowed Lanes, Improved Sidewalk, and Streetscape Enhancements
- Signed Bike Route
- Signal Modernization
- Facade Improvements of Older Commercial Buildings (Royal to Kilburn)

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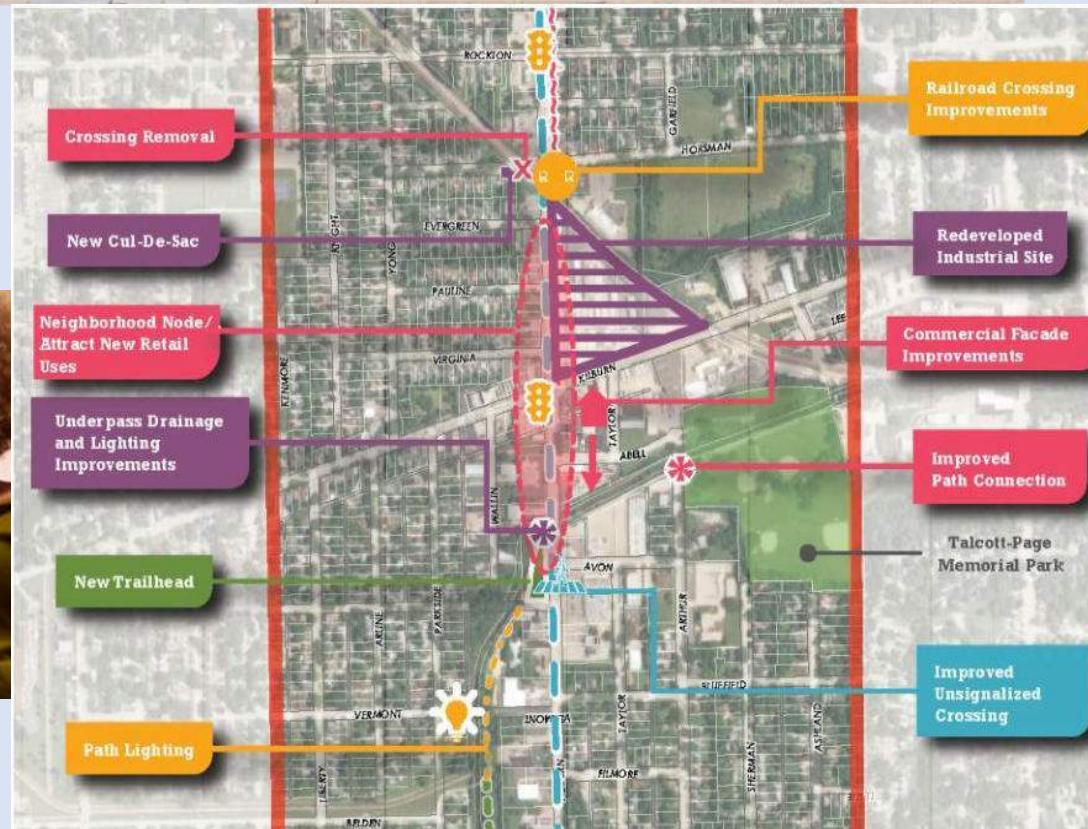


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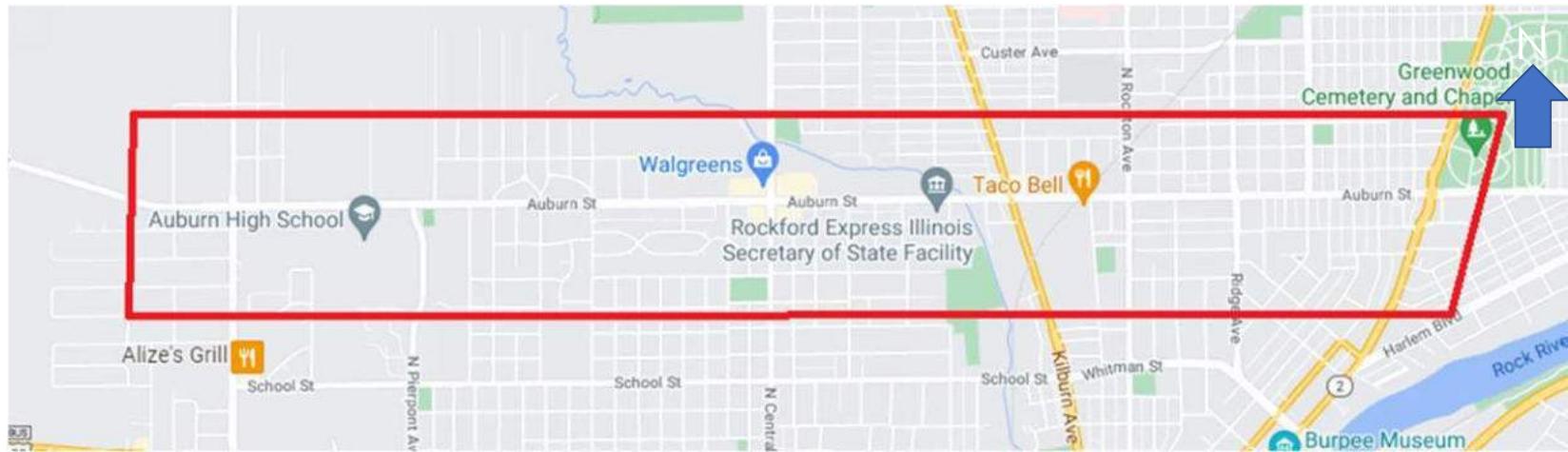
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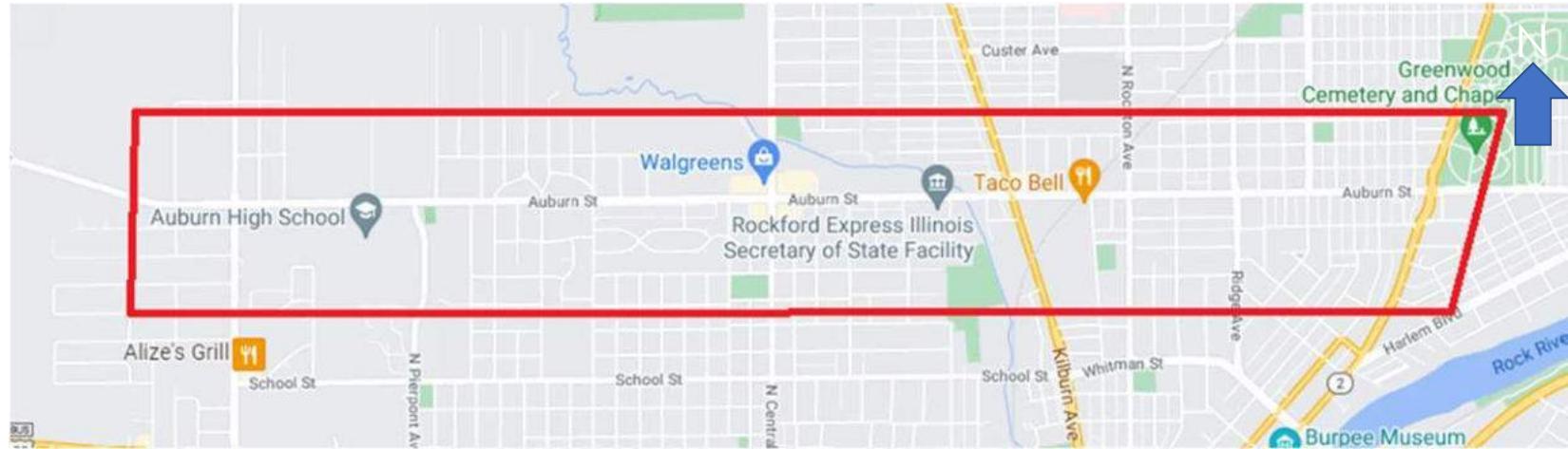
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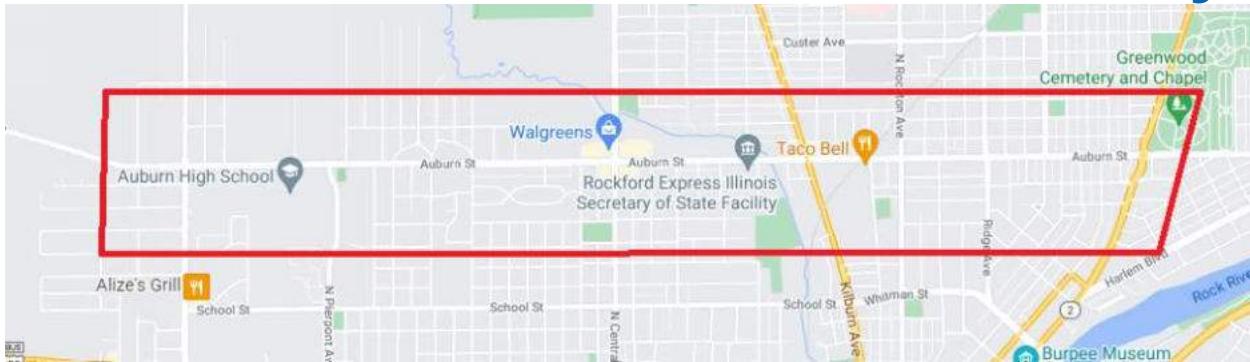
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Auburn Street Corridor Study



Public Meeting Notes – Apr. 28, 2022

- I am worried about traffic on two lanes. Too busy to get out onto it. Will there be enough gaps for me to get out of my driveway with just one thru lane?
 - A road diet like we are proposing can accommodate the same amount of traffic on a 3-lane section as it can on a 4-lane section based on the traffic projections from R1PC. Based on that data we do not expect many backups.
 - You will be able to see gaps and the vehicles will be traveling slower.
 - There are stop lights along the corridor that naturally creates these gaps. If you are looking to turn out, there is one less lane to worry about so in some respects it should be even easier
- over the years the city has used some of these ideas - planters along Auburn east of roundabout, mass transit shelters, trash containers, median planters. Has there been thought about continuing maintenance?
 - Any of these options we consider would have to be something that we work closely with the Streets Department. We will build upon the “lessons learned” from previous discussions we have had with the Streets Dept.
- Possible one way traffic off or on to side streets and alleys?
 - This could further restrict traffic. At this point we are not looking to take any streets and turn them into one-way roads.
 - We have looked at the bigger picture of how the road diet will affect other streets (State St, etc) and there is not a significant impact to surrounding streets based on the improvements we are suggesting.

APPENDIX 1

Emailed Comments and Responses

Andrew Schlichting

From: Andrew Schlichting
Sent: Monday, February 7, 2022 10:17 PM
To: Corene Prah
Subject: RE: Auburn St Corridor Study

Corene,

Thanks for reaching out regarding the Auburn Street Corridor Study. We have updated the website to make the comment form available, thanks for pointing that out. The February 9th meeting will be fairly short, the February 24th meeting will be the main meeting and cover all of the material from the meeting on the 9th and go further in depth. If you can make both meetings, I'd recommend just attending the one on the 24th.

I hope to see you at the public meeting and if you have any questions or suggestions, don't hesitate to reach out.

Thanks, Andrew

ANDREW SCHLICHTING | Crawford, Murphy & Tilly | w 630.907.7034 | m 314.827.5102 Project Manager ----Original Message-----

From: Corene Prah <wanderingspiritsllc@gmail.com>
Sent: Thursday, February 3, 2022 12:41 PM
To: Andrew Schlichting <aschlichting@cmtengr.com>
Subject: Auburn St Corridor Study

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Good afternoon,

I'm excited to participate. I own a four family on the corner of Auburn and North Ave.

- 1) I couldn't find the comments form
- 2) what is the difference between the Feb 9th meeting and Feb 24th meeting?

Thank you,

Corene

262.646.5151

Sent from my iPhone

Lydia Wigner

From: Andrew Schlichting
Sent: Thursday, March 3, 2022 7:25 AM
To: Corene Prah
Cc: Timothy Hinkens
Subject: RE: Auburn street pic

Follow Up Flag: Follow up
Flag Status: Flagged

I really appreciate the pictures, certainly shows the problem clearly. Would you mind if we use the photos in the report to document the existing issues to be addressed?

Thanks, Andrew

ANDREW SCHLICHTING | Crawford, Murphy & Tilly | w 630.907.7034 | m 314.827.5102
Project Manager

From: Corene Prah <ckprah@icloud.com>
Sent: Wednesday, March 2, 2022 1:05 PM
To: Andrew Schlichting <aschlichting@cmtengr.com>
Subject: Auburn street pic

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Hi Andrew,

This crosswalk I referred to in an earlier email that freezes to a solid sheet of ice is on Auburn and crosses to the east corner of Huffman Blvd.





Sent from my iPhone

Andrew Schlichting

From: Andrew Schlichting
Sent: Monday, February 7, 2022 3:54 PM
To: Curtis Conard
Cc: Timothy Hinkens
Subject: RE: AUBURN STREET CORRIDOR

Mr. Conrad,

Thank you for interest in the Auburn Street Corridor Study. The study is looking at safety situations just like you've described. I've passed your concerns on to the City and hope to see you at the upcoming public meeting.

Thanks, Andrew

ANDREW SCHLICHTING | Crawford, Murphy & Tilly | w 630.907.7034 | m 314.827.5102
Project Manager

From: Curtis Conard <akkawhistler@gmail.com>
Sent: Wednesday, February 2, 2022 5:31 PM
To: Andrew Schlichting <aschlichting@cmtengr.com>
Subject: AUBURN STREET CORRIDOR

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Mr. Schlichting;

I live at 1517 Auburn Street.

I am on the north side between Church and Court, with an access alley adjacent to my home.

Church Street traffic coming from the south are blinded somewhat by the shrubs and fence at Auburn Street. Traffic comes from the Catholic Church and downtown.

This caused at least one accident on 10/01/2021 with second vehicle flipped onto my lawn with property damage.

On 09/07/2019 a car broke a phone cable support pole immediately adjacent to the sidewalk in front of my home. This lowered the cable crossing Auburn Street that could have caused death or damage to people and traffic.

A few years earlier a car knocked over my apple tree on my front lawn.

Once my neighbor across the alley drove onto her front lawn. This was to avoid an accident because she was diving into the alley while I was exiting onto Auburn. Much traffic is going in and out of my alley on a tight access on a busy, excessive speeding street.

Church Street going north from Auburn is a local feeder to homes there. Like Court, cars parked along street northbound restrict two lane access/exit dangerously.

All streets intersecting Auburn are too narrow for safe expeditious turns thusly.

I feel like I need a guard rail in front of my house. Possible solutions:

Block off Church Street northbound at Auburn.

Remove all utility poles adjacent to street and sidewalk, all of Auburn.

Make my access alley a one way south to Auburn.

A traffic control light for Church Street misaligned intersection, perhaps timing

 Lights for better traffic flow, all of Auburn.

Restrict parking for at least 75 feet to one side and paint lanes, all of Auburn

 Intersecting streets.

Please contact me for any discussion you wish to have or citizen panel that may be formed to look into Auburn Street improvements.

Sincerely,

Curtis Conard

779-423-5467

Andrew Schlichting

From: PUBLIC COMMENTS - Auburn Street Corridor <jhonnen@cmtengr.com>
Sent: Friday, February 4, 2022 3:25 PM
To: Andrew Schlichting
Subject: New Entry: PUBLIC COMMENTS - Auburn Street Corridor

Follow Up Flag: Follow up
Flag Status: Flagged

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Name

Don Schreiner

Email

dons@ecoh.email

Phone

(815) 262-5236

Address

2611 Harlem Blvd
Rockford, IL
61103
US

Comments:

Will participate via zoom. Would appreciate additional information in advance of any proposals are being presented.

I am a... (check all that apply)

Resident

I heard about the Auburn Street Corridor Study from...

Email

My preferred method of communication is...

Email

Sent from Project Meeting Online

Andrew Schlichting

From: Andrew Schlichting
Sent: Tuesday, February 8, 2022 8:11 AM
To: dons@ecoh.email
Cc: Timothy Hinkens
Subject: Auburn Street Corridor Study

Mr. Schreiner,

Thank you for your interest in the Auburn Street Corridor Study. We will be having a public open house on the 24th of February to solicit comments and concerns from residents. Once we have gathered this information, we will begin working on proposed solutions. These solutions will be presented at a second public meeting for comment later this spring before the final report is presented to the City Council.

I hope to see you at the public meeting.

Thanks, Andrew

ANDREW R. SCHLICHTING | Project Manager



Crawford, Murphy & Tilly | Engineers & Consultants

550 North Commons Drive, Suite 116 | Aurora, IL | 60504

w 630.907.7034 | m 314.827.5102 | aschlichting@cmtengr.com



Lydia Wigner

From: Barb Chidley <Barbara.Chidley@rockfordil.gov>
Sent: Wednesday, March 2, 2022 2:31 PM
To: Jeremy Carter; Andrew Schlichting
Cc: Timothy Hinkens; Ken Mattson; Lydia Wigner; Bill James
Subject: RE: Public Meeting

External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.

Feedback on my Nextdoor post regarding the public meeting:

Maria R.

• Roosevelt United

Sorry i missed it. But busy with cancer center. However I did contact our Mayor about the WRECK ABOUT (round about on Auburn and N. Main) For what must be the 12th time we were nearly hit by a car. We came from Springfield direction headed to Auburn Street .We Where on the inside lane closes to center and a car on the passenger side cut us off crossing in front of our car turning headed South on Main. We were going straight! The guy gave us the finger when he was in the WRONG! Who cuts off someone when they are in the wrong lane making A left hand turn with a car on their left side??? A stupid NUT that's who. Anyway I've been in contact with our Mayor because we need lights there not a circle! Yes it was built to honor our veterans but how does it honor them when lives are put into danger???? They move the statue downtown. There has to be another option to honor them on that corner... Sad that our lives don't count and have to pay higher insurance cost because the idiots breaking the law don't carry insurance and decide to flee the scene of an accident because they don't know how to drive!

Barb Chidley

Neighborhood Specialist

City of Rockford – Community & Economic Development
425 E. State Street, Rockford, IL 61104
Phone: 779-348-7448 Cell: 779-207-0669



<http://connect-rockford.com/>

“A true community is not just about being geographically close to someone or part of the same social web network. It’s about feeling connected and responsible for what happens. Humanity is our ultimate community, and everyone plays a crucial role.” ~Yehuda Berg

The opinions expressed here are my own and do not necessarily represent those of the City of Rockford, IL.

From: Jeremy Carter <Jeremy.Carter@rockfordil.gov>
Sent: Thursday, February 24, 2022 7:37 PM
To: Andrew Schlichting <aschlichting@cmtengr.com>
Cc: Timothy Hinkens <Timothy.Hinkens@rockfordil.gov>; Ken Mattson <Ken.Mattson@rockfordil.gov>; Barb Chidley <Barbara.Chidley@rockfordil.gov>; Lydia Wigner <lwigner@cmtengr.com>; Bill James <bjames@camiros.com>
Subject: Re: Public Meeting

Great Job to everybody, especially the people on the keyboards knocking down the questions as they came in. 😊

Jeremy Carter
City of Rockford
Traffic Engineer
Sent from my iPhone

On Feb 24, 2022, at 7:35 PM, Andrew Schlichting <aschlichting@cmtengr.com> wrote:

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I thought that went very well! Looking forward to getting a whole new set of data tomorrow morning. See you all then!

ANDREW R. SCHLICHTING | Project Manager



Crawford, Murphy & Tilly | Engineers & Consultants
550 North Commons Drive, Suite 116 | Aurora, IL | 60504
w 630.907.7034 | m 314.827.5102 | aschlichting@cmtengr.com



Centered in Value

Lydia Wigner

From: Timothy Hinkens <Timothy.Hinkens@rockfordil.gov>
Sent: Thursday, February 17, 2022 1:43 PM
To: Andrew Schlichting; Lydia Wigner
Cc: Jeremy Carter
Subject: FW: Mel Anderson Path-Additonal Comments

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FYI

Timothy Hinkens, P.E.

City Engineer
City of Rockford, Illinois
Department of Public Works
Office: (779) 348-7647
Cell: (815) 218-2413

The opinions expressed here are my own and do not necessarily represent those of the City of Rockford, IL.

From: Tim Bragg <TimBragg@rockfordparkdistrict.org>
Sent: Thursday, February 17, 2022 12:24 PM
To: Timothy Hinkens <Timothy.Hinkens@rockfordil.gov>; Jeremy Carter <Jeremy.Carter@rockfordil.gov>
Subject: Mel Anderson Path-Additonal Comments

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Tim/Jeremy:

Just received some additional information this morning from our Grounds/Maintenance staff regarding the Path:

- Neither underpass for the path (Auburn Street or Central Avenue) is currently lit/illuminated. Lighting for sites/facilities is something that has to be evaluated and striking a balance between safety and possibly encouraging negative activity outside of normal park/facility operation hours. The Park District would also need to assess availability of power and the ongoing power costs for lighting.
- The Auburn Street underpass is the more troublesome of the two in terms of not being fully functional during inclement weather/flooding. Minimizing the flooding/muck accumulation would likely require some possible modifications or installing a pump of some sort (which again would require a power source and the ongoing costs to power the pump).

Tim

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Lydia Wigner

From: Andrew Schlichting
Sent: Tuesday, February 22, 2022 9:10 PM
To: Lydia Wigner
Subject: FW: City of Rockford - Auburn Street Corridor Study Focus Group Meeting Invite

ANDREW SCHLICHTING | Crawford, Murphy & Tilly | w 630.907.7034 | m 314.827.5102
Project Manager

From: Mike Rotolo <Mike.Rotolo@rockfordil.gov>
Sent: Monday, February 14, 2022 10:33 AM
To: Jeremy Carter <Jeremy.Carter@rockfordil.gov>; Andrew Schlichting <aschlichting@cmtengr.com>
Cc: Timothy Hinkens <Timothy.Hinkens@rockfordil.gov>; Kyle Saunders <Kyle.Saunders@rockfordil.gov>; Scott Capovilla <Scott.Capovilla@rockfordil.gov>; Colin Belle <Colin.Belle@rockfordil.gov>; Barb Chidley <Barbara.Chidley@rockfordil.gov>
Subject: RE: City of Rockford - Auburn Street Corridor Study Focus Group Meeting Invite

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Here is some feedback from District Chief Todd Monahan in regards to the Auburn Street Corridor Study...

If possible can the city not place a median/boulevard along Auburn Street. The medians placed along recent projects on north/south Main and West State block cross streets previously accessible prior to the reconstruction. This greatly hinder emergency response.

Thank you!

Mike Rotolo
Fire Prevention Coordinator
Rockford Fire Department
204 South 1st Street
Rockford, IL 61104

(779) 500-6544 office
(815) 978-6439 work cell
(888) 433-6906 fax
mike.rotolo@rockfordil.gov



The opinions expressed in this email are my own and do not necessarily represent those of the City of Rockford, IL.

From: Jeremy Carter <Jeremy.Carter@rockfordil.gov>
Sent: Wednesday, January 26, 2022 4:39 PM
To: Andrew Schlichting <aschlichting@cmtengr.com>
Cc: Timothy Hinkens <Timothy.Hinkens@rockfordil.gov>; Kyle Saunders <Kyle.Saunders@rockfordil.gov>; Scott Capovilla <Scott.Capovilla@rockfordil.gov>; Colin Belle <Colin.Belle@rockfordil.gov>; Barb Chidley <Barbara.Chidley@rockfordil.gov>
Subject: City of Rockford - Auburn Street Corridor Study Focus Group Meeting Invite

Local Stakeholders-

On February 9, 2022, the City of Rockford will have a series of focus group meetings to start the community engagement process for a study of the Auburn Street corridor. Attached please find a copy of an invite to the virtual meeting. We have scheduled the Neighborhood and Advocacy Groups from 3:00pm to 4:00pm. We would like to invite you or a representative(s) to meet with us, as we gather information that will help us with the Open House phase of our engagement. If you or a representative are unable to make it, you will have additional chances to discuss the project at an open house later or with staff at your convenience. If you have any questions please feel free to call me. Should you want more information on the project or the process, you are encouraged to visit the project website at

https://projectmeetingonline.com/auburn_street_corridor/



JEREMY CARTER
TRAFFIC ENGINEER
p: 779-348-7656
w: www.rockfordil.gov
e: jeremy.carter@rockfordil.gov

Lydia Wigner

From: Francisca French <Francisca.French@rockfordil.gov>
Sent: Monday, February 14, 2022 4:58 PM
To: Andrew Schlichting; Karl Franzen
Cc: Timothy Hinkens; Jeremy Carter; Ken Mattson; Lydia Wigner; Bill James
Subject: RE: Auburn Street TIF Districts

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Hello Andrew,

Currently there are not any entities receiving funds from the Auburn corridor TIF. The TIF in that area was established in 2013 and is scheduled to expire 12/31/2036. An assessment discovered that many of the properties are valued low and there was much deterioration of vacant buildings. That deterioration included frames, siding, roofs, water-related, and other damages. A summary of the findings determined that all property in the area would substantially benefit from redevelopment project improvements. Most properties are “non-conforming,” meaning today they are not permitted in their perspective Zoning Districts according to the current zoning ordinance. It should be noted that the bulk of new structures in the area were built in the 1950s and 60s. At the time of the assessment, only two new structures were built after 1999. The TIF is at the break-even point and includes just \$238k of total fund balance. According to the Winnebago County Clerk, there are 199 parcels in the area with a net value of \$7.7 million with a base value of \$6.8 million.

-Francisca

Francisca French

Economic Development Diversity and Procurement Coordinator
City of Rockford | 425 E. State St. | Rockford, IL 61104
779-348-7419 – office | 779-207-2178 – cell



The opinions expressed in this email are my own and do not necessarily represent those of the City of Rockford, IL.

From: Andrew Schlichting <aschlichting@cmtengr.com>
Sent: Friday, February 11, 2022 2:01 PM
To: Francisca French <Francisca.French@rockfordil.gov>; Karl Franzen <Karl.Franzen@rockfordil.gov>
Cc: Timothy Hinkens <Timothy.Hinkens@rockfordil.gov>; Jeremy Carter <Jeremy.Carter@rockfordil.gov>; Ken Mattson <Ken.Mattson@rockfordil.gov>; Lydia Wigner <lwigner@cmtengr.com>; Bill James <bjames@camiros.com>
Subject: Auburn Street TIF Districts

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Francisca,

Thanks for attending the Auburn Street Corridor Study stakeholder meeting. I was hoping to follow up with you on the TIF districts along Auburn Street. Do you have any information on how the TIF districts are performing, are they still active? Any information you can provide would be great.

Thanks, Andrew

ANDREW R. SCHLICHTING | Project Manager



Crawford, Murphy & Tilly | Engineers & Consultants

550 North Commons Drive, Suite 116 | Aurora, IL | 60504

w 630.907.7034 | m 314.827.5102 | aschlichting@cmtengr.com



Andrew Schlichting

From: Andrew Schlichting
Sent: Tuesday, March 1, 2022 1:07 PM
To: sharita2114@comcast.net
Cc: Timothy Hinkens
Subject: Auburn Street Corridor Study

Ms. Anderson,

Thank you for your interest in the Auburn Street Corridor Study. Your concern about snow accumulation on the sidewalk is a common comment and something the City is looking for ways to address as part of the study. Lighting and speeding are also concerns for the City that we hope to address soon. If you have any questions, please don't hesitate to reach out, and be on the lookout for an update on the study progress later this spring.

Thanks, Andrew

ANDREW R. SCHLICHTING | Project Manager



Crawford, Murphy & Tilly | Engineers & Consultants
550 North Commons Drive, Suite 116 | Aurora, IL | 60504
w 630.907.7034 | m 314.827.5102 | aschlichting@cmtengr.com



Andrew Schlichting

From: Andrew Schlichting
Sent: Tuesday, March 1, 2022 1:03 PM
To: ebanksjeannie2@gmail.com
Cc: Timothy Hinkens
Subject: Auburn Street Corridor Study

Ms. Banks,

Thank you for your interest in the Auburn Street Corridor Study. Your concern about snow accumulation on the sidewalk is a common comment and something the City is looking for ways to address as part of the study. You are correct that a separation between the sidewalk and the road would be beneficial and we will look to implement your suggestion as we develop solutions. If you have any questions, please don't hesitate to reach out, and be on the lookout for an update on the study progress later this spring.

Thanks, Andrew

ANDREW R. SCHLICHTING | Project Manager



Crawford, Murphy & Tilly | Engineers & Consultants
550 North Commons Drive, Suite 116 | Aurora, IL | 60504
w 630.907.7034 | m 314.827.5102 | aschlichting@cmtengr.com



Andrew Schlichting

From: Andrew Schlichting
Sent: Tuesday, March 1, 2022 1:00 PM
To: carolyncadigan@gmail.com
Cc: Timothy Hinkens
Subject: Auburn Street Corridor Study

Ms. Cadigan,

Thank you for your interest in the Auburn Street Corridor Study. Reducing the number of lanes on Auburn Street is something the study team is definitely looking at where traffic projections are low enough to allow the reduction. If you have any questions, don't hesitate to reach out and be on the lookout for an update to the study later this Spring.

Thanks, Andrew

ANDREW R. SCHLICHTING | Project Manager



Crawford, Murphy & Tilly | Engineers & Consultants

550 North Commons Drive, Suite 116 | Aurora, IL | 60504

w 630.907.7034 | m 314.827.5102 | aschlichting@cmtengr.com



Centered in Value

Andrew Schlichting

From: Andrew Schlichting
Sent: Tuesday, March 1, 2022 1:17 PM
To: suegus1@aol.com
Cc: Timothy Hinkens
Subject: Auburn Street Corridor Study

Mr. Gustafson,

Thank you for your interest in the Auburn Street Corridor Study. We very much appreciate your suggestions, it's obvious you've put a lot of thought into Auburn Street and we will look to incorporate them as we get into the solutions phase of our study. If you have any other suggestions or questions, please do not hesitate to reach out, and we'll be back in touch later in the spring with a draft of the study to discuss.

Thanks, Andrew

ANDREW R. SCHLICHTING | Project Manager



Crawford, Murphy & Tilly | Engineers & Consultants
550 North Commons Drive, Suite 116 | Aurora, IL | 60504
w 630.907.7034 | m 314.827.5102 | aschlichting@cmtengr.com



Andrew Schlichting

From: Andrew Schlichting
Sent: Tuesday, March 1, 2022 1:11 PM
To: salahadinmuhammad929@gmail.com
Cc: Timothy Hinkens
Subject: Auburn Street Corridor Study

Mr, Muhammad,

It was good to talk to you at the public meeting last week. You are correct that incorporating neighborhood branding and accentuating local history can have a positive impact on how Auburn Street is perceived. We will look to incorporate your comments into the plan and look forward to talking with you more as the project progresses. If you have any questions, please don't hesitate to contact us, and keep a lookout for updates as we move into spring.

Thanks, Andrew

ANDREW R. SCHLICHTING | Project Manager



Crawford, Murphy & Tilly | Engineers & Consultants
550 North Commons Drive, Suite 116 | Aurora, IL | 60504
w 630.907.7034 | m 314.827.5102 | aschlichting@cmtengr.com



Andrew Schlichting

From: Andrew Schlichting
Sent: Tuesday, March 1, 2022 1:30 PM
To: wanderingspiritsllc@gmail.com
Cc: Timothy Hinkens
Subject: Auburn Street Corridor Study

Ms. Prah,

Thank you for your comments on the Auburn Street Corridor Study. You bring up several good points that we will look to incorporate into the report. In particular, you mentioned the crosswalk flooding. Is that at your property at North Avenue? Or somewhere else along Auburn Street?

Thanks, Andrew

ANDREW R. SCHLICHTING | Project Manager



Crawford, Murphy & Tilly | Engineers & Consultants

550 North Commons Drive, Suite 116 | Aurora, IL | 60504

w 630.907.7034 | m 314.827.5102 | aschlichting@cmtengr.com



Centered in Value

Andrew Schlichting

From: Timothy Hinkens <Timothy.Hinkens@rockfordil.gov>
Sent: Tuesday, February 15, 2022 9:56 AM
To: Andrew Schlichting; Lydia Wigner
Cc: Jeremy Carter
Subject: FW: Auburn Street Corridor-Talcott Park

Follow Up Flag: Follow up
Flag Status: Flagged

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Further comment from the Park District below. Thank you.

Timothy Hinkens, P.E.

City Engineer
City of Rockford, Illinois
Department of Public Works
Office: (779) 348-7647
Cell: (815) 218-2413

The opinions expressed here are my own and do not necessarily represent those of the City of Rockford, IL.

From: Tim Bragg <TimBragg@rockfordparkdistrict.org>
Sent: Tuesday, February 15, 2022 9:23 AM
To: Timothy Hinkens <Timothy.Hinkens@rockfordil.gov>; Jeremy Carter <Jeremy.Carter@rockfordil.gov>
Subject: Auburn Street Corridor-Talcott Park

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Tim/Jeremy:

I did receive some feedback from our programming staff. There is no plans on the horizon right now for any Park District programming at Talcott Page Park. Also, programming staff likewise has not heard anything further from the mosque/community center adjacent to the park. The center is sandwiched between the park and the former armory property on the south side of Arthur Avenue.

With the park and path being at the dead end of Arthur Avenue (and tied to people's perception of safety), I am not familiar as to whether any streetlights are present at this end of the street.
I am still awaiting some information from our Grounds/Maintenance Team about the path underpasses.

Tim Bragg
Park Planner
401 South Main Street
Rockford IL 61101-1321

(815)-987-8865
timbragg@rockfordparkdistrict.org

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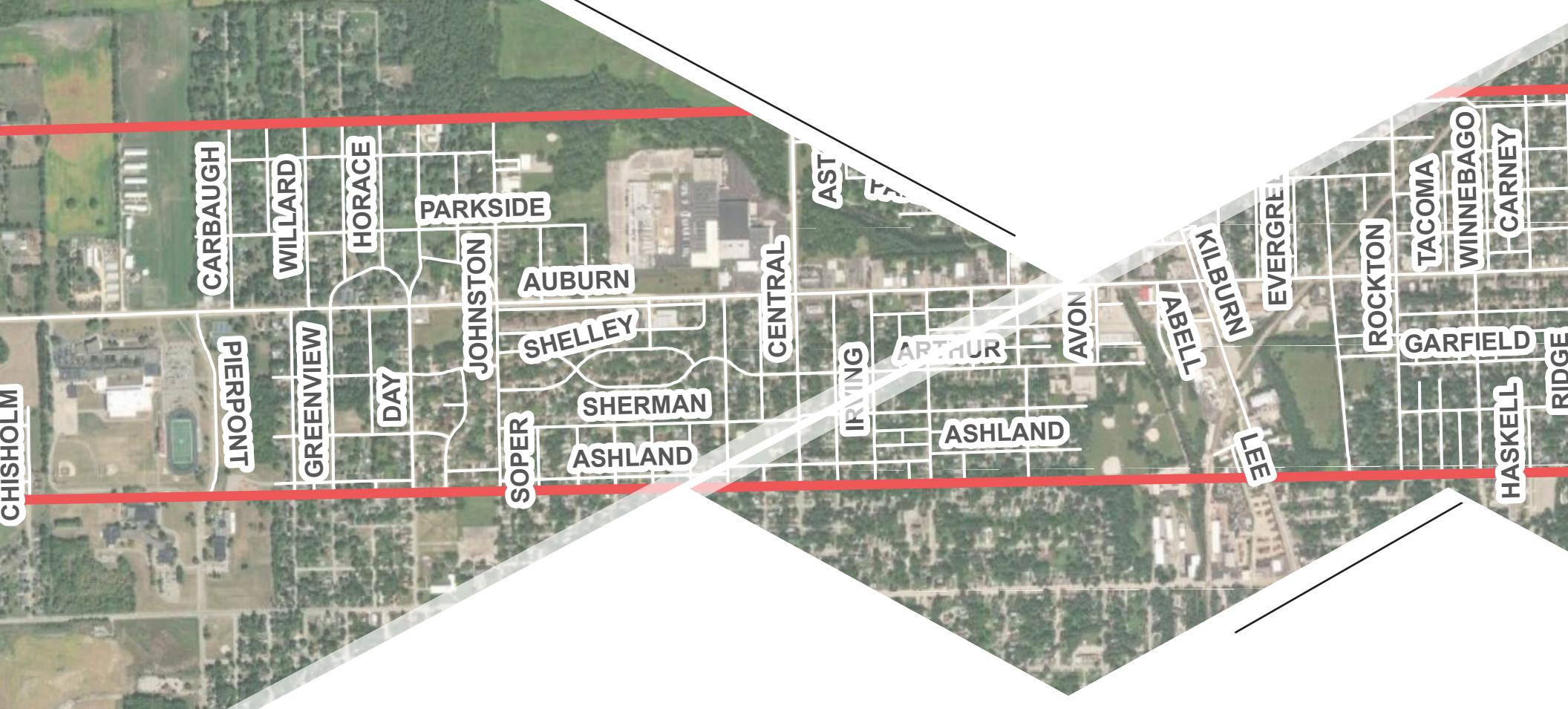
APPENDIX 2

Existing Corridor Conditions

- Existing Conditions Analysis
- Flood Insurance Rate Map (FIRM)
- Rail Crossing Reports
 - FRA #387290F
- Cottonwood Airport - USDOT Airport Master Record
- Cottonwood Airport - AirNAV Report
- Utility Facilities Mapping
- Transit Ridership Maps

Existing Conditions Overview

Auburn Street Corridor Plan



CONTENTS

Introduction & Overview

• Report Purpose and Scope.....	1
• Regional Location.....	1
• Project Area Overview.....	2
• Corridor Photos.....	5

Zoning and Land Use

• Overview.....	6
• Zoning.....	8
• Zoning Front Setback Requirements.....	8
• Zoning Key Provisions.....	12
• Landscape Requirements Summary.....	15
• Parks and Paths.....	16
• Creek and Rail Lines.....	17
• Flood Hazard.....	18

Connectivity

• Overview.....	19
• Sidewalk Network.....	20
• Rockford Bus Lines and Stops.....	21
• Average Daily Traffic.....	22

Economic Development Potential

• Overview.....	23
• Property Values - 1977.....	24
• Property Values - 2019.....	25
• Percent Change in Property Values - 1977 to 2019.....	26
• City Owned and Properties without buildings.....	27
• Rockford TUF Districts.....	28

Conclusion

• Overview.....	21
• Assets/Opportunities.....	29
• Challenges.....	30
• Summary.....	30



Introduction & Overview

Report Purpose and Scope

Initiated by the City of Rockford, the Auburn Street Corridor Plan is intended to improve Auburn Street by maximizing it as a transportation asset, enhancing the appearance and sense of place, addressing the aging infrastructure, and laying the groundwork for future development.

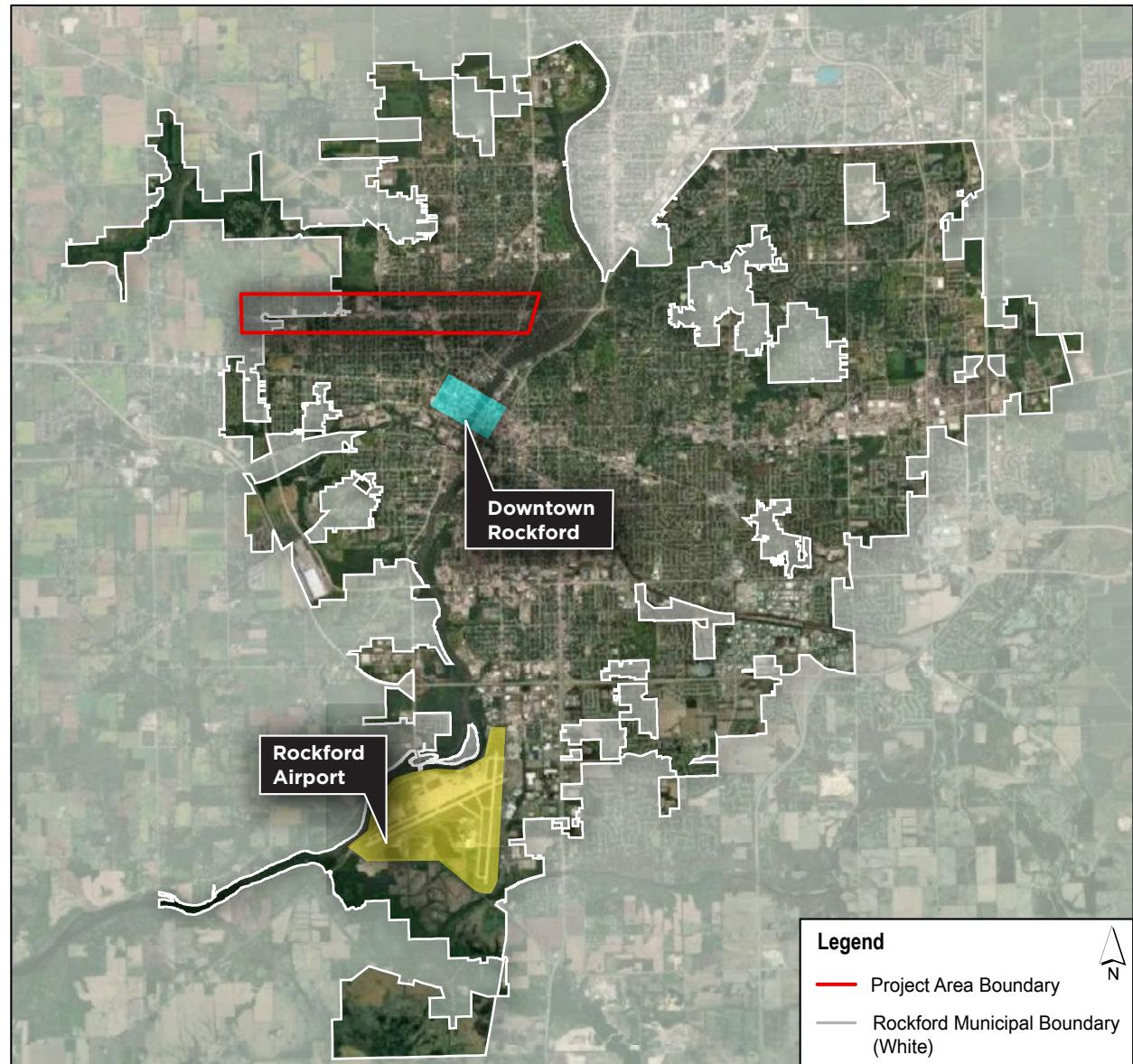
The Existing Conditions Report is an interim deliverable in the corridor planning process. By providing an assessment of current conditions on Auburn Street, the Existing Conditions Report begins to frame options for advancement by identifying assets and opportunities as well as challenges.

This Existing Conditions report analyzes the following characteristics: 1) zoning, 2) connectivity, and 3) economic development potential. As the planning process progresses, input from stakeholders and area residents will add to the assessment of needs, challenges and opportunities.

The Planning Team is the group of consultants formulating the Plan with input from City staff, area stakeholders, and the public. The Planning Team is led by Crawford, Murphy & Tilly Engineering (CMT), with the support of SB Friedman Development Advisors, Fehr Graham Engineering, and Camiros – an urban planning, zoning, and design consultancy. This report specifically outlines Camiros' findings in support of the initiative.

Regional Location

The project area is located north of Downtown Rockford and partially extends beyond the municipal boundaries of the City of Rockford. There are no other major regional activity centers near the project area.



Project Area Overview

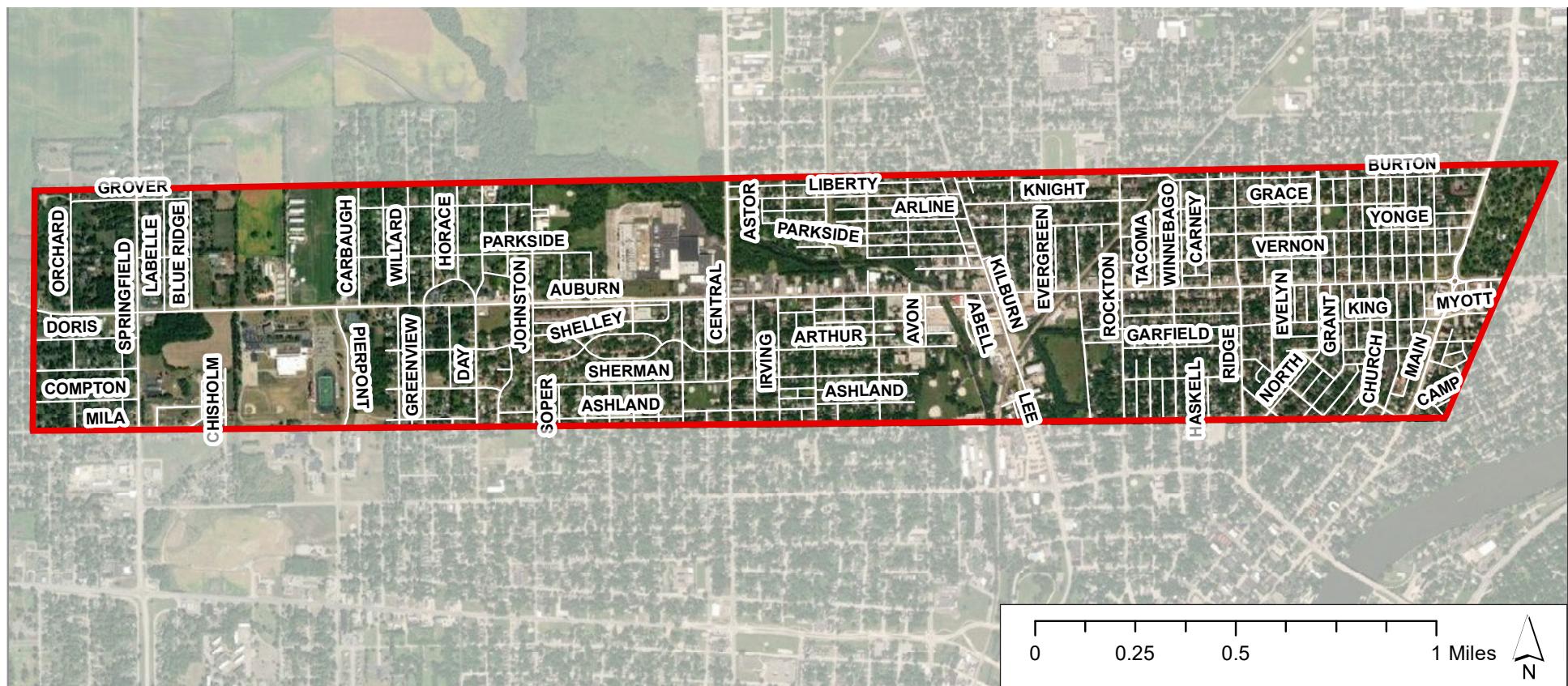
Approximately 4 miles long, the project area includes portions of the adjacent neighborhoods to the north and south of Auburn Street. Given the length of the corridor, the project area includes portions of several discrete neighborhoods that vary in terms of density and urban form. Key streets bisecting the corridor include Main Street, Kilburn Avenue and Central Avenue.

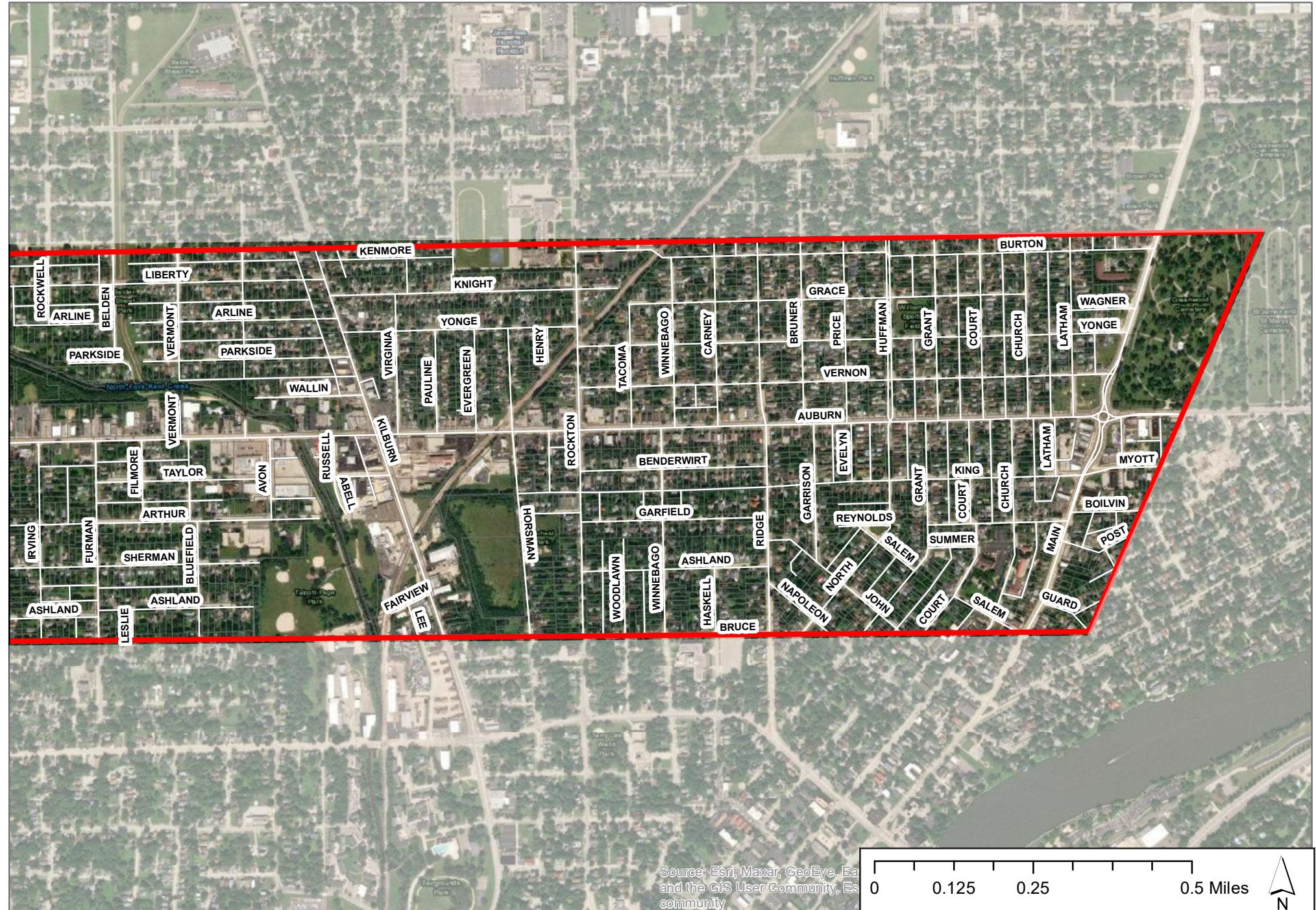
The eastern section of the corridor, the area east of Irving Street, is more densely developed than the western section, taking more of an urban form. This section is defined by the intersections of Main Street and Kilburn Avenue, which function as local centers of activity and focal points, providing retail/commercial services to the adjacent neighborhood.

Older low-intensity industrial uses exist on Auburn Street between Kilburn Avenue and N Horsman Street. Small-scale multi-family housing exists along portions of the Auburn Street frontage while single-family residential uses comprise the bulk of the land use elsewhere in the eastern section.

The western section of the corridor, the area west of Irving Avenue, is less developed than the eastern section and is partially outside the municipal boundaries of the City of Rockford. Auburn High School and the commercial area at Central Avenue (which includes a grocery store), anchor this section of the corridor.

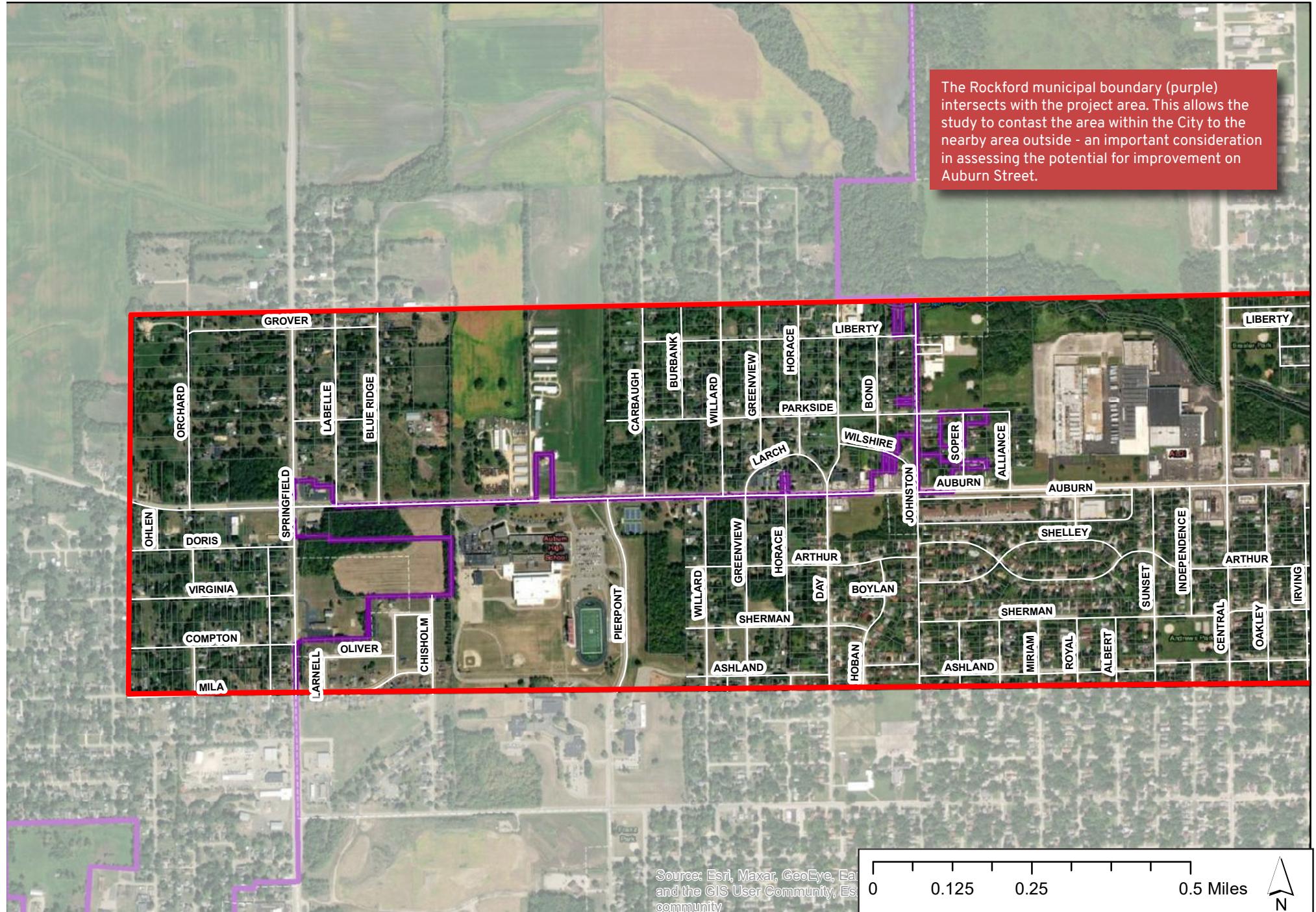
Detailed maps of each section follow on the next 2 pages..





Project Area: Eastern Section

Existing Conditions Analysis | Auburn Street Corridor Plan



Project Area: Western Section

Existing Conditions Analysis | Auburn Street Corridor Plan

COTTONWOOD AIRPORT



INDUSTRIAL DISTRIBUTION
FACILITY



BIG BOX RETAIL



MULTI-FAMILY



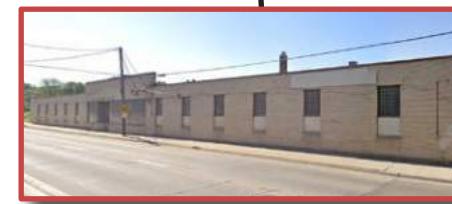
MAIN STREET



AUBURN HIGH SCHOOL



STRIP RETAIL



VACANT INDUSTRIAL



SINGLE FAMILY

These photos depict key locations along the Auburn Corridor. The Corridor is characterized by residential areas of varying condition and accented by several neighborhood commercial areas and other area landmarks, such as the Cottonwood Airport and the industrial distribution facility at the Corner of Auburn Street and Central Avenue.

Corridor Photos

Existing Conditions Analysis | Auburn Street Corridor Plan

Zoning and Land Use

Overview: Commercial, Industrial & Residential

The general zoning and land use structure on Auburn Street varies in pattern and use type. Commercial zoning and uses in the corridor are largely concentrated around 1) the intersection of Auburn and Main Street; 2) the stretch on Auburn from N Rockton Avenue to N Central Avenue; and 3) a small commercial area near Auburn and N Johnston Avenue. Parcels zoned for industrial uses are located near Kilburn Avenue, where there are several mid-sized industrial uses and a freight rail crossing, and near Central Avenue, where there is a massive, partially occupied industrial distribution facility. The remainder of the corridor frontage is made up of residential uses, including single- and multi-family homes, and some institutional uses, including schools and churches.

Zoning in the eastern and western sections of the corridor have contrasting patterns. Zoning in the eastern section of the corridor (from Main Street to Irving Avenue) follows a reasonably generic pattern of neighborhood development with commercial areas coalescing around major cross streets and residential development abutting those areas. Zoning in the western section (From Irving Avenue to Springfield Avenue) gradually becomes more rural in character from east to west and is largely defined by residential development, as well as Auburn High School

The commercial areas in the corridor offer businesses that vary in character and quality. At the corner of Auburn Street and Main Street there is pedestrian-oriented commercial space that is occupied by a few restaurants and bars. This area likely benefits from recent streetscape improvements to the intersection, including a large roundabout and new lighting and signage. The uses on the stretch from Rockton Avenue to Central Avenue are generally focused on convenience, fast food, auto parts, or gas. The commercial uses in this area a mix of new, and old with many buildings approaching obsolescence. At the corner of Auburn Street and Central Avenue, there is an ALDI grocery store which is a major asset to the neighborhood, although it is out of walking distance for much of the corridor. The small commercial area near Johnston Avenue is made up of a few gas stations and a handful of aging bar and retail businesses. Although these areas generally lack a “sense of place,” many of the businesses are viable and thus stabilizing to the neighborhood.

The industrially zoned areas are partially occupied by some light intensity industrial tenants, while other industrially zoned properties remain vacant. Unlike many other industrial areas in Rockford and beyond, the uses around the Kilburn Avenue intersection are of a “neighborhood scale”. Meaning, the buildings are positioned on the street, they have modestly attractive architecture, and do not detract from the urban environment like larger industrial uses often do. With landscaping improvements, these could continue to be utilized by current or future light-industrial tenants while contributing to the urban form of Auburn Street. If market conditions are not suitable for the long-term use of these spaces by industrial tenants, they could be reimaged as commercial, office or mixed-use spaces. Such uses would complement the surrounding commercial and residential environment.

The residential sections of Auburn Street are a combination of single-family homes and small-scale multi-family homes. Conditions on the Auburn Street frontage generally range from moderate to weak, with many homes approaching obsolescence. The surrounding neighborhoods are mostly made up of single-family homes that vary in quality but are generally more well-maintained – particularly in the eastern half of the corridor. There are some streets that are quite pleasant with well-maintained sidewalks and interesting, historic architecture. On the other hand, some surrounding areas have clearly declined in quality in recent decades and need interest from home builders to have a chance of improving.

Placemaking

The study area lacks a defined “sense of place” relative to other places in Rockford. The car-oriented nature of the corridor, in combination with a deficiency of community gathering spaces, creates a place that lacks a unique identity. Walkable streets often support the “sense of place” in a community because they allow people to connect, congregate, and patronize businesses more easily. In the study area, Main Street is the most pedestrian-oriented portion of the Corridor while other sections are accessible, but unattractive to walkers. These other sections – mostly near Kilburn and Central - could be transformed into more pedestrian-oriented commercial areas based on their proximity to residential uses and the intact sidewalk network. However, with a lack of both landscaping and on-street parking, there is no protection from passing vehicles, making the street uninviting and uncomfortable for walking. The commercial areas along Auburn Street are in walking distance to the homes in the surrounding neighborhoods because they are within walking distance, but the uses as they are designed today do not take full advantage of the surrounding residential areas because of poor urban design.

Parks and Open Space

Parks and Open Space on Auburn Street are generally sparse. There is only one neighborhood park on Auburn Street in the study area and it is far from the denser neighborhood areas on the east side of the Corridor. However, Talcott Page Park, Andrews Park, Garfield Park Bressler Park, Searis Park, and Williams Park are all located within a 5-10 minute walk of Auburn Street respectively. Although these do not directly boost the quality of Auburn Street itself, they do improve the quality of life in surrounding neighborhood areas.

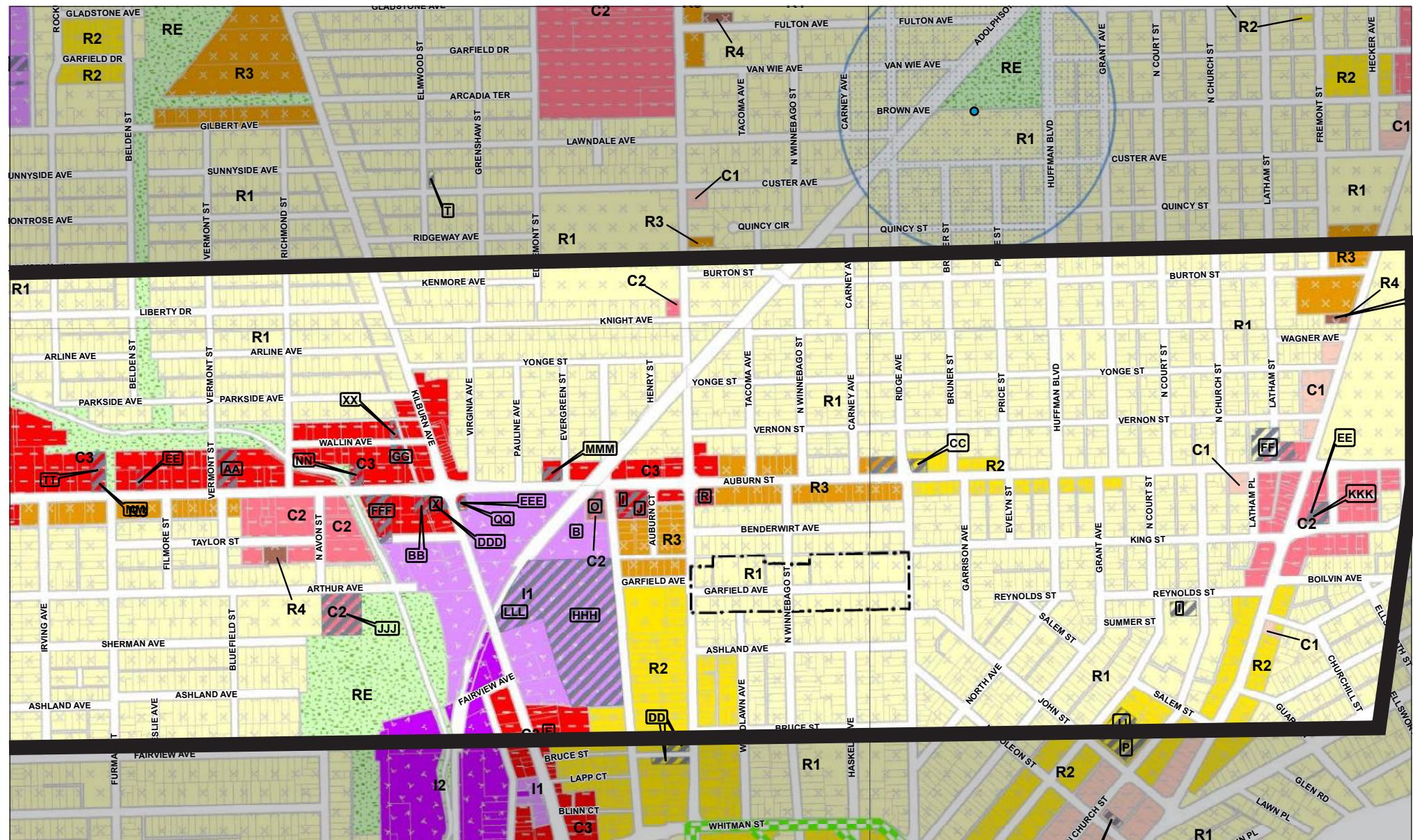
Kent Creek and the Mel-Anderson Bike Path bisect the corridor. Auburn Street crosses over these amenities via an overpass, preventing walkers and cyclists from directly entering the path on Auburn. Because of this, improving the connection is one of the “easiest” potential improvements for Auburn Street.

Frontage Setbacks

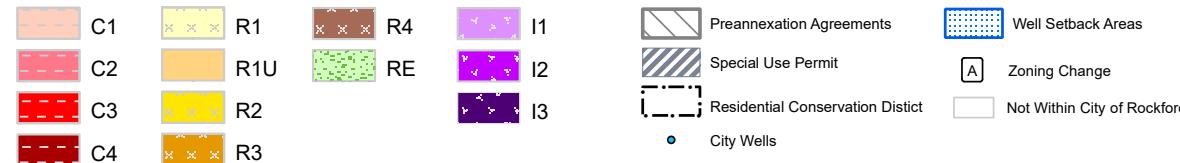
Frontage setbacks in the eastern half of the corridor reinforce the relatively “suburban” character of the Auburn Street corridor. The average requirement ensures this character is maintained. Frontage setbacks in the western half of the corridor match those in the east.

Landscape requirements

Landscape Requirements from the Rockford Zoning Ordinance are outlined in this document. If implemented, the requirements would greatly improve the streetscape on Auburn. The challenge will be incentivizing owners to bring their properties into conformance.



Legend



Source: City of Rockford's Zoning Ordinance

Zoning (1 of 2)

Existing Conditions Analysis | Auburn Street Corridor Plan



Legend

	C1		R1		R4		I1
	C2		R1U		RE		I2
	C3		R2		I3		
	C4		R3				

Preannexation Agreements

Well Setback Areas

Special Use Permit

Zoning Change

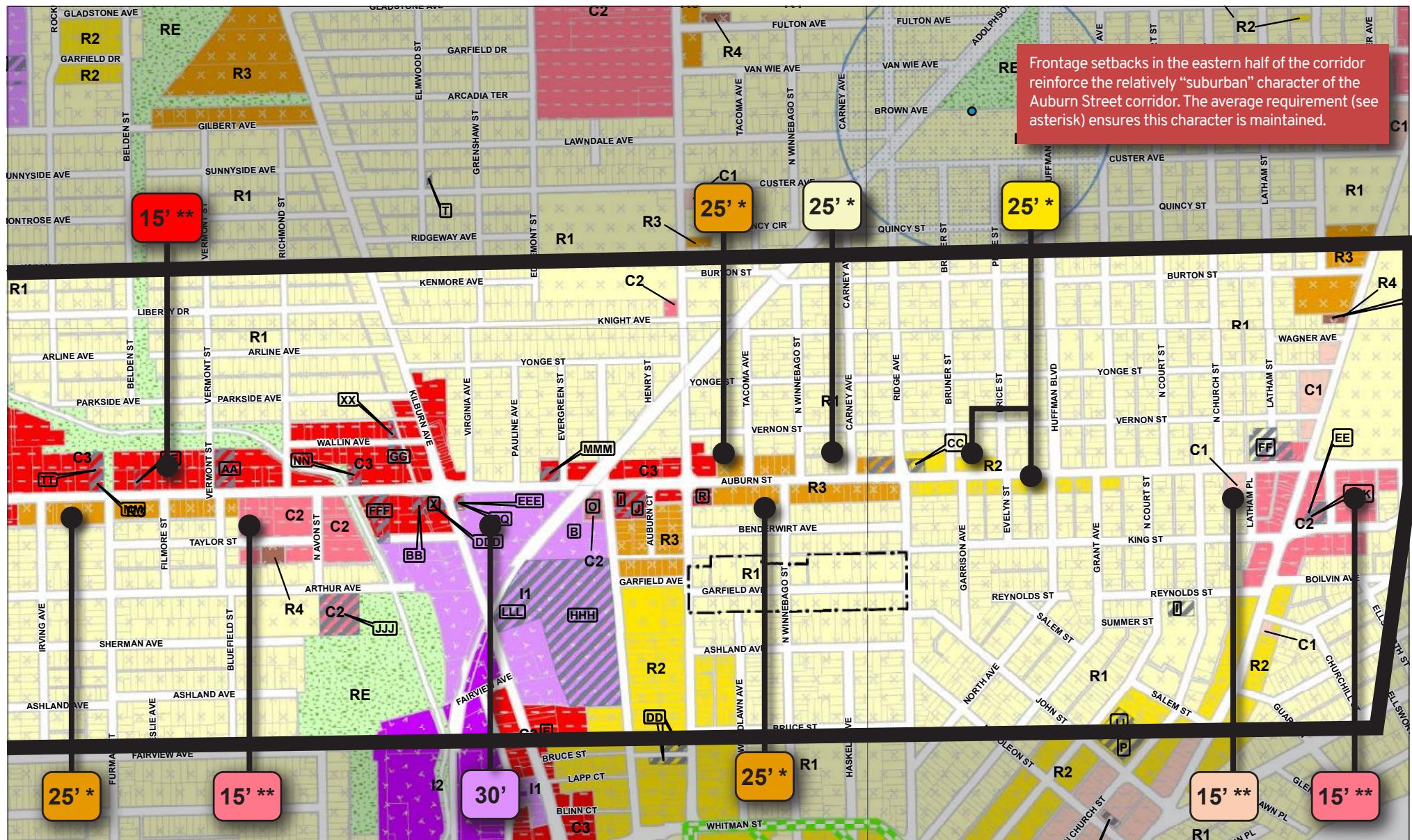
Residential Conservation District

Not Within City of Rockford

City Wells

Zoning (2 of 2)

Existing Conditions Analysis | Auburn Street Corridor Plan

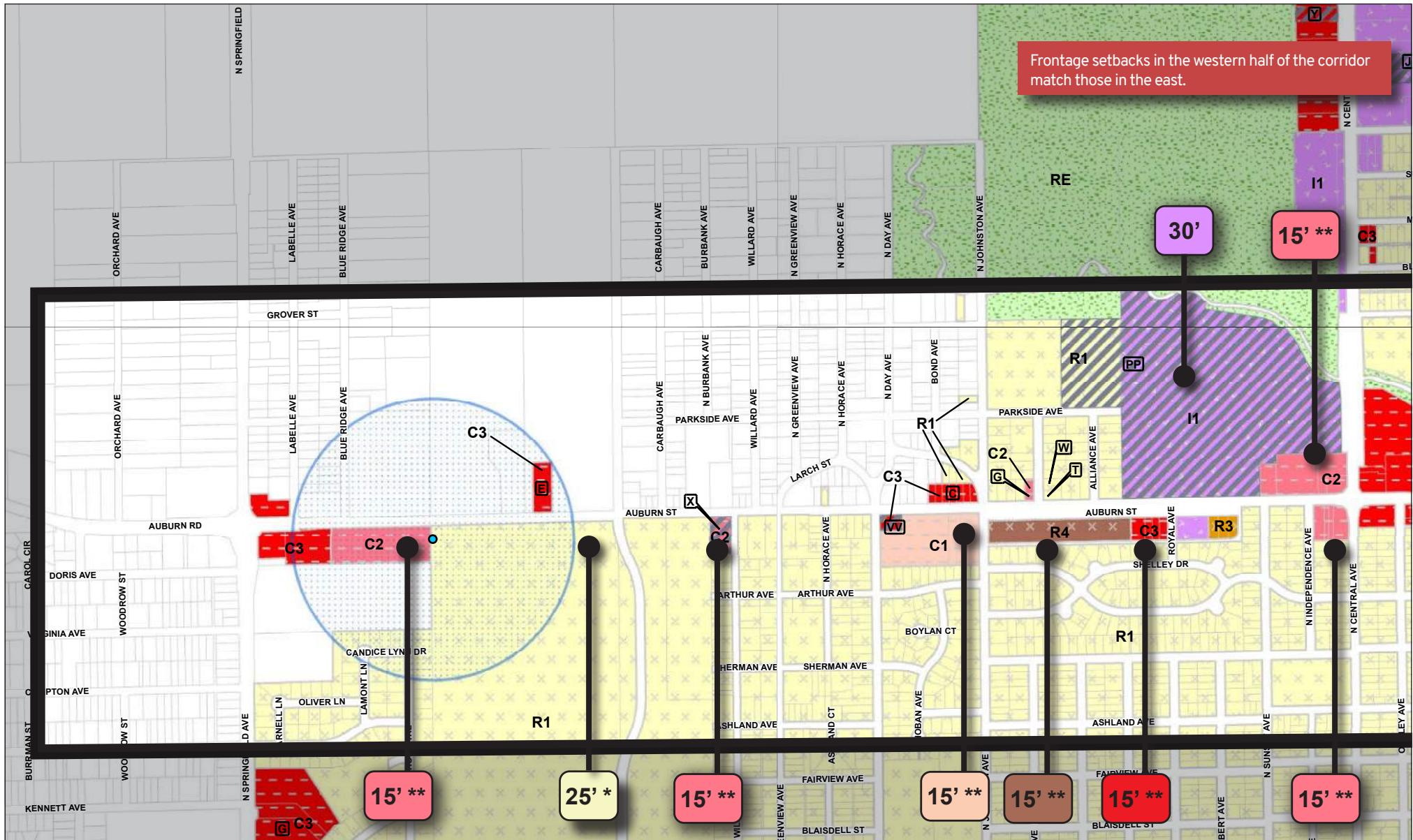


*Buildings and structures in R districts must be set back from the front property line a distance equal to the average front yard depth that exists on the nearest 2 lots on either side of the subject lot...Where no average front setback exists, the front façade of a residential structure must be set back a minimum of 25 feet (20-005-E)

**Parking area and lots must be set back a minimum of 20 feet from the property line adjacent to any public street. (21-005-D)

Zoning Front Setback Requirements (1 of 2)

Existing Conditions Analysis | Auburn Street Corridor Plan



*Buildings and structures in R districts must be set back from the front property line a distance equal to the average front yard depth that exists on the nearest 2 lots on either side of the subject lot...Where no average front setback exists, the front façade of a residential structure must be set back a minimum of 25 feet (20-005-E)

**Parking area and lots must be set back a minimum of 20 feet from the property line adjacent to any public street. (21-005-D)

Zoning Front Setback Requirements (2 of 2)

Existing Conditions Analysis | Auburn Street Corridor Plan

Minimum Lot Width at Bldg Setback (Feet)

R2	80'
RE	125'
C2	-
C3	-
C4	-
I1	-

Front Setbacks (Feet)

R2	25 *
RE	25 *
C2	15**
C3	15**
C4	15**
I1	30'

Front Parking Lot Setback (Feet)

R1	See Below
R3	See Below
C2	20'
C3	20'
I1	30'
I3	10'

Details on requirements for lot width, building height, front setbacks, and front parking setbacks are detailed on this page.

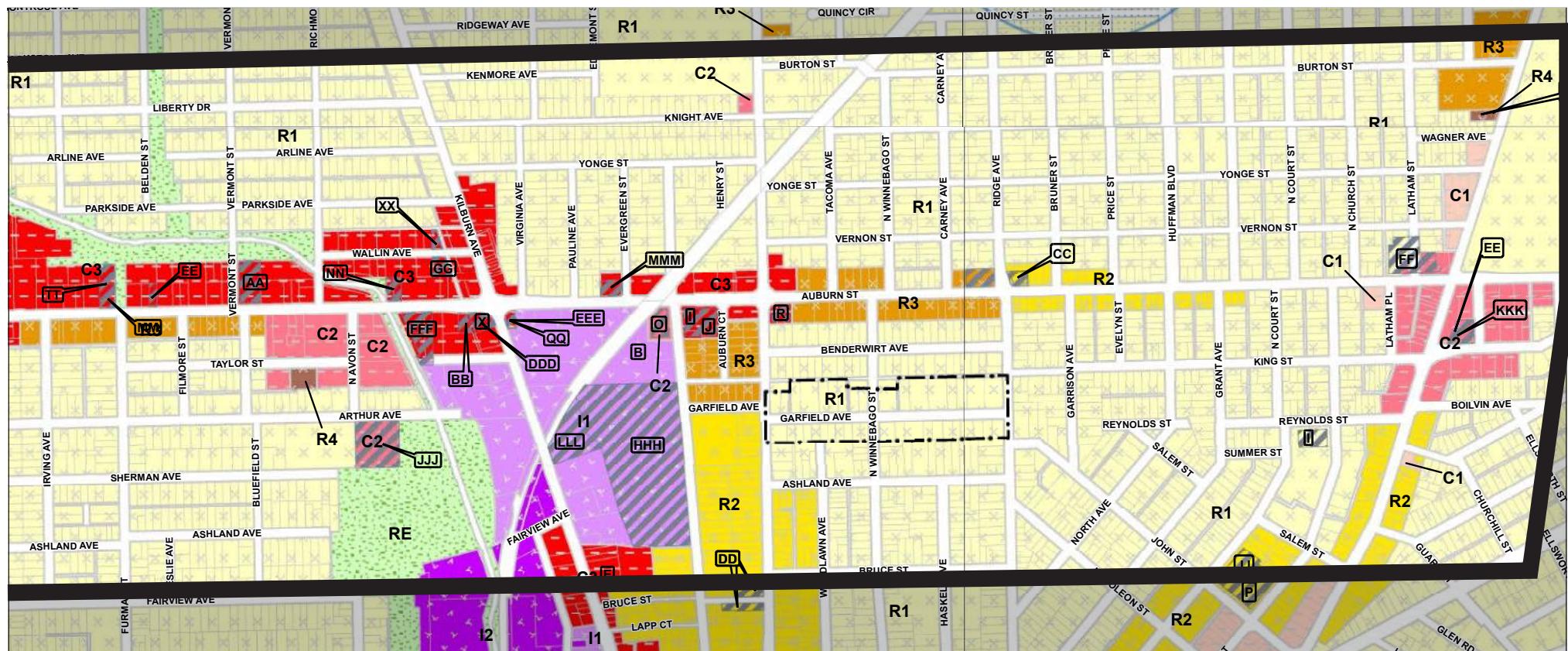
Maximum Building Height (Square Feet)

R2	35'
RE	35'
C2	50'
C3	No height limit; Maximum FAR of 4:1
C4	No height limit; Maximum FAR of 4:1
I1	45'

*Buildings and structures in R districts must be set back from the front property line a distance equal to the average front yard depth that exists on the nearest 2 lots on either side of the subject lot...Where no average front setback exists, the front façade of a residential structure must be set back a minimum of 25 feet (20-005-E)

**Parking area and lots must be set back a minimum of 20 feet from the property line adjacent to any public street. (21-005-D)

Off-street parking is prohibited in a front setback for residential uses however a driveway needed to access parking is permitted within the required front yard. Off-street parking for nonresidential uses must be set back a minimum of 20 feet from the property line adjacent to any public street. (50-008-A)



Zoning Key Provisions (1 of 2)

Existing Conditions Analysis | Auburn Street Corridor Plan

Minimum Lot Width at Bldg Setback (Feet)

R2	80'
RE	125'
C2	-
C3	-
C4	-
I1	-

Front Setbacks (Feet)

R2	25 *
RE	25 *
C2	15**
C3	15**
C4	15**
I1	30'

Front Parking Lot Setback (Feet)

R1	See Below
R3	See Below
C2	20'
C3	20'
I1	30'
I3	10'

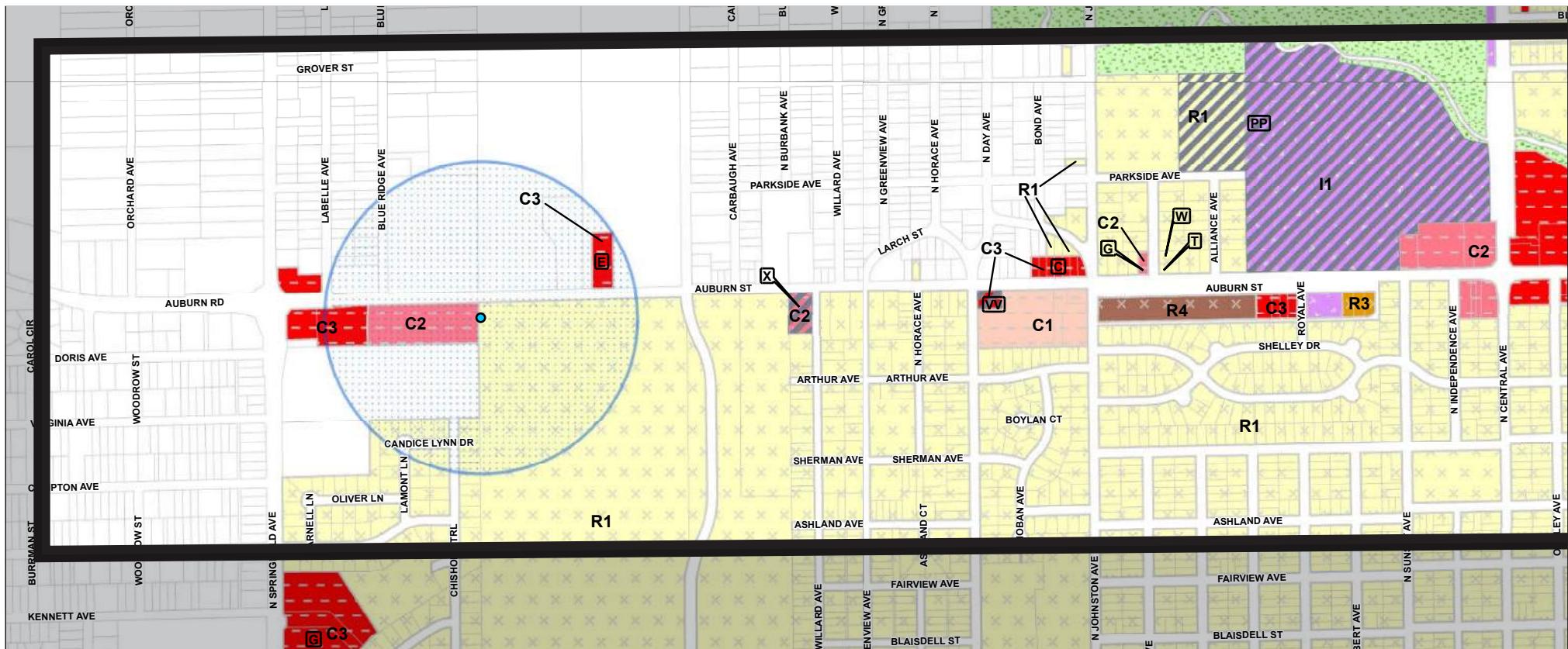
Details on requirements for lot width, building height, front setbacks, and front parking setbacks are detailed on this page.

Maximum Building Height (Square Feet)

R2	35'
RE	35'
C2	50'
C3	No height limit; Maximum FAR of 4:1
C4	No height limit; Maximum FAR of 4:1
I1	45'

*Buildings and structures in R districts must be set back from the front property line a distance equal to the average front yard depth that exists on the nearest 2 lots on either side of the subject lot...Where no average front setback exists, the front façade of a residential structure must be set back a minimum of 25 feet (20-005-E)

**Parking area and lots must be set back a minimum of 20 feet from the property line adjacent to any public street. (21-005-D)



Zoning Key Provisions (2 of 2)

Existing Conditions Analysis | Auburn Street Corridor Plan

Landscape Requirements Summary

Source: Rockford Municipal Ordinance

Landscape requirements from the Rockford Zoning Ordinance are outlined below. If implemented, the requirements would greatly improve the streetscape on Auburn. The challenge will be incentivizing owners to bring their properties into conformance.

52-001-C. Applicability

General Landscaping Requirements apply to:

- All privately-owned multiple-family residential, commercial, and industrially-zoned properties that have parking areas;
- All open sales lots, outside storage lots, truck storage and equipment yards, terminals, and other vehicular maneuvering areas greater than 2,500 square feet in area; and
- All publicly-owned property (excluding rights-of-way) such as municipal parking lots, public buildings, and public works facilities. Paved areas for recreational uses, such as tennis courts, playgrounds, and basketball courts, are not be subject to these requirements, but may require landscaping as a condition of a special use permit or a variation.
- A landscape buffer will also be required to be placed along the boundaries of the zoning lot that abuts properties in a different zoning district
- Properties that are nonconforming with regard to this Section must be brought into conformity when:
 - » A new building or new parking lot or new paved area is proposed;
 - » An addition to an existing building, parking lot, or outside storage yard where such addition represents an expansion of 1,000 square feet or a 10% increase in the existing floor area, whichever is greater...
 - » An addition to an existing building, parking lot, or outside storage yard within an industrial zoning district where such addition represents 20% increase in the existing floor area or a 30% increase in the land area devoted to parking or outdoor storage;
 - » When a zoning application for a special use permit or a variation is filed...
 - » When an existing parking lot is reconstructed...

52-002 General Landscape Requirements

- All areas that require landscaping, as per Section 52-001-C, must meet the minimum requirements for "Shade Trees" (Section 52-002-A), "Street Frontage Landscaping" (Section 52-002-B), "Landscape Buffer" (Section 52-002-E) and "Interior Landscaping" (Section 52-002-E.4(f))

52-002-A. Shade Trees

- One shade tree must be planted for every 10 parking spaces, or fraction thereof, or for every 2,500 square feet of paved land area, or fraction thereof...
- 1 shade tree must be planted for every 50 lineal feet of frontage a property has on a street right-of-way...

52-002-B. Frontage/Right-of-Way Landscaping

Frontage Landscape Strip

- » Any multiple-family residential, commercial, or industrial property that has a parking/storage use that is required to be landscaped, must install street frontage landscape strips...
- » The street front landscaping must be a minimum of 10 feet wide except where a larger setback is required

52-002-E. Landscape Buffers

- Landscape buffers are required for all buildings, structures and uses of land that consist of multiple-family residential, commercial or industrial uses that have a property line that is also a boundary line of a zoning district.

Table 53-002-E Schedule of Buffer Requirements

Subject Property	Zoning or Use of Adjacent Property							Arterial/Collector Streets*
Zoning Classification	R-E, R-1, R-1U	R-2	R-3, R-4, C-1	C-2, C-4	C-3, I-1	I-2, I-3	I-90 and IL-39 Highway Bypasses & Interchanges	
R-E, R-1, R-1U	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	D	C
R-2	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	D	C
R-3, R-4, C-1	A	A	N.A.	N.A.	N.A.	N.A.	C	C
C-2, C-4	B	B	A	N.A.	N.A.	N.A.	A; n.a for C-4	A; n.a for C-4
C-3, I-1	C	C	B	A	N.A.	N.A.	A	A
I-2, I-3	D	D	C	B	A	N.A.	N.A.	N.A.

*Arterial and collector streets as identified in the Rockford Area Transportation Study.

Description of Buffers

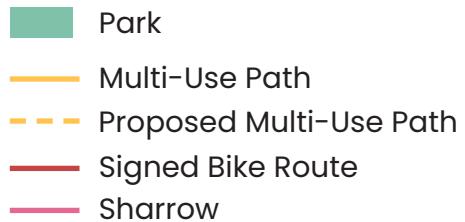
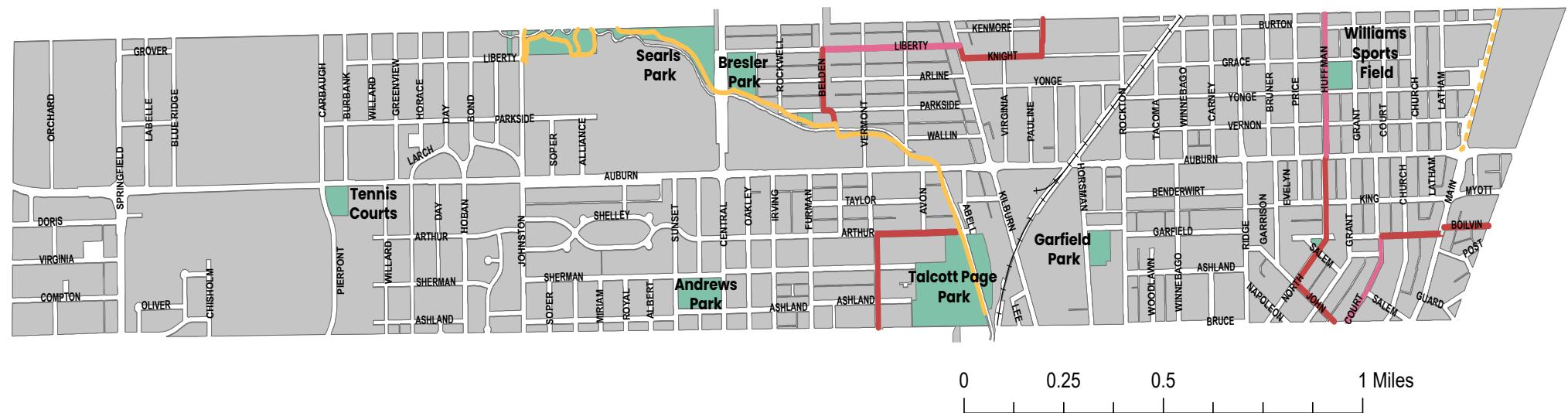
- » A) The standard Type "A" buffer is 10 feet wide and must consist of 15 landscape units per lineal foot of a zoning district boundary line, with evergreens comprising 50% of the landscape units. The following plant list and quantities represents an example of the plantings required per 100 lineal feet:
- » B) The standard Type "B" buffer is 15 feet wide and must consist of 20 landscape units per lineal foot of a zoning district boundary line, with evergreens comprising 50% of the landscape units. The following plant list and quantities represents an example of the plantings required per 100 lineal feet:

Sample Plantings and Values	
Planting	Landscape Units
1-Shade Tree	225 LUs
2-Ornamental Trees	300 LUs
15-Deciduous Shrubs	225 LUs
10-Evergreen Shrubs	300 LUs
2-Evergreen Trees	450 LUs
TOTAL:	1,500 LUs

52-002-E. Landscape Buffers – (g) Interior Landscaping

- The land area devoted to interior landscaping will be a minimum of 5% of the total land area devoted to any use requiring landscaping where the paved area exceeds 3,000 square feet
- If the paved land area exceeds 5,000 square feet but not more than 30,000 square feet, then 8% of the total land area will be devoted to interior landscaping. If the paved land area exceeds 30,000 square feet, then 10% of the total land area will be devoted to interior landscaping.
- No row of parking spaces will exceed 20 spaces before landscaping is used to break up the expanse of paved area. In addition, a portion of the interior landscaping requirement will be used adjacent to the building such that at least 50% of the building base or foundation facing the parking area is planted with shrubs or trees.

Sample Plantings and Values	
Planting	Landscape Units
2-Shade Trees	450 LUs
3-Ornamental Trees	450 LUs
7-Deciduous Shrubs	150 LUs
11-Evergreen Shrubs	330 LUs
3-Evergreen Trees	675 LUs
TOTAL:	2,010 LUs



Parks & Paths

Existing Conditions Analysis | Auburn Street Corridor Plan

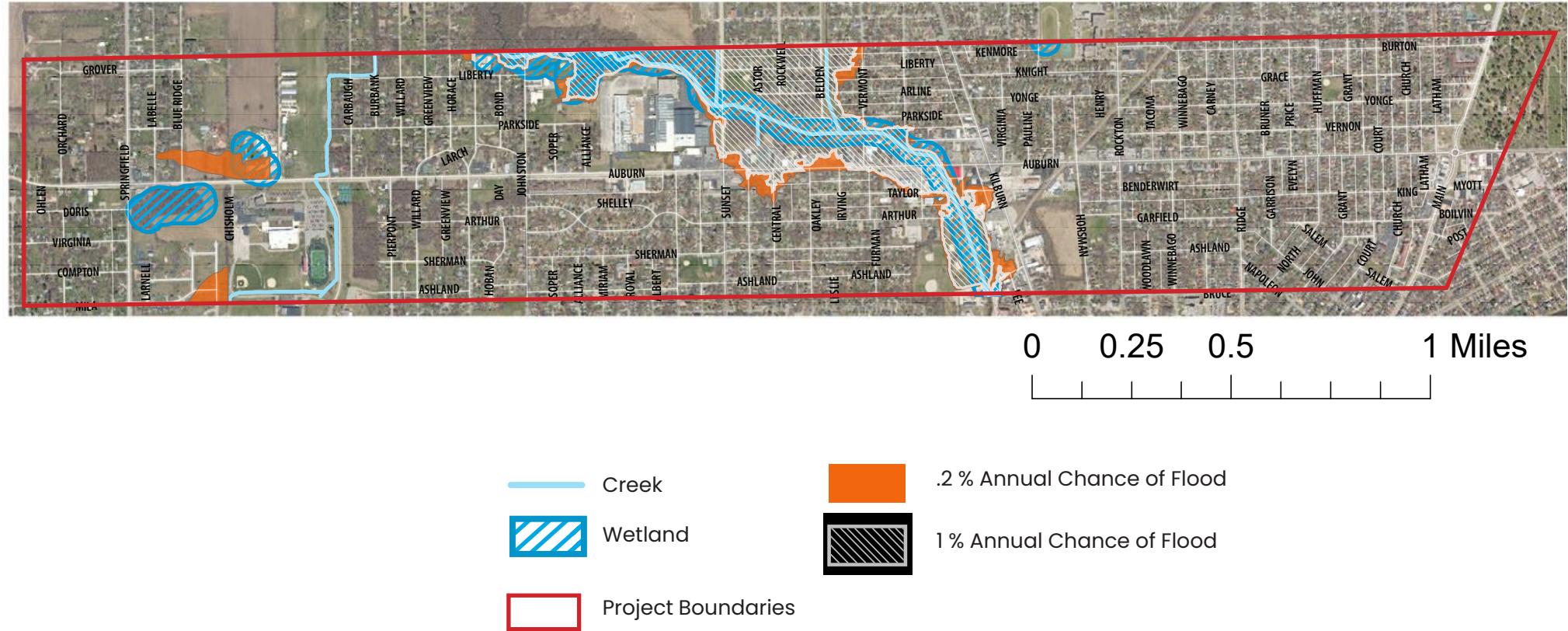
Kent Creek is a unique recreational amenity that bisects the corridor. A multi-use path runs parallel to it. This amenity should be capitalized upon in development efforts.



Creek and Rail Lines

Existing Conditions Analysis | Auburn Street Corridor Plan

Potential property developers must be mindful of the flooding potential in the area surrounding Kent Creek.



Flood Hazard

Existing Conditions Analysis | Auburn Street Corridor Plan

Connectivity

Overview

Auburn Street connects adjacent residential neighborhoods to the City of Rockford and the broader region. According to the Illinois Department of Transportation (IDOT), an average of approximately 11,800 cars traffic the target stretch of Auburn Street daily. With a car, residents can reach Downtown Rockford and other destinations like the Anderson Japanese Gardens and the Rockford Art Museum, using city streets in 10 minutes or less. Regional Connectors including US-20, I-39 and I-90 are less accessible and generally a 15-25 minute drive from the middle of the study area. As the community works to attract investment along the Corridor, its proximity to the City Center should be leveraged as an asset.

The Sidewalk Network

The sidewalk network in the study area has a mixed quality and is more complete in the east than the west. There are some relatively high-quality sections near Main Street and in the residential areas abutting the corridor, however conditions throughout the area are generally low-quality. The lack of pedestrian amenities and unappealing aesthetics are a disincentive to pedestrian activity. The absence of walkable destinations and amenities also reduces pedestrian activity. Streetscape improvements such as street trees, landscaping, and benches would make the Corridor more appealing for pedestrians.

Bicycle Connections

Bike connections in the Corridor are not easily accessible for most of the study area neighborhoods, with one key exception. The greatest bike amenity in the area is the Mel-Anderson multi-use path that bisects the corridor and runs parallel to Kent Creek, connecting Auburn Street to Talcott, Bressler and Searis parks. This amenity is likely the greatest recreational asset to the corridor, however it is underutilized in that it does not actually connect to Auburn Street - running under the street with no on or off-ramps. Connecting the path to Auburn Street should probably be a priority of the Plan. Additionally, Ridge Avenue is designated as a Preferred On-Road Bike Route by the League of Illinois Bicyclists, although it does not have a separated lane on the Right-Of-Way. Otherwise, the study area needs more, high quality bicycle infrastructure.

Bus lines

Bus lines in the neighborhood give some residents transit access. However, stops are few and far between. Walking the entire corridor would take a typical able-bodied person over an hour, and even longer for someone who is disabled. When combined with the poorly maintained sidewalks, the area is generally not hospitable for a car-free lifestyle.

Average Daily Traffic

ADT in the neighborhood is comparable to other major streets in the City of Rockford. CMT is conducting an in-depth traffic analysis that will be central to this project.

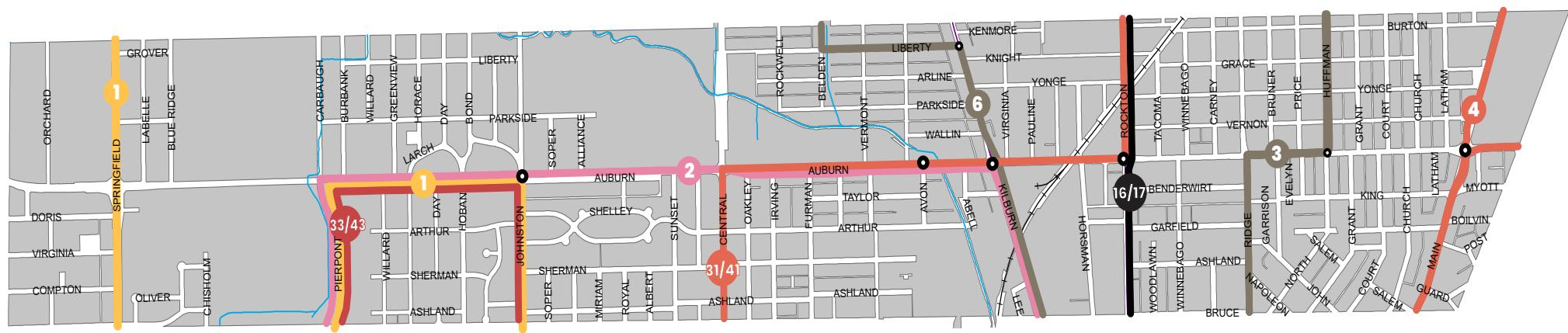


— Existing Sidewalk

Sidewalk Network

Existing Conditions Analysis | Auburn Street Corridor Plan

A number of bus lines in the neighborhood give some residents transit access. However, stops are few and far between. Walking the entire corridor would take a typical able-bodied person over an hour, and even longer for someone who is disabled. When combined with the poorly maintained sidewalks, the area is generally not hospitable for a car-free lifestyle.



DAY ROUTES

- 1 West State
- 2 School Street
- 3 Huffman
- 4 North Main
- 6 Kilburn
- 16/17 N/S City Loop

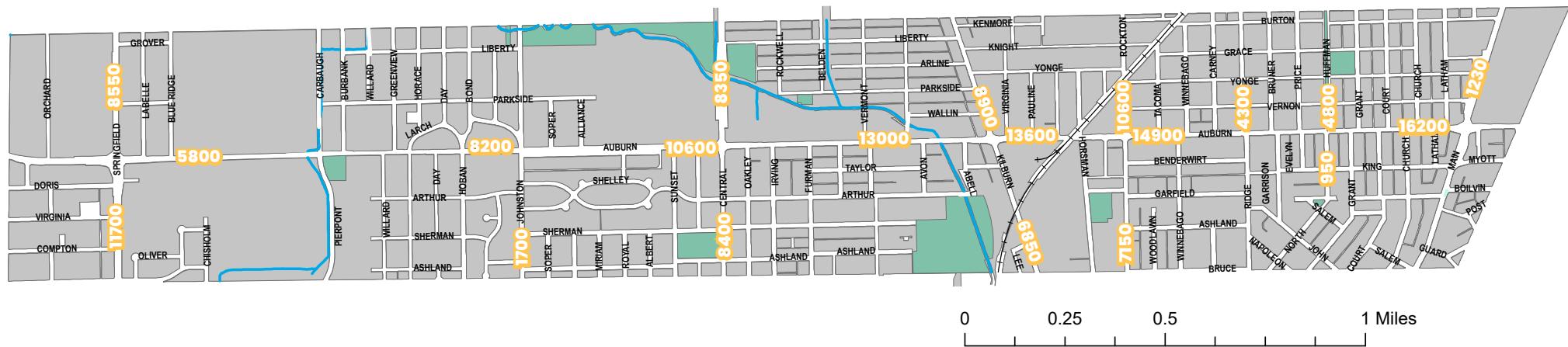
NIGHT & SUNDAY ROUTES

33/43 W. State/ Clifton
31/41 Auburn & Rockton

Rockford Bus Lines and Stops

Existing Conditions Analysis | Auburn Street Corridor Plan

Average Daily Traffic in the neighborhood is comparable to other “connector” streets in the City of Rockford.



Average Daily Traffic

Existing Conditions Analysis | Auburn Street Corridor Plan

Economic Development Potential

Overview

The economic picture in the study area is mixed with some areas benefitting from a good-quality housing stock and connections to downtown, while other areas are increasingly in disrepair and economically stagnant. Property values in the area paint a picture of the economic conditions and the prospect for physical improvements; vacant and City-owned properties show locations where the City or another interested group could make investments to catalyze improvement; and TIF districts already existing in the area offer one path for financing improvements to the neighborhood.

Before discussing the general economic conditions in the area, it is important to note that there are undoubtedly tight-knit groups of people that create an intangible, but high quality of life in these areas. However, the property values indicate that the neighborhood is becoming physically obsolete, hurting the people who call these areas home. All descriptions of values are not meant to be judgmental, but rather honest and in pursuit of greater improvement in the area.

Property Values

Fair Market property values were surveyed and analyzed to identify the areas of relative strength and weakness along the corridor. Areas of high value often indicate real estate market strength, which usually translates into higher opportunities for attracting new market-rate investment, while areas of low value often indicate likely challenges in attracting new investment. Sometimes low assessed value can be an indicator of deferred property maintenance and deterioration.

Parcels in the study area vacillate in value, with more high-value parcels concentrated in the east, and more low-value parcels generally concentrated in the west. 2019 values are illustrated in the map on page __, 1977 values (inflation adjusted) are illustrated in the map on page __, and the percent change between in values is illustrated on page __. Generally, values in the eastern section are in line with other parts of Rockford, while the western part is mostly made up of lower values compared to the rest of the city. Interestingly, this was also the case in 1977. Since then, the western areas have generally dropped in value while the eastern areas have generally stayed the same or improved modestly. This mixed picture indicates that the area is more stagnant than dilapidated. Stagnation is of course better than widespread dilapidation, but it also indicates that the neighborhoods need investment to avert obsolescence.

Some of the largest parcels in the study area are the least valuable. The large warehouse parcel near the corner of Auburn Street and Central Avenue is far less valuable per square foot than most of the nicer single-family homes near Main Street. To the west of the Municipal boundary, values are even lower. It is notable that the more built-out sections of the corridor generally have higher value than the more rural parts of the corridor which have likely lower construction costs and are not subject to City taxes.

Vacant and City-owned properties

Vacant and City-owned properties show potential spaces for new development in the Corridor. There are more vacant parcels in the western half of the corridor, however a variety of parcels in the eastern half are positioned to catalyze new investment in an area that is already well built out.

TIF Districts

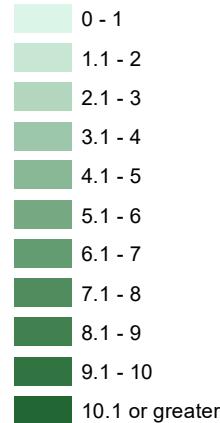
TIF Districts are a powerful economic development tool. There are multiple TIF districts in the project area. TIF Districts are a powerful financing tools that incentivize economic development. The Auburn Street TIF - the largest in the project area - was adopted in 2014. TIF benefits materialize over a period of decades and will help improve conditions in the neighborhood.



Legend

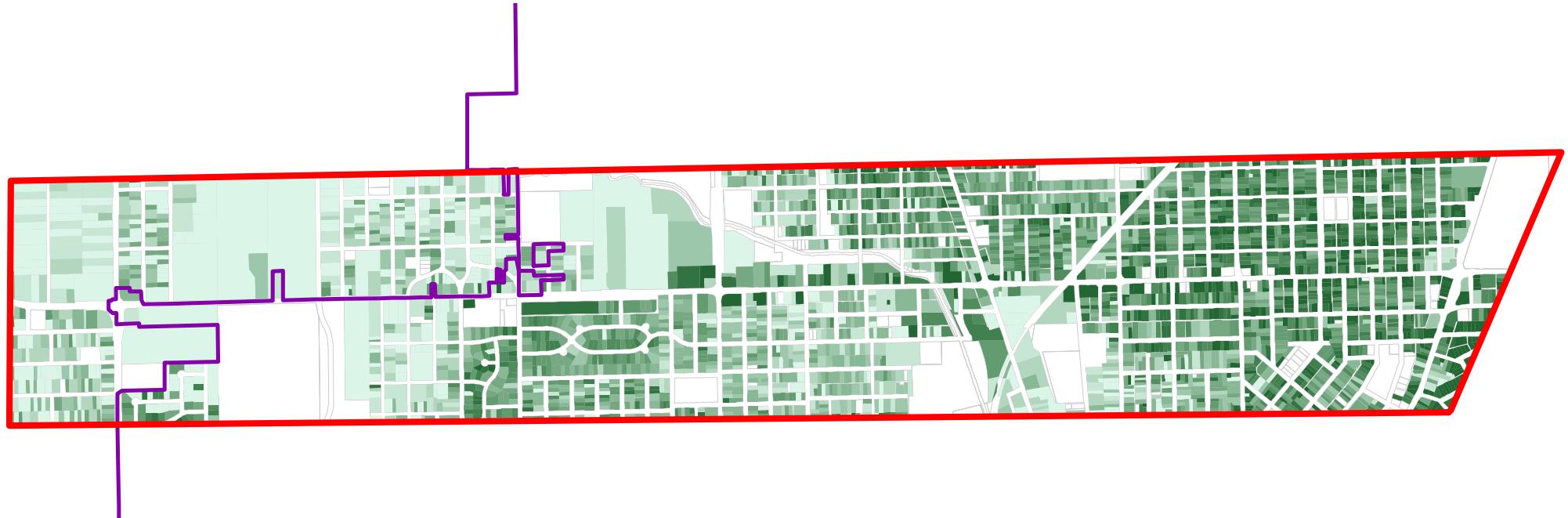
Municipal Boundary

Fair Market Values per Square Foot (dollars)



Property Values - 1977

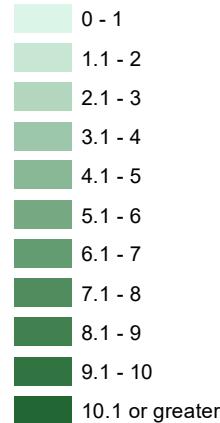
Existing Conditions Analysis | Auburn Street Corridor Plan



Legend

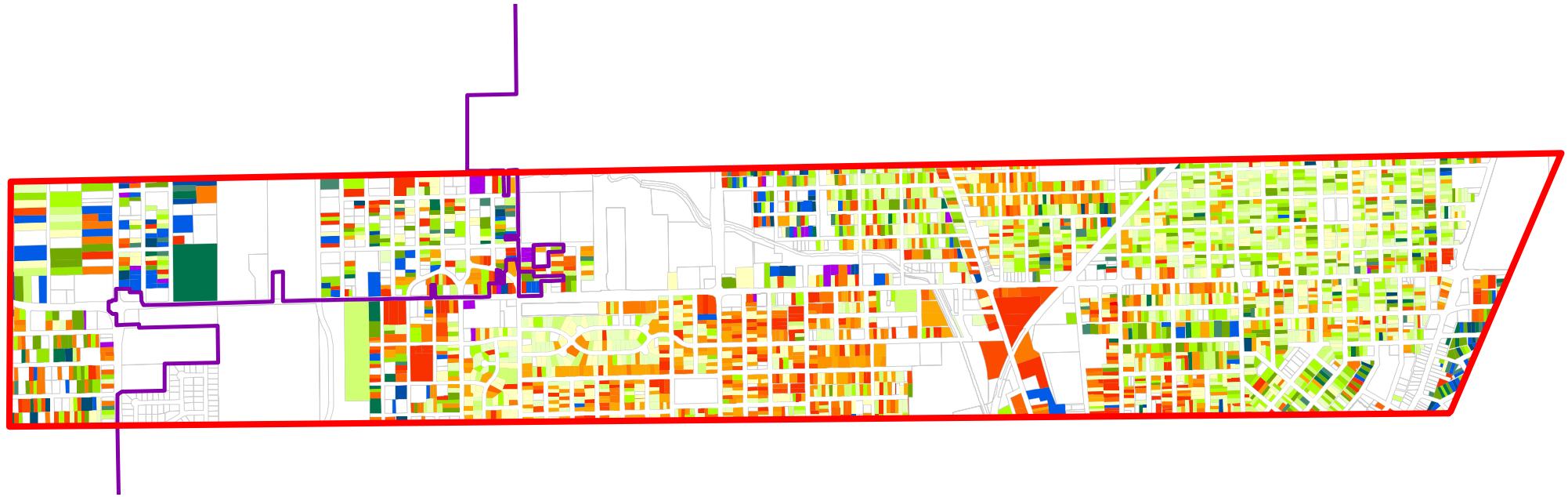
Municipal Boundary

Fair Market Values per Square Foot (dollars)

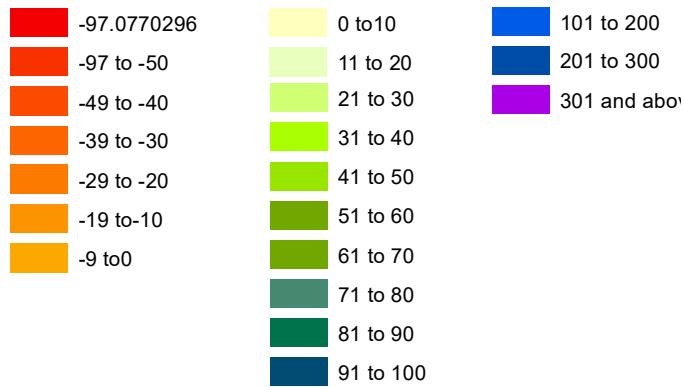


Property Values - 2019

Existing Conditions Analysis | Auburn Street Corridor Plan



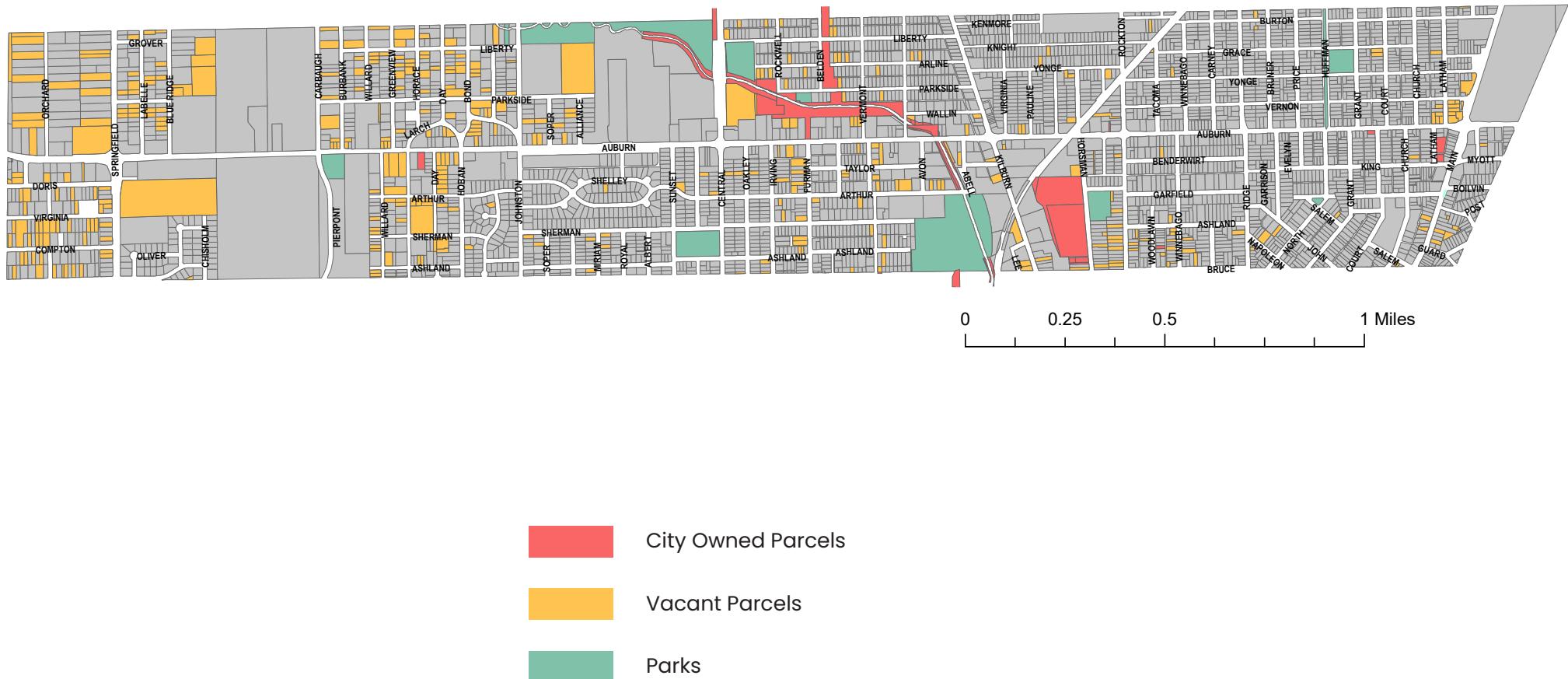
Percent change in Fair Market Value 1977 to 2019 (inflation adjusted)



Percent change in Property Values 1977 to 2019

Existing Conditions Analysis | Auburn Street Corridor Plan

Vacant and City-owned properties show potential spaces for new development in the Corridor. There are more vacant parcels in the western half of the corridor, however a variety of parcels in the eastern half have the potential to catalyze growth in an area that is already fairly well built out.



City-Owned and Properties Without Buildings

Existing Conditions Analysis | Auburn Street Corridor Plan

There are multiple TIF districts in the project area. TIF Districts are powerful financing tools that incentivize economic development. The Auburn Street TIF - the largest in the project area - was adopted in 2014. TIF benefits materialize over a period of decades and will help improve conditions in the neighborhood



Rockford TIF Districts (in project area)

Existing Conditions Analysis | Auburn Street Corridor Plan

Conclusion

Overview

The Auburn Street Corridor serves as a focal point for the area north of Downtown Rockford, and as such, defines the surrounding neighborhoods. These surrounding neighborhoods have good qualities, including many nice homes and tree lined streets, some viable businesses, and affordable housing prices. However, the area suffers from a stagnant population, slowly decaying buildings, and an uneven urban form. This mix of factors has resulted in an area that lacks a truly distinct identity and is neither blighted nor thriving.

The pattern of uses on Auburn Street in the Study Area have led to a neighborhood structure that is relatively cohesive with commercial uses clustered around major intersections on Auburn Street, and residential areas abutting those clusters. Other areas in Rockford suffer from uses so mismatched that motels are set between active rail lines and neighborhood business districts are totally detached from residential areas. This is not the case on Auburn Street.

While both the commercial areas and residential neighborhoods are somewhat well maintained, a look at conditions suggests that improvement is needed to prevent further stagnation of the area. One such condition is declining property values. By looking at houses for sale in the area, one can see that home values are low as compared to the quality of the housing being offered. These home prices are typically below the current cost of construction, and it would be difficult for any home builder to make a profit on the sale of a new home in the neighborhood.

Another sign of distress is vacant buildings or land. Within each of the commercial areas there are several vacant buildings and storefronts that indicate low demand for space. Similarly, there are a few vacant lots within well-established neighborhoods, which probably resulted from the demolition of deteriorated houses. Since the cost of construction is higher than current market values, there is essentially no demand for these lots and they will drag down values around them until market conditions change.

Ultimately, the chief cause for stagnation is the broader trend of Rockford and the Midwest at large. Many of the high-quality homes in the area were built at a time when Rockford

was thriving, and jobs were more abundant. As rust-belt cities declined in the latter half of the twentieth century, so too did Rockford and Auburn Street with it. Fortunately, this broader trend seems to have run its course. As the City works to diversify its economy, Auburn Street should prosper with it.

The assets, opportunities and challenges that follow further summarize the existing conditions on Auburn Street.

Assets & Opportunities

Auburn is important to the Street network. Auburn Street is important to the movement of people within the broader area. Residents use Auburn Street to connect to regional activity centers by way of North Main Street, Kilburn Avenue, and Springfield Avenue. There is also bus transit along Auburn Street, providing connections to the broader region. Making Auburn Street a more dynamic street for more than just cars may represent an opportunity to increase its importance to the surrounding neighborhoods.

Intact Residential Areas surrounding Auburn Street.

Residential neighborhoods are concentrated around commercial areas in a fairly “natural” manner. Neighborhood streets are largely intact with very few vacant lots and an effective street grid layout, moderate to strong tree coverage and a complete, if somewhat damaged, sidewalk network.



Housing “bang for the buck”.

Although it is a challenge in the market for new construction, homes are very affordable and if someone living in a place like Chicago or Minneapolis was frustrated with the cost to buy a home, they could likely afford a high-quality home in the Auburn Street neighborhood for a fraction of the price.

Retail Anchors. While there is a deficiency of businesses relative to the available space in the neighborhood, there are still some high-quality retail tenants. Notably, there is an “ALDI” grocery store at the corner of Auburn Street and N Central Avenue, and other national retail tenants on the corridor. The activity these stores create benefits

local business owners and offer a baseline for growth going forward.

A Mixed-Use Corridor. The combination of commercial and residential (both single-family and multi-family) along the corridor creates a diverse physical and economic environment. Investing in both the residential and commercial components is an opportunity to increase activity along the corridor and for the benefit of current and future residents, as well as businesses who need a larger customer base. Well-designed new residential or mixed-use development, and the renovation of existing buildings, would also enhance the appearance of the corridor. Corridor growth in the future will require the enhancement of both the commercial and residential components, so involving residential properties in the improvement process should be part of the strategy.

Recent Investment on Main Street. Main Street at the eastern edge of the corridor has benefitted from investment in the form of streetscape improvement, placemaking banners, landscaping, and a resurfaced road with pedestrian crossings.

“Urban Scale” of Industrial Uses. The industrial uses around the Kilburn Avenue intersection are of a “neighborhood scale” and could continue to be utilized by current or future light-industrial tenants. If market conditions are not suitable for the long-term use of these spaces by industrial tenants, they could be reimagined as commercial/mixed-use spaces. Such adaptations would complement the surrounding commercial and residential environment.



Challenges

Lack of Positive Image. Auburn Street does not project a strong or memorable visual identity. It does not evoke excitement to visitors or potential future residents. Rather, many parts of Auburn Street come across as “tired” and in need of investment and caretaking.

Stagnation. Examining trends in the area show an extended period of either little change in conditions or slow but steady decline, rather than any degree of upward growth. This goes for property values, population numbers and new businesses. It is difficult to see any change in this trajectory without impactful investment by the public or private sectors.

Auto-Oriented Corridor. Auburn Street is almost exclusively designed for cars with a vast majority of the Right-Of-Way dedicated to the 4 lane street. As a result, the sidewalks on the corridor are very narrow, lacking any buffer from the street, and often in disrepair. Poor landscaping exacerbates this and makes the environment for walkers even less hospitable. Additionally, there are no dedicated spaces for cyclists and bus stops are few and far between. These factors are a barrier to walkability and a more “vital” urban environment.

Poor Landscaping. Vast portions of the corridor do not conform to landscape requirements for trees or landscape buffers. According to the ordinance, “all privately-owned multiple-family residential, commercial, and industrially zoned properties that have parking areas; All open sales lots, outside storage lots, truck storage and equipment yards, terminals, and other vehicular maneuvering areas greater than 2,500 square feet in area; and all publicly-owned property (excepting rights-of-way) such as municipal parking lots, public buildings, and public works facilities are required to have landscape buffers. Paved areas for recreational uses, such as tennis courts, playgrounds, and basketball courts, are not subject to these requirements, but may require landscaping as a condition of a special use permit or a variation. A landscape buffer will also be required to be placed along the boundaries of the zoning lot that abuts properties in a different zoning district.” Additional methods of bringing properties into conformance should be explored.

Lack of Activity Generators. There is a general lack of activity on Auburn Street. These are places where people want to be and spend time in. Retail uses, including eating and drinking establishments, are key activity generators, but other uses can play an important role. Public uses, including active parks and open spaces that are programmed for

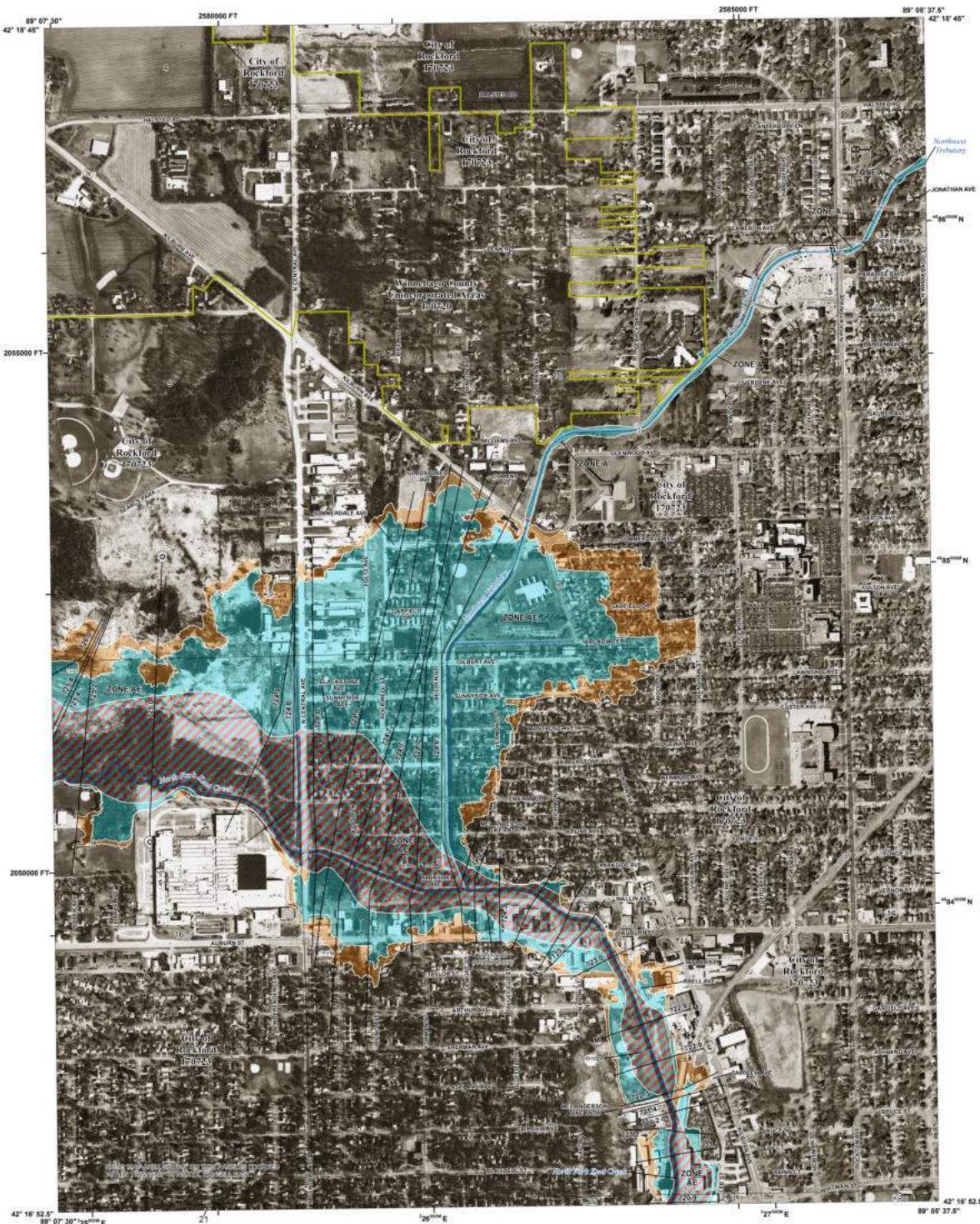
various events, can also generate activity. Transit, including multi-modal systems, can bring people to the area. Auburn Street neighborhoods suffer from a lack of activity, from a lack of uses and places that attract people. Since the Corridor is not exclusively a commercial district, adding non-retail activity generators could be a way to increase vitality.

Recreational Uses. There are a variety of open spaces in proximity to the Auburn Street Corridor including Williams Park, Huffman Park, Garfield Avenue Park, Talcott-Page Memorial Park, Bressler Park and Andrews Park. All of which are located within a half mile of the corridor but feel inaccessible to anyone walking on Auburn Street. Improving connections to these spaces through streetscape design, signage and placemaking will improve awareness and accessibility for residents. There are several vacant lots on the corridor that could be suitable for new recreational uses.

Investment in Downtown Rockford. Downtown Rockford has experienced significant investment over the past 20 years. A major investment in the Coronado Theater in the early 2000s and the creation of the “Main Street” district, among other investments, has made downtown a regional attraction. This is good for the City at large, however it makes the proposition of developer interest in Auburn Street less likely. Auburn Street is distinctly separate from downtown, but is also a 5 minute drive away. As a result, many prospective builders and investors may be more likely to invest in downtown where there are other amenities already in place, rather than on Auburn Street where there are fewer existing amenities or recent precedent for investment.

Summary

Auburn Street faces several challenges, but also has some strengths. The area has not suffered from dilapidation, so much as it has struggled with stagnation. The population has marginally decreased in recent decades and property values have only marginally changed since the 1970s. With that stagnation, poor landscaping has persisted, the streetscape has begun to crumble, and the building stock is becoming increasingly obsolete. However, the relative stability of the area provides a foundation upon which improvement can take place. To improve the corridor, a consensus vision must be agreed upon and stakeholders must work together to implement that vision. If this planning process concludes that, for example, a public investment in the Right-Of-Way is necessary, then the strategy will only succeed if all parties “buy in”. The same is true for any other strategy. Working as a team, Auburn Street stakeholders have the potential to achieve a level of improvement in the corridor that will maximize it as a transportation asset, enhance the appearance and sense of place, address aging infrastructure, bolster the adjacent residential neighborhoods, and lay the groundwork for improvement.



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP.
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT [HTTP://MSC.FEMA.GOV](http://MSC.FEMA.GOV)

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) With BFE or Depth Zone AE, AD, AH, VE, AR Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X Future Conditions 1% Annual Chance Flood Hazard Zone X Protected by Accredited Levee Zone X
OTHER AREAS	Areas Determined to be Outside the 0.2% Annual Chance Floodplain Zone X Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES	Bridge Channel, Culvert, or Storm Sewer Dam, Jetty, or Weir Levee, Dike or Floodwall Cross Sections with 1% Annual Chance Water Surface Elevation (BFE) 717.6
OTHER FEATURES	Coastal Transect Coastal Transect Baseline Profile Baseline Hydrographic Feature Base Flood Elevation Line (BFE) River Mile Limit of Study Jurisdiction Boundary

NOTES TO USERS

For additional information and questions about this Flood Insurance Study Map (FISM), available products, services and the FIRM panel locator, please contact the National Flood Insurance Program (NFIP) in general, please call the FEMA Flood Map Service Center at 1-800-636-6226 or visit the FEMA Flood Map Service Center website at <http://msc.fema.gov>. Available products may include previously issued products, such as paper maps, or digital versions of the map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM map. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map data refer to the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in your community contact your insurance agent or call the National Flood Insurance Program at 1-800-636-6226.

Base map information shown on this FISM was provided in digital format by the United States Geological Survey. This information was derived from digital orthoimagery at a spatial resolution of 1 foot from aerial photography dated 2011.

SCALE

N	Map Projection: StatePlane Illinois West FIPS_2202; North American Datum 1983; Transverse Mercator Projection; Vertical Datum: NAVD88.
1 inch = 500 feet	1:6,000
0 500 1,000 2,000	feet
0 125 250 500	meters

PANEL LOCATOR

0120	0140	0143		
0235	0251	0252	0256	
0233	0234	0253	0254	0258
0241	0242	0261	0262	0266
0243	0244	0263	0264	0268
0360	0357	0376	0377	0381
0359	0378	0379	0383	

FEMA
National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

WINNEBAGO COUNTY, IL
and Incorporated Areas

PANEL 261 of 415



Panel Contains:

COMMUNITY
ROCKFORD, CITY OF
WINNEBAGO COUNTY

NUMBER PANEL SUFFIX
370723 0261 E
370720 0263 E

VERSION NUMBER
2.3.1.2

MAP NUMBER
17201C0261E

MAP REVISED
FEBRUARY 17, 2016

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted.

An asterisk * denotes an optional field.

A. Revision Date _(MM/DD/YYYY) <u>06 /20 /2019</u>	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date <input type="checkbox"/> Change in Primary <input type="checkbox"/> Change Only <input type="checkbox"/> Operating RR	<input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number <u>387290F</u>
---	--	--	--	---

Part I: Location and Classification Information

1. Primary Operating Railroad <u>Dakota, Minnesota & Eastern Railroad [DME]</u>	2. State <u>ILLINOIS</u>	3. County <u>WINNEBAGO</u>			
4. City / Municipality <input checked="" type="checkbox"/> In <u>ROCKFORD</u> <input type="checkbox"/> Near <u>ROCKFORD</u>	5. Street/Road Name & Block Number <u>AUBURN STREET</u> <u>2600</u> <u>(Street/Road Name)</u> <u>(* Block Number)</u>	6. Highway Type & No. <u>FAU5048</u>			
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			
9. Railroad Division or Region <input type="checkbox"/> None <u>EAST</u>	10. Railroad Subdivision or District <input type="checkbox"/> None <u>ROCKFORD</u>	11. Branch or Line Name <input type="checkbox"/> None <u>DAVIS JCT-JANESVILLE</u>	12. RR Milepost <u>0014.570</u> <u>(prefix)</u> <u>(nnnn.nnn)</u> <u>(suffix)</u>		
13. Line Segment _* <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private	14. Nearest RR Timetable Station _* <u>ROCKFORD</u>	15. Parent RR (if applicable) <input type="checkbox"/> N/A <u>CP</u>	16. Crossing Owner (if applicable) <input type="checkbox"/> N/A <u>CP</u>		
17. Crossing Type <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	18. Crossing Purpose <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	19. Crossing Position <input checked="" type="checkbox"/> Public Access <input type="checkbox"/> Yes <input type="checkbox"/> No	20. Public Access (if Private Crossing) <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter	21. Type of Train <input checked="" type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other	22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day <u>0</u>
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number <u> </u>			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established <u> </u>		
26. HSR Corridor ID <input type="checkbox"/> N/A	27. Latitude in decimal degrees <u>(WGS84 std: nn.nnnnnnn)</u> <u>42.288467</u>		28. Longitude in decimal degrees <u>(WGS84 std: -nnn.nnnnnnn)</u> <u>-89.09927</u>		29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated
30.A. Railroad Use _* <u> </u>			31.A. State Use _* <u> </u>		
30.B. Railroad Use _* <u> </u>			31.B. State Use _* <u>LAT/LONG PER ICC</u>		
30.C. Railroad Use _* <u> </u>			31.C. State Use _* <u> </u>		
30.D. Railroad Use _* <u> </u>			31.D. State Use _* <u>STATE OF ILLINOIS HWY DATA UPDATE FOR 2019 AS OF</u>		
32.A. Narrative (Railroad Use) _* <u> </u>			32.B. Narrative (State Use) _* <u>IDOT Hwy Data Update for 2017 @ 5/9/2017</u>		
33. Emergency Notification Telephone No. (posted) <u>800-658-3551</u>		34. Railroad Contact (Telephone No.) <u>800-716-9132</u>		35. State Contact (Telephone No.) <u>217-785-9026</u>	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) <u>0</u>	1.B. Total Night Thru Trains (6 PM to 6 AM) <u>0</u>	1.C. Total Switching Trains <u>1</u>	1.D. Total Transit Trains <u>0</u>	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week?
2. Year of Train Count Data (YYYY) <u>2018</u>		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) <u>10</u> 3.B. Typical Speed Range Over Crossing (mph) From <u>10</u> to <u>10</u>		
4. Type and Count of Tracks Main <u>1</u> Siding <u>0</u> Yard <u>0</u> Transit <u>0</u> Industry <u>0</u>				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.A. Event Recorder <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY)
06/20/2019

PAGE 2

D. Crossing Inventory Number (7 char.)
387290F

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals?		2. Types of Passive Traffic Control Devices associated with the Crossing				
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No 2		2.A. Crossbuck Assemblies (count) 2	2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count)	
		<input type="checkbox"/> W10-1 _____	<input type="checkbox"/> W10-3 _____	<input type="checkbox"/> W10-11 _____	<input checked="" type="checkbox"/> None	
		<input type="checkbox"/> W10-2 _____	<input type="checkbox"/> W10-4 _____	<input type="checkbox"/> W10-12 _____	<input type="checkbox"/> W10-5 _____	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None		2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.L. LED Enhanced Signs (List types)
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)						
3.A. Gate Arms (count) Roadway 2 Pedestrian 0	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) <input type="checkbox"/> 3 Quad Resistance <input type="checkbox"/> 4 Quad Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 2 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input checked="" type="checkbox"/> Incandescent <input type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included		3.E. Total Count of Flashing Light Pairs 10
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) _____/ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3.I. Bells (count) 2
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None			3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____			
4.A. Does nearby Hwy Intersection have Traffic Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input checked="" type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance		5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input checked="" type="checkbox"/> None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad Number of Lanes 4	2. Is Roadway/Pathway Paved? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
5. Crossing Surface (on Main Track, multiple types allowed) <input checked="" type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____	Installation Date * (MM/YYYY) _____/_____	Width * _____	Length * _____
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75	7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input checked="" type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

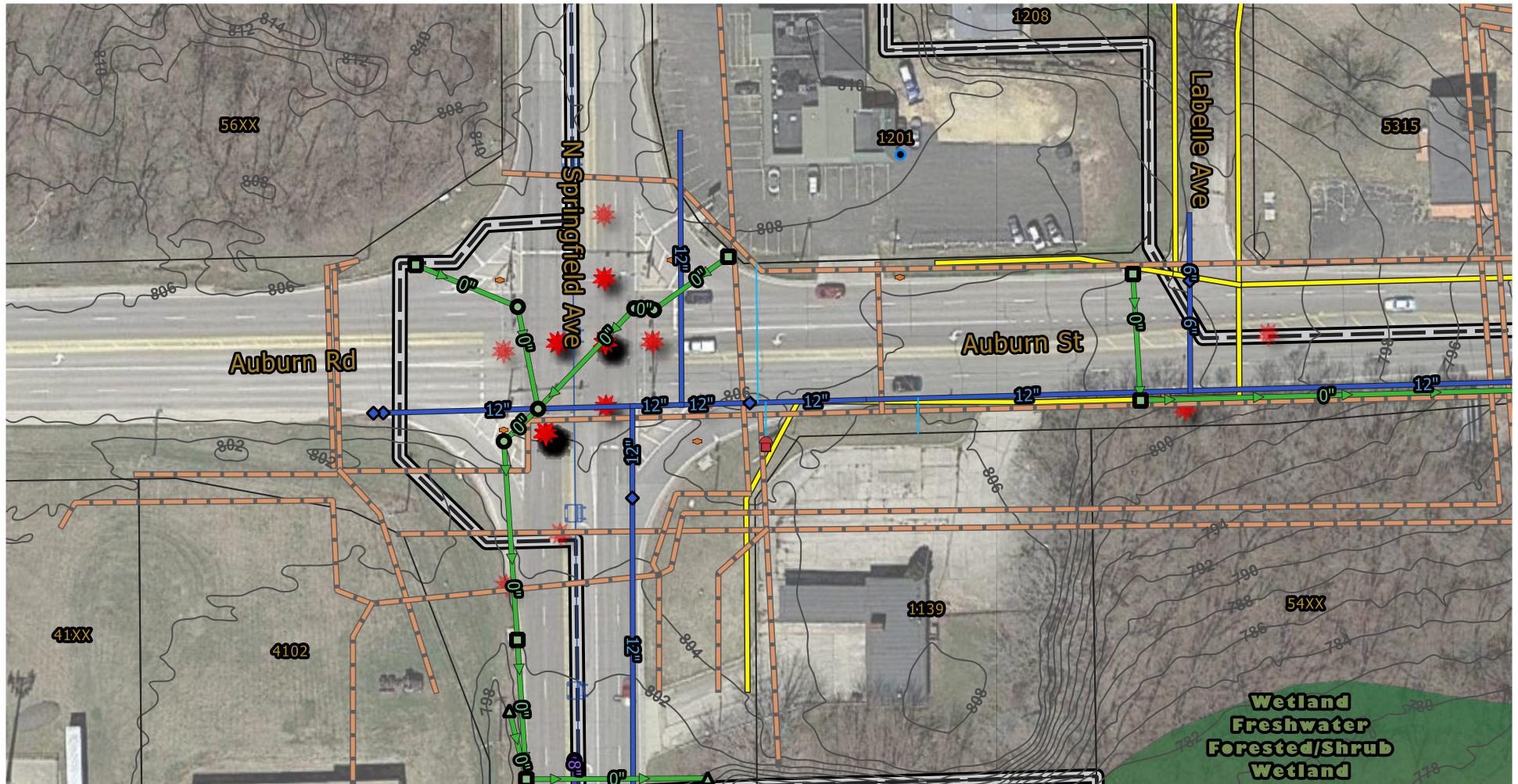
Part V: Public Highway Information

1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid	2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input checked="" type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (7) Local <input checked="" type="checkbox"/> (4) Minor Arterial	3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit 30 MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year 2017 AADT 13600	8. Estimated Percent Trucks 3 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____	10. Emergency Services Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Submission Information - This information is used for administrative purposes and is not available on the public website.

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.



21-576 Utility Reference Map

Auburn St - N Main St to N Springfield Ave

Exhibit Information

Auburn Street
Page 1 of 21
Project No.: 21-576
Date: July 2, 2021

Map Key

Flood Zones



Storm Inlet

Storm Manholes

swOutfalls

Rockford Pipe

Rockford Accidents

Wetlands

Waterway

Hydrant

System Valve

Water Service

Lead Water Service

Water Main

Forced Main

Mains

Municipality

Drainage Channel

COR20210105 Contours

wZoneValves

SanitaryMH

Private Utilities

Fiber

Gas

Bus Stops

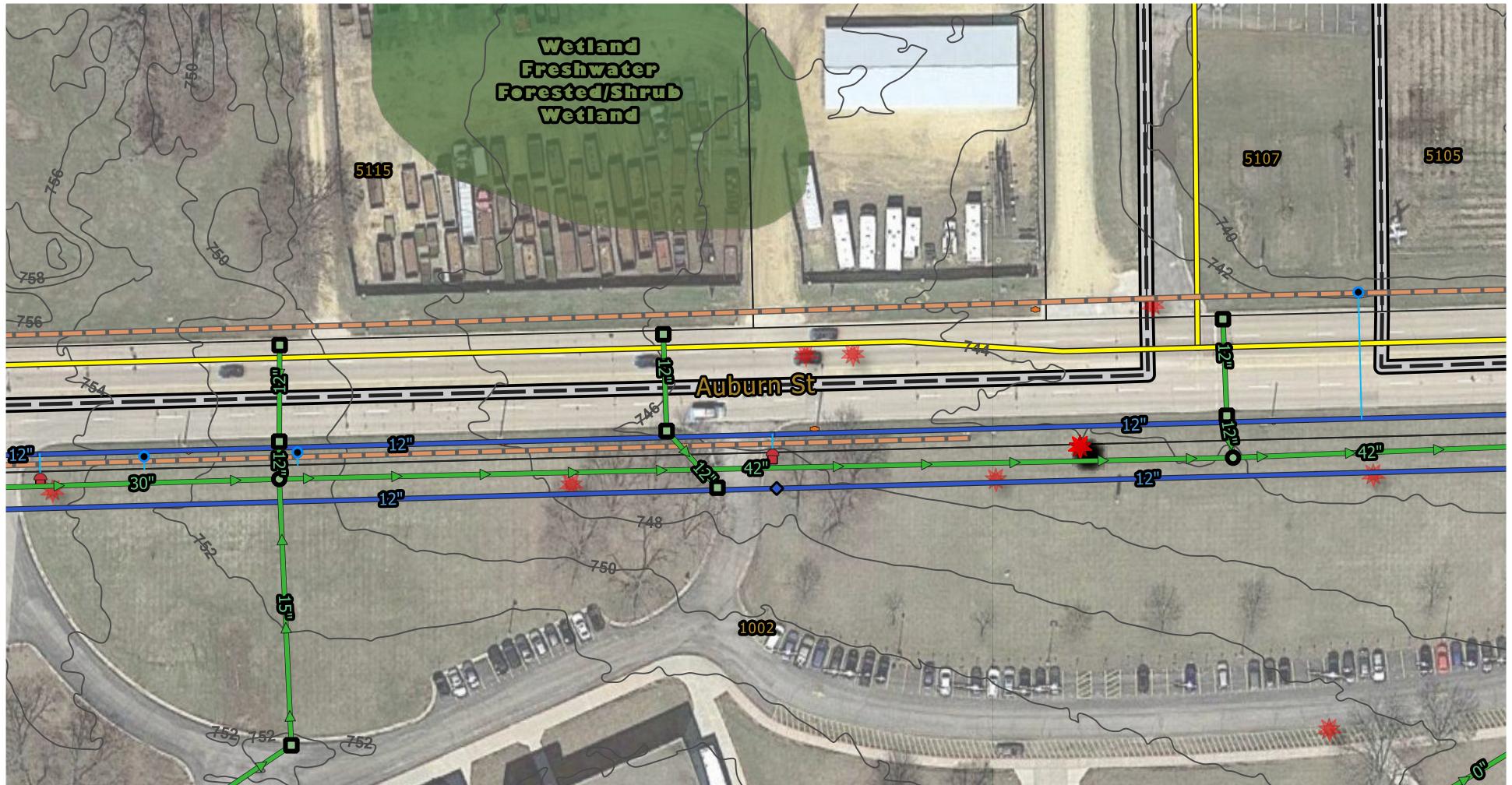
Reference

Imagery: Google Satellite Imagery
Mapping: Created with QGIS



0 60 120 ft

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ENGINEERING & ENVIRONMENTAL



21-576 Utility Reference Map

Auburn St - N Main St to N Springfield Ave

Exhibit Information

Auburn Street
Page 1 of 21
Project No.: 21-576
Date: July 2, 2021

Map Key

Flood Zones



Storm Inlet

Storm Manholes

swOutfalls

Rockford Pipe

Rockford Accidents

Wetlands

Waterway

Hydrant

System Valve

Water Service

Lead Water Service

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Forced Main

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Gas



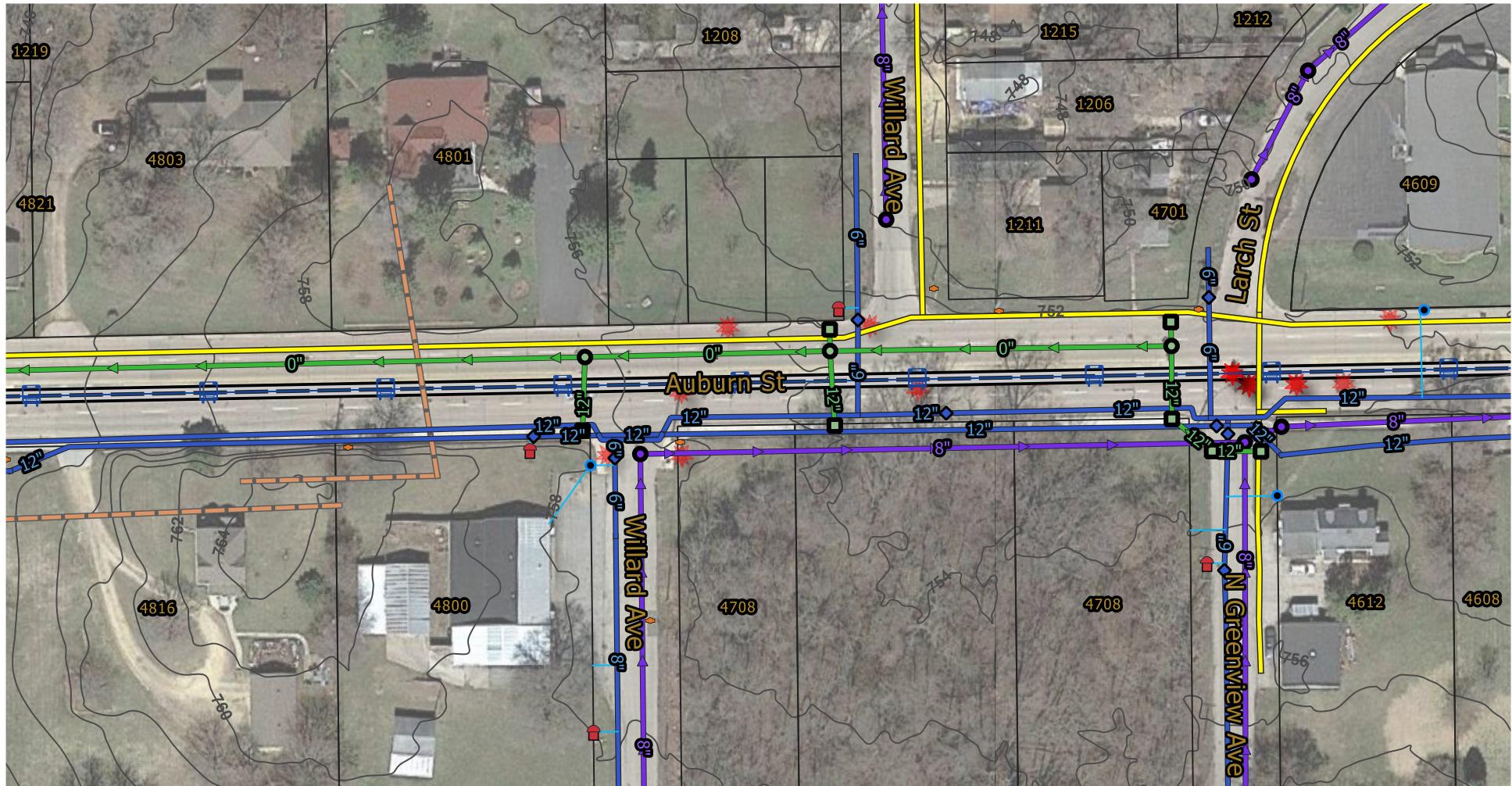
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Exhibit Information

Auburn Street
Page 1 of 21
Project No.: 21-576
Date: July 2, 2021

Map Key

Flood Zones



A



AE

Storm Inlet

Storm Manholes

swOutfalls

Rockford Pipe

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Hydrant

System Valve

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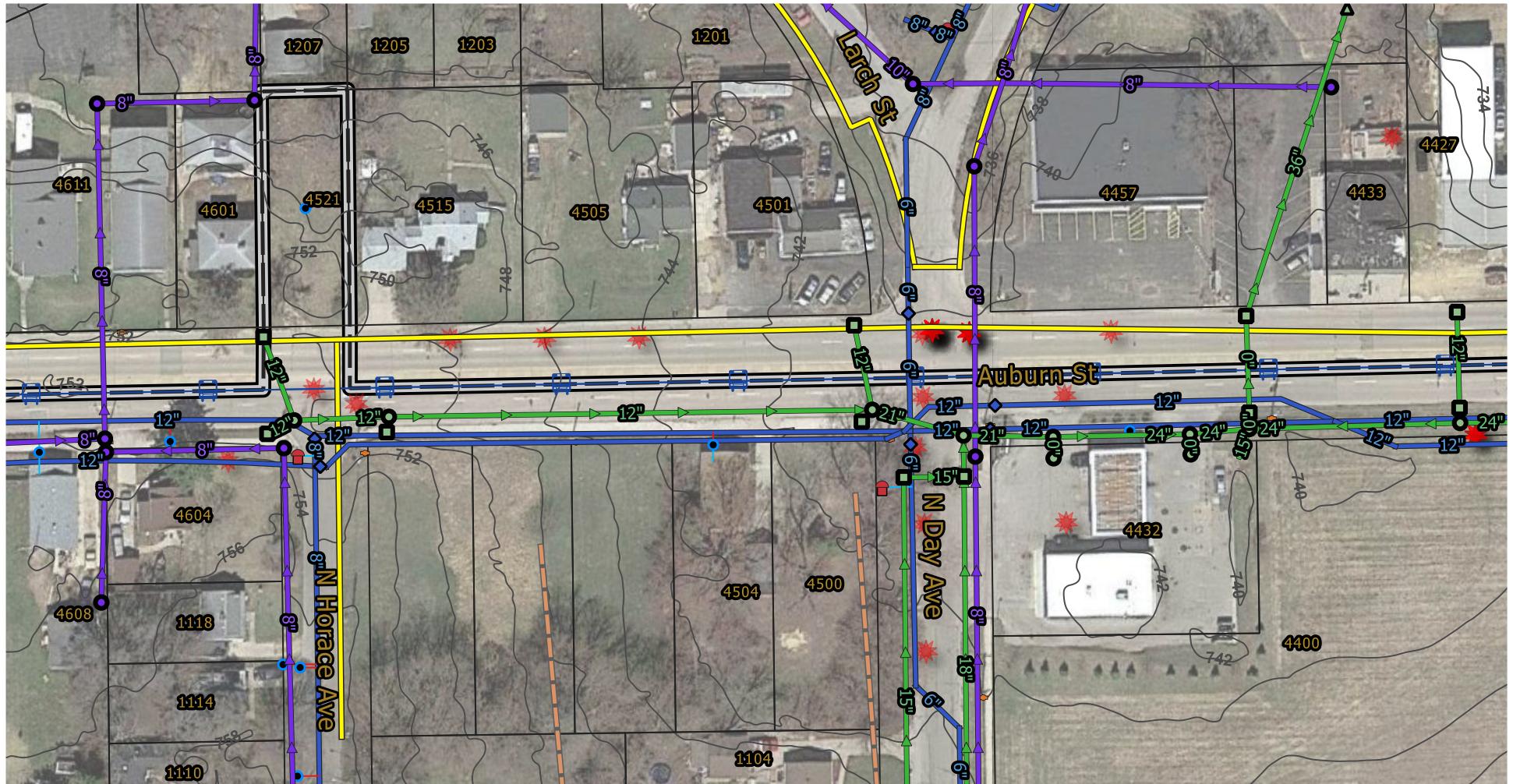
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Page 1 of 21
Project No.: 21-576
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Storm Inlet

Storm Manholes

swOutfalls

Rockford Pipe

Rockford Accidents

Wetlands

Waterway

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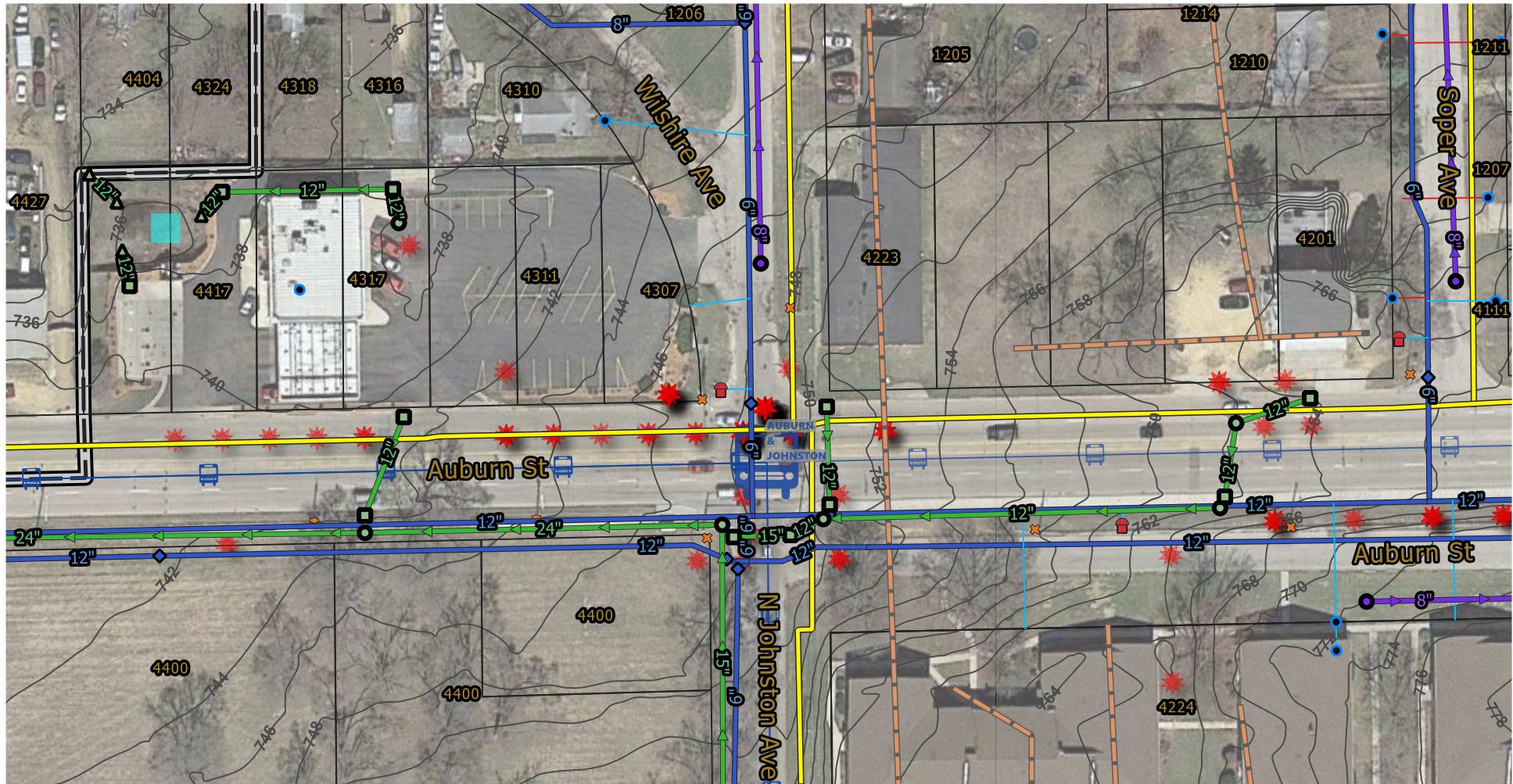
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Page 1 of 21
Project No.: 21-576
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Storm Inlet

Storm Manholes

swOutfalls

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Wetlands

Waterway

Hydrant

System Valve

Water Service

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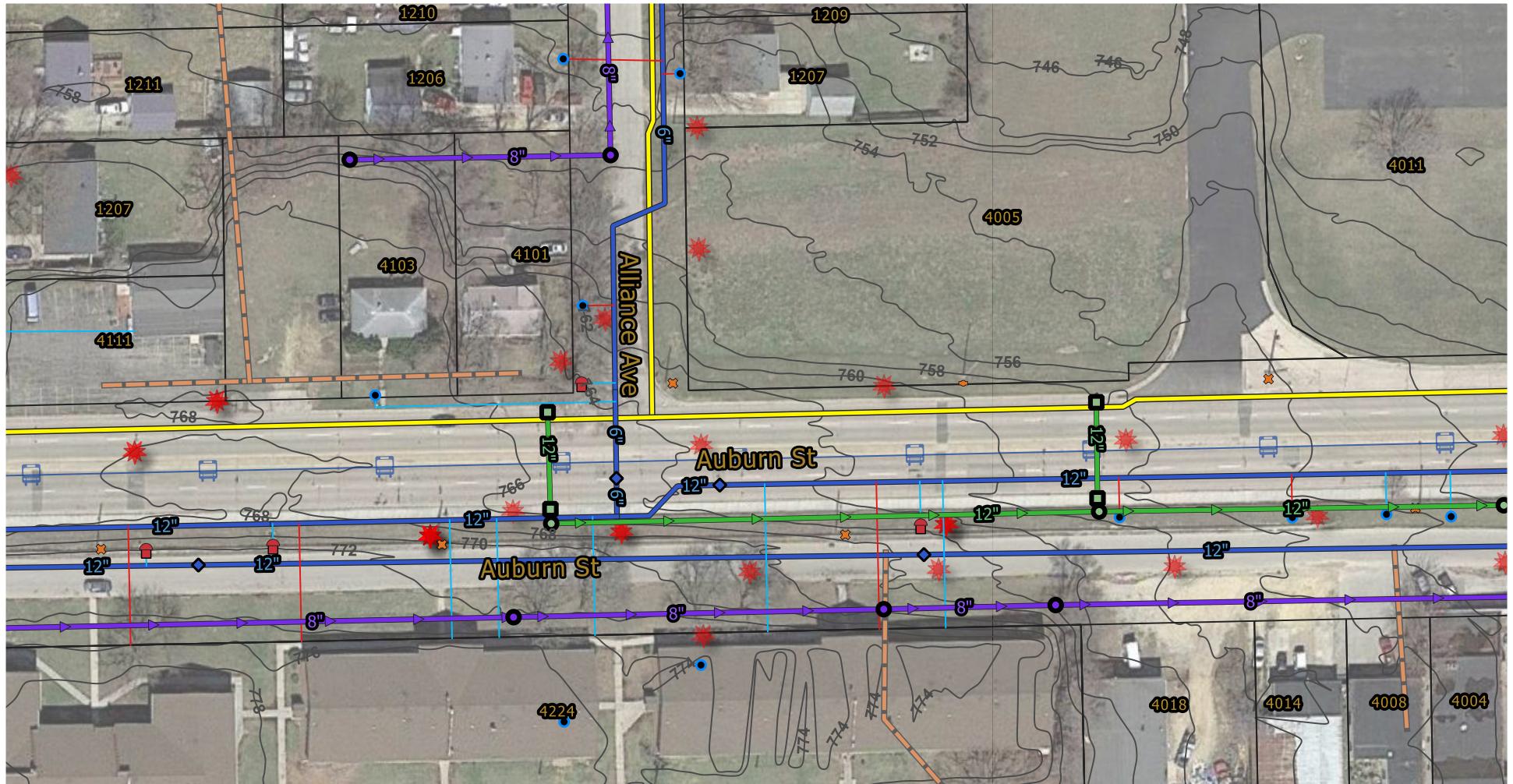


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Page 1 of 21
Project No.: 21-576
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Storm Manholes

swOutfalls

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Wetlands

Waterway

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System Valve

Water Service

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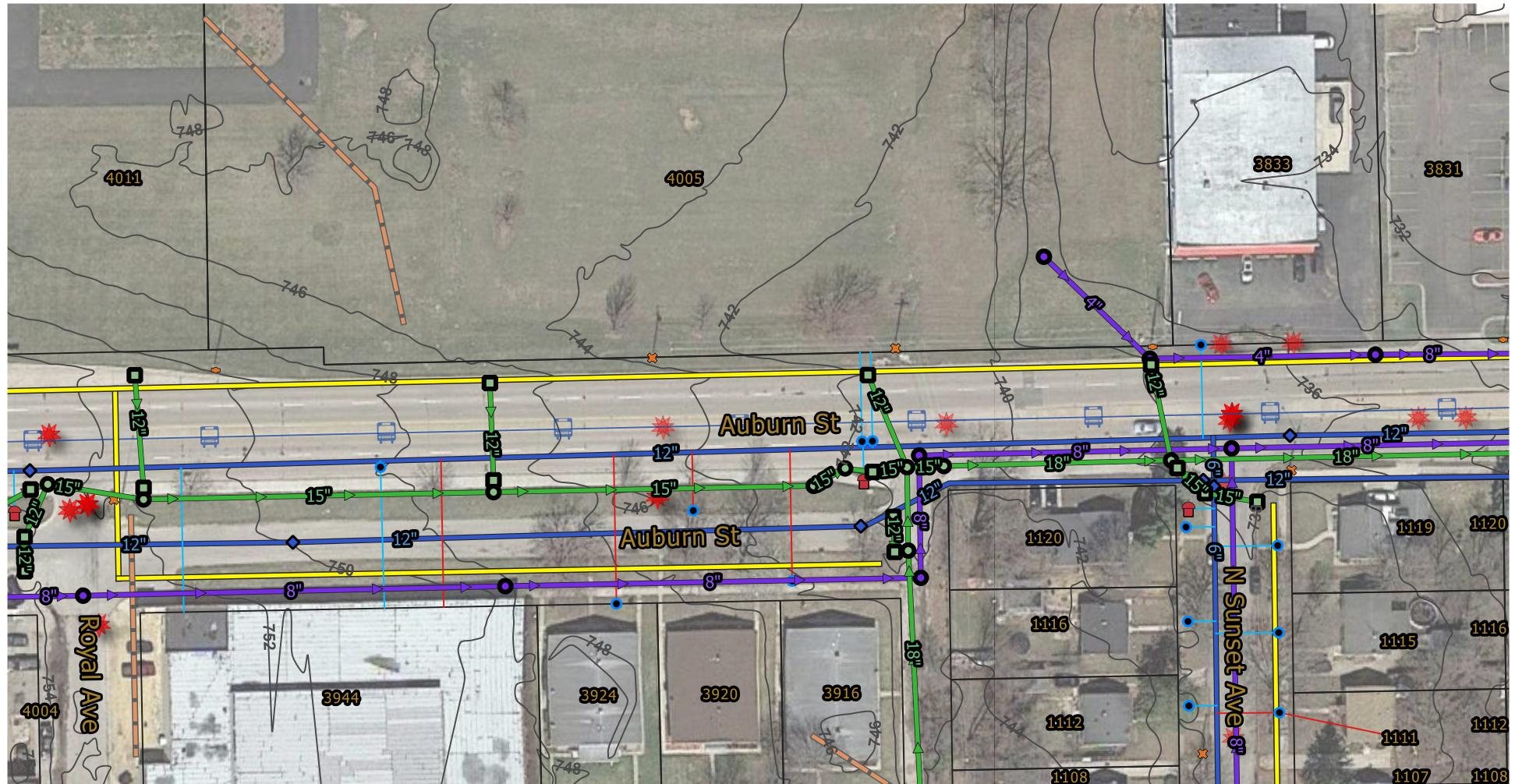
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Page 1 of 21
Project No.: 21-576
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Storm Manholes

swOutfalls

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Waterway

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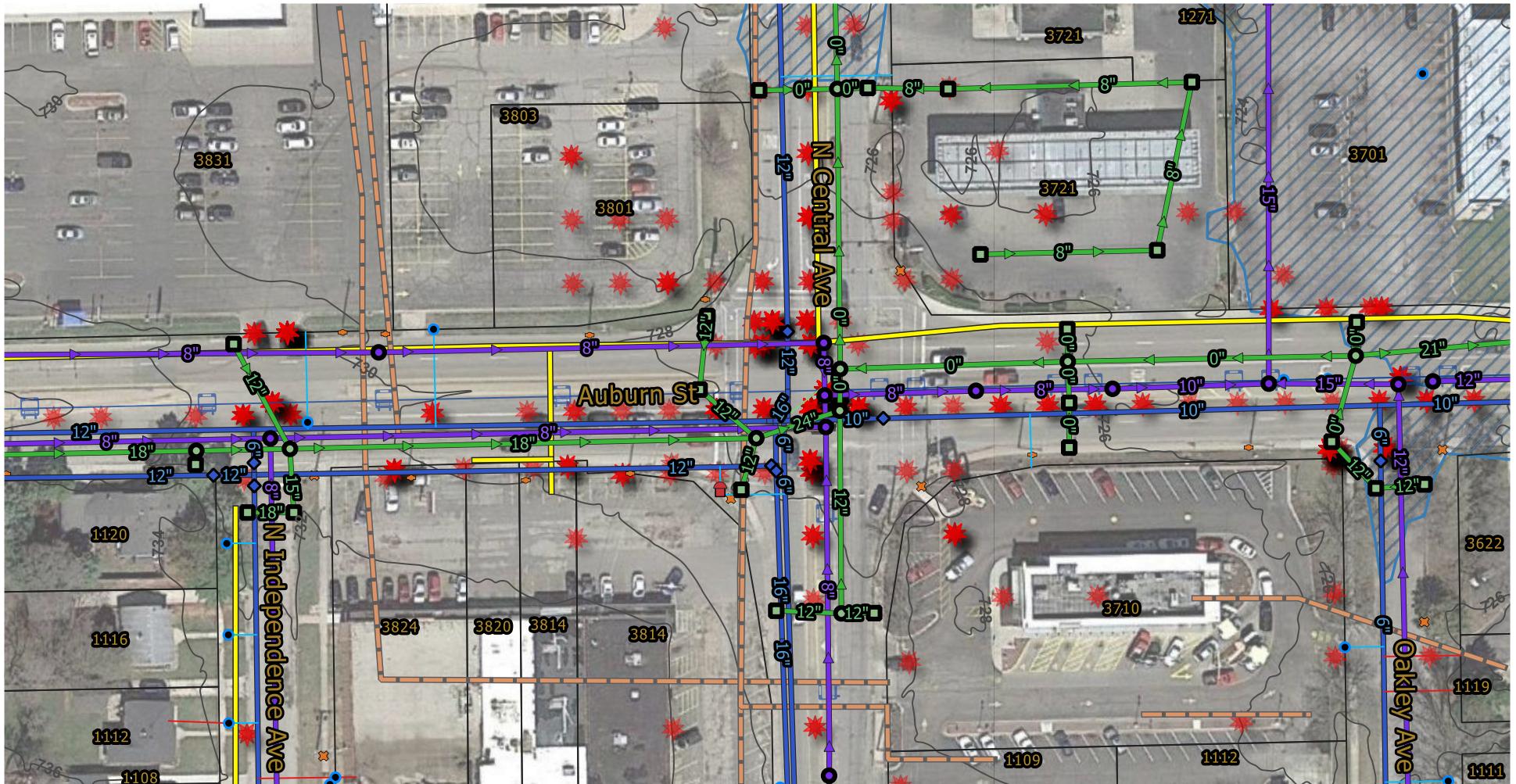
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Auburn Street
Page 1 of 21
Project No.: 21-576
Date: July 2, 2021

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Storm Inlet

Storm Manholes

swOutfalls

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Wetlands

Waterway

Hydrant

System Valve

Water Service

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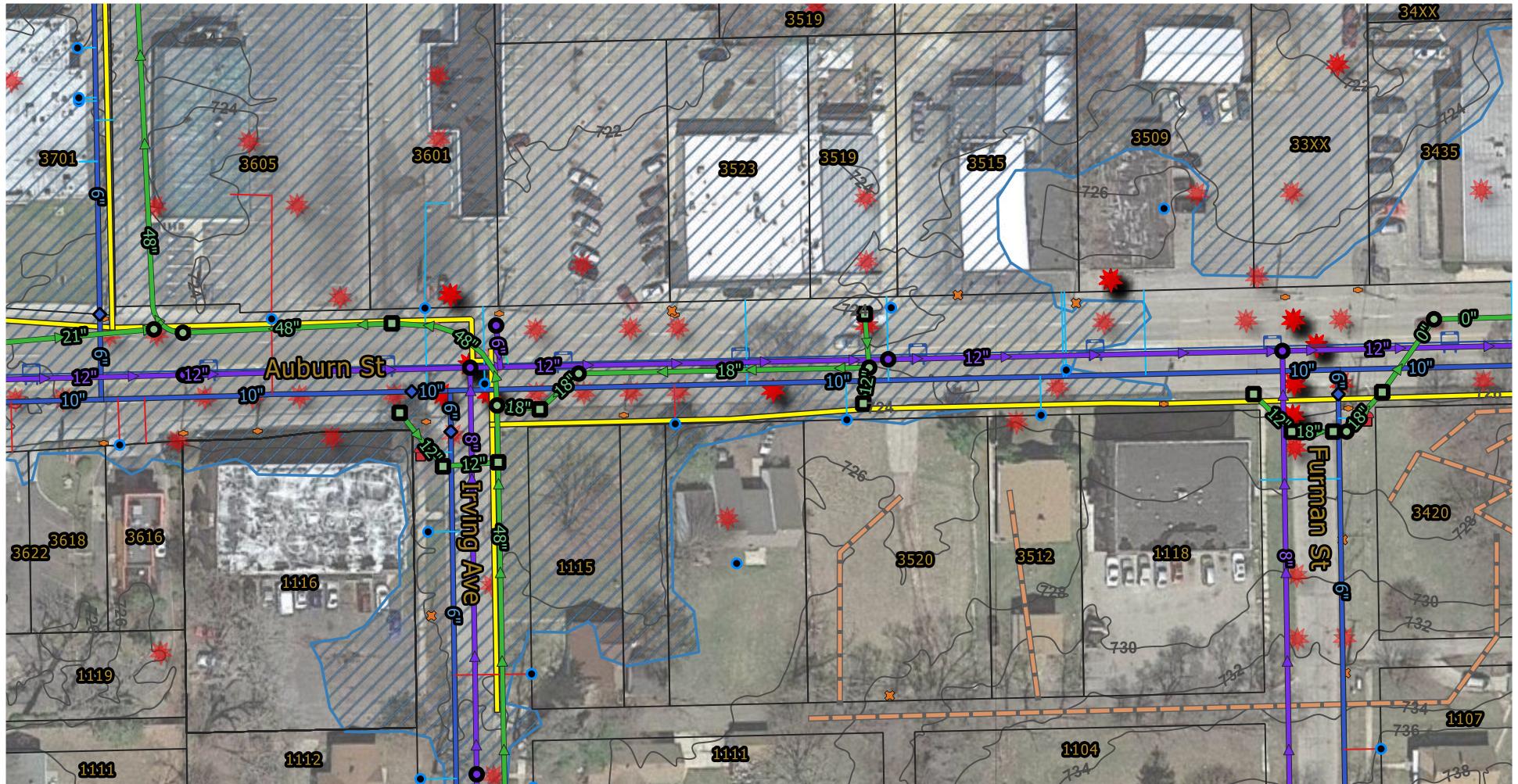
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Auburn Street
Page 1 of 21
Project No.: 21-576
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Storm Inlet

Storm Manholes

swOutfalls

Rockford Pipe

Rockford Accidents

Wetlands

Waterway

Hydrant

System Valve

Water Service

Lead Water Service

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Municipality

Drainage Channel

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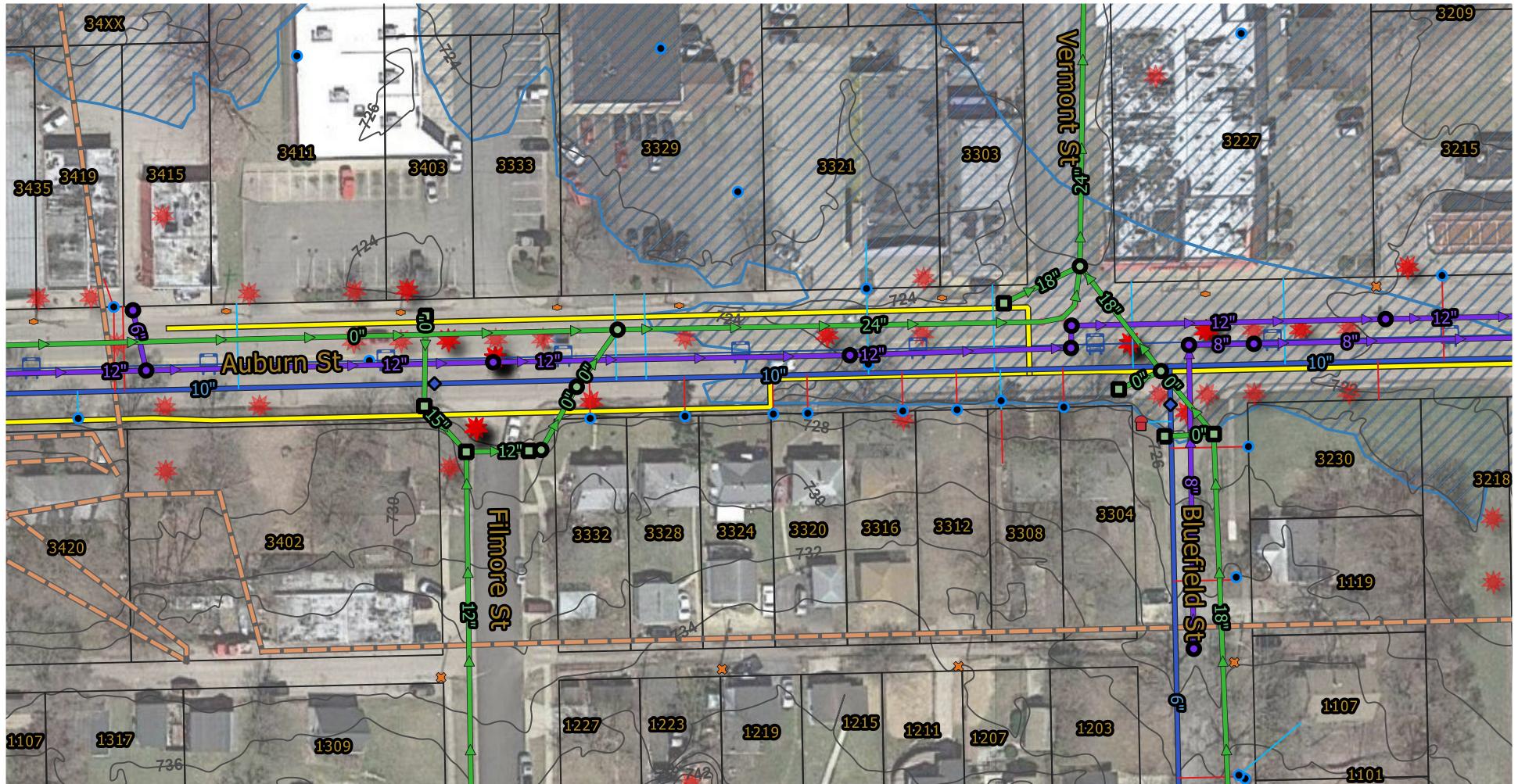
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120 ft

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Page 1 of 21
Project No.: 21-576
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Map Key

Flood Zones

A

AE

Storm Inlet

Storm Manholes

swOutfalls

Rockford Pipe

Rockford Accidents

Wetlands

Waterway

Hydrant

System Valve

Water Service

Lead Water Service

Water Main

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wZoneValves

SanitaryMH

Private Utilities

Fiber

Gas

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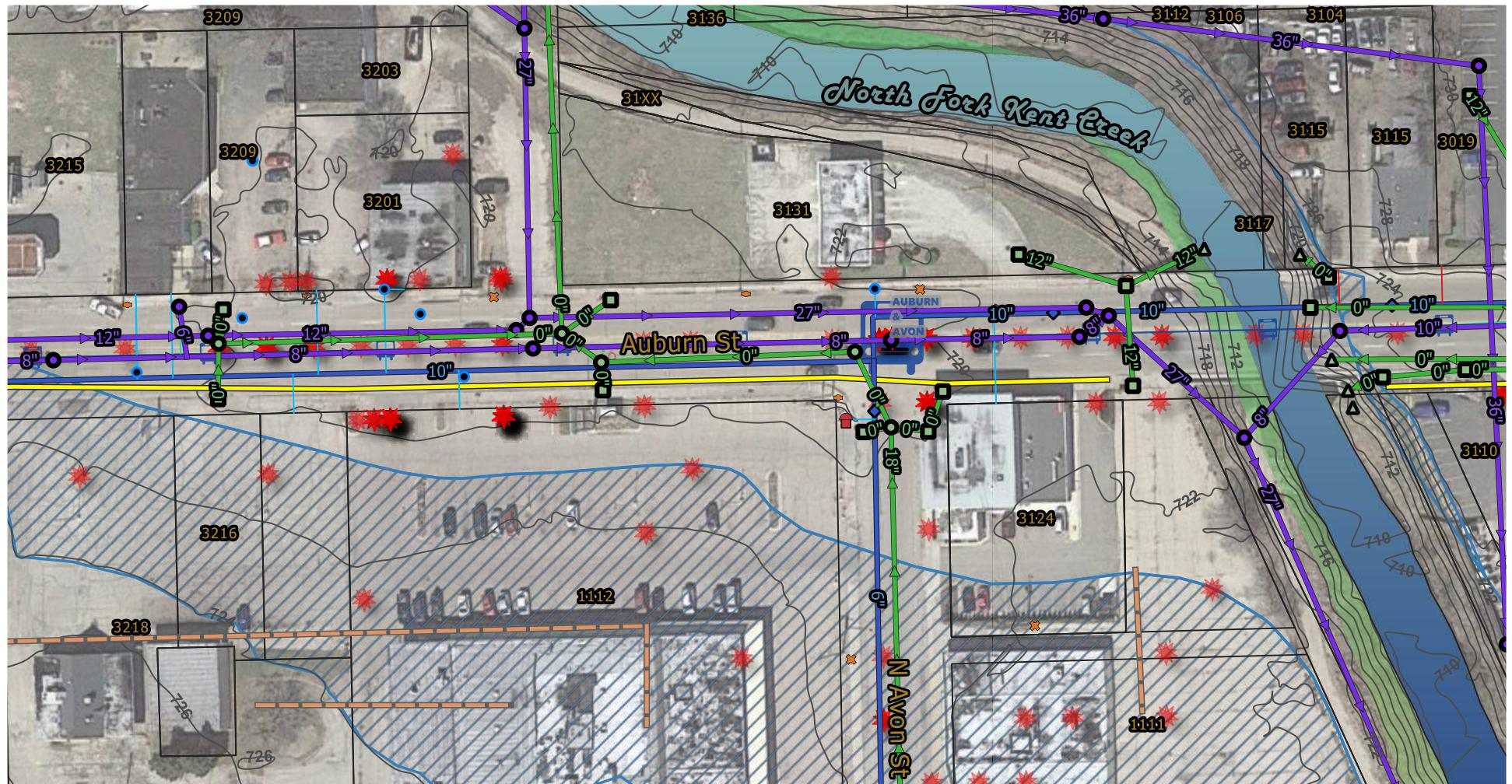
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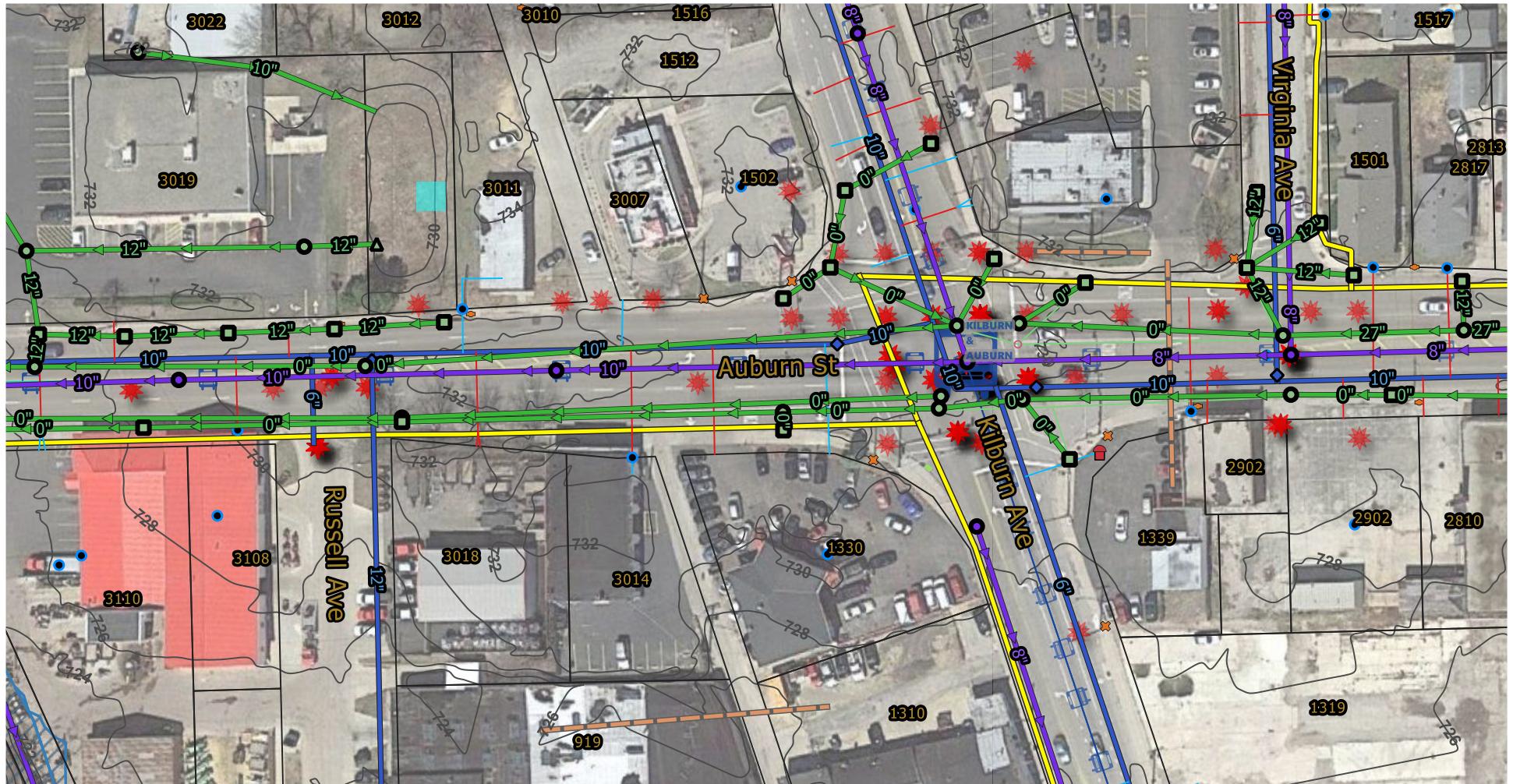
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Exhibit Information

Auburn Street
Page 1 of 21
Project No.: 21-576
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Map Key

Flood Zones



A



AE

Storm Inlet

Storm Manholes

swOutfalls

Rockford Pipe

Rockford Accidents

Wetlands

Waterway

Hydrant

System Valve

Water Service

Lead Water Service

Water Main

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Mains

Municipality

Drainage Channel

COR20210105 Contours

wZoneValves

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Gas

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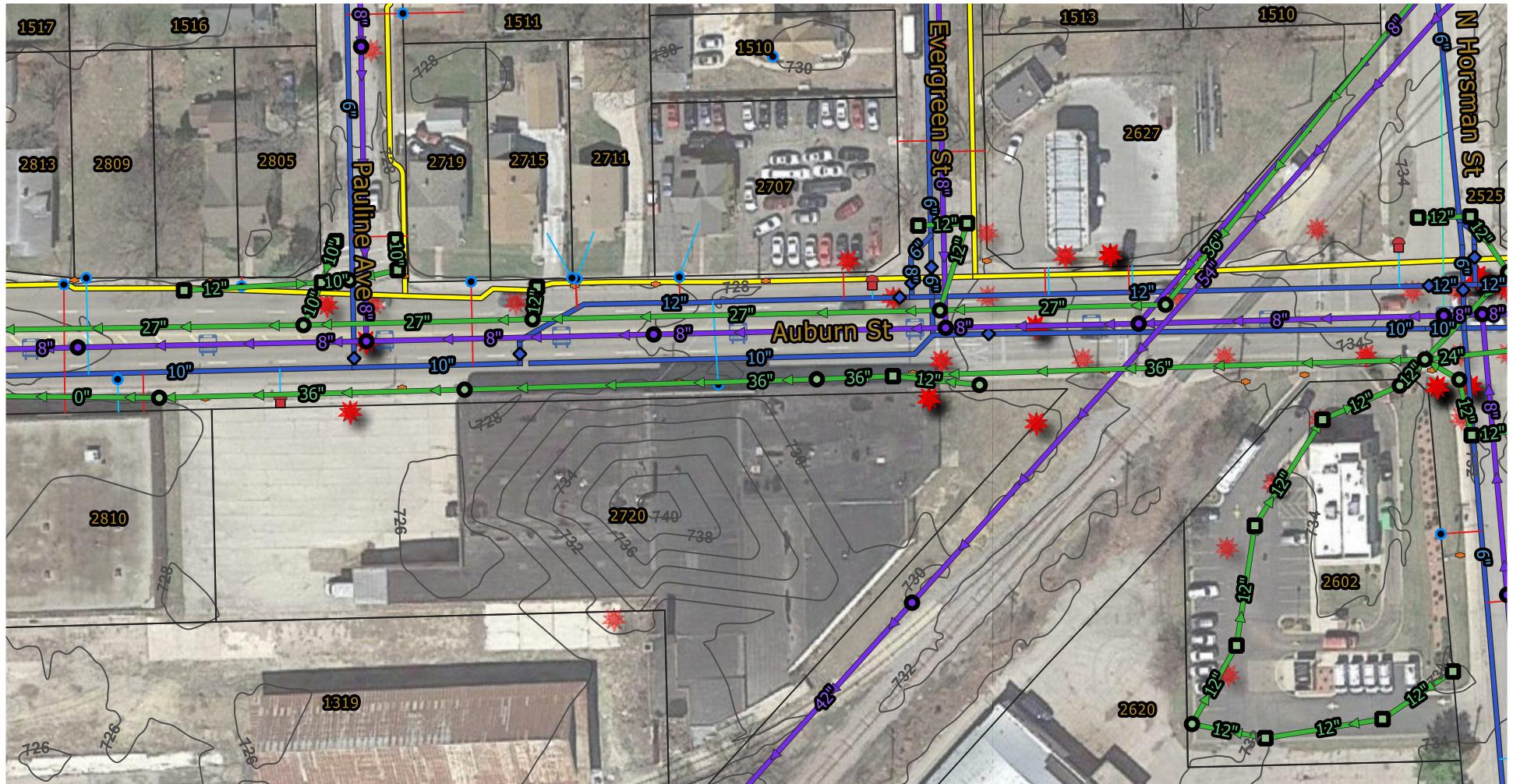
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Page 1 of 21
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Storm Inlet

Storm Manholes

swOutfalls

Rockford Pipe

Rockford Accidents

Wetlands

Waterway

Hydrant

System Valve

Water Service

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Water Main

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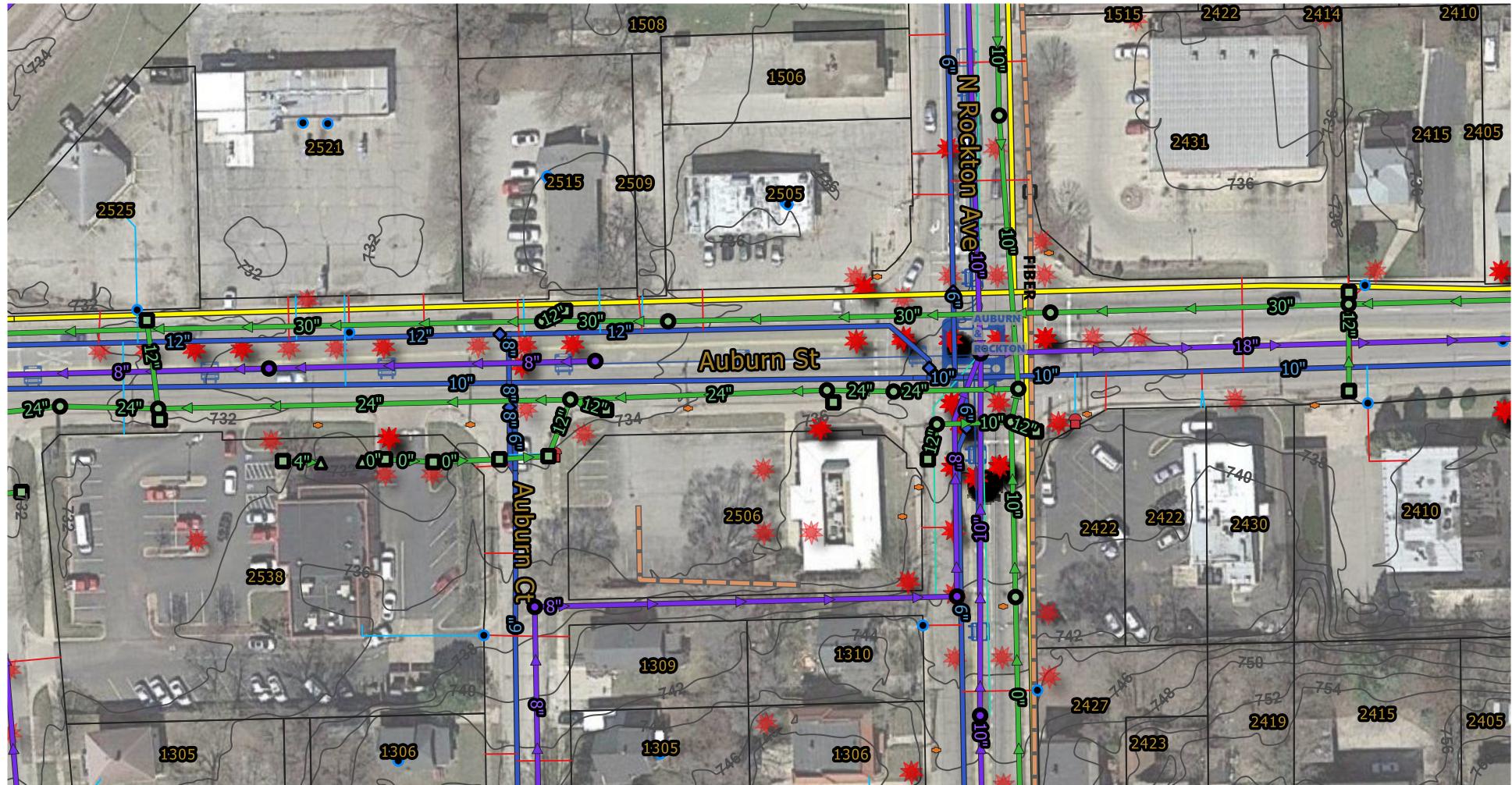
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Exhibit Information

Auburn Street
Page 1 of 21
Project No.: 21-576
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Storm Inlet

Storm Manholes

swOutfalls

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Wetlands

Waterway

Hydrant

System Valve

Water Service

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Water Main

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wZoneValves

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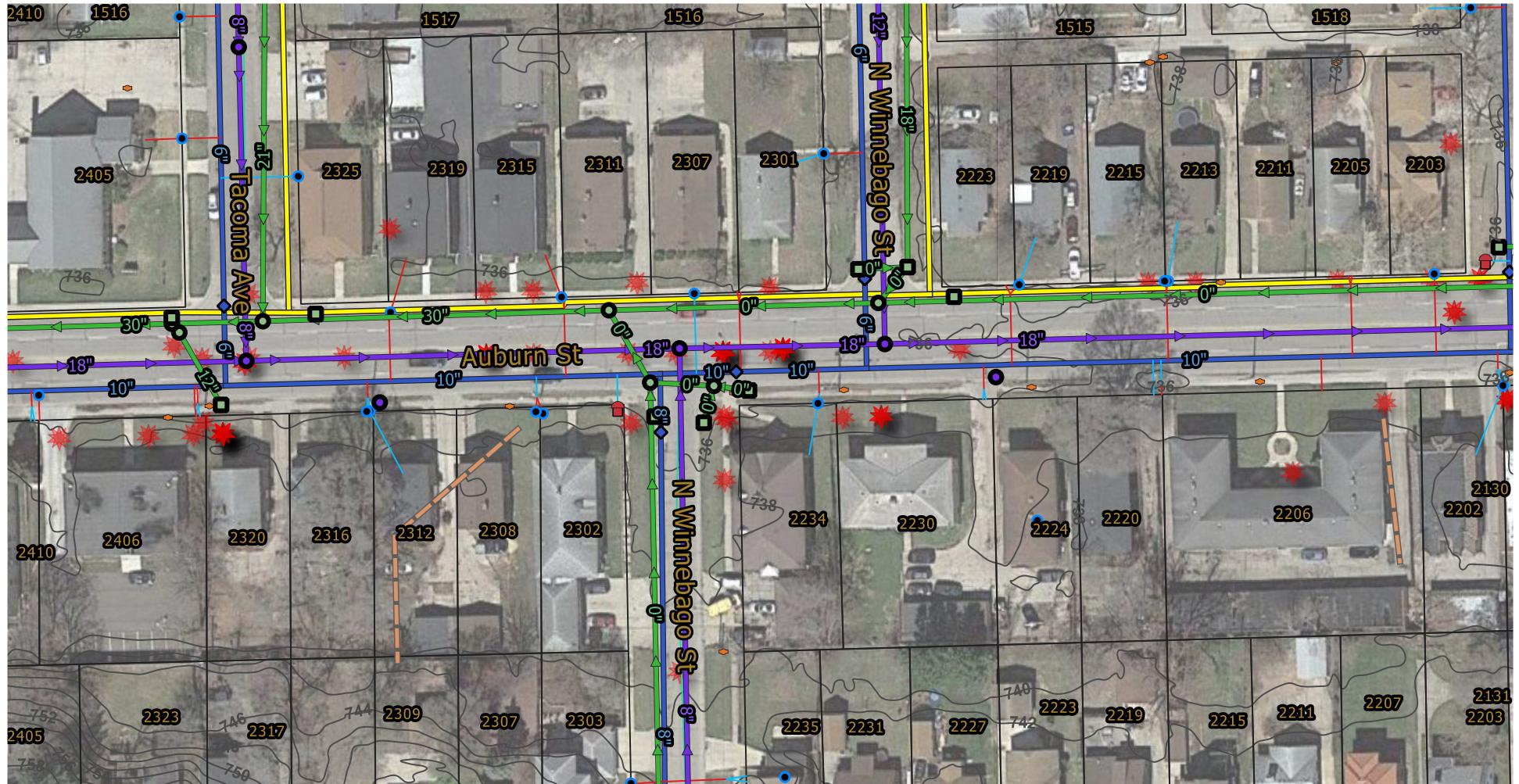
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Page 1 of 21
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Flood Zones



A



AE

Storm Inlet

Storm Manholes

swOutfalls

Rockford Pipe

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Wetlands

Waterway

Hydrant

System Valve

Water Service

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Municipality

Drainage Channel

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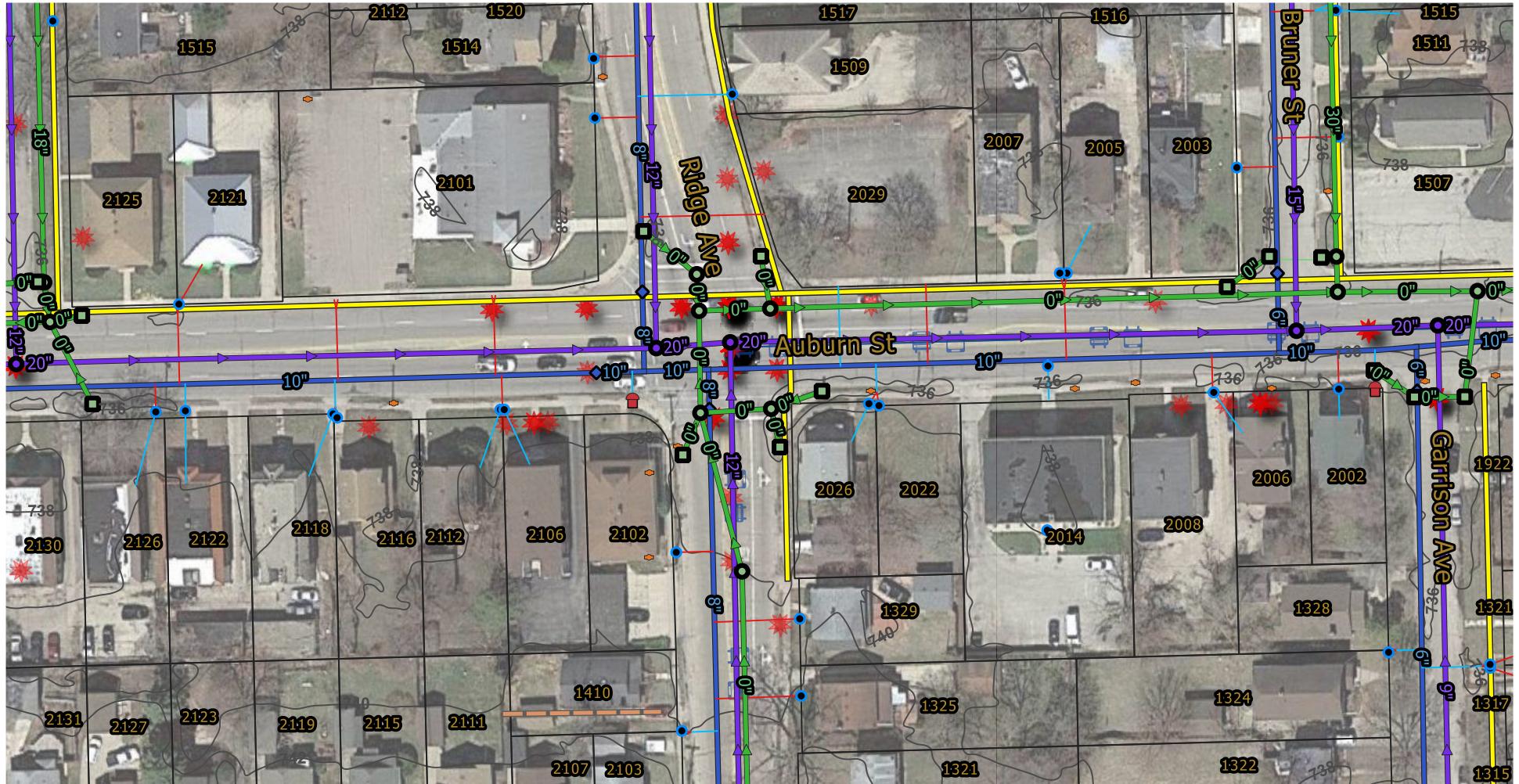
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120 ft

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Page 1 of 21
Project No.: 21-576
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Flood Zones



A



AE

Storm Inlet

Storm Manholes

swOutfalls

Rockford Pipe

Rockford Accidents

Wetlands

Waterway

Hydrant

System Valve

Water Service

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Municipality

Drainage Channel

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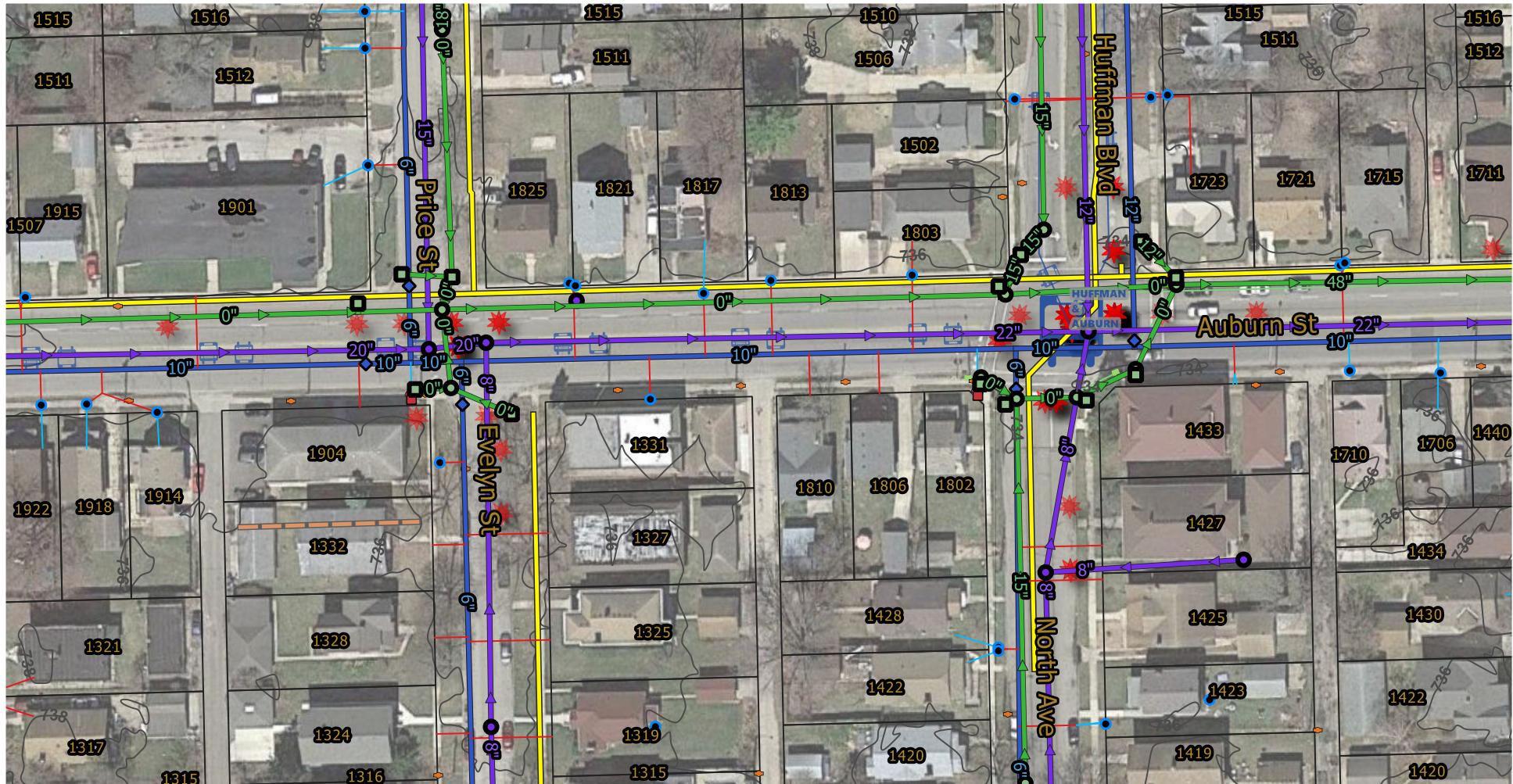
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Page 1 of 21
Project No.: 21-576
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Storm Inlet

Storm Manholes

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Wetlands

Waterway

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System Valve

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Municipality

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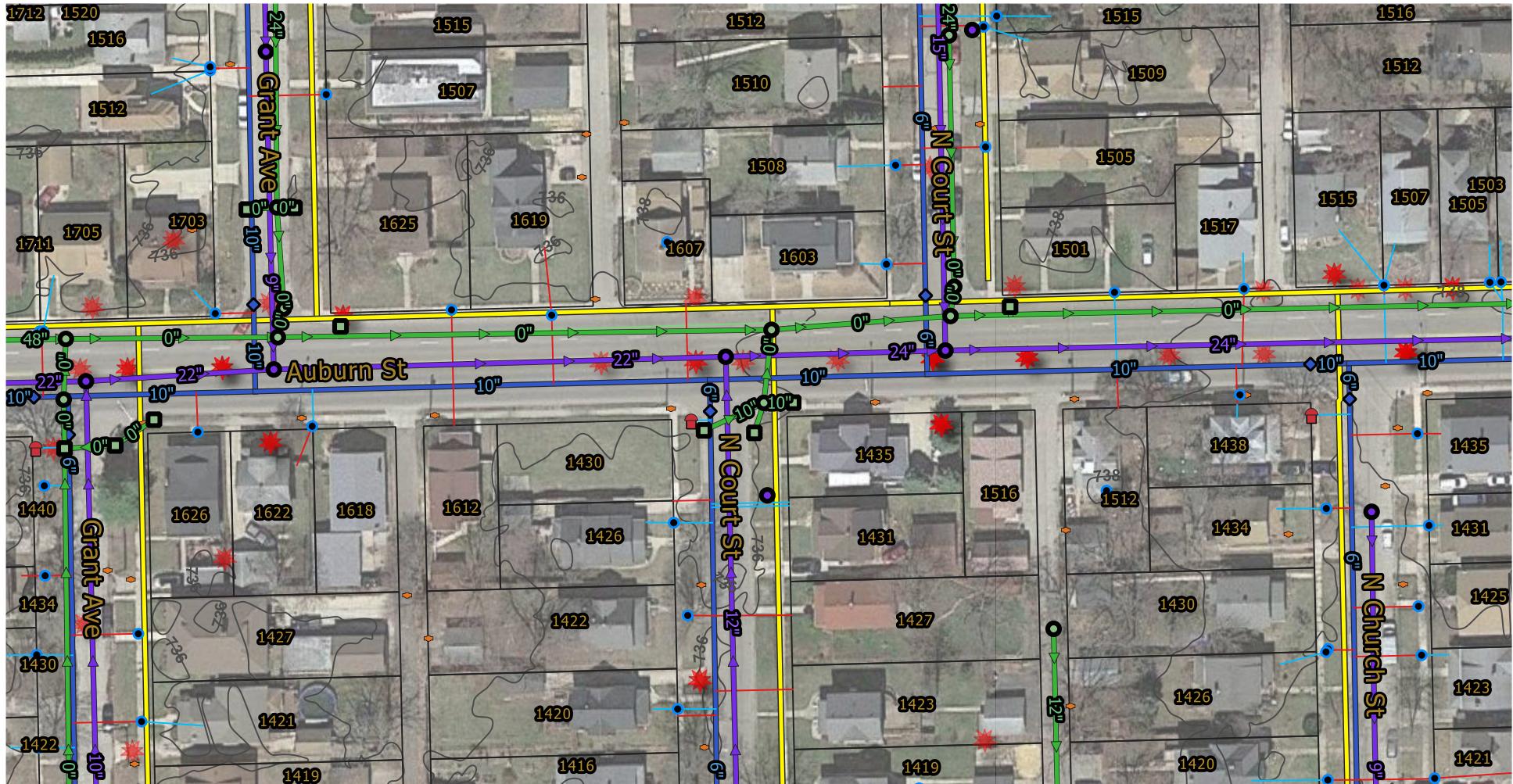
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Page 1 of 21
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Storm Inlet

Storm Manholes

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Wetlands

Waterway

Hydrant

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Water Service

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Municipality

Drainage Channel

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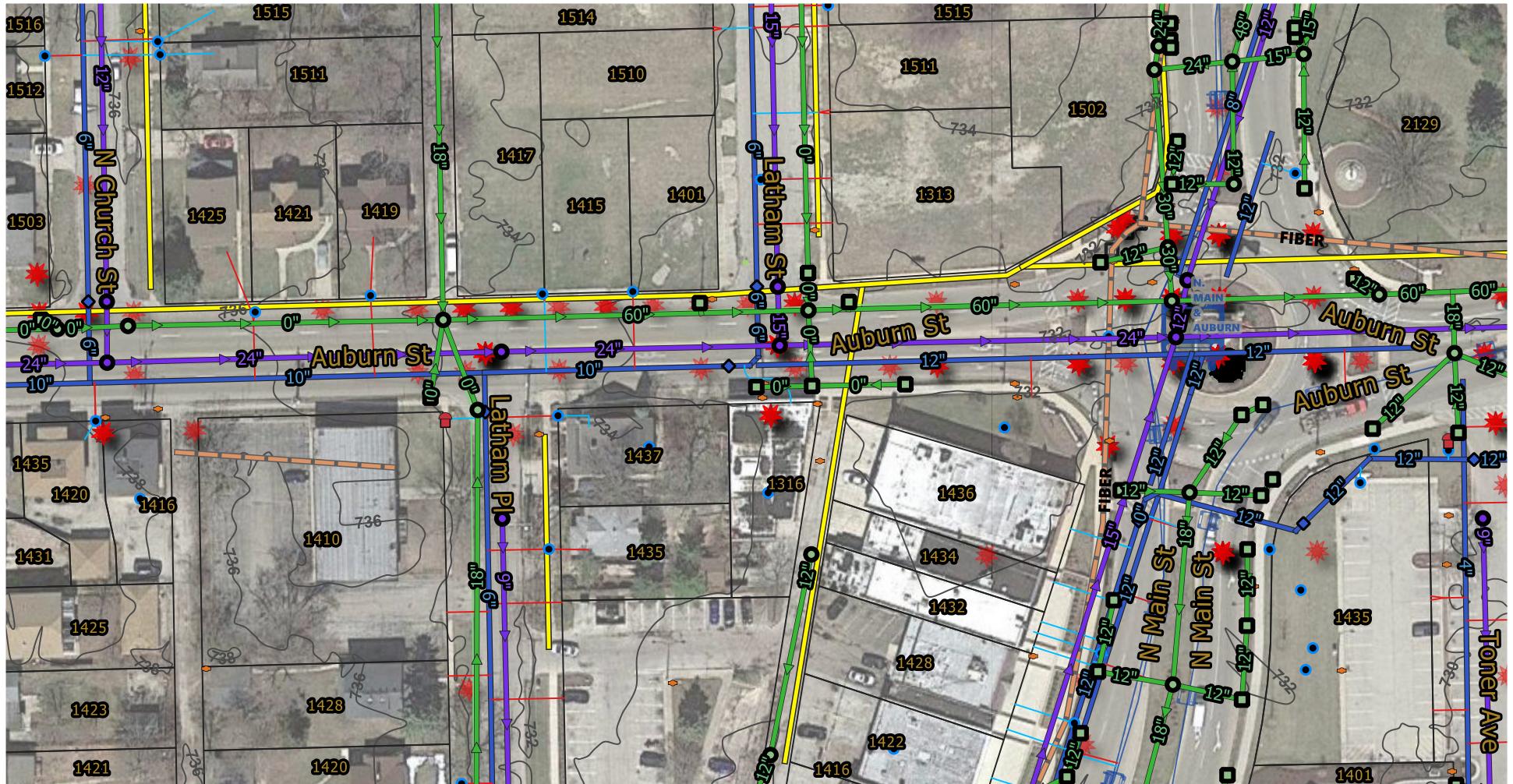


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Hydrant

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Municipality

Drainage Channel

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wZoneValves

SanitaryMH

Private Utilities

Fiber

Gas

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0 60 120 ft

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ENGINEERING & ENVIRONMENTAL



> 1 ASSOC CITY: ROCKFORD
 > 2 AIRPORT NAME: COTTONWOOD
 3 CBD TO AIRPORT (NM): 02 NW
 4 STATE: IL
 5 COUNTY: WINNEBAGO IL
 6 REGION/ADO: AGL/CHI
 7 SECT AERO CHT: CHICAGO

FAA SITE NR: 04975.*A

GENERAL

10 OWNERSHIP: PRIVATE
 > 11 OWNER: COTTONWOOD CORP
 > 12 ADDRESS: 5105 AUBURN ST
 ROCKFORD, IL 61101
 > 13 PHONE NR: (815) 978-2810
 > 14 MANAGER: RON VOSS
 > 15 ADDRESS: 6137 GARRETT LANE #4
 ROCKFORD, IL 61107
 > 16 PHONE NR: 779-771-1192
 > 17 ATTENDANCE SCHEDULE:
 UNATNDD

SERVICES

> 70 FUEL:
 > 71 AIRFRAME RPRS:
 > 72 PWR PLANT RPRS:
 > 73 BOTTLE OXYGEN:
 > 74 BULK OXYGEN:
 75 TSNT STORAGE:
 76 OTHER SERVICES:

BASED AIRCRAFT

90 SINGLE ENG: 40
 91 MULTI ENG: 0
 92 JET: 0
 93 HELICOPTERS: 2
 TOTAL: 42
 94 GLIDERS: 0
 95 MILITARY: 0
 96 ULTRA-LIGHT: 2

18 AIRPORT USE: PUBLIC
 19 ARPT LAT: 42-17-30.0690N ESTIMATED
 20 ARPT LONG: 089-08-10.3860W
 21 ARPT ELEV: 741.0 SURVEYED
 22 ACREAGE: 38
 > 23 RIGHT TRAFFIC: 18
 > 24 NON-COMM LANDING: NO

25 NPIAS/FED AGREEMENTS:
 > 26 FAR 139 INDEX:

FACILITIES

> 80 ARPT BCN:
 > 81 ARPT LGT SKED : SS-SR
 BCN LGT SKED:
 > 82 UNICOM: 122.800
 > 83 WIND INDICATOR: YES
 84 SEGMENTED CIRCLE: YES
 85 CONTROL TWR: NO
 86 FSS: KANKAKEE
 87 FSS ON ARPT: NO
 88 FSS PHONE NR:
 89 TOLL FREE NR: 1-800-WX-BRIEF

OPERATIONS

100 AIR CARRIER: 0
 102 AIR TAXI: 0
 103 G A LOCAL: 6,000
 104 G A ITNRNT: 3,000
 105 MILITARY: 0
 TOTAL: 9,000

OPERATIONS FOR
 12 MONTHS
 ENDING: 05/31/2020

RUNWAY DATA

> 30 RUNWAY INDENT:
 > 31 LENGTH: 2,540
 > 32 WIDTH: 260
 > 33 SURF TYPE-COND:
 > 34 SURF TREATMENT:
 35 GROSS WT: S
 36 (IN THSDS) D
 37 2D
 38 2D/2D2
 > 39 PCN:

18/36
 2,540
 260
 TURF-G

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:
 > 42 RWY MARK TYPE-COND:
 > 43 VGS:
 44 THR CROSSING HGT.:
 45 VISUAL GLIDE ANGLE:
 > 46 CNTRLN-TDZ:
 > 47 RVR-RVY:
 > 48 REIL:
 > 49 APCH LIGHTS:

NSTD
 NONE - / NONE -
 /
 /
 /
 /
 N - N / N - N
 - N / - N
 N / N
 /

- / - / - / - / -
 - / - / - / - / -
 / / / / / / / /

OBSTRUCTION DATA

50 FAR 77 CATEGORY
 > 51 DISPLACED THR:
 > 52 CTLG OBSTN:
 > 53 OBSTN MARKED/LGTD:
 > 54 HGT ABOVE RWY END:
 > 55 DIST FROM RWY END:
 > 56 CNTRLN OFFSET:
 57 OBSTN CLNC SLOPE:
 58 CLOSE-IN OBSTN:

A(V) / A(V)
 / 400
 / TREE
 /
 / 58
 / 425
 / 130R
 50:1 / 7:1
 N / N

/ / / / / / / /
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DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):
 > 61 TAKE OFF DIST AVBL (TODA):
 > 62 ACFT STOP DIST AVBL (ASDA):
 > 63 LNDG DIST AVBL (LDA):

/ / / / / / / /
 / / / / / / / /
 / / / / / / / /
 / / / / / / / /

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS

A 015 EMAIL ADDRESS: COTTONWOODCORP@GMAIL.COM (ALL LOWER CASE)
 A 040 RWY 18/36 NSTD LIRL S 2250 FT LGTD; VARIABLE INTST AND NON-FRANGIBLE MOUNTS.
 A 051 RWY 36 DSPLCD THLD MARKED WITH WHITE BARRELS & LGTS.
 A 057 RY 36 APCH RATIO 14:1 TO DSPLCD THR.
 A 071 MINOR REPAIRS AVBL ON REQ.
 A 110-001 RY 36: +70' LGTD STADIUM POLES L & R 1300' FM RY END.
 A 110-002 SEASONAL CROPS IN RY 18 PART 77 SFC 130 FT FROM RY END.
 A 110-003 FOR CD CTC CHICAGO ARTCC AT 630-906-8921.

111 INSPECTOR: (S)

112 LAST INSP: 06/25/2020

113 LAST INFO REQ:

1C8 Cottonwood Airport

Rockford, Illinois, USA



GOING TO ROCKFORD?



[Reserve a Hotel Room](#)

FAA INFORMATION EFFECTIVE 07 OCTOBER 2021

Location

FAA Identifier: 1C8

Lat/Long: 42-17-30.0690N 089-08-10.3860W
 42-17.501150N 089-08.173100W
 42.2916858,-89.1362183
 (estimated)

Elevation: 741 ft. / 225.9 m (surveyed)

Variation: 00E (1985)

From city: 2 miles NW of ROCKFORD, IL

Time zone: UTC -5 (UTC -6 during Standard Time)

Zip code: 61101



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

Airport Operations

Airport use: Open to the public

Activation date: 04/1947

Control tower: no

ARTCC: CHICAGO CENTER

FSS: KANKAKEE FLIGHT SERVICE STATION

NOTAMs facility: IKK (NOTAM-D service available)

Attendance: UNATNDD

Pattern altitude: 1041 ft. MSL

TPA: 300 FT AGL ULTRALIGHTS, 800 FT AGL SNGL ENG.

Wind indicator: yes

Segmented circle: yes

Lights: SS-SR

Aerial photo

WARNING: Photo may not be current or correct



Photo taken 06-Aug-2020
 looking north.

Do you have a better or more recent aerial photo of Cottonwood Airport that you would like to share? If so, please [send us your photo](#).

Sectional chart

Airport Communications

CTAF/UNICOM: 122.8

WX ASOS at RFD (6 nm S): PHONE 815-484-6229

WX AWOS-3 at FEP (20 nm W): 120.525 (815-233-4472)

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
JVLr182/16.0	JANESVILLE VOR/DME	114.30	03E
PLLr038/26.1	POLO VOR/DME	111.20	03E

Airport Services

Airframe service: MINOR REPAIRS AVBL ON REQ.

Runway Information

Runway 18/36

Dimensions: 2540 x 260 ft. / 774 x 79 m

Surface: turf, in good condition

Runway edge lights: non-standard

NSTD LIRL S 2250 FT LGTD; VARIABLE INTST AND NON-FRANGIBLE MOUNTS.

RUNWAY 18

RUNWAY 36

18

36

Latitude: 42-17.309500N

Longitude: 089-

089-

08.164667W

Elevation: 740.0 ft.

Traffic pattern: right

Displaced threshold: no

Markings: none

Runway end identifier lights: no

Obstructions: none

DSPLCD THLD MARKED WITH

WHITE BARRELS & LGTS.

none

no

58 ft. tree, 425 ft. from runway, 130 ft. right of centerline, 7:1 slope to clear

RY 36 APCH RATIO 14:1 TO DSPLCD THR.



Airport distance calculator

Flying to Cottonwood Airport? Find the distance to fly.

From to 1C8

CALCULATE DISTANCE

Sunrise and sunset

Times for 18-Oct-2021

	Local (UTC-5)	Zulu (UTC)
Morning civil twilight	06:45	11:45
Sunrise	07:14	12:14
Sunset	18:10	23:10
Evening civil twilight	18:38	23:38

Current date and time

Zulu (UTC)	18-Oct-2021 15:48:12
Local (UTC-5)	18-Oct-2021 10:48:12

METAR

KRFD 181454Z 19004KT 10SM CLR 13/06
6nm S A3016 RMK AO2 SLP216 T01280061
51006

TAF

KRFD 181120Z 1812/1912 VRB03KT P6SM
6nm S SKC FM181500 19008KT P6SM SKC
FM190000 17006KT P6SM SKC

NOTAMs

Click for the latest NOTAMs

NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

Airport Ownership and Management from official FAA records

Ownership: Privately-owned

Owner: COTTONWOOD CORP
5105 AUBURN ST
ROCKFORD, IL 61101
Phone (815) 978-2810

Manager: RON VOSS
6137 GARRETT LANE #4
ROCKFORD, IL 61107
Phone 779-771-1192
EMAIL ADDRESS: COTTONWOODCORP@GMAIL.COM (ALL LOWER CASE)

Airport Operational Statistics

Aircraft based on the field: 44

Single engine airplanes: 40

Aircraft operations: avg 25/day *

67% local general aviation

Helicopters: 2 33% transient general aviation
Ultralights: 2 * for 12-month period ending 31 May 2020

Additional Remarks

- RY 36: +70' LGTD STADIUM POLES L & R 1300' FM RY END.
- SEASONAL CROPS IN RY 18 PART 77 SFC 130 FT FROM RY END.
- FOR CD CTC CHICAGO ARTCC AT 630-906-8921.

Instrument Procedures

There are no published instrument procedures at 1C8.

Some nearby airports with instrument procedures:

[KRFD](#) - Chicago/Rockford International Airport (6 nm S)

[C77](#) - Poplar Grove Airport (13 nm E)

[44C](#) - Beloit Airport (14 nm NE)

[KFEP](#) - Albertus Airport (20 nm W)

[KJVL](#) - Southern Wisconsin Regional Airport (20 nm N)

Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Cottonwood Airport, you should consider listing it here. To start the listing process, click on the button below



Other Pages about Cottonwood Airport



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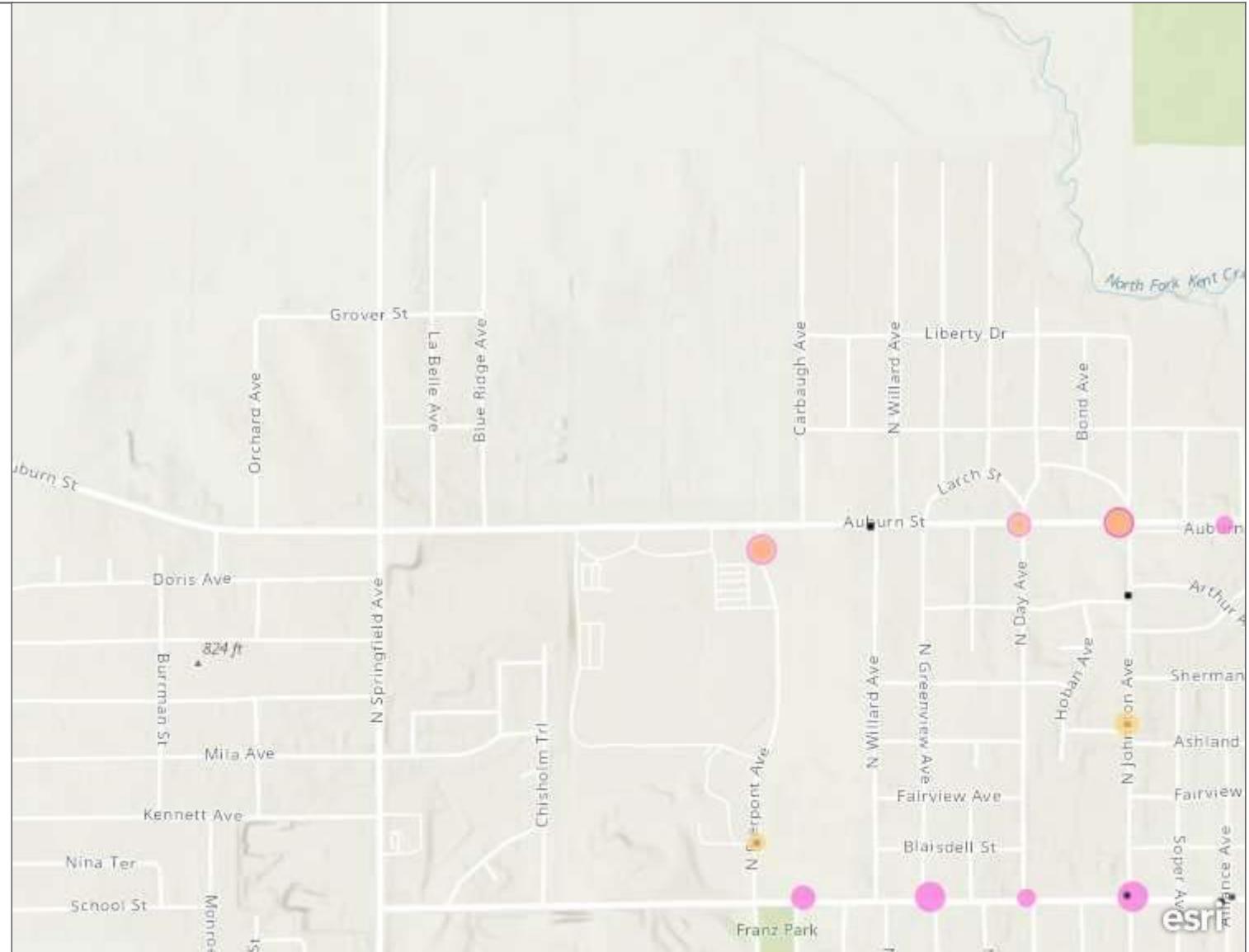
[Privacy Policy](#) [Contact](#)

RMTD 2019 Ridership Activity

1-West State

W_Act_Tot

- > 80 – 269
- > 40 – 80
- > 20 – 40
- > 10 – 20
- > 5 – 10
- > 0 – 5
- 0 – 0



2-School Street

W_Act_Tot

- > 80 – 259
- > 40 – 80
- > 20 – 40
- > 10 – 20
- > 5 – 10
- > 0 – 5
- 0 – 0

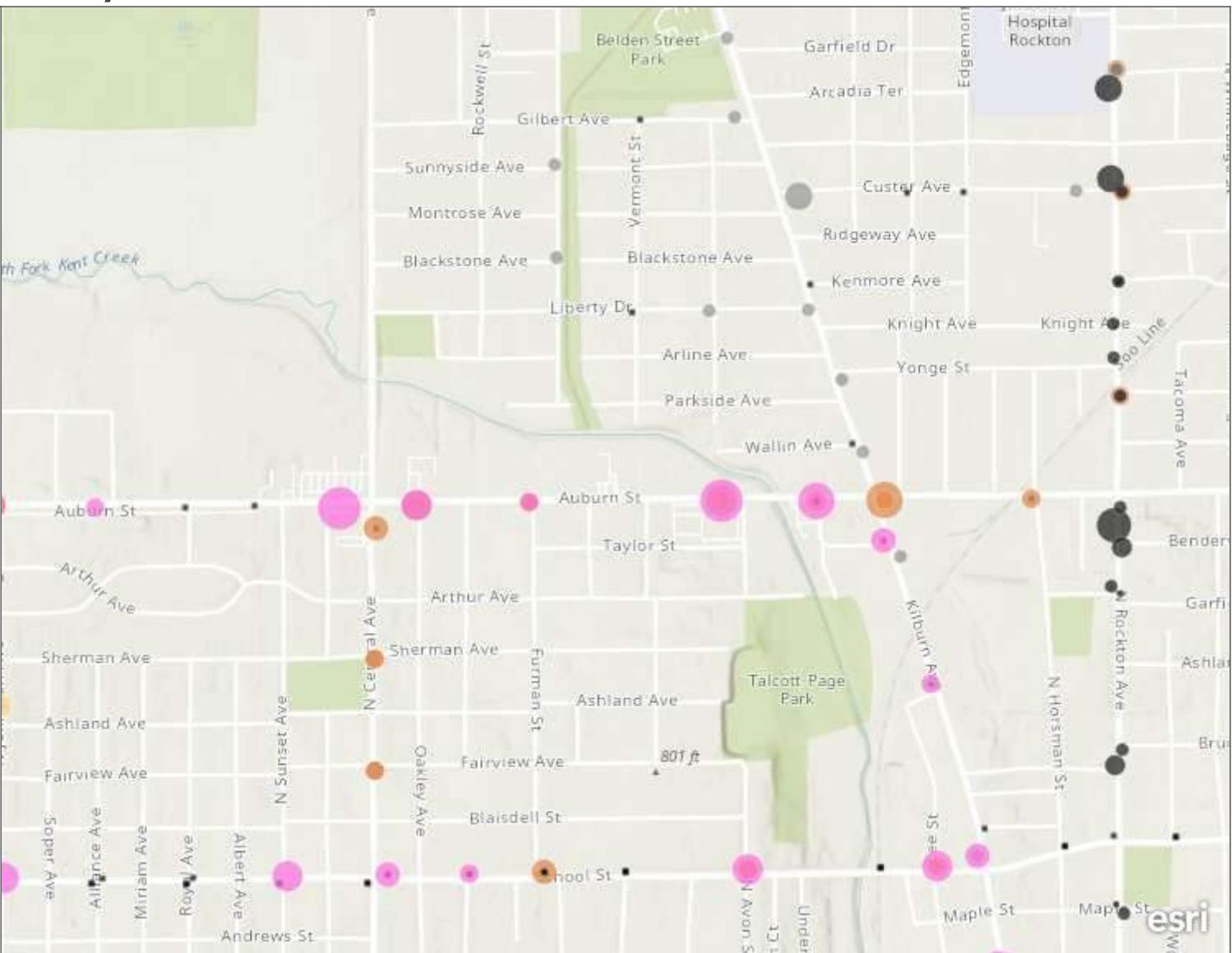
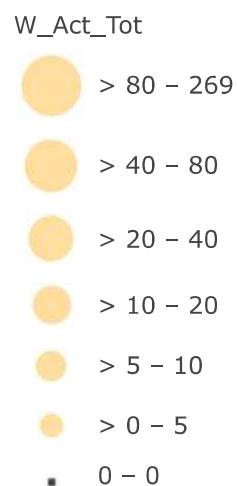
DRAFT: A summary of estimated activity (boardings + alightings) for each bus route and stop. The estimates provided are a product of ridership sample surveys administered between May and July 2019

0.2mi

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RMTD 2019 Ridership Activity

1-West State



2-School Street



DRAFT: A summary of estimated activity (boardings + alightings) for each bus route and stop. The estimates provided are a product of ridership sample surveys administered between May and July 2019

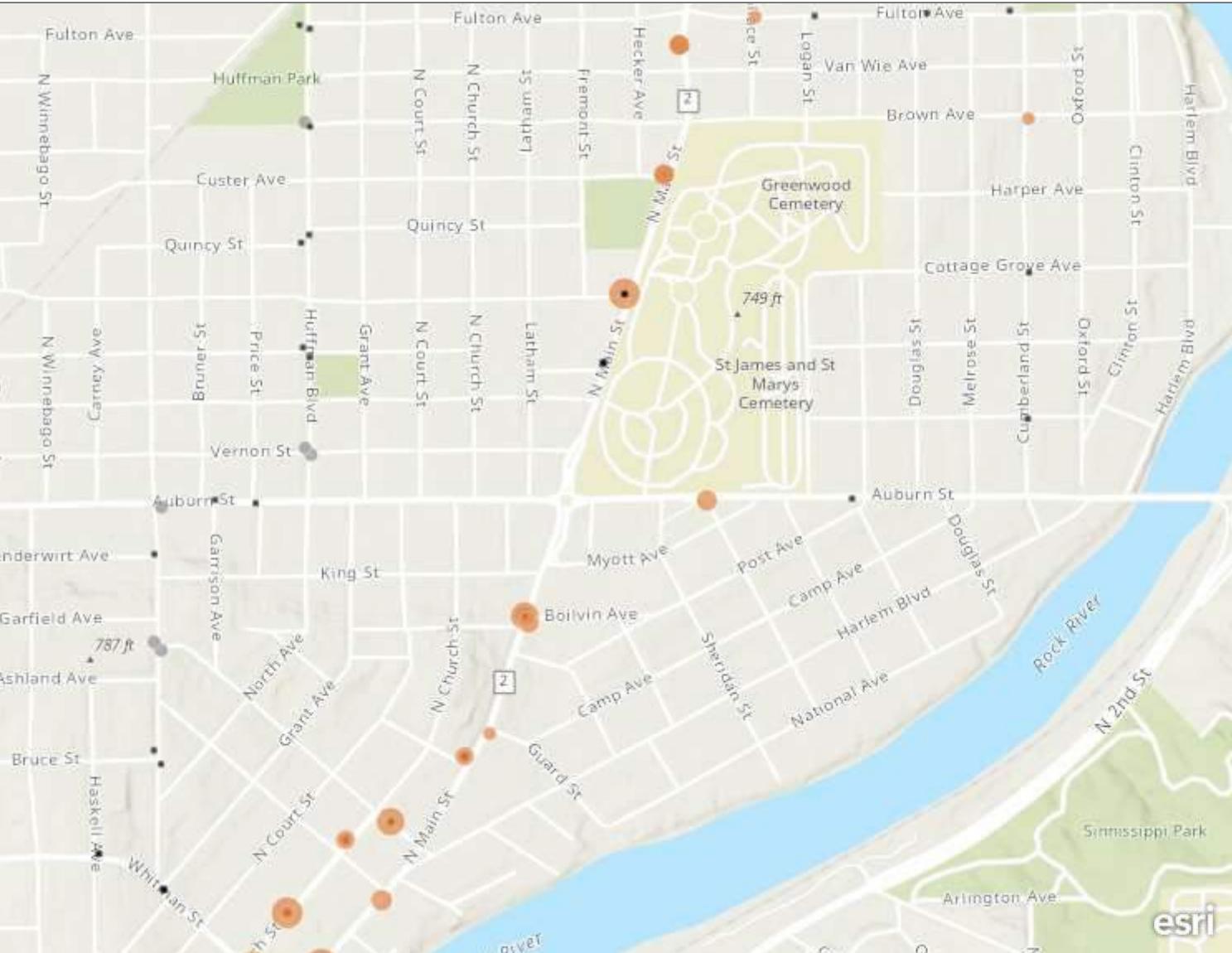
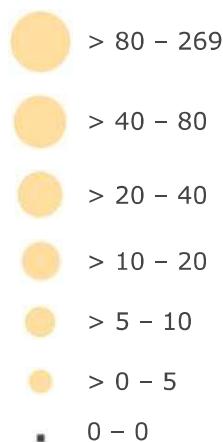
0.2mi

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RMTD 2019 Ridership Activity

1-West State

W_Act_Tot



2-School Street

W_Act_Tot



DRAFT: A summary of estimated activity (boardings + alightings) for each bus route and stop. The estimates provided are a product of ridership sample surveys administered between May and July 2019

0.2mi

APPENDIX 3

Operational and Safety Analysis

- IHSDM Outputs
- Crash Study
- Crash Study – Fatality/Injury Crashes
- Crash Study – Pedestrian Crashes
- R1 PC 2050 Traffic Projection

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

October 15, 2021

Disclaimer

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Table of Contents

Report Overview	1
Disclaimer Regarding Crash Prediction Method	2
Section Types	3
Section 1 Evaluation	3

List of Tables

Table Evaluation Highway - Homogeneous Segments (Section 1)	5
Table Evaluation Intersection (Section 1)	8
Table Evaluation Roundabout - Site (Section 1)	9
Table Predicted Highway Crash Rates and Frequencies Summary (Section 1)	10
Table Predicted Crash Frequencies and Rates by Highway Segment/Intersection (Section 1)	11
Table Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)	14
Table Predicted Crash Frequencies by Year (Section 1)	15
Table Predicted Crash Severity by Ramp Terminal or Roundabout (Section 1)	15
Table Predicted Five Lane or Fewer Crash Type Distribution (Section 1)	16

List of Figures

Figure Crash Prediction Summary (Section 1)	4
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Report Overview

Report Generated: Oct 15, 2021 11:29 AM

Report Template: System: Multi-Page, 508 Compliant [System] (mlcpm4, Sep 27, 2021 11:04 AM)

Evaluation Date: Fri Oct 15 11:29:11 CDT 2021

IHSMD Version: v17.0.0 (Sep 22, 2021)

Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: lwigner

Organization Name:

Phone:

E-Mail:

Project Title: Auburn Street Corridor Study

Project Comment: Created Wed Oct 06 09:49:50 CDT 2021

Project Unit System: U.S. Customary

Highway Title: Auburn Street

Highway Comment: Created Wed Oct 06 09:50:07 CDT 2021

Highway Version: 1

Evaluation Title: Existing_Auburn Street Crash Prediction

Evaluation Comment: Created Fri Oct 15 11:28:12 CDT 2021

Minimum Location: 5+00.000

Maximum Location: 190+00.000

Policy for Superelevation: AASHTO 2011 U.S. Customary

Calibration: HSM Configuration

Crash Distribution: HSM Configuration

Model/CMF: HSM Configuration

First Year of Analysis: 2016

Last Year of Analysis: 2020

Empirical-Bayes Analysis: None

First Year of Observed Crashes:

Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results. [Note: Work being performed under NCHRP Project 17-72 (*Update of Crash Modification Factors for the Highway Safety Manual*) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Section 1 Evaluation

Section: Section 1

Evaluation Start Location: 5+00.000

Evaluation End Location: 190+00.000

Area Type: Urban

Functional Class: Arterial

Type of Alignment: Undivided, Multilane

Model Category: Urban/Suburban Arterial

Calibration Factor: 3ST=1.0; 4D=1.0; 4SG=1.0; 4U=1.0; USA 42R=1.0;

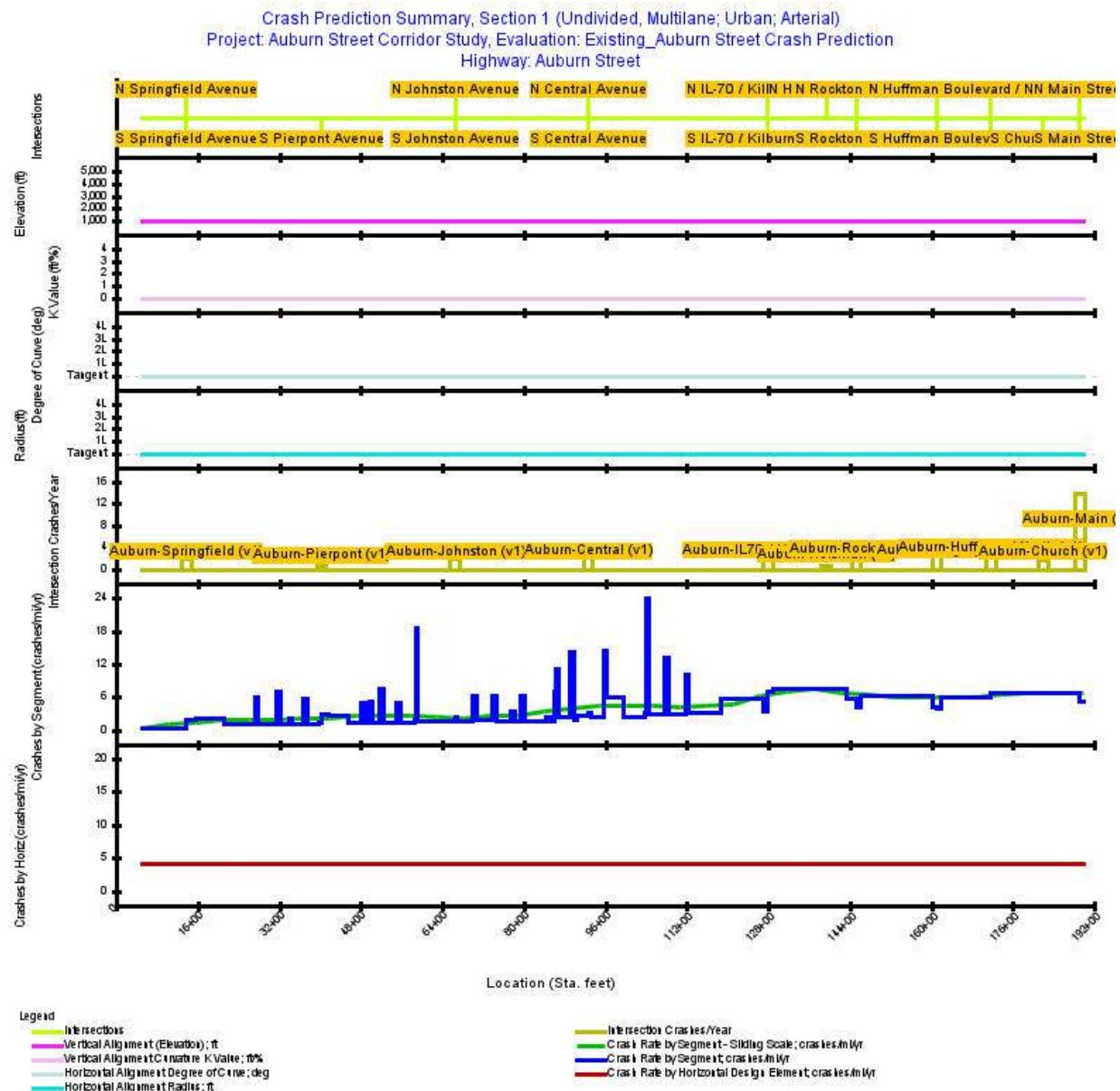


Figure 1. Crash Prediction Summary (Section 1)

Table 1. Evaluation Highway - Homogeneous Segments (Section 1)

Seg. No.	Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Number Major Commercial Driveways	Number Minor Commercial Driveways	Number Major Industrial/Institutional	Number Minor Industrial/Institutional	Number Major Residential Driveways	Number Minor Residential Driveways	Number Other Driveways	Lighting	Automated Speed Enforcement	Density (fixed objects/mi)	Median Width (ft)	Type	Effective Median Width (ft)	Speed Level	Number Rail Highway Crossings	Average Shoulder Width (ft)	Average Lane Width (ft)
1	Urban/Suburban Arterial Segment Four-lane Undivided	5+00.00	10+91.00	591.00	0.1119	2016-2020: 2,500	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
2	Urban/Suburban Arterial Segment Four-lane Undivided	10+91.00	13+76.00	285.00	0.0540	2016-2020: 2,500	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
3	Urban/Suburban Arterial Segment Four-lane Undivided	13+76.00	15+66.00	190.00	0.0360	2016-2020: 5,800	0	1	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
4	Urban/Suburban Arterial Segment Four-lane Undivided	15+66.00	21+31.00	565.00	0.1070	2016-2020: 5,800	0	2	0	0	0	2	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
5	Urban/Suburban Arterial Segment Four-lane Divided	21+31.00	27+18.00	587.00	0.1112	2016-2020: 2,500	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
6	Urban/Suburban Arterial Segment Four-lane Undivided	27+18.00	27+95.00	77.00	0.0146	2016-2020: 5,800	0	0	1	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
7	Urban/Suburban Arterial Segment Four-lane Divided	27+95.00	31+46.00	351.00	0.0665	2016-2020: 5,800	0	1	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
8	Urban/Suburban Arterial Segment Four-lane Undivided	31+46.00	32+27.00	81.00	0.0153	2016-2020: 5,800	0	1	1	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
9	Urban/Suburban Arterial Segment Four-lane Divided	32+27.00	33+92.00	165.00	0.0312	2016-2020: 2,500	0	0	0	1	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
10	Urban/Suburban Arterial Segment Four-lane Undivided	33+92.00	34+48.00	56.00	0.0106	2016-2020: 6,500	0	0	0	0	1	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
11	Urban/Suburban Arterial Segment Four-lane Divided	34+48.00	36+62.00	214.00	0.0400	2016-2020: 5,800	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
12	Urban/Suburban Arterial Segment Four-lane Undivided	36+62.00	37+41.00	79.00	0.0153	2016-2020: 5,800	0	0	1	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
13	Urban/Suburban Arterial Segment Four-lane Divided	37+41.00	39+86.00	245.00	0.0464	2016-2020: 4,500	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
14	Urban/Suburban Arterial Segment Four-lane Undivided	39+86.00	40+30.00	44.00	0.0083	2016-2020: 3,500	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
15	Urban/Suburban Arterial Segment Four-lane Undivided	40+30.00	41+75.00	145.00	0.0275	2016-2020: 5,8050	0	1	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
16	Urban/Suburban Arterial Segment Four-lane Undivided	41+75.00	45+61.00	386.00	0.0731	2016-2020: 8,050	0	0	0	0	0	1	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
17	Urban/Suburban Arterial Segment Four-lane Divided	45+61.00	48+13.00	252.00	0.0477	2016-2020: 7,8050	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
18	Urban/Suburban Arterial Segment Four-lane Undivided	48+13.00	48+94.00	81.00	0.0153	2016-2020: 3,8050	0	0	0	0	0	1	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
19	Urban/Suburban Arterial Segment Four-lane Divided	48+94.00	49+66.00	72.00	0.0136	2016-2020: 6,8050	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
20	Urban/Suburban Arterial Segment Four-lane Undivided	49+66.00	50+42.00	76.00	0.0144	2016-2020: 4,8050	0	0	0	0	0	1	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
21	Urban/Suburban Arterial Segment Four-lane Divided	50+42.00	51+54.00	112.00	0.0212	2016-2020: 2,8050	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
22	Urban/Suburban Arterial Segment Four-lane Undivided	51+54.00	52+45.00	91.00	0.0172	2016-2020: 2,8050	0	0	0	0	0	2	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
23	Urban/Suburban Arterial Segment Four-lane Divided	52+45.00	54+99.00	254.00	0.0481	2016-2020: 1,8050	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
24	Urban/Suburban Arterial Segment Four-lane Undivided	54+99.00	55+80.00	81.00	0.0153	2016-2020: 3,8050	0	0	0	0	0	1	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
25	Urban/Suburban Arterial Segment Four-lane Divided	55+80.00	58+46.00	266.00	0.0504	2016-2020: 4,8050	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00

Seg. No.	Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Number Major Commercial Driveways	Number Minor Commercial Driveways	Number Major Industrial/Institutional	Number Minor Industrial/Institutional	Number Major Residential Driveways	Number Minor Residential Driveways	Number Other Driveways	Lighting	Automated Speed Enforcement	Density (fixed objects/mi)	Median Width (ft)	Type	Effective Median Width (ft)	Speed Level	Number Rail Highway Crossings	Average Shoulder Width (ft)	Average Lane Width (ft)
26	Urban/Suburban Arterial Segment Four-lane Undivided	58+46.00	58+95.00	49.00	0.0093	2016-2020: 8,050	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
27	Urban/Suburban Arterial Segment Four-lane Undivided	58+95.00	59+26.00	31.00	0.0059	2016-2020: 9,8200	0	0	0	0	0	2	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
28	Urban/Suburban Arterial Segment Four-lane Divided	59+26.00	66+23.00	697.00	0.132	2016-2020: 0,8200	0	5	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
29	Urban/Suburban Arterial Segment Four-lane Undivided	66+23.00	66+50.00	27.00	0.0051	2016-2020: 1,8200	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
30	Urban/Suburban Arterial Segment Four-lane Undivided	66+50.00	66+87.00	37.00	0.0079	2016-2020: 9,650	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
31	Urban/Suburban Arterial Segment Four-lane Divided	66+87.00	70+01.00	314.00	0.0595	2016-2020: 5,9650	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
32	Urban/Suburban Arterial Segment Four-lane Undivided	70+01.00	70+80.00	79.00	0.0159	2016-2020: 0,9650	0	0	0	0	0	1	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
33	Urban/Suburban Arterial Segment Four-lane Divided	70+80.00	73+89.00	309.00	0.0580	2016-2020: 5,9650	0	0	0	1	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
34	Urban/Suburban Arterial Segment Four-lane Undivided	73+89.00	74+72.00	83.00	0.0157	2016-2020: 7,9650	0	0	0	0	1	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
35	Urban/Suburban Arterial Segment Four-lane Divided	74+72.00	77+34.00	262.00	0.0496	2016-2020: 6,9650	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
36	Urban/Suburban Arterial Segment Four-lane Undivided	77+34.00	78+13.00	79.00	0.0159	2016-2020: 0,9650	0	0	0	1	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
37	Urban/Suburban Arterial Segment Four-lane Divided	78+13.00	79+40.00	127.00	0.0241	2016-2020: 1,9650	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
38	Urban/Suburban Arterial Segment Four-lane Undivided	79+40.00	80+21.00	81.00	0.0153	2016-2020: 3,9650	0	0	0	0	1	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
39	Urban/Suburban Arterial Segment Four-lane Divided	80+21.00	84+42.00	421.00	0.0797	2016-2020: 7,9650	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
40	Urban/Suburban Arterial Segment Four-lane Undivided	84+42.00	85+21.00	79.00	0.0159	2016-2020: 0,9650	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
41	Urban/Suburban Arterial Segment Four-lane Divided	85+21.00	86+01.00	80.00	0.0152	2016-2020: 2,9650	0	0	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00
42	Urban/Suburban Arterial Segment Four-lane Undivided	86+01.00	86+42.00	41.00	0.0078	2016-2020: 8,9650	0	1	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
43	Urban/Suburban Arterial Segment Four-lane Undivided	86+42.00	86+83.00	41.00	0.0078	2016-2020: 8,10,600	0	0	0	0	1	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
44	Urban/Suburban Arterial Segment Four-lane Divided	86+83.00	89+10.00	227.00	0.0430	2016-2020: 0,10,600	1	0	0	0	0	0	0	false	false	0.0	9.00	Non-Traversable Median	9.00	Low	0	0.00	12.00
45	Urban/Suburban Arterial Segment Four-lane Undivided	89+10.00	89+99.00	89.00	0.0169	2016-2020: 9,10,600	1	0	0	0	0	1	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
46	Urban/Suburban Arterial Segment Four-lane Divided	89+99.00	90+49.00	50.00	0.0095	2016-2020: 5,10,600	0	0	0	0	0	0	0	false	false	0.0	10.00	Non-Traversable Median	10.00	Low	0	0.00	12.00
47	Urban/Suburban Arterial Segment Four-lane Divided	90+49.00	92+13.00	164.00	0.0311	2016-2020: 1,10,600	1	0	0	0	0	0	0	false	false	0.0	10.00	Non-Traversable Median	22.00	Low	0	0.00	12.00
48	Urban/Suburban Arterial Segment Four-lane Undivided	92+13.00	92+69.00	56.00	0.0106	2016-2020: 6,10,600	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
49	Urban/Suburban Arterial Segment Four-lane Undivided	92+69.00	93+23.00	54.00	0.0102	2016-2020: 2,12,200	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
50	Urban/Suburban Arterial Segment Four-lane Divided	93+23.00	95+70.00	247.00	0.0468	2016-2020: 8,12,200	0	1	0	0	0	0	0	false	false	0.0	10.00	Non-Traversable Median	22.00	Low	0	0.00	12.00
51	Urban/Suburban Arterial Segment Four-lane Undivided	95+70.00	96+29.00	59.00	0.0112	2016-2020: 2,12,200	0	1	0	0	0	1	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00

Seg. No.	Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Number Major Commercial Driveways	Number Minor Commercial Driveways	Number Major Industrial/Institutional	Number Minor Industrial/Institutional	Number Major Residential Driveways	Number Minor Residential Driveways	Number Other Driveways	Lighting	Automated Speed Enforcement	Density (fixed objects/mi)	Median Width (ft)	Type	Effective Median Width (ft)	Speed Level	Number Rail Highway Crossings	Average Shoulder Width (ft)	Average Lane Width (ft)	
52	Urban/Suburban Arterial Segment Four-lane Undivided	96+29.000	99+61.000	332.00	0.0629	2016-2020: 12,200	0	2	0	0	1	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
53	Urban/Suburban Arterial Segment Four-lane Divided	99+61.000	103+75.000	414.00	0.0784	2016-2020: 12,200	0	2	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00	
54	Urban/Suburban Arterial Segment Four-lane Undivided	103+75.000	104+11.000	36.00	0.0068	2016-2020: 12,200	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
55	Urban/Suburban Arterial Segment Four-lane Undivided	104+11.000	104+46.000	35.00	0.0066	2016-2020: 13,000	0	1	0	0	0	1	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
56	Urban/Suburban Arterial Segment Four-lane Divided	104+46.000	107+72.000	326.00	0.0617	2016-2020: 13,000	0	3	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00	
57	Urban/Suburban Arterial Segment Four-lane Undivided	107+72.000	108+45.000	73.00	0.0138	2016-2020: 13,000	0	1	0	0	1	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
58	Urban/Suburban Arterial Segment Four-lane Divided	108+45.000	111+67.000	322.00	0.0610	2016-2020: 13,000	0	2	0	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00	
59	Urban/Suburban Arterial Segment Four-lane Undivided	111+67.000	112+33.000	66.00	0.0125	2016-2020: 13,000	0	0	0	0	1	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
60	Urban/Suburban Arterial Segment Four-lane Divided	112+33.000	118+66.000	633.00	0.1199	2016-2020: 13,000	0	4	1	0	0	0	0	false	false	0.0	5.00	Traversable Median	5.00	Low	0	0.00	12.00	
61	Urban/Suburban Arterial Segment Four-lane Undivided	118+66.000	126+93.000	827.00	0.1566	2016-2020: 13,000	0	4	0	0	2	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
62	Urban/Suburban Arterial Segment Four-lane Undivided	126+93.000	127+98.000	105.00	0.0190	2016-2020: 13,000	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
63	Urban/Suburban Arterial Segment Four-lane Undivided	127+98.000	129+03.000	105.00	0.0190	2016-2020: 14,900	0	1	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
64	Urban/Suburban Arterial Segment Four-lane Undivided	129+03.000	143+43.000	1,440.00	0.2727	2016-2020: 14,900	0	8	0	0	5	0	0	false	false	0.0	0.00	None	0.00	Low	1	0.00	12.00	
65	Urban/Suburban Arterial Segment Four-lane Undivided	143+43.000	145+28.000	185.00	0.0350	2016-2020: 14,900	0	1	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
66	Urban/Suburban Arterial Segment Four-lane Undivided	145+28.000	146+28.000	100.00	0.0189	2016-2020: 14,900	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
67	Urban/Suburban Arterial Segment Four-lane Undivided	146+28.000	160+35.000	1,407.00	0.2665	2016-2020: 14,900	0	2	0	2	4	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
68	Urban/Suburban Arterial Segment Four-lane Undivided	160+35.000	161+10.000	75.00	0.0142	2016-2020: 14,900	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
69	Urban/Suburban Arterial Segment Four-lane Undivided	161+10.000	161+90.000	80.00	0.0152	2016-2020: 14,200	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
70	Urban/Suburban Arterial Segment Four-lane Undivided	161+90.000	171+72.000	982.00	0.1860	2016-2020: 14,200	0	0	0	1	4	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	
71	Urban/Suburban Arterial Segment Four-lane Undivided	171+72.000	189+20.000	1,748.00	0.3311	2016-2020: 16,200	0	0	0	0	0	7	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00
72	Urban/Suburban Arterial Segment Four-lane Undivided	189+20.000	190+00.000	80.00	0.0152	2016-2020: 18,500	0	0	0	0	0	0	0	false	false	0.0	0.00	None	0.00	Low	0	0.00	12.00	

Table 2. Evaluation Intersection (Section 1)

Inter. No.	Title	Type	Location (Sta. ft)	Major AADT	Minor AADT	Legs	Traffic Control	Approaches w/Left Turn Lanes	Approaches w/Right Turn Lanes	Approaches w/o Right Turn on Red	Pedestrian Volume (crossings/day)	Lighted at Night	Red Light Camera	School Nearby	Number of Bus Stops	Number of Alcohol Sales Establishments	Max Lanes Crossed
1	Auburn-Springfield (v1)	Urban/Suburban Arterial Intersection Four-Legged Signalized	13+76.00	2016-2020: 11,700	2016-2020: 5,800	4	Signalized	4	0	0	20	false	false	true	0	0	5
2	Auburn-Pierpont (v1)	Urban/Suburban Arterial Intersection Three-Legged w/STOP control	40+30.00	2016-2020: 8,050	2016-2020: 1,900	3	Stop-Controlled	1	0			false					
3	Auburn-Johnston (v1)	Urban/Suburban Arterial Intersection Four-Legged Signalized	66+50.00	2016-2020: 9,650	2016-2020: 1,700	4	Signalized	0	0	0	20	false	false	false	0	0	4
4	Auburn-Central (v1)	Urban/Suburban Arterial Intersection Four-Legged Signalized	92+69.00	2016-2020: 12,200	2016-2020: 8,400	4	Signalized	4	1	0	20	false	false	false	0	0	6
5	Auburn-IL70 / Kilburn (v1)	Urban/Suburban Arterial Intersection Four-Legged Signalized	127+98.00	2016-2020: 0 14,900	2016-2020: 8,900	4	Signalized	4	4	0	20	false	false	false	0	0	6
6	Auburn-Horsman (v1)	Urban/Suburban Arterial Intersection Three-Legged w/STOP control	139+38.00	2016-2020: 0 14,900	2016-2020: 250	3	Stop-Controlled	0	0			false					
7	Auburn-Rockton (v1)	Urban/Suburban Arterial Intersection Four-Legged Signalized	145+28.00	2016-2020: 0 14,900	2016-2020: 10,600	4	Signalized	4	1	0	20	false	false	false	0	0	5
8	Auburn-Ridge (v1)	Urban/Suburban Arterial Intersection Four-Legged Signalized	161+10.00	2016-2020: 0 14,900	2016-2020: 4,650	4	Signalized	4	0	0	20	false	false	false	0	0	5
9	Auburn-Huffman / North (v1)	Urban/Suburban Arterial Intersection Four-Legged Signalized	171+72.00	2016-2020: 0 16,200	2016-2020: 4,800	4	Signalized	1	0	0	20	false	false	false	0	0	4
10	Auburn-Church (v1)	Urban/Suburban Arterial Intersection Three-Legged w/STOP control	181+99.00	2016-2020: 0 16,200	2016-2020: 1,400	3	Stop-Controlled	0	0			false					

Table 3. Evaluation Roundabout - Site (Section 1)

Inter. No.	Title	Type	Area Type	Legs	Location (Sta. ft)	Entering AADT
11	Auburn-Main (v1)	Roundabout 42R - Roundabout with 4 legs and two circulating lanes	Urban	4	189+20,000	Leg 1: 2016-2020: 6,150; Leg 2: 2016-2020: 9,250; Leg 3: 2016-2020: 4,500; Leg 4: 2016-2020: 8,100

Table 4. Predicted Highway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	2016
Last Year of Analysis	2020
Evaluated Length (mi)	3.5038
Average Future Road AADT (vpd)	11,019
Predicted Crashes	
Total Crashes	245.97
Fatal and Injury Crashes	71.86
Property-Damage-Only Crashes	174.11
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	29
Percent Property-Damage-Only Crashes (%)	71
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	14.0402
FI Crash Rate (crashes/mi/yr)	4.1019
PDO Crash Rate (crashes/mi/yr)	9.9383
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	70.46
Travel Crash Rate (crashes/million veh-mi)	3.49
Travel FI Crash Rate (crashes/million veh-mi)	1.02
Travel PDO Crash Rate (crashes/million veh-mi)	2.47

Table 5. Predicted Crash Frequencies and Rates by Highway Segment/Intersection (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh)	Predicted Intersection Travel Crash Rate (crashes/million veh)
1	5+00.000	10+91.000	0.1119	0.281	0.0561	0.0210	0.0352	0.5016	0.55	
2	10+91.000	13+76.000	0.0540	0.135	0.0271	0.0101	0.0170	0.5016	0.55	
Auburn-Springfield (v1)	13+76.000			10.189	2.0378	0.6664	1.3714			0.39
3	13+76.000	15+66.000	0.0360	0.336	0.0672	0.0236	0.0436	1.8683	0.88	
4	15+66.000	21+31.000	0.1070	1.229	0.2459	0.0869	0.1589	2.2979	1.08	
5	21+31.000	27+18.000	0.1112	0.576	0.1153	0.0340	0.0812	1.0369	0.49	
6	27+18.000	27+95.000	0.0146	0.432	0.0864	0.0311	0.0554	5.9269	2.80	
7	27+95.000	31+46.000	0.0665	0.366	0.0731	0.0218	0.0514	1.1000	0.52	
8	31+46.000	32+27.000	0.0153	0.535	0.1071	0.0386	0.0686	6.9820	3.30	
9	32+27.000	33+92.000	0.0312	0.172	0.0343	0.0102	0.0241	1.0979	0.52	
10	33+92.000	34+48.000	0.0106	0.114	0.0228	0.0081	0.0148	2.1531	1.02	
11	34+48.000	36+62.000	0.0405	0.210	0.0420	0.0124	0.0296	1.0369	0.49	
12	36+62.000	37+41.000	0.0150	0.435	0.0869	0.0312	0.0557	5.8103	2.75	
13	37+41.000	39+86.000	0.0464	0.241	0.0481	0.0142	0.0339	1.0369	0.49	
14	39+86.000	40+30.000	0.0083	0.055	0.0110	0.0038	0.0072	1.3215	0.62	
Auburn-Pierpont (v1)	40+30.000			3.380	0.6759	0.2536	0.4223			0.24
15	40+30.000	41+75.000	0.0275	0.412	0.0824	0.0285	0.0539	3.0009	1.02	
16	41+75.000	45+61.000	0.0731	0.952	0.1903	0.0654	0.1249	2.6030	0.89	
17	45+61.000	48+13.000	0.0477	0.348	0.0695	0.0212	0.0484	1.4572	0.50	
18	48+13.000	48+94.000	0.0153	0.389	0.0777	0.0274	0.0503	5.0659	1.72	
19	48+94.000	49+66.000	0.0136	0.099	0.0199	0.0060	0.0138	1.4572	0.50	
20	49+66.000	50+42.000	0.0144	0.379	0.0759	0.0268	0.0490	5.2710	1.79	
21	50+42.000	51+54.000	0.0212	0.154	0.0309	0.0094	0.0215	1.4572	0.50	

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)	Predicted Intersection Travel Crash Rate (crashes/million veh)
22	51+54.000	52+45.000	0.0172	0.646	0.1292	0.0460	0.0832	7.4978	2.55	
23	52+45.000	54+99.000	0.0481	0.350	0.0701	0.0213	0.0488	1.4572	0.50	
24	54+99.000	55+80.000	0.0153	0.389	0.0777	0.0274	0.0503	5.0659	1.72	
25	55+80.000	58+46.000	0.0504	0.367	0.0734	0.0223	0.0511	1.4572	0.50	
26	58+46.000	58+95.000	0.0093	0.090	0.0181	0.0061	0.0120	1.9489	0.66	
27	58+95.000	59+26.000	0.0059	0.547	0.1094	0.0394	0.0700	18.6374	6.23	
28	59+26.000	66+23.000	0.1320	1.135	0.2270	0.0701	0.1568	1.7192	0.57	
29	66+23.000	66+50.000	0.0051	0.051	0.0102	0.0034	0.0068	1.9924	0.67	
Auburn-Johnston (v1)	66+50.000			9.446	1.8892	0.6099	1.2793			0.53
30	66+50.000	66+87.000	0.0070	0.085	0.0170	0.0056	0.0113	2.4219	0.69	
31	66+87.000	70+01.000	0.0595	0.527	0.1055	0.0325	0.0730	1.7733	0.50	
32	70+01.000	70+80.000	0.0150	0.477	0.0954	0.0335	0.0619	6.3743	1.81	
33	70+80.000	73+89.000	0.0585	0.536	0.1071	0.0331	0.0740	1.8305	0.52	
34	73+89.000	74+72.000	0.0157	0.486	0.0972	0.0341	0.0631	6.1839	1.76	
35	74+72.000	77+34.000	0.0496	0.440	0.0880	0.0271	0.0609	1.7733	0.50	
36	77+34.000	78+13.000	0.0150	0.261	0.0523	0.0179	0.0344	3.4924	0.99	
37	78+13.000	79+40.000	0.0241	0.213	0.0427	0.0131	0.0295	1.7733	0.50	
38	79+40.000	80+21.000	0.0153	0.481	0.0963	0.0338	0.0625	6.2768	1.78	
39	80+21.000	84+42.000	0.0797	0.707	0.1414	0.0435	0.0979	1.7733	0.50	
40	84+42.000	85+21.000	0.0150	0.181	0.0362	0.0120	0.0242	2.4219	0.69	
41	85+21.000	86+01.000	0.0152	0.134	0.0269	0.0083	0.0186	1.7733	0.50	
42	86+01.000	86+42.000	0.0078	0.273	0.0545	0.0192	0.0353	7.0230	1.99	
43	86+42.000	86+83.000	0.0078	0.435	0.0871	0.0309	0.0562	11.2138	2.90	
44	86+83.000	89+10.000	0.0430	0.540	0.1080	0.0341	0.0739	2.5125	0.65	

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)	Predicted Intersection Travel Crash Rate (crashes/million veh)
45	89+10.000	89+99.000	0.0169	1.184	0.2369	0.0845	0.1524	14.0536	3.63	
46	89+99.000	90+49.000	0.0095	0.092	0.0184	0.0057	0.0127	1.9478	0.50	
47	90+49.000	92+13.000	0.0311	0.424	0.0848	0.0269	0.0579	2.7294	0.70	
48	92+13.000	92+69.000	0.0106	0.144	0.0288	0.0095	0.0193	2.7121	0.70	
Auburn-Central (v1)	92+69.000			11.119	2.2237	0.7244	1.4994			0.31
49	92+69.000	93+23.000	0.0102	0.164	0.0329	0.0107	0.0222	3.2156	0.72	
50	93+23.000	95+70.000	0.0468	0.581	0.1162	0.0365	0.0797	2.4834	0.56	
51	95+70.000	96+29.000	0.0112	0.804	0.1608	0.0570	0.1038	14.3903	3.23	
52	96+29.000	99+61.000	0.0629	1.870	0.3741	0.1283	0.2457	5.9494	1.34	
53	99+61.000	103+75.000	0.0784	0.999	0.1998	0.0627	0.1370	2.5477	0.57	
54	103+75.000	104+11.000	0.0068	0.110	0.0219	0.0072	0.0148	3.2156	0.72	
55	104+11.000	104+46.000	0.0066	0.788	0.1575	0.0563	0.1012	23.7669	5.01	
56	104+46.000	107+72.000	0.0617	0.918	0.1837	0.0582	0.1255	2.9748	0.63	
57	107+72.000	108+45.000	0.0138	0.913	0.1825	0.0644	0.1181	13.2033	2.78	
58	108+45.000	111+67.000	0.0610	0.858	0.1716	0.0541	0.1174	2.8131	0.59	
59	111+67.000	112+33.000	0.0125	0.636	0.1273	0.0445	0.0827	10.1822	2.15	
60	112+33.000	118+66.000	0.1199	1.857	0.3715	0.1179	0.2536	3.0985	0.65	
61	118+66.000	126+93.000	0.1566	4.572	0.9145	0.3110	0.6035	5.8383	1.23	
62	126+93.000	127+98.000	0.0199	0.345	0.0691	0.0224	0.0467	3.4737	0.73	
Auburn-IL70 / Kilburn (v1)	127+98.000			12.282	2.4565	0.8119	1.6446			0.31
63	127+98.000	129+03.000	0.0199	0.705	0.1410	0.0478	0.0933	7.0923	1.30	
64	129+03.000	143+43.000	0.2727	10.433	2.0865	0.7104	1.3761	7.6506	1.41	
Auburn-Horsman (v1)	139+38.000			3.817	0.7634	0.3526	0.4108			0.14
65	143+43.000	145+28.000	0.0350	1.016	0.2032	0.0677	0.1355	5.7996	1.07	

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)	Predicted Intersection Travel Crash Rate (crashes/million veh)
Auburn-Rockton (v1)	145+28.000			14.435	2.8871	0.9508	1.9363			0.33
66	145+28.000	146+28.000	0.0189	0.389	0.0777	0.0249	0.0528	4.1030	0.75	
67	146+28.000	160+35.000	0.2665	8.296	1.6591	0.5563	1.1028	6.2261	1.15	
68	160+35.000	161+10.000	0.0142	0.291	0.0583	0.0187	0.0396	4.1030	0.75	
Auburn-Ridge (v1)	161+10.000			12.401	2.4801	0.8223	1.6579			0.36
69	161+10.000	161+90.000	0.0152	0.293	0.0586	0.0189	0.0397	3.8686	0.75	
70	161+90.000	171+72.000	0.1860	5.583	1.1167	0.3760	0.7407	6.0042	1.16	
Auburn-Huffman / North (v1)	171+72.000			18.556	3.7112	1.2342	2.4769			0.56
71	171+72.000	189+20.000	0.3311	11.323	2.2647	0.7557	1.5090	6.8406	1.16	
Auburn-Church (v1)	181+99.000			8.584	1.7169	0.6598	1.0571			0.28
Auburn-Main (v1)	189+20.000			68.563	13.7126	2.3795	11.3331			1.34
72	189+20.000	190+00.000	0.0152	0.406	0.0811	0.0256	0.0555	5.3522	0.79	
All Segments			3.5038	73.199	14.6397	4.9069	9.7328	4.1783	1.04	
All Intersections				172.772	34.5543	9.4653	25.0890			0.49
Total			3.5038	245.970	49.1940	14.3722	34.8219	14.0402		

Table 6. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	5+00.000	190+00.000	3.5038	73.199	14.6397	4.9069	9.7328	4.1783	0.98

Table 7. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2016	49.19	14.37	29.215	34.82	70.785
2017	49.19	14.37	29.215	34.82	70.785
2018	49.19	14.37	29.215	34.82	70.785
2019	49.19	14.37	29.215	34.82	70.785
2020	49.19	14.37	29.215	34.82	70.785
Total	245.97	71.86	29.215	174.11	70.785
Average	49.19	14.37	29.215	34.82	70.785

Note: Fatal and Injury Crashes and Property Damage Only Crashes do not necessarily sum up to Total Crashes because the distribution of these three crashes had been derived independently.

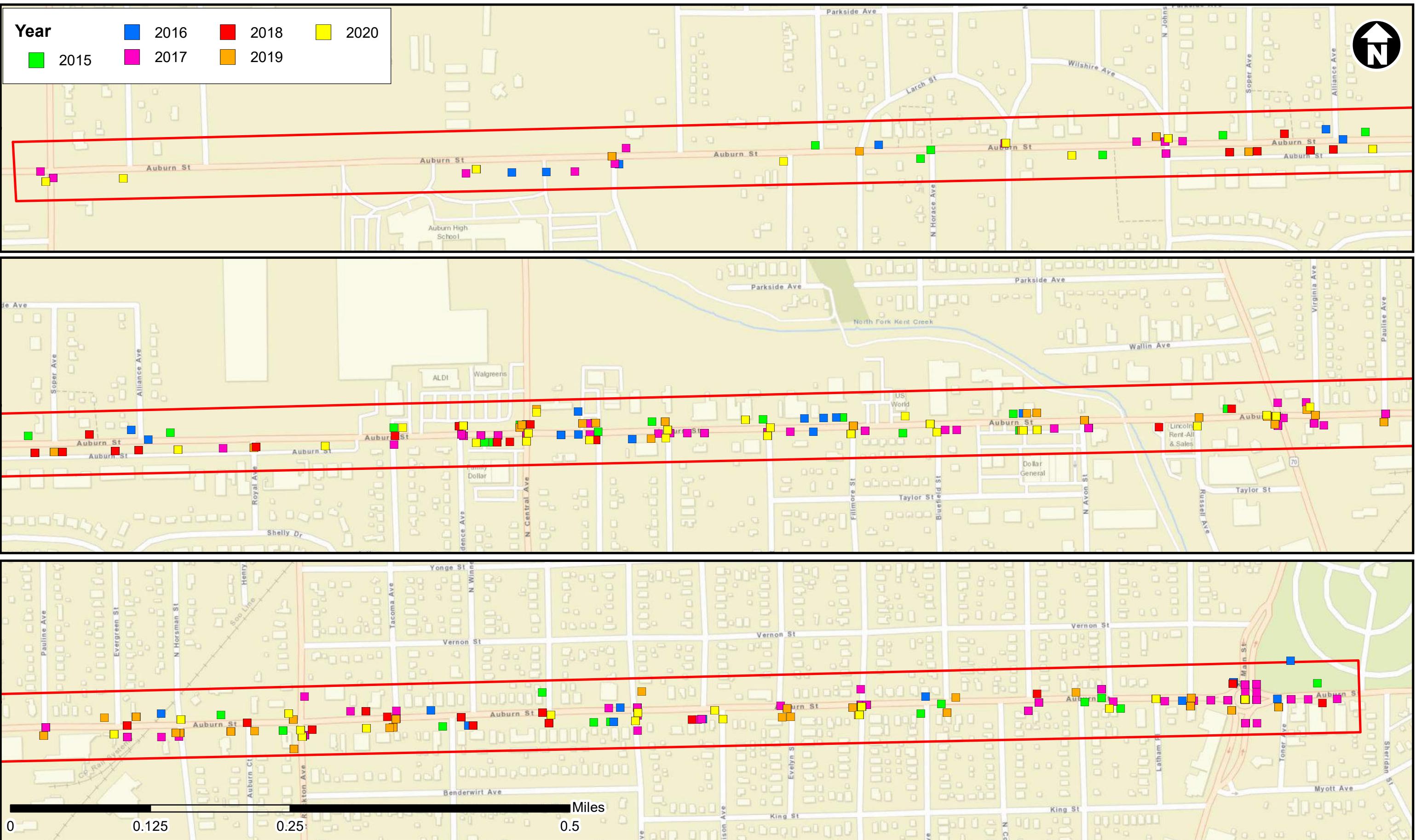
Table 8. Predicted Crash Severity by Ramp Terminal or Roundabout (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
11	Roundabout	0.0813	0.8089	3.2124	7.7949	56.6653

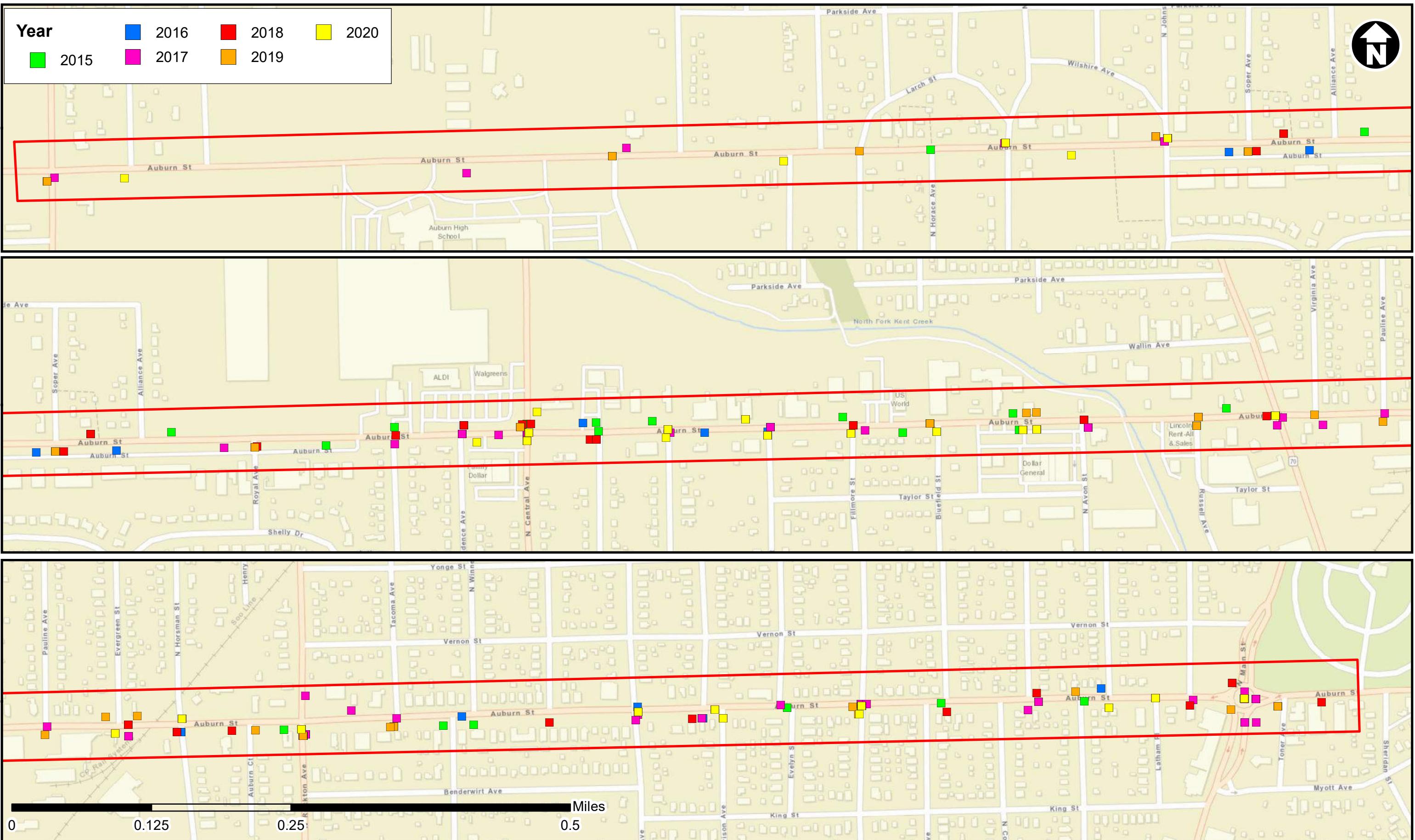
Table 9. Predicted Five Lane or Fewer Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.00	0.0	0.18	0.1	0.18	0.1
Highway Segment	Collision with Bicycle	0.80	0.3	0.00	0.0	0.80	0.3
Highway Segment	Collision with Fixed Object	1.40	0.6	6.56	2.7	7.96	3.2
Highway Segment	Collision with Other Object	0.05	0.0	0.20	0.1	0.25	0.1
Highway Segment	Other Single-vehicle Collision	0.92	0.4	1.16	0.5	2.08	0.8
Highway Segment	Collision with Pedestrian	2.08	0.8	0.00	0.0	2.08	0.8
Highway Segment	Total Single Vehicle Crashes	5.25	2.1	8.10	3.3	13.35	5.4
Highway Segment	Angle Collision	1.59	0.6	2.56	1.0	4.15	1.7
Highway Segment	Driveway-related Collision	8.73	3.5	17.00	6.9	25.73	10.5
Highway Segment	Head-on Collision	0.68	0.3	0.11	0.0	0.80	0.3
Highway Segment	Other Multi-vehicle Collision	0.57	0.2	1.84	0.7	2.41	1.0
Highway Segment	Rear-end Collision	6.11	2.5	12.76	5.2	18.87	7.7
Highway Segment	Sideswipe, Opposite Direction Collision	0.70	0.3	0.57	0.2	1.27	0.5
Highway Segment	Sideswipe, Same Direction Collision	0.89	0.4	5.73	2.3	6.62	2.7
Highway Segment	Total Multiple Vehicle Crashes	19.28	7.8	40.57	16.5	59.85	24.3
Highway Segment	Total Highway Segment Crashes	24.53	10.0	48.66	19.8	73.20	29.8
Intersection	Collision with Animal	0.00	0.0	0.17	0.1	0.17	0.1
Intersection	Collision with Fixed Object	1.51	0.6	7.82	3.2	9.33	3.8
Intersection	Collision with Other Object	0.00	0.0	0.11	0.0	0.11	0.0
Intersection	Other Single-vehicle Collision	1.50	0.6	2.10	0.9	3.60	1.5
Intersection	Collision with Parked Vehicle	0.00	0.0	0.00	0.0	0.00	0.0
Intersection	Total Single Vehicle Crashes	3.01	1.2	10.20	4.1	13.21	5.4
Intersection	Angle Collision	1.69	0.7	9.86	4.0	11.55	4.7
Intersection	Head-on Collision	0.10	0.0	0.28	0.1	0.38	0.2
Intersection	Other Multiple-vehicle Collision	1.81	0.7	11.28	4.6	13.09	5.3
Intersection	Rear-end Collision	3.19	1.3	10.09	4.1	13.28	5.4
Intersection	Sideswipe	2.11	0.9	15.02	6.1	17.12	7.0
Intersection	Total Multiple Vehicle Crashes	8.89	3.6	46.52	18.9	55.41	22.5
Intersection	Collision with Animal	0.01	0.0	0.04	0.0	0.04	0.0
Intersection	Collision with Bicycle	1.54	0.6	0.00	0.0	1.54	0.6
Intersection	Collision with Fixed Object	1.85	0.8	4.99	2.0	6.84	2.8
Intersection	Non-Collision	0.32	0.1	0.19	0.1	0.51	0.2
Intersection	Collision with Other Object	0.19	0.1	0.44	0.2	0.63	0.3
Intersection	Other Single-vehicle Collision	0.10	0.0	0.13	0.1	0.23	0.1
Intersection	Collision with Parked Vehicle	0.00	0.0	0.01	0.0	0.01	0.0
Intersection	Collision with Pedestrian	0.85	0.3	0.00	0.0	0.85	0.3
Intersection	Total Intersection Single Vehicle Crashes	4.86	2.0	5.80	2.4	10.66	4.3
Intersection	Angle Collision	10.59	4.3	15.51	6.3	26.10	10.6
Intersection	Head-on Collision	1.48	0.6	1.83	0.7	3.31	1.3
Intersection	Other Multi-vehicle Collision	1.73	0.7	13.48	5.5	15.21	6.2
Intersection	Rear-end Collision	13.61	5.5	30.08	12.2	43.69	17.8
Intersection	Sideswipe	3.16	1.3	2.08	0.8	5.24	2.1
Intersection	Total Intersection Multiple Vehicle Crashes	30.57	12.4	62.98	25.6	93.55	38.0
Intersection	Total Intersection Crashes	47.33	19.2	125.50	51.0	172.83	70.2
	Total Crashes	71.86	29.2	174.17	70.8	246.03	100.0

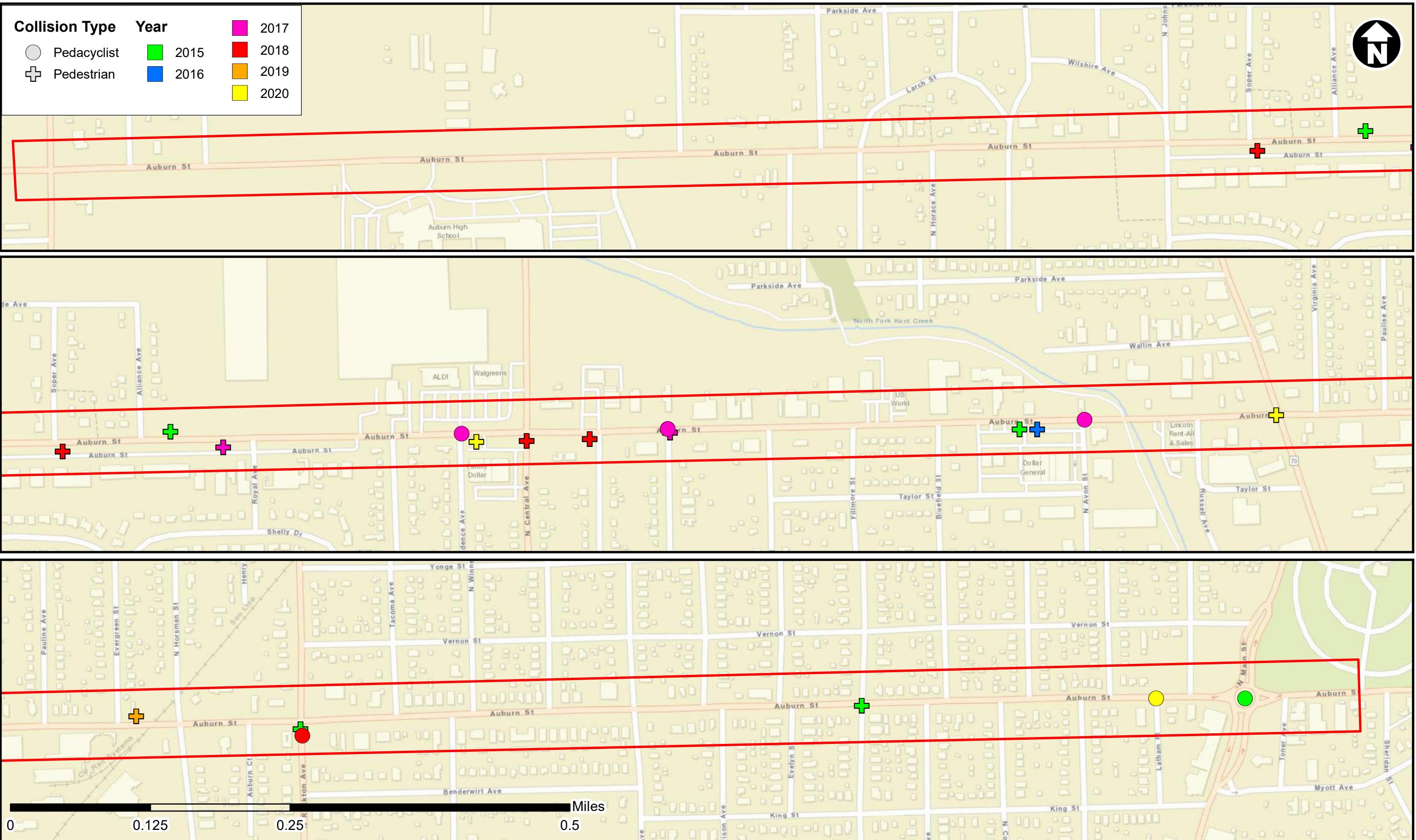
Note: Fatal and Injury Crashes and Property Damage Only Crashes do not necessarily sum up to Total Crashes because the distribution of these three crashes had been derived independently.



Auburn Street Corridor Study - Rockford, IL
Crash Study - All Crashes



Auburn Street Corridor Study - Rockford, IL
Crash Study - Injury Crashes



Auburn Street Corridor Study - Rockford, IL
Crash Study - Pedestrian Crashes

Mr. Andrew Schlichting
 Project Manager
 Crawford, Murphy, and Tilly
 39 Airport Dr
 Rockford, IL 61109

Re: Region 1 Planning Council Auburn Street Corridor 2050 ADT

Dear Mr. Schlichting,

Please find attached the requested traffic projections detailing 2050 ADT on Rockford's Auburn Street, as well as parallel facilities of interest: North Central Avenue, Killburn Avenue, School Street, West State Road, Whitman Street, and Main Street.

Table A below detail 2050 ADT for the routes of interest. Currently, Auburn Street is a four-lane bidirectional network. The 4 different scenarios requested include reducing Auburn Street to a three-lane build from (1) Springfield Avenue to Central Avenue, (2) Springfield Avenue to Killburn Ave, (3) Springfield Avenue to N Rockton Avenue, and (4) Springfield Avenue to Main Street (IL-2).

Table A: 2050 ADT

No.	Road Segment	Baseline 2017 ADT	No Build 2050	Scenario 1 2050	Scenario 2 2050	Scenario 3 2050	Scenario 4 2050
1	Auburn St – N Springfield to N Pierpont Ave	5,295	5,592	5,353	5,145	4,949	4,734
2	Auburn St – N Greenview Ave to N Johnston Ave	6,903	7,151	6,878	6,659	6,450	6,146
3	Auburn St – Royal Ave to N Central Ave	10,158	10,511	10,212	9,963	9,681	9,356
4	N Central – Auburn St to Gilbert Ave	6,153	6,204	6,179	6,166	6,287	6,355
5	Auburn St – N Central Ave to Bluefield St	8,526	8,996	8,758	8,488	8,164	7,794
6	Kilburn Ave – Auburn St to Liberty Dr	11,884	12,342	12,365	11,992	12,065	12,124
7	Auburn St – Killburn Ave to N Horsman St	9,468	9,812	9,707	9,539	9,108	8,348
8	Auburn St – N Rockton Ave to N Winnebago St	12,094	12,340	12,023	11,910	11,227	9,669
9	N Central Ave – Auburn St to Sherman Ave	5,876	5,851	5,882	5,859	5,913	5,924
10	Kilburn Ave – Auburn St to Lee St	9,943	10,299	10,210	10,019	9,843	10,151

11	School St – N Greenview Ave to N Johnston Ave	1,374	1,398	1,449	1,322	1,498	1,545
12	School St – Jilson Ave to N Avon St	6,659	6,680	6,746	6,805	6,958	7,039
13	Whitman St – N Rockton Ave to N Winnebago St	10,953	9,876	9,520	9,563	9,606	9,991
14	W State St – N Horace Ave to N Day Ave	6,970	7,227	7,317	7,445	7,563	7,689
15	W State St – N Hinkley Ave to Lakin Terrace	10,896	11,179	11,548	11,650	11,781	11,871
16	Auburn St – Price St to Huffman Blvd	13,607	14,063	13,948	13,831	13,565	10,925
17	Auburn St – Latham Pl to N Main St	14,705	14,752	14,661	14,563	14,360	13,056
18	N Main St – Auburn St to Burton St	10,251	10,495	10,356	10,499	10,473	10,439
19	N Main St – Auburn St to King St	9,871	9,818	9,727	9,786	9,881	9,999
20	Auburn St – N Main St to Sherman St	14,503	15,244	15,162	15,084	14,842	13,813
21	N Rockton Ave – Auburn St to Yonge St	10,479	10,748	10,751	10,759	10,365	9,902
22	N Rockton Ave – Auburn St to Ashland Ave	8,769	8,774	8,788	8,852	8,594	8,403
23	Ridge Ave – Auburn St to Grace St	4,739	4,693	4,642	4,664	4,845	4,618
24	Ridge Ave – Auburn St to Benderwirt Ave	5,496	5,704	5,696	5,684	5,715	5,525

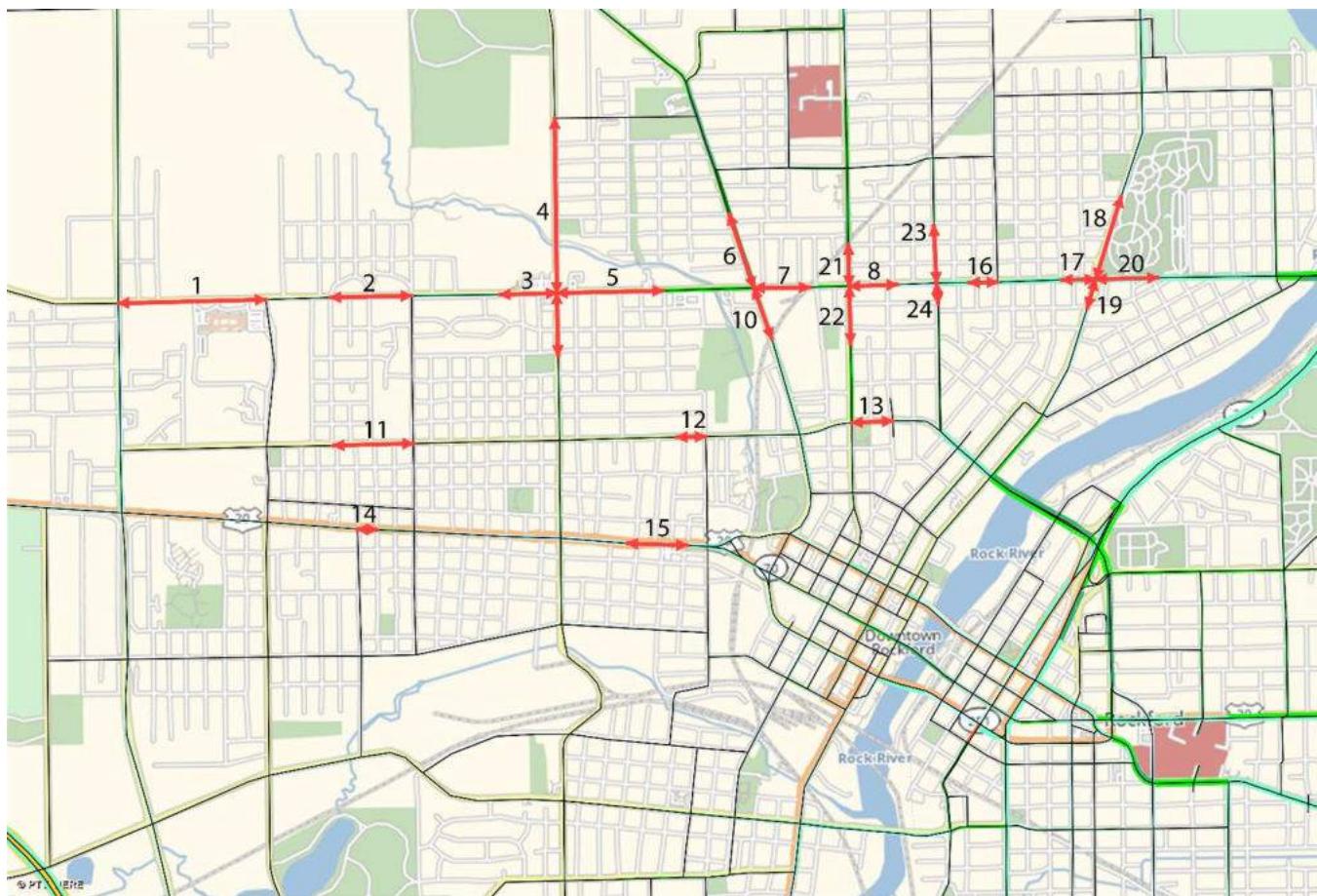
The RPC MPO Travel Demand Model (TDM) is calibrated to Illinois Department of Transportation (IDOT) 2017 traffic counts and has a horizon year of 2050. Raw model outputs from the 2050 Planned Network as well as the 2017 Existing Network were processed in accordance with methods outlined in *NCHRP 765*, adjusted to the most recent IDOT traffic count within the travel demand model, and projected from 2050 to 2060 with a linear annual growth rate (AGR).

Thank you for contacting us for this local traffic projection. We are available to respond to any questions regarding this report.

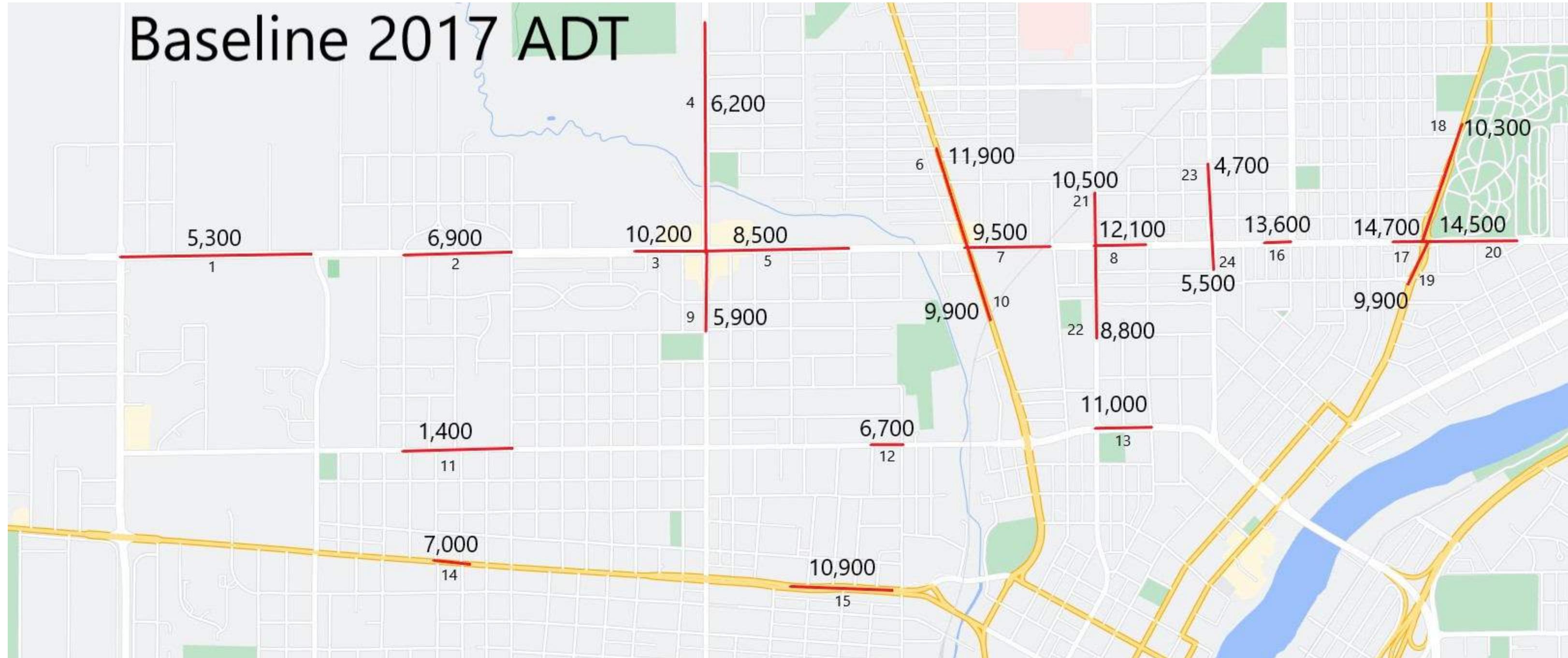
Attachment A: Static Map with Link Locations

- Links based on locations provided in data form map.

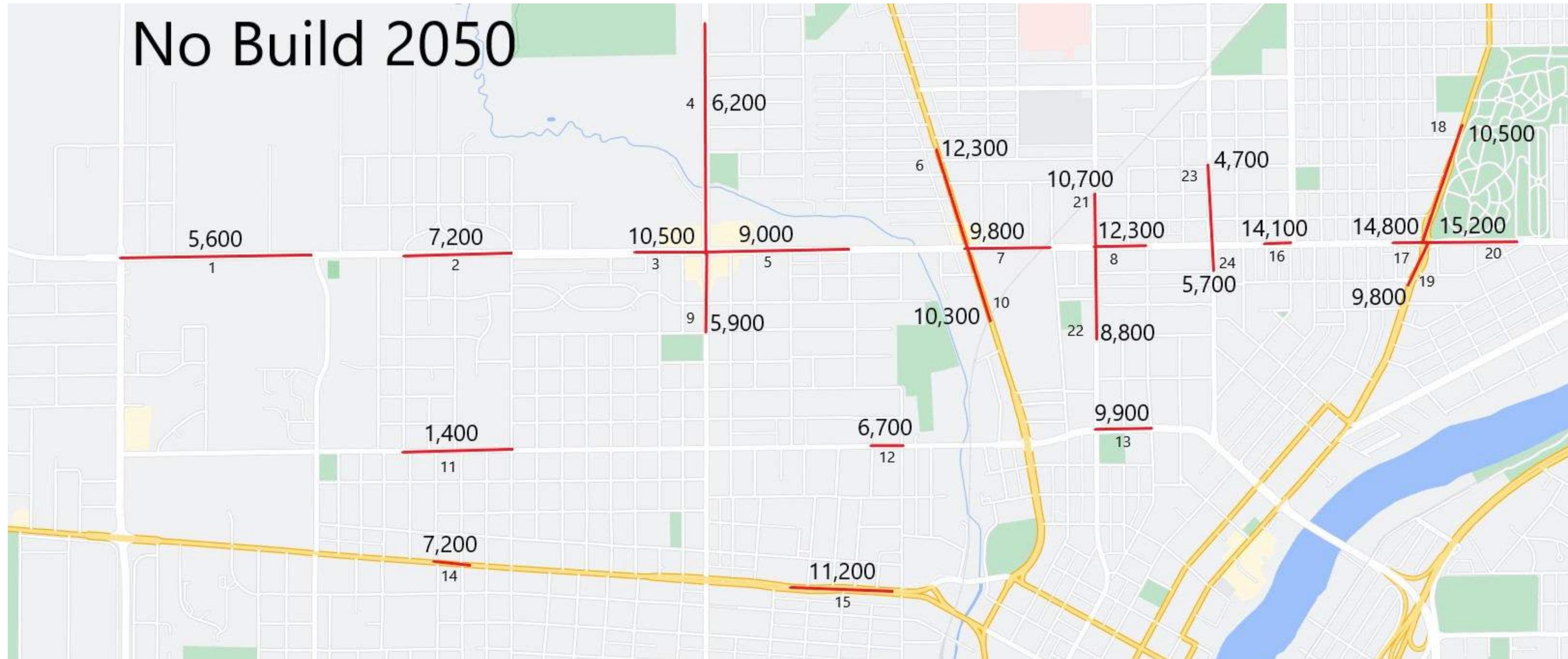
Attachment A: Static Map with Link Locations



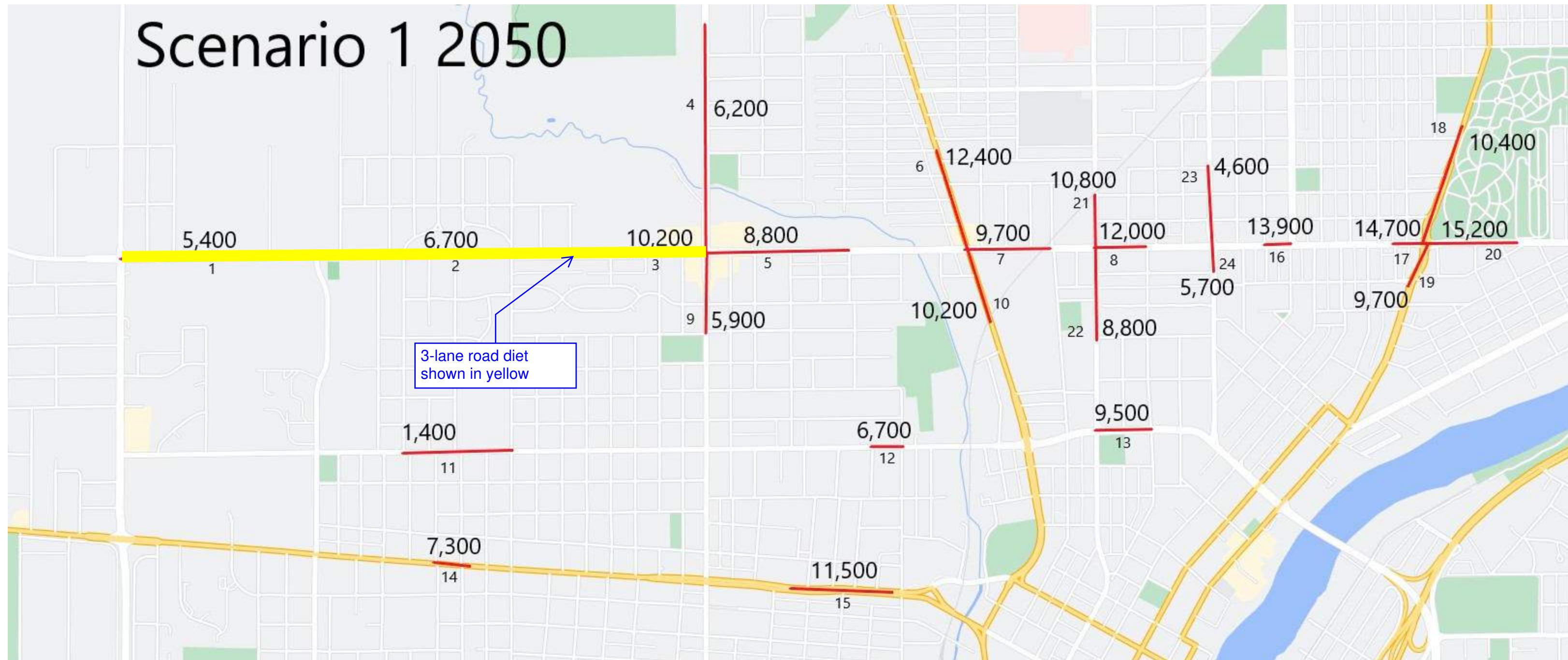
Baseline 2017 ADT



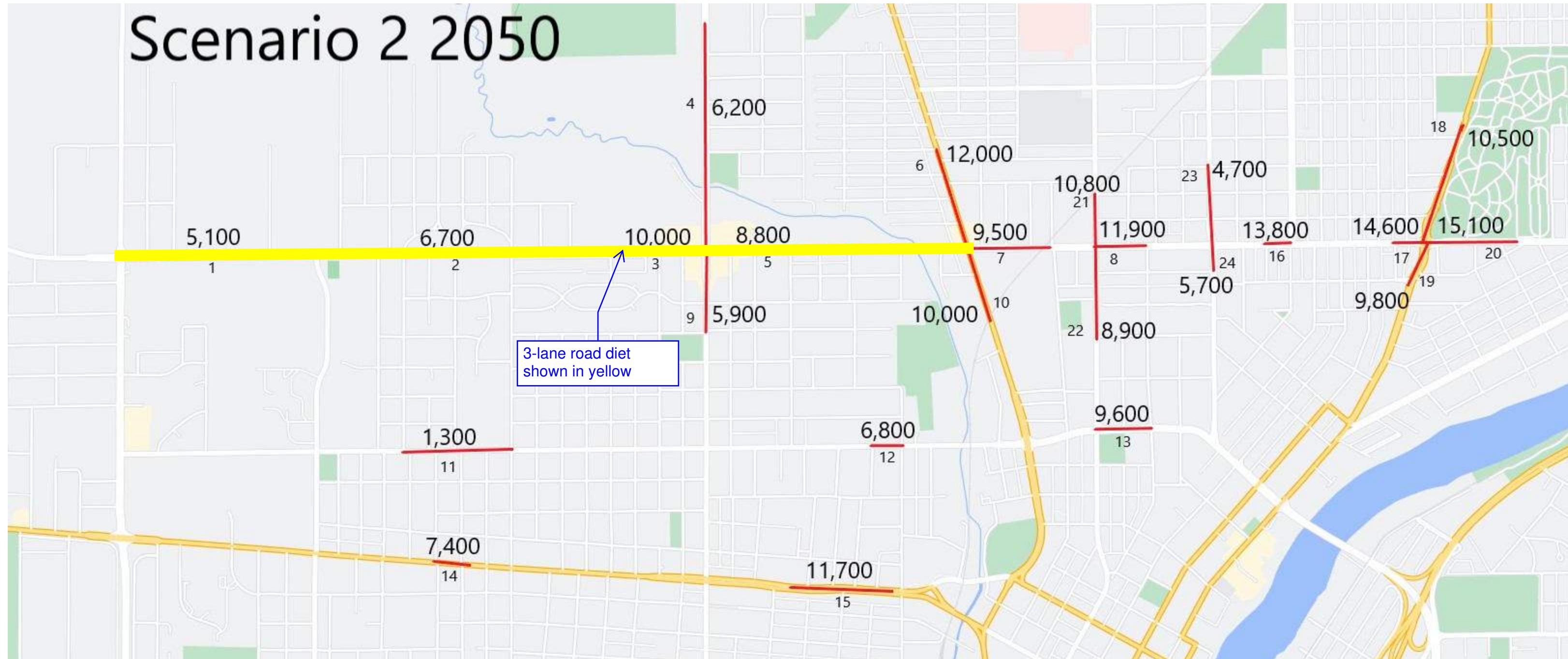
No Build 2050



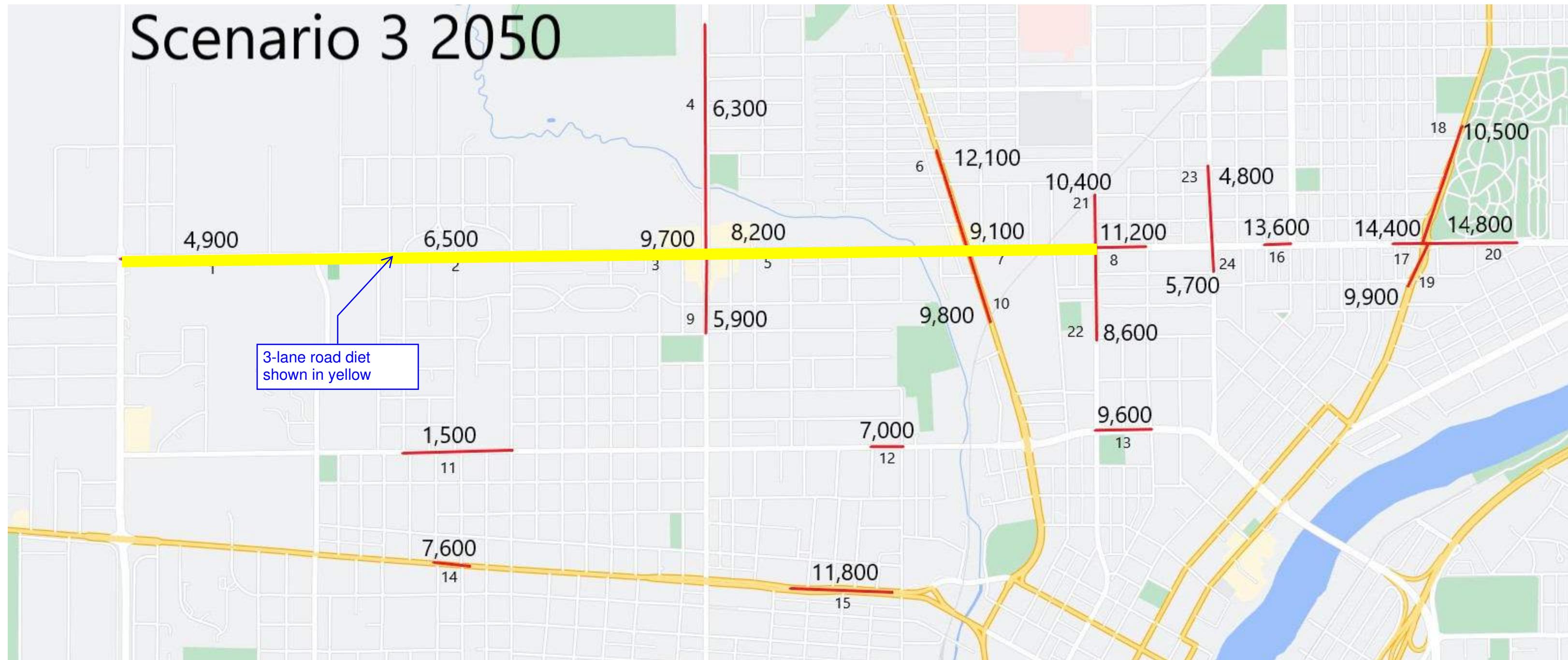
Scenario 1 2050



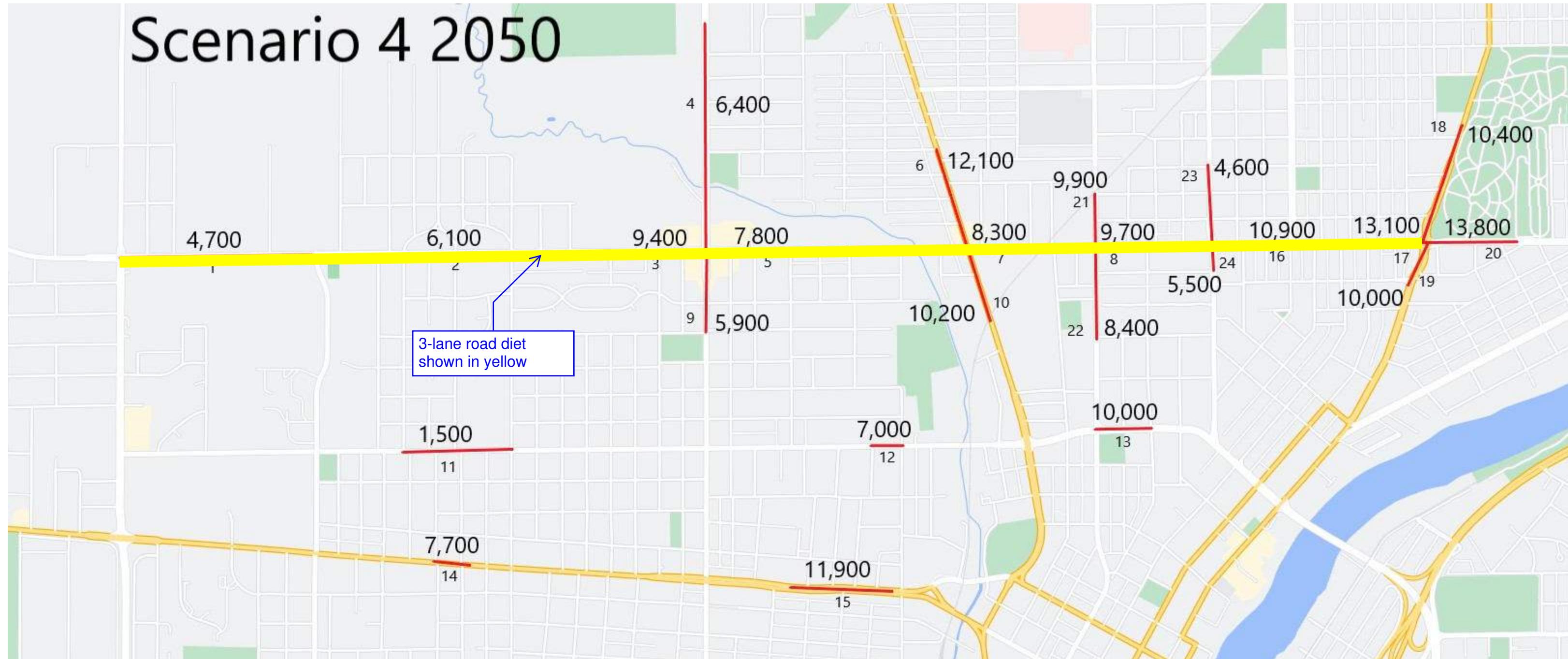
Scenario 2 2050



Scenario 3 2050



Scenario 4 2050



APPENDIX 4

Market Study

- Market Analysis and Economic Development Strategies



ROCKFORD - AUBURN STREET CORRIDOR

Market Assessment

September 2021



VISION
ECONOMICS
STRATEGY
FINANCE
IMPLEMENTATION

PURPOSE OF MARKET STUDY

A study designed to uncover the real estate market dynamics along the Auburn Street Corridor



The purpose of the market study is to evaluate the near-term market-feasible development potential and strategies for redevelopment along the Auburn Street Corridor (the "Study Area") in the City of Rockford (the "City"). Analysis steps to uncover this potential include an assessment of:

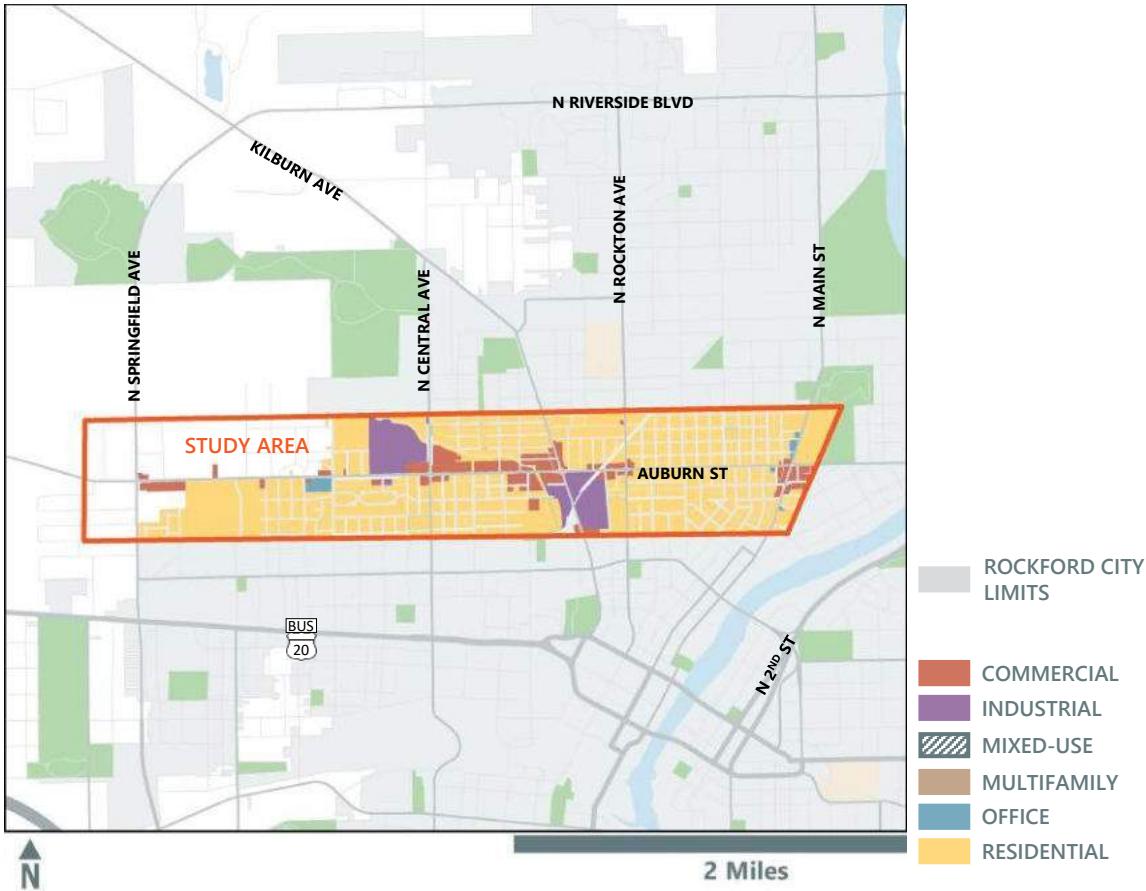
- The Study Area's attributes in terms of access, visibility and unique local market context; and
- The existing supply and performance of industrial and retail space in and around the Study Area.

This market-driven approach ensures that recommended transportation improvements within the public rights-of-way would support the redevelopment goals within the Study Area.

STUDY AREA OVERVIEW

The Study Area spans from N. Main Street to the western boundary of Rockford along Auburn Street

STUDY AREA EXISTING ZONING

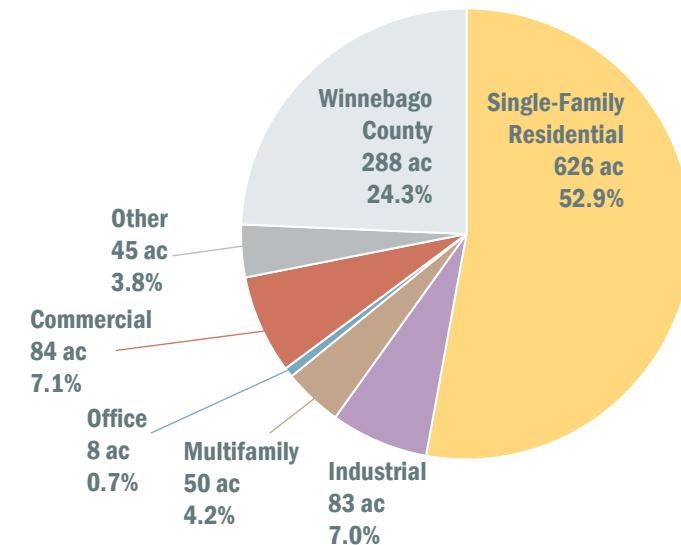


Source: City of Rockford, Esri, SB Friedman

The Study Area encompasses parcels adjacent to Auburn Street and extends from east of N. Main Street past the western boundary of Rockford at Springfield Avenue. The Study Area is an approximately 4.1-mile corridor mostly comprising single-family residential land uses with a mix of industrial and multifamily. The land uses fronting Auburn Street are primarily retail and industrial.

Commercial land uses are concentrated along Auburn Street, primarily between Central Avenue and Rockton Avenue. A portion of the Study Area on the western and northwestern edges is located outside of the City of Rockford (approximately 24% of total acreage). Land uses in those portions comprise residential, agricultural and some commercial uses.

Study Area Acreage by Zoning

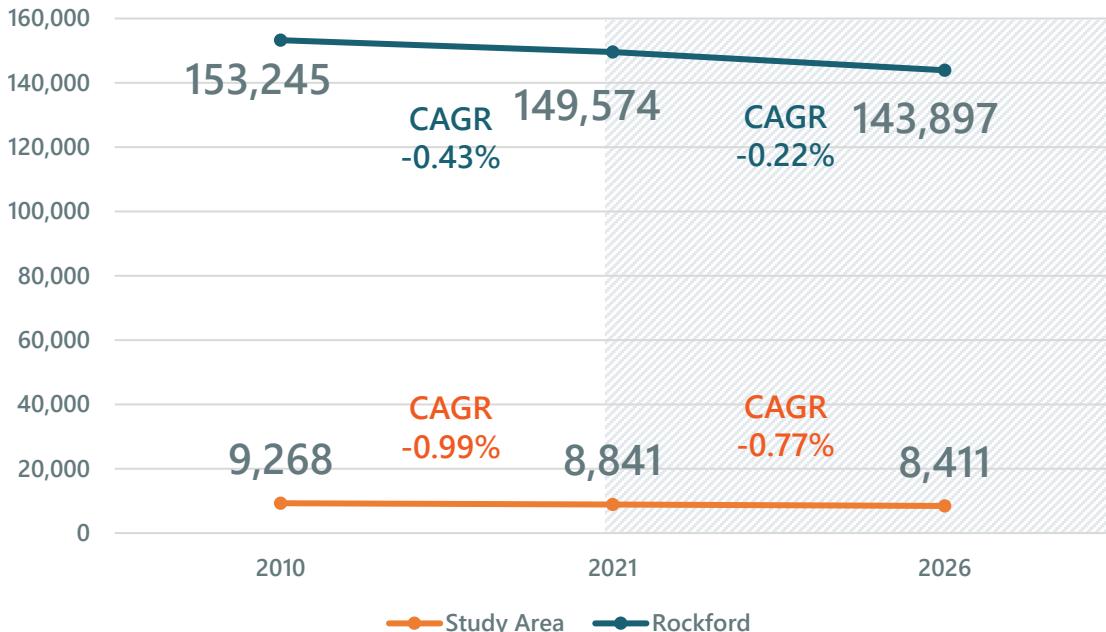


Source: City of Rockford, SB Friedman, Winnebago County

DEMOGRAPHICS

The median household income for households within the Study Area is lower than the City median

HISTORIC AND PROJECTED POPULATION COUNTS

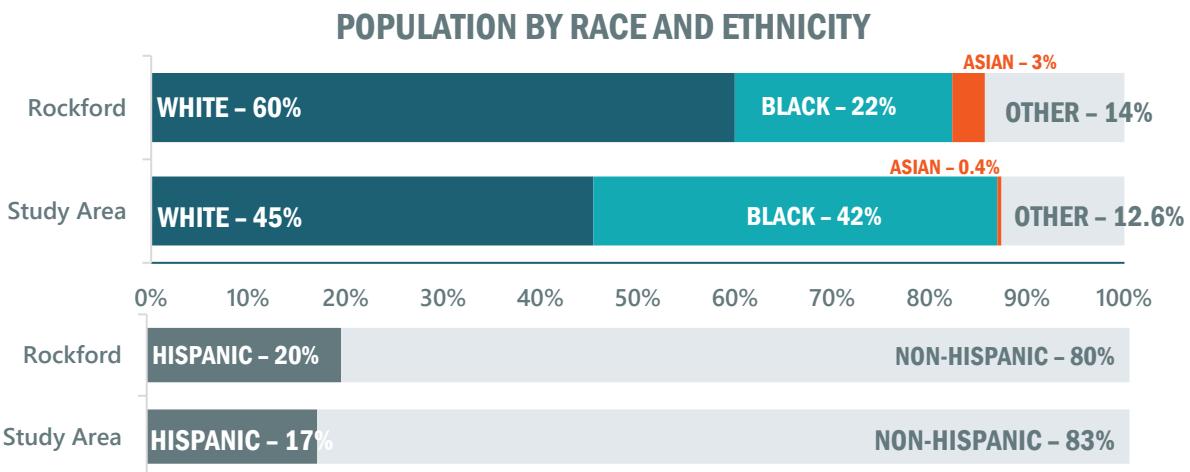


Source: Esri, SB Friedman

The Study Area currently has a population of approximately 8,850 residents.

Population within the Study Area has declined gradually since 2010 and is projected to continue to decline over the next five years, albeit at a slightly slower rate. This trend is comparable to the historic and projected population growth trends of the City of Rockford.

The median household income for households in the Study Area is more than \$10,000 less than that of households throughout the City. Residents within the Study Area are comprised of diverse racial and ethnic backgrounds.



INDUSTRIAL

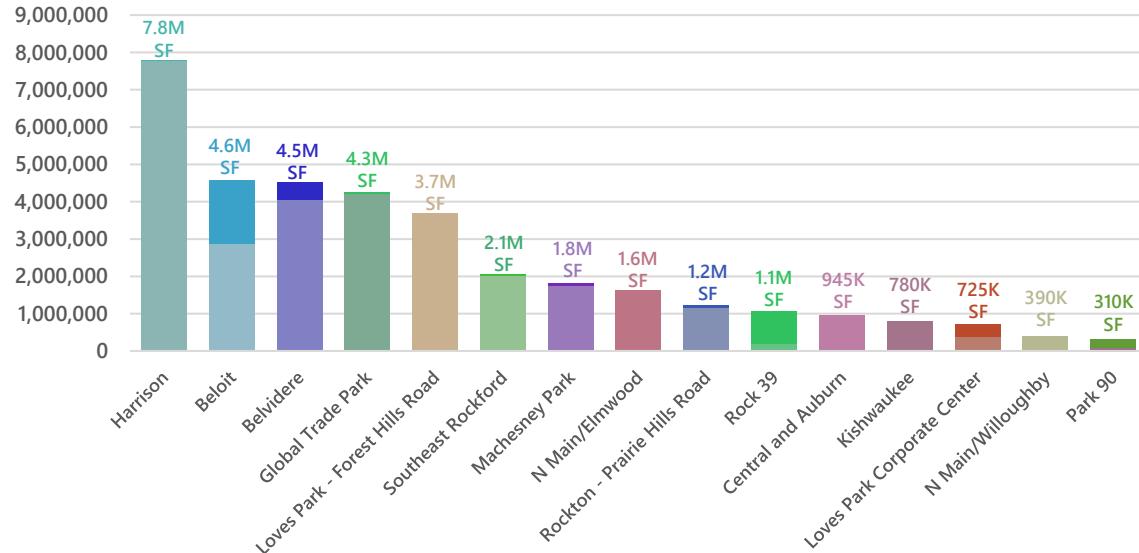
INDUSTRIAL – REGIONAL INDUSTRIAL CLUSTERS

The City of Rockford is the historic industrial hub of northern Illinois

Within the Tri-County region of Winnebago, Boone and Rock Counties, there are nearly 32 million square feet of existing industrial space. Industrial buildings within Winnebago County have historically been in key industrial clusters within Rockford such as Harrison, Kishwaukee, the Global Trade Park and Southeast Rockford. The Study Area is located on the west side of the Rock River, north of the historic industrial hub of the City.

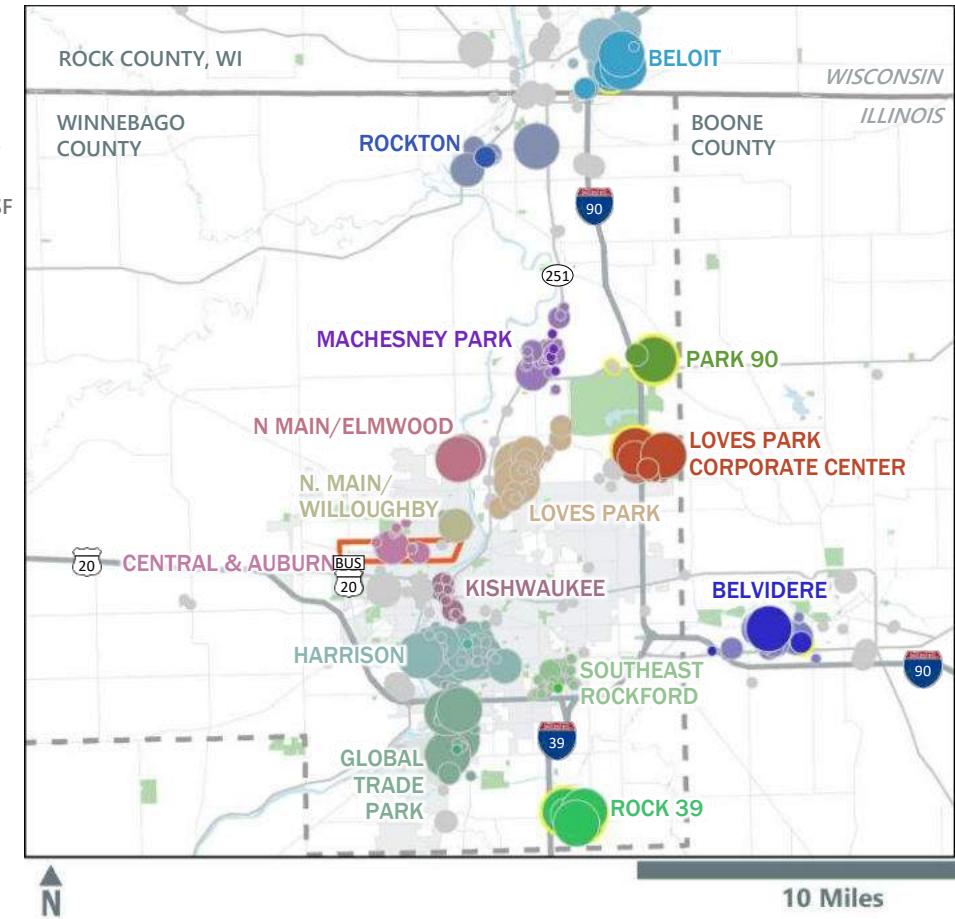
Since 2010, approximately 3.8 million square feet of new industrial development have been delivered in surrounding competitive clusters. Newer industrial development has emerged outside of legacy industrial clusters in greenfield sites at interstate locations, near I-39 and I-90.

Industrial Square Footage in Competitive Clusters



- UP TO 50,000 SF
- 50,001 – 150,000 SF
- 150,001 – 300,000 SF
- GREATER THAN 300,000 SF
- BUILT AFTER 2010
- PROPOSED
- ROCKFORD CITY LIMITS
- STUDY AREA

REGIONAL INDUSTRIAL SUPPLY



Sources: CoStar, SB Friedman

INDUSTRIAL – NEW DELIVERIES

Newer industrial buildings are primarily used for distribution, manufacturing and/or warehousing

New deliveries in the Tri-County region have largely been manufacturing, warehousing and transportation, distribution and logistics ("TDL") space. Of the 6.9 million square feet of space delivered since 2010 in the Tri-County region, 49% has been TDL. As illustrated on the map, new industrial development is primarily located along major roadways and Interstates. The largest recent development in the region is a 1.1 million square foot Amazon distribution center in the Beloit industrial cluster, which opened in August 2020. Amazon recently announced another new 141,000 square foot fulfillment center within the Rock 39 Industrial Park. There are several smaller warehouse and manufacturing buildings that have been built throughout the region, including a 290,000 square foot facility just south of the Study Area.

REGIONAL INDUSTRIAL TYPOLOGIES



MANUFACTURING



DISTRIBUTION



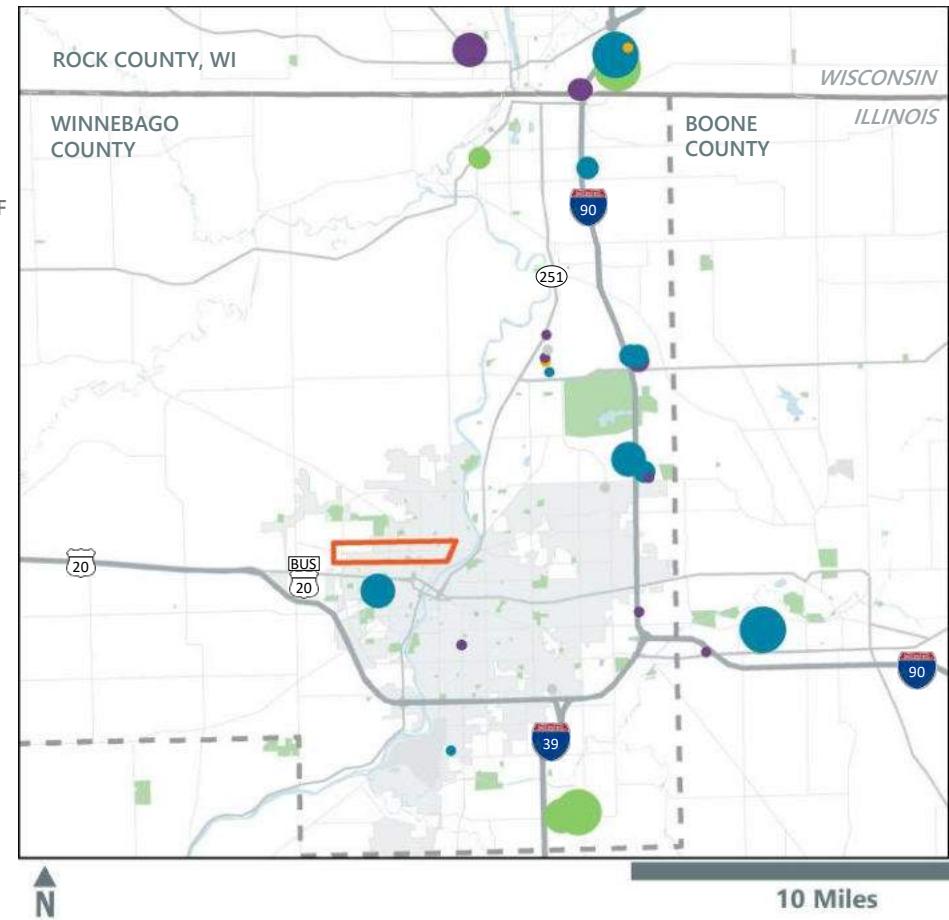
WAREHOUSING

- **AVERAGE BUILDING SIZE: 140,000 SF**
- **LOCATED PRIMARILY NEAR INTERSTATES**
- **INDEPENDENT INDUSTRIES OR PART OF LARGER COMPANIES**

- **AVERAGE BUILDING SIZE: 490,000 SF**
- **LOCATED PRIMARILY NEAR INTERSTATES AND MAJOR TRANSPORTATION/FREIGHT ASSETS**
- **OFTEN PART OF LARGER COMPANY WITH NATIONWIDE DISTRIBUTION NETWORK**

- UP TO 50,000 SF
- 50,001 – 150,000 SF
- 150,001 – 300,000 SF
- GREATER THAN 300,000 SF
- WAREHOUSE
- TDL
- MANUFACTURING
- OTHER
- ROCKFORD CITY LIMITS
- STUDY AREA

NEW INDUSTRIAL DELIVERIES BY TYPE



INDUSTRIAL - LOCAL INDUSTRIAL CLUSTERS

The Study Area contains aged, smaller industrial buildings which may be obsolete for modern users

The Study Area has nearly 785,000 square feet of industrial space. There are two smaller industrial nodes within the Study Area, located at Auburn Street/N. Central Ave and Auburn Street/Kilburn Ave. With the exception of the larger industrial buildings located at Auburn/N. Central, the Study Area industrial space is mostly smaller format and older. On average, buildings within the Study Area are approximately 46,000 square feet and 61 years old. There have been no recent deliveries within the Study Area since 1996. Therefore, although approximately 60% of industrial space is classified as transportation, distribution and logistics, it may be obsolete for modern industrial users.

The Study Area is near several other industrial clusters of roughly similar size and age. The three nearest clusters – N Main/Elmwood, N Main/ Willoughby and Kishwaukee – average 928,000 square feet of space and were built approximately 74 years ago. The most prevalent type of space in those 3 clusters is warehousing, which comprises approximately 62% of square footage.



CENTRAL AND AUBURN



KISHWAUKEE



N MAIN/WILLOUGHBY

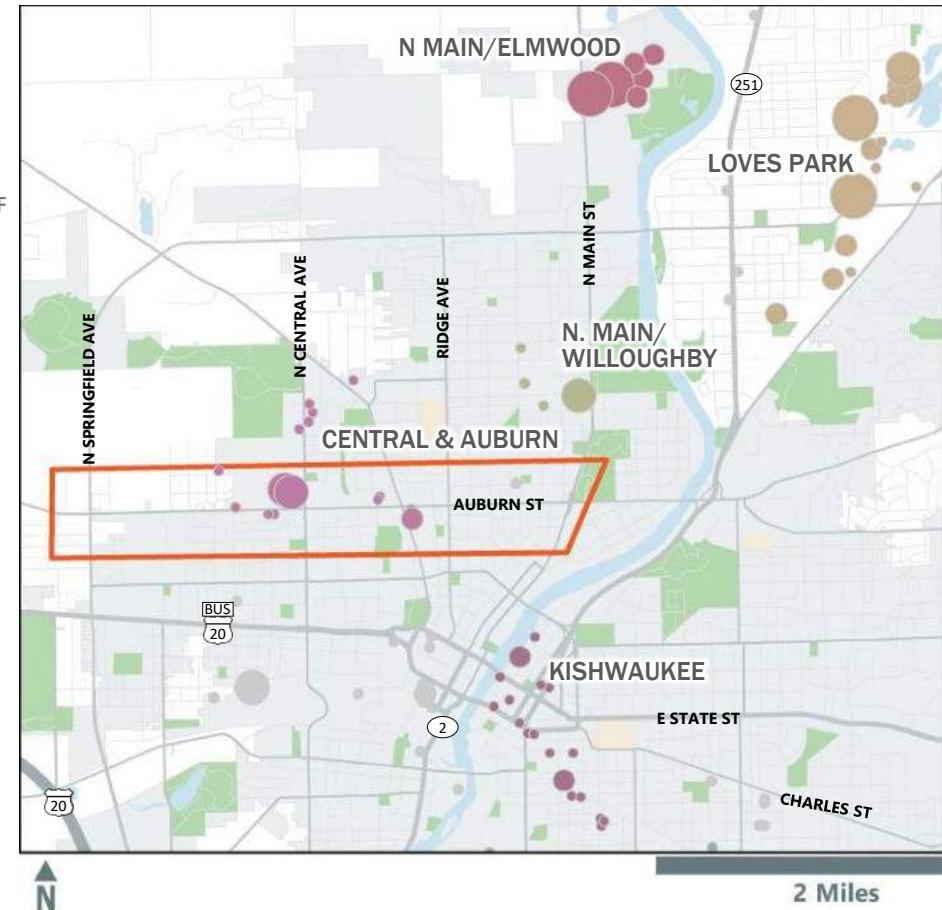
AVERAGE BUILDING SIZE: 34,000 SF
AVERAGE BUILDING AGE: 52 YEARS

AVERAGE BUILDING SIZE: 22,000 SF
AVERAGE BUILDING AGE: 86 YEARS

AVERAGE BUILDING SIZE: 48,000 SF
AVERAGE BUILDING AGE: 67 YEARS

- UP TO 50,000 SF
- 50,001 – 150,000 SF
- 150,001 – 300,000 SF
- GREATER THAN 300,000 SF
- BUILT AFTER 2010
- PROPOSED
- ROCKFORD CITY LIMITS
- STUDY AREA

LOCAL INDUSTRIAL CLUSTERS

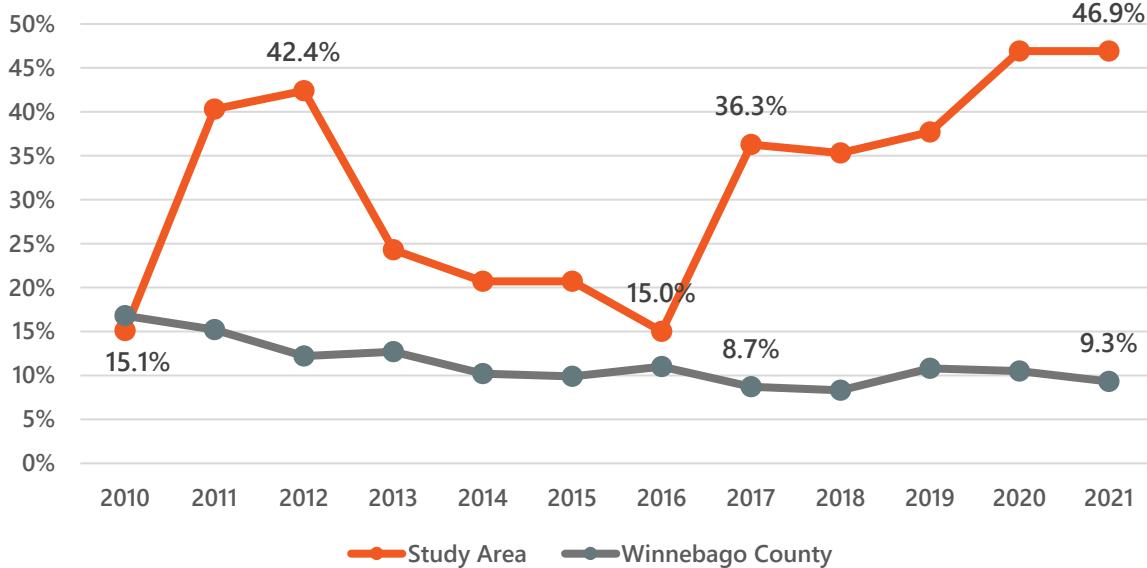


Sources: CoStar, SB Friedman

INDUSTRIAL – STUDY AREA MARKET PERFORMANCE

The Study Area has experienced higher industrial vacancy rates and command lower rents than County

VACANCY RATES OF INDUSTRIAL SPACES



Sources: CoStar, SB Friedman

Despite the 2.1 million square feet of new industrial development in the County, the Study Area has lost 250,000 square feet since 2010 due to demolition of obsolete product. Recent market performance in the Study Area is weaker than the countywide industrial market.

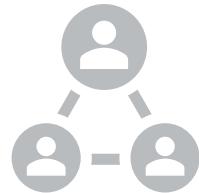
- Vacancy rates in the Study Area have fluctuated since 2010 but have been relatively high in recent years, averaging 31.8% since 2010. Industrial vacancy in the Study Area is driven by two large buildings on the northwest corner of Auburn Street and N. Central Avenue, which together comprise 360,000 square feet of vacant industrial space – one 280,000-square foot building is fully vacant, and the other 180,000-square foot building is 50% vacant. Elsewhere in the Study Area, the smaller industrial spaces are well-occupied. Countywide, vacancy rates have been in decline since 2010 and have averaged a significantly lower 11.3% since 2010.
- Average rent for industrial and flex space in the Study Area ranges from approximately \$3 to \$5 per square foot (NNN) while newer buildings within the County command higher average rents of approximately \$8 to \$10 per square foot (NNN). Lower rents within the Study Area likely reflect the presence of older industrial space, therefore it is likely that newer construction in the County could achieve higher rents per square foot.

INDUSTRIAL – SITE CONSIDERATIONS

Location preferences of modern industrial users may challenge industrial viability in the Study Area



ACCESS TO TRANSPORTATION
NETWORKS



ACCESS TO THE
SUPPLY CHAIN



BUILDING
AVAILABILITY

- **Access to the regional transportation network** is a major competitive advantage in terms of attracting industrial users, particularly those seeking access to the regional supply chain and distribution networks. The region's continued prominence as a major distribution and logistics hub is expected to continue, and growth in e-commerce will present new opportunities for growth in warehousing, transportation, distribution and logistics. This growth is likely to occur along major transportation networks such as interstate and railroad systems. **The Study Area is located near State Business Route 20 but may struggle to attract larger industrial facilities due to its location farther away from the major interstate network than other locations.**
- **Supply Chain.** Industrial real estate location decisions are often driven by clusters of similar companies or strategic locations within the broader supply chain. For manufacturing businesses, proximity to supporting industries in the supply chain can lower the cost of business by reducing transportation costs and optimizing logistics. Established clusters also typically result in specialized skillsets within the labor force which may be attractive to new industrial users. **The Study Area is historically comprised of transportation, distribution and logistics uses, which serve the smaller industrial users nearby. Industrial users looking for smaller, less expensive space with proximity to other smaller users may find the Study Area attractive.**
- **Building Availability.** Desired building specifications for industrial tenants has shifted over the last decade. Such considerations include ceiling heights, number of loading docks, column spacing, and construction materials. Newer distribution and logistics buildings, for example, are trending towards higher ceilings and more loading docks, which may not be present in older buildings. **While the Study Area has a presence of available industrial space for prospective tenants, these buildings are at least 61 years old on average and may be considered obsolete for many modern industrial users.**

INDUSTRIAL – KEY TAKEAWAYS

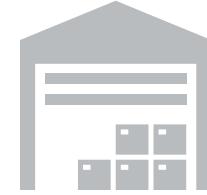
There is limited industrial potential in the Study Area in the near term



MARKET POTENTIAL

Winnebago County is anticipated to continue to expand its industrial presence. The County has seen new logistics, distribution and warehouse industrial developments. Larger-scale distribution tenants typically prefer a greenfield location with easy access to the interstate highway system.

The Study Area's location farther away from the major interstate network and other key transportation hubs may be a drawback for certain types of industrial users looking for larger space with more locational amenities. Potential tenants for the Study Area could include smaller industrial users looking for less expensive space near downtown Rockford and other independent industrial facilities.



REPURPOSING OF OBSOLETE BUILDINGS

Industrial buildings within the Study Area are generally older and may be considered obsolete for modern industrial users. The repurposing of industrial buildings for newer industrial users may deter prospective tenants who would prefer cheaper greenfield development with interstate access that can be built to specification.

The City has taken proactive measures to support the repurposing of older industrial buildings. As vacancies continue to rise, the City could continue efforts to reposition these industrial buildings to accommodate alternative uses. For example, buildings could be demolished or adapted to provide space for industrial incubator spaces and makerspaces. However, retrofitting older buildings in weaker markets can pose a variety of financial challenges that could require City financial participation.

RETAIL

RETAIL – TYPOLOGIES

Retail market analysis focuses on the potential for regional and neighborhood retail centers

REGIONAL RETAIL



REGIONAL OR SUPER-REGIONAL MALL

- Anchored by 2+ full-line department stores

~500,000-1,000,000+ SF



MASTER-PLANNED LIFESTYLE CENTER

- Upscale national-chain specialty stores
- Dining and entertainment focused

~250,000-500,000 SF



POWER CENTER

- 2+ category-dominant freestanding anchors of ~100,000+ SF
- General merchandise, home improvement

~250,000-750,00 SF

NEIGHBORHOOD / STRIP RETAIL



COMMUNITY CENTER

- 1+ category-dominant freestanding anchors of ~100,000+ SF
- OR
- 1+ grocer anchors of ~50,000+ SF and additional category dominant retailers

~100,000-250,000 SF



NEIGHBORHOOD CENTER

- 1+ grocer anchors of ~50,000 SF +
- Additional supporting retail

~75,000- 150,000 SF



FREESTANDING/ STRIP RETAIL

- Small convenience center with goods and services
- Limited trade area

~5,000- 150,000 SF



GROUND FLOOR RETAIL

- Restaurants, food & beverage and small-scale services
- Upper floor office or residential

~3,000- 50,000 SF

DOWNTOWN/ MAIN STREET



DOWNTOWN/ EXPERIENTIAL

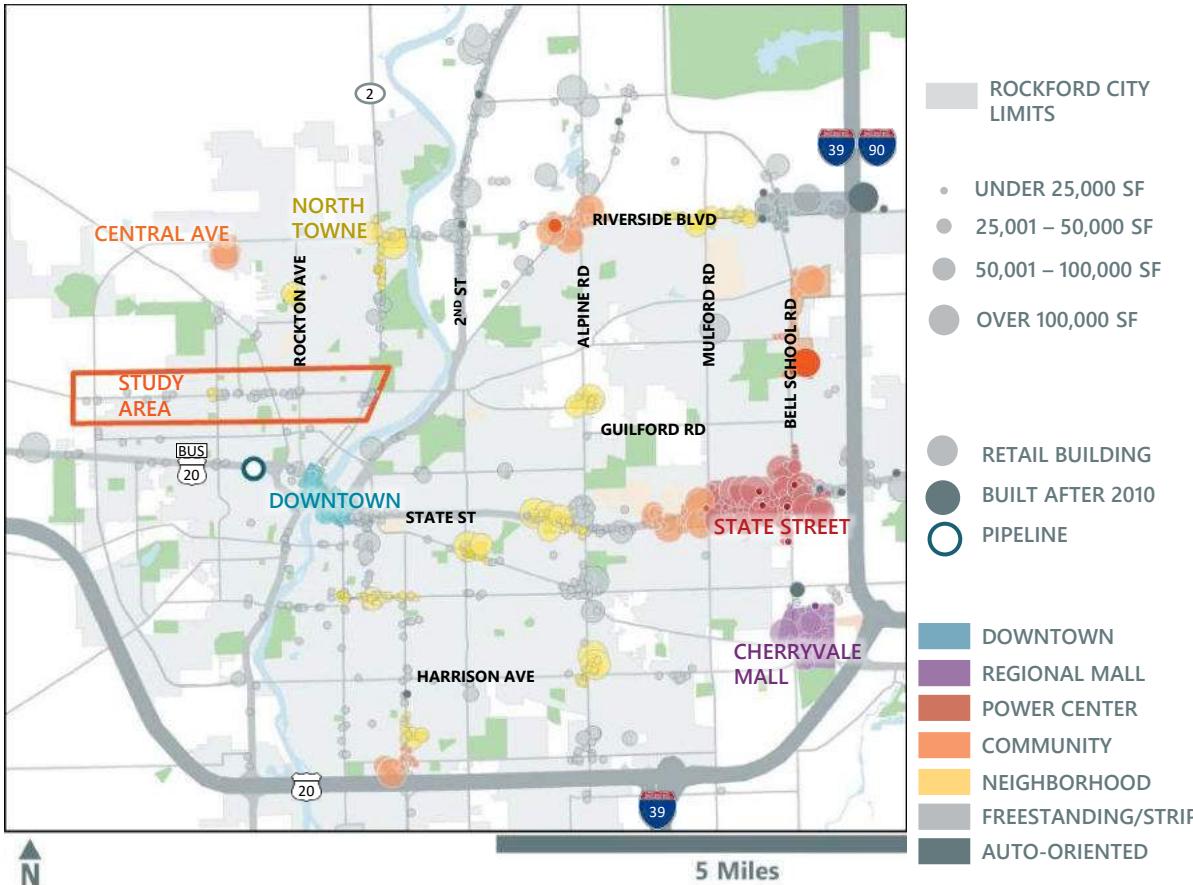
- Restaurants, food & beverage and small-scale services
- Walkable pedestrian environment

SIZE VARIES

RETAIL – COMPETITIVE CLUSTERS

Rockford retail clusters are comprised of regional power centers and local-serving retail centers

CITY OF ROCKFORD RETAIL SUPPLY

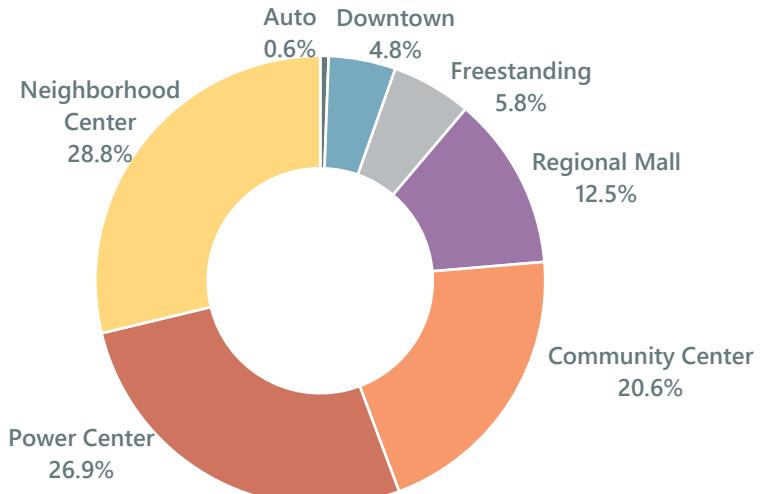


Source: CoStar, Esri, SB Friedman

Retail in nearby competitive clusters, as shown on the map, is roughly split between power centers, neighborhood centers and community centers. There are two regional shopping destinations in the City. The power center located along State Street is the largest regional-serving competitive retail cluster in the City, with over 2.8 million square feet of retail space. Additionally, the CherryVale Mall contains approximately 1.4 million square feet of retail space.

The Study Area has neighborhood and community retail centers to the north and Downtown to the southeast. However, with fewer regional retail options on the west side of the Rock River closer to the Study Area, residents must rely on public transit or personal vehicles to access larger regional retailers serving the City on the east side.

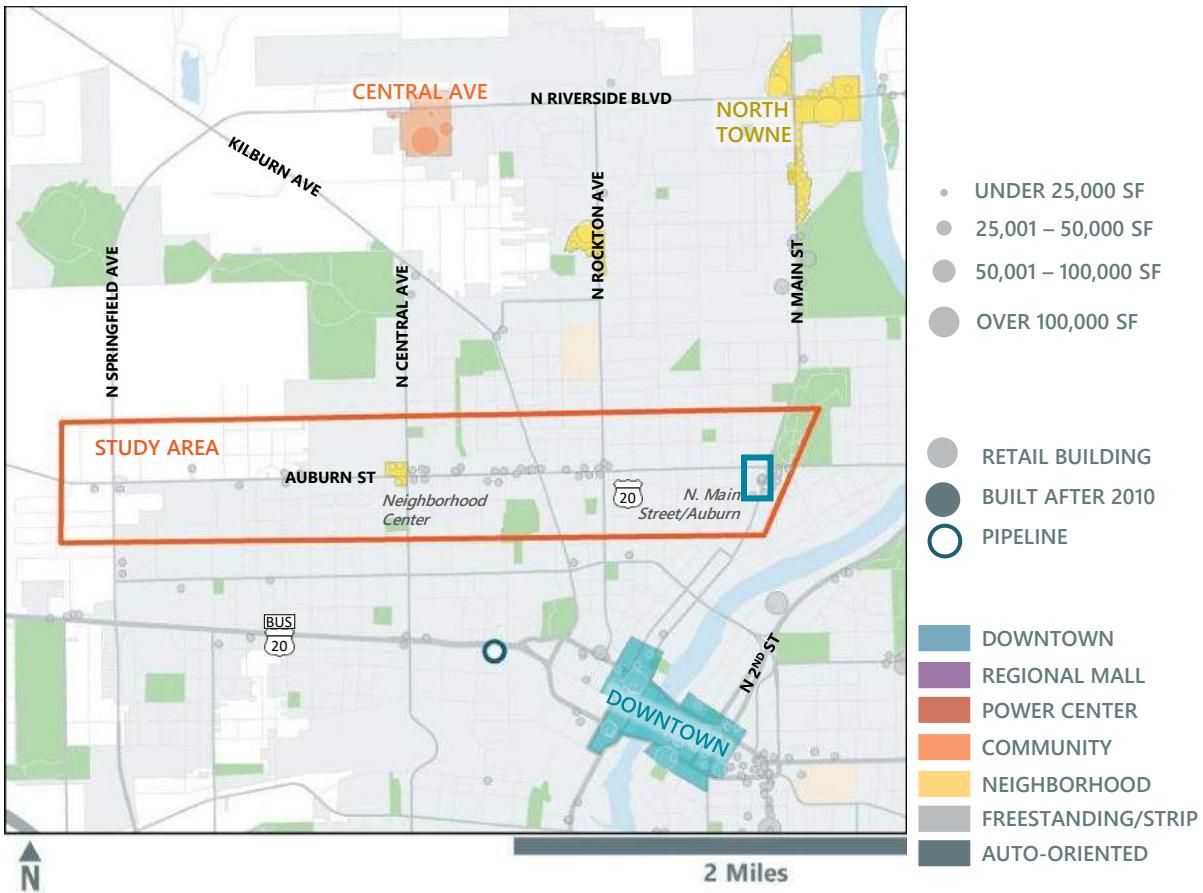
CITY OF ROCKFORD RETAIL BY TYPE



RETAIL – LOCAL RETAIL CHARACTERISTICS

The Study Area includes older, local-serving retail space

STUDY AREA RETAIL SUPPLY



Source: CoStar, Esri, SB Friedman

The Study Area contains approximately 234,000 square feet of retail space. Most of the retail spaces within the Study Area is comprised of smaller, freestanding, single-occupant retail spaces constructed prior to 2010. The average size space in the Study Area is approximately 5,000 square feet.

Most of the retail tenants in the Study Area are smaller, service-oriented retail or restaurants that serve the local population, including several national fast-food chains. The intersection of Central Avenue and Auburn Street has the highest concentration of retail in the Study Area with a Walgreens, Aldi, McDonald's and a small neighborhood center. Other retail within the Study Area is older, auto-oriented freestanding product. There has been some newer restaurant development in a more walkable typology on the East side of the Study Area at the intersection of Auburn and Main Street.

According to CoStar, there have been no recent retail deliveries in the Study Area since the Beef-A-Roo in 2001.



Neighborhood Center @ Auburn/Central

Image Source: Google Earth, SB Friedman

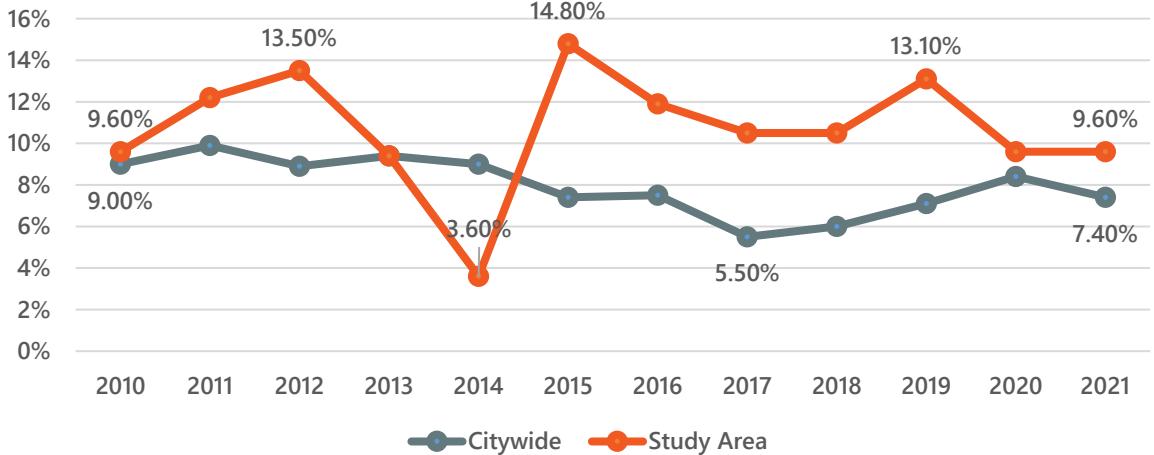


N. Main Street/Auburn Street

RETAIL – CITYWIDE PERFORMANCE

The Study Area has consistently experienced higher rates of vacancy than the City overall

VACANCY RATES OF RETAIL SPACE



Source: CoStar, SB Friedman

Since 2010, there has been 415,000 square feet of retail space delivered within the City of Rockford, or an annual average of 35,000 square feet of new retail space. New retail development throughout the City has predominately located east of the River in clusters near I-90/39. Approximately 89% of new retail development since 2010 has located east of the Rock River. The new Meijer development represents 50% of new deliveries in the City, while over one-third of new deliveries comprise of outlet developments in established retail clusters such as State Street and the CherryVale Mall.

In the last 10 years, retail vacancy rates were generally above 10% for the Study Area and below 10% for the City as a whole. Based on field observations, certain sections of the Study Area – e.g., the restaurant strip on Main Street southwest of the new intersection at Auburn – are experiencing higher vacancy rates. Elsewhere, there are several vacant freestanding properties along the Auburn Street corridor.

Retail rents are lower within the Study Area compared to new construction. On average, CoStar estimates that retail spaces within the Study Area command triple-net (NNN) rents of approximately \$12 per square foot. Newer retail space throughout the City achieves rents of nearly \$26 per square foot (NNN), indicating that new construction of retail space in the Study Area may not be financially feasible in the near term.

Overall retail performance in the Study Area has been weaker than retail performance throughout the City as a whole.

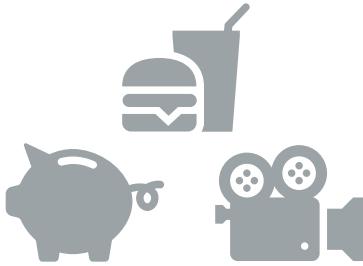
RETAIL – NATIONAL TRENDS

The COVID-19 pandemic has accelerated ongoing retail trends towards an increase in e-commerce



E-COMMERCE & OMNI-CHANNEL GROWTH

E-commerce as a share of retail sales has been steadily growing and has more than doubled in the last ten years as a percent of total sales. Faster delivery services are expected to drive continued growth of these channels. While e-commerce as a share of total revenue varies by retailer category, brand and price point, e-commerce is expected to continue to grow, especially as improved logistics and distribution networks make shipping quicker than ever.



SHIFT TO CONVENIENCE, VALUE & EXPERIENCE

The Study Area comprises various local-serving convenience and value retailers, which have driven retail activity within the City. The Study Area contains several value-oriented retailers including national retailers such as ALDI and Family Value. Stores in the value-oriented category outperform others during recessions. As a result of the COVID-19 pandemic, unemployment has increased. A prolonged economic downturn could further push consumers to value retailers.



BRICK & MORTAR REPOSITIONING

Demand may shift permanently from standard brick-and-mortar stores (especially in traditional retail shopping centers) towards more e-commerce and omni-channel shopping. Many retailers, especially small businesses, without successful adaptations to trends could fail.



COVID-19 IMPACTS

COVID-19 will accelerate ongoing retail trends. Declining brick-and-mortar retail demand and acceleration of e-commerce could lead to rise in vacancies.

RETAIL – KEY TAKEAWAYS



LIMITED NEAR-TERM RETAIL POTENTIAL

Over the past 10 years, there has been no new retail development within the Study Area. There is likely to be limited potential for new retail development in the future, given recent market performance in the Study Area, the growth of e-commerce and omni-channel retailing, and impacts from COVID-19.



SUPPORT LOCAL-SERVING RETAIL

Local-serving retail is prevalent throughout the Study Area. If additional retail were to locate within the Study Area, it would likely continue to serve the residential population within the Study Area.

Small business financial support programs, such as the City of Rockford's Microenterprise Loan Program and Community Development Block Grants (CDBG), may also be necessary to continue to assist small businesses especially during COVID-19.



PUBLIC REALM IMPROVEMENTS

Interviews indicated that many residents rely on transit and pedestrian facilities to access goods and services along the corridor. Most of the Study Area has an auto-oriented character with large and frequent curb cuts, expansive areas of paving, and an overall lack of landscaping or parking lot buffering along the Auburn Street frontage that inhibit the pedestrian experience. Additionally, field observations indicated certain sections of unpaved sidewalks and evidence of pedestrian walking through the grass in several locations where connections could be improved, particularly near the ALDI neighborhood center. Public realm improvements to enhance pedestrian safety and walkability could support retail accessibility.

MARKET POTENTIAL AND LOCAL ECONOMIC DEVELOPMENT TOOLS

AUBURN STREET CORRIDOR MARKET POTENTIAL SUMMARY



RETAIL

Local and national trends in retail development indicate limited potential for new retail development within the Study Area. The preservation of the existing local, neighborhood-serving retail stores in the Study Area should be prioritized. Any new retail within the Study Area would likely primarily serve the residential population nearby. Public realm improvements to enhance safety and walkability could support retail accessibility.



INDUSTRIAL

The industrial market within the County has seen a shift towards logistics, distribution and warehouse developments, which are primarily located on greenfield sites near the interstate system.

Industrial buildings in the Study Area are typically older product and may be cost prohibitive for modern industrial users to repurpose.

Potential tenants for the Study Area could include smaller industrial users looking for less expensive space near downtown Rockford.

LOCAL ECONOMIC DEVELOPMENT TOOLS

Local economic development tools could be used to catalyze Study Area redevelopment

	Tax Increment Financing (TIF) Districts	Business Districts (BD)	Special Service Areas (SSA)
DESCRIPTION	<ul style="list-style-type: none">TIF is a program that allocates future increases in property taxes from a designated area, or TIF district, to pay for improvements within that areaAllows City to make targeted investments to spur economic developmentTIF is not an increase in taxes; It is only a re-allocation of how they are usedTIF revenues could be utilized to offset extraordinary development costs, such as site remediation and public improvements in the TIF district which may be a financial hindrance for prospective developersTIF is a tool already being used by the City; a portion of the Study Area intersects a TIF district	<ul style="list-style-type: none">A Business District is a legally defined contiguous area of a municipality that has the power to impose a sales and/or hotel tax (up to 1% by 0.25% increments)	<ul style="list-style-type: none">An SSA is a property-taxing mechanism that can be used to fund a wide range of special or additional services and/or physical improvements in a defined geographic area
BENEFITS		<ul style="list-style-type: none">Business district revenues can be expended on site preparation costs, public infrastructure costs, hard construction costs, and/or relocation costs, among othersDesignation process is often quicker and simpler than TIF DistrictFunds available sooner than TIF revenues; disbursed on monthly basis	<ul style="list-style-type: none">SSA revenues can be used for support programs such as marketing, special events, and transportationInfrastructure improvements can also be funded through SSA revenues, including streetscaping, sidewalk paving and street improvementsRevenues can also support redevelopment and storefront improvement costs
CHALLENGES	<ul style="list-style-type: none">Existing TIF obligations to previous projects may limit revenue available for new projectsNew TIF district designation or TIF district extensions/expansions may face opposition	<ul style="list-style-type: none">Currently there are no business districts within City of Rockford; would require time and financial resources to designateSales tax increases may face opposition	<ul style="list-style-type: none">SSAs are typically used to support central business districts and downtown areas instead of neighborhood retail centersTypically requires support from property owners and taxpayers within district

Source: City of Rockford, The Institute for Illinois' Financial Sustainability at the Civic Federation, SB Friedman, US Department of Housing and Urban Development



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DEVELOPMENT STRATEGY AND PLANNING

FINANCE | IMPLEMENTATION
PUBLIC-PRIVATE PARTNERSHIPS AND IMPLEMENTATION

Limitations of Our Engagement

Our briefing book is based on estimates, assumptions and other information developed from research of the market, knowledge of the industry, and meetings with the client during which we obtained certain information. The sources of information and bases of the estimates and assumptions are stated in the briefing book. Some assumptions inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will necessarily vary from those described in our briefing book, and the variations may be material.

The terms of this engagement are such that we have no obligation to revise the briefing book or to reflect events or conditions that occur subsequent to the date of the briefing book. These events or conditions include, without limitation, economic growth trends, governmental actions, additional competitive developments, interest rates and other market factors. However, we are available to discuss the necessity for revision in view of changes in the economic or market factors affecting the Study Area.

Further, we neither evaluated management's effectiveness, nor are we responsible for future marketing efforts and other management actions upon which actual results will depend.

Our briefing book is intended solely for your information and for submission to partners and should not be relied upon by any other person, firm or corporation or for any other purposes. Neither the briefing book nor its contents, nor any reference to our Firm, may be included or quoted in any offering circular or registration statement, appraisal, sales brochure, prospectus, loan, or other agreement or any document intended for use in obtaining funds from individual investors.

We acknowledge that our briefing book may become a public document within the meaning of the freedom of information acts of the various governmental entities. Nothing in these terms and conditions is intended to block the appropriate dissemination of the document for public information purposes.

APPENDIX 5

Design Criteria

- BLRS – BDE Design Criteria
- Left Turn Lane Warrants

Design Element		Manual Section	Design Volume (DHV)		
			Two-Way DHV < 1400 (1)	Two-Way DHV 1400 - 2400 (1)	Two-Way DHV 2400 - 3400 (1)
Design Controls	Highway Type	---	TWS-2	TWS-4	TWS-6
	Design Forecast Year	27-6.02		Current	
	Design Speed *	27-5.02		30 mph - 40 mph	
	Level of Service (LOS) *	27-6.04		D	
Cross Section Elements	Surface Width *	Number of Travel Lanes	31-1.02	2	4
		Travel Lane	31-1.01	Desired 11' Minimum 10'	
		Travel Lane (Shared with Bicycles)	42-3.03	See Section 42-3.02	
		Parking Lane (2)	31-1.04	8'	
		Auxiliary Lane (2)	31-1.03	Single Left & Right – Desired 11' / Minimum 10' Dual Lefts & Rights – Desired 22' / Minimum 20'	
	Cross Slope	Travel Lane (Minimum) *	31-1.08	1.5% - 2.0%	1.5% - 2.0% (3a)
		Auxiliary Lanes	31-1.08	2.0% (3b)	(3b)
	Outside Curb and Gutter Type		31-1.07	B-6.12, B-6.18, or B-6.24 CC&G (4)	
	Median Width	Flush	31-1.06	N/A	Existing
		Flush (TWLTL) (5)		11'	
		Traversable		N/A	Existing
		Raised Curb		N/A	Existing
	Sidewalk Width (6)		31-2.02	Desired 5' / Minimum 4'	
	Obstruction Free Zone * (7)		35-2	1.5'	
Roadway Slopes	Side Slope (8) (Maximum)	Cut Section (Curbed)	31-2.03	---	
		Rock Cut		---	
		Fill Section (Curbed)		---	
	Median Slope	Concrete Surface / Traversable	31-1.06	N/A	1.5%
		Flush / TWLTL Surface		1.5%	
		Grass/ Landscape Surface		N/A	5% (Towards C&G)

* Controlling design criteria (see [Section 27-7](#)).

DHV = Design Hourly Volume / TWS = Two-Way Street

**GEOMETRIC DESIGN CRITERIA FOR URBAN TWO-WAY ARTERIALS AND COLLECTORS
(3R Projects)**

Figure 33-3D (US Customary)

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BUREAU OF LOCAL ROADS & STREETS

33-3-12

GEOMETRIC DESIGN OF EXISTING HIGHWAYS

August 2016

Footnotes:

- (1) Traffic Volumes. The design hourly volumes (DHV) are calculated using a peak hour factor = 1.0; adjust these values using local peak-hour factors. For more information, see the *Highway Capacity Manual (HCM)*.
- (2) Parking Lane Width and Auxiliary Lane Width. The minimum width lane may include the gutter width.
- (3) Cross Slope.
 - a. Use 2% minimum cross slopes for travel lanes not adjacent to the crown.
 - b. Curbed left-turn lanes may be sloped at 1.5% to 2% away from the median. TWLTL and flush left-turn lanes are sloped at the same rate as the adjacent traveled way. Cross slopes for outside auxiliary lanes will be at least 2% and desirably should be 0.5% greater than the adjacent travel lane.
- (4) Gutter Width. Under restricted conditions, the gutter width adjacent to the edge of the turn lane may be considered part of the 10 ft (3.0 m) turn lane.
- (5) TWLTL Width. For resurfacing projects on collectors, the width of a TWLTL may be 10 ft (3.0 m).
- (6) Sidewalk Width. Include a 2 ft to 3 ft (600 mm to 1.0 m) buffer strip between the curb and sidewalk. For sidewalks without a buffer strip, a minimum 6 ft (1.8 m) sidewalk width behind the curb must be provided.
- (7) Obstruction-Free Zone. Distance is measured from the face of the curb. Hazards behind curbs should be located outside of the clear zone shown for uncurbed roadways as discussed in Section 35-2.02(f).
- (8) Side Slopes. For rural cross sections, possible side slopes flattening will be determined on a case-by-case basis considering roadside development and ROW restrictions.

GEOMETRIC DESIGN CRITERIA FOR URBAN TWO-WAY ARTERIALS AND COLLECTORS (3R Projects)

Footnotes for Figure 33-3D

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Design Element		Manual Section	Design Volume (DHV)		
			Two-Way DHV < 1250 (1)	Two-Way DHV 1250 - 2050 (1)	Two-Way DHV 2050 - 2900 (1)
Highway Type	---		TWS-2	TWS-4	TWS-6
Design Forecast Year	27-6.02			20 Years	
Design Speed *	27-5.02			30 mph - 40 mph	
Level of Service (LOS) * (2)	27-6.04			C	
Design Controls	Surface Width *	Number of Travel Lanes	31-1.02	2	4
		Travel Lane	31-1.01	Desired 12' Minimum 11' (3)	Desired 12' Minimum 11'
		Travel Lane (Shared with Bicycles)	42-3.02	See Section 42-3.02	
		Parking Lane (4)	31-1.04	Desired 10' Minimum 8'	
		Auxiliary Lane	31-1.03	Single Left & Right – Desired 12' / Minimum 11' Dual Lefts & Rights – Desired 24' / Minimum 22'	
	Cross Slope	Travel Lane (Minimum) *	31-1.08	1.5% - 2.0%	1.5% - 2.0% (5a)
		Auxiliary Lanes	31-1.08	2.0% (5b)	(5b)
	Outside Curb and Gutter Type		31-1.07	B-6.12, B-6.18, or B-6.24 CC&G (6)	
	Median Width	Flush	31-1.05	N/A	Range 4' to 14'
		Flush (TWLTL)	31-1.05	Desired 12' Range 10' to 14'	
		Traversable	31-1.05	N/A	16'
		Raised Curb	31-1.05	N/A	18'
Roadway Slopes	Sidewalk Width (7)		31-2.02	Desired 5' / Minimum 4'	
	Obstruction Free Zone * (8)		35-2	1.5'	
	Side Slope (9) (Maximum)	Cut Section (Curbed)	31-2.03	---	
		Rock Cut	31-2.03	---	
		Fill Section (Curbed)	31-2.03	---	
	Median Slope	Concrete Surface / Traversable	31-1.05	N/A	1.5%
		Flush / TWLTL Surface	31-1.05	1.5%	
		Grass/ Landscape Surface	31-1.05	N/A	5% (Towards C&G)

* Controlling design criteria (see [Section 27-7](#)).

DHV = Design Hourly Volume / TWS = Two-Way Street

GEOMETRIC DESIGN CRITERIA FOR URBAN TWO-WAY ARTERIALS (New Construction/Reconstruction)

Figure 32-2E (US Customary)

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BUREAU OF LOCAL ROADS & STREETS

August 2016

GEOMETRIC DESIGN TABLES

32-2-15

Footnotes:

- (1) Traffic Volumes. The design hourly volumes (DHV) are calculated using a PHF = 1.0; these values may be adjusted using local peak-hour factors. For more information, see the *Highway Capacity Manual*.
- (2) Level of Service (LOS). A LOS D may be used in heavily developed sections of metropolitan areas.
- (3) Surface Width. The minimum surface width is 30 ft (9.0 m) face-of-curb to face-of-curb.
- (4) Parking Lane Width. The desirable width of the parking lane is 10 ft (3.0 m) and includes the gutter width. If the parking lane may be used as future travel lane, the 10 ft (3.0 m) width should be in addition to the gutter width. An 8 ft (2.4 m) width may be used where it is unlikely the parking lane will be used as through or turning lane in the future.
- (5) Cross Slope.
 - a. Use 2.0% minimum cross slopes for travel lanes not adjacent to the crown.
 - b. Curbed left-turn lanes may be sloped at 1.5% to 2.0% away from the median. Two Way Left Turn Lane (TWLTL) and flush left-turn lanes are sloped at the same rate as the adjacent traveled way. Cross slopes for outside auxiliary lanes will be at least 2.0% and desirably should be 0.5% greater than the adjacent travel lane.
- (6) Gutter Width. Under restricted conditions, the gutter width adjacent to the edge of a 12 ft (3.6 m) turn lane may be eliminated.
- (7) Sidewalk Width. Include a 2 ft to 3 ft (600 mm to 1.0 m) buffer strip between the curb and sidewalk. For sidewalks without a buffer strip, a minimum 6 ft (1.8 m) sidewalk width behind the curb must be provided.
- (8) Obstruction-Free Zone. Distance is measured from the face of the curb. Hazards behind curbs should be located outside of the clear zone shown for uncurbed roadways as discussed in [Section 35-2.02\(f\)](#).
- (9) Side Slopes. Side slopes to be determined on a case-by-case basis considering roadside development and right-of-way restrictions.

GEOMETRIC DESIGN CRITERIA FOR URBAN TWO-WAY ARTERIALS (New Construction/Reconstruction)

Footnotes for Figure 32-2E

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Design Element		Manual Section	Two-Way DHV 2900-2050 (1)	Two-Way DHV 2050-1250 (1)	Two-Way DHV < 1250 (1)
Design Controls	Highway Type	—	TWS-6	TWS-4	TWS-2
	Design Forecast Year	31-4.02	20 Years	20 Years	20 Years
	* Design Speed (2a)	48-2.01	30 mph – 45 mph	30 mph – 50 mph (2b)	30 mph – 40 mph
	Access Control	35-1	Consider Managed Access	Consider Managed Access	Consider Managed Access
	Level of Service (3)	31-4.04	C	C	C
	On-Street Parking (4)	48-2.05	Not Recommended	Not Recommended	Not Recommended
Cross Section Elements	Without Parking	34-2.01	2 @ 38' e-f	2 @ 26' e-f	30' f-f
	* Surface Width		1 @ 38' e-f	1 @ 26' e-f	36' f-f
	With Parking - 1 Side (5)		1 @ 46' e-f	1 @ 34' e-f	44' f-f
	With Parking - 2 Sides (5)		2 @ 46' e-f	2 @ 34' e-f	44' f-f
	Auxiliary Lanes	34-2.03	Lane Width Single Left & Right: 12'. Min.: 11' Dual Lefts: 24'. Min.: 22'		
	Curb Type and Width		B-6.12 or B-6.24 CC&G (6)		
	Shared Lane (Bicycle & Motor vehicles) (7)	Chp. 17	Min.: 14'	Min.: 14'	Min.: 14'
	Cross Slope	34-2.01	1/4"/ft for Two Lanes Adjacent to Median (8a)	1/4"/ft for Two Lanes Adjacent to Median	1/4"/ft for Lanes Adjacent to Crown (8b)
	Auxiliary Lanes		—	—	—
	Outside Curb Type & Width	34-2.04	B-6.24 CC&G		
	Median Width	34-3	Flush/TWLTL 12' - 14' (9)		
			Traversable TWLTL 16'		
			Raised-Curb 18', 22', 30'		
			Depressed 44' - 50'		
	Sidewalk Width	48-2.04	5' with Buffer Strip Behind Curb	5' with Buffer Strip Behind Curb	5' with Buffer Strip Behind Curb
	Clear Zone	38-3	(10)	(10)	(10)
Roadway Slopes	Side Slopes	Cut Section (Curbed)	34-4.04		
		Rock Cut	34-4.05		
		Fill Section (Curbed)	34-4.02		
	Median Slopes	Concrete Surface/Traversable	34-3	3/18"/ft	3/16"/ft
		Flush/TWLTL Surface		1/4"/ft	1/4"/ft
		Grass Surface		5/8"/ft (Towards C&G)	5/8"/ft (Towards C&G)

TWS = Two-Way Street, e-f = edge of median to face of curb. f-f = face of curb to face of curb

* Controlling design criteria (see Section 31-8).

GEOMETRIC DESIGN CRITERIA FOR SUBURBAN/URBAN TWO-WAY ARTERIALS
(New Construction/Reconstruction)
(US Customary)

Figure 48-6.A
(1 of 4)

Design Element		Manual Section	Two-Way DHV 2900-2050	Two-Way DHV 2050-1250	Two-Way DHV < 1250
Bridges	Highway Type	—	TWS-6	TWS-4	TWS-2
	New and Reconstructed Bridges	*Structural Capacity	N/A	HS-20	HS-20
		*Clear Roadway Width (11)	39-6	76' plus Median Width	52' plus Median Width
	Existing Bridges to Remain in Place	*Structural Capacity	N/A	HS-20	HS-20
		*Clear Roadway Width (12)	39-6	70' plus Median Width	48' plus Median Width
	*Vertical Clearance (Arterial Under) (13a)	New and Replaced Overpassing Bridges	39-4	14'-9" (13b)	
		Existing Overpassing Bridges		14'-0" (13c)	
		Overhead Signs/Pedestrian Bridges	33-5	New: 17'-3" (13b)	
	*Vertical Clearance (Arterial over Railroad)		39-4.06	23'-0"	

* Controlling design criteria (see Section 31-8).

**GEOMETRIC DESIGN CRITERIA FOR SUBURBAN/URBAN TWO-WAY ARTERIALS
(New Construction/Reconstruction)**

(US Customary)

FIGURE 48-6.A

(2 of 4)

(1) Traffic Volumes. The design hourly volumes (DHV) are calculated using a PHF = 1.0; adjust these values using local peak-hour factors.

(2) Design Speed.

- Consider using a minimum 40 mph (60 km/hr) design speed in relatively undeveloped areas where economics, environmental conditions, and signal spacing permit. The statutory speed limit in urbanized areas is 30 mph. Before the posted speed limit can be increased, complete an engineering study (Phase I report) and a speed study.
- Only consider the 50 mph (80 km/hr) design speed in open-suburban areas. Do not place curb and gutter adjacent to the edges of the traveled way.

(3) Level of Service. In major urban areas, a level of service D may be considered with study and justification.

(4) Minimum Street Width. The minimum width of a two-way, two-lane street is set at 30 ft (9.2 m) f-f which allows two-way traffic to pass a stalled vehicle.

(5) Parking Lane Width. The desirable width of the parking lane is 10 ft (3.0 m) and includes the 2 ft (600 mm) gutter width. The minimum width is 8 ft (2.4 m) e-f.

(6) Gutter Width. Under restricted conditions, the gutter width adjacent to the edge of the turn lane may be narrowed or eliminated adjacent to a 12 ft (3.6 m) lane and narrowed adjacent to a 11 ft (3.3 m) lane.

(7) Shared Lane Width. Width of a shared lane for motor vehicle and bicyclist use shall be 14 ft (4.3 m) minimum to allow for vehicle passing of bicycles while staying within the lane.

(8) Cross Slope.

- For the third lane away from the median, increase the cross slope by 1/16"/ft (0.5%).
- For reconstruction projects, an existing 3/16"/ft (1.5%) cross slope may remain-in-place.

(9) TWLTL Median Width. Use a minimum 13 ft (4.0 m) wide median width if there are a significant number of trucks making left turns.

(10) Clear Zone. For curbed facilities, the minimum horizontal clearance to an obstruction is 1.5 ft (500 mm), measured from the face of curb.

GEOMETRIC DESIGN CRITERIA FOR SUBURBAN/URBAN TWO-WAY ARTERIALS
(New Construction/Reconstruction)

Footnotes for Figure 48-6.A

(3 of 4)

(11) New and Reconstructed Bridge Widths. Clear roadway bridge widths are measured from face to face of outside curbs or parapet walls. Urban bridge widths are defined as the sum of the approach traveled way widths, the width of the gutters, and the width of the median. A sidewalk or bikeway will result in additional bridge width. For proposed sidewalks on a bridge, add 5 ft (1.5 m) to each side of the bridge. Parking is prohibited on bridges.

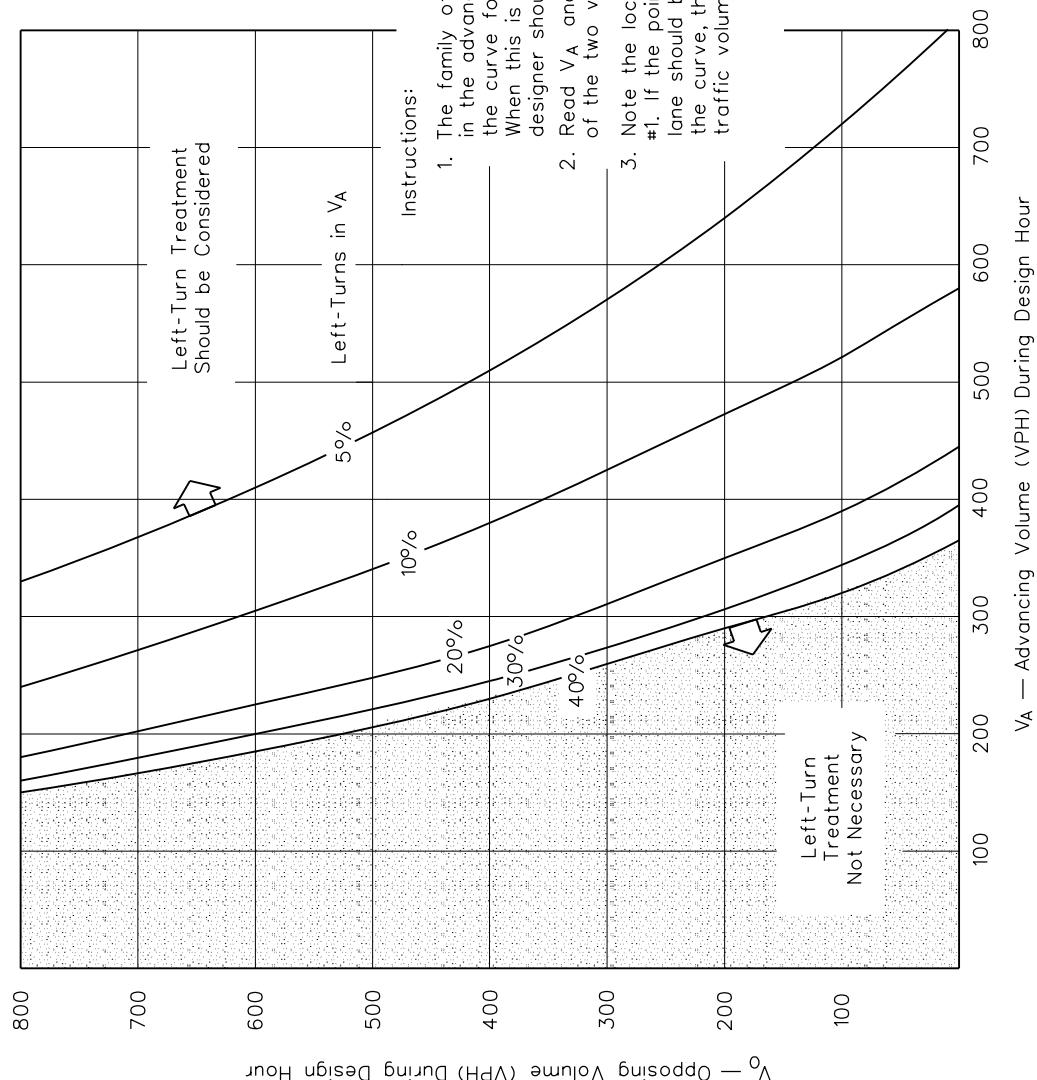
(12) Existing Bridge Widths to Remain in Place. Clear roadway bridge widths are measured from face to face of outside curbs or parapet walls. At least one sidewalk must be carried across the bridge. Add a minimum 5 ft (1.5 m) for the sidewalk width.

(13) Vertical Clearance (Arterial Under).

- The clearance must be available over the traveled way and flush or traversable median.
- Table value includes allowance for future overlays.
- A 14 ft 0 in (4.3 m) clearance may be allowed to remain in place with consideration for reconstruction to a clearance of 14 ft 9 in (4.5 m).

**GEOMETRIC DESIGN CRITERIA FOR SUBURBAN/URBAN TWO-WAY ARTERIALS
(New Construction/Reconstruction)**

**Footnotes for Figure 48-6.A
(4 of 4)**



**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED
INTERSECTIONS ON TWO-LANE HIGHWAYS
(40 mph Design Speed)**

Figure 36-3.G

APPENDIX 6

Concept Map of Improvements

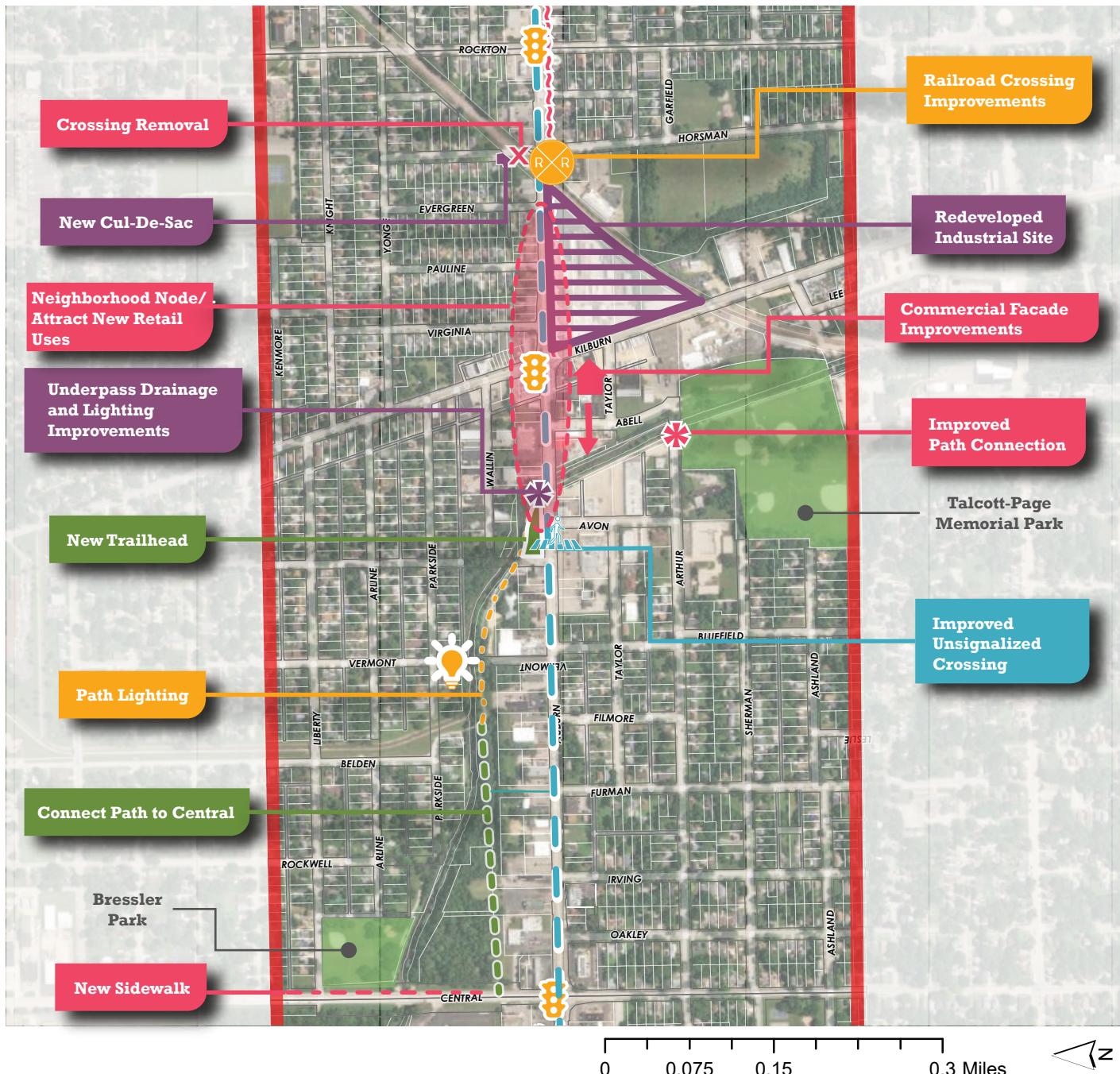


PRELIMINARY CORRIDOR IMPROVEMENT PROPOSALS

AUBURN STREET CORRIDOR IMPROVEMENT PLAN

LEGEND

	Road Diet, Multi-use Path, Streetscape Enhancements And Improved Lighting		Signal Modernization
	Watermain Replacement		Facade Improvements of Older Commercial Buildings (Royal to Kilburn)



PRELIMINARY CORRIDOR IMPROVEMENT PROPOSALS

AUBURN STREET CORRIDOR IMPROVEMENT PLAN

LEGEND

— Road Diet, Multi-use Path, Streetscape Enhancements And Improved Lighting

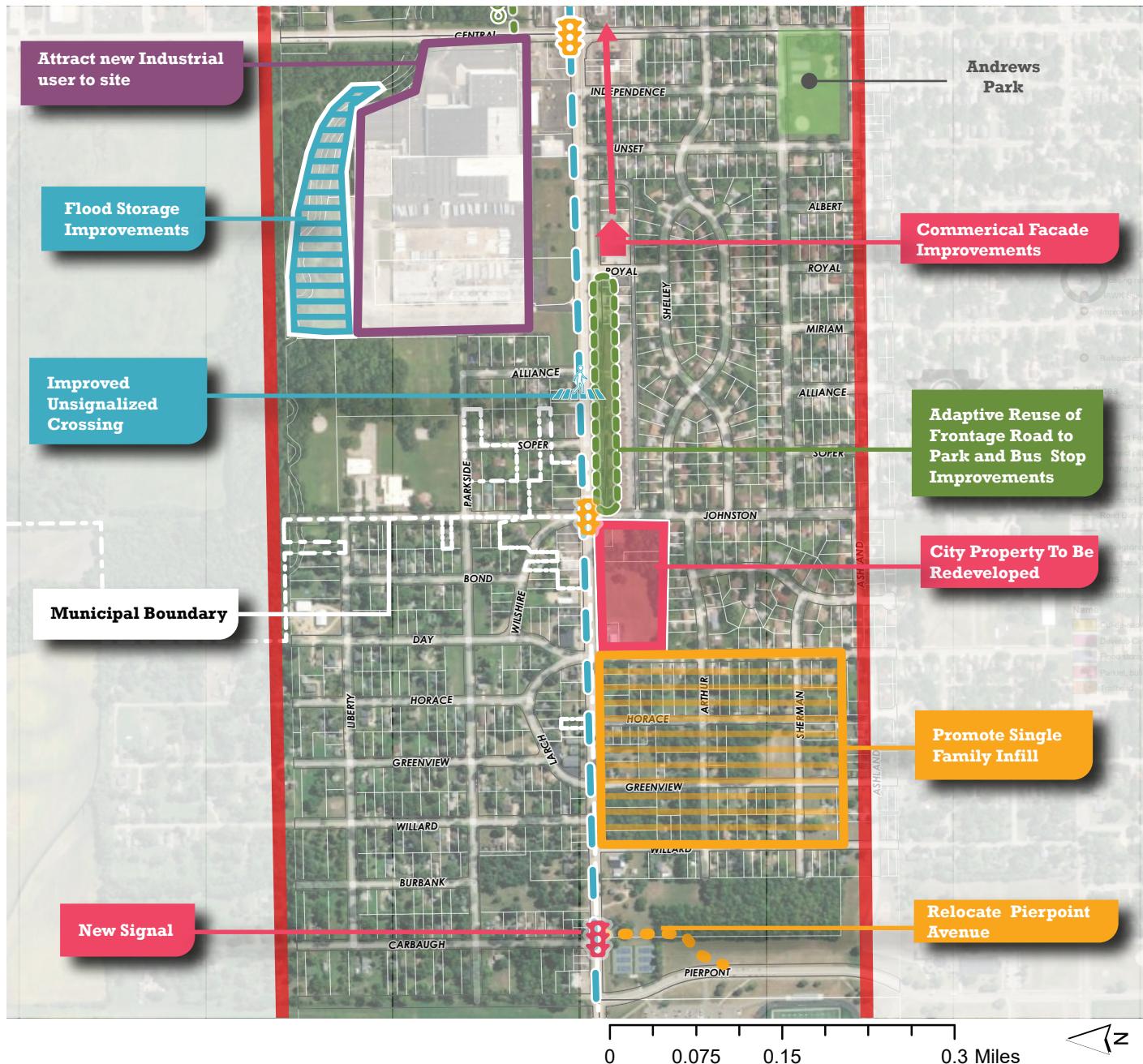
~~~~ Watermain Replacement



Signal Modernization



Facade Improvements of Older Commercial Buildings (Royal to Kilburn)



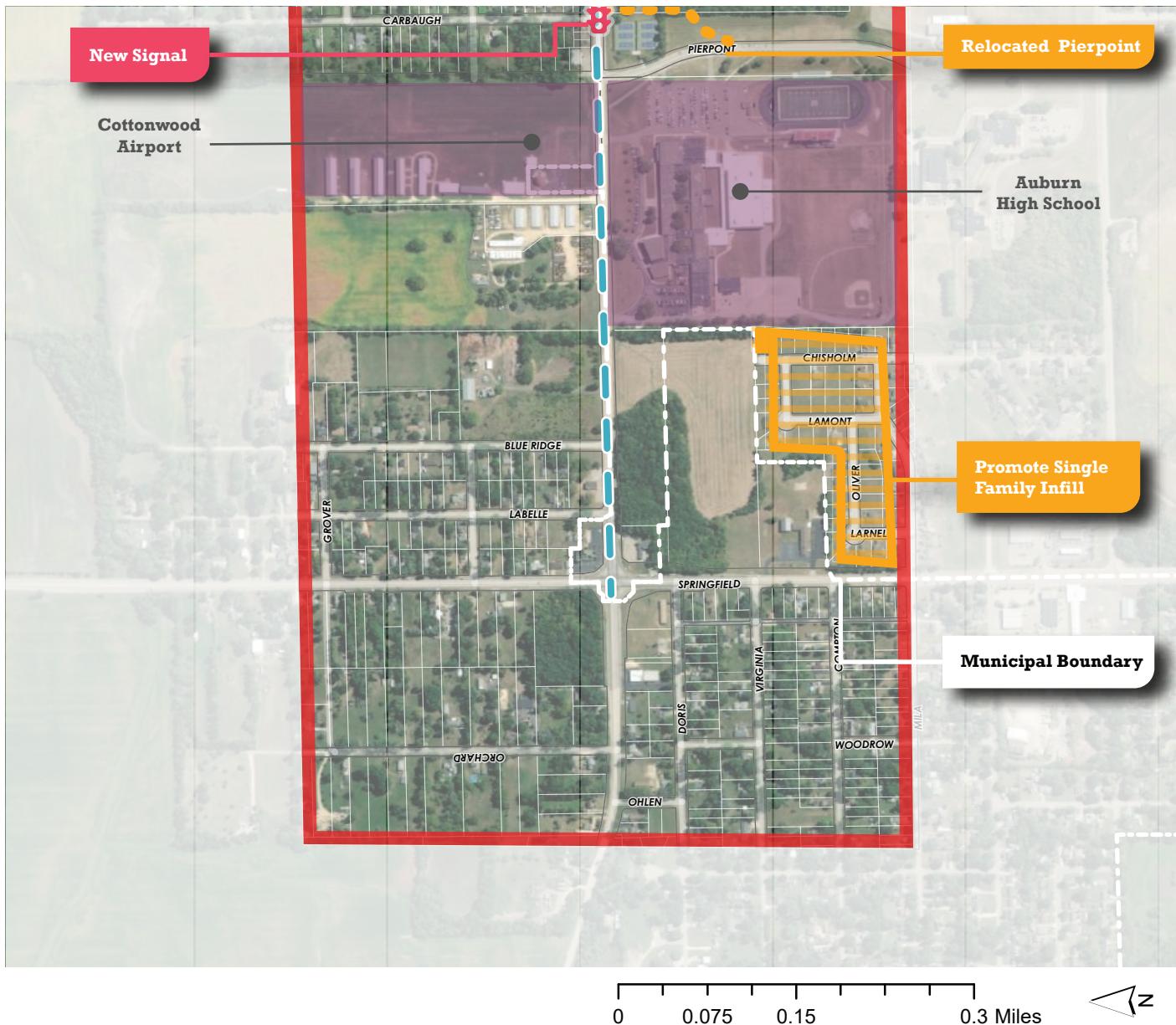
## PRELIMINARY CORRIDOR IMPROVEMENT PROPOSALS

### AUBURN STREET CORRIDOR IMPROVEMENT PLAN

#### LEGEND

 Road Diet, Multi-use Path, Streetscape Enhancements And Improved Lighting  
 Watermain Replacement

 Signal Modernization  
 Façade Improvements of Older Commercial Buildings (Royal to Kilburn)



## **PRELIMINARY CORRIDOR IMPROVEMENT PROPOSALS**

### **AUBURN STREET CORRIDOR IMPROVEMENT PLAN**

#### **LEGEND**

- — Road Diet, Multi-use Path, Streetscape Enhancements And Improved Lighting
- — Watermain Replacement
- Signal Modernization
- Facade Improvements of Older Commercial Buildings (Royal to Kilburn)

APPENDIX 7

## **Conceptual Cost Estimates**

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## Project Cost Opinion Summary

### Notes

Project costs were prepared using IDOT pay items for major work items. Previous IDOT bid tabulations (2017-2021) were referenced for pricing. Pay item numbers referenced were included for each item that is priced based on IDOT bid tabs.

Certain items were not typical IDOT pay items and Fehr Graham projects and engineering judgment were utilized for pricing.

Actual costs may vary due to scope of improvements, timing of construction, economic conditions, and labor and market changes.

Quantities for improvements were based on conceptual drawings as depicted in this report.

**Engineer's Opinion of Probable Cost**  
**Auburn Street Road Diet - Springfield Avenue to Main Street**  
 Project No. 21-576

| No. | IDOT No. | Items                                             | Quantity | Unit | Unit Price      | Total Price     |
|-----|----------|---------------------------------------------------|----------|------|-----------------|-----------------|
| 1   | 60604400 | HMA FULL DEPTH, 8"                                | 35000    | TON  | \$ 70.00        | \$ 2,450,000.00 |
| 2   | 35100500 | AGGREGATE BASE COURSE, 6"                         | 30000    | TON  | \$ 25.00        | \$ 750,000.00   |
| 3   | 44000100 | PAVEMENT REMOVAL                                  | 125000   | SY   | \$ 15.00        | \$ 1,875,000.00 |
| 4   | Z0004522 | HMA SURFACE, 4"                                   | 1500     | TON  | \$ 70.00        | \$ 105,000.00   |
| 5   | Z0010700 | MILLING ASPHALT, 4"                               | 6700     | SY   | \$ 8.00         | \$ 53,600.00    |
| 6   | 60604400 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 | 40000    | FT   | \$ 30.00        | \$ 1,200,000.00 |
| 7   | 4400500  | COMBINATION CURB AND GUTTER REMOVAL               | 40000    | LF   | \$ 10.00        | \$ 400,000.00   |
| 8   | 550A0050 | STORM SEWERS, 12"                                 | 1200     | LF   | \$ 60.00        | \$ 72,000.00    |
| 9   | 60237470 | INLETS, TYPE A                                    | 70       | EA   | \$ 1,500.00     | \$ 105,000.00   |
| 10  | 60500060 | STORM SEWER REMOVAL, 12"                          | 1200     | LF   | \$ 20.00        | \$ 24,000.00    |
| 11  | 60500060 | REMOVE INLETS                                     | 70       | EA   | \$ 500.00       | \$ 35,000.00    |
| 12  | 60255500 | ADJUST MANHOLES                                   | 150      | EA   | \$ 700.00       | \$ 105,000.00   |
| 13  | 42400100 | PCC SIDEWALK 4"                                   | 90000    | SF   | \$ 10.00        | \$ 900,000.00   |
| 14  | 40602978 | HMA BINDER COURSE, 1.5"                           | 1800     | TON  | \$ 100.00       | \$ 180,000.00   |
| 15  | 40603310 | HMA SURFACE COURSE, 1.5"                          | 1800     | TON  | \$ 100.00       | \$ 180,000.00   |
| 16  | 44000600 | SIDEWALK REMOVAL                                  | 180000   | SF   | \$ 3.00         | \$ 540,000.00   |
| 17  | 21101615 | TOPSOIL, FURNISH AND PLACE, 4"                    | 22000    | SY   | \$ 15.00        | \$ 330,000.00   |
| 18  | 25000312 | SEEDING, CLASS 4A                                 | 5        | AC   | \$ 15,000.00    | \$ 75,000.00    |
| 19  | -        | STREET LIGHTING (180 POLES), COMPLETE             | 1        | LS   | \$ 3,400,000.00 | \$ 3,400,000.00 |
| 20  | -        | SIGNAL MODERNIZATION                              | 6        | EA   | \$ 350,000.00   | \$ 2,100,000.00 |
| 21  | -        | PAVEMENT MARKING                                  | 1        | LS   | \$ 200,000.00   | \$ 200,000.00   |
| 22  | -        | UNSIGNALIZED PEDESTRIAN CROSSING                  | 2        | EA   | \$ 100,000.00   | \$ 200,000.00   |
| 23  | -        | WATER MAIN REPLACEMENT                            | 1        | LS   | \$ 3,500,000.00 | \$ 3,500,000.00 |

|                                    |                  |
|------------------------------------|------------------|
| <b>ESTIMATED CONSTRUCTION COST</b> | \$ 18,779,600.00 |
| Design Engineering (10%)           | \$ 1,877,960.00  |
| Construction Engineering (10%)     | \$ 1,877,960.00  |
| Erosion Control (3%)               | \$ 563,388.00    |
| Maintenance of Traffic (5%)        | \$ 938,980.00    |

**SUBTOTAL** \$ 24,037,888.00

Contingency (20%) \$ 4,807,577.60

**ESTIMATED PROJECT TOTAL** \$ 28,845,465.60

Jeff Macke, PE

Name

Title

**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL

**Engineer's Opinion of Probable Cost**  
**Auburn Street Road Diet - Breakout Cost for Unsignalized Pedestrian Crossings**  
Project No. 21-576

| No. | IDOT No. | Items                                             | Quantity | Unit  | Unit Price   | Total Price  |
|-----|----------|---------------------------------------------------|----------|-------|--------------|--------------|
| 1   | 44000100 | PAVEMENT REMOVAL                                  | 400      | SQ YD | \$ 20.00     | \$ 8,000.00  |
| 2   | 60604400 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 | 450      | FOOT  | \$ 75.00     | \$ 33,750.00 |
| 3   | 44000500 | COMBINATION CURB AND GUTTER REMOVAL               | 150      | FOOT  | \$ 25.00     | \$ 3,750.00  |
| 4   | 42400100 | PCC SIDEWALK 4"                                   | 1000     | SF    | \$ 10.00     | \$ 10,000.00 |
| 5   | 44000600 | SIDEWALK REMOVAL                                  | 1000     | SF    | \$ 3.00      | \$ 3,000.00  |
| 6   | K0012970 | PLANTINGS                                         | 20       | UNIT  | \$ 600.00    | \$ 12,000.00 |
| 7   | 21101615 | TOPSOIL, FURNISH AND PLACE, 4"                    | 400      | SQ YD | \$ 15.00     | \$ 6,000.00  |
| 8   | 25000312 | SEEDING, CLASS 4A                                 | 0.2      | ACRE  | \$ 15,000.00 | \$ 3,000.00  |
| 9   | X1400326 | RECTANGULAR RAPID FLASHING BEACON                 | 2        | EA    | \$ 10,000.00 | \$ 20,000.00 |

|                                                     |              |
|-----------------------------------------------------|--------------|
| <b>ESTIMATED CONSTRUCTION COST</b>                  | \$ 99,500.00 |
| Design Engineering (10%)                            | \$ 9,950.00  |
| Construction Engineering (10%)                      | \$ 9,950.00  |
| Erosion Control (3%)                                | \$ 2,985.00  |
| Maintenance of Traffic (5%)                         | \$ 4,975.00  |
| <b>SUBTOTAL</b> \$ 127,360.00                       |              |
| Contingency (20%) \$ 25,472.00                      |              |
| <b>ESTIMATED PROJECT TOTAL</b> <u>\$ 152,832.00</u> |              |

Jeff Macke, PE

Name

Title

Dated: May 3, 2022

**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL

**Engineer's Opinion of Probable Cost**  
**Auburn Street Road Diet - Breakout Cost for Signal Modernization**  
 Project No. 21-576

| No. | IDOT No. | Items                          | Quantity | Unit | Unit Price    | Total Price   |
|-----|----------|--------------------------------|----------|------|---------------|---------------|
| 1   | 87700240 | MAST ARM ASSEMBLY              | 4        | EA   | \$ 40,000.00  | \$ 160,000.00 |
| 2   | 83600365 | CONCRETE FOUNDATIONS           | 4        | EA   | \$ 6,000.00   | \$ 24,000.00  |
| 3   | -        | UNDERGROUND CONDUIT AND WIRING | 1        | LS   | \$ 150,000.00 | \$ 150,000.00 |

|                                    |    |                   |
|------------------------------------|----|-------------------|
| <b>ESTIMATED CONSTRUCTION COST</b> | \$ | 334,000.00        |
| Design Engineering (10%)           | \$ | 33,400.00         |
| Construction Engineering (10%)     | \$ | 33,400.00         |
| Erosion Control (3%)               | \$ | 10,020.00         |
| Maintenance of Traffic (5%)        | \$ | 16,700.00         |
| <b>SUBTOTAL</b>                    | \$ | 427,520.00        |
| Contingency (20%)                  | \$ | 85,504.00         |
| <b>ESTIMATED PROJECT TOTAL</b>     | \$ | <u>513,024.00</u> |

Jeff Macke, PE  
 \_\_\_\_\_  
 Name  
 Title

Dated: May 3, 2022

**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL

**Engineer's Opinion of Probable Cost**  
**Auburn Street Flood Mitigation - Ridge Avenue to Main Street**  
Project No. 21-576

| No. | IDOT No. | Items                          | Quantity | Unit  | Unit Price   | Total Price   |
|-----|----------|--------------------------------|----------|-------|--------------|---------------|
| 1   | 20800150 | TRENCH BACKFILL                | 2600     | CU YD | \$ 40.00     | \$ 104,000.00 |
| 2   | 550A0500 | STORM SEWERS, 60"              | 2600     | FOOT  | \$ 250.00    | \$ 650,000.00 |
| 3   | 60224469 | STORM MANHOLES, 9'             | 10       | EA    | \$ 16,000.00 | \$ 160,000.00 |
| 4   | 54246405 | STORM INLETS                   | 20       | EA    | \$ 12,000.00 | \$ 240,000.00 |
| 5   | 20200100 | EARTH EXCAVATION               | 7000     | CU YD | \$ 50.00     | \$ 350,000.00 |
| 6   | 44000600 | RESTORATION TURF               | 4000     | SQ FT | \$ 5.00      | \$ 20,000.00  |
| 7   | 21101615 | TOPSOIL, FURNISH AND PLACE, 4" | 20000    | SQ YD | \$ 8.00      | \$ 160,000.00 |
| 8   | 25000312 | SEEDING, CLASS 4A              | 4        | ACRE  | \$ 15,000.00 | \$ 60,000.00  |

|                                                              |                 |
|--------------------------------------------------------------|-----------------|
| <b>ESTIMATED CONSTRUCTION COST</b>                           | \$ 1,744,000.00 |
| Design Engineering (10%)                                     | \$ 174,400.00   |
| Construction Engineering (10%)                               | \$ 174,400.00   |
| Erosion Control (3%)                                         | \$ 52,320.00    |
| Maintenance of Traffic (5%)                                  | \$ 87,200.00    |
| <b>SUBTOTAL</b> \$ 2,232,320.00                              |                 |
| Contingency (20%) \$ 446,464.00                              |                 |
| <b>ESTIMATED PROJECT TOTAL</b> <u><u>\$ 2,678,784.00</u></u> |                 |

Jeff Macke, PE

Name

Title

Dated: May 3, 2022

**FEHR GRAHAM**  
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**Engineer's Opinion of Probable Cost**

**Auburn Street Off Street Improvements - Horsman Cul-de-sac**

Project No. 21-576

| No. | IDOT No. | Items                                             | Quantity | Unit  | Unit Price   | Total Price  |
|-----|----------|---------------------------------------------------|----------|-------|--------------|--------------|
| 1   | 40701801 | HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6"         | 100      | SQ YD | \$ 80.00     | \$ 8,000.00  |
| 2   | 60604400 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 | 200      | FOOT  | \$ 75.00     | \$ 15,000.00 |
| 3   | 42400100 | PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH          | 1500     | SQ FT | \$ 20.00     | \$ 30,000.00 |
| 4   | 35100500 | AGGREGATE BASE COURSE, TYPE A, 7"                 | 100      | SQ YD | \$ 25.00     | \$ 2,500.00  |
| 5   | 44000100 | PAVEMENT REMOVAL                                  | 100      | SQ YD | \$ 30.00     | \$ 3,000.00  |
| 6   | 44000500 | COMBINATION CURB AND GUTTER REMOVAL               | 200      | FOOT  | \$ 25.00     | \$ 5,000.00  |
| 7   | 21101615 | TOPSOIL, FURNISH AND PLACE, 4"                    | 800      | SQ YD | \$ 15.00     | \$ 12,000.00 |
| 8   | 25000312 | SEEDING, CLASS 4A                                 | 0.5      | ACRE  | \$ 15,000.00 | \$ 7,500.00  |

|                                    |    |                       |
|------------------------------------|----|-----------------------|
| <b>ESTIMATED CONSTRUCTION COST</b> | \$ | 83,000.00             |
| Design Engineering (10%)           | \$ | 8,300.00              |
| Construction Engineering (10%)     | \$ | 8,300.00              |
| Erosion Control (3%)               | \$ | 2,490.00              |
| Maintenance of Traffic (5%)        | \$ | 4,150.00              |
| <br><b>SUBTOTAL</b>                | \$ | <br>106,240.00        |
| <br>Contingency (20%)              | \$ | <br>21,248.00         |
| <br><b>ESTIMATED PROJECT TOTAL</b> | \$ | <br><u>127,488.00</u> |

Jeff Macke, PE

Name

Title

Dated: May 3, 2022

**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL

**Engineer's Opinion of Probable Cost**  
**Auburn Street Off Street Improvements - Bike Trail Underpass Repair**  
Project No. 21-576

| No. | IDOT No. | Items              | Quantity | Unit  | Unit Price   | Total Price  |
|-----|----------|--------------------|----------|-------|--------------|--------------|
| 1   | K0013000 | PERENNIAL PLANTS   | 33       | UNIT  | \$ 600.00    | \$ 19,800.00 |
| 2   | 50102400 | EARTH EXCAVATION   | 20       | CU YD | \$ 200.00    | \$ 4,000.00  |
| 3   | 50102400 | CONCRETE REMOVAL   | 5        | CU YD | \$ 6,000.00  | \$ 30,000.00 |
| 2   | 44000300 | CURB REMOVAL       | 100      | FOOT  | \$ 30.00     | \$ 3,000.00  |
| 2   | 20800150 | PC CONC SIDEWALK 6 | 1000     | SQ FT | \$ 15.00     | \$ 15,000.00 |
| 3   | 78000200 | PAVEMENT MARKING   | 100      | FOOT  | \$ 10.00     | \$ 1,000.00  |
| 2   | 50901760 | PIPE HANDRAIL      | 100      | FOOT  | \$ 250.00    | \$ 25,000.00 |
| 3   | -        | UNDERPASS LIGHTING | 1        | LS    | \$ 10,000.00 | \$ 10,000.00 |

|                                                     |               |
|-----------------------------------------------------|---------------|
| <b>ESTIMATED CONSTRUCTION COST</b>                  | \$ 107,800.00 |
| Design Engineering (10%)                            | \$ 10,780.00  |
| Construction Engineering (10%)                      | \$ 10,780.00  |
| Erosion Control (3%)                                | \$ 3,234.00   |
| Maintenance of Traffic (5%)                         | \$ 5,390.00   |
| <b>SUBTOTAL</b> \$ 137,984.00                       |               |
| Contingency (20%) \$ 27,596.80                      |               |
| <b>ESTIMATED PROJECT TOTAL</b> <u>\$ 165,580.80</u> |               |

Jeff Macke, PE

Name

Title

Dated: May 3, 2022

**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL

**Engineer's Opinion of Probable Cost**  
**Auburn Street Off Street Improvements - Trailhead Park**  
Project No. 21-576

| No. | IDOT No. | Items                                    | Quantity | Unit  | Unit Price    | Total Price   |
|-----|----------|------------------------------------------|----------|-------|---------------|---------------|
| 1   | -        | RECREATIONAL BUILDING                    | 1        | LS    | \$ 400,000.00 | \$ 400,000.00 |
| 2   | 42400100 | PORLTAND CEMENT CONCRETE SIDEWALK 4 INCH | 5000     | SQ FT | \$ 20.00      | \$ 100,000.00 |
| 3   | 35100500 | AGGREGATE BASE COURSE, TYPE A, 7"        | 400      | SQ YD | \$ 25.00      | \$ 10,000.00  |
| 4   | 44000100 | PAVEMENT REMOVAL                         | 1000     | SQ YD | \$ 30.00      | \$ 30,000.00  |
| 5   | K0012970 | PLANTINGS                                | 50       | UNIT  | \$ 600.00     | \$ 30,000.00  |
| 6   | 21101615 | TOPSOIL, FURNISH AND PLACE, 4"           | 1500     | SQ YD | \$ 15.00      | \$ 22,500.00  |
| 7   | 25000312 | SEEDING, CLASS 4A                        | 0.8      | ACRE  | \$ 15,000.00  | \$ 12,000.00  |
| 8   | -        | TRAIL LIGHTING                           | 300      | LF    | \$ 100.00     | \$ 30,000.00  |

|                                                     |               |
|-----------------------------------------------------|---------------|
| <b>ESTIMATED CONSTRUCTION COST</b>                  | \$ 634,500.00 |
| Design Engineering (10%)                            | \$ 63,450.00  |
| Construction Engineering (10%)                      | \$ 63,450.00  |
| Erosion Control (3%)                                | \$ 19,035.00  |
| Maintenance of Traffic (5%)                         | \$ 31,725.00  |
| <b>SUBTOTAL</b> \$ 812,160.00                       |               |
| Contingency (20%) \$ 162,432.00                     |               |
| <b>ESTIMATED PROJECT TOTAL</b> <u>\$ 974,592.00</u> |               |

Jeff Macke, PE

Name

Title

Dated: May 3, 2022

**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL

**Engineer's Opinion of Probable Cost**  
**Auburn Street Off Street Improvements - Auburn Manor**  
Project No. 21-576

| No. | IDOT No. | Items                                    | Quantity | Unit  | Unit Price   | Total Price   |
|-----|----------|------------------------------------------|----------|-------|--------------|---------------|
| 1   | -        | BUS STOP SHELTER                         | 1        | LS    | \$ 50,000.00 | \$ 50,000.00  |
| 2   | 42400100 | PORLTAND CEMENT CONCRETE SIDEWALK 4 INCH | 16000    | SQ FT | \$ 20.00     | \$ 320,000.00 |
| 3   | 35100500 | AGGREGATE BASE COURSE, TYPE A, 7"        | 1200     | SQ YD | \$ 25.00     | \$ 30,000.00  |
| 4   | 44000100 | PAVEMENT REMOVAL                         | 2500     | SQ YD | \$ 30.00     | \$ 75,000.00  |
| 5   | 63200310 | GUARDRAIL REMOVAL                        | 1000     | LF    | \$ 10.00     | \$ 10,000.00  |
| 6   | X0322924 | RETAINING WALL REMOVAL                   | 1500     | SQ FT | \$ 20.00     | \$ 30,000.00  |
| 7   | 40602978 | HMA BINDER COURSE, 1.5"                  | 115      | TON   | \$ 100.00    | \$ 11,500.00  |
| 8   | 40603310 | HMA SURFACE COURSE, 1.5"                 | 115      | TON   | \$ 100.00    | \$ 11,500.00  |
| 9   | K0012970 | PLANTINGS                                | 250      | UNIT  | \$ 600.00    | \$ 150,000.00 |
| 10  | 21101615 | TOPSOIL, FURNISH AND PLACE, 4"           | 9000     | SQ YD | \$ 15.00     | \$ 135,000.00 |
| 11  | 25000312 | SEEDING, CLASS 4A                        | 2        | ACRE  | \$ 15,000.00 | \$ 30,000.00  |

|                                    |    |                     |
|------------------------------------|----|---------------------|
| <b>ESTIMATED CONSTRUCTION COST</b> | \$ | 853,000.00          |
| Design Engineering (10%)           | \$ | 85,300.00           |
| Construction Engineering (10%)     | \$ | 85,300.00           |
| Erosion Control (3%)               | \$ | 25,590.00           |
| Maintenance of Traffic (5%)        | \$ | 42,650.00           |
| <br><b>SUBTOTAL</b>                | \$ | 1,091,840.00        |
| <br>Contingency (20%)              | \$ | 218,368.00          |
| <br><b>ESTIMATED PROJECT TOTAL</b> | \$ | <u>1,310,208.00</u> |

Jeff Macke, PE

Name

Title

Dated: May 3, 2022