

Meeting with Rockford Area Transportation Study Feb. 11, 2004

Attendees: Brian Berquist, Laurette Brown, Steve Ernst, Gary McIntyre, Russ Petrotte, Jim Ryan, Kazuya Kawamura, Lisa Kramer.

- Kazuya gave an overview of the Upper Midwest Freight Corridor Project
- RATS recommended that the study include I-39/U.S.20
- A bypass through Rockford is utilized by many trucks to avoid the toll plaza
- Illinois Tollway Authority may have accident data
- Traffic count data on study routes and major connectors with the study roads
 - The IDOT website includes ADT data for years 1999 forward, click on “Identifier” to see the year figures are from
 - New counts will be taken in the summer of 2004, no vehicle classifications
 - RATS provided a hard copy map of 1999 ADTs. Should match IDOT website 1999 counts.
 - 2002 Toll plaza counts (Beloit and Riverside toll plazas) maintained by Wilbur Smith should be available, including classifications
 - RATS can provide the Rice study on I-90
 - IDOT formula is used for traffic volume adjustment factors
- Rail data for links and/or crossings (preferably trains per day for passenger and freight and/or tonnage for freight)
 - RATS provided a consolidation study (on CD) that includes rough rail traffic numbers and rail line conditions (poor trackage, at-grade crossings, below standard clearances (23’)) of main line (Canadian National). The line map on the CD is very accurate.
 - There are 3 other railroads in Rockford that start and/or terminate in the city.
 - Not enough traffic to invest in maintenance/upgrades
- Identify important intermodal terminals/Any data regarding capacity and flow for intermodal facilities including:
 - Estimated truck volumes for intermodal terminals may be available
 - Important terminals include Rochelle, Global I
 - Intermodal data should be available for Rochelle and the Rockford Airport (RATS will provide Airport study)
 - Rockford Airport is the 2nd largest UPS terminal in country
 - FAA website has Region 5 cargo tonnage
 - RATS can get capacity data from the Rockford Airport
 - No water freight
- Identify current system bottlenecks across all modes
 - I-39/I-90 interchange
 - Toll plazas, SR 251 – design deficiencies are major problem
 - Problems with local routes include 90 degree turns on 251, below standard intersection capacities, and sub-standard lane widths
 - Not enough volume on any of the rail lines to create capacity problems

- Airport access roads substandard, no interchange access to Rockford Airport, however airport is only at 50% of capacity
- Long-term economic development and land use plans that reflect future economic development
 - Future construction includes proposed 4-laning of US 20 to Iowa (some Eng. I work in TIP)
- Economic data (employment, output, etc., preferably by industry sectors) at county, state, or metropolitan area level for present and/or future
 - Traffic demand model includes county level employment by sector
 - Land use and employment forecast by sector (by SIC by TAZ). Kazuya says county-level is sufficient
 - IDES (formerly DCCA) has employment projections on website (through 2008)
 - Rockford has lost 12,000 manufacturing jobs in the past 5 years
 - Dramatic changes in import/export flows from IL (2nd in country for loss of exports)
 - IDOT – Randy Blankenhorn contact - Economic and transportation study by Michael Gallas & Assoc. RATS is hoping for a draft by March. Gallas spoke at the IL statewide planning conference (Dinner speaker 1st night)
 - Bureau of Economic Analysis economic study
- Economic development activities and identify partners in economic development
 - Marketing socio coalition
- Studies, plans, and reports that address current and future freight issues
 - RATS will provide Airport study
- Administrative issues: Wide variety in tax structure (state-by-state) on rolling stock, Rockford permit system has been centralized

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