



ACTIVATE CHURCH + MAIN



W E L C O M E !

- The meeting will begin at 6:00 p.m. We look forward to your questions and comments!
- Please take a moment to find the Zoom chat feature on your device.
We will discuss questions and comments at the end of the presentation.

VIRTUAL OPEN HOUSE | JULY 14, 2020

MEET THE PANELISTS



Gina Trimarco AICP, LEED
TranSystems
Project Manager



Nick Mandler
TranSystems
Senior Civil Engineer



Rachael Smith AICP
The Lakota Group
Community Branding Manager



Kevin Clark PLA, AICP
The Lakota Group
Principal



Corey J. Stout P.E.
IMEG Corp.
Principal / Client Executive



Jeremy A. Carter P.E.
City of Rockford
City Traffic Engineer



Timothy Hinkens P.E.
City of Rockford
City Engineer



Kyle Saunders
City of Rockford
Director of Public Works

AGENDA

- Project Overview
- Engagement Recap
 - *Q&A and Live Poll*
- IL Route 2: Design Alternatives
 - *Q&A and Live Poll*
- Proposed Roadway Sections
- Crosswalk Options
 - *Q&A and Live Poll*
- Project Timeline
 - *Final Questions and Comments*





OPEN HOUSE OBJECTIVES

1

Provide an update on the project and the decisions that have been made to date.

2

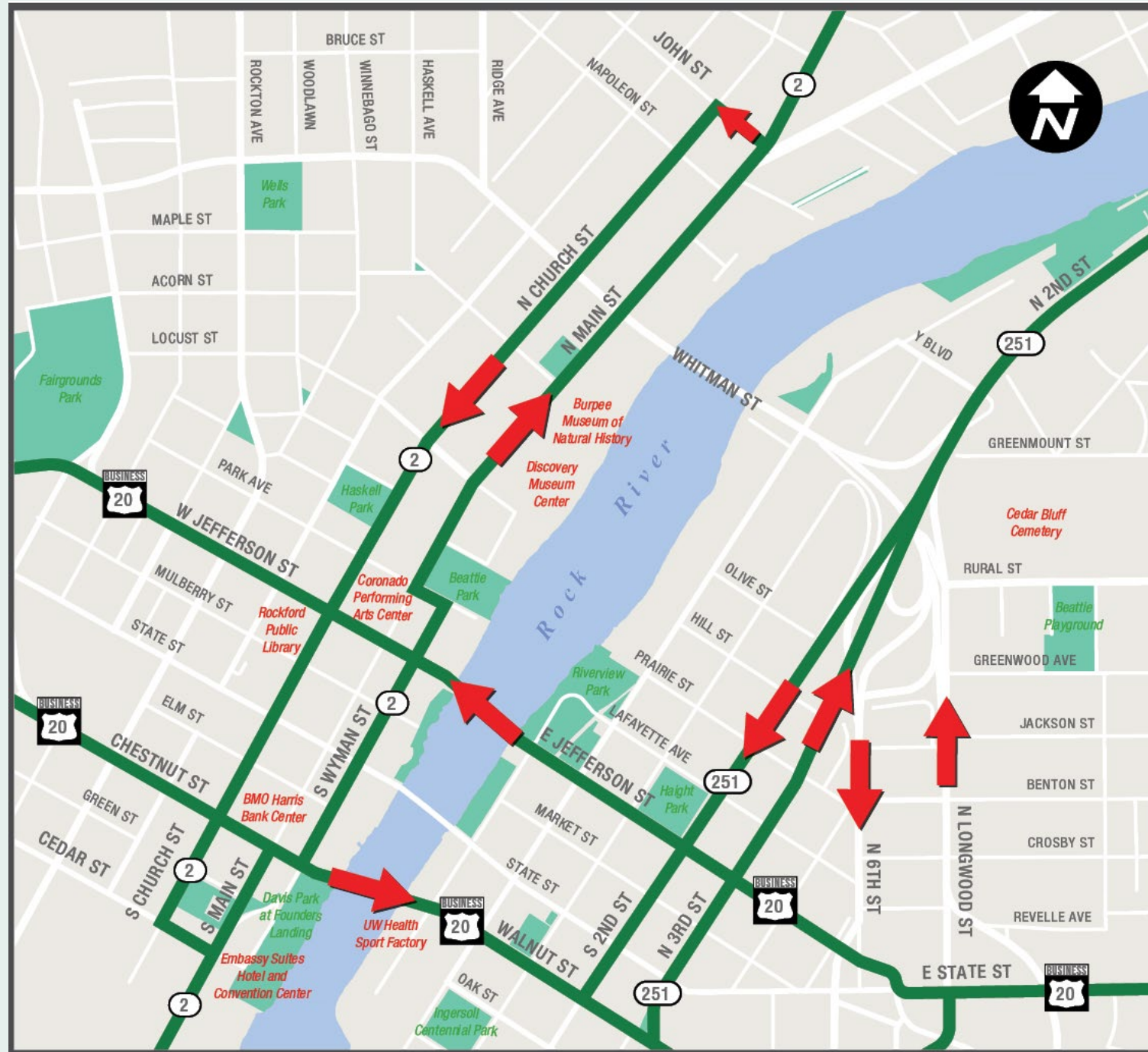
Review the project schedule and timeline for implementation.

3

Listen to stakeholder feedback and answer any questions you may have.

PROJECT UNDERSTANDING

- Study to convert Church Street to two-way (Cedar Street to John Street)
- Currently, IL State Route 2 is NB on Main Street and SB on Church Street
- Looking to shift IL Route 2 onto Church Street with options north of Whitman; Main Street would be local street
- IDOT has jurisdiction over state route; any plans need to adhere to IDOT policy and require their approval



PROJECT GOALS

- Enable economic development opportunities
- Improve mobility within Downtown Rockford, including for emergency responders
- Create a new vision and support an overall transportation network plan for the Downtown
- Encourage better pedestrian and bicycle access
- Minimize impacts to property owners
- **Get people to, not through, Downtown Rockford**



PUBLIC ENGAGEMENT RECAP

- Project Brand and Website:
 - www.ActivateChurchAndMain.com
- September 25: Focus Group Sessions held with various local organizations and residents
- November 19: First Community Open House
- December 2019 – January 2020: Online Survey following Community Open House
- *Looking ahead:*
 - *Final Community Open House Presentation upon project completion*



Visit www.ActivateChurchAndMain.com to stay involved!

OPEN HOUSE 1 + SURVEY 1: What We Heard

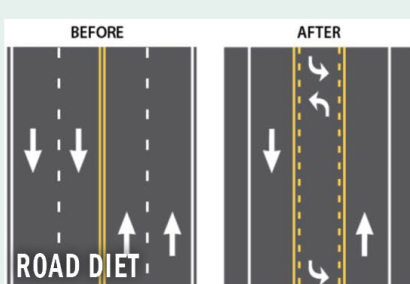
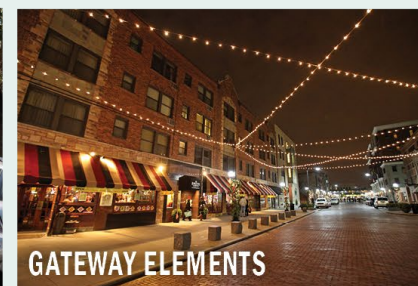
96%

OF RESPONDENTS

support converting Church Street and Main Street from one-way to two-way traffic

**SIMPLIFY WAYFINDING,
NAVIGATION, AND
ACCESS TO DOWNTOWN**

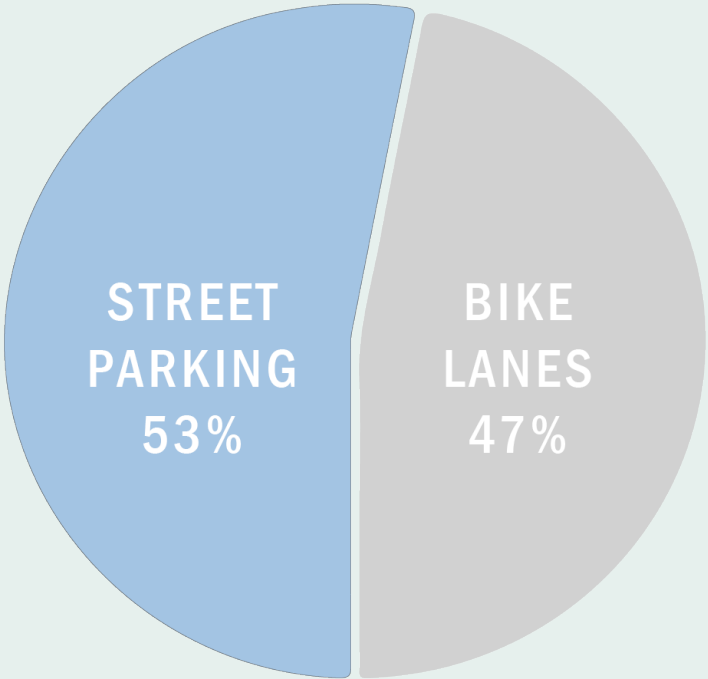
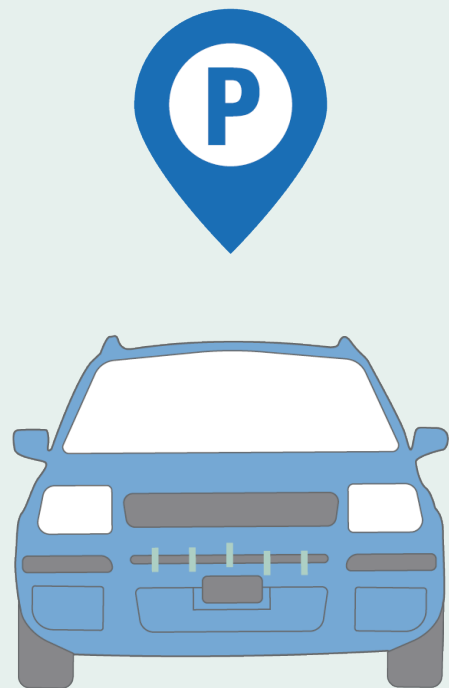
TOP IMAGES: STREETSCAPE, PEDESTRIAN SAFETY, BIKE + TRANSIT





OPEN HOUSE 1 + SURVEY 1: What We Heard

CHURCH STREET SECTION

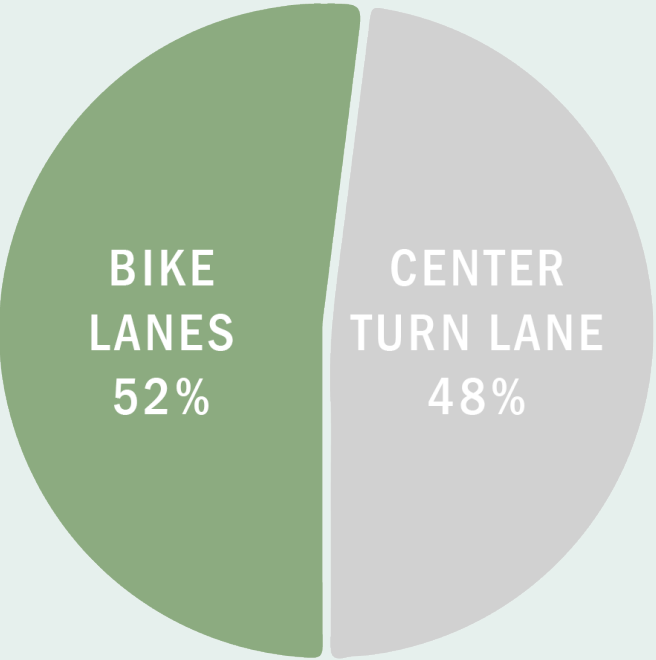


**53% PREFER
STREET PARKING
TO BIKE LANES
ON CHURCH**



OPEN HOUSE 1 + SURVEY 1: What We Heard

MAIN STREET SECTION



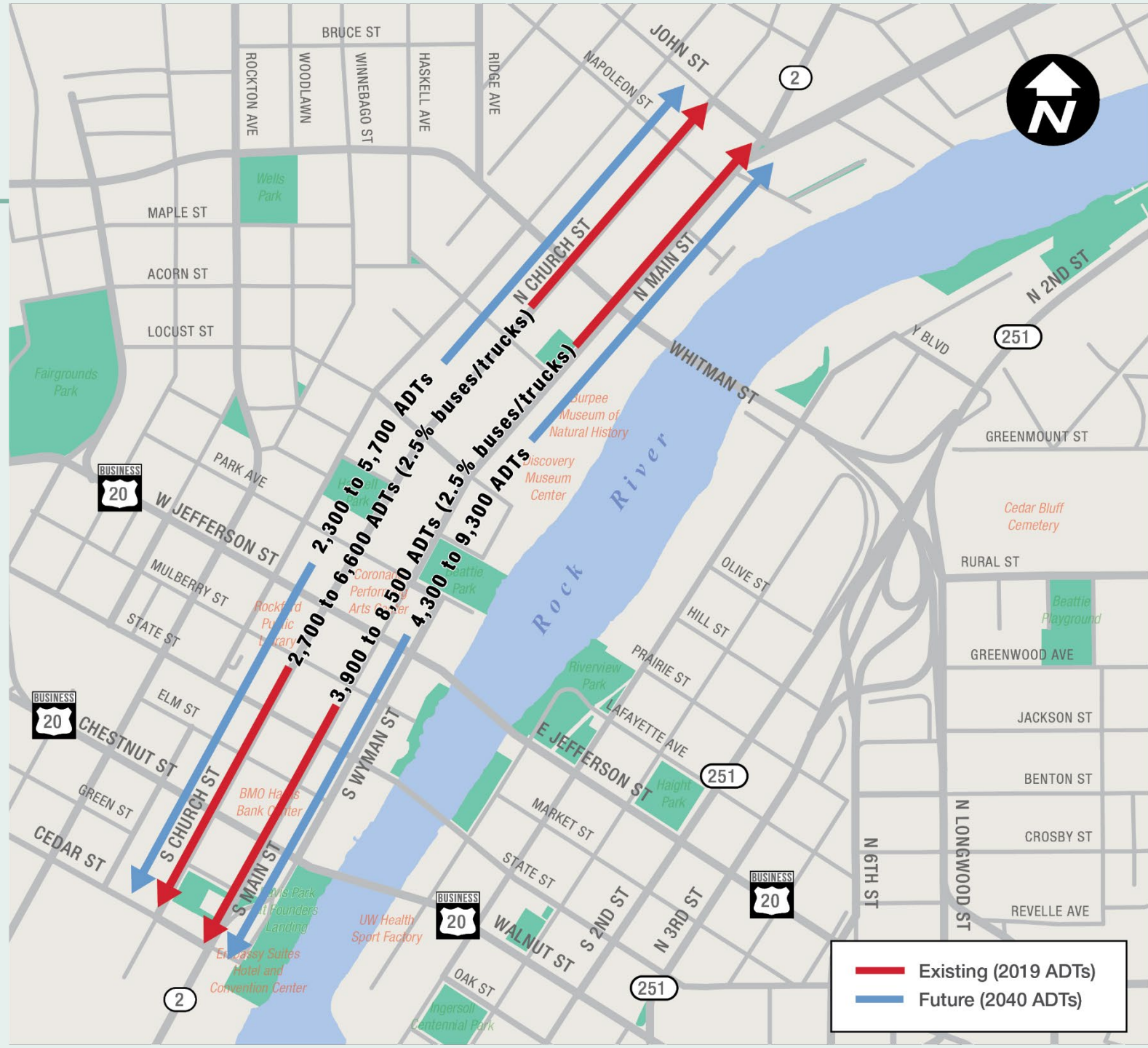
**52%
PREFER
BIKE LANES
TO CENTER
TURN LANE**



COMMENTS OR QUESTIONS?

DOWNTOWN ROCKFORD TRAFFIC CONDITIONS

- Buses/trucks represent a small percentage of existing traffic
- Church Street traffic volumes are projected to decrease after conversion
- Church Street has the capacity to handle two-way traffic



IL ROUTE 2 ALTERNATIVES STUDIED



OPTION 1: CHURCH STREET
OPTION 2: MAIN STREET

LEGEND



Existing Signalized Intersection



Existing Signed Intersection



2-Way Traffic Conversion



Possible Illinois Route 2 Corridor

IL ROUTE 2 ALTERNATIVES STUDIED

Option 1

Pros:

- Retains IL Route 2 as a more direct route
- Keeps Main Street as local road with bike treatments

Cons

- Potential impacts to single family residential areas

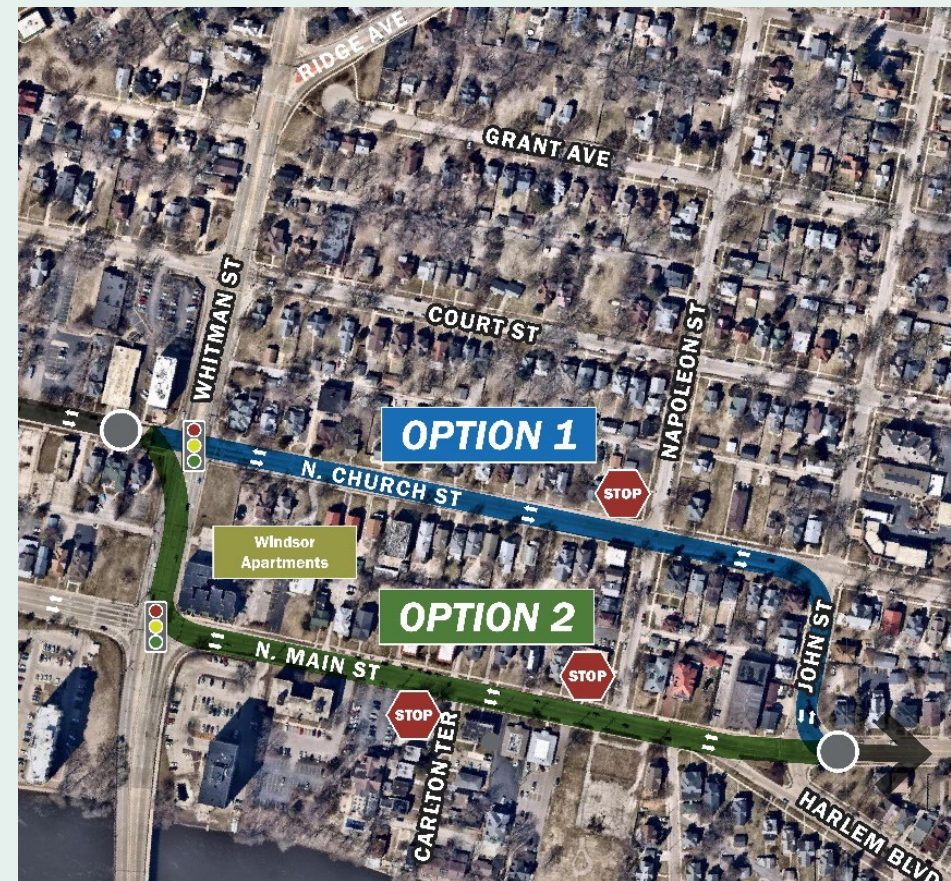
Option 2

Pros:

- More multi-family residential/institutional on Main Street

Cons:

- Prevents Main Street becoming local street between Whitman and John



OPTION 1: CHURCH STREET

OPTION 2: MAIN STREET

OPTION 1 SELECTED: Here's Why

- Option 1 was selected, which keeps the State Route on N Church Street between Whitman and John.
- Option 2 does not allow sufficient space for **truck turning movements** on Whitman between Church and Main without major impacts to properties
- The **wider Church Street cross section** between Whitman and John is more amenable for a state route
- While the residents of Church Street currently abut a State Route, the conversion from one- to two-way traffic on Church will help with **speed management**.
- Allows **Main Street**, between Cedar and John, to become a local street, with appropriate “**downtown**” design elements and **bike lanes**

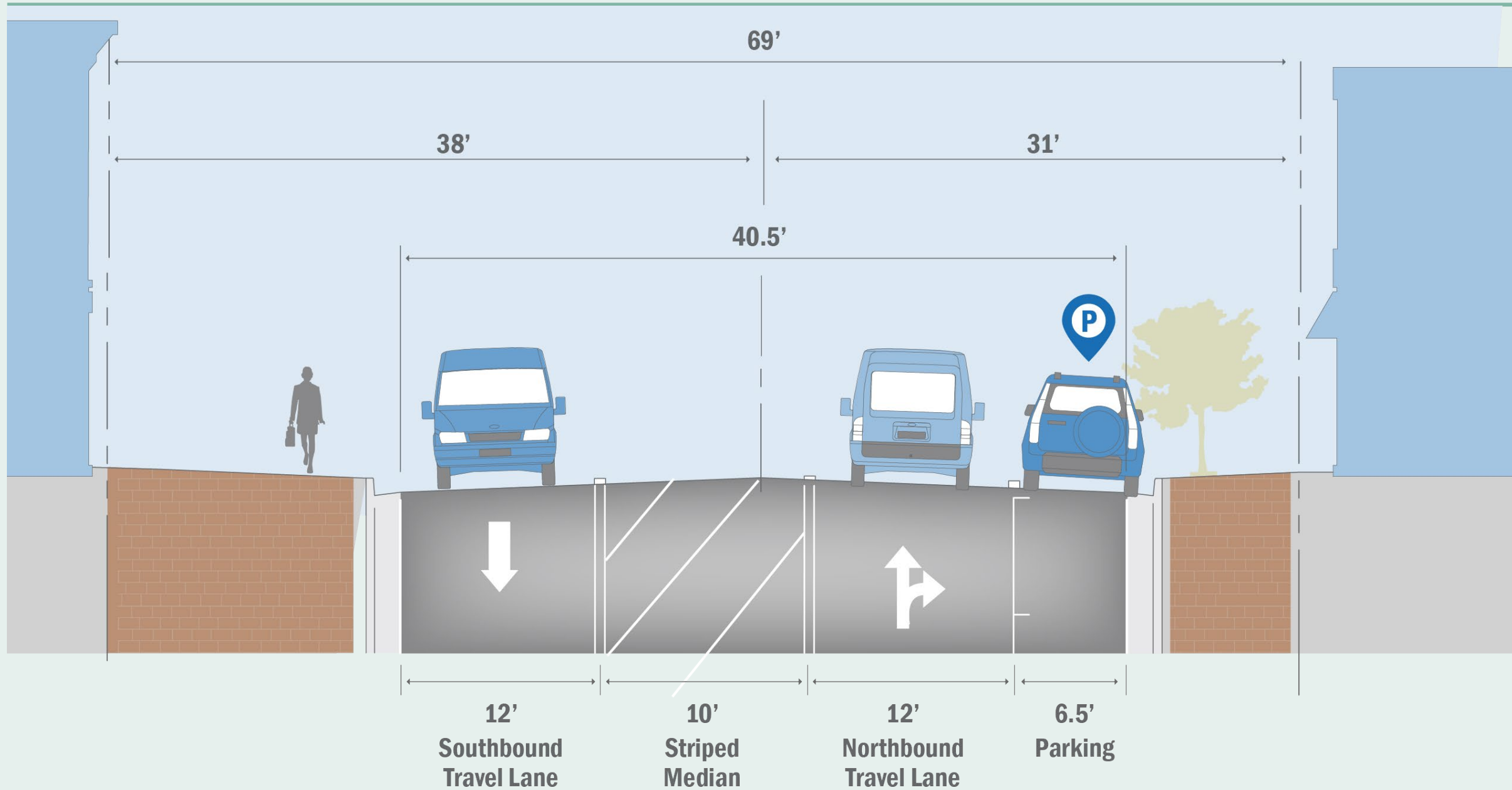


OPTION 1: CHURCH STREET

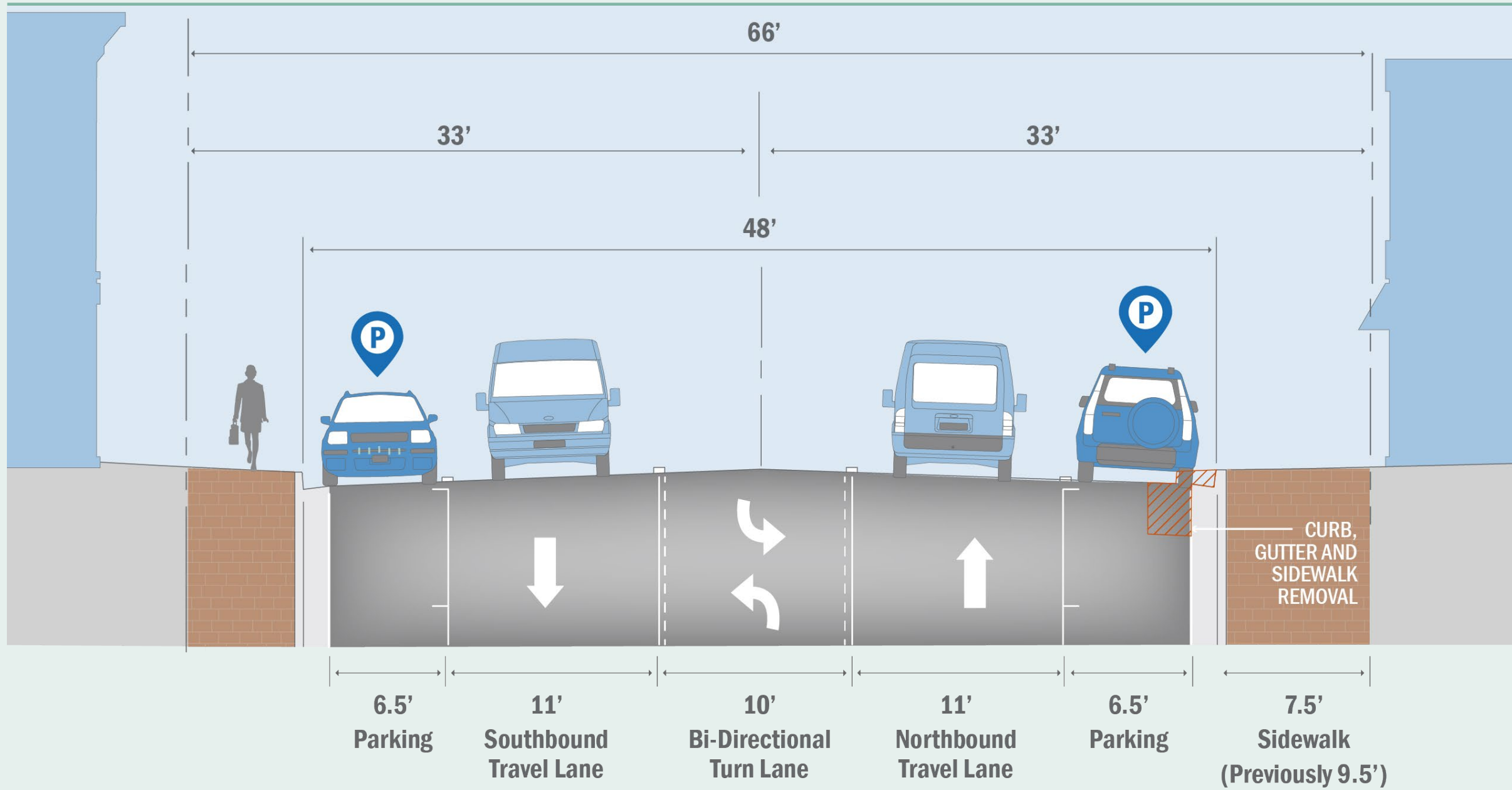


COMMENTS OR QUESTIONS?

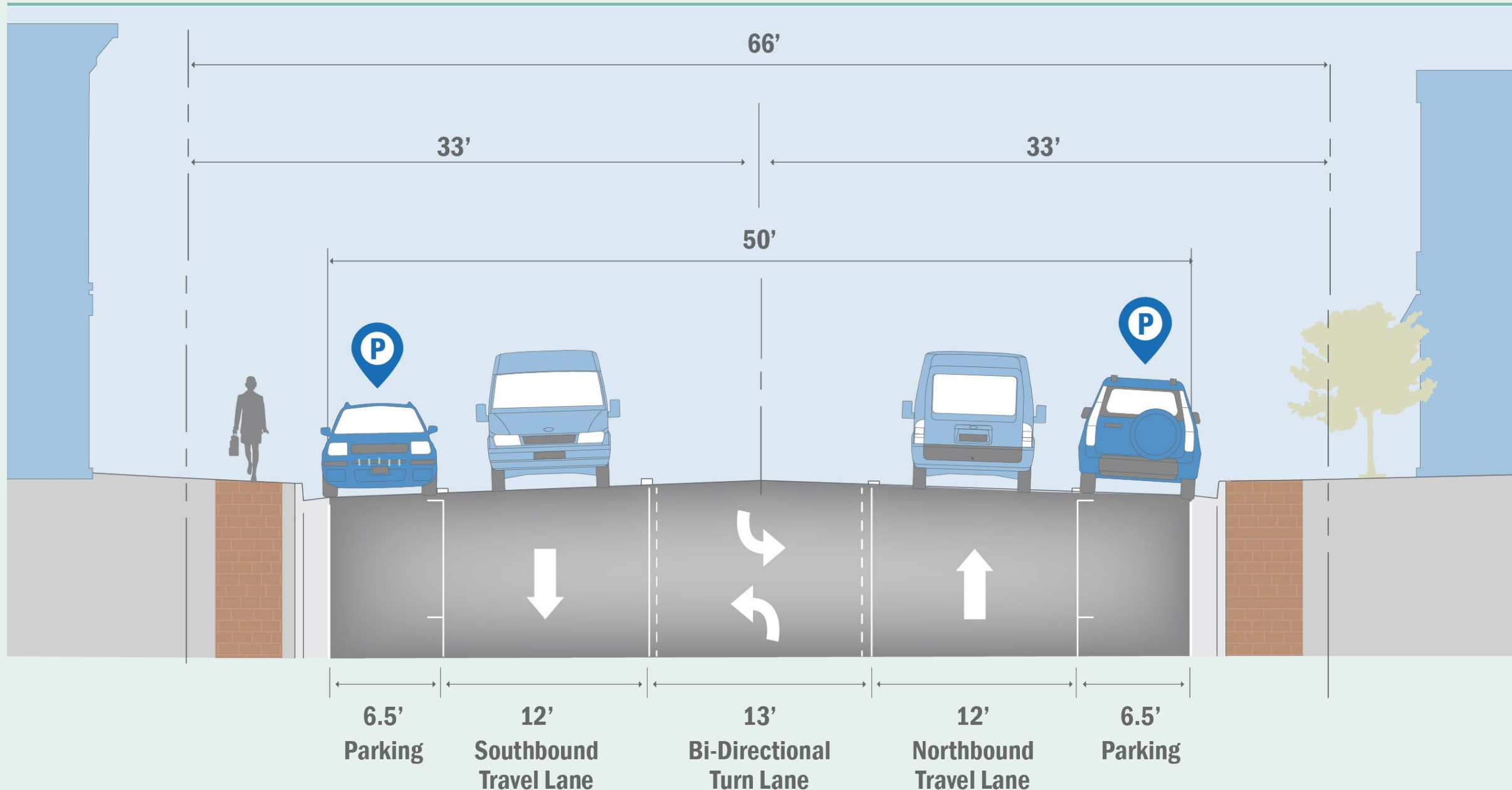
CHURCH STREET SECTION: Green to Chestnut



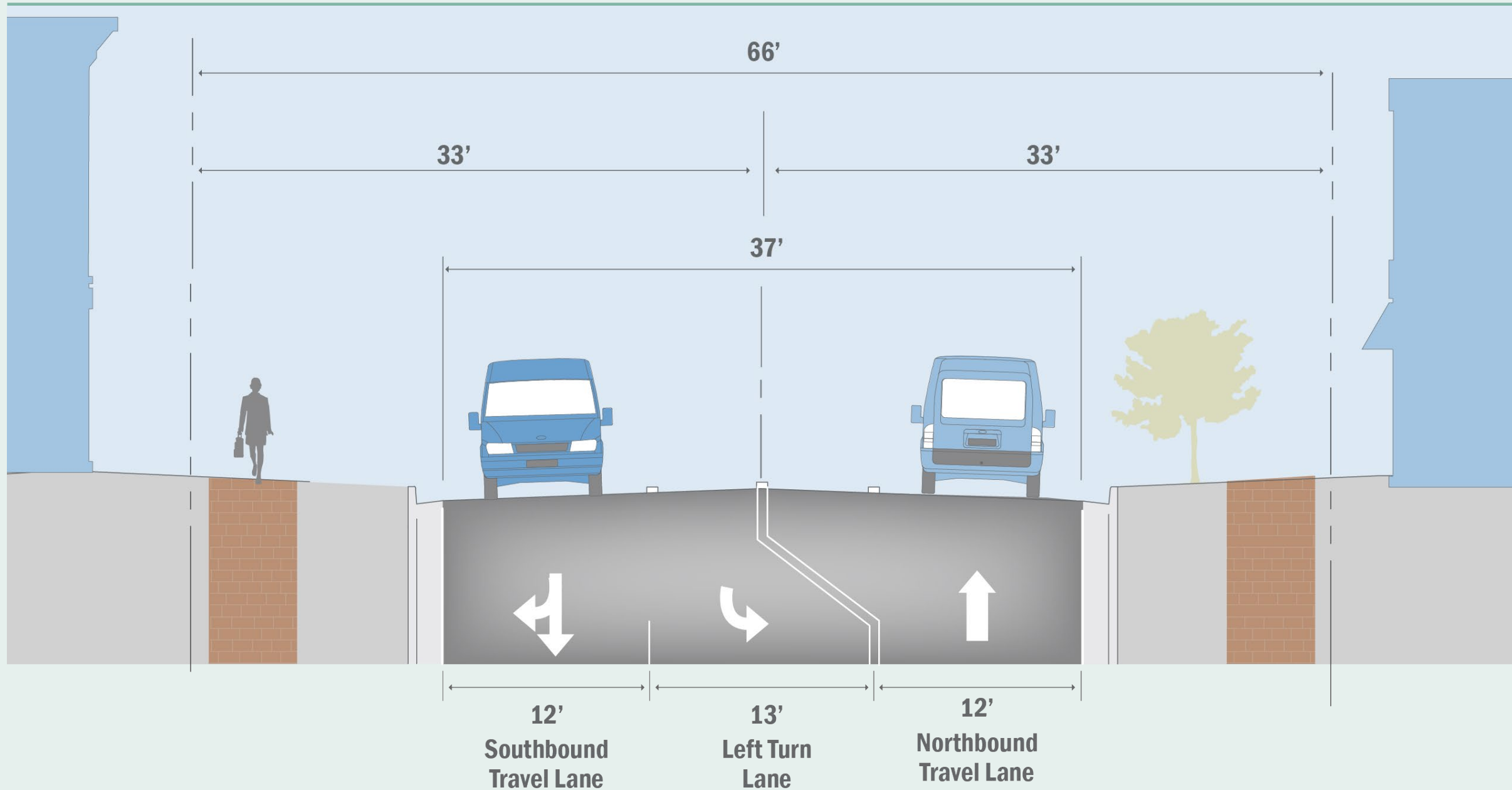
CHURCH STREET SECTION: State to Jefferson



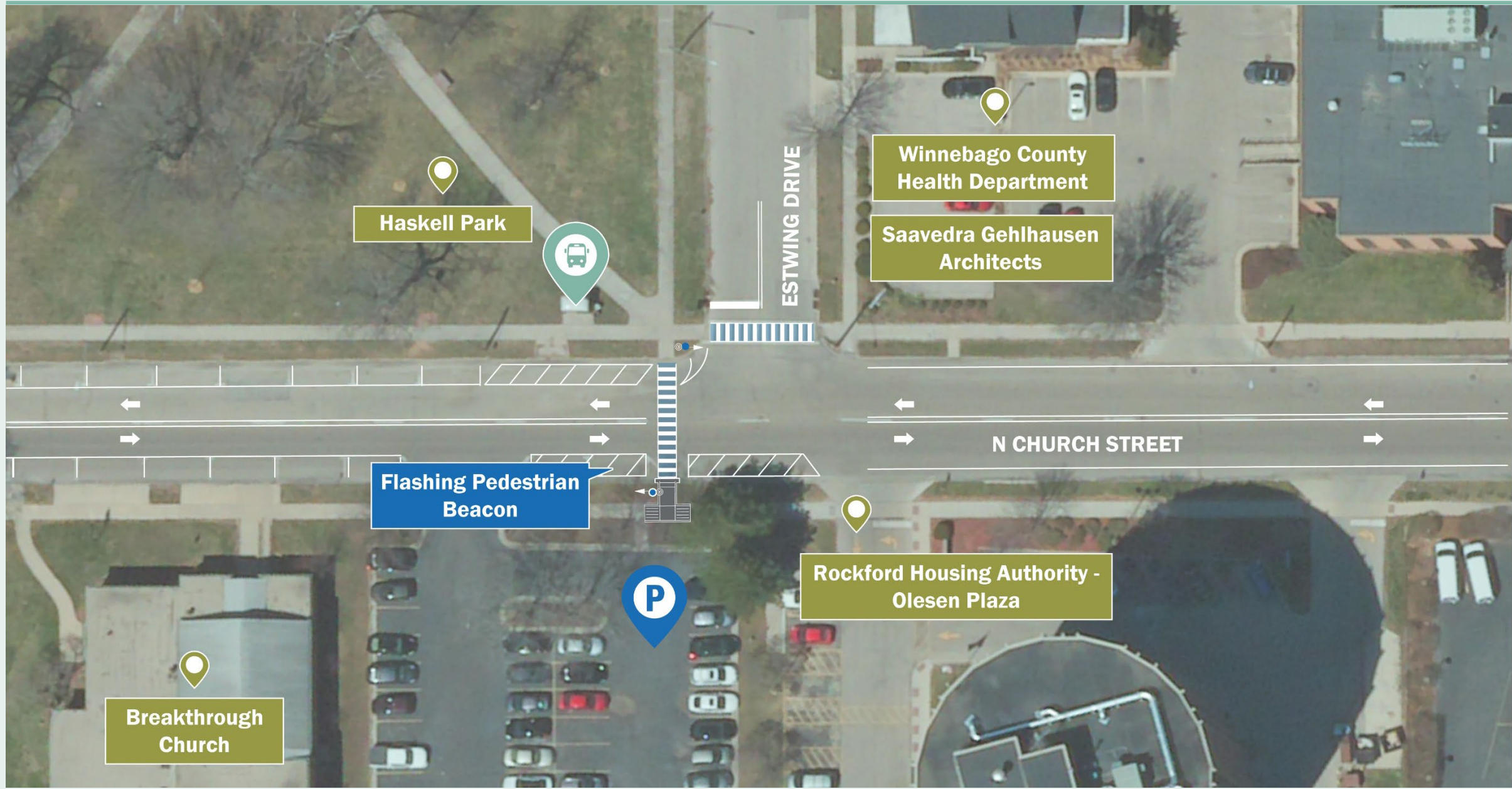
CHURCH STREET SECTION: Whitman to Napoleon



CHURCH STREET SECTION: Napoleon to John

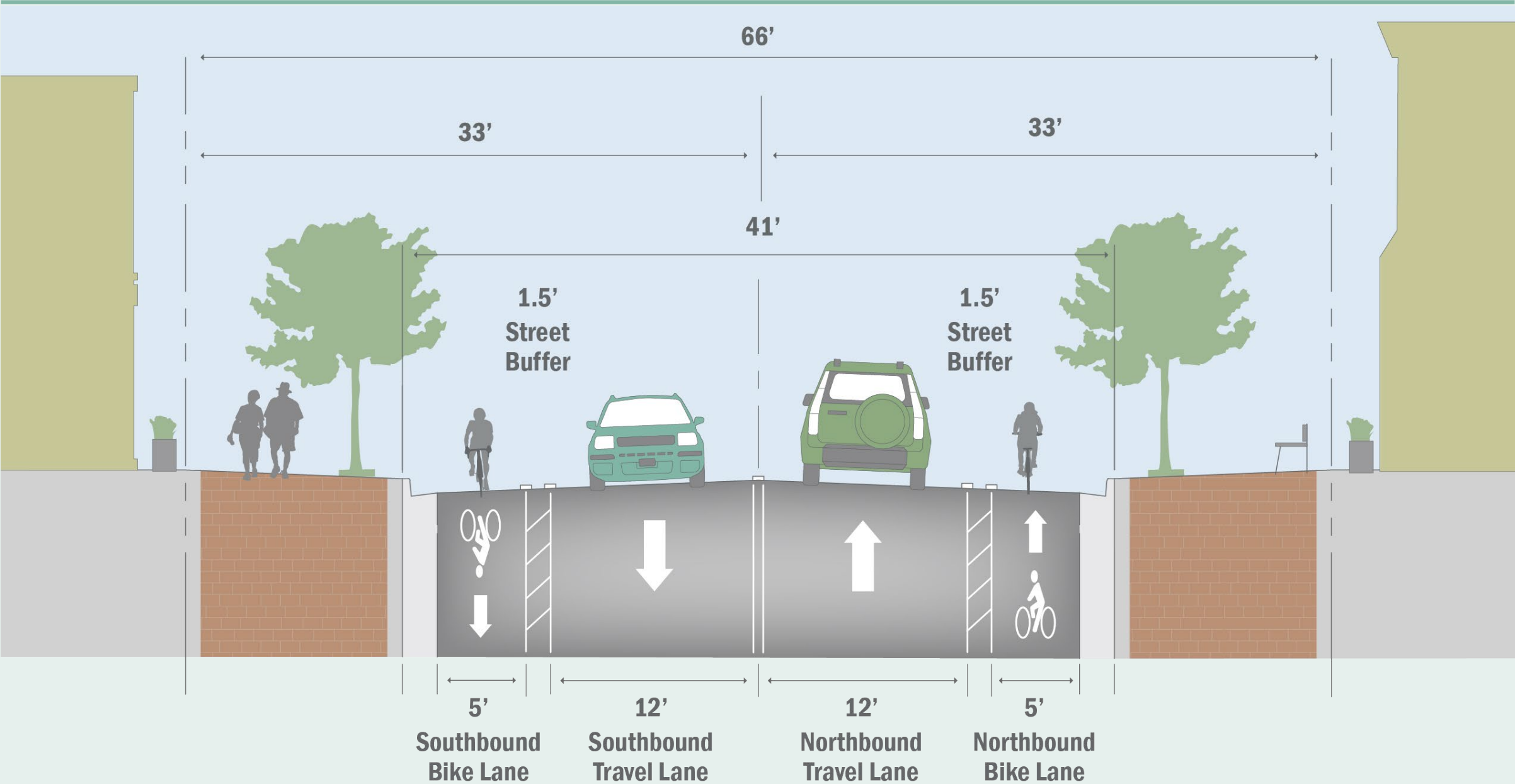


CROSSWALK OPTIONS: Church at Estwing

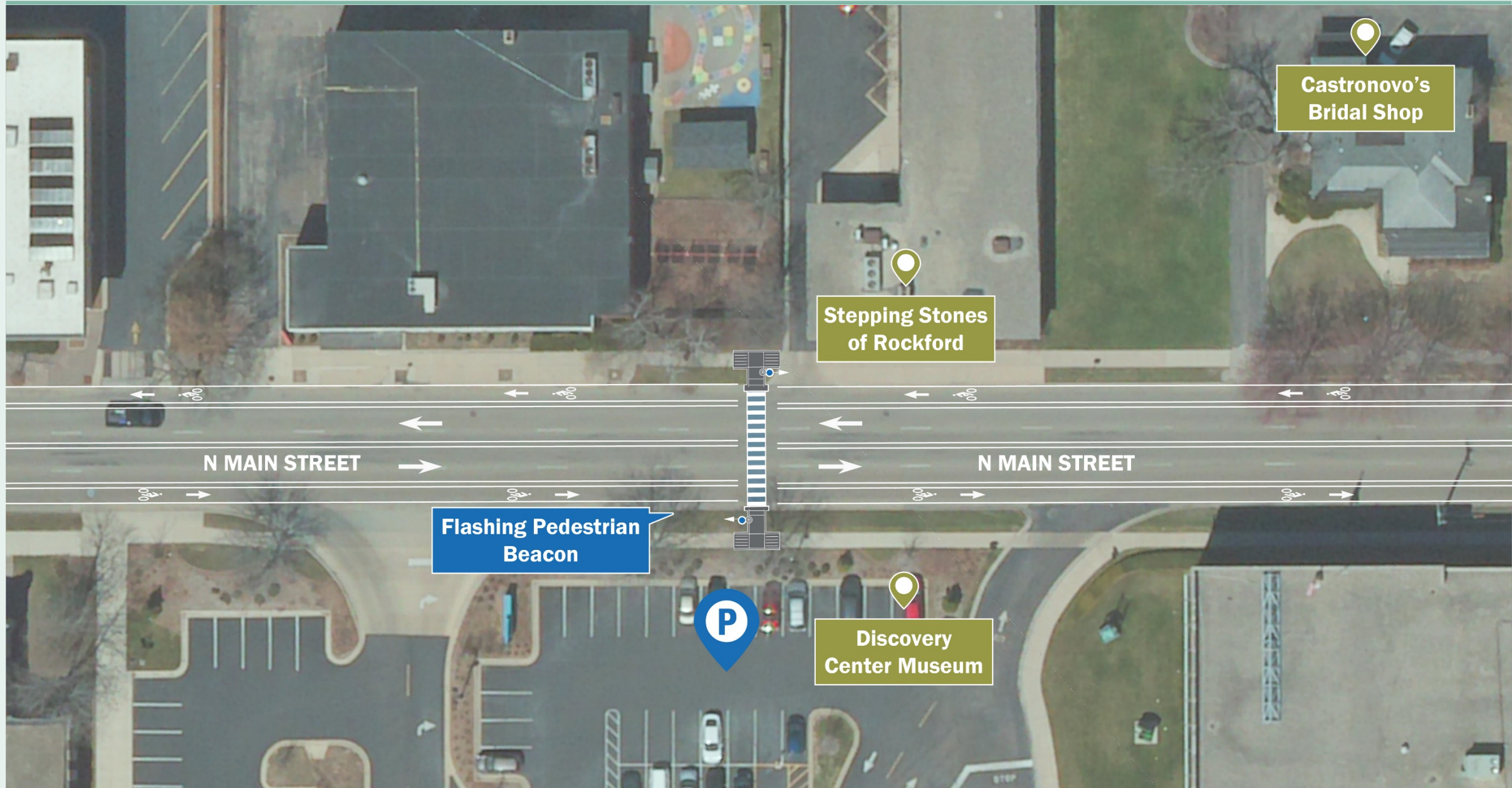




MAIN STREET SECTION: Whitman to Napoleon



CROSSWALK OPTIONS: Main at Discovery Center

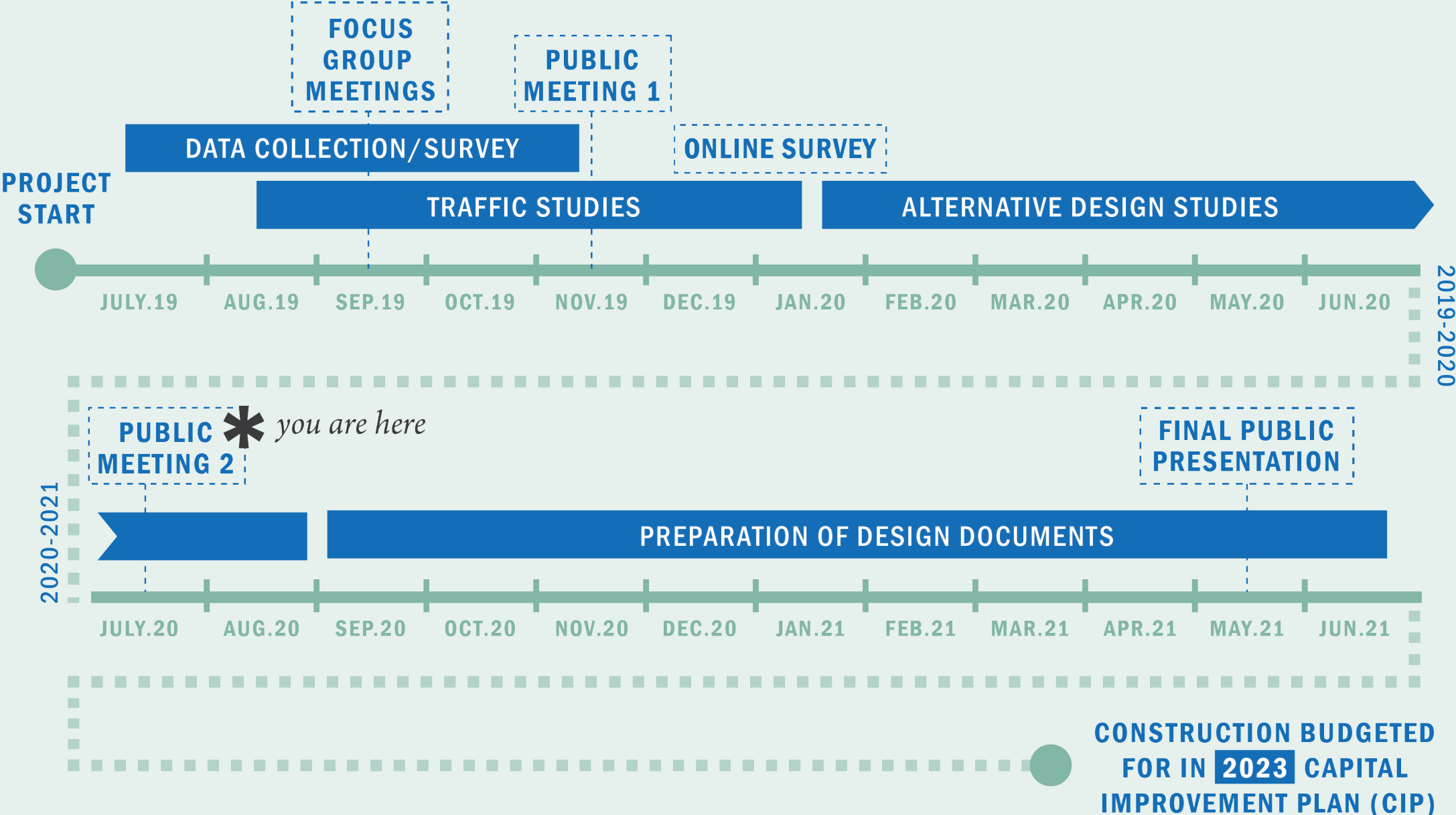




COMMENTS OR QUESTIONS?



PROJECT TIMELINE





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Final Comments or Questions?