



THE CITY OF ROCKFORD
TRAFFIC COMMISSION
WORKBOOK

OCTOBER 10, 2018

PREPARED
BY
TRAFFIC ENGINEERING
DIVISION

ROCKFORD TRAFFIC COMMISSION

6:00 P.M., WEDNESDAY, OCTOBER 10, 2018

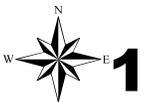
**CONFERENCE ROOM "A" 2ND FLOOR
CITY HALL BUILDING
425 E. STATE STREET**

1. Request in the 11th Ward, from Mary Beaver, to establish all-way stop at the intersection of 6th Street and 23rd Avenue, thus repealing the existing one-way stop at the intersection of 6th Street and 23rd Avenue. (Item laid over from the August & September Traffic Commission meeting)
2. Request in the 9th Ward, from Alderman Bill Rose, to establish a parking restriction of "No Parking 10pm to 6am" on the both sides of Sablewood Drive from Halsted Road south to the end of Sablewood Drive.
3. Request in the 14th Ward, from Dyanna Walker, 4929 Hampshire Close, to establish a parking restriction of "No Parking Anytime" on one side of Governor's Drive, Trevor Circle and Hampshire Close.
4. Request in the 13th Ward, from Mohammad Homad, 3001 West State Street, to establish angle parking on Willard Avenue from 30 feet north of West State Street to 125 feet north of West State Street.
5. Request in the 1st Ward, from Bev Ross, 7980 Conehill Circle to establish 30 mph speed limit on Lyford Road from State Street to Royal Oaks Road.
6. Request in the 2nd Ward, from Mike Williams with Jackson Charter School to establish a parking restriction of No Parking- Bus Stop on the south side of Benton Street from Summit Street to 215 feet east of Summit Street.



Request to establish all-way stop at the intersection of 6th Street and 23rd Avenue,
thus repealing the existing one-way stop at the intersection of 6th Street and 23rd Avenue

Ward 11



Produced: 08/06/2018
Traffic Engineering Division



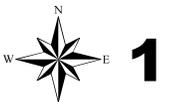
City of Rockford
Public Works
Engineering Division



Request to establish all-way stop at the intersection of 6th Street and 23rd Avenue,
thus repealing the existing one-way stop at the intersection of 6th Street and 23rd Avenue
Ward 11



City of Rockford
Public Works
Engineering Division



Produced: 08/06/2018
Traffic Engineering Division

City of Rockford

425 E. State Street
Rockford, IL 61104
Traffic Commission

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 6th St and 23rd Ave AM&PM-07-31-2018
Site Code : 00000000
Start Date : 7/31/2018
Page No : 1

Groups Printed- Unshifted - Bank 1

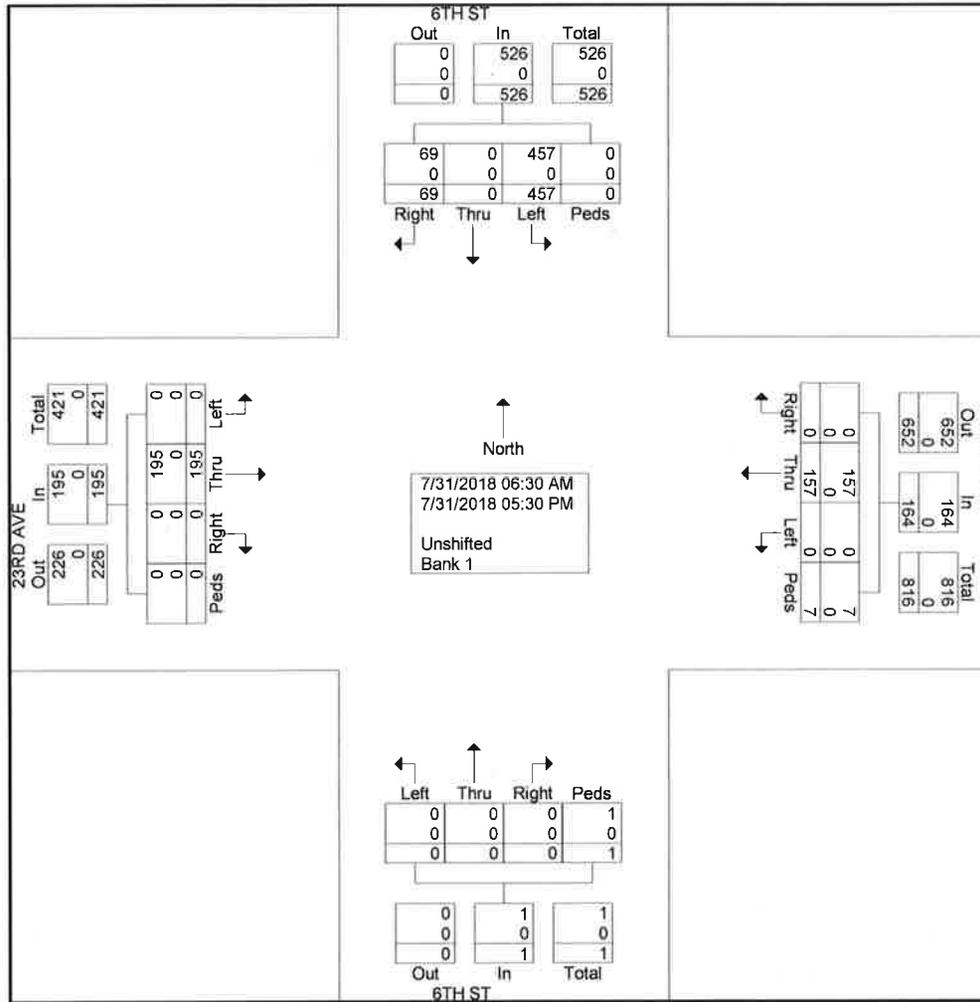
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	10	0	49	0	59	0	22	0	3	25	0	0	0	1	1	0	26	0	0	26	111
Total	10	0	49	0	59	0	22	0	3	25	0	0	0	1	1	0	26	0	0	26	111
07:00 AM	4	0	39	0	43	0	17	0	2	19	0	0	0	0	0	0	22	0	0	22	84
07:30 AM	7	0	45	0	52	0	17	0	0	17	0	0	0	0	0	0	21	0	0	21	90
Total	11	0	84	0	95	0	34	0	2	36	0	0	0	0	0	0	43	0	0	43	174
08:00 AM	8	0	37	0	45	0	15	0	2	17	0	0	0	0	0	0	18	0	0	18	80
*** BREAK ***																					
Total	8	0	37	0	45	0	15	0	2	17	0	0	0	0	0	0	18	0	0	18	80
*** BREAK ***																					
04:00 PM	9	0	69	0	78	0	28	0	0	28	0	0	0	0	0	0	26	0	0	26	132
04:30 PM	7	0	80	0	87	0	22	0	0	22	0	0	0	0	0	0	43	0	0	43	152
Total	16	0	149	0	165	0	50	0	0	50	0	0	0	0	0	0	69	0	0	69	284
05:00 PM	20	0	83	0	103	0	24	0	0	24	0	0	0	0	0	0	24	0	0	24	151
05:30 PM	4	0	55	0	59	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	86
Total	24	0	138	0	162	0	36	0	0	36	0	0	0	0	0	0	39	0	0	39	237
Grand Total	69	0	457	0	526	0	157	0	7	164	0	0	0	1	1	0	195	0	0	195	886
Apprch %	13.1	0	86.9	0		0	95.7	0	4.3		0	0	0	100		0	100	0	0		
Total %	7.8	0	51.6	0	59.4	0	17.7	0	0.8	18.5	0	0	0	0.1	0.1	0	22	0	0	22	
Unshifted	69	0	457	0	526	0	157	0	7	164	0	0	0	1	1	0	195	0	0	195	886
% Unshifted	100	0	100	0	100	0	100	0	100	100	0	0	0	100	100	0	100	0	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Rockford

425 E. State Street
 Rockford, IL 61104
Traffic Commission

Default Comments
 Change These in The Preferences Window
 Select File/Preference in the Main Screenshot
 Then Click the Comments Tab

File Name : 6th St and 23rd Ave AM&PM-07-31-2018
 Site Code : 00000000
 Start Date : 7/31/2018
 Page No : 2

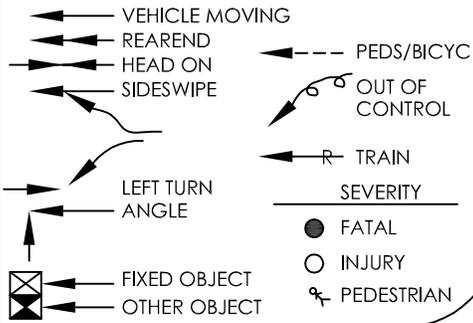


TRAFFIC DIVISION
COLLISION DIAGRAM

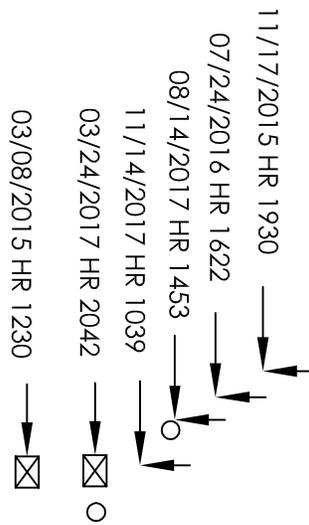
INTERSECTION OF 6TH STREET & 23RD AVENUE
PERIOD COVERED JANUARY 2015 TO AUGUST 2018
COMPILED AND DRAWN BY PDS DATE 08/08/2018

1

LEGEND



6TH STREET HR 9



01/15/2015 HR 2110

23RD AVENUE

COLLISION TYPE	2015				2016				2017				2018				TOTAL			
	FATAL	INJ	PDO	TOTAL																
REAR END																				
ANGLE			1	1			1	1	1	1	2						1	3	4	
HEAD-ON																				
FIXED OBJECT			1	1					1		1						1	1	2	
SIDESWIPE																				
OVERTURN																				
OTHER OBJECT																				
PEDS/VEH																				
LEFT TURN			1	1															1	1
TOTAL			3	3			1	1	2	1	3						2	5	7	
NUMBER OF TOTAL	3				1				3				0				7			

The following is a breakdown of all reported traffic crashes at the intersection of S. 6th Street and 23rd Avenue from 2015 through 2018:

15-010492	1/26/15	5:20 PM	2 Vehicles	No injury	Icy Roadways
15-026354	3/8/15	12:30 AM	1 Vehicle	?	Hit and Run guard rail
15-145817	11/17/17	7:30 PM	2 Vehicles	No injury	Turning left
16-022887	1/21/16	3:37 PM	1 Vehicle	No injury	Into guard rail
16-090403	7/24/16	4:22 PM	2 Vehicles	No injury	Turning left
17-033881	3/24/17	8:42 PM	1 Vehicle	Injury	Guard rail - DUI/Fleeing Police Arrested
17-102498	8/14/17	2:53 PM	2 Vehicles	Minor injury	Turning left
17-142968	11/14/17	10:39 AM	2 Vehicles	No injury	Stop sign violation

Accident Problem at the Intersection of 6th Street and 23rd Avenue

By Todd Fagen, Traffic Commission Member for the City of Rockford

October 2, 2018

The intersection of 6th Street and 23rd Avenue, the subject intersection, has had a history of traffic accidents. Currently, there are Stop Signs controlling southbound 6th Street at the T-Intersection. There are no Stop Signs controlling 23rd Avenue. Requests for help from J.L. Clark to alleviate this problem over the years, and mitigation measures implemented by the City of Rockford to date, have not yet solved the problem.

From a land-use standpoint, J.L. Clark is a 250-plus person manufacturing facility that has been located here for nearly 100 years. It is located directly south of the intersection of 6th Street and 23rd Avenue. J.L. Clark has a 14-space parking lot located at the northeast corner of the subject intersection. Employees, visitors and customers use this parking lot and must cross 23rd Avenue. Traffic on 23rd Avenue does not have to stop at 6th Street and the posted speed limit is 30 MPH. The Rockford Day Nursery Early Learning Center is a 200-child capacity building serving children of working parents and is located at the northwest corner of the 6th and 23rd. These facilities are connected to the subject intersection by sidewalk and pedestrians cross this intersection daily.

According to the most recent data by the City of Rockford Police Department and City Engineering Staff, there have been 19 traffic accidents at the subject intersection since 2007. However, these seem to be only the reported accidents. A memorandum by J.L. Clark to the Rockford Traffic Commission on July 22, 2013, requesting an All Way Stop Controlled Intersection, states that many accidents go unreported,

“Traffic heading South on 6th does not realize the traffic on 23rd Avenue does not have to stop at the corner of 6th and 23rd and they proceed through the intersection causing near “misses” every single week. Accidents happening at the intersection of 6th Street and 23rd end up either at our front door or in our front yard. While the guard rail slows the impact, it does not keep vehicles from coming to a stop in our front property. While some of these accidents are reported, not all are reported.”

Furthermore, this author, on one of his five recent visits to the subject intersection, found cars parts in the middle of the intersection indicating a recent accident. As well, I witnessed two near-misses at the subject intersection in a brief, 30-minute mid-afternoon field review. On one occasion, the southbound left turning vehicle from 6th Street continued to roll into the 23rd intersection until she realized that the semi-trailer truck, travelling eastbound near the speed limit on 23rd Avenue, was not going to stop. This near miss was stomach wrenching.

Current regulation at the intersection - the lack of stop signs on 23rd Avenue - does not conform to most driver expectations - that vehicles on 23rd Avenue have a Stop Sign and will stop. An attempt to solve this problem was implemented in 2010 when the City place Cross Traffic Does Not Stop signs for drivers southbound on 6th Street. On my fifth visit to the intersection, an

eastbound car travelling on 23rd Avenue actually stopped at the intersection with 6th Street, seemingly thinking he had a Stop Sign to obey.

Again from the July 23, 2013 memo from J.L. Clark to the City of Rockford Traffic Commission,

“While signs are posted that “cross traffic does not stop,” they are not noticed or are ignored. There is an extremely high amount of “near misses” due to those traveling South on 6th Street believing the cross traffic will be stopping.”

I have noted on all of my visits to the intersection an almost zero adherence of southbound 6th Street traffic stopping for the stop sign. These vehicles typically slow down while looking both ways for oncoming traffic and then roll into the intersection without coming to a full stop. This has resulted in the angle and left turn accidents that are occurring. The accidents are typically severe and result in vehicular and/or property damage and injuries due to vehicles travelling at or near the speed limit of 30 MPH on 23rd Avenue prior to the accidents occurring.

Of the 17 reported accidents that I have reviewed since 2007, nine (9) were reported as angle accidents (the front of one vehicle striking the side of the other vehicle) and one (1) was a left turn accident (an accident of similar nature). It is my opinion that these two types of accidents could have been, and can be in the future, mitigated and/or the accident severity reduced by implementing All Way Stop control at the intersection of 6th Street and 23rd Avenue. If the 6th street drivers continue in their current law-breaking driving behavior, at a minimum, the drivers on 23rd Avenue will be stopped or traveling slowly due to their Stop Sign on 23rd Avenue. This should reduce the potential for the higher-speed more dangerous types of accidents that are currently occurring.

As mentioned previously, operations of the subject intersection are confusing and counter-intuitive as many drivers traveling southbound on 6th Street believe that vehicles on 23rd Street are also under stop control, even though “Cross Traffic Does Not Stop” signage indicates otherwise. This is partially due to a pattern on 6th Street where the other east/west avenues that intersect with 6th Street are also stop controlled. They include:

- 6th Street & 16th Avenue,
- 6th Street & 17th Avenue,
- 6th Street & 20th Avenue,
- 6th Street & 21st Avenue and
- 6th Street & 22nd Avenue.

It is only natural for a driver traveling south on 6th Street to believe that 23rd Avenue would be under stop sign control as well.

To explain this further, typical traffic engineering practice in Rockford is to place stop sign control on a lower volume roadway when it intersects with a higher volume roadway. In the neighborhood around 6th Street and 23rd Avenue, this has been consistently done. As discussed in the paragraph above, 6th Street (the higher volume roadway) has no stop sign control, while with the five lower volume roadways do.

But something different is in play at 6th Street and 23rd Avenue, helping to break with its driver predictability. 6th Street is the perpendicular leg of a T-Intersection, yet maintains its higher volume status. Most perpendicular legs of T-Intersections are the lower volume or minor roadway and drivers expect to stop when they pull up to what is usually a higher volume or major roadway. However, at the subject intersection, 6th Street drivers are “lulled” into rolling through this intersection without typically encountering another vehicle on 23rd Avenue or believing when they do that the cross traffic on 23rd Avenue is going to stop as well. Unfortunately, this leads to mistakes and car accidents.

All Way Stop controlled intersections in the study area are not out of the ordinary. The following nine (9) intersections in the study area are under All Way Stop control:

- 15th Avenue & 7th Street,
- 15th Avenue & 6th Street,
- 15th Avenue & 9th Street,
- 18th Avenue and 9th Street,
- 18th Avenue & 7th Street,
- 18th Avenue & 6th Street, and
- 23rd Avenue and 9th Street.

All Way Stop control on 23rd Avenue at 6th Street would fall exactly halfway between the All Way Stop controlled intersection at 23rd Avenue and 9th Street and the traffic control signal at the intersection at 23rd Avenue and Kishwaukee Street. This proper spacing would not unnecessarily impede through traffic on 23rd Avenue, nor would it be an unexpected or redundant stop sign for these travelers as well.

The City of Rockford has exhausted most, if not all, of its lower cost mitigation options for the intersection of 6th Street and 23rd Avenue. It is my opinion that an All Way Stop controlled intersection should be immediately implemented at the intersection of 6th Street and 23rd Avenue for the reasons discussed above and before any more accidents may occur.

Currently, the 6th Street and 23rd Avenue intersection has poor roadway and crosswalk striping, causing danger for drivers and pedestrians. Appropriately placed striping (and signing) are a relatively inexpensive and powerful means to make drivers more aware of how they should use the roadway and any potential conflicts.

As mentioned, J.L. Clark has a 14-vehicle parking lot at the northeast corner of 6th Street and 23rd Avenue. These employees become pedestrians and must cross 23rd Avenue to enter the office building in the morning and then leave the building during evening. This includes the winter months when darkness arrives early. These employees (along with customers and vendors) may cross this intersection many times during the day for errands, lunch or if they have a child at the day care center across the street.

Therefore, I also recommend the following improvements to the intersection of 6th Street and 23rd Avenue:

All crosswalk striping at this intersection requires high visibility to warn drivers of potential upcoming pedestrians on all three legs of 6th Street and 23rd Avenue. I recommend Zebra crosswalk striping, stop bars at all three legs for vehicles to stop behind, advanced pedestrian warning signs, advanced pedestrian pavement markings, crosswalk signage at the intersection and the common plastic signs which are placed in the center of the roadway stating "State Law Yield to Pedestrians."

Striping and signage improvements for vehicles traveling southbound on 6th Street should include at a minimum: dashed then transition to solid white stripes dividing the left and right turn lanes, solid white stripes dividing the vehicle travel lanes and the on-street parking, left and right turn arrows marked on the roadway (two in each lane), and Stop Ahead indicated by both pavement markings in both lanes and signage on both sides of the roadway. These improvements should help make law-abiding drivers more aware of the upcoming intersection and to drive safely.

#4

Jeremy Carter

From: Jon Hollander
Sent: Monday, August 16, 2010 5:03 PM
To: Jeremy Carter
Cc: 'GVerWeyst@jlclark.com'
Subject: FW: 6th St. & 23rd Ave.
Attachments: scan.pdf

Jeremy,
Please track this incident and get accident history at this location. Let's see if there is something we can do that makes sense.
Jon

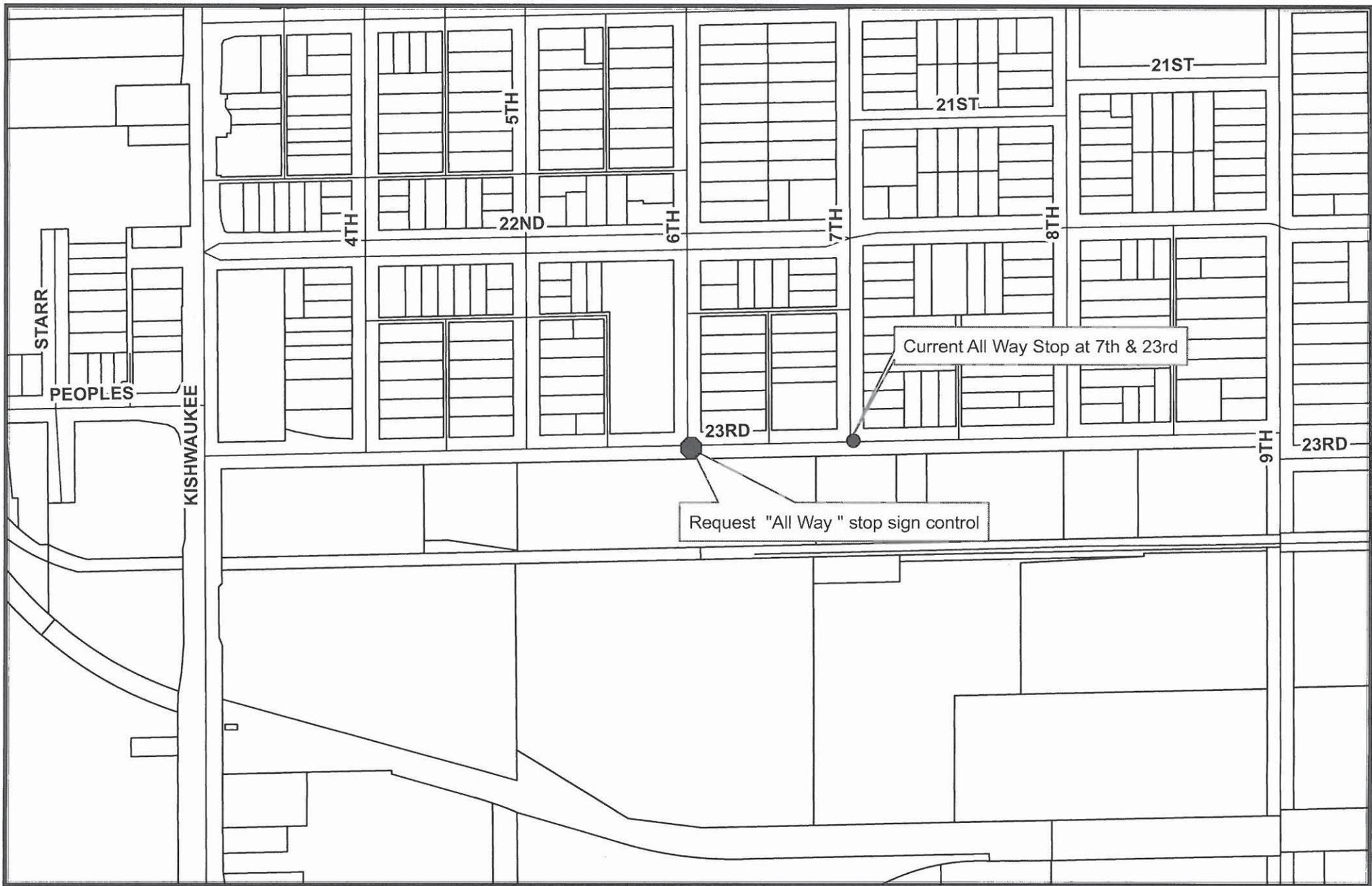
From: GVerWeyst@jlclark.com [mailto:GVerWeyst@jlclark.com]
Sent: Monday, August 16, 2010 4:25 PM
To: Jon Hollander
Subject: 6th St. & 23rd Ave.

Jon,
As we discussed during our phone conversation today, there was another accident on Sunday at the corner of 6th St. & 23rd Ave. which took out the Guard Rail in front of the J.L. Clark plant as well as a PIV Indicator Valve Box and a telephone connection box. The vehicle then proceeded to almost hit the side of the J.L. Clark plant and exited the property by driving between 2 other trees. The police have not been able to locate the vehicle. This is the 2nd accident that has caused damage to the J.L. Clark property in the last 3 months. The earlier accident wiped out the cement column that held our light poll in front of the main entrance and this has been replaced.

In our discussion we mentioned several ideas for improving this intersection from blinking lights, speed bumps on 6th St. just in front of the Day Care to the north, installing a 3-way stop, etc. However, none of these will be effective when they come speeding down 6th street at a very high rate of speed. I am attaching the police report from yesterday's accident for you to review and would appreciate you looking into what the city can do to improve this intersection. If you would need me to bring this up or further discuss this at any committee meeting, I'm am available to do so.

Gordon E. VerWeyst
Director of Engineering & Metal Prod. Dev.
J.L. Clark
815-961-5674- Office
815-505-4614- Cell
815-966-5876- Fax

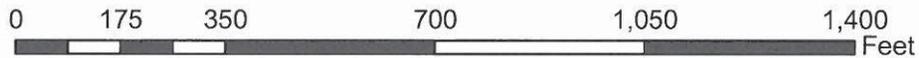
 Please consider the environment before printing this e-mail.



Request to repeal current 6th St. stop sign control and replace with all-way stop sign control Ward 6



City of Rockford
Public Works
Engineering Services



#4

9/7/10

1

#4

Form T.C.-2 Date, Day 8/26/10 Thursday
 Location 6th St and 23rd Ave Hours: 4 Hrs 6:30 am 8:30 am
 Counted By Lane Ury AM/ 3:30 pm 5:30 pm
 Weather Clear 60s STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF TRAFFIC SURVEY

Hour Beginning	Traffic From North				Traffic From South				Total North/South	Traffic From East				Traffic From West				Total East/West	Grand Total
	Route	Going			Route	Going				Route	Going			Route	Going				
AM	West	South	East	Total	West	North	East	Total		North	West	South	Total	North	East	South	Total		
6:30-7:00	18	0	77	95	0	0	0	0	95	0	14	0	14	0	15	0	15	29	124
7:00-7:30	16	0	74	90	0	0	0	0	90	0	20	0	20	0	9	0	9	29	119
7:30-8:00	20	0	108	128	0	0	0	0	128	0	29	0	29	0	18	0	18	47	175
8:00-8:30	12	0	97	109	0	0	0	0	109	0	9	0	9	0	16	0	16	25	134
PM																			
3:30-4:00	13	0	127	140	0	0	0	0	140	0	31	0	31	0	43	0	43	74	214
4:00-4:30	15	0	129	144	0	0	0	0	144	0	13	0	13	0	31	0	31	44	188
4:30-5:00	16	0	127	143	0	0	0	0	143	1	20	0	21	0	32	0	32	53	196
5:00-5:30	13	0	141	154	0	0	0	0	154	0	28	0	28	0	35	0	35	63	217
Max 6 hr Av																			
TOTAL	123	0	880	1003	0	0	0	0	1003	1	164	0	165	0	199	0	199	364	1367

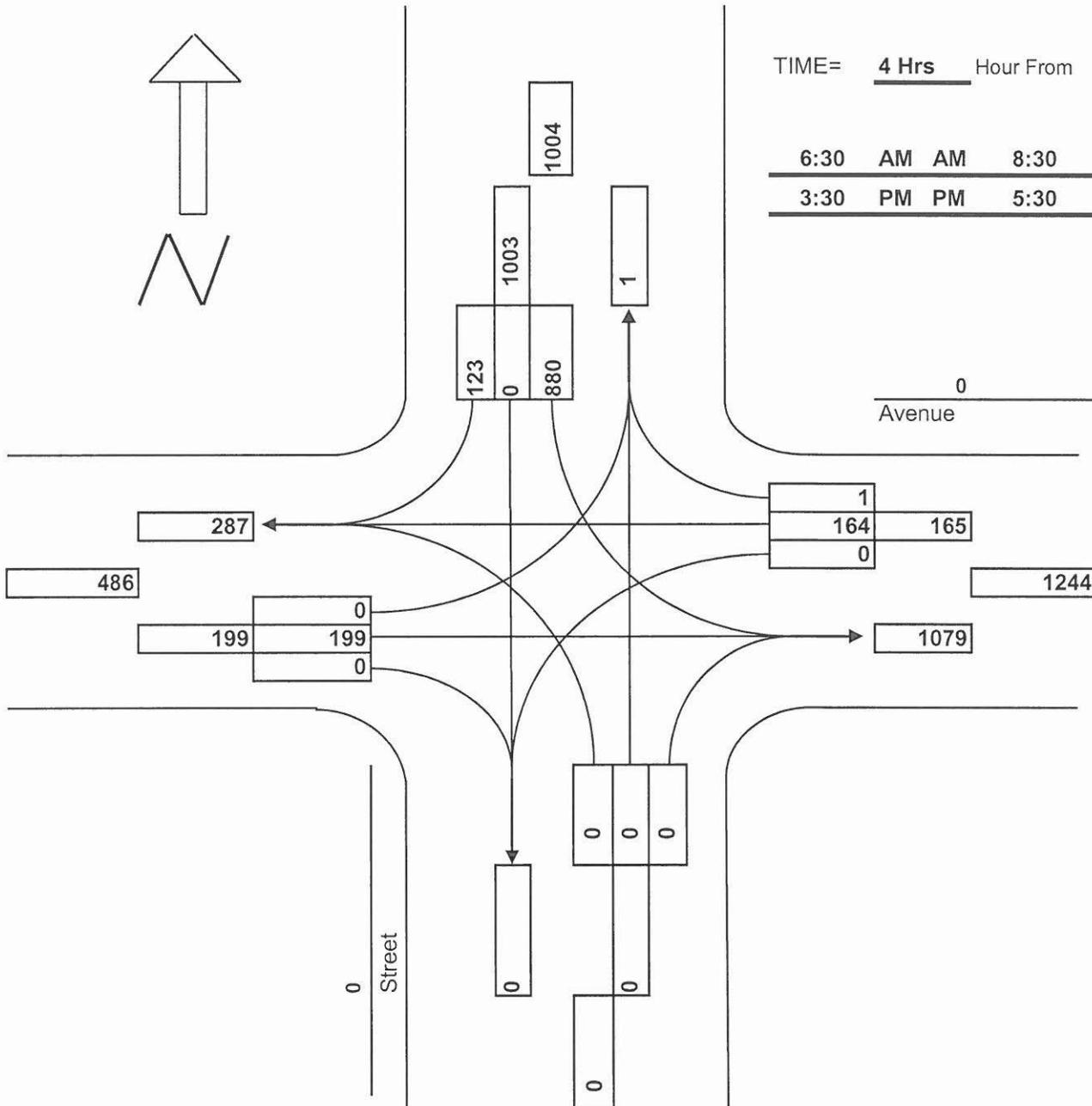
Remarks: southbound one way 6th St stops at 23rd ave. 23rd Ave has no stop signs. computed by: Lane Ury/
sheet 1 of 2

#4

CITY OF ROCKFORD
 DEPARTMENT OF PUBLIC WORKS
VEHICLE TURNING VOLUME
GRAPHIC SUMMARY SHEET

LOCATION: 6th St and 23rd Ave

DATE: 8/26/2010



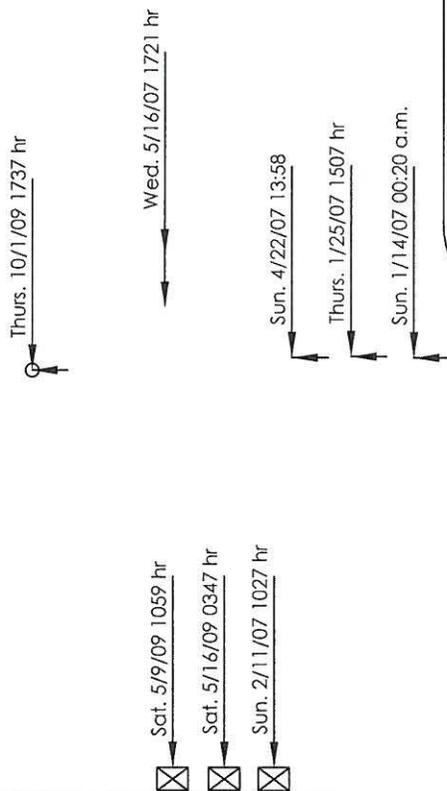
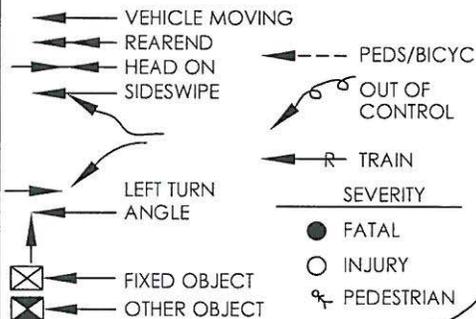
REMARKS: southbound one way 6th St stops at 23rd ave. 23rd Ave has no stop signs.
there is stop sign 1block east

TRAFFIC DIVISION
COLLISION DIAGRAM

INTERSECTION OF 23RD AVENUE AND 6TH STREET
PERIOD COVERED 2007 TO JULY 2010
COMPILED BY KN DRAWN BY SS DATE 09/08/10

1

LEGEND



Guard Rail

23rd AVENUE

COLLISION TYPE	2007				2008				2009				2010							
	FATAL	INJ	PDO	TOTAL																
REAR END			1	1																
ANGLE			3	3																
HEAD-ON																				
FIXED OBJECT			1	1						2	1	3								
SIDESWIPE																				
OVERTURN																				
OTHER OBJECT																				
PEDS/VEH																				
LEFT TURN																				
TOTAL			5	5						2	1	3								
NUMBER OF TOTAL	5				0				3				0							



July 22, 2013

923 23rd Avenue | Rockford, IL 61104
T > 815.962.8861 | F > 815.962.9618

City of Rockford Traffic Commission

425 East State Street

Rockford, IL 61104

City of Rockford Traffic Commission:

This is a request being made by J.L. Clark, located at 923 23rd Avenue, Rockford, IL, 61104, for an "all way stop" at the intersection of 6th Street and 23rd Avenue.

J.L. Clark's Metal facility has resided at 923 23rd Avenue, and has for approximately 94 years. Our Plastics facility resides at 1109 23rd Avenue. J.L. Clark is a manufacturing company that employees 221 full time employees, and at this time 30 temporary employees. Our employees often have to walk between these two facilities via 23rd Avenue. J.L. Clark also owns a visitors parking lot which is located on the Northeast corner of 6th Street and 23rd Avenue. Visitors, customers and vendors cross at the intersection of 6th Street and 23rd Avenue to enter the front entrance of our main building.

Currently there is a stop sign on 6th Street at the intersection of 6th Street and 23rd Avenue, but not one on 23rd Avenue. We are requesting this intersection be made into an "all way stop". A guard rail has been installed (see attached photos) at the edge of our property with a sign stating "cross traffic does not stop". "Cross traffic does not stop" signs are also mounted on the stop sign poles on 6th Street.

However, the posted signs do not seem to be effective. Issues are as follows:

1. Traffic heading South on 6th Street does not realize the traffic on 23rd Avenue does not have to stop so once they stop at the corner of 6th and 23rd they proceed through the intersection causing numerous "near misses" every single week. As this is the cross street from our customers and vendors who park in our customer parking lot on the Northeast corner, the situation is a dangerous one.
2. Accidents happening at the intersection of 6th Street and 23rd end up either at our front door or in our front yard. While the guard rail slows the impact, it does not keep the vehicles from coming to a stop in our front property. While some of these accidents are reported, not all are reported.



powerful

packaging

www.ilclark.com

We have come to work in the morning to find tire tracks and car parts in our front lawn. The guard rail covers part of the front area but obviously cannot cover the entire area. As J.L. Clark employees, and customers when touring both facilities, walk from the Metals facility, at 923 23rd, down to the Plastics facility at 1109 23rd, they are in the direct path of vehicles of this dangerous intersection.

3. Accidents have happened that have been reported but also happen that are never reported. The guard rail has been damaged, bent and replaced. One accident took out the stop signs whereby we had call to have the "cross traffic does not stop" signs re-installed. One vehicular accident (*hit and run*) came up in our front yard and took out our sprinkler system PIV valve, destroyed a telephone connection and hit the front wall of the building.

In reviewing this intersection:

6th Street and 23rd Avenue

Northeast Corner: Parking lot owned by J.L. Clark for customers and vendors

Northwest Corner: Rockford Day Care with parking along 6th Street for parents to drop off and pick up children

South Side of 23rd Avenue: J.L. Clark Metals Manufacturing Facility

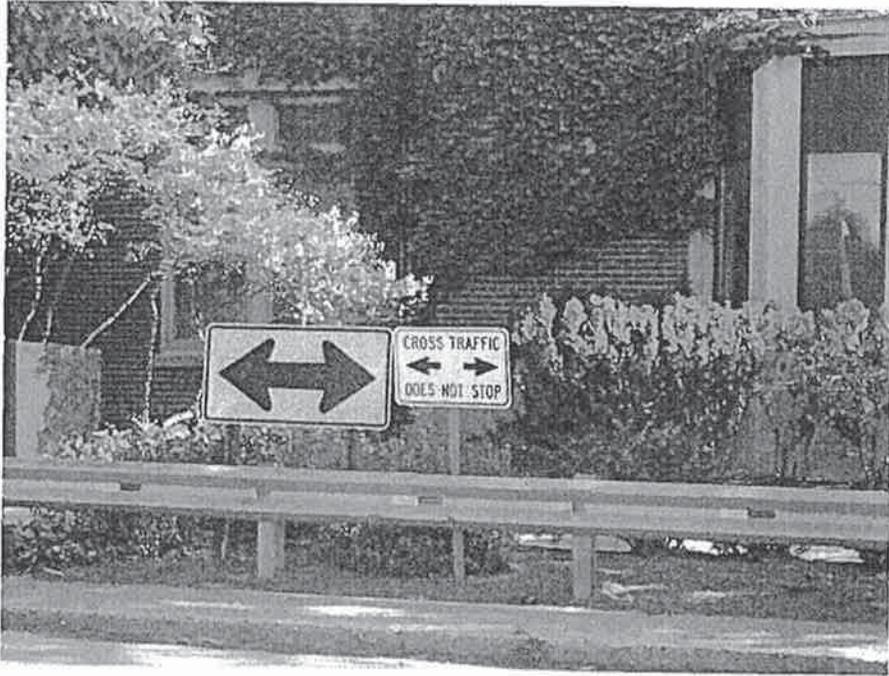
In reviewing the issues:

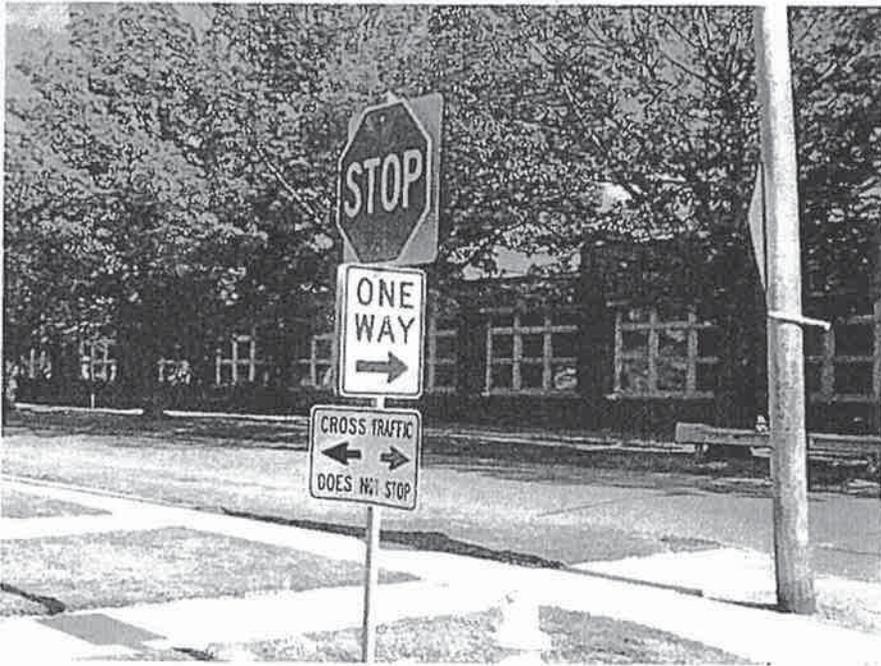
While signs are posted that "cross traffic does not stop", they are not noticed or are ignored. There is an extremely high amount of "near misses" due to those traveling South on 6th Street believing the cross traffic will be stopping. There are reported and unreported accidents causing damage to the guard rail, building, yard, etc. The situation is dangerous for customers and vendors crossing at the intersection of 6th Street and 23rd Avenue. An "all way stop" would alleviate these conditions and the current situation.

If you have any questions or we can be of any assistance or supply any additional information you can contact us via the following:

Walt Pietruch, VP Operations wpietruch@jlclark.com 815-961-5613

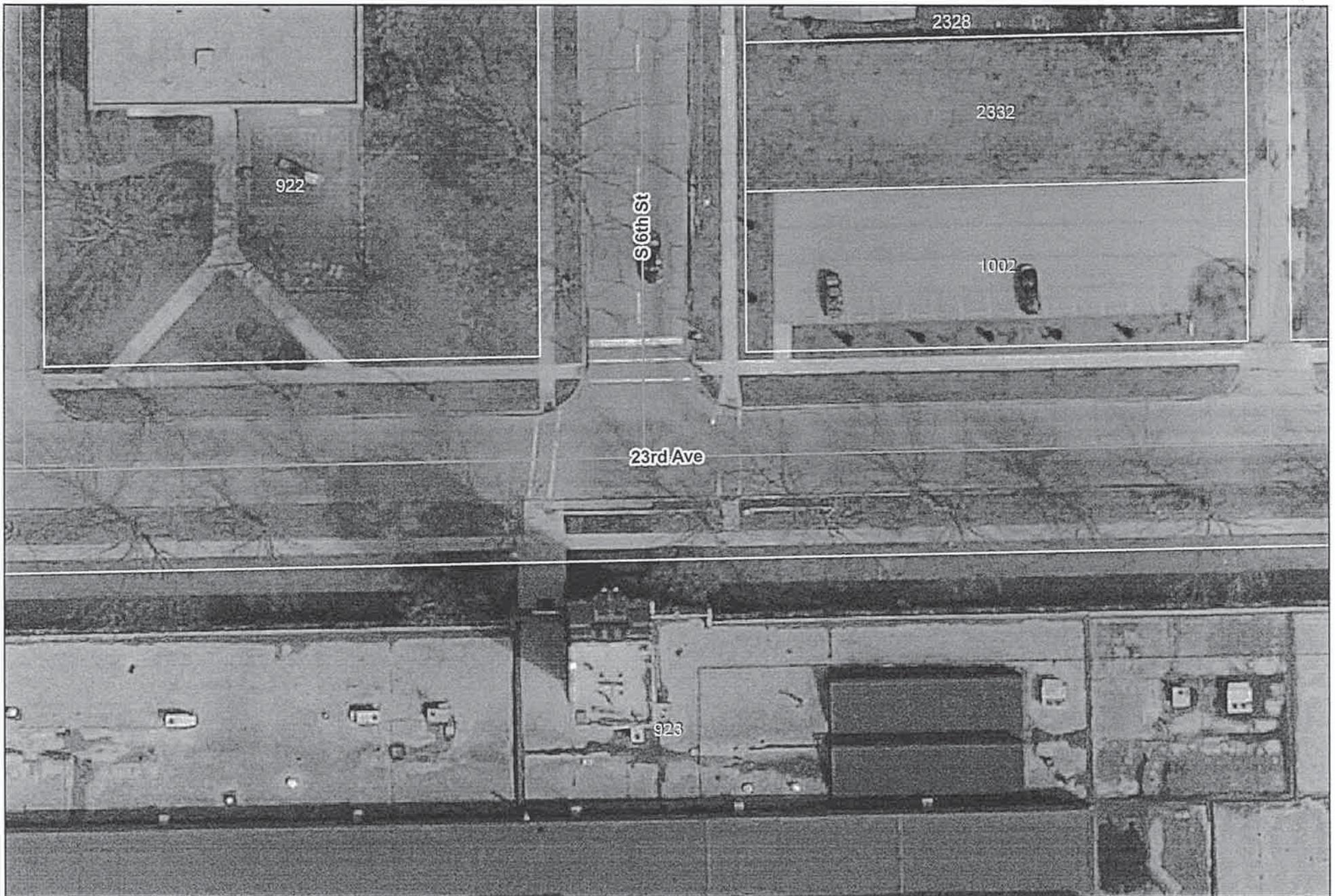
Mary Beaver, Executive Assistant maryb@jlclark.com 815-961-5721







This accident completely destroyed the front cement light post, which we had to replace at our cost.



City of Rockford
Public Works
Engineering Division

Request to establish stop control at the intersection of
S. 6th Street and 23rd Avenue.
Ward 11



Produced: 07/23/2013
Traffic Engineering Division

Form T.C.-2 Date, Day 8/26/10 Thursday
 Location 6th St and 23rd Ave Hours: 4 Hrs 6:30 am 8:30 am
 Counted By Lane Ury AM/ Weather Clear 60s

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF TRAFFIC SURVEY

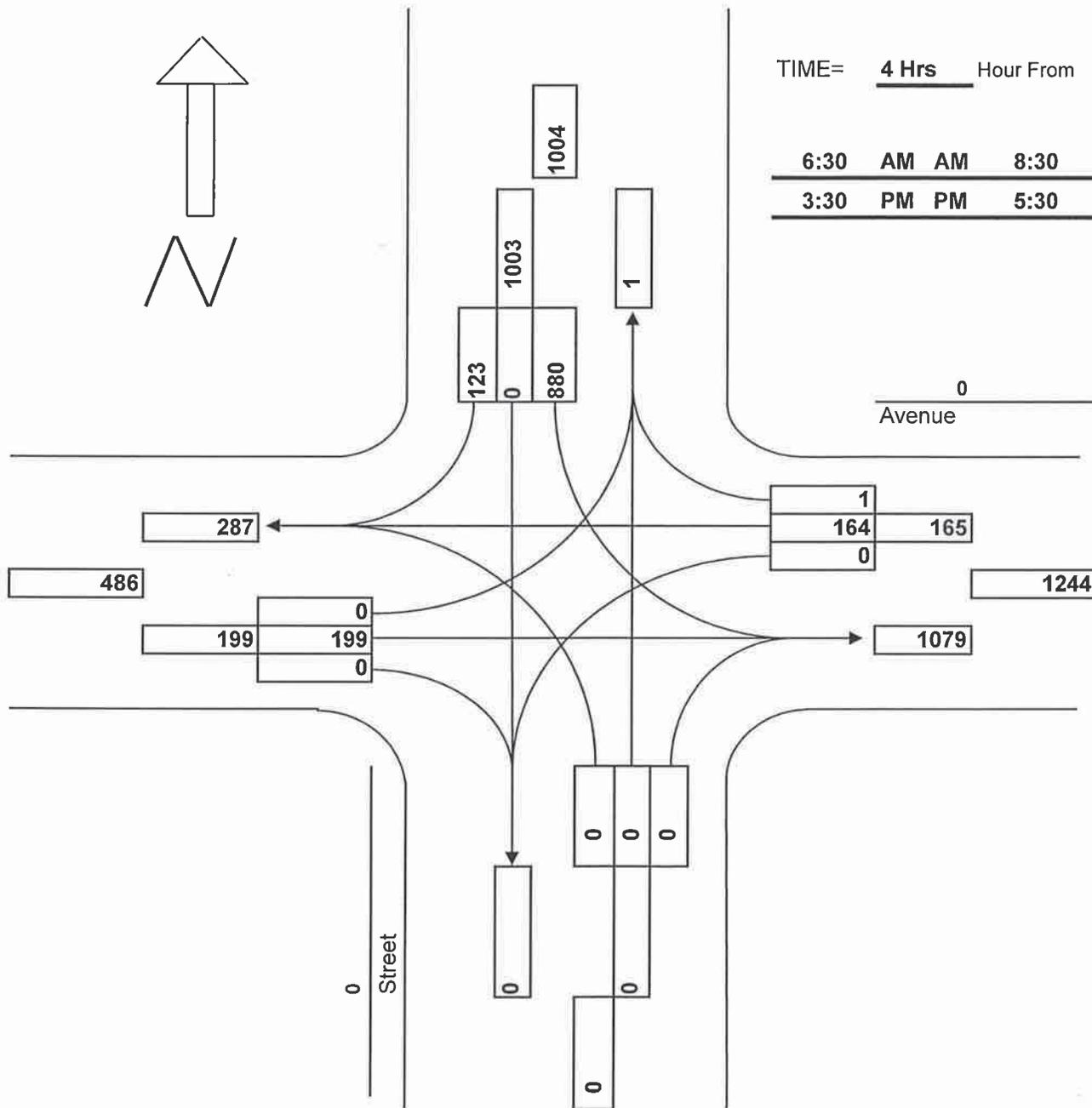
Hour Beginning	Traffic From North				Traffic From South				Total North/South	Traffic From East				Traffic From West				Total East/West	Grand Total
	Route	Going			Route	Going				Route	Going			Route	Going				
AM	West	South	East	Total	West	North	East	Total		North	West	South	Total	North	East	South	Total		
6:30-7:00	18	0	77	95	0	0	0	0	95	0	14	0	14	0	15	0	15	29	124
7:00-7:30	16	0	74	90	0	0	0	0	90	0	20	0	20	0	9	0	9	29	119
7:30-8:00	20	0	108	128	0	0	0	0	128	0	29	0	29	0	18	0	18	47	175
8:00-8:30	12	0	97	109	0	0	0	0	109	0	9	0	9	0	16	0	16	25	134
PM																			
3:30-4:00	13	0	127	140	0	0	0	0	140	0	31	0	31	0	43	0	43	74	214
4:00-4:30	15	0	129	144	0	0	0	0	144	0	13	0	13	0	31	0	31	44	188
4:30-5:00	16	0	127	143	0	0	0	0	143	1	20	0	21	0	32	0	32	53	196
5:00-5:30	13	0	141	154	0	0	0	0	154	0	28	0	28	0	35	0	35	63	217
Max 6 hr Av																			
TOTAL	123	0	880	1003	0	0	0	0	1003	1	164	0	165	0	199	0	199	364	1367

Remarks: southbound one way 6th St stops at 23rd ave. 23rd Ave has no stop signs. computed by: Lane Ury/
sheet 1 of 2

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS
VEHICLE TURNING VOLUME
GRAPHIC SUMMARY SHEET

LOCATION: 6th St and 23rd Ave

DATE: 8/26/2010

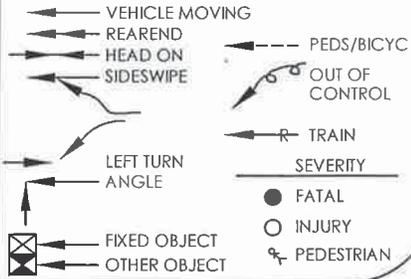


REMARKS: southbound one way 6th St stops at 23rd ave. 23rd Ave has no stop signs.
there is stop sign 1block east

TRAFFIC DIVISION
COLLISION DIAGRAM

INTERSECTION OF 23RD AVENUE AND 6th STREET
PERIOD COVERED JULY 1, 2010 TO JULY 1, 2013
COMPILED AND DRAWN BY JAG DATE 7/22/2013

LEGEND



08/15/2010 HR 1304

6TH STREET



23RD AVENUE

COLLISION TYPE	2010				2011				2012				2013				TOTAL			
	FATAL	INJ	PDO	TOTAL																
REAR END																				
ANGLE			1	1															1	1
HEAD-ON																				
FIXED OBJECT																				
SIDESWIPE																				
OVERTURN																				
OTHER OBJECT																				
PEDS/VEH																				
LEFT TURN																				
TOTAL																				
NUMBER OF TOTAL	1				0				0				0				1			

Pablo Solares

From: Kelly Nokes
Sent: Wednesday, August 15, 2018 1:36 PM
To: Jeremy Carter; Pablo Solares
Subject: FW: Parking issues on Sablewood

It appears all these complexes have off street parking so I would say the no parking 10p-6a probably?
 Pablo can you enter the request below onto traffic commission for September?

Thanks!

From: Jeremy Carter
Sent: Tuesday, August 14, 2018 8:23 AM
To: Kelly Nokes <Kelly.Nokes@rockfordil.gov>
Cc: Mark Stockman <Mark.Stockman@rockfordil.gov>
Subject: Fwd: Parking issues on Sablewood

Thoughts

Jeremy Carter
 City of Rockford
 Traffic Engineer
 Sent from my iPhone

Begin forwarded message:

From: Thomas McNamara <Thomas.McNamara@rockfordil.gov>
Date: August 13, 2018 at 8:19:39 PM CDT
To: Bill Rose <Bill.Rose@rockfordil.gov>
Cc: Brian Squires <Brian.Squires@rockfordil.gov>, Wester Wuori <Wester.Wuori@rockfordil.gov>, Jeremy Carter <Jeremy.Carter@rockfordil.gov>
Subject: Re: Parking issues on Sablewood

Bill,

Great idea! I will let you and Jeremy decide which option but will certainly support your efforts!

Thank you,
 Tom

Tom McNamara
 C) 815.262.6734

On Aug 13, 2018, at 6:07 PM, Bill Rose <Bill.Rose@rockfordil.gov> wrote:

Mayor and Gentlemen,

I believe we are all aware of the criminal activity that has caused the 4th murder in less than 16 months along the area of Sablewood. Numerous times I am being told by residents that block parties occur when an outside person pulls up a car and starts calling up friends to party in the street.

After conversation with Officer Squires and area residents, we believe we could help our police department by offering one of two options:

A: Having the area a No Parking Zone after 10 PM

Or

B: Parking by Resident Permit Only

Either one of these would assist the RPD in getting cars towed, ending these street parties before they get out of hand. It also alleviates the use of controversial loitering laws that often are overturned in courts.

Jeremy, I would like one of the following to be entered into the traffic commission for area along Sablewood, Sitka Lane and Chatham Rd.

Thank you,

Bill Rose
9th Ward Alderman

Sent from my iPad



Parking Ordinances

- NO PARKING ANYTIME
- NO PARKING CERTAIN TIMES

Request to establish a parking restriction of “No Parking 10pm to 6am” on the both sides of Sablewood Drive from Halsted Road south to the end of Sablewood Drive
Ward 9

Pablo Solares

From: Jeremy Carter
Sent: Monday, September 24, 2018 7:08 PM
To: Pablo Solares
Cc: Kerry Lin
Subject: Fwd: Request

We will need to place this on the October TC Agenda.

Jeremy Carter
City of Rockford
Traffic Engineer
Sent from my iPhone

Begin forwarded message:

From: Dyanna Walker <dyannachandler@yahoo.com>
Date: September 24, 2018 at 6:58:29 PM CDT
To: JEREMY CARTER - COR/PW <jeremy.carter@rockfordil.gov>
Subject: Request
Reply-To: Dyanna Walker <dyannachandler@yahoo.com>

Good Evening:

I am corresponding to request a review of parking on my street. Specifically, I reside at 4929 Hampshire Close, concerned with the ability of two way parking on Governor's Drive to Hampshire Close. This is a narrow roadway, not suitable for parking on the North and South sides of the roadway, particularly during Winter months.

I appreciate your consideration.

Sincerely,

Dyanna Rose Walker
815.980.5612

This is a day that the Lord has made; let us rejoice and be glad in it.



Request to establish a parking restriction of "No Parking Anytime" on one side of Governor's Drive, Trevor Circle and Hampshire Close
Ward 14



City of Rockford
Public Works
Engineering Division



Produced: 10/02/2018
Traffic Engineering Division



Request to establish angle parking

Willard Ave

W State St

Vista Ter

Request to establish angle parking on Willard Avenue
from 30 feet north of West State Street to 125 feet north of West State Street
Ward 13

Pablo Solares

From: Jeremy Carter
Sent: Tuesday, September 25, 2018 2:58 PM
To: Pablo Solares
Subject: FW: Speed Limit on Lyford Road

Pablo-

Can you place this on the October TC Agenda?

Jeremy A. Carter, P.E.

City Traffic Engineer
 City of Rockford, Illinois
 Department of Public Works
jeremy.carter@rockfordil.gov
 (779) 348-7173 Traffic Engineering
 (779) 348-7656 Direct
 (815) 967-7058 Fax

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

From: Jim & Bev Ross [mailto:rossjb01@comcast.net]
Sent: Wednesday, September 19, 2018 4:01 PM
To: Jeremy Carter <Jeremy.Carter@rockfordil.gov>
Cc: Deb Fisher <fisherreporting@sbcglobal.net>
Subject: Speed Limit on Lyford Road

September 19, 2018

Dear Jeremy,

Al Menting had mentioned to us this week, that he has talked to you about lowering the speed limit on Lyford Road. We strongly agree with Al, that our stretch of Lyford Road has become quite a hazardous area. We agree with Al, that we think the speed limit should be 30 mph, starting at Lyford Oaks down to State street.

This area is pretty much residential down to Conehill Circle, plus The Center for Sight and Hearing on MacIntosh Lane. Then there's the city water well, the Cracker Barrel, the Baymont Inn, the Rockford Mass Transit Transfer Station, and the gas station.

The two hills on Lyford make this area very hazardous.

Coming over the south hill from the south, you come upon the driveways for the Rockford Mass Transit Station, the Baymont Inn, and the Cracker Barrel.

Coming over the north hill from the north, there are 3 driveways on the west side of Lyford, and MacIntosh Lane, where the Center for Sight and Hearing is located on the east. People entering Lyford from this area cannot see cars coming from the north on Lyford. You look and it's all clear, and pull out, and somebody almost rear ends you.

Also, people coming out on Lyford from the New Life Evangelical Lutheran Church and Cloverdale Lane cannot see cars coming on Lyford road from the south.

Thanks,
 Jim and Bev Ross

7980 Conehill Circle
Rockford, IL 61107
815-399-4149
rossjb01@comcast.net

Sent from [Mail](#) for Windows 10



Request to establish
30 mph speed limit



City of Rockford
Public Works
Engineering Division

Request to establish 30 mph speed limit on
Lyford Road from State Street to Royal Oaks Road
Ward 1



Produced: 10/02/2018
Traffic Engineering Division



Request to establish
30 mph speed limit



City of Rockford
Public Works
Engineering Division

Request to establish 30 mph speed limit on
Lyford Road from State Street to Royal Oaks Road
Accidents



Produced: 10/02/2018
Traffic Engineering Division



Request to establish
30 mph speed limit



City of Rockford
Public Works
Engineering Division

Request to establish 30 mph speed limit on
Lyford Road from State Street to Royal Oaks Road
Accidents



Produced: 10/02/2018
Traffic Engineering Division

Rockford Traffic Commission

October 10, 2018

Item #5: Request for 30mph speed limit on Lyford Road
from State Street to Royal Oaks Road

	Northbound	Southbound
Average	42.6	42.9
Standard Deviation	4.61	5.55
85th Percentile Speed	47	48
10mph Pace	38-48	38-48, 39-49 (tied)
Upper Limit of 10mph Pace	48	49
Median	43	43
Prevailing Speed	46	47
Access Control Factor		
Percent Reduction	10%	10%
Reduced Prevailing Speed	41	42
Violation Rate (30mph)	99%	97%
Violation Rate (35mph)	93%	91%
Violation Rate (40mph)	67%	68%
Violation Rate (45mph)	30%	34%

Lyford Road Northbound

44	44	41	52
48	32	48	47
32	42	48	41
45	43	48	47
40	48	41	40
46	42	43	48
40	38	49	45
49	48	47	52
32	47	46	29
47	46	40	39
46	34	44	46
39	37	47	40
39	42	38	44
40	40	47	45
41	45	43	44
47	45	44	45
44	44	38	44
45	47	42	46
38	39	47	45
43	37	35	45
43	42	42	38
37	40	37	41
46	32	44	51
43	47	38	39
40	38	38	42

Lyford Road Southbound

47	45	50	48
47	42	50	45
40	39	46	47
22	46	40	43
35	37	42	46
45	42	46	52
39	43	40	50
45	43	48	49
41	27	41	39
43	43	38	46
37	42	49	43
42	34	34	30
47	36	40	39
46	49	38	42
43	40	45	46
42	38	39	47
42	56	50	51
40	47	35	44
49	54	45	48
44	43	45	43
43	46	38	34
51	43	45	46
43	36	43	40
40	39	46	34
45	49	38	52

Pablo Solares

From: Jeremy Carter
Sent: Tuesday, September 25, 2018 2:58 PM
To: Pablo Solares
Subject: October TC Agenda Item

Pablo-
Can we place the following items on the October TC Agenda.

1. Request in the 2nd Ward, from Mike Williams with Jackson Charter School to establish a parking restriction of No Parking- Bus Stop on the south side of Benton Street from Summit Street to 215 feet east of Summit Street.

Jeremy A. Carter, P.E.

City Traffic Engineer
City of Rockford, Illinois
Department of Public Works
jeremy.carter@rockfordil.gov
(779) 348-7173 Traffic Engineering
(779) 348-7656 Direct
(815) 967-7058 Fax

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Parking Ordinances

- NO PARKING CERTAIN TIMES
- PASSENGER LOADING ZONE

Request to establish
No Parking- Bus Stop

Benton St

Summit St

PASSENGER LOADING ZONE

NO PARKING CERTAIN TIMES

Request to establish a parking restriction of No Parking- Bus Stop on the south side of Benton Street from Summit Street to 215 feet east of Summit Street
Ward 2