TRANSPORTATION & MOBILITY

Introduction & Background

The city's leaders realize the importance of constructing efficient, equitable, safe, and multi-modal transportation networks that minimize impacts to the natural environment, while reinforcing the livability principals of each neighborhood. Transportation networks are meant to guide future growth through the development of the regions roads, corridors, and highways for both motorized and non-motorized transportation options that include public transit, personal vehicles, bicycles, and pedestrian networks to name a few. Forward-thinking investment in our transportation systems now will improve overall accessibility, equity, and sustainability for future growth priorities. These investments improve a business' ability to provide its goods and services to our region's residents and visitors through improved market access, and reduced costs to enter the marketplace. Additionally, transportation investments improve people's access to education, employment, healthcare, and other needed services while reducing the costs associated with driving, including travel time, vehicle operating costs, and road and parking facility costs. How we invest in the region's transportation system now will have a deep and long-term effect on our community's health and success moving forward.

Capital Improvement Plan (CIP)

The Capital Improvements Program (CIP) is the comprehensive program of infrastructure investment operated by the city. The program's mission continues to be the advancement of enhancing public safety, maintaining and improving the movement of commerce and economic activity throughout the city, and promoting a sense of well-being for the community as a whole. Areas of emphasis that are apparent in this program include the programming of regular maintenance activities to economically prolong the life of our infrastructure, targeted repairs to our highway structure, improvements to our stormwater system, continued investment into neighborhood and arterial street programs, and the enhancement of our citywide pedestrian and bicycle accommodations.

The CIP is the city's primary planning document that guides how the city spends revenue from a one-cent city infrastructure sales tax and from motor fuel taxes while leveraging state and federal investment in city transportation and infrastructure. in February 2021, voters agreed to extend the infrastructure sales tax another five years. Since 2008, it has been utilized to eliminate borrowing, resulting in saving millions in interest while paying for road and infrastructure repairs and improvements.[1]

The CIP should be viewed as a financial blueprint that helps prioritize needs to achieve implementation of the public improvements identified in the comprehensive plan. The level of funding in the CIP defines the financial capacity to reach the desired goals set forth.

Local Governments should make capital project investment decisions that are aligned with the Comprehensive Plan and any other relevant adopted planning documents. A list of potential projects for inclusion in the CIP come from a variety of sources but generally include department requests, plans for facility construction requests,

citizen requests, long-term capital replacement programs, neighborhood plans and projects for which grants may be available, and at the request of elected officials as well.[ii] The City of Rockford CIP is voted on and adopted by City Council. In November 2021, Rockford City Council approved the city's largest capital improvement plan in its history. The five year (2022-2026) CIP calls for a $248 million dollar investment in the regions roads, active transportation facilities, storm sewer and drainage facilities, and bridge and water system repairs and improvements. It paid for 200 blocks of neighborhood streets to be paved in 2022 alone and invested more than $4 million into the replacement of lead water service lines. Additionally, all remaining bridges with weight restrictions will be repaired or removed.

Roadway Functional Classification

For planning and design purposes, roadways are often delineated by the role they play in the overall network. This delineation, known as functional classification, serves as a significant determination in terms of roadway design, including speed, capacity, and relationship to other roadway classes, and existing and future land use development. Additionally, a roadways functional classification can determine its eligibility for funding under the Federal-Aid Program. Federal-Aid eligible roadways include Interstate, Arterials, and Collectors.[iii] Roadways are classified according to two main functions: mobility and access. These two functions lie at opposite ends of the spectrum; most roads are a combination of both. Higher speeds and fewer intersections are preferred for mobility, while lower speeds and more frequent intersections support access to business, homes, etc.

The functional classification hierarchy below is listed in order from largest roadway capacity, and highest operating speeds to lowest capacity, speed, and increased access. Larger roadways provide the highest level of mobility, local roads provide very high levels of land access, and collectors have a balanced combination of both.

Descriptions and examples of classifications are provided below:

Interstates: the highest classification of arterial highways. These roadways are designed and constructed with mobility, long-distance travel, higher-speeds, and high volumes in mind. Interstates access is limited to on- and off-ramps. Rockford is served by two interstates: I-90 and I-39.

Freeways & Expressways: look very similar to interstates, with directional travel lanes, usually separated by some type of physical barrier, and their access is limited to on- and off-ramp locations or a very limited number of at-grade intersections. They can be fully or partially access controlled, have high traffic volumes and usually serve longer regional and intra-urban trips, such as US-20.

Other Principal Arterial: generally serve major centers of metropolitan areas while providing a high degree of mobility. They may also provide mobility through rural areas. Other principal arterials can range from limited access highways to semi-limited roadways that carry high volumes of traffic and are typically used for long trips within the region, as well as connect into statewide or nationwide networks. Access along these types of roadways usually consists of at-grade intersections and a limited number of options to directly access properties along them. Examples of other principal arterials in the city include State Street, Alpine Road, and Perryville Road.

Minor Arterial: provide for high-speed or high-volume traffic, but are typically under local jurisdiction. Minor arterials often form boundaries around recognized "neighborhoods" and collect traffic from collector streets. Minor arterials provide more land access than principal arterials without penetrating identifiable neighborhoods. Some of Rockford's minor arterials include Guilford Road, Auburn Street, and North Rockton Avenue.

Major & Minor Collectors

Collectors gather traffic from local roads and funnel it to the arterial network. Collectors serve primarily intra-county travel and typical travel distances are shorter than on arterial routes. Collectors are broken down into two categories:

Major Collectors: serve both land access and traffic circulation in higher density residential and commercial/industrial areas, such as Harlem Boulevard and Rural Street. Major collectors are generally longer in length, have lower driveway densities, have higher speed limits, cross streets spaced at greater intervals, have higher traffic volumes, and may have more travel lanes then their minor collector counterparts.

Minor collectors: serve both land access and traffic circulation in lower density residential, commercial and industrial areas, such as Mulberry or Summit Street.

Local Roads: or streets, are those not classified above. Local roads and streets account for the largest percentage

of all roadways in terms of mileage. They allow direct access to homes, businesses, and adjacent lands. However, through-traffic is generally discouraged from using these streets, although such traffic does occur when arterials or collectors become congested or blocked. Traffic control devices, such as stop signs, are sometimes used to discourage through traffic and help maintain slower speeds. Local streets may be able to accommodate traffic volumes close to that of collectors but volumes in excess of 400 vehicles per hour can be disruptive, especially in residential areas.[iv]

Roadway Systems

In addition to classifying roadways based on the function, many highways and roadways have been designated as part of a larger highway system to highlight the importance at a regional, state or national level, and to provide the proper funding mechanisms to maintain and reconstruct them. This is essential to support the transportation needs of our economy through the movement of goods.

National Highway System

The National Highway System (NHS) is a network of strategic roadways important to the nation's economy, defense, and mobility. The NHS was developed by the U.S. Department of Transportation in coordination with the states, local officials, and Metropolitan Planning Organizations (MPO).[v] The NHS includes the following subsystems of roadways:

Interstate: The Eisenhower Interstate system of highways retains it separate identity within the NHS;

Other Principal Arterials: These highways provide access between an arterial and a major port, airport, public transportation facility, or other inter-modal transportation facility;

Strategic Highway Network (STRAHNET): This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity, and emergency capabilities for defense purposes. These highways provide access between major military installations and highways which are part of the Strategic Highway Network; and

Inter-modal Connectors: These highways provide access between major inter-modal facilities and the other four subsystems making up the NHS.

Within the city limits, there is approximately 90.8 centerline miles of roadways designated as a part of the NHS. As a part of the NHS, these roadways must follow federal guidance on design elements, state and federal oversight procedures, and national performance measures. However, these roadway segments are also eligible for a variety of federal and state funding opportunities due to their importance.

Jurisdictional Roadway Authority

Jurisdiction is the authority and obligation to administer, control, construct, maintain, and operate a highway, according to the Illinois Highway Code. Jurisdictional responsibility within the city falls under five agencies: Illinois Department of Transportation (IDOT); Illinois State Toll Highway Authority (ISTHA), also known as the Illinois Tollway; Winnebago County Highway Department, the City of Rockford, or Township. As shown in the figure below, the majority of roadways within the city fall under the jurisdiction of IDOT or the city.

Roadway Jurisdiction	Centerline Miles		Lane Miles	
	Number	Percent	Number	Percent
City of Rockford Municipality	683	85%	1462	81%
IDOT	50	6%	180	10%
Winnebago County	29	4%	87	5%
Township	29	4%	57	3%
Private (Includes Tollway)	9	1%	25	1%
Total	801		1,811	

Note: Townships include- Rockford, Cherry Valley, Owen, Burritt, and Winnebago
Illinois Department of Transportation (IDOT) IRIS Roadway File

State Highway System

The Illinois State highway system consists of all highways under the jurisdiction of IDOT, including all interstates, other marked state and U.S. Routes, and some unmarked routes. Within the city, there are approximately 21.5 centerline miles of marked state routes and 21 miles of interstates and freeways.

Municipal Street System

The City of Rockford is responsible for over 734 miles of roadways, ranging from other principal arterials to neighborhood level local streets. The city installs and maintains approximately 260 traffic signals, and 131 bridges and box culverts. Essentially, the municipal street system consists of existing and future streets within the municipal limits that are not a part of the state or county highway systems.[vi] The streets and alleys, including bridges and other structures, which are or will become part of this municipal street system may be laid out, established, construct-

ed, reconstructed, altered, widened, relocated, improved, maintained, repaired, and vacated by the City of Rockford through various processes.

System Capacity & Roadway Design Standards

Street projects often times do not exist as standalone projects. Sometimes, the scope of work includes various or multiple components that are not always related. For example, coupling a roadway resurfacing project with a water main replacement could happen. They have the potential for significant impacts, good and bad, on adjacent land uses. This has led to the use of what has been termed context-sensitive solutions (CSS) in some areas. CSS involves taking into consideration the land use and environment next to a roadway that is being planned or designed. Designers make decisions based on the impact of the roadway on the community, not just on geometrics and other engineering considerations. The ultimate goal of this approach is to find ways to meet the needs of motorists while at the same time addressing the concerns of the community that the road passes through.

System Capacity

New roadways and major roadway capacity improvements are a result of one of three reasons: to reduce or contain existing traffic congestion, to accommodate new development in order to avoid creating congestion, or to complete a missing link in an existing street or highway network. Capacity is the maximum sustainable hourly flow rate at which vehicles can reasonably be expected to travel a section of roadway during a given time period. Volume on the other hand is the total number of vehicles or other roadway users that pass over a given point, section, or roadway during a given time.

The need for capacity improvements can be identified through the following roadway performance measures defined below:

Level of Service (LOS): This measure characterizes the operating conditions on a roadway in terms of performance measures related to speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.[vii] The higher the level of service, the more ease at which traffic is able to flow.

Volume-to-Capacity (V/C): To determine the efficiency of a road, the volume of the road can be used in conjunction with the design and engineering characteristics of a road (capacity) in order to determine how efficiently vehicular traffic flows.[viii]

Operating Speeds: Operating speeds are the speeds at which vehicles are observed operating during normal conditions, and are usually reported as an average.[ix]

Roadway Design Standards

All streets are not designed the same on purpose, of course. Streets may vary by type and intensity of the adjacent land use, number of travel lanes, width of existing right-of-way, posted speed limits, traffic volumes, and characteristics such as topography and soil types. The city recognizes that streets and roads need to be viewed within the context of their surroundings when being designed. The design solutions for transportation networks need to be flexible and innovative, while balancing the needs of public roadway users with those of freight logistics and business users. The City of Rockford follows the latest accepted or adopted design standards available including but not limited to:

- Rockford Engineering Design Criteria Manual;
- Illinois Department of Transportation (IDOT);
- Institute of Transportation Engineers (ITE);
- Federal Highway Administration (FHWA);
- American Association of State Highways and Transportation Officials (AASHTO);
- National Association of City Transportation Officials (NACTO);
- American Planning Association (APA);
- American with Disabilities Act (ADA);
- Public Right-of-Way Accessibility Guidelines (PROW AG); and
- Active Transportation Alliance.

Complete Streets Policy

Knowing the importance of context and the needs of all roadway users, the city adopted a Complete Streets Policy in 2017. According to this policy, complete streets are "streets that are designed and operated to enable safe access for all users, in that motorists, freight providers, pedestrians, bicyclists, users of public transportation, users of all ages and abilities (including children, the elderly and the disabled), emergency responders and adjacent land users are accommodated and are able to safely move along and across a street." This policy highlights the city's need to develop a safe, efficient, accessible, and integrated multi-modal transportation network that balances the need and desire for access, mobility, economic development and aesthetics, while providing for the health and well-being for people of all ages and abilities.

Under the Complete Streets Policy, the city will approach every transportation project, and transportation-relat-

ed improvement, as an opportunity to create safer, more accessible streets for all users. Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, including approaching private development and re-development projects with a complete streets focus in mind. Projects may be phased to include planning, scoping, programming, design, right-of-way acquisition, construction/reconstruction, operation, and maintenance. Some of the facilities and amenities included are multi-use paths and sidewalks; crosswalks, bump-outs, or pedestrian refuge islands; accessibility improvements; traffic calming measures; street and multi-use path lighting; underground utility relocation; bicycle accommodations; and landscaped boulevards and parkways.

Traffic calming measures may be any number of things that are done to slow down traffic such as speed humps, curves in a street, traffic circles, on-street parking, narrower streets, or striping. Several recent test pilots conducted by the Public Works Department have shown that traffic calming devices can be effective in neighborhood settings, and are generally accepted by residents. As these measures become more common over time, the level of comfort by motorists should increase, as well.

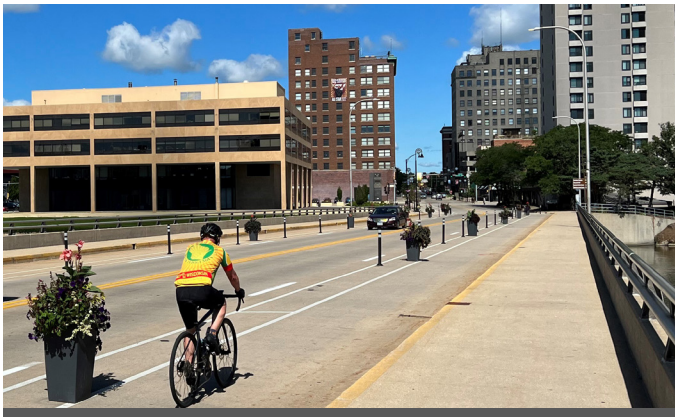
The design solutions that the city identifies for each project will be flexible and innovative to balance public input on the user and modal needs of each project. The primary implementation of this policy is through the Public Works Department in conjunction with the Community and Economic Development Department.

Major Road Improvements

Status of major road improvements within Rockford that were proposed in the 2020 Comprehensive Plan, included in the city's Capital Improvement Program (CIP), or the 2050 Metropolitan Transportation Plan for the Rockford Region (2050 MTP), are included below:

1st Street and 2nd Street Bridges over the UP Railroad: The 1st Street and 2nd Street bridges over the Union Pacific Railroad deteriorated to the point where they had to be closed to vehicular traffic. These bridges are an important connection from the downtown and surrounding neighborhoods to the city's west side. The Railroad currently owns these structures, and the city is working with the Illinois Commerce Commission and Railroad to develop a funding participation plan and scope of work to replace both of the bridges.

11th Street Corridor Improvements: The 11th Street Cor-



East State Street Bridge - Seasonal Bike/Pedestrian Lane

Rock River Recreation Shared-Use Path

East State Street Central Business District

Rock River Recreation Shared-Use Path

ridor is a main thoroughfare on the south side of Rockford and is in dire need of roadway, pedestrian and bicycle improvements. Furthermore, the overhead utilities and outdated intersection designs have made it aesthetically undesirable, and less safe than more modern designs. The city is currently reviewing the corridor to determine what type of improvements can be made to benefit all the various land uses along this route. This study has been completed and was adopted by Rockford City Council as an amendment to the current Comprehensive Plan. The project is expected to be completed by fall of 2025.[x]

15th Avenue Corridor Improvements: This project consists of the resurfacing of 15th Avenue from the Rock River to 11th Street, including an evaluation of moving the on-street bicycle facilities to an off-street path. The project would also upgrade all of the pedestrian facilities along the corridor to accommodate the pedestrian movements to Blackhawk Park, Beyer Elementary School, Beyer Stadium, and other attractions in the area.

15th Avenue Bridge: The 15th Avenue Bridge over the Rock River substructure dates back to 1933 and is nearing the end of its useful life. It is estimated that in five to ten years, the bridge will need to be closed to traffic. In order to proactively begin the process of replacing the structure, the city has applied for federal funding assistance through the Illinois Special Bridge Program. The current traffic volumes indicate that a three-lane bridge section may be an adequate replacement. This project also includes a water main replacement.

Airport Drive: The current two-lane rural roadway is inadequate for the truck and vehicular traffic of airport and surrounding growing industrial complex. The plan is to widen existing road to four through lanes and one continuous center turn lane.

Auburn Street Corridor: The city received a $120,000 grant from the State Planning and Research program to conduct a study prior to making any improvements. The study researches possible corridor enhancement improvements that would include roadway resurfacing and widening, pedestrian and bicycle improvements, improved transit accommodations, and others. These upgrades would improve the condition, as well as support economic development and improve safety, along this vital city corridor on the west side.[xi]

Church Street and Main Street Two-Way Conversion: This project involves the conversion of both Church Street and North Main Street to two-way traffic from Cedar Street to John Street. This will allow the city and state to place State Route IL-2 completely on Church Street, while designating Main Street to be the local road. This conversion will enhance the City of Rockford's central city by allowing a more walkable and bikeable community, and allow better access to many of the downtown's visitor attractions. The city is working with IDOT on the proposed conversion layout and recently completed design study.

Edson Road Widening: This project would consist of the reconstruction and widening of the current two-lane rural roadway to better support economic development along the corridor, with intersection improvements occurring at Friday Road and IL-251.

East State Street & Alpine Road Intersection: The corner of State and Alpine has been a problem intersection for many years. How to improve it was a topic of serious discussion when the Year 2000 Plan was prepared. Standard changes to the intersection – adding turn lanes, for example – were complicated by the presence of several businesses and a cemetary that would have to be moved. The current plans for the project are to reconstruct the intersection with upgraded traffic control improvements to address visibility and capacity concerns.

Harrison Avenue: In 2020, the city completed the reconstruction of Harrison Avenue from 20th street to 9th Street. However, Harrison Avenue from the Rock River to Kishwaukee Street (IL-251) is a principal arterial roadway with failing concrete, limited pedestrian facilities, and no marked bicycle accommodations. The proposed improvements would include road diet as a safety countermeasure, off-street bicycle and pedestrian accommodations, upgraded traffic signals, and decorative street lighting consistent with the previously funded portions of Harrison Avenue.

Jefferson Street Bridge over Rock River: This project would entail the full reconstruction of the bridge's substructure, superstructure, and approaches. Additionally, the project would look at reducing lanes to accommodate bicycle and pedestrian enhancements. Particular aspects of this project were included in an application for federal funds through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program in 2020 and again in 2021.

Logistics Parkway Extension: The goal of this project is to extend Logistics Parkway from Milford Avenue to Samuelson Road, as well as resurface Logistics Parkway from Samuelson Road to Airport Drive in order to support

surrounding economic development. The Global Trade Park industrial area near the Chicago Rockford International Airport continues to grow, and so does its needs for additional supporting infrastructure. The roadway extension would include a new pavement structure, including stormwater considerations. The water main improvements will include replacement of undersized water main and the extension of water main to connect Milford Avenue and Samuelson Road. The city has finalized funding for this project.

6th & 9th Street Two-Way Conversion: The structures and ramps of the current interchange at IL-251 and Whitman Street are nearing the end of their lifetimes. One bridge has already been removed and not replaced, and the 3rd Street (IL -251) bridge over 6th Street Ramp is estimated to have less than five years left of full structural capacity. The ramps are substandard and replacing them would require additional land acquisition. The city is planning to remove the ramps and bridge, and convert 6th Street, 9th Street, and Longwood Street to two-way traffic. The benefits include: better access from the west side of Rockford to East State Street and Swedish American Hospital, better bicycle and pedestrian access for the neighborhood from the east to the Rock River, and additional greenspace for development. This project is currently in the design phase.

Lyford Road Corridor Improvements: The corridor improvements would be to realign the roadway and widen to three lanes, allowing for two through lanes and a continuous center turn lane.

Madison Street Corridor: In 2018, the city completed the Madison Street Corridor Study. Some of the elements identified in this plan have been completed, such as the incorporation of on-street bicycle lanes and improvements to the pedestrian facilities. The city plans to continue implementing elements of the plan to enhance Madison Street from Grove Street to Y Boulevard, including roadway resurfacing and widening, pedestrian and bicycle improvements, improved transit accommodations, possible railroad tracks relocation, and utility relocation.

Sandy Hollow Road: Per the city's 2015 Pavement Condition Report and the Long-Range Arterial & Collector Street Plan, this concrete pavement section of Sandy Hollow Road was one of the poorest conditioned arterial streets in the city. Improvements built upon the repair work on intersecting Kishwaukee Street were performed in 2018, and included reconstructing the roadway to a thinner, three-lane section with sidewalk and a multi-use path. The city worked with the Illinois Railway to improve the railroad crossing surface in coordination with the project. It was completed in the Fall of 2022 at a price of approximately $2.5 million.

Spring Creek Road & Interstate 90/39 Interchange (2020 CP & 2050 MTP): Since the 2020 Comprehensive Plan, two new I-90 interchanges identified have been constructed at Illinois 173 and East Riverside Boulevard. With these two interchanges now built, the city would like to see another one constructed at Spring Creek Road. This interchange would be aimed at addressing future congestion, accommodating future growth, and would provide a connection to Lyford Avenue.

Whitman Street Reconstruction: Currently in design engineering phase, the Whitman Street Reconstruction would address the city's 2018 Pavement Condition Report and the Long-Range Arterial & Collector Street Plan that has the section of Whitman Street from Whitman Street to the Rock River as one of the poorest conditioned arterial streets in the city. Improvements will include the reconstruction of the street plus repairs to the sidewalk and realignment of the road at the curve. The city is also considering the connection of the Mel B. Anderson Path to the Rock River Path along the south side of the roadway.

The status of the two projects identified in the 2020 Comprehensive Plan as potentially having an impact on the City of Rockford are included below:

Illinois 2: Illinois 2 (IL-2) serves as a major facility for north-south movements west of the Rock River. IDOT has recently completed the reconstruction and widening of several sections of this highway within Rockford's city limits, most notable from US-20 to Chestnut Street and from Harlem Boulevard to Light Street. The project included reconstruction, intersection improvements, drainage improvements, decorative street lighting and traffic signals, pedestrian accommodations (sidewalk and multi-use path), and landscaping components. IDOT has plans to continue to improve several segments north of Elmwood Road all the way to the Village of Rockton.

West State Street/Business US 20: In addition to the IL-2 improvements through Rockford's downtown, IDOT has also made a significant investment to West State Street (Business US-20) corridor. In 2014, IDOT completed the first phase of the reconstruction project, which included the reconstruction and widening of the corridor from Kilburn Avenue (IL-70) to Independence Avenue.

The West State Street Phase 2 reconstruction is the continuation of the West State Street corridor project, of which Phase 1 was completed in 2014. The IDOT-led project consists of a complete reconstruction of the corridor to modern standards and includes new concrete pavement, intersection improvements, drainage improvements, new water main, decorative street lighting and traffic signals, pedestrian accommodations (sidewalk and multi-use path), landscaping components, and relocated overhead utilities. This project is currently underway and is expected to be completed by the fall of 2023 for a total project cost of just under $17 million.

Current & Projected ADT

A significant number of vehicles utilize the transportation systems in the City of Rockford every day. The average daily traffic (ADT) is the average number of vehicles that travel through a specific point of a road over a short duration time period (often seven days or less). It is estimated by dividing the total daily volumes during a specified time period by the number of days in the period.[xii]

According to an analysis using the Metropolitan Planning Organization's (MPO) Travel Demand Model (TDM), a majority of roadways in the City of Rockford have an ADT under 5,000, approximately 70.5 percent. Looking out to 2040, the ADT is forecasted to grow, nearly 700%, with an ADT between 20,001 and 25,000.

Current & Projected Congestion

As mentioned previously, road capacity improvements may be needed to address existing traffic congestion or to accommodate new development in order to avoid creating congestion. Congestion often prevents the transportation system from operating in an efficient manner and is caused by both recurring and non-recurring events. Level of Service (LOS) and Volume-to-Capacity (V/C) ratio are often used as ways to measure congestion. The 2050 Metropolitan Transportation Plan (MTP) for the Rockford Region was adopted by the Rockford Metropolitan Transportation Organization (MPO) Policy Committee in 2020. It evaluated the LOS and V/C ratio for major roadways (collector level and higher) in the urban area.

The method of computing LOS is based on the Transportation Research Board's 2010 Highway Capacity Manual. LOS is measured on a six-level scale, ranging from A to F, derived from a mathematical model based on multiple performance measures. The first three levels are generally considered to be "acceptable" and are often combined.

Approximately 145 lane miles of major roadway (collector and above) are planned to be built and added to the region's roadway network between 2020 and 2050, as identified in the 2050 MTP. If these improvements are made, levels of service will remain roughly the same with some slippage in the C category and even into the D category.

As noted, the second way of measuring roadway congestion is the volume-to-capacity ratio method. To determine the efficiency of a road, the volume can be used in conjunction with the design and engineering characteristics of a road (capacity) in order to determine how efficiently vehicular traffic flows, known as the volume-to-capacity (V/C) ratio. The lower the V/C ratio, the more hypothetically efficient traffic flow is on that road.[xiii] According to a V/C analysis conducted by the MPO, all roadway segments that were measured were under capacity and 98.2 percent of intersections were under capacity in 2015. Five intersections were near capacity and five were at capacity.

Looking out to 2040, the V/C ratio for both roadways and intersections should remain stable. For the most part, congestions gets worse near major interchanges as expected.

Roadway Safety

One of the most important components of Rockford's transportation network is the safety of those traveling on our region's roadways. Regardless of their mode of travel, residents and visitors should have equal access to well-designed and maintained system that reduces the risk of harm resulting from crashes or dangerous situations on roads, structures, and multi-modal facilities. Transportation safety is a very data-driven process requiring examination at both a system-wide and site-specific level that results in a number of measurable metrics including the number, severity, and type of crashes.

A review of IDOT's city Summary Crash Data shows that Rockford had an average of 3,975 crashes annually between 2014 and 2019. From 2014 to 2018, the city had a year over year growth in the number of crashes, with the exception of 2017 when the number stayed relatively the same as the 2016 number (approximately 4,090). In 2018, the city had a spike with 4,223 total crashes. However, by 2019 the number of crashes had dropped to 3,919.

The majority of crashes (78.5 percent) that occurred in 2019 only resulted in property damage. Unfortunately, this means that the remaining crashes (21.5 percent) resulted in either an injury or fatality. Any number of crash-

es that result in a loss of life is one too many. In 2019, approximately 0.4 percent of crashes resulted in fatality, with 14 individuals killed, and 21.1 percent resulted in 1,299 individuals being injured.

In addition to the number and severity of crashes, IDOT provides several crash characteristics to assist in the traffic safety analysis, including the type of crash. The type of crash is either based on the type of object the primary vehicle first makes contact with in a collision or the movement of the vehicle. In 2019, the five most common types of crashes in Rockford were front-to-rear end collisions (27.1 percent), turning movement (21.6 percent), angle or sideswipe (16.5 percent), collisions with a parked motor vehicle (11.0 percent), and a collision with a fixed object (8.9 percent). The types of crash resulting in the highest number of individuals who were injured were turning (318 individuals), angle (311 individuals), and front-to-rear (222 individuals). However, front-to-rear crashes did not result in as many severe injuries as angle or turning crashes had.

Looking at the percent of crashes resulting in fatalities or injuries, crashes involving pedestrians or bicyclists were ranked at the top. The majority of these crashes have occurred along East State Street and Charles Street. These statistics highlight the importance of ensuring the safety of the most vulnerable users of roadways, those that walk, when planning for and implementing transportation projects. The city is working to address this issue by building safer roadways and incorporating complete streets policies to ensure that the safety of all modes of travel are taken into account when planners and engineers construct new roadways and corridors.

While traffic crashes occur throughout the city, several corridors and intersections have a higher density of crashes, particularly those resulting in a fatality or injury. A high number of crashes resulting in a fatality have occurred along North Second Street/IL-251 (between Auburn Street and Walnut Street), as well as along South Main Street/IL-2 (between West State Street and 15th Avenue) and East State Street (near Alpine Road). Crashes resulting in a severe injury have occurred mostly in downtown Rockford on the east side of the river. More recently, East State Street has been an area of both concern and investment in pedestrian facilities and amenities.

Public Transportation

Transit service is irreplaceable for the area's transit dependent population. This usually includes low income individuals, the elderly, citizens with disabilities, those too young to have a driver's license, people who have lost their driver's license, and countless others who are disenfranchised from the auto-oriented system. Many of these individuals' circumstances do not allow them to drive as they may not be able to drive, cannot safely drive, do not like to drive, or do not have access to an automobile. Disruption of public transit service would create tremendous hardship for these people and result in loss of jobs and lower access to health care, as well as cause other rippling effects throughout the community. Continuation of reliable, safe public transit is vital to the overall quality of life of the community as a whole (MTP).

Rockford Mass Transit District (RMTD)

Rockford Mass Transit District (RMTD) is dedicated to providing safe, efficient, affordable, dependable, and accessible transportation to the residents of Rockford and the surrounding area. For nearly 50 years, RMTD has provided federally-subsidized and coordinated, fixed-route transit services for the Rockford Urbanized Area. A three-person board, appointed by the City of Rockford, oversees the operations and policies of RMTD and is empowered through the Downstate Transportation Act of 1971. Rockford Mass Transit District is funded through a combination of Federal, State, and local subsidies or contractual payments.

Service

Rockford Mass Transit District provides fixed-route and complimentary origin-destination paratransit services within Rockford, Loves Park, Machesney Park and Belvidere, and contracts the Boone County Council on Aging (BCCA) to provide demand-response service to the urbanized portions of Boone County. In total, RMTD's service area covers 150 square miles and approximately 287,300 of the region's residents.

Transit services provided by RMTD include 19 daily fixed-routes (Monday through Saturday), six weeknight routes, and five Sunday routes. Most fixed-route services are provided on a hub-and-spoke radial operation pattern originating from the Downtown Transfer Center in Rockford. Of the 19 routes, 12 operate from the downtown transfer center while five serve outlying areas and do not originate or terminate in downtown.[xiv] These five "external routes" serve the following areas:

Route #18 – Bell School originates from the East Side Transfer Center and travels to East Riverside Boulevard providing service to residences and medical facilities near I-90.

Route #19 – Cherryvale originates from the East Side Transfer Center and serves the Cherryvale Mall.

Route #20 – Alpine Crosstown Covers Alpine Road from the IL-173 Commercial Corridor to Rock Valley College -Jefferson High School.

Route #22 – North Second Street travels North on Second Street and then the surrounding neighborhoods from Landstrom Road to IL-173.

Route #24 – Belvidere originates from the East Side Transfer Center and travels along Business 20 and North State Street to provide access to the community of Belvidere.

General service hours include service to all municipalities during weekdays, service to Rockford, Loves Park, and Machesney Park on Saturdays, and only to certain areas of Rockford on Sundays. Services are not provided on Saturday and Sunday nights. Service to Cherryvale Mall, in the Village of Cherry Valley, is also provided during regular operating periods for an additional zone fare. Most fixed-routes run at 60 minute headways, with only two weekday routes (#2 School St and #11 East State) running every 30 minutes and another two weekday routes (#3 Huffman and #6 Kilburn) running every 90 minutes.

Additionally, RMTD provides complimentary origin-destination paratransit service at a minimum of three-quarters of a mile from their fixed-route system and where applicable. Ultimately, this extends the service area to the incorporated limits of Rockford, Machesney Park, Loves Park, and Belvidere. Paratransit services operate the same schedules as RMTD's fixed-route system. Although weeknight fixed-route service is only available in Rockford, complimentary paratransit service is extended to 10:00 p.m. for Loves Park and Machesney Park.

Through service agreements, RMTD works with adjacent public transit agencies for demand-response services. Through an intergovernmental agreement (IGA) with Boone County, RMTD subcontracts BCCA to provide demand-response service to the urbanized portions of the county. Similarly, an IGA exists with Stateline Mass Transit District (SMTD) for RMTD to operate demand-response service throughout Rockton and Roscoe townships, which lay adjacent to the northern portion of RMTD's service area.

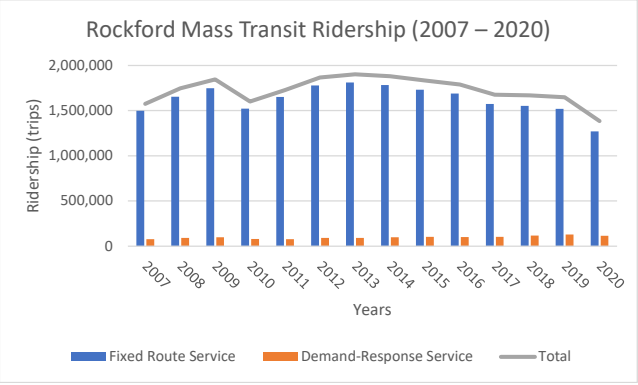
Starting Nov. 29, 2021 RMTD added an additional hour of service to the beginning of its core weekday routes and an additional hour of service at the end of all six night routes. The first runs of the day will start at 4:15 a.m. on core routes. Additionally, all six night routes will run until 12:15 a.m. and the late-night shuttle will run until 12:45 a.m. RMTD says this was the first of four major goals for improving the system identified as part of the RMTD Comprehensive Mobility Study.

While RMTD did not say what the next set of changes will be, they did say they will focus on improving weekend service hours and this was implemented in late February of 2022.

Additional phases of the service expansion and improvement initiative will require substantial resources and funding necessitating an extended timeline for implementation. These changes will be determined as part of the District's Fiscal Year 2023 budget discussions. These initiatives will be funded through a combination of state and federal funding sources.

Ridership

In fiscal year 2019 (July 2018-June 2019), RMTD provided 1,647,978 unlinked trips across all of the services they operated. At 92 percent of all trips provided, RMTD's fixed-route service is the driving force for mass transportation in the region. However, over the last 10 years, RMTD has seen steady decreases in their fixed-route ridership, a trend seen nationwide. The following figures show RMTD ridership from 2007 to 2020 for both fixed-route and demand-response, and the 2019 Ridership by Fixed Route data.



Rockford Mass Transit District (RMTD)

Transit Ridership by Route		
Route #	Number	Percent
1 - West State	82,953	6%
2- School Street	93,276	6%
3- Huffman	40,262	3%
4 - North Main	124,964	9%
5- Clifton	20,529	1%
6 - Kilburn	31,287	2%
7- South Main	55,437	4%
11- East State	293,675	20%
12 - Charles	73,345	5%
13 - Rural	18,547	1%
14 - 7th Street	78,851	5%
15 - Kishwaukee	75,196	5%
16/17 - City Loop	217,740	15%
18 - Bell School	3,386	0%
19 - Cherry Valley	12,707	1%
20 - Alpine Crosstown	49,858	3%
22 - North Second Street	34,939	2%
24 - Belvidere	2,236	0%
31 - Auburn/Rockton (Weeknights/Saturdays)	15,011	1%
32 - East State (Weeknights/Saturdays)	20,576	1%
33 - West State/Clifton (Weeknights/Saturdays)	14,453	1%
34 - Harrison/Alpine (Weeknights/Saturdays)	16,092	1%
35 - Kishwaukee/7th Street (Weeknights/Saturdays)	14,608	1%
36 - Perryville/Alpine (Weeknights/Saturdays)	7,617	1%
40 - East State Street (Sunday)	8,393	1%
41 - Auburn & Rockton (Sunday)	11,633	1%
42 - East State Street (Sunday)	7,653	1%
43 - W. State Street & Clifton (Sunday)	4,288	0%
44 - Harrison & Alpine (Sunday)	4,919	0%
45 - Kishwaukee & 7th Street (Sunday)	6,829	0%
Total	1,441,260	100%

RMTD Downtown Transfer Center

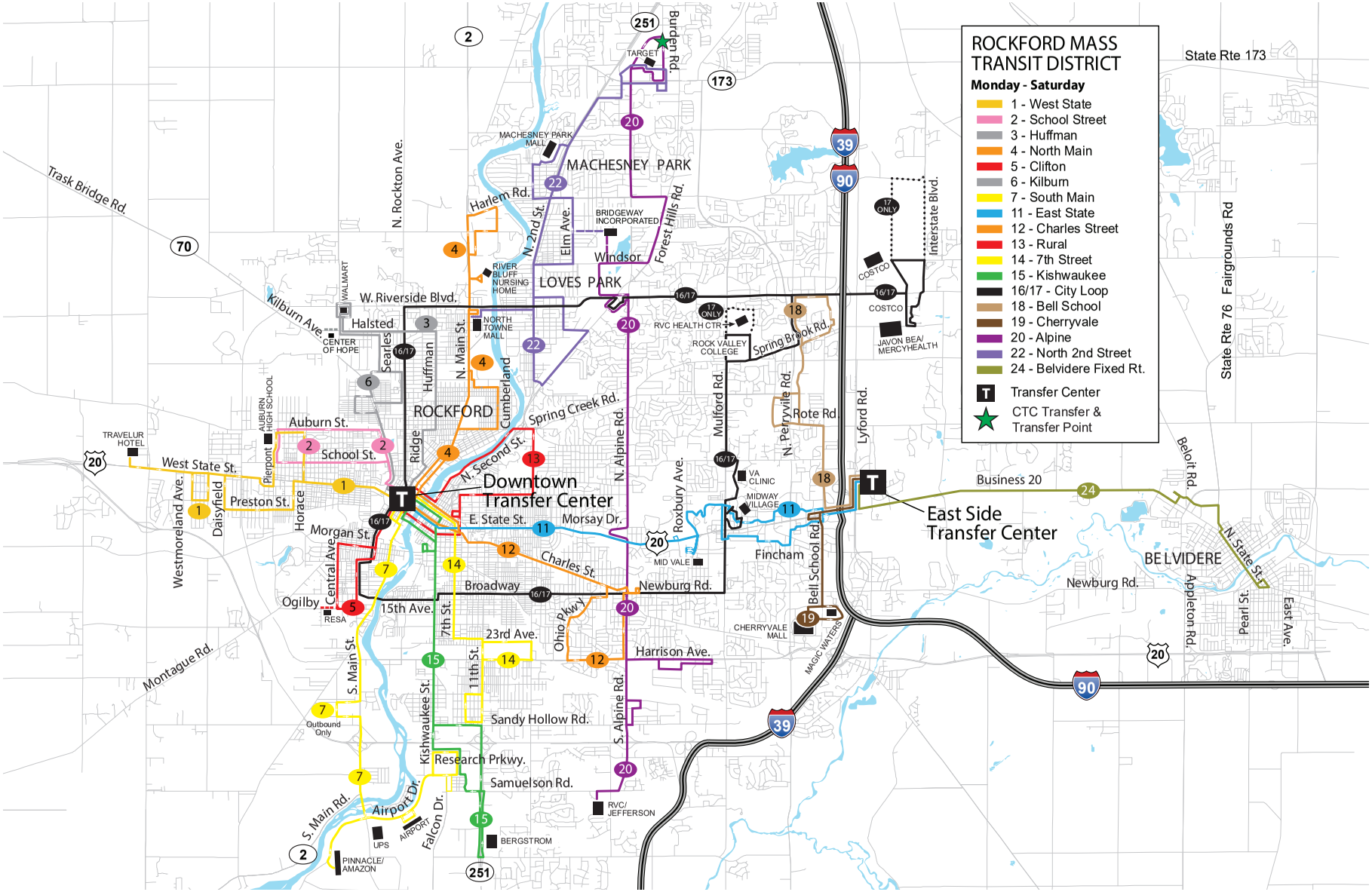
RMTD New Bus Shelter Design

RMTD Downtown Transfer Center

Comprehensive Mobility Analysis

Since fall 2018, RMTD and Region 1 Planning Council have been collaborating on the Comprehensive Mobility Analysis, a multi-faceted approach to reviewing public transportation needs within the community to improve our investments.

The primary goal of the Comprehensive Mobility Analysis is to create an implementable plan that provides a roadmap for the development of public transportation services in the region over the next five to ten years. Additionally, there was an internal analysis on the strengths and weaknesses of the current public transportation system. The study also placed an emphasis on direct feedback from both public and stakeholder organizations on their day-to-day transit needs. This analyses and feedback was then incorporated into a list of short and long term recommendations for the continued operation of RMTD services within the region, including the creation of a new baseline route network.


ROCKFORD MASS TRANSIT DISTRICT
Monday - Saturday
1 - West State
2 - School Street
3 - Huffman
4 - North Main
5 - Clifton
6 - Kilburn
7 - South Main
11 - East State
12 - Charles Street
13 - Rural
14 - 7th Street
15 - Kishwaukee
16/17 - City Loop
18 - Bell School
19 - Cherryvale
20 - Alpine
22 - North 2nd Street
24 - Belvidere Fixed Rt.
Transfer Center
CTC Transfer & Transfer Point
Downtown Transfer Center
East Side Transfer Center
ROCKFORD
MACHESNEY PARK
LOVES PARK
BELVIDERE
Fincham
Windsor
Trask Bridge Rd.
Kilburn Ave.
N. Rockton Ave.
Harlem Rd.
N. 2nd St.
Elm Ave.
Forest Hills Rd.
Burden Rd.
Interstate Blvd.
State Rte 173
State Rte 76
Fairgrounds Rd
W. Riverside Blvd.
Halsted
Searles
Huffman
N. Main St.
Cumberland
Spring Creek Rd.
N. Second St.
Ridge
Auburn St.
School St.
West State St.
Preston St.
Daisyfield
Westmoreland Ave.
Horace
Morgan St.
Central Ave.
Ogilby
15th Ave.
7th St.
Broadway
E. State St.
Morsay Dr.
Charles St.
Newburg Rd.
23rd Ave.
Harrison Ave.
Ohio Pkwy
N. Alpine Rd.
S. Alpine Rd.
Roxbury Ave.
Mulford Rd.
N. Petryville Rd.
Rote Rd
Lyford Rd.
Bell School Rd.
Spring Brook Rd.
Business 20
Beloit Rd.
N. State St.
Newburg Rd.
Appleton Rd.
Pearl St.
East Ave.
Montague Rd.
S. Main St.
Kishwaukee St.
11th St.
Sandy Hollow Rd.
Research Prkwy.
Samuelson Rd.
Airport Dr.
Falcon Dr.
S. Main Rd.
Outbound Only
Mid Vale
Midway Village
VA Clinic
Rock Valley College
RVC Health Ctr
Javon Bea/ MercyHealth
Costco
Cherryvale Mall
Magic Waters
Machesney Park Mall
Bridgeway Incorporated
River Bluff Nursing Home
North Towne Mall
Walmart
Center of Hope
Auburn High School
Pierpont
Travelur Hotel
Target
RESA
UPS
Airport
Bergstrom
RVC/ Jefferson
Pinnacle/ Amazon
70
2
251
173
20
39
90
22
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16/17
17 ONLY
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24

Chicago Rockford International Airport

As the 19th busiest airport in the country for freight traffic, the Chicago Rockford International Airport (RFD) clearly plays a key role in the community's economy. The airport itself is located in the southwest quadrant of Rockford and encompasses over 3,000 acres, 800 of which include the airfield. RFD is an independent municipal corporation and operated by the Greater Rockford Airport Authority (GRAA). The GRAA is led by a Board of Commissioners with seven members appointed by the elected officials of Loves Park, Machesney Park, Rockford, and Winnebago County.

In 2018, the Chicago Rockford International Airport was named the fastest growing airport for cargo in the world, growing by 56.6 percent.[xv] Contributing to its success as one of the fastest growing cargo airports in the world is its status as a United States Customs Port of Entry and Foreign Trade Zone (FTZ) #176. The Foreign Trade Zone (FTZ) program creates a partnership between American businesses and the federal government, increasing the global market share of U.S. businesses and therefore retaining or creating more local jobs.[xvi]

The City of Rockford has not lost sight of the critical role that freight plays at the airport and in the economy. The city needs to continue to evaluate how it can capitalize on the location and infrastructure already in place to build on the freight traffic going through RFD on an annual basis. With continuing congestion problems at Chicago's O'Hare Airport, RFD has great potential to continue to grow as the freight logistics hub of the Midwest. The city looks to continue to support the airport to strengthen its position as a worldwide leader in freight transportation.

While the airport has mainly had its focus on cargo and freight, it also has great potential to increase passenger flights. The airport has the capability of boarding almost a million passengers a year, with a modern terminal facility, ample parking, and a highway system that serves it. The airport's passenger services are provided by Allegiant and now has non-stop service to Destin, Ft. Myers, Orlando, Sarasota, and Tampa Florida, as well as Las Vegas, Nevada and Phoenix, Arizona. Efforts are currently being made to expand service beyond this. Passenger traffic spiked by more than 35% at the Chicago Rockford International Airport during the first six months of 2022 compared to the same period a 2021. Airport officials said 64,578 people flew out of RFD from Jan. 1 through June 30, 2022 compared to 47,743 enplanements during the first half of 2021.

RFD Passenger Dropoff and Arrivals

The GRAA, Greater Rockford Growth Partnership (GRGP), and members of the local business community need to continue to work together to raise the profile of RFD in Washington D.C., Springfield, and corporate offices of airlines throughout the country.[xvii]

Passenger & Freight Rail

Rail transportation, both in terms of passenger and freight, provides the region with promising opportunities for economic development, job creation, and return on investment. Just over 56 miles of railroad track exists within the city, all of which only serve freight.

Passenger Rail Service

Rockford's last regularly scheduled passenger rail service, Amtrak, ended operations several decades ago. While attempts have been made since then to reintroduce passenger service to Rockford, none of them were successful. However, in the last few years, these efforts have gained momentum again when Governor J.B. Pritzker passed the 2019 Rebuild Illinois Capital Plan. This capital plan provided $275 million for all facets of the project, including rail stations in Rockford and Belvidere. For passenger rail to return to Rockford, plans must be in place that outline how the system will operate within the community and

region as a whole. If properly planned for passenger rail and the location of the stations could be an important economic development incentive for additional growth opportunities in the future.

There are currently two studies under development that are addressing these needs. The first study for the Chicago-Rockford intercity passenger rail service, funded under the 2019 Rebuild Illinois Capital Plan, is being written by IDOT. This study focuses on the potential alignment, operations, and ridership of the service. Part of the discussion has been centered on the connection of the passenger rail service to METRA's commuter service. This project, if successful, will enable Rockford to not only provide a convenient way to travel to and from Chicago, but will also allow Rockford to increase marketing opportunities to existing and potential employers and employees in a manner that could not be achieved in the past.

In conjunction with the IDOT study, Region 1 Planning Council (R1PC) has been working with Rockford and Belvidere to conduct a passenger rail station siting analysis. The study is a comprehensive planning initiative to evaluate the most feasible and viable locations for the two passenger rail stations in the Rockford Region, one in each city's downtown. This planning effort included an in-depth needs assessment of stations, focusing on siting, conceptual design, multi-modal connectivity, and economic development growth potential surrounding the two potential sites.

Freight Rail Service

Four rail companies currently provide rail service to and through Rockford, including the Canadian National, with its through line from Chicago to Omaha, Nebraska with several industrial spurs; the Union Pacific, from Chicago to Rockford with a spur to Loves Park; Illinois Railway, a short-line from Rockford to Rochelle; and the Canadian Pacific, operating between Janesville and its east-west main line in Davis Junction, sharing the Illinois Railway bridge over the Rock River and track to Davis Junction.

A Railroad Consolidation Study for the City of Rockford identifies several strategies to free-up rail corridors, rail yards, and bridges over the Rock River for other land uses through rail consolidation. In 2021, this study is being re-evaluated as a part of the Metropolitan Planning Organization's (MPO) Freight Study for the Rockford Region. If the city is successful in implementing the recommendations of this study, there will be two railroad bridges, a five-mile long rail corridor, and two rail yards near downtown available for redevelopment.

Active Transportation

Nearly everyone is a pedestrian at some point throughout the day if they need to travel anywhere. Whether it's to walk from their car to their office or a store, between bus stops, between their home and place of employment, or along neighborhood sidewalks for an evening stroll. Everyone who leaves their home has to walk or wheelchair for at least a short distance at some point during the day. For that reason, how the city provides for active transportation, such as walking or bicycling, is of critical importance. The needs of pedestrians, as well as other non-motorized means of transportation, should be accommodated and planned for with the same importance as automotive traffic is.

The goals identified in the 2020 Comprehensive Plan remain true today. These goals define the methods in which Rockford can strive to make walking and biking trips in the region more accessible, convenient, safe, and enjoyable for all users and with all abilities.

The following policies have been identified as important and align with the city's adopted Complete Streets Policy:

• Providing a physical environment that encourages walking through its location, design and maintenance, provides convenient, accessible, safe, and enjoyable pedestrian travel. Planners should take into account how the land use, street patterns, and site design impact pedestrian travel.

• Developing and implementing, in conjunction with the Rockford Park District and the Rockford School District, education programs that improve pedestrian safety and promote awareness of pedestrian transportation issues and the benefits of walking.

• Encouraging the perception of streets as community space, not just the domain of motorized vehicles.

• Encouraging good design to enhance the feel and look of the pedestrian environment. The pedestrian environment includes open spaces such as plazas and courtyards, as well as the building facades that give shape to the street. Amenities, such as street furniture, banners, art, plantings and special paving, along with historical elements and cultural references, should promote a sense of place.

• Enforcing laws and regulations guiding the interaction between pedestrians and motorists. Conduct a pedestri-

an crosswalk right-of-way enforcement campaign. In the future installing cameras at problem intersections to catch drivers running red lights or committing other infractions that endanger pedestrians could be an options.

• Completing a comprehensive survey of the city's sidewalk system to determine where the gaps are as a preliminary step to preparing a CIP for sidewalks. Initial attention should be paid to arterial and collector level streets, to public streets in the areas surrounding public and private schools, and to enable people who ride the bus to get to their bus stop safely. Once the survey is complete, missing sidewalk segments should be prioritized.

• Consider reconstructing or constructing sidewalks at the same time the adjacent street is rebuilt or resurfaced, especially when the sidewalk would be beneficial to meeting complete streets objectives.

In addition to sidewalks, the city has been pursuing an extensive system of existing and proposed bicycle facilities since 2008. The city plans on continuing this work through the bikeway network recommendations identified in the most recent City of Rockford Bikeway Implementation Plan, 2020.

To accomplish all of the above, this plan endorses and encourages pedestrian and non-motorized means of transportation and the continued development and expansion of the city's system of sidewalks, bikeways, and pathways. This pedestrian system has great value. It reduces trip demand on the highway and bus systems. It provides a means of exercise and a way to relieve mental stress. It has significant recreational/leisure value. It provides a means of safe transportation for children and adults alike who are disenfranchised from the automobile-oriented system. It is pollution-free. It contributes to overall aesthetics, appearance and livability of the community. This plan endorses the sidewalk, bikeway, and pathway plans and recommendations of the City of Rockford's Bikeway Implementation Plan, adopted by the City Council on September 20, 2020, and the Bicycle and Pedestrian Plan for the Rockford Region, adopted by the MPO Policy Committee in 2017.

The city has identified the following guidelines and recommendations for bicycle facilities:

• Consider both on-road and off-road improvements.

• Narrowing lane width to 11-ft or 10-ft will be considered if necessary to implement an on-road lane on local roads with lower speed and lower or no truck traffic.

• Where on-road bikeways are recommended, try to achieve a bicycle level-of-service (BLOS) rating of B or better for designation in the network – with high-C marginally acceptable if there are no other options. BLOS "B" is an appropriate goal for accommodating the casual adult bicyclist.

• Use wayfinding and route designation signs to indicate where the bicycle network is for users, and to alert drivers of the possible presence of bicyclists.

• For the on-road segments designated as being in the network, raise the priority of filling sidewalk or sidepath gaps on at least one side of the road. This recognizes that children – and more traffic-intolerant adults – will ride on the sidewalk. However, sidewalks with a width under sidepath standards should not be designated or marked as part of the bikeway network. A sidepath is defined as a off street bike path that is between the widths of a sidewalk and a shared-use path.

• Only in special cases should sidepaths be recommended where there are too many crossing conflicts (driveways, entrances, cross streets) or where residential front yards will be impacted.

• Where sidepaths are recommended, use the design techniques described above to help to reduce the risks at intersections.

• Where there is sufficient width and need, and speeds are moderate to low, use striping to improve on-road cyclist comfort level.

• Use shared lane marking and bike signal actuation pavement markings to indicate proper on-road bicycle position, especially where heavy bicycle traffic is expected.

Following the Complete Streets Policy the city will measure the success of the policy, and report annually, on the following key performance measures, related to active transportation:

• Linear feet of new or reconstructed sidewalk (publicly or privately built),

• Linear feet of new or reconstructed multi-use paths (publicly or privately built),

• Miles of new or re-striped bike routes,

- Number of new or reconstructed curb ramps,
- Number of new or re-striped crosswalks,
- Number of new or replaced pedestrian signals,
- Number of walk to school programs initiated,
- And rate of children walking or bicycling to school.

West State Street Phase 2 Reconstruction - Opened Fall 2022

Goals Objectives and Implementation Strategies

TRANSPORTATION & MOBILITY

Upgrade and modernize streets, bridges and traffic control infrastructure to ensure a high level of service and safety

Implementation Strategy	Cost	Timeframe	Priority
Continue to bury overhead utilities underground with planned infrastructure improvements and new developments where applicable	$$$$	Medium	High
Continue using City streetscape lighting standards and invest in more street furniture (i.e., benches, bus shelters, street wayfinding signs) within business districts and along major commercial corridors	$$	Short	High

Improve road, rail, and air network to enhance the airports movement of people and goods

Implementation Strategy	Cost	Timeframe	Priority
Continue to work on attracting new business to the Global Trade Park	$	Medium	Medium
Implement remaining improvements to U.S. Bypass 20 for interstate level of service improvements to increase freight transportation efficiency	$$$	Medium	Medium
Continue pursuing Downtown Passenger Rail Service Station Planning with the goal of developing a future passenger rail service to and from Chicago	$$$$	Short	Medium

Coordinate land-use decisions with existing and planned transportation assets to increase transportation choices, access to jobs, goods, and services

Implementation Strategy	Cost	Timeframe	Priority
Promote mixed use development and walkability near major local and regional transit centers	$	Short	Medium
Continue to promote Planned Unit Developments (PUD's) near public transportation options	$$	Short	High

Improve and expand transportation connectivity between neighborhoods and major employment centers

Implementation Strategy	Cost	Timeframe	Priority
Implement express bus routes to reduce travel times and attract riders	$$	Medium	Low
Promote and attract riders for the Van Galder Bus service with rides to Amtrak service line to increase the number of interregional trips	$$	Medium	Low
RMTD should continue real-time transit information systems and applications	$	Long	Medium
Support regional efforts to grow commuter rail initiatives to promote daily trips between Rockford and the Chicago metropolitan area	$$	Medium	Medium
Continue to install new sidewalk along roadway improvement projects, especially major corridors where pedestrian facilities do not currently exist	$$$	Long	High

Continue to keep bikes in mind and that bike connections are an important facet or urban planning	$	Long	Medium
Coordinate with other government entities for sidewalk improvements between municipalities	$	Long	Medium
Rock Valley College (RVC) transportation could be better advertised with clearer route, and service information	$	Long	Low
Develop a local, volunteer-based rideshare program that could possibly be city lead, or through the Rockford Area Convention and Visitors Bureau	$	Medium	Low
Continue to promote additional bike racks (included in zoning ordinance) and electric vehicle charging stations in new parking lots	$	Short	Medium

Continue to implement a complete streets policy

Implementation Strategy	Cost	Timeframe	Priority
Continue to implement complete streets policies on new corridor/roadway improvements, especially downtown and high pedestrian shopping areas that link to residential areas	$$$$	Medium	High
Ensure adequate space for multiple users of the street network (pedestrians, bikes, cars, buses, and scooters)	$$	Medium	High
Training/education (possibly in the form of a PSA) for drivers without experience around on-street bikers	$	Short	Medium
Develop a public service announcement on traffic safety for bicycles, possibly in coordination with the Rockford Police Department. Provide information to the public about 3ft rule, not parking in bike lanes, dangers of hitting a parked car door being opened, shared responsibility for bike safety, and how to pass carefully	$$	Short	High
Be aware when installing flashing yellow turn signals how they affect bicycle movements and safety	$	Short	High

Improve pedestrian connections and safety across major right-of-ways

Implementation Strategy	Cost	Timeframe	Priority
Continue filling in key gaps in sidewalk network	$$$	Long	High
Continue to construct mid-block marked crosswalks where possible and feasible to improve safety	$$	Long	High
City has done excellent job along N/S Main, Continue filling gaps along E. State	$$$	Long	High

Maintain and expand on and off-street networks servicing pedestrians and bicyclists

Implementation Strategy	Cost	Timeframe	Priority
Continue filling in key gaps in sidewalk network	$$$	Long	High
Continue to identify key locations to implement bike racks and bike stations	$	Medium	Low
Continue to work to improve pedestrian access between schools and neighborhoods	$$	Short	High

Continue supporting, and being advocates for, bike share and scooter rental programs	$	Short	Medium
Continue to study possibilities of more East-West connections for bike and pedestrian facilities to connect downtown to areas on Alpine Road	$$	Short	High
Update Bike and Pedestrian Plan to increase current system and to finish logical connections that still need to be completed	$$$	Short	High
RMTD bike racks should be on all buses and plan for e-scooters on buses as they gain popularity	$	Short	High

Improve mass transit services including public transit buses, paratransit buses, and other options

Implementation Strategy	Cost	Timeframe	Priority
Continue and increase current transit level services through funding	$$$	Short	Medium
Continue exploring options in developing passenger and commuter rail	$$$$	Short	High
Continue to explore the feasibility of extending the RMTD service area and routes while also looking to reduce overall travel times to reduce long headways. Identify where the greatest route needs are and focus on those service areas first	$$$	Short	Medium
Continue to incorporate bypass ramps, turnouts, and bus stop protection into new projects	$$	Short	Medium
Continue to work with RMTD and RPC to facilitate more Electric or hybrid bus options in the future, with the goal of a full fleet transfer to cleaner energy use	$$	Short	Low
Increase frequency of use at RMTD Lyford Road transfer center	$$	Short	Low

Chapter Endnotes

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