

RIVERSIDE BOULEVARD CORRIDOR STUDY

SUMMARY REPORT

***ROCK RIVER
TO
FOREST HILLS ROAD***

November 4, 2010
Revised May 24, 2011

Prepared For:

**City of Loves Park
&
Rockford Metropolitan Agency for Planning**

Prepared By:



In Association With:



Table of Contents

| | |
|--|-----------|
| 1. Executive Summary | 3 |
| 2. Existing Conditions | 4 |
| 3. Existing & Projected Traffic | 6 |
| 4. Future Corridor Improvements | 7 |
| 5. Conceptual Land Uses | 12 |
| 6. Conclusion | 13 |
| 7. Exhibits | |
| 1. Project Location Map | 15 |
| 2. Lakota Land Use Review Memo | 16-19 |
| 3. Proposed Typical Sections | 20 |
| 4A – 4H. Corridor Improvement Plans | 21-28 |
| 4I. Alternate Plan—Wantz Park Bridge | 29 |
| 5A – 5D. Intersection Modification Layouts | 30-33 |
| 6. East Drive Roundabout Concept | 34 |
| 7. Loves Park Landing Concept Plan | 35 |
| 8. N. 2 nd Street Concept Redevelopment | 36 |
| 8. Appendix | |
| A. Traffic Counts | 38-51 |
| B. Capacity Analysis Worksheets | 52-65 |
| C. Questionnaires from Open House | 66-113 |

1. Executive Summary

The project is located along Riverside Boulevard in Loves Park commencing at the Rock River bridge and terminating at Forest Hills Road. The initial scope proposed to use Material Avenue as the eastern limit, however due to the continuity of development along the corridor, the limits of the project were extended to Forest Hills Road. Refer to Exhibit 1-Project Location Map for a graphical representation of the study limits.

The corridor study reviewed existing conditions including land uses, street and intersection geometrics, pedestrian facilities, and mass transit to identify potential long-term improvements along Riverside Boulevard. The study also included traffic analysis of four intersections: East Drive, N. 2nd Street (IL 251), Walker Avenue, and Material Avenue. Improvement analyses at these intersections, based on projected 2030 traffic, were used to outline improvements along the entire corridor.

The initial scope also required examination of three different alignments of Riverside Boulevard: one alignment that shifted all widening to the north, one that shifted all widening to the south, and a third option based on a hybrid of the first two. The first two options both had a negative impact on existing land uses due to the significant amount of right of way needed; the street widening would require purchase of a majority of those parcels fronting the street. After the needed right-of-way was taken, the remaining land would not be large enough for redevelopment as viable commercial or residential parcels. In order to maintain the largest number of existing businesses and residences, the hybrid option was the focus of this study.

The corridor has a varied mix of commercial and residential land uses. A majority of the commercial development is located within 800' of the N. 2nd Street intersection and more sporadically between N. 2nd Street and East Drive. Between N. 2nd and Material, residential lots comprise a majority of the land uses. Between Material Avenue and Forest Hills, primarily larger commercial uses are present. Realizing that large-scale redevelopment was not a likely scenario due to costs of purchasing and combining multiple parcels, the corridor's proposed 2030 improvements attempt to minimize the impact to both commercial and residential parcels while keeping the overall improvement of the corridor as a main City arterial as the priority. Ultimately, in order to improve the capacity of Riverside Boulevard and promote growth within the City, future street widening and intersection improvements will be a necessity.

2. Existing Conditions

2.1 Land Use

The Lakota Group reviewed the existing land use patterns, examined the effects that widening Riverside Boulevard could have on those uses, and made recommendations for future changes. The study area from the Rock River to Forest Hills Road includes a mix of commercial and home office, single-family residential and open space uses. Refer to Lakota's land use review in Exhibit 2-Lakota Land Use Review Memo for further details.

A majority of the larger commercial retail uses, such as Walgreen's and Aldi, are located near N. 2nd Street and east of Material Avenue. Smaller commercial uses, mostly between N. 2nd Street and East Drive, are sporadically mixed with residential uses on both sides of the street. These smaller commercial lots, some of which are converted residences, have parking and signage typically within the front yard setbacks. The existing lots are shallow and do not provide good opportunities for larger commercial uses with adequate parking and attractive landscaping and signage. Overall, these existing commercial uses do not provide an attractive gateway into the City from the West.

The portion of Riverside Boulevard west of N. 2nd Street (primarily west of Dale Avenue) to Walker Avenue is bordered on the north and south by residential uses. Some of these houses are in close proximity to the street and will likely be impacted by any widening. Along with the area west of N. 2nd Street, these smaller lots create numerous curb cuts along the street for driveways.

Open spaces like Martin Park, Wantz Park, and Sand Park Pool provide opportunities for recreational enhancement, but also provide more space for street widening without negatively impacting the smaller residential parcels in the vicinity.

2.2 Roadways

Riverside Boulevard is an arterial road and consists of concrete curb and gutter and asphalt pavement except the segment east of Material Avenue, which is concrete pavement. Existing right of way is 60 feet wide west of N. 2nd Street, widening to 74 feet approximately 450 feet before the intersection. From N. 2nd Street to Material Avenue, the existing right of way is 66 feet wide.

The overall roadway width varies depending on the segment location. From the Rock River to N. 2nd Street, the width is approximately 42 feet. While it is not striped for four lanes, the width allows for four 10.5-foot lanes, which most drivers treat as striped lanes. Four-lane striping with 11-foot lanes begins just west of N. 2nd Street and carries through the intersection, however the bridge at Wantz Park narrows the pavement width down to about 39.5 feet. This bridge is slated to be widened in one to two years to 55 feet, which will allow for four lanes but will not accommodate the future proposed five-lane section and recreation path/sidewalk. East of Wantz park the width is 52 feet and is striped for four lanes through Material Avenue where it ultimately widens out to the five-lane section at Forest Hills Road.

Except for the north side of the street from Browns Parkway to Material Avenue, sidewalk parallels the street on both sides. A recreation path runs from Sand Park to the golf driving range.

Traffic signals are present at East Drive, N. 2nd Street, Walker Avenue, and Material Avenue. Pedestrian-crosswalk signals are in place at Wilson Avenue, Garden Plain Avenue, and the City Hall Entrance/ Browns Parkway. The specific lane configuration at each intersection are as follows:

| | |
|----------------------------------|---|
| East Drive: | <i>Eastbound-1 thru/left, 1 thru/right Westbound-1thru/left, 1 thru/right Northbound-1 left/thru/right Southbound-1 left/thru/right</i> |
| N. 2nd Street: | <i>Eastbound-1 left, 1 thru, 1 thru/right Westbound-1left, 1 thru, 1 thru/right Northbound-1 left, 2 thru, 1 right Southbound-1 left, 2 thru, 1 right</i> |
| Walker Avenue: | <i>Eastbound-1 left, 1 thru, 1 thru/right Westbound-1left, 1 thru, 1 thru//right Northbound-1 left/thru/right Southbound-1 left/thru/right</i> |
| Material Avenue: | <i>Eastbound-1 thru/left, 1 thru Westbound-1thru, 1 thru/right Southbound-1 left, 1 right</i> |

Existing railroad spur lines cross Riverside through the east approach of the Material Avenue intersection.

2.3 Public Transit

Riverside Boulevard serves three separate routes for Rockford Mass Transit District (RMTD). The Big Loop North route follows Riverside from west of the Rock River, through the entire study area, and points further east. The N. 2nd. Street route follows the western segments from N. 2nd to across the Rock River (North Towne Mall), and the Alpine Crosstown route utilizes Material Avenue within its loop.

The proposed improvements, including larger radii and additional turn lanes, will allow for safer maneuvering for the buses. The proposed recreation path and enhanced sidewalk will also create a more pedestrian-friendly corridor and should help to enhance rider's experiences by enabling them to get to and from transit stops along the corridor more easily.

The City of Loves Park met with RMTD to discuss the proposed corridor plan. RMTD identified several locations for bus stops throughout the corridor for their routes. They have also proposed turn-outs at Walker Avenue and Material Avenue. This will allow for a stop while reducing the impact to traffic flow, however additional right of way will be required. Refer to Exhibits 4A through 4H for proposed locations of stops.

3. Existing & Projected Traffic

A capacity analysis was performed at each signalized intersection within the study area. The purpose was to determine the long-term (2030) geometric needs of the corridor and integrate those improvements into the corridor improvement plan.

Existing Traffic

Traffic counts were performed between June 9, 2010 and June 30, 2010 by the City of Loves Park and Rockford Metropolitan Area Planning (RMAP) personnel. Vehicles were not classified into passenger vehicles and trucks separately, so a 2% (of total) average truck volume was assumed.

Future (2030) Traffic

To account for future traffic growth throughout the corridor, planning information was obtained from RMAP. The modeling reflected an approximate 1% annual growth rate which was used for all movements at each intersection. A capacity analysis was performed at each intersection to determine the recommended improvements in order to obtain a Level of Service (LOS) of C or better for each approach.

Complete traffic counts, projections, and capacity analysis worksheets can be found in Appendix A. Table 3.1 summarizes the LOS for each intersection and movement without improvements, and with improvements as shown on the Corridor Improvement Plans. A 40 mph design speed was used for the capacity analysis.

| Intersection | Approach | 2030 Level of Service (LOS) with no Improvements | 2030 Level of Service (LOS) with improvements |
|---------------------------|----------|--|---|
| East Drive | EB | F | B |
| | WB | C | C |
| | NB | C | C |
| | SB | C | C |
| N. 2 ND Street | EB | F | B |
| | WB | E | C |
| | NB | E | C |
| | SB | C | C |
| Walker Avenue | EB | B | B |
| | WB | B | B |
| | NB | C | C |
| | SB | C | C |
| Material Avenue | EB | B | A |
| | WB | A | A |
| | SB | C | C |

Table 3.1—Capacity Analysis (LOS) Summary

4. Future Corridor Improvements

4.1 Traffic Improvements

Based on the intersection capacity analyses and recommendations from Lakota, the improvements to accommodate 2030 traffic were conceptually planned and are reflected on the Corridor Improvement Plans and Intersection Modification Layouts. (See Exhibits 4 and 5.) See Table 4.1 for a summary of intersection lane improvements.

| Intersection | Approach | Existing Lane Configuration | Proposed Lane Configuration |
|---------------------------------|----------|------------------------------|-------------------------------|
| East Drive | EB | 1 thru/left, 1 thru/right* | 1 left, 2 thru, 1 right |
| | WB | 1 thru/left, 1 thru/right* | 1 left, 1 thru, 1 thru/right |
| | NB | 1 left/thru/right | restripe 1 left, 1 thru/right |
| | SB | 1 left/thru/right | restripe 1 left, 1 thru/right |
| N. 2ND Street | EB | 1 left, 1 thru, 1 thru/right | 1 left, 2 thru, 1 right |
| | WB | 1 left, 1 thru, 1 thru/right | 1 left, 1 thru, 1 thru/right |
| | NB | 1 left, 2 thru, 1 right | 1 left, 3 thru, 1 right |
| | SB | 1 left, 1 thru, 1 thru/right | 1 left, 3 thru, 1 right |
| Walker Avenue | EB | 1 left, 1 thru, 1 thru/right | 1 left, 1 thru, 1 thru/right |
| | WB | 1 left, 1 thru, 1 thru/right | 1 left, 1 thru, 1 thru/right |
| | NB | 1 left/thru/right | restripe 1 left, 1 thru/right |
| | SB | 1 left/thru/right | restripe 1 left, 1 thru/right |
| Material Avenue | EB | 1 thru/left, 1 thru | 1 left, 2 thru |
| | WB | 1 thru, 1 thru/right | 2 thru, 1 right |
| | SB | 1 left, 1 right | 1 left, 1 right |

*Not striped, but treated accordingly in capacity analysis.

Table 4.1—Existing and Proposed Intersection Geometry

Rock River to East Drive (including East Drive intersection)

East Drive provides the first opportunity for drivers to divert away from Riverside Boulevard to travel north or south without using the N. 2nd Street intersection. This is reflected in the traffic counts with relatively high numbers of northbound lefts, southbound rights, and eastbound left-turn and right-turn movements. Based on the capacity analysis, recommendations include: begin street widening from 48' to 60' immediately east of the bridge, construct a raised median through Park Ridge Road (to limit to right-in/ right-out movements only), provide eastbound left, eastbound right, and westbound left turn lanes, and stripe northbound and southbound East Drive to include separate left turn and thru-right lanes. To facilitate more efficient turning movements by limiting encroachment into opposing lanes, we recommend enlarging all intersection radii. We are proposing 50-foot radii which can accommodate a WB-50 at East Drive. Refer to Exhibit 4A for the improvement plan.

Another option that could create an enhanced gateway feature into the City is to reconfigure East Drive into a roundabout intersection. A roundabout could serve as an entry into the City by directing traffic around a low-landscaped amenity and into

neighboring development. While right of way needs could be greater, it could help spur redevelopment. Refer to Exhibit 6 for an illustration of the East Drive roundabout concept.

East Drive to N. 2nd Street (including N. 2nd Street intersection)

Through this segment of the corridor there are numerous curb cuts from residential and commercial uses. The Lakota land use review determined that even widening on both sides of the street will have the least impact on the parcels and will provide more flexibility for redevelopment in the future. As future redevelopment occurs, the number of curb cuts should be reduced through access control and consolidation and cross-access/ parking and alley access should be encouraged. Based on this, we maintained an even right-of-way take from both sides (from 60 feet to 90 feet, 15 feet from both sides). Widening included the addition of a two-way left turn lane for a total of five 12-foot lanes, a 10-foot recreation path on the south side of the road (connected to Martin Park system), and a 5-foot sidewalk on the north side of the road. It should be noted that the bike path and sidewalk locations could be reversed. The path was proposed along the south side of the street to connect Martin Park ultimately with the Field of Honor/ Sand Park without crossing the street multiple times, but the alignment could be modified depending on the alignment at Wantz Park (see N. Second St. to Walker St. section below). The typical sections used for the corridor were designed to allow for flexibility if future development changes current pedestrian patterns—the overall lane widths and total right-of-way widths would not be affected.

Other recommended improvements within this segment include enlarging radii at Wilson and Pleasant Avenues to 35 feet to allow turning movements for an SU design vehicle (single-axle trucks).

At the N. 2nd Street intersection, the capacity analysis revealed that vehicle queuing for northbound and southbound movements are significant. Level of Service (LOS) for northbound through and left, southbound left, and eastbound and westbound approaches was E or worse. Based on this, a third through lane and eastbound right turn lane are recommended for these approaches. This shortened queue lengths and improved the overall capacity at the intersection by bringing LOS to C or better for all movements. Other additional intersection improvements include the addition of an eastbound right turn lane, raised concrete medians, and lengthening turn lanes for additional storage. Radii in all four quadrants were enlarged to accommodate a WB-65 design vehicle. The resulting right of way will impact the bank building on the southeast corner unless a smaller radius is ultimately used.

On the west approach, currently there are six, full-access commercial driveways between N. 2nd Street and Pleasant Avenue. These driveways have the potential to create accidents and add delay due to their proximity to the intersection. We recommend consolidation of the driveways: one full-access driveway can be provided just east of Pleasant Avenue, aligning with the front drive aisle of the strip center north of the street. On the south side, circulation can be improved with a rear access provided with an improved alley between the users fronting Riverside Boulevard and Nunzio's. This improved alley could accommodate both customer traffic and delivery trucks. Refer to Exhibits 4A and 4B for further details.

N. 2nd Street to Walker Avenue (including Walker Avenue intersection)

Through this segment of the corridor, the Lakota land use review recommended widening to the north along Wantz Park to avoid impacts to private landowners to the south. From Garden Plain Avenue to Walker, Lakota recommended a larger portion of right of way taken from the north side of the street due to larger existing setbacks and a fewer number of homes. During our conceptual planning, the existing homes and their setbacks were analyzed to create a widened alignment that impacted homes on both sides of Riverside the least. The resulting alignment was shifted north, consistent with Lakota's recommendation. Right of way was widened from 66 feet to 90 feet, with approximately 20 feet taken from the north and 4 feet taken from the south. The cross-section as west of N. 2nd Street is utilized in this segment, with five 12-foot lanes, 5-foot sidewalk on north, and 10-foot recreation path on south.

As mentioned previously, the bridge at Wantz park is scheduled to be widened in the next one to two years. A meeting was held with the City of Loves Park in early 2011 to discuss options for widening the bridge enough now to accommodate at least five lanes in the future. If the bridge could accommodate the travel lanes now, the bike path could be constructed as a separate structure in the future. Shifting the sidewalk from the south side to the north would also keep the path on the park property and reduce the need for additional right of way. The bike path could also cross at the N. 2nd Street intersection to the north side, then cross back to the south side at Walker Avenue. McClure Engineering, the City's design consultant for the bridge, examined the design to determine if any modifications were possible that would not significantly impact the project schedule. Ultimately, it was determined that any design modifications to accommodate the additional through lane would be significant enough to encroach into the channel. This is not permissible by the U.S. Army Corps of Engineers, at least without further studies, permitting, and lengthy delay to the bridge widening needed now.

An alternate corridor exhibit was created to illustrate the affects of the bridge. Exhibit 4I depicts the five-lane section utilized throughout the corridor narrowed to four lanes through the bridge, then widened back to five lanes. Please note that this is conceptual only and does not depict the actual final bridge design. Also the bike path shown along the south side is one option if the path is constructed later with a separate structure crossing the channel. As mentioned above, the path could cross Riverside to run through Wantz Park along the north side of Riverside.

At Walker Avenue, east and westbound turn lanes were added, radii were enlarged to accommodate an WB-50 design vehicle, and the north and southbound approaches were restriped to provide left and thru-right lanes. New signal hardware (posts, mast arms, additional heads, etc) will be required to upgrade this intersection to accommodate any future widening. Refer to Exhibits 4C and 4D for further information.

Walker Avenue to Material Avenue (Including Material Avenue intersection)

Due to the open space created by the Field of Honor site and Sand Park, widening of the corridor was shifted to the south approximately 300 feet east of Walker Avenue. The 66-foot right of way was widened to 100'. East of Walker Avenue, a 20-foot raised median is proposed, which will limit turning movements through the reverse curve. This can also be planted with small trees, improving aesthetics of the corridor and is consistent with the park space on the south side.

This planned segment includes a 100-foot right-of-way section including four 12-foot lanes, 5-foot sidewalk on north, 10-foot recreation path on south, and 20-foot raised parkway median.

Clifford Avenue was realigned at its intersection with Riverside into a more traditional, full-movement configuration. This allowed for creation of eastbound left and westbound right turn lanes, providing shelter for turning vehicles within the curve and eliminated the possibility of drivers to exit onto Clifford from the inside through lane, which occurs now.

Intersection improvements at Material Avenue include the addition of eastbound left and westbound right turn lanes, a 9-foot raised median through the rail crossing, and crossing for the recreation path.

Access for a majority of the existing residential and commercial driveways through this segment will be limited to right-in/right-out due to the raised planter median. While access was limited at the Mobil gas station/convenience store, the Clifford Avenue improvements will provide a full intersection immediately east. Riverside access to Rock Valley Brick & Supply, at the northeast corner of Material and Riverside, should be closed due to its close proximity to Material and since other direct access to Material exists further north. The traffic signals, two railroad spur lines, and the recreation path crossing create enough driver conflicts that require focus and traffic into the commercial driveway should be eliminated. If the driveway were allowed to remain open, the raised median would limit its movements to right-in/right-out only.

Refer to Exhibits 4D through 4G for further information.

Material Avenue to Forest Hills Road

This segment was used as a transition from the Material Avenue improvements to the existing Forest Hills Road intersection geometry. Within this segment, there are six full-access commercial driveways that should be consolidated and aligned on both sides. Two consolidated, unsignalized driveway intersections are proposed. The two-way left turn lane created with the widening from Material Avenue will remove left-turning vehicles from through traffic at these consolidated intersections. Refer to Exhibits 4G and 4H for further information.

4.2 Overall Corridor Enhancements

In addition to traffic capacity improvements, upgraded pedestrian access is recommended. As previously mentioned, the plan includes a 5-foot sidewalk along the north side of the corridor, which replaces existing sidewalk already along the street that will be removed with the corridor widening. The 10-foot recreation path is a significant enhancement, linking the open spaces along the corridor such as Martin Park, the Field of Honor, and Sand Park. It also provides a connection between the path crossing at the Rock River ultimately to Forest Hills Road.

The streetscape and overall amount of green space along the corridor will be increased significantly compared to the existing condition. The planned parkway width is only 5 feet in order to limit impacts of future right-of-way, however this allows for a separation between pedestrians and vehicle traffic and allows for snow storage. Green space is also enhanced through the Sand Park area with a wide boulevard median which could

be planted with grasses, shrubs, and small ornamentals in areas which did not impact sight distances for turning movements.

Street lighting should be upgraded throughout the corridor. The existing lighting is in very close proximity to the existing street and will require relocation and upgrading to accommodate the widening. In addition, supplemental pedestrian-level lighting should be considered near the recreation path within the open space park areas.

The future expansion of the street will require relocation of utility poles and services. Close coordination with ComEd should occur to relocate as many poles and overhead services to the rear alleys as possible. This would improve aesthetics and the overall quality of the corridor.

5. Conceptual Land Uses

Based on Lakota's review of existing land uses and the affect of the future improvements on existing parcels, a few areas of redevelopment were focused on concept plans that enhance the corridor and surrounding areas. Note that these are strictly conceptual in nature, and developed as a "what if" scenario to consider areas are redeveloped on a large scale, with no consideration given to current ownership or use.

In an attempt to create a true gateway to the City from the west, we created "Loves Park Landing". This concept brings the benefits of the natural amenities found within Martin Park and the Rock River further east to East Drive. The open space quality of Martin Park is extended into a mixed-use, multi-level commercial and residential development. Internal green space, shared parking, and pedestrian links from the recreation path into the center would create an inviting gateway into Loves Park. This concept provides easy access from the signalized intersection at East Drive for pass-by trips, and it would also serve the neighboring residences to the north and south with convenient, quality shopping. Refer to Exhibit 7 for an illustration of Loves Park Landing.

Due to the widening of the street and associated right of way required (approximately 20 feet on the north side), eight parcels at the northeast corner of Riverside Boulevard and N. 2nd Street will be impacted. The shallow depth of the parcels would not make redevelopment possible unless they are combined. We used this opportunity to create another "what if" concept by combining all of the parcels between N. 2nd Street on the west, Dale Avenue on the east, Parkway Avenue on the north, and Riverside Boulevard on the south. The result was a commercial retail/office mixed use concept that consolidates access points and can provide a buffer between the busy Riverside/N. 2nd arterials and the neighboring residences to the north. Refer to Exhibit 8 for an illustration of the N. 2nd Street concept redevelopment.

6. Conclusion

Riverside Boulevard is an important arterial within Loves Park. This corridor study reviewed existing conditions including land uses, street and intersection geometrics, pedestrian facilities, and mass transit to identify potential long-term improvements along Riverside Boulevard. Traffic was projected to year 2030 and intersections were analyzed to determine improvement and right of way needs.

The growth of ambient traffic within the City and redevelopment of parcels along the corridor will require capacity improvements to be made at the study intersections as well as widening of the corridor itself. The capacity improvements and corridor enhancements proposed herein will improve the quality of the corridor for drivers and pedestrians alike, and will enhance the character of the City of Loves Park.

An open house was held on November 8th, 2010 at Loves Park City Hall to invite the public to view the proposed plan and ask questions. In general, a majority of the attendees appeared to support the plan and welcomed improvements to the corridor. Some residents, particularly between Dale Avenue and Walker Avenue, were concerned for any further loss of their front yards, especially considering street parking had been removed when this segment was modified from two to four lanes several years ago. Overall, the open house was a success in that it started the communication with those residents and businesses fronting Riverside Boulevard. It will be imperative that if this plan moves forward towards design and ultimately construction, open communication should be continued throughout the process.

Summary of Recommended Corridor Improvements

(Refer to Corridor Improvement Plans or Intersection Modification Layouts for graphical representation.)

Rock River to East Drive (including East Drive intersection)

- Begin street widening from 48 feet to 60 feet immediately east of the bridge.
- Construct raised median through Park Ridge Road (to limit to right-in/ right-out movements only).
- Provide eastbound left and right turn lanes.
- Provide westbound left turn lane.
- 10-foot recreation path on south (connected to Martin Park system), 5-foot sidewalk on north.
- Right-of-way taken from both sides.
- Enlarge all intersection radii to 50 feet.
- Stripe northbound and southbound East Drive to include separate left turn and thru-right lanes.

East Drive to N. 2nd Street (including N. 2nd Street intersection)

- Provide 90-foot right of way section including five 12-foot lanes, 5-foot sidewalk on north, and 10-foot recreation path on south.
- Improve intersection radii at Wilson and Pleasant Avenues to 35 feet.
- Include two-way left turn lane to allow access to existing driveways.
- Provide eastbound right turn lane; maximize lengths of left and right turn storage.
- Provide raised median on all approaches.
- Consolidate commercial driveways on west approach; align west driveways to line up.
- Improve traffic circulation of businesses at southwest corner with modified driveways and improved alley.

- Provide additional northbound and southbound thru lanes (1 each) to improve intersection capacity.
- Significantly expand radii to accommodate WB-65 truck turning movements.
- Enhance pedestrian and green space strips at northwest, northeast, and southwest corners.

N. 2nd Street to Walker Avenue (including Walker Avenue intersection)

- Provide 90-foot right of way section including five 12-foot lanes, 5-foot sidewalk on north, and 10-foot recreation path on south.
- Widening on north and south; additional widening on north due to additional average building setback.
- Two-way left turn lane west of Hollis Avenue, striped median east to Walker.
- Provide east and westbound left turn lanes.
- Enlarge radii to 50 feet.
- Restripe north and southbound approaches to provide left and thru-right lanes.

Walker Avenue to Material Avenue (Including Material Avenue intersection)

- Provide 100-foot right of way section including four 12-foot lanes, 5-foot sidewalk on north, and 10-foot recreation path on south, 20-foot raised parkway median.
- Widening along south (Field of Honor/ City Hall Entrance and Sand Park Pool).
- Provide right-in and right-out driveways at Sand Park Pool.
- Realign Clifford Avenue to create a full-movement intersection; provide eastbound left and westbound right turn lanes.
- Provide eastbound left and westbound right turn lanes at Material Avenue.
- Provide crossing for recreation path.
- Provide raised median through rail crossing.
- Remove block supply access to Riverside.

Material Avenue to Forest Hills Road

- Consolidate and align driveways to commercial centers north and south of Riverside.
- Provide alignment transition into existing section at Forest Hills.
- Continue bike path across Forest Hills to new Sonic site.



Planning
Urban Design
Landscape Architecture
Community Relations

MEMO

TO: Ryan Swanson, Arc Design Resources, Inc.
FR: Daniel Grove, The Lakota Group
RE: **Riverside Boulevard Land-use Analysis**
CC: Jeff Linkenheld, Arc Design Resources, Inc.
Scott Freres, The Lakota Group
Kevin Clark, The Lakota Group

May 24, 2011

The Lakota Group reviewed the existing land-use patterns of Riverside Boulevard within the study area, as well as the potential impacts to land-use that widening of the roadway could have. This analysis of issues and opportunities should be considered in refining the roadway concepts.

The study area, from the Rock River on the west, to Material Avenue on the east, includes a range of residential, home office, commercial and open space uses. The study area is bracketed on both ends by larger lot retail uses, with the North Towne Mall Shopping Center to the west across the river, and retail including Walmart around the intersection of Forest Hill Road. Within the study area, the lot depths are shallow and there do not seem to be strong opportunities for additional large-scale retail.

The existing commercial uses are mostly service, with a few restaurants and retail uses, such as Aldi. The home office uses indicate a transitional land use pattern within the study area where the traffic volumes are significant enough to support a lower level of commercial or office use. However, the buildings are often not well maintained. This combined with the signage clutter related to these businesses makes for an unattractive character, especially as a gateway into the City from the west. As most of the parking for these businesses is within the front yard setback, the loss of this space due to right-of-way widening would greatly impact the ability for these businesses to operate.

The majority of the residential uses are single-family homes in poor to fair condition. These homes access directly onto the Riverside Boulevard corridor, creating a large number of curb cuts.

There are significant open spaces along the corridor. Immediately east of the Rock River, on the south side of Riverside Boulevard is Martin Park, which includes access to a pedestrian and bicycle bridge over the river. Wantz Park is located on the northside of the roadway between Dale and Garden Plain Avenues. It includes a drainage structure that Riverside crosses with a narrow bridge. Near the east end of the study area, Sand Park is located on the south side of roadway, including the pool facilities. These open spaces are important in establishing the character of the roadway and the community, but also offer opportunities to widen the roadway without impacting multiple smaller privately owned properties.

In general, as this roadway improvement project continues, there are several simple planning and design initiatives the City should consider establishing to encourage a better character and environment for any future development or redevelopment. This includes improving the sign ordinance to better guide and control signage on the corridor and reduce clutter. Another initiative would be to develop a form-based

approach or design guidelines for the corridor to guide the character and design of private redevelopment and align it with City goals as well as the new roadway character of Riverside Boulevard.

Additionally, a specific segment-by-segment analysis of the study area has been completed to assess the site implications and opportunities of different roadway alignments and rights-of-way widenings.

Segment 1 – Rock River to East Drive (including properties immediately east of East Drive):

The majority of this segment is made up of commercial uses. As most uses have parking or buildings located up to the existing right-of-way line, any potential widening would have major impacts on these uses. The buildings in this segment are in fair to poor condition, so there is no benefit to widening only on one side or the other. Therefore, an even widening from both sides is recommended as it will provide the most flexibility for future redevelopment.

As an entrance to the community, this area should receive additional attention and redevelopment should be encouraged to present a welcoming character with attractive buildings and landscape/streetscape. Land-uses that would benefit from the proximity to the river and Martin Park, including multi-family residential, restaurants and related retail, should be encouraged.

Segment 2 – East Drive to Wilson Avenue:

This segment is mostly home office uses. As mentioned above, the buildings are in fair to poor condition with large signs in the front-yard setback. Right-of-way widening to one side or the other would require the removal of many existing buildings. An evening widening of the right-of-way should allow these buildings to remain in the short-term. As impacts to these lots from right-of-way widening would reduce customer parking, these lots may likely redevelop, and the even widening should provide future flexibility for redevelopment.

As redevelopment occurs, uses should be encouraged that reduce curb cuts through shared parking lots or access from the alley. If office and retail uses redevelop, multi-tenant buildings should be encouraged, as well as cross access easements between properties. If residential uses redevelop, multi-family uses such as rowhomes should be encouraged that use the rear alley for access.

Segment 3 – Wilson Avenue to Pleasant Avenue:

Similar to Segment 2, this segment is mostly home office uses. However, these buildings are more attractive and in fair to good condition. As these uses seem to be generally strong, it is not anticipated that much redevelopment would occur. Therefore, an even widening of the right-of-way is recommended like in Segment 2, but in this case it is recommended to reduce the immediate loss of buildings that would occur from an off-set widening.

Segment 4 – Pleasant Avenue to Dale Avenue

The majority of land-uses in this segment are larger commercial uses oriented around the intersection of Riverside and North 2nd Street/IL 251. In general, the buildings and sites are in fair to good condition. At the west edge of this segment, the roadway jogs slightly to the south. This change in alignment is also noticeable as the roadway is closer to parking lots and buildings on the south side of this segment. Therefore, it is recommended that the right-of-way widening be kept to the north side of the roadway to “straighten out” the road slightly and avoid severe impacts to sites, such as the bank on the southeast corner of Riverside and 2nd.

Under this recommendation, the parking lot for Aldi and Walgreens at the northeast corner of the intersection of Riverside and 2nd will need to be re-stripped. At that time, increased landscape buffering and parkway planting is encouraged.

Widening to the north would have larger impacts on the six lots west of Dale Avenue on the north side of Riverside. Further study of these lots may be needed to see if they can continue to function after widening.

Segment 5 – Dale Avenue to Garden Plain Avenue:

This segment is located adjacent to Wantz Park. Widening of the right-of-way to the north should be considered, as it would mean taking only from the Park and not several private landowners on the south side of the roadway. From initial review, widening into the park would not disrupt any existing functions of the park. However, there are several large trees along the parks edge that may be impacted and should be further studied. Additionally, if not already a part of this study, improvements to the bridge and pedestrian access over the drainage creek should be addressed.

Segment 6 – Garden Plain Avenue to Walker Avenue

This segment is made up of single-family residential uses, though the character of the north and south sides of the roadway are different. Eight of the south side homes have garages that are in line with the face of the home. These homes have very similar design and appear to be built around the same time. Further study should be considered to assess if they are historically significant. The location of the garages on these homes means that any widening to the south would prevent the ability for cars to park on the driveways. The north side homes generally have deeper lots and garages that are setback further than the homes. Also, the grades of the area on the north side of the road are a couple feet higher than the road, where the south side homes are at a similar or slightly lower grade than the road. Another factor is that there are fewer homes on the north side for this segment, 12, versus on the south side, 17.

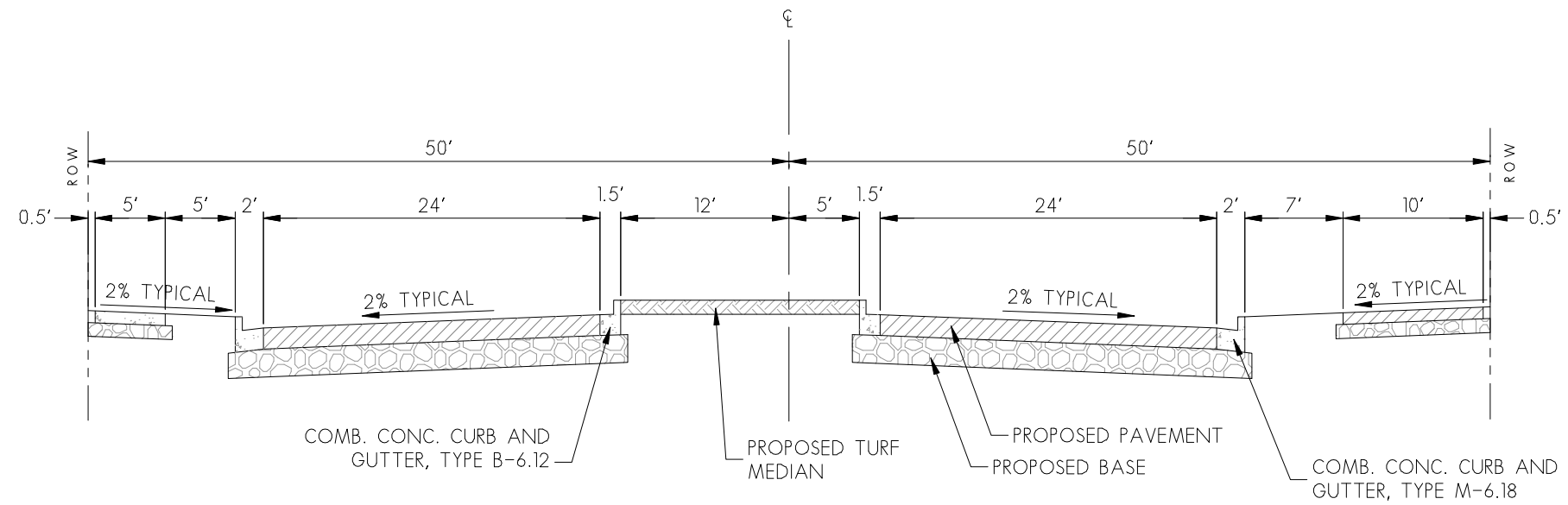
For all these reasons, the recommendation is to have a larger portion, if not all, of the widening occur on the north side of the road. This would allow a better chance for the homes to remain useable, with functioning grades, access to the garages and space on the drives for temporary parking. There are some larger trees along the north side of the roadway that will be impacted, but the majority of them appear to be Silver Maples, which are not desirable trees in this environment.

Segment 7 – Walker Avenue to Material Avenue

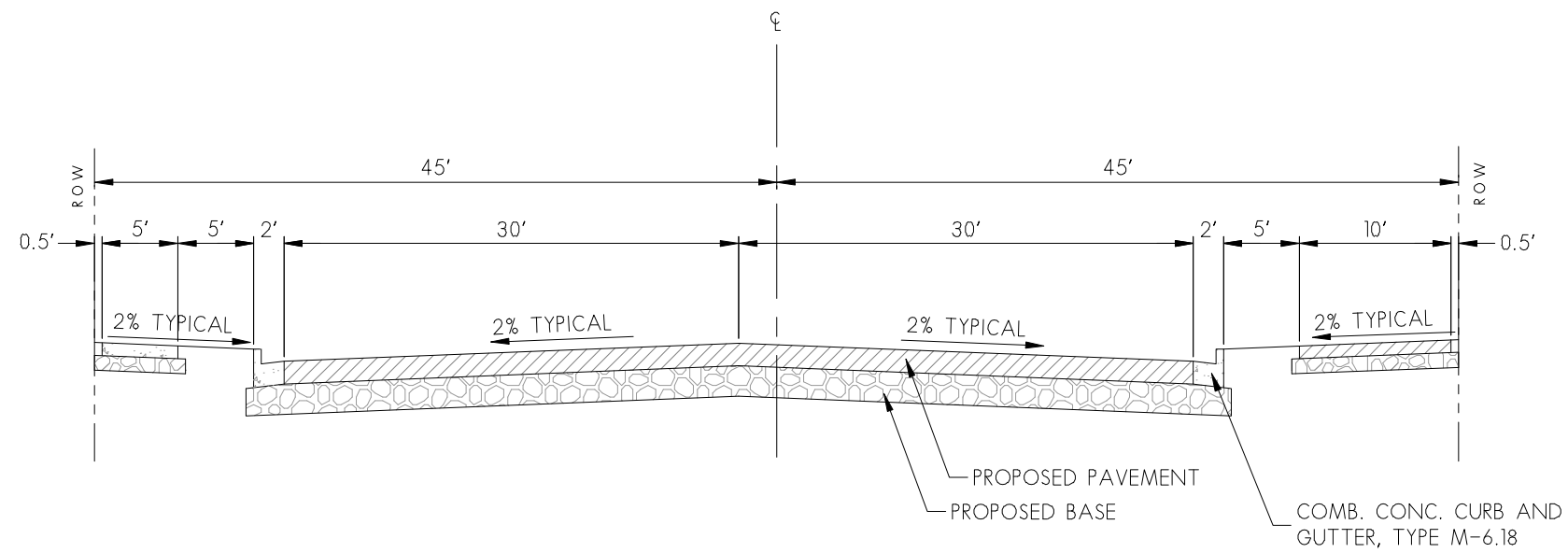
The south side of this segment is mostly open space uses, including Sand Park and the Penguin Golf Academy. The north side uses include single-family from Walker Avenue to Brawns Parkway, then office and commercial uses from Brawns to Clifford Avenue, followed by industrial and utilities from Clifford to Material Avenue. The recommendation is to locate the widening of the roadway predominately on the south side, as it will impact fewer properties and structures.

There are some issues that may require further study in regards to this recommendation. One is to check for any wetlands within the potential right-of-way widening. There are some areas in Sand Park that appear wet on the aerial photographs and have prairie plantings in them currently. These should be reviewed versus any Army Core of Engineers or Department of Natural Resource standards. Additionally, the soils in these areas should be reviewed. The parking lot for Sand Park is severely warped. The name Sand Park also implies that the soils may provide challenges to roadways.

Note: The analysis above does not represent a market analysis of what land uses are likely to develop over time, but instead addresses physical lot potential and compatible uses to adjacent existing uses.



PROPOSED TYPICAL SECTION – 100' R.O.W.
RIVERSIDE BOULEVARD



PROPOSED TYPICAL SECTION – 90' R.O.W.
RIVERSIDE BOULEVARD



EAST DRIVE

WILSON AVE.

15' R/W Req'd

15' R/W Req'd

RIVERSIDE BOULEVARD
LEGEND

- EXISTING STREET GEOMETRY
- GREEN SPACE/ BOULEVARDS
- PROPOSED STREET
- SIDEWALK/ PATH/ CONC MEDIANS
- RTMD BUS STOP
- RTMD BUS TURN-OUT (PROPOSED)

NORTH

0 100 200

EXHIBIT 4A-CORRIDOR
IMPROVEMENT PLAN

WILSON AVE.

15' R/W Req'd

15' R/W Req'd

R/W Req'd Varies

R/W Req'd Varies

N. SECOND ST. (IL 251)

COND ST. (IL 251)

PLEASANT AVE.

RIVERSIDE BOULEVARD
LEGEND

- EXISTING STREET GEOMETRY
- GREEN SPACE/ BOULEVARDS
- PROPOSED STREET
- SIDEWALK/ PATH/ CONC MEDIANS
- RM TD BUS STOP
- RM TD BUS TURN-OUT (PROPOSED)

NORTH

EXHIBIT 4B-CORRIDOR
IMPROVEMENT PLAN



N. SECOND ST. (IL 251)

N. SECOND ST. (IL 251)

JENSEN DRIVE

PARKWAY AVE.

DALE AVE.

GARDEN PLAIN AVE.

R/W Req'd (approx 25' & Varies)

R/W Req'd Varies

RIVERSIDE BOULEVARD
LEGEND

- EXISTING STREET GEOMETRY
- GREEN SPACE/ BOULEVARDS
- PROPOSED STREET
- SIDEWALK/ PATH/ CONC MEDIANS
- RMTD BUS STOP
- RMTD BUS TURN-OUT (PROPOSED)

NORTH

0 10 20

EXHIBIT 4C-CORRIDOR
IMPROVEMENT PLAN

GARDEN PLAIN AVE.

HOLLIS AVE.

WALKER AVE.

20' R/W Req'd

4' R/W Req'd

RIVERSIDE BOULEVARD

LEGEND

- EXISTING STREET GEOMETRY
- GREEN SPACE/ BOULEVARDS
- PROPOSED STREET
- SIDEWALK/ PATH/ CONC MEDIANS
- RM TD BUS STOP
- RM TD BUS TURN-OUT (PROPOSED)

NORTH

0 100 200

EXHIBIT 4D-CORRIDOR
IMPROVEMENT PLAN

WALKER AVE.

BROWNS PARKWAY

0' R/W Req'd (Varies)

35' R/W Req'd (Varies)

RIVERSIDE BOULEVARD
LEGEND

- EXISTING STREET GEOMETRY
- GREEN SPACE/ BOULEVARDS
- PROPOSED STREET
- SIDEWALK/ PATH/ CONC MEDIANS
- RMTD BUS STOP
- RMTD BUS TURN-OUT (PROPOSED)



EXHIBIT 4E-CORRIDOR
IMPROVEMENT PLAN



BROWNS PARKWAY

R/W Req'd Varies

R/W Req'd Varies

RIVERSIDE BOULEVARD

LEGEND

EXISTING STREET GEOMETRY

GREEN SPACE/ BOULEVARDS

PROPOSED STREET

SIDEWALK/ PATH/ CONC MEDIANS

RM TD BUS STOP

RM TD BUS TURN-OUT (PROPOSED)

NORTH

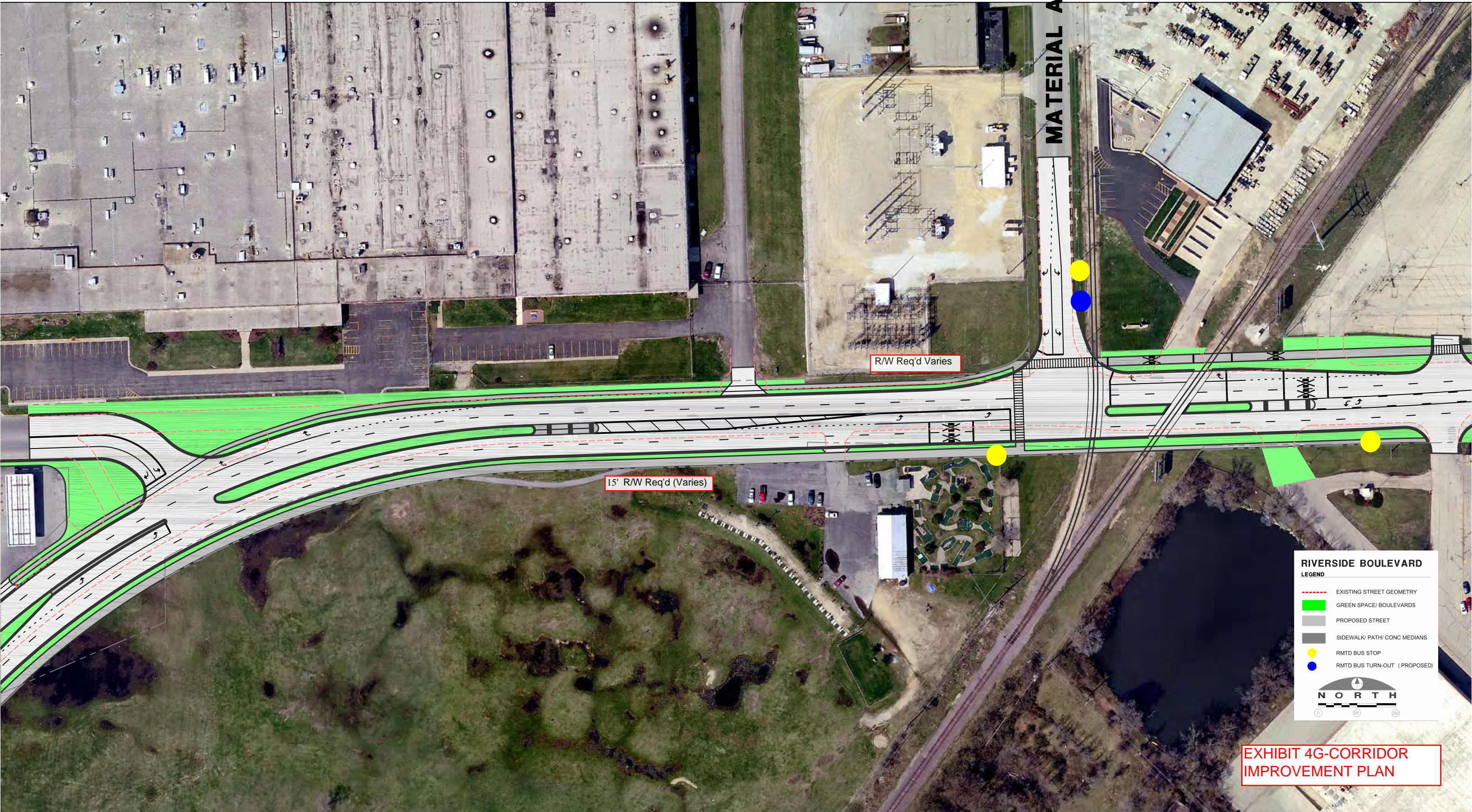
0

100

200

EXHIBIT 4F-CORRIDOR
IMPROVEMENT PLAN

MATERIAL AVENUE



RIVERSIDE BOULEVARD
LEGEND

- EXISTING STREET GEOMETRY
- GREEN SPACE/ BOULEVARDS
- PROPOSED STREET
- SIDEWALK/ PATH/ CONC MEDIANS
- RMTD BUS STOP
- RMTD BUS TURN-OUT (PROPOSED)

NORTH

0 100 200

EXHIBIT 4G-CORRIDOR
IMPROVEMENT PLAN

RIVERSIDE BOULEVARD
LEGEND

- EXISTING STREET GEOMETRY
- GREEN SPACE/ BOULEVARDS
- PROPOSED STREET
- SIDEWALK/ PATH/ CONC MEDIANS
- RTMD BUS STOP
- RTMD BUS TURN-OUT (PROPOSED)

FOREST HILLS ROAD

EXHIBIT 4H-CORRIDOR IMPROVEMENT PLAN

RIVERSIDE BOULEVARD
LEGEND

- EXISTING STREET GEOMETRY
- GREEN SPACE/ BOULEVARDS
- PROPOSED STREET
- SIDEWALK/ PATH/ CONC MEDIANS
- RTMD BUS STOP
- RTMD BUS TURN-OUT (PROPOSED)

FOREST HILLS ROAD

EXHIBIT 4H-CORRIDOR IMPROVEMENT PLAN

RIVERSIDE BOULEVARD
LEGEND

- EXISTING STREET GEOMETRY
- GREEN SPACE/ BOULEVARDS
- PROPOSED STREET
- SIDEWALK/ PATH/ CONC MEDIANS
- RTMD BUS STOP
- RTMD BUS TURN-OUT (PROPOSED)

FOREST HILLS ROAD

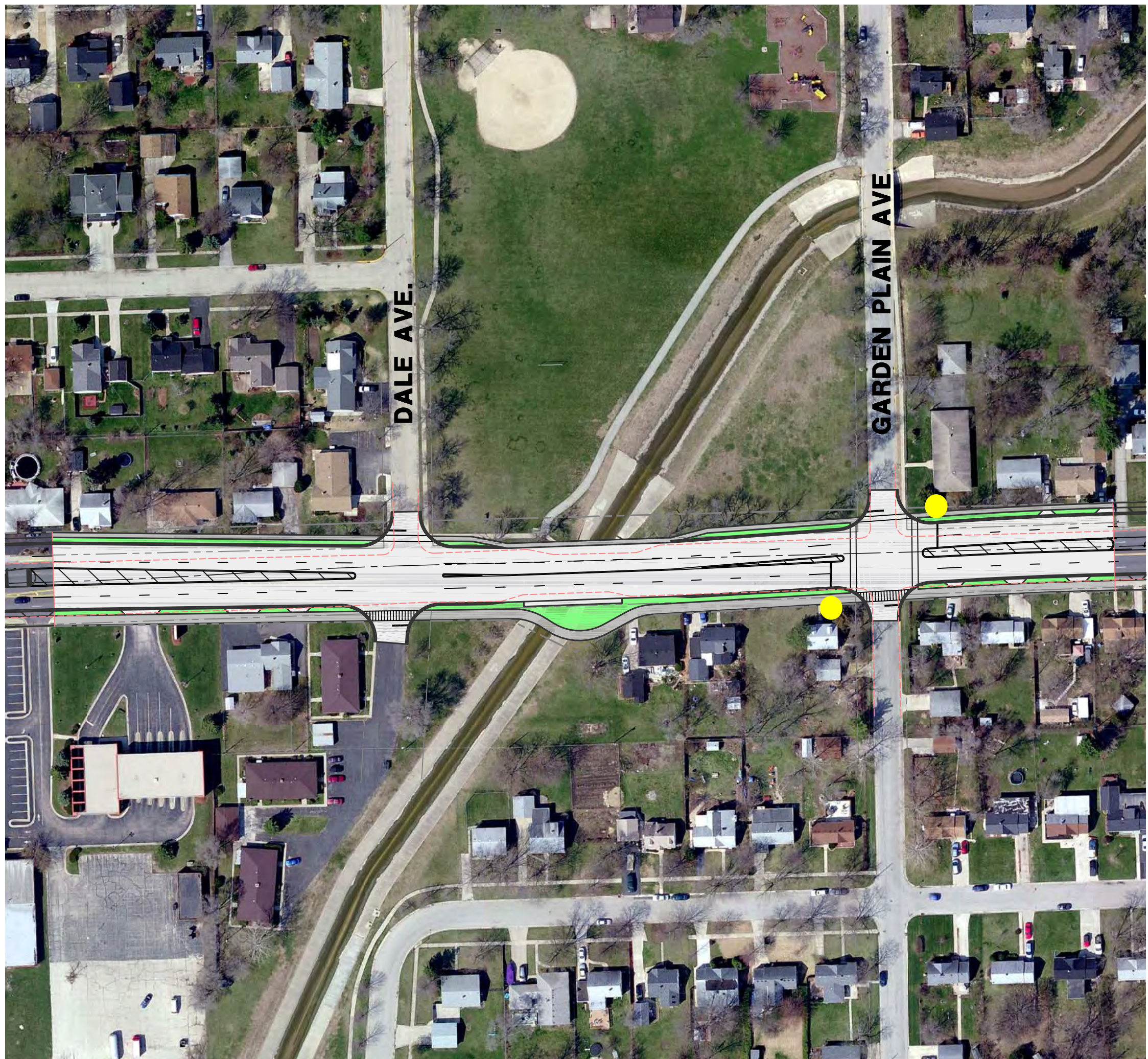
EXHIBIT 4H-CORRIDOR IMPROVEMENT PLAN

RIVERSIDE BOULEVARD
LEGEND

- EXISTING STREET GEOMETRY
- GREEN SPACE/ BOULEVARDS
- PROPOSED STREET
- SIDEWALK/ PATH/ CONC MEDIANS
- RTMD BUS STOP
- RTMD BUS TURN-OUT (PROPOSED)

FOREST HILLS ROAD

EXHIBIT 4H-CORRIDOR IMPROVEMENT PLAN



RIVERSIDE BOULEVARD
LEGEND

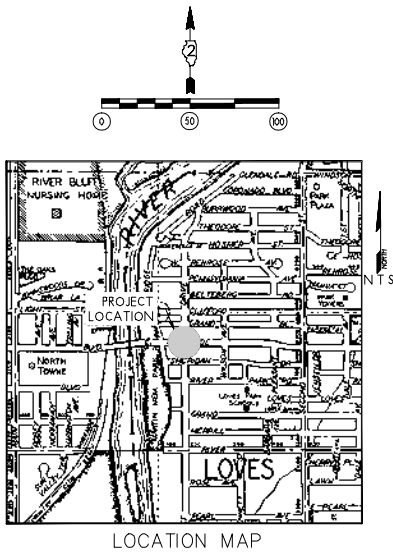
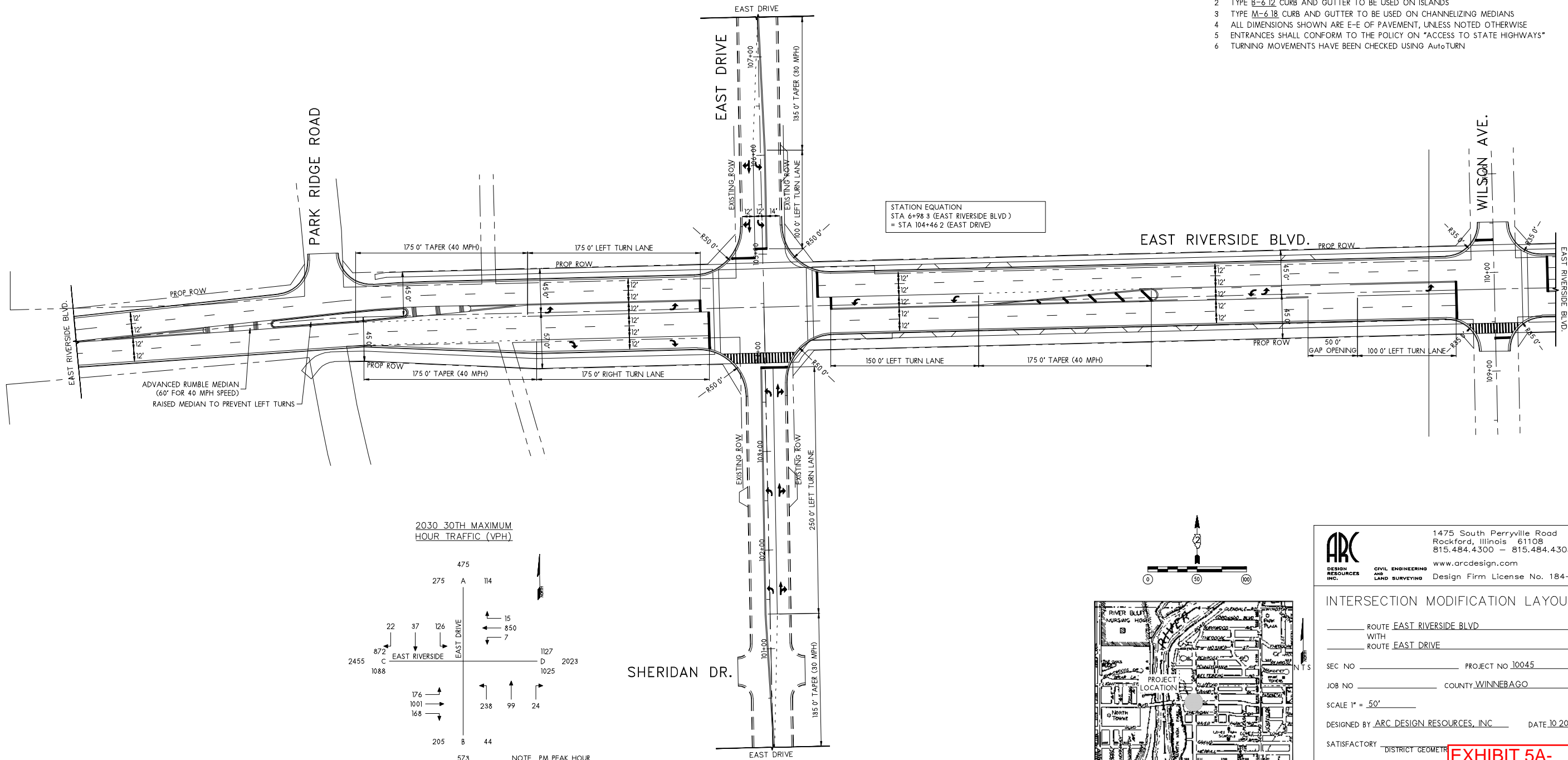
- EXISTING STREET GEOMETRY
- GREEN SPACE/ BOULEVARDS
- PROPOSED STREET
- SIDEWALK/ PATH/ CONC MEDIANS
- RM TD BUS STOP
- RM TD BUS TURN-OUT (PROPOSED)



**EXHIBIT 4I-CORRIDOR
IMPROVEMENT PLAN
(BRIDGE AT WANTZ PARK
ALTERNATE)**

| ELEMENTS CONTROLLING DESIGN | | | |
|-----------------------------|--|--|--------------------------|
| 1 | ROUTE (STREET) | <u>EAST RIVERSIDE BLVD</u> <u>EAST DRIVE</u> | |
| 2 | HIGHWAY FUNCTIONAL CLASSIFICATION | <u>EAST RIVERSIDE BLVD - ARTERIAL</u> <u>EAST DRIVE - COLLECTOR</u> | |
| 3 | AVERAGE DAILY TRAFFIC (ADT) DATA | <u>EXISTING 26,800</u> DESIGN <u>28,000</u> WEST OF EAST DRIVE <u>EXISTING 19,500</u> DESIGN <u>23,800</u> EAST OF EAST DRIVE | |
| 4 | <u>EAST RIVERSIDE BLVD</u> IS THE PREFERENCE ROUTE | | |
| 5 | ANTICIPATED YEAR OF CONSTRUCTION | <u>2030</u> | DESIGN YEAR <u>2030</u> |
| 6 | TRAFFIC CONTROL TO BE | <u>SIGNAL</u> <u>WARRANTS MET N/A EXISTING SIGNAL</u> | |
| 7 | DESIGN CRITERIA | <u>BDE CH 36</u> | |
| 8 | DESIGN VEHICLE | <u>WB-50</u> | |
| 9 | TRUCK ROUTE DESIGNATION | <u>XXX</u> | |
| 10 | DESIGN SPEED | <u>40 MPH EAST RIVERSIDE, 30 MPH EAST DRIVE</u> | |
| 11 | POSTED SPEED | <u>30 MPH MAJOR ROAD, 25 MPH MINOR ROAD</u> | |
| 12 | PEDESTRIAN USAGE | <u>YES</u> | BICYCLE USAGE <u>YES</u> |

- GENERAL NOTES
- 1 PROFILE GRADES ARE NOT PROVIDED FOR EAST RIVERSIDE APPROACH SINCE APPROACH GRADES ARE TO REMAIN ON EXISTING VERTICAL ALIGNMENT
 - 2 TYPE B-6.12 CURB AND GUTTER TO BE USED ON ISLANDS
 - 3 TYPE M-6.18 CURB AND GUTTER TO BE USED ON CHANNELIZING MEDIANS
 - 4 ALL DIMENSIONS SHOWN ARE E-E OF PAVEMENT, UNLESS NOTED OTHERWISE
 - 5 ENTRANCES SHALL CONFORM TO THE POLICY ON "ACCESS TO STATE HIGHWAYS"
 - 6 TURNING MOVEMENTS HAVE BEEN CHECKED USING AutoTURN



ARC
DESIGN
RESOURCES
INC.

CIVIL ENGINEERING
AND
LAND SURVEYING

1475 South Perryville Road
Rockford, Illinois 61108
815.484.4300 — 815.484.4303 FAX
www.arcdesign.com
Design Firm License No. 184-001334

INTERSECTION MODIFICATION LAYOUT

ROUTE EAST RIVERSIDE BLVD
WITH
ROUTE EAST DRIVE

SEC NO _____ PROJECT NO 10045

JOB NO _____ COUNTY WINNEBAGO

SCALE 1" = 50'

DESIGNED BY ARC DESIGN RESOURCES, INC. DATE 10.20.2010

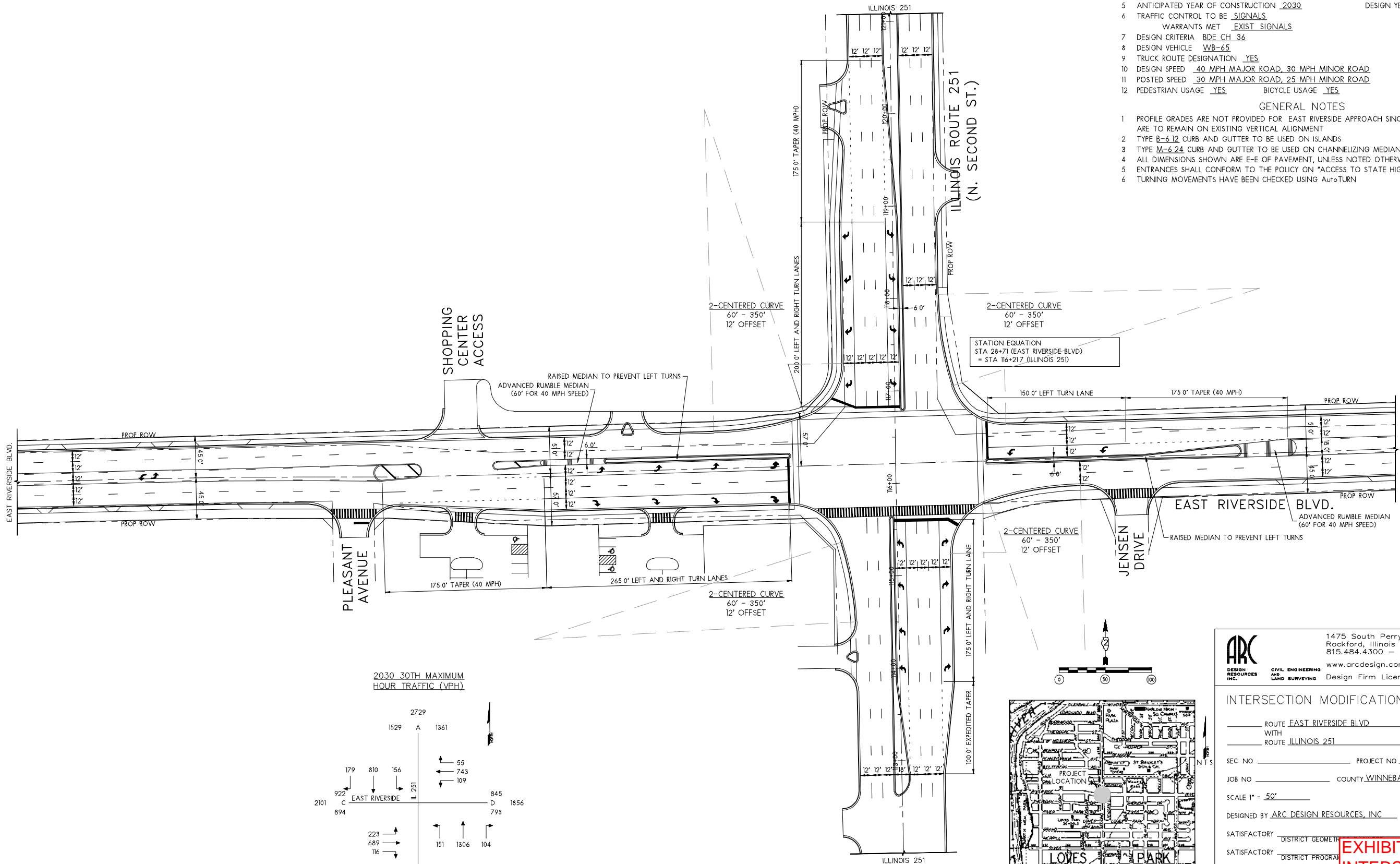
SATISFACTORY _____ DISTRICT GEOMETRIC

SATISFACTORY _____ DISTRICT PROGRAM

SATISFACTORY _____ DISTRICT OPERATIONAL

APPROVED _____ DEPUTY DIRECTOR REGION TWO ENGINEER

EXHIBIT 5A-
INTERSECTION
MODIFICATION
LAYOUT



ARC
DESIGN
RESOURCES
INC.

1475 South Perryville Road
Rockford, Illinois 61108
815.484.4300 — 815.484.4303 FAX
www.arcdesign.com
Design Firm License No. 184-001334

CIVIL ENGINEERING
AND
LAND SURVEYING

INTERSECTION MODIFICATION LAYOUT

ROUTE EAST RIVERSIDE BLVD
WITH
ROUTE ILLINOIS 251

SEC NO _____ PROJECT NO 10045

JOB NO _____ COUNTY WINNEBAGO

SCALE 1" = 50'

DESIGNED BY ARC DESIGN RESOURCES, INC DATE 10.20.2010

SATISFACTORY _____ DISTRICT GEOMETRIC DESIGN

SATISFACTORY _____ DISTRICT PROGRAM

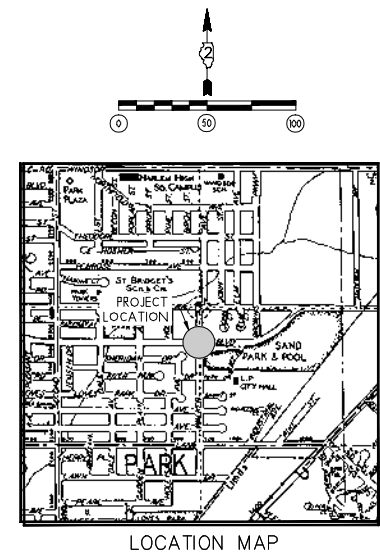
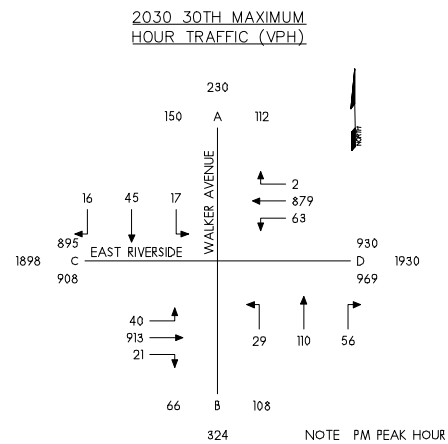
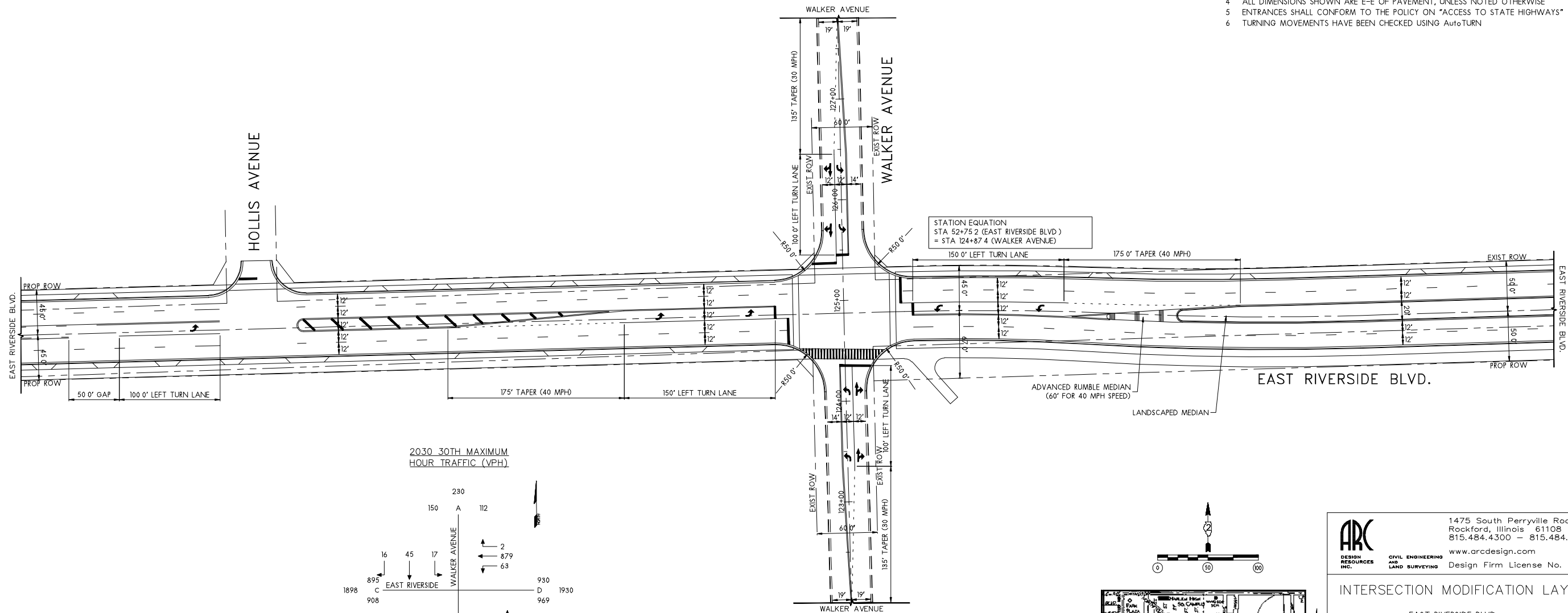
SATISFACTORY _____ DISTRICT OPERATIONS

APPROVED _____ DEPUTY DIRECTOR
REGION TWO ENGINEER

**EXHIBIT 5B-
INTERSECTION
MODIFICATION
LAYOUT**

- ELEMENTS CONTROLLING DESIGN
- ROUTE (STREET) EAST RIVERSIDE BLVD
WALKER AVENUE
 - HIGHWAY FUNCTIONAL EAST RIVERSIDE BLVD - ARTERIAL STREET
CLASSIFICATION WALKER AVENUE - COLLECTOR
 - AVERAGE DAILY TRAFFIC (ADT) DATA
EXISTING 16700 DESIGN 22300 WEST OF WALKER
EXISTING 16500 DESIGN 22700 EAST OF WALKER
EAST RIVERSIDE IS THE PREFERENCE ROUTE
 - ANTICIPATED YEAR OF CONSTRUCTION 2030 DESIGN YEAR 2030
 - TRAFFIC CONTROL TO BE SIGNALS
WARRANTS MET EXIST SIGNALS
 - DESIGN CRITERIA BDE CH 36
 - DESIGN VEHICLE WB-50
 - TRUCK ROUTE DESIGNATION XXX
 - DESIGN SPEED 40 MPH MAJOR ROAD, 30 MPH MINOR ROAD
 - POSTED SPEED 30 MPH MAJOR ROAD, 25 MPH MINOR ROAD
 - PEDESTRIAN USAGE YES BICYCLE USAGE YES

- GENERAL NOTES
- PROFILE GRADES ARE NOT PROVIDED FOR EAST RIVERSIDE APPROACH SINCE APPROACH GRADES ARE TO REMAIN ON EXISTING VERTICAL ALIGNMENT
 - TYPE B-6.12 CURB AND GUTTER TO BE USED ON ISLANDS
 - TYPE M-6.18 CURB AND GUTTER TO BE USED ON CHANNELIZING MEDIANS
 - ALL DIMENSIONS SHOWN ARE E-E OF PAVEMENT, UNLESS NOTED OTHERWISE
 - ENTRANCES SHALL CONFORM TO THE POLICY ON "ACCESS TO STATE HIGHWAYS"
 - TURNING MOVEMENTS HAVE BEEN CHECKED USING AutoTURN



ARC
DESIGN
RESOURCES
INC.

CIVIL ENGINEERING
AND
LAND SURVEYING

1475 South Perryville Road
Rockford, Illinois 61108
815.484.4300 - 815.484.4303 FAX
www.arcdesign.com
Design Firm License No. 184-001334

INTERSECTION MODIFICATION LAYOUT

ROUTE EAST RIVERSIDE BLVD
WITH
ROUTE WALKER AVENUE

SEC NO _____ PROJECT NO 10045

JOB NO _____ COUNTY WINNEBAGO

SCALE 1" = 50'

DESIGNED BY ARC DESIGN RESOURCES, INC. DATE 10.20.2010

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER _____ DATE _____

SATISFACTORY _____ DISTRICT PROGRAM _____

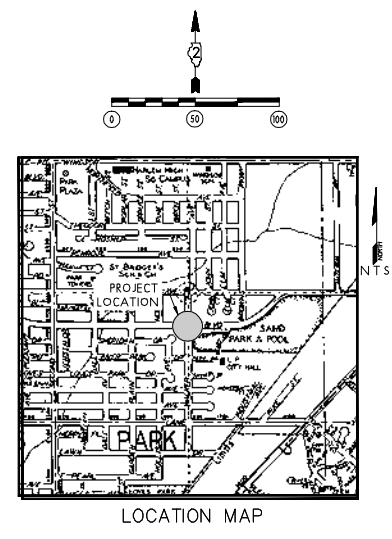
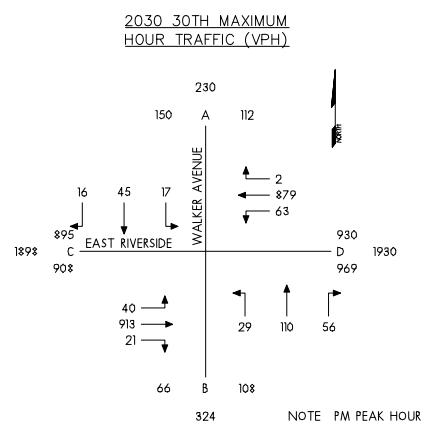
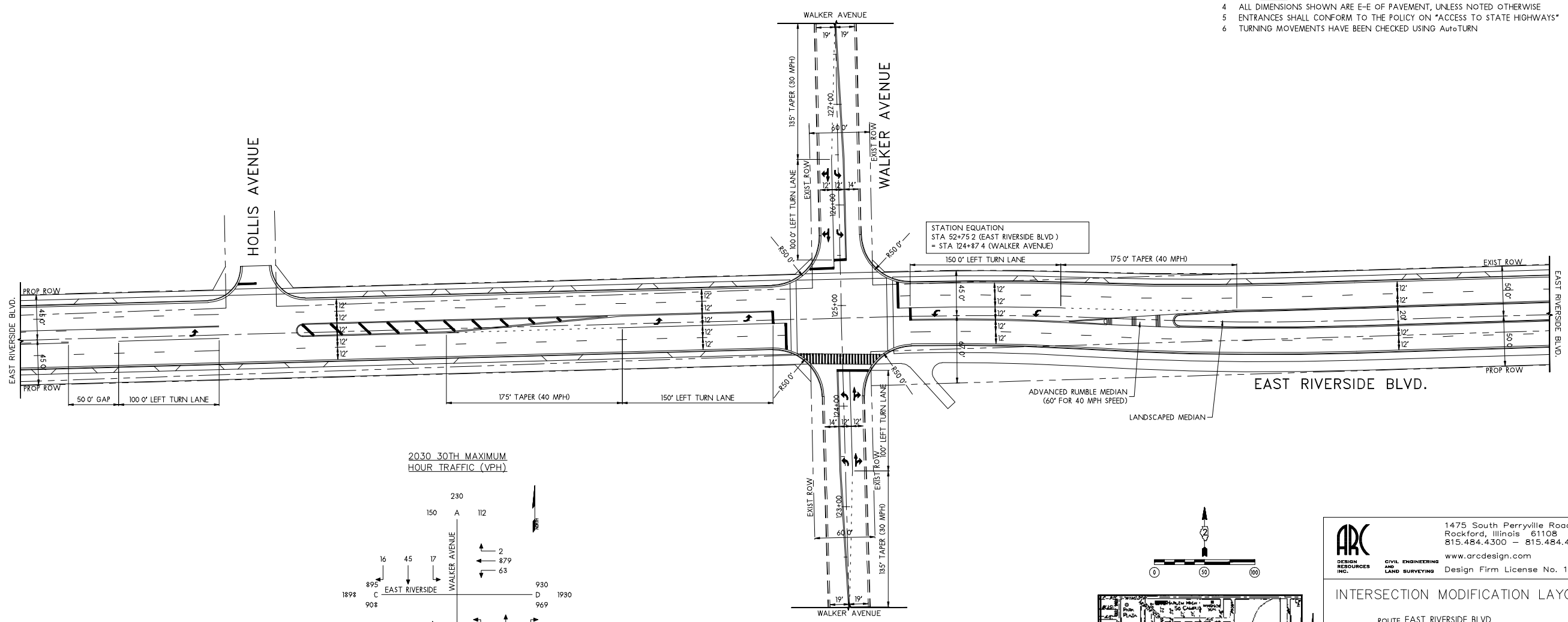
SATISFACTORY _____ DISTRICT OPERATIONS _____

APPROVED _____ DEPUTY DIRECTOR
REGION TWO ENGINEER

**EXHIBIT 5C-
INTERSECTION
MODIFICATION
LAYOUT**

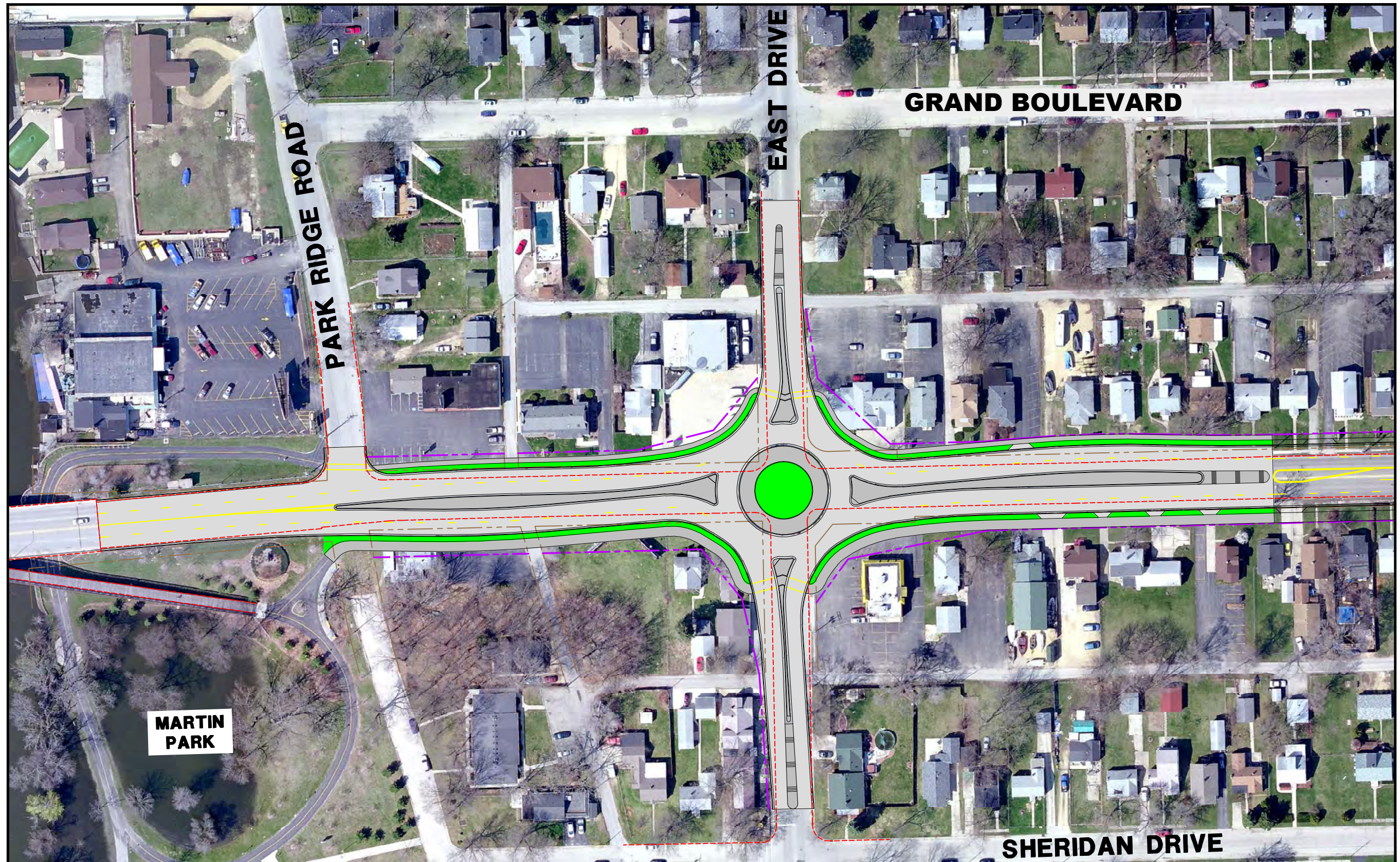
| ELEMENTS CONTROLLING DESIGN | | | |
|-----------------------------|--|--|-------------------|
| 1 | ROUTE (STREET) | EAST RIVERSIDE BLVD WALKER AVENUE | |
| 2 | HIGHWAY FUNCTIONAL CLASSIFICATION | EAST RIVERSIDE BLVD - ARTERIAL STREET WALKER AVENUE - COLLECTOR | |
| 3 | AVERAGE DAILY TRAFFIC (ADT) DATA | | |
| | EXISTING | DESIGN | WEST OF WALKER |
| | 16700 | 22300 | |
| | EXISTING | DESIGN | EAST OF WALKER |
| | 16500 | 22700 | |
| 4 | EAST RIVERSIDE IS THE PREFERENCE ROUTE | | |
| 5 | ANTICIPATED YEAR OF CONSTRUCTION | 2030 | DESIGN YEAR 2030 |
| 6 | TRAFFIC CONTROL TO BE | SIGNALS | |
| | WARRANTS MET | EXIST SIGNALS | |
| 7 | DESIGN CRITERIA | BDE CH 36 | |
| 8 | DESIGN VEHICLE | WB-50 | |
| 9 | TRUCK ROUTE DESIGNATION | XXX | |
| 10 | DESIGN SPEED | 40 MPH MAJOR ROAD, 30 MPH MINOR ROAD | |
| 11 | POSTED SPEED | 30 MPH MAJOR ROAD, 25 MPH MINOR ROAD | |
| 12 | PEDESTRIAN USAGE | YES | BICYCLE USAGE YES |

- GENERAL NOTES
- 1 PROFILE GRADES ARE NOT PROVIDED FOR EAST RIVERSIDE APPROACH SINCE APPROACH GRADES ARE TO REMAIN ON EXISTING VERTICAL ALIGNMENT
 - 2 TYPE B-6.12 CURB AND GUTTER TO BE USED ON ISLANDS
 - 3 TYPE M-6.18 CURB AND GUTTER TO BE USED ON CHANNELIZING MEDIANS
 - 4 ALL DIMENSIONS SHOWN ARE E-E OF PAVEMENT, UNLESS NOTED OTHERWISE
 - 5 ENTRANCES SHALL CONFORM TO THE POLICY ON "ACCESS TO STATE HIGHWAYS"
 - 6 TURNING MOVEMENTS HAVE BEEN CHECKED USING AutoTURN



| | |
|--|--|
| ARC DESIGN RESOURCES INC. | 1475 South Perryville Road Rockford, Illinois 61108 815.484.4300 - 815.484.4303 FAX www.arcdesign.com Design Firm License No. 184-001334 |
| CIVIL ENGINEERING AND LAND SURVEYING | |
| INTERSECTION MODIFICATION LAYOUT | |
| ROUTE <u>EAST RIVERSIDE BLVD</u> WITH ROUTE <u>WALKER AVENUE</u> | |
| SEC NO _____ | PROJECT NO <u>10045</u> |
| JOB NO _____ | COUNTY <u>WINNEBAGO</u> |
| SCALE 1" = <u>50'</u> | |
| DESIGNED BY <u>ARC DESIGN RESOURCES, INC</u> DATE <u>10/20/2010</u> | |
| SATISFACTORY _____ | DISTRICT GEOMETRICS ENGINEER _____ DATE _____ |
| SATISFACTORY _____ | DISTRICT PROGRAM DEVELOPER _____ |
| SATISFACTORY _____ | DISTRICT OPERATIONS ENGINEER _____ |
| APPROVED _____ | DEPUTY DIRECTOR OF HIGHWAY REGION TWO ENGINEER _____ |

EXHIBIT 5D-
INTERSECTION
MODIFICATION
LAYOUT

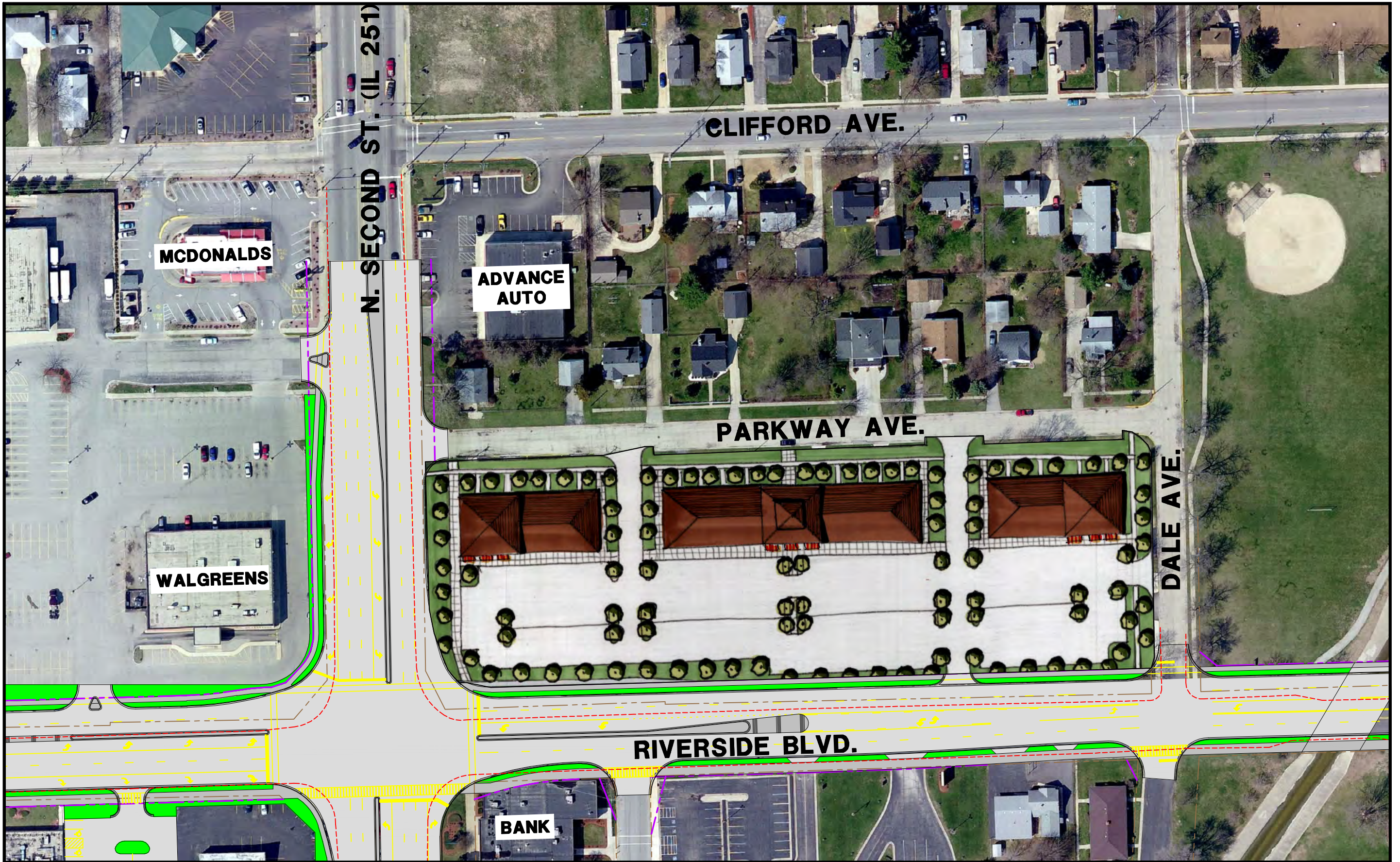


EAST DRIVE ROUNDABOUT CONCEPT



**'LOVES PARK LANDING'
CONCEPT PLAN REDEVELOPMENT**

ARC DESIGN
RESOURCES INC.



NORTH SECOND CONCEPT REDEVELOPMENT

Appendix A
Traffic Counts

Form T.C.-2

Date, Day6/15/10Tuesday

Hours: 3 Hrs

am pm

STATE OF ILLINOIS

LocationRiverside Blvd & East Dr

Counted ByMike Maddox & Nathan Bruck

WeatherRaining

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 | East | South | East | North | West | | Route | West | North | East | South | Route | | | North |
| AM | West | South | East | Total | Going | Total | 0 | Going | Total | 0 | Going | 0 | Going | Total | 0 | 0 |
| 6:30-7:00 | | | | 0 | | 0 | | | | | | | | | | 0 |
| 7:00-7:30 | | | | 0 | | 0 | | | | | | | | | | 0 |
| 7:30-8:00 | | | | 0 | | 0 | | | | | | | | | | 0 |
| 8:00-8:30 | | | | 0 | | 0 | | | | | | | | | | 0 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | |
| 3:00-3:30 | 48 | 20 | 5 | 73 | 25 | 9 | 125 | 5 | 369 | 6 | 380 | 51 | 360 | 65 | 476 | 856 |
| 3:30-4:00 | 62 | 24 | 5 | 91 | 40 | 10 | 164 | 6 | 406 | 2 | 414 | 57 | 436 | 49 | 542 | 956 |
| 4:00-4:30 | 47 | 20 | 8 | 75 | 40 | 7 | 186 | 4 | 405 | 5 | 414 | 44 | 392 | 43 | 479 | 893 |
| 4:30-5:00 | 50 | 11 | 10 | 71 | 41 | 9 | 141 | 5 | 355 | 4 | 364 | 67 | 414 | 65 | 546 | 910 |
| 5:00-5:30 | 53 | 19 | 8 | 80 | 40 | 11 | 155 | 7 | 342 | 2 | 351 | 77 | 406 | 73 | 556 | 907 |
| 5:30-6:00 | 41 | 17 | 4 | 62 | 21 | 11 | 105 | 7 | 300 | 5 | 312 | 58 | 309 | 59 | 426 | 738 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Max 6 hr Av | | | | | | | | | | | | | | | | |
| TOTAL | 301 | 111 | 40 | 452 | 207 | 57 | 876 | 34 | 2177 | 24 | 2235 | 354 | 2317 | 354 | 3025 | 5260 |
| | | | | | | | | | | | | | | | | 6588 |

Remarks:

computed by: Michael Maddox

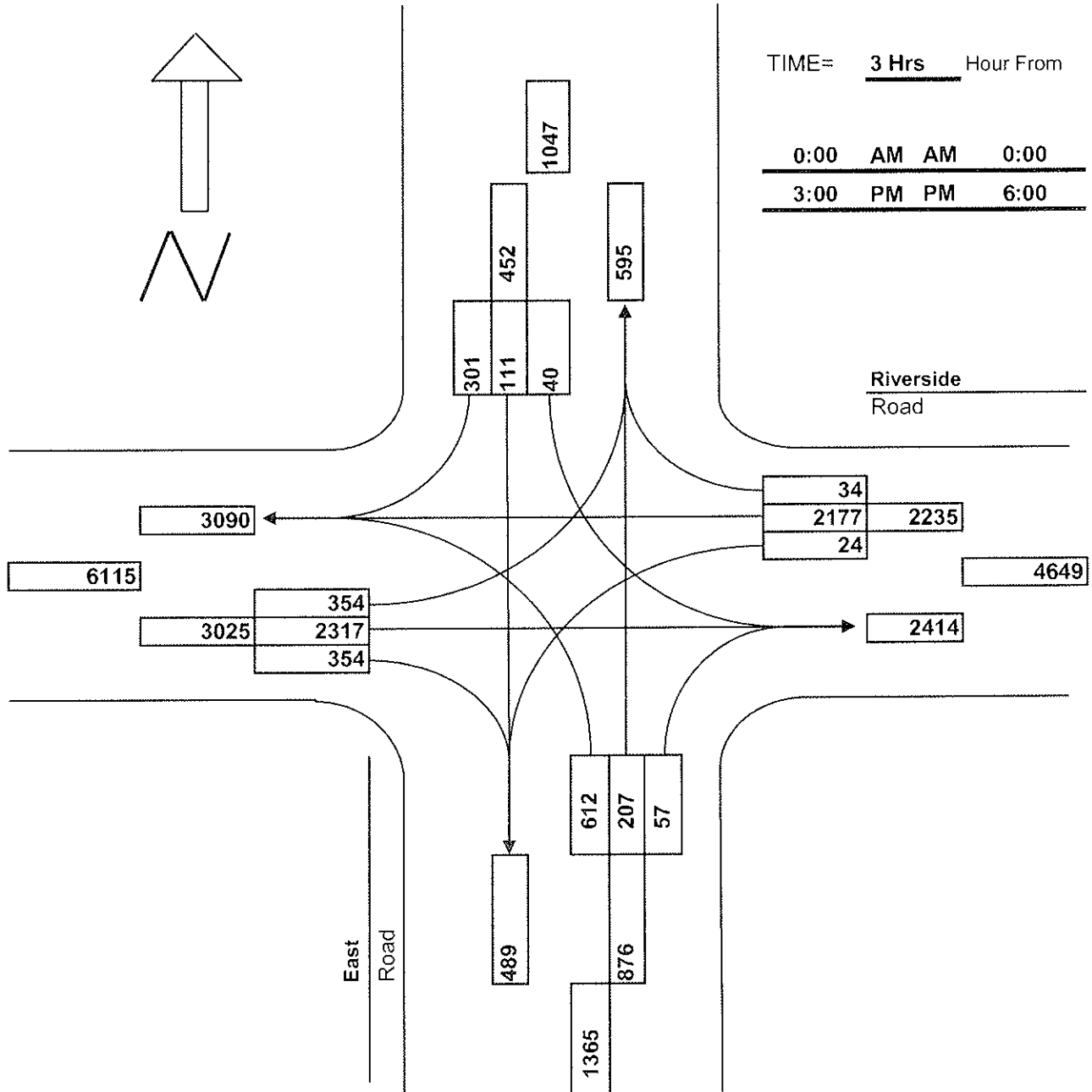
sheet 1 of 2

CITY OF ROCKFORD
DEPARTMENT OF PUBLIC WORKS

VEHICLE TURNING VOLUME
GRAPHIC SUMMARY SHEET

LOCATION: Riverside Blvd & East Dr

DATE: 6/15/2010



REMARKS: 0

Location Riverside - East Drive Lower Park

Day, Date Tuesday 6/15/2010

Hours 3-6

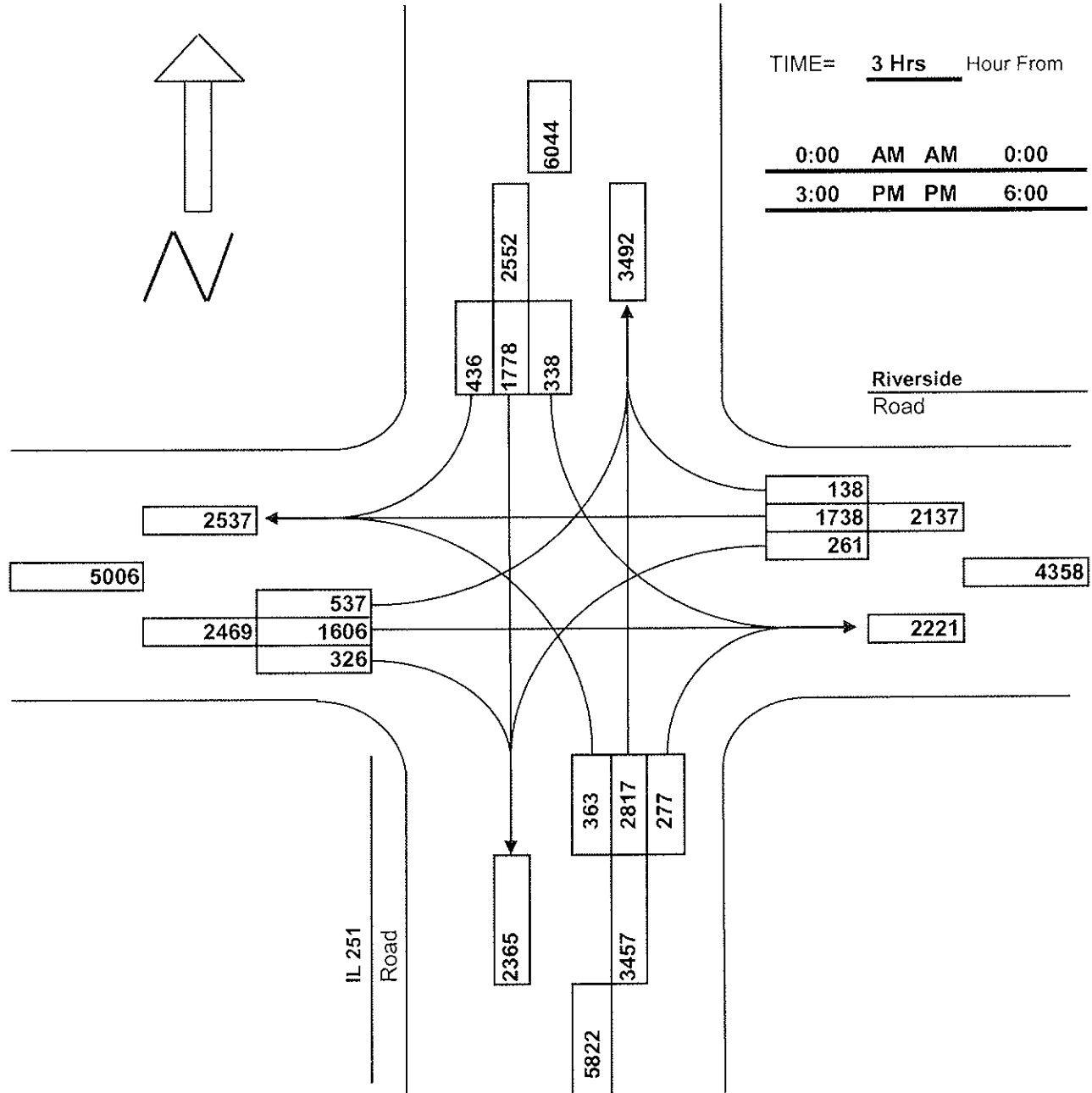
Weather Rainy

| | Traffic from NORTH | | | | Traffic from EAST | | | | Traffic from SOUTH | | | | Traffic from WEST | | | |
|---|--------------------|---------|----------------|---------|-------------------|----------|---------------|----------|--------------------|---------|----------------|---------|-------------------|----------|---------------|----------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | | West RT | South Straight | East LT | TOTAL | North RT | West Straight | South LT | TOTAL | East RT | North Straight | West LT | TOTAL | South RT | East Straight | North LT |
| 1 | 0 | 48 | 20 | 5 | | 0 | 369 | 6 | | 9 | 25 | 91 | | 65 | 360 | 51 |
| 2 | 0 | 62 | 27 | 5 | | 0 | 406 | 2 | | 10 | 40 | 114 | | 49 | 436 | 57 |
| 3 | 0 | 47 | 20 | 8 | | 0 | 405 | 5 | | 7 | 40 | 139 | | 43 | 392 | 44 |
| 4 | 0 | 50 | 11 | 10 | | 1 | 355 | 4 | | 9 | 41 | 91 | | 65 | 414 | 67 |
| 5 | 0 | 53 | 19 | 8 | | 0 | 342 | 2 | | 11 | 40 | 104 | | 1 | 406 | 77 |
| 6 | 0 | 41 | 17 | 4 | | 0 | 300 | 5 | | 11 | 21 | 73 | | 59 | 309 | 58 |
| 1 | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | |

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

LOCATION: Riverside Blvd & IL 251

DATE: 6/9/2010



REMARKS: 0

Location Riverside / Northbound

Day, Date 6-9-10

Weather Clear

Hours 3-6 pm

| | Traffic from NORTH | | | | Traffic from EAST | | | | Traffic from SOUTH | | | | Traffic from WEST | | | | | | | |
|---------|--------------------|-----------------|------------------------|-----------------|-------------------|---|------------------|-----------------------|--------------------|-------|---|------------------|-------------------------|------------------|-------|----|-------------------|------------------------|-------------------|-------|
| | 1 | 2 West RT | 3 South Straight | 4 East LT | TOTAL | 5 | 6 North RT | 7 West Straight | 8 South LT | TOTAL | 9 | 10 East RT | 11 North Straight | 12 West LT | TOTAL | 13 | 14 South RT | 15 East Straight | 16 North LT | TOTAL |
| | | | | | | | | | | | | | | | | | | | | |
| 1-3-3-1 | 0 | 96 | 295 | 32 | 423 | 0 | 26 | 322 | 39 | 397 | 1 | 57 | 413 | 60 | 531 | 2 | 66 | 263 | 77 | 408 |
| 1-3-3-2 | 0 | 101 | 297 | 51 | 449 | 0 | 17 | 264 | 48 | 329 | 0 | 61 | 492 | 63 | 616 | 3 | 74 | 278 | 102 | 477 |
| 1-3-3-3 | 4 | 80 | 297 | 70 | 451 | 1 | 21 | 272 | 43 | 337 | 0 | 36 | 490 | 63 | 589 | 1 | 44 | 224 | 86 | 355 |
| 1-3-3-4 | 2 | 76 | 339 | 65 | 482 | 2 | 28 | 308 | 36 | 346 | 1 | 43 | 539 | 64 | 647 | 2 | 48 | 240 | 83 | 373 |
| 1-3-3-5 | 0 | 71 | 325 | 63 | 459 | 0 | 17 | 301 | 53 | 371 | 0 | 42 | 521 | 60 | 623 | 2 | 47 | 325 | 100 | 477 |
| 1-3-3-6 | 0 | 62 | 225 | 57 | 344 | 0 | 29 | 266 | 42 | 337 | 1 | 38 | 362 | 53 | 454 | 0 | 49 | 256 | 89 | 394 |
| 1 | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | |

Form T.C.-2

Date, Day

6/17/10 Thursday

State of Illinois

Department of Transportation

Location

Riverside Blvd & Walker Ave

Counted By

Mike Maddox & Nathan Bruck

Hours

3 Hrs

Weather

Sunny

AM

6:30-7:00

7:00-7:30

7:30-8:00

8:00-8:30

PM

3:00-3:30

3:30-4:00

4:00-4:30

4:30-5:00

5:00-5:30

5:30-6:00

Max 6 hr Av

TOTAL

Traffic From North

Route

West

South

East

Total

Walker

9

18

10

37

Going

0

0

0

0

Traffic From South

Route

West

North

East

Total

Walker

11

21

22

54

Going

0

0

0

0

Traffic From East

Route

North

West

South

Total

Riverside

0

304

21

325

Going

0

0

0

0

Traffic From West

Route

North

East

South

Total

Riverside

12

322

11

345

Going

0

0

0

0

Grand Total

46

100

42

188

581

393

135

193

65

2160

372

130

2024

6

2317

4477

5058

Remarks:

Existing 3-way stop at this T intersection.

computed by:

Michael Maddox

sheet

1

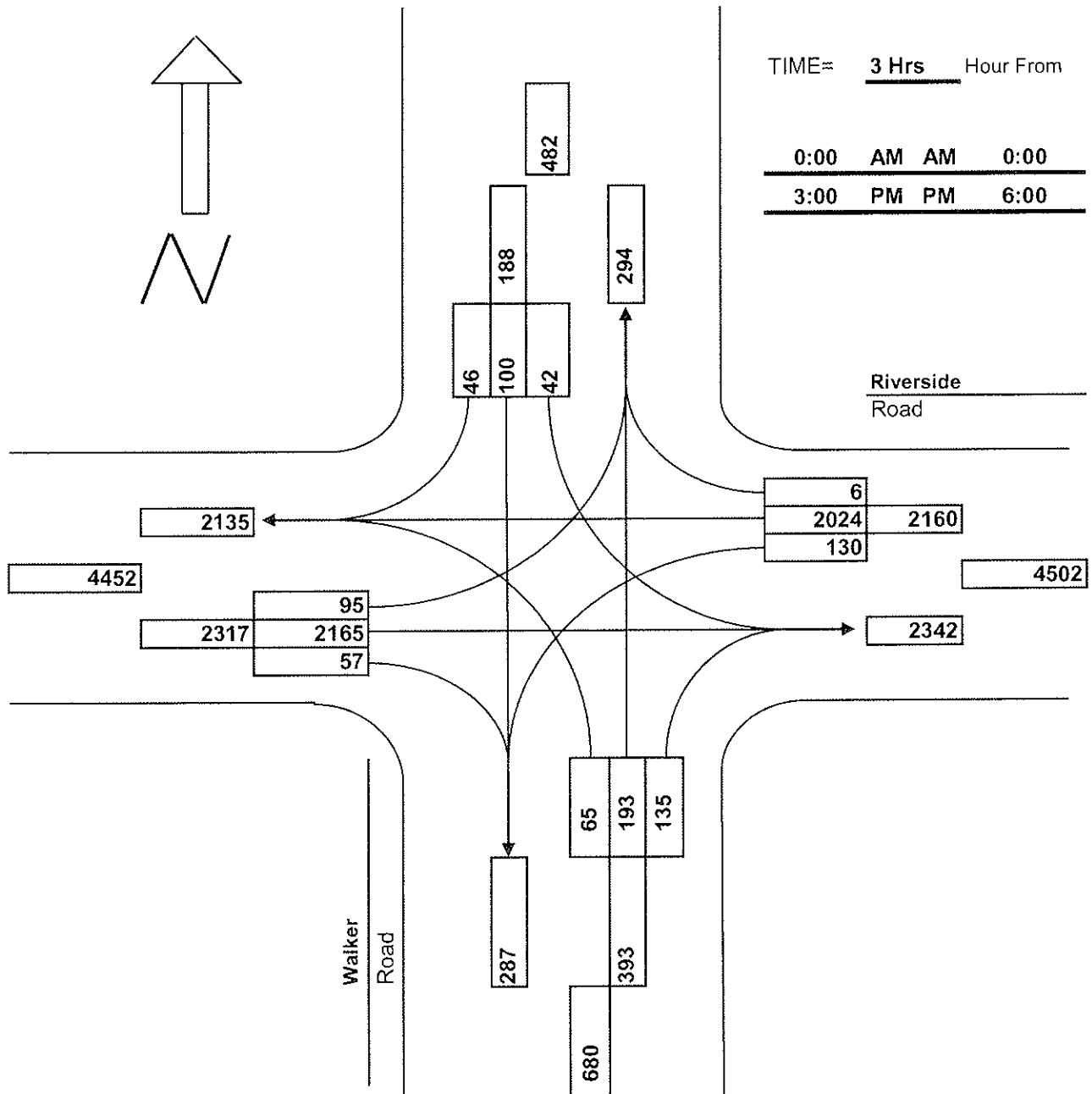
of

2

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

LOCATION: Riverside Blvd & Walker Ave

DATE: 6/17/2010



REMARKS: Existing 3-way stop at this T intersection.

Location RiverSide & Walker Day, Date Thursday 6/17/10

Weather Sunny Hours 3-6

| | Traffic from NORTH | | | | Traffic from EAST | | | | Traffic from SOUTH | | | | Traffic from WEST | | | |
|---|--------------------|---------|----------------|---------|-------------------|----------|---------------|----------|--------------------|---------|----------------|---------|-------------------|----------|---------------|----------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | | West RT | South Straight | East LT | TOTAL | North RT | West Straight | South LT | TOTAL | East RT | North Straight | West LT | TOTAL | South RT | East Straight | North LT |
| 1 | 0 | 9 | 18 | 10 | 0 | 0 | 304 | 21 | 0 | 22 | 21 | 11 | 0 | 11 | 322 | 12 |
| 2 | 0 | 6 | 14 | 6 | 2 | 1 | 327 | 20 | 0 | 24 | 32 | 4 | 0 | 11 | 360 | 17 |
| 3 | 1 | 13 | 13 | 4 | 0 | 1 | 342 | 18 | 2 | 23 | 33 | 14 | 0 | 10 | 383 | 20 |
| 4 | 0 | 8 | 17 | 6 | 1 | 0 | 372 | 24 | 6 | 16 | 41 | 13 | 1 | 11 | 373 | 18 |
| 5 | 0 | 5 | 20 | 8 | 6 | 2 | 348 | 28 | 0 | 30 | 49 | 11 | 0 | 6 | 375 | 15 |
| 6 | 0 | 5 | 18 | 8 | 0 | 2 | 351 | 19 | 1 | 20 | 17 | 12 | 0 | 8 | 352 | 13 |
| 1 | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | |

Form T.C.-2

Date, Day6/30/10 Thursday

Hours:3 Hrs

am pm

STATE OF ILLINOIS

LocationRiverside Blvd & Material Ave

Counted ByMike Maddox & Nathan Bruck

WeatherSunny

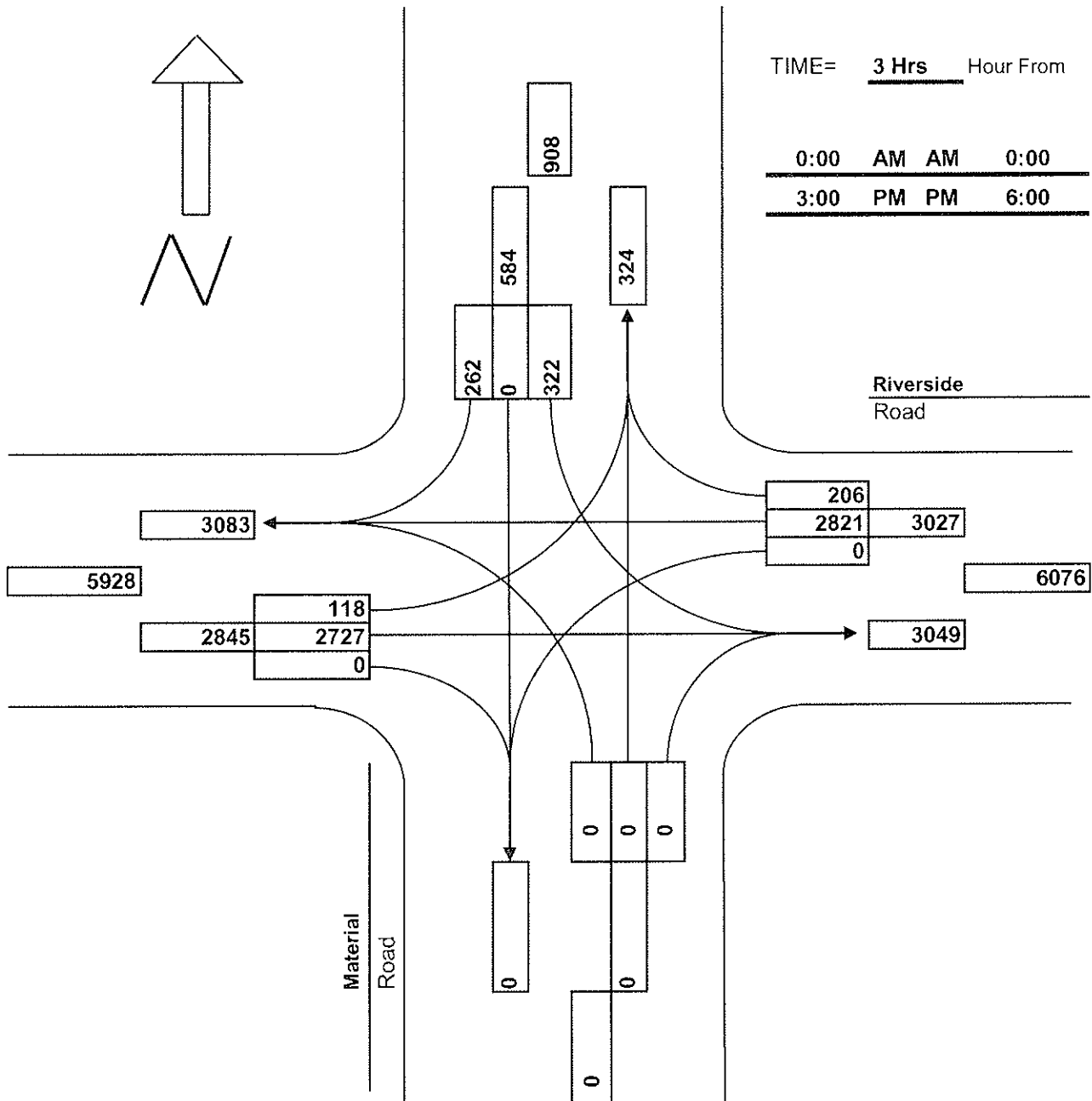
DEPARTMENT OF TRANSPORTATION

| 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 | Material | Going | Total | Route | N/A | Going | Total | | Route | West | South | Going | Total | Route | North | East | | | South | Going | Total |
| AM | | West | South | East | Total | | West | North | East | Total | | North | West | South | Total | | North | East | South | Total | | |
| 6:30-7:00 | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | 0 |
| 7:00-7:30 | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | 0 |
| 7:30-8:00 | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | 0 |
| 8:00-8:30 | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | | 0 |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | | | | | | | | | | |
| 3:00-3:30 | | 37 | 0 | 36 | 73 | | 0 | 0 | 0 | 0 | | 73 | 28 | 457 | 0 | 485 | 22 | 401 | 0 | 423 | 908 | 981 |
| 3:30-4:00 | | 66 | 0 | 82 | 148 | | 0 | 0 | 0 | 0 | | 148 | 28 | 448 | 0 | 476 | 19 | 430 | 0 | 449 | 925 | 1073 |
| 4:00-4:30 | | 34 | 0 | 44 | 78 | | 0 | 0 | 0 | 0 | | 78 | 35 | 460 | 0 | 495 | 24 | 473 | 0 | 497 | 992 | 1070 |
| 4:30-5:00 | | 70 | 0 | 82 | 152 | | 0 | 0 | 0 | 0 | | 152 | 40 | 426 | 0 | 466 | 23 | 467 | 0 | 490 | 956 | 1108 |
| 5:00-5:30 | | 37 | 0 | 44 | 81 | | 0 | 0 | 0 | 0 | | 81 | 46 | 535 | 0 | 581 | 15 | 545 | 0 | 560 | 1141 | 1222 |
| 5:30-6:00 | | 18 | 0 | 34 | 52 | | 0 | 0 | 0 | 0 | | 52 | 29 | 495 | 0 | 524 | 15 | 411 | 0 | 426 | 950 | 1002 |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| Max 6 hr Av | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | 262 | 0 | 322 | 584 | | 0 | 0 | 0 | 0 | | 584 | 206 | 2821 | 0 | 3027 | 118 | 2727 | 0 | 2845 | 5872 | 6456 |

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

LOCATION: Riverside Blvd & Material Ave

DATE: 6/30/2010



REMARKS: Existing 3-way stop at this T intersection.

Location Metrolia & Riverside

Day, Date 7/1/2010

Weather Sunny

Hours 3pm-6pm

| | Traffic from NORTH | | | | Traffic from EAST | | | | Traffic from SOUTH | | | | Traffic from WEST | | | |
|---|--------------------|---------|----------------|---------|-------------------|----------|---------------|----------|--------------------|---------|----------------|---------|-------------------|----------|---------------|----------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | | West RT | South Straight | East LT | TOTAL | North RT | West Straight | South LT | TOTAL | East RT | North Straight | West LT | TOTAL | South RT | East Straight | North LT |
| 1 | 32 | 36 | 0 | 0 | 0 | 28 | 457 | 0 | | | | | 6 | 0 | 401 | 22 |
| 2 | 8 | 82 | 0 | 0 | 1 | 28 | 448 | 0 | | | | | 0 | 0 | 430 | 19 |
| 3 | 1 | 44 | 0 | 0 | 0 | 35 | 460 | 0 | | | | | 1 | 0 | 473 | 24 |
| 4 | 0 | 82 | 0 | 0 | 0 | 40 | 426 | 0 | | | | | 3 | 0 | 467 | 23 |
| 5 | 1 | 44 | 0 | 0 | 0 | 46 | 535 | 0 | | | | | 1 | 0 | 545 | 15 |
| 6 | 0 | 34 | 0 | 0 | 0 | 24 | 495 | 0 | | | | | 0 | 0 | 411 | 15 |
| 1 | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | |

Appendix B

Projected Traffic & Capacity Analysis Worksheets

INTERSECTION VOLUMES FOR FACTORED TRAFFIC AND OUTLOT USES

Location: *Riverside Blvd & East Drive*

Date: 6/30/2010

Time Period: *PM Peak Hour counted, AM assumed*

Arc Design F
Rockford, IL
10045

Analyst: *RCS*

| | | | |
|-------------------------|------|------|------------------------|
| Year of Traffic Counts: | 2010 | 2010 | 2030 |
| Year of Analysis: | 2010 | 2020 | 2030 |
| Traffic Growth Factor: | 1.01 | 1.0% | Growth factor assumed. |

| AM PEAK HOUR | | Traffic | 2020 Projection | 2030 Projection | Vehicle Movement |
|--------------|---------|---------|--------------------|--------------------|--------------------|
| Northbound | left | | | | left through right |
| | through | | | | through 0 |
| | right | | | | right |
| Southbound | left | | | | left through right |
| | through | | | | through 0 |
| | right | | | | right |
| Eastbound | left | | | | left through right |
| | through | | | | through 0 |
| | right | | | | right |
| Westbound | left | | | | left through right |
| | through | | | | through 0 |
| | right | | | | right |

| PM PEAK HOUR | | 2010 Traffic | 2020 Projection | 2030 Projection | Vehicle Movement |
|--------------|---------|-----------------|--------------------|--------------------|--------------------|
| Northbound | left | 195 | 215 | 238 | left through right |
| | through | 81 | 89 | 99 | through 0 |
| | right | 20 | 22 | 24 | right |
| Southbound | left | 18 | 20 | 22 | left through right |
| | through | 30 | 33 | 37 | through 0 |
| | right | 103 | 114 | 126 | right |
| Eastbound | left | 144 | 159 | 176 | left through right |
| | through | 820 | 906 | 1001 | through 0 |
| | right | 138 | 152 | 168 | right |
| Westbound | left | 6 | 7 | 7 | left through right |
| | through | 697 | 770 | 850 | through 0 |
| | right | 12 | 13 | 15 | right |

East Drive

EAST DENE 2030

NO Improvement

Riverside Corridor Study
Riverside Blvd & East Drive
PM Peak 2030

07/30/10
09:14:14

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 1.01 Vehicle Delay 117.2 Level of Service F

| Sq 38 **/** | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Phase 5 |
|----------------|-----------|-----------|-----------|-----------|-----------|
| . | | * * * | ^ | ^ | |
| / \ | | * * * | ++++ | **** | |
| | | <* * *> | <++++ | <**** | |
| | | v | **** | ^ | ^ |
| North | ^ | ^ | v | ++++ | **** |
| | <* + +> | <+ + +> | ++++> | ++++> | |
| | * + + | + + + | ++++ | ++++ | |
| | * + + | + + + | v | v | |
| <hr/> | | | | | |
| | G/C=0.065 | G/C=0.301 | G/C=0.065 | G/C=0.304 | G/C=0.065 |
| | G= 6.5" | G= 30.1" | G= 6.5" | G= 30.4" | G= 6.5" |
| | Y+R= 4.0" | Y+R= 4.0" | Y+R= 4.0" | Y+R= 4.0" | Y+R= 4.0" |
| | OFF= 0.0% | OFF=10.5% | OFF=44.6% | OFF=55.1% | OFF=89.5% |

C=100 sec G= 80.0 sec = 80.0% Y=20.0 sec = 20.0% Ped= 0.0 sec = 0.0%

| Lane | Width/ | g/C | Service Rate | Adj | | HCM | L | Queue |
|-------|--------|-----------|--------------|--------|-----|-------|---|---------|
| Group | Lanes | Reqd Used | @C (vph) @E | Volume | v/c | Delay | S | Model 1 |

SB Approach

28.4 C

| | | | | | | | | | | |
|----------|------|-------|-------|-----|-----|-----|-------|------|----|--------|
| RT+TH+LT | 12/1 | 0.232 | 0.301 | 332 | 480 | 195 | 0.406 | 28.4 | *C | 200 ft |
|----------|------|-------|-------|-----|-----|-----|-------|------|----|--------|

NB Approach

32.6 C

| | | | | | | | | | | |
|----------|------|-------|-------|-----|-----|-----|-------|------|---|--------|
| RT+TH+LT | 12/1 | 0.081 | 0.406 | 397 | 497 | 380 | 0.765 | 32.6 | C | 433 ft |
|----------|------|-------|-------|-----|-----|-----|-------|------|---|--------|

WB Approach

24.5 C+

| | | | | | | | | | | |
|----------|------|-------|-------|------|------|-----|-------|------|-----|--------|
| RT+TH+LT | 24/2 | 0.325 | 0.409 | 1290 | 1444 | 918 | 0.636 | 24.5 | *C+ | 495 ft |
|----------|------|-------|-------|------|------|-----|-------|------|-----|--------|

EB Approach

212.2 F

| | | | | | | | | | | |
|----------|------|-------|-------|-----|------|------|-------|-------|---|---------|
| RT+TH+LT | 24/2 | 0.052 | 0.409 | 881 | 1017 | 1416 | 1.392 | 212.2 | F | 1873 ft |
|----------|------|-------|-------|-----|------|------|-------|-------|---|---------|

Riverside Corridor Study
Riverside Blvd & East Drive
PM Peak 2030 w/ improvements

EAST Drive 2030
w/ Improvements
(EB, WB Left)
(NO SB Left)

08/06/10
11:35:31

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.53 Vehicle Delay 18.4 Level of Service B

| Sq 33 **/** | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|----------------|------------|-----------|-----------|-----------|
| / \ | | * * + | | ^ |
| | | * * + | | **** |
| | | <* * +> | | <**** |
| | | v | | ++++ |
| North | ^ | ^ | ^ | ^ |
| | <* + +> | <+ + +> | ++++> | ++++> |
| | ++++ * + + | + + + | ++++ | ++++ |
| | v * + + | + + + | v | v |
| | G/C=0.075 | G/C=0.256 | G/C=0.075 | G/C=0.416 |
| | G= 6.8" | G= 23.0" | G= 6.8" | G= 37.5" |
| | Y+R= 4.0" | Y+R= 4.0" | Y+R= 4.0" | Y+R= 4.0" |
| | OFF= 0.0% | OFF=12.0% | OFF=42.0% | OFF=53.9% |

C= 90 sec G= 74.0 sec = 82.2% Y=16.0 sec = 17.8% Ped= 0.0 sec = 0.0%

| Lane | Width/ | g/C | Service Rate | Adj | HCM | L | Queue |
|-------|--------|-----------|--------------|--------|-----|-------|-----------|
| Group | Lanes | Reqd Used | @C (vph) @E | Volume | v/c | Delay | S Model 1 |

SB Approach

28.1 C

| | | | | | | | | | | |
|-------|------|-------|-------|-----|-----|-----|-------|------|----|--------|
| RT+TH | 12/1 | 0.189 | 0.256 | 294 | 425 | 172 | 0.405 | 28.4 | *C | 167 ft |
| LT | 12/1 | 0.131 | 0.256 | 215 | 321 | 23 | 0.071 | 25.5 | C+ | 21 ft |

NB Approach

23.2 C+

| | | | | | | | | | | |
|-------|------|-------|-------|-----|-----|-----|-------|------|-----|--------|
| RT+TH | 12/1 | 0.162 | 0.375 | 578 | 686 | 129 | 0.188 | 19.0 | B | 101 ft |
| LT | 12/1 | 0.042 | 0.075 | 319 | 404 | 251 | 0.621 | 25.3 | *C+ | 246 ft |

WB Approach

21.4 C+

| | | | | | | | | | | |
|-------|------|-------|-------|------|------|-----|-------|------|-----|--------|
| RT+TH | 24/2 | 0.308 | 0.416 | 1357 | 1469 | 911 | 0.620 | 21.5 | *C+ | 441 ft |
| LT | 12/1 | 0.129 | 0.416 | 138 | 182 | 7 | 0.037 | 15.7 | B | 5 ft |

EB Approach

13.9 B+

| | | | | | | | | | | |
|----|------|-------|-------|------|------|------|-------|------|----|--------|
| RT | 12/1 | 0.198 | 0.655 | 1005 | 1038 | 177 | 0.171 | 6.1 | A | 83 ft |
| TH | 24/2 | 0.341 | 0.536 | 1845 | 1896 | 1054 | 0.556 | 14.2 | B+ | 427 ft |
| LT | 12/1 | 0.049 | 0.075 | 235 | 278 | 185 | 0.665 | 19.7 | *B | 172 ft |

INTERSECTION VOLUMES FOR FACTORED TRAFFIC AND OUTLOT USES

Location: *Riverside Blvd & N 2nd St (IL 251)*

Date: 6/30/2010

Time Period: *PM Peak Hour counted, AM assumed*

Arc Design F
Rockford, IL
10045

Analyst: *RCS*

| | | | |
|-------------------------|------|------|------------------------|
| Year of Traffic Counts: | 2010 | 2010 | 2030 |
| Year of Analysis: | 2010 | 2020 | 2030 |
| Traffic Growth Factor: | 1.01 | 1.0% | Growth factor assumed. |

| AM PEAK HOUR | | Traffic | 2020 Projection | 2030 Projection | Vehicle Movement |
|--------------|---------|---------|--------------------|--------------------|--------------------|
| Northbound | left | | | | left through right |
| | through | | | | through right |
| | right | | | | right Northbound 0 |
| Southbound | left | | | | left through right |
| | through | | | | through right |
| | right | | | | right Southbound 0 |
| Eastbound | left | | | | left through right |
| | through | | | | through right |
| | right | | | | right Eastbound 0 |
| Westbound | left | | | | left through right |
| | through | | | | through right |
| | right | | | | right Westbound 0 |

| PM PEAK HOUR | | 2010 Traffic | 2020 Projection | 2030 Projection | Vehicle Movement |
|--------------|---------|-----------------|--------------------|--------------------|--------------------|
| Northbound | left | 124 | 137 | 151 | left through right |
| | through | 1070 | 1182 | 1306 | through right |
| | right | 85 | 94 | 104 | right Northbound 0 |
| Southbound | left | 128 | 141 | 156 | left through right |
| | through | 664 | 733 | 810 | through right |
| | right | 147 | 162 | 179 | right Southbound 0 |
| Eastbound | left | 183 | 202 | 223 | left through right |
| | through | 565 | 624 | 689 | through right |
| | right | 95 | 105 | 116 | right Eastbound 0 |
| Westbound | left | 89 | 98 | 109 | left through right |
| | through | 609 | 673 | 743 | through right |
| | right | 45 | 50 | 55 | right Westbound 0 |

2. 2nd

Riverside Corridor Study
Riverside Blvd & N 2nd St (IL 251)
PM Peak 2030

N. 2nd 2030
No Improvements

08/06/10
11:49:16

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.89 Vehicle Delay 66.3 Level of Service E+

| Sq 44 **/** | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|----------------|-----------|-----------|-----------|-----------|
| . | * | + | + | ^ |
| / \ | * | + | + | **** |
| | *> | <+ | <+ | <**** |
| | | v | ^ | |
| North | <+ | * +> | **** v | +++++ |
| | + | * + | + | +++++ |
| | + | * + | + | v |
| ----- | | | | |
| | G/C=0.108 | G/C=0.366 | G/C=0.146 | G/C=0.235 |
| | G= 11.8" | G= 40.2" | G= 16.1" | G= 25.9" |
| | Y+R= 4.0" | Y+R= 4.0" | Y+R= 4.0" | Y+R= 4.0" |
| | OFF= 0.0% | OFF=14.4% | OFF=54.6% | OFF=72.9% |

C=110 sec G= 94.0 sec = 85.5% Y=16.0 sec = 14.5% Ped= 0.0 sec = 0.0%

| Lane | Width/ | g/C | Service Rate | Adj | | HCM | L | Queue |
|-------|--------|-----------|--------------|--------|-----|-------|---|---------|
| Group | Lanes | Reqd Used | @C (vph) @E | Volume | v/c | Delay | S | Model 1 |

SB Approach

34.3 C

| | | | | | | | | | | |
|----|------|-------|-------|------|------|-----|-------|------|----|--------|
| RT | 12/1 | 0.260 | 0.548 | 785 | 868 | 188 | 0.217 | 12.9 | B+ | 138 ft |
| TH | 24/2 | 0.329 | 0.366 | 1037 | 1294 | 853 | 0.659 | 30.4 | C | 527 ft |
| LT | 12/1 | 0.246 | 0.108 | 1 | 165 | 164 | 0.863 | 79.5 | *E | 267 ft |

NB Approach

73.6 E

| | | | | | | | | | | |
|----|------|-------|-------|------|------|------|-------|------|----|---------|
| RT | 12/1 | 0.235 | 0.548 | 785 | 868 | 109 | 0.126 | 12.1 | B+ | 77 ft |
| TH | 24/2 | 0.438 | 0.366 | 1037 | 1294 | 1375 | 1.063 | 78.4 | *E | 1325 ft |
| LT | 12/1 | 0.245 | 0.108 | 1 | 165 | 159 | 0.837 | 74.7 | E | 254 ft |

WB Approach

74.6 E

| | | | | | | | | | | |
|-------|------|-------|-------|-----|-----|-----|-------|------|----|--------|
| RT+TH | 24/2 | 0.329 | 0.235 | 262 | 823 | 840 | 1.021 | 78.8 | *E | 811 ft |
| LT | 12/1 | 0.233 | 0.146 | 1 | 237 | 115 | 0.444 | 44.1 | D+ | 153 ft |

EB Approach

83.4 F

| | | | | | | | | | | |
|-------|------|-------|-------|-----|-----|-----|-------|------|----|--------|
| RT+TH | 24/2 | 0.332 | 0.235 | 259 | 814 | 847 | 1.041 | 84.6 | F | 840 ft |
| LT | 12/1 | 0.266 | 0.146 | 1 | 237 | 235 | 0.907 | 78.9 | *E | 380 ft |

Riverside Corridor Study
Riverside Blvd & N 2nd St (IL 251)
PM Peak 2030 w/ Improvements

NB/SB 3-Throughs
EB RT

11/05/10
10:18:56

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.64 Vehicle Delay 26.8 Level of Service C+

| Sq 43 | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|-------|-----------|-----------|-----------|-----------|
| **/** | | | | |
| . | * | + | + | + |
| / \ | * | + | + | + |
| | *> | <+ + +> | <+ | <**** |
| | | v | ^ | ^ |
| North | <+ | <+ * +> | **** | ++++ v |
| | ++++ + | + * + | ++++ | ++++ |
| | v + | + * + | v | v |
| ----- | | | | |
| | G/C=0.077 | G/C=0.322 | G/C=0.120 | G/C=0.304 |
| | G= 6.9" | G= 29.0" | G= 10.8" | G= 27.3" |
| | Y+R= 4.0" | Y+R= 4.0" | Y+R= 4.0" | Y+R= 4.0" |
| | OFF= 0.0% | OFF=12.1% | OFF=48.7% | OFF=65.2% |

C= 90 sec G= 74.0 sec = 82.2% Y=16.0 sec = 17.8% Ped= 0.0 sec = 0.0%

| Lane | Width/ | g/C | Service Rate | Adj | HCM | L | Queue |
|-------|--------|-----------|--------------|--------|-----|-------|-----------|
| Group | Lanes | Reqd Used | @C (vph) @E | Volume | v/c | Delay | S Model 1 |

SB Approach

24.4 C+

| | | | | | | | | | | |
|----|------|-------|-------|------|------|-----|-------|------|----|--------|
| RT | 12/1 | 0.204 | 0.486 | 695 | 770 | 188 | 0.244 | 13.6 | B+ | 129 ft |
| TH | 36/3 | 0.226 | 0.322 | 1447 | 1638 | 853 | 0.521 | 25.2 | C+ | 303 ft |
| LT | 12/1 | 0.074 | 0.077 | 169 | 217 | 164 | 0.752 | 33.0 | *C | 182 ft |

NB Approach

30.6 C

| | | | | | | | | | | |
|----|------|-------|-------|------|------|------|-------|------|----|--------|
| RT | 12/1 | 0.163 | 0.322 | 396 | 510 | 109 | 0.214 | 22.4 | C+ | 94 ft |
| TH | 36/3 | 0.310 | 0.322 | 1447 | 1638 | 1375 | 0.839 | 32.4 | *C | 625 ft |
| LT | 12/1 | 0.044 | 0.077 | 219 | 268 | 159 | 0.593 | 20.1 | C+ | 151 ft |

WB Approach

32.3 C

| | | | | | | | | | | |
|-------|------|-------|-------|-----|------|-----|-------|------|----|--------|
| RT+TH | 24/2 | 0.293 | 0.304 | 887 | 1064 | 840 | 0.789 | 32.8 | *C | 502 ft |
| LT | 12/1 | 0.266 | 0.304 | 142 | 204 | 115 | 0.540 | 28.9 | C | 120 ft |

EB Approach

18.8 B

| | | | | | | | | | | |
|----|------|-------|-------|------|------|-----|-------|------|----|--------|
| RT | 12/1 | 0.168 | 0.589 | 883 | 933 | 122 | 0.131 | 8.3 | A | 65 ft |
| TH | 24/2 | 0.263 | 0.468 | 1572 | 1657 | 725 | 0.438 | 16.2 | B | 297 ft |
| LT | 12/1 | 0.116 | 0.120 | 242 | 295 | 235 | 0.797 | 32.3 | *C | 262 ft |

INTERSECTION VOLUMES FOR FACTORED TRAFFIC AND OUTLOT USES

Location: *Riverside Blvd & Walker Ave*

Date: 6/30/2010

Time Period: *PM Peak Hour counted, AM assumed*

Arc Design F
Rockford, IL
10045

Analyst: *RCS*

| | | | |
|-------------------------|------|------|------------------------|
| Year of Traffic Counts: | 2010 | 2010 | 2030 |
| Year of Analysis: | 2010 | 2020 | 2030 |
| Traffic Growth Factor: | 1.01 | 1.0% | Growth factor assumed. |

| AM PEAK HOUR | | Traffic | 2020 Projection | 2030 Projection | Vehicle Movement |
|--------------|---------|---------|--------------------|--------------------|--------------------|
| Northbound | left | | | | left through right |
| | through | | | | through 0 |
| | right | | | | right 0 |
| Southbound | left | | | | left through right |
| | through | | | | through 0 |
| | right | | | | right 0 |
| Eastbound | left | | | | left through right |
| | through | | | | through 0 |
| | right | | | | right 0 |
| Westbound | left | | | | left through right |
| | through | | | | through 0 |
| | right | | | | right 0 |

| PM PEAK HOUR | | 2010 Traffic | 2020 Projection | 2030 Projection | Vehicle Movement |
|--------------|---------|-----------------|--------------------|--------------------|--------------------|
| Northbound | left | 24 | 27 | 29 | left through right |
| | through | 90 | 99 | 110 | through 0 |
| | right | 46 | 51 | 56 | right 0 |
| Southbound | left | 14 | 15 | 17 | left through right |
| | through | 37 | 41 | 45 | through 0 |
| | right | 13 | 14 | 16 | right 0 |
| Eastbound | left | 33 | 36 | 40 | left through right |
| | through | 748 | 826 | 913 | through 0 |
| | right | 17 | 19 | 21 | right 0 |
| Westbound | left | 52 | 57 | 63 | left through right |
| | through | 720 | 795 | 879 | through 0 |
| | right | 2 | 2 | 2 | right 0 |

Walker

WALKER AVE 2030
NO Improvements

Riverside Corridor Study
Riverside Blvd & Walker Ave
PM Peak 2030

08/02/10
14:07:13

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.44 Vehicle Delay 12.8 Level of Service B+

| Sq 11 **/** | Phase 1 | Phase 2 |
|----------------|-----------|-----------|
| . | + | + |
| / \ | + | + |
| | <+ + +> | <++++> |
| | v | + |
| North | <* * *> | ++++> |
| | * * * | ++++ |
| | * * * | v |
| | G/C=0.342 | G/C=0.569 |
| | G= 30.8" | G= 51.2" |
| | Y+R= 4.0" | Y+R= 4.0" |
| | OFF= 0.0% | OFF=38.6% |

C= 90 sec G= 82.0 sec = 91.1% Y= 8.0 sec = 8.9% Ped= 0.0 sec = 0.0%

| Lane | Width/ | g/C | Service Rate | Adj | HCM | L | Queue |
|-------|--------|-----------|--------------|--------|-----|-------|-----------|
| Group | Lanes | Reqd Used | @C (vph) @E | Volume | v/c | Delay | S Model 1 |

SB Approach 20.5 C+

| | | | | | | | | | | |
|----------|------|-------|-------|-----|-----|----|-------|------|----|-------|
| RT+TH+LT | 14/1 | 0.147 | 0.342 | 502 | 619 | 82 | 0.132 | 20.5 | C+ | 66 ft |
|----------|------|-------|-------|-----|-----|----|-------|------|----|-------|

NB Approach 22.3 C+

| | | | | | | | | | | |
|----------|------|-------|-------|-----|-----|-----|-------|------|-----|--------|
| RT+TH+LT | 14/1 | 0.195 | 0.342 | 512 | 629 | 206 | 0.328 | 22.3 | *C+ | 177 ft |
|----------|------|-------|-------|-----|-----|-----|-------|------|-----|--------|

WB Approach 11.4 B+

| | | | | | | | | | | |
|-------|------|-------|-------|------|------|-----|-------|------|----|--------|
| RT+TH | 24/2 | 0.311 | 0.569 | 1979 | 2014 | 927 | 0.460 | 11.5 | B+ | 334 ft |
| LT | 12/1 | 0.273 | 0.569 | 196 | 239 | 66 | 0.276 | 10.5 | B+ | 43 ft |

EB Approach 11.7 B+

| | | | | | | | | | | |
|-------|------|-------|-------|------|------|-----|-------|------|-----|--------|
| RT+TH | 24/2 | 0.325 | 0.569 | 1973 | 2008 | 983 | 0.490 | 11.8 | *B+ | 362 ft |
| LT | 12/1 | 0.202 | 0.569 | 215 | 260 | 42 | 0.162 | 9.5 | A | 25 ft |

Riverside Corridor Study
Riverside Blvd & Walker Ave
PM Peak 2030 w/ Improvements

WALKER AVE. 2030

(NB/SB Left Turn Lanes
Added)

08/02/10
14:11:34

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.42 Vehicle Delay 12.2 Level of Service B+

| Sq 11 **/** | Phase 1 | Phase 2 |
|----------------|-----------|-----------|
| . | + | + |
| / \ | + | + |
| | <+ + +> | <++++> |
| | v | + |
| | + | + |
| North | <+ * *> | ++++> |
| | + * * | ++++ |
| | + * * | v |
| | G/C=0.328 | G/C=0.583 |
| | G= 29.6" | G= 52.4" |
| | Y+R= 4.0" | Y+R= 4.0" |
| | OFF= 0.0% | OFF=37.3% |

C= 90 sec G= 82.0 sec = 91.1% Y= 8.0 sec = 8.9% Ped= 0.0 sec = 0.0%

| Lane | Width/ | g/C | Service Rate | Adj | HCM | L | Queue |
|-------|--------|-----------|--------------|--------|-----|-------|-----------|
| Group | Lanes | Reqd Used | @C (vph) @E | Volume | v/c | Delay | S Model 1 |

SB Approach

21.0 C+

| | | | | | | | | | | |
|-------|------|-------|-------|-----|-----|----|-------|------|----|-------|
| RT+TH | 12/1 | 0.140 | 0.328 | 473 | 593 | 64 | 0.108 | 21.1 | C+ | 53 ft |
| LT | 12/1 | 0.130 | 0.328 | 273 | 366 | 18 | 0.049 | 20.7 | C+ | 15 ft |

NB Approach

22.5 C+

| | | | | | | | | | | |
|-------|------|-------|-------|-----|-----|-----|-------|------|-----|--------|
| RT+TH | 12/1 | 0.183 | 0.328 | 468 | 587 | 175 | 0.298 | 22.8 | *C+ | 151 ft |
| LT | 12/1 | 0.134 | 0.328 | 339 | 442 | 31 | 0.070 | 20.8 | C+ | 25 ft |

WB Approach

10.7 B+

| | | | | | | | | | | |
|-------|------|-------|-------|------|------|-----|-------|------|----|--------|
| RT+TH | 24/2 | 0.311 | 0.583 | 2034 | 2062 | 927 | 0.450 | 10.8 | B+ | 324 ft |
| LT | 12/1 | 0.270 | 0.583 | 206 | 249 | 66 | 0.265 | 9.8 | A | 42 ft |

EB Approach

11.0 B+

| | | | | | | | | | | |
|-------|------|-------|-------|------|------|-----|-------|------|-----|--------|
| RT+TH | 24/2 | 0.325 | 0.583 | 2027 | 2055 | 983 | 0.478 | 11.0 | *B+ | 351 ft |
| LT | 12/1 | 0.201 | 0.583 | 227 | 271 | 42 | 0.155 | 8.9 | A | 24 ft |

INTERSECTION VOLUMES FOR FACTORED TRAFFIC AND OUTLOT USES

Location: *Riverside Blvd & Material Ave*

Time Period: *PM Peak Hour counted, AM assumed*

Analyst: *RCS*

Date: 6/30/2010

Arc Design F
Rockford, IL
10045

| | | | |
|-------------------------|------|------|------------------------|
| Year of Traffic Counts: | 2010 | 2010 | 2030 |
| Year of Analysis: | 2010 | 2020 | 2030 |
| Traffic Growth Factor: | 1.01 | 1.0% | Growth factor assumed. |

| AM PEAK HOUR | | Traffic | 2020 Projection | 2030 Projection | Vehicle Movement |
|--------------|---------|---------|--------------------|--------------------|--------------------|
| Northbound | left | | | | left through right |
| | through | | | | through 0 |
| | right | | | | right |
| Southbound | left | | | | left through right |
| | through | | | | through 0 |
| | right | | | | right |
| Eastbound | left | | | | left through right |
| | through | | | | through 0 |
| | right | | | | right |
| Westbound | left | | | | left through right |
| | through | | | | through 0 |
| | right | | | | right |

| PM PEAK HOUR | | 2010 Traffic | 2020 Projection | 2030 Projection | Vehicle Movement |
|--------------|---------|-----------------|--------------------|--------------------|--------------------|
| Northbound | left | 0 | 0 | 0 | left through right |
| | through | 0 | 0 | 0 | through 0 |
| | right | 0 | 0 | 0 | right |
| Southbound | left | 126 | 139 | 154 | left through right |
| | through | 0 | 0 | 0 | through 0 |
| | right | 107 | 118 | 131 | right |
| Eastbound | left | 38 | 42 | 46 | left through right |
| | through | 1012 | 1118 | 1235 | through 0 |
| | right | 0 | 0 | 0 | right |
| Westbound | left | 0 | 0 | 0 | left through right |
| | through | 961 | 1062 | 1173 | through 0 |
| | right | 86 | 95 | 105 | right |

Material

Material Ave 2030
No Imp.

Riverside Corridor Study
Riverside Blvd & Material Ave
PM Peak 2030

08/02/10
14:19:32

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.60 Vehicle Delay 11.3 Level of Service B+

| Sq 11 **/** | Phase 1 | Phase 2 |
|----------------|-----------|-----------|
| . | + * | ^ |
| / \ | + * | ++++ |
| | <+ *> | <++++ |
| | | ^ |
| North | | ***** |
| | | *****> |
| | | |
| | G/C=0.246 | G/C=0.665 |
| | G= 22.1" | G= 59.9" |
| | Y+R= 4.0" | Y+R= 4.0" |
| | OFF= 0.0% | OFF=29.0% |

C= 90 sec G= 82.0 sec = 91.1% Y= 8.0 sec = 8.9% Ped= 0.0 sec = 0.0%

| Lane | Width/ | g/C | Service Rate | Adj | | HCM | L | Queue |
|-------|--------|-----------|--------------|--------|-----|-------|---|---------|
| Group | Lanes | Reqd Used | @C (vph) @E | Volume | v/c | Delay | S | Model 1 |

SB Approach

28.7 C

| | | | | | | | | | | |
|----|------|-------|-------|-----|-----|-----|-------|------|----|--------|
| RT | 12/1 | 0.175 | 0.246 | 260 | 389 | 138 | 0.355 | 28.6 | C | 135 ft |
| LT | 12/1 | 0.177 | 0.246 | 296 | 435 | 162 | 0.372 | 28.7 | *C | 158 ft |

WB Approach

8.6 A

| | | | | | | | | | | |
|-------|------|-------|-------|------|------|------|-------|-----|---|--------|
| RT+TH | 24/2 | 0.417 | 0.665 | 2326 | 2326 | 1346 | 0.579 | 8.6 | A | 458 ft |
|-------|------|-------|-------|------|------|------|-------|-----|---|--------|

EB Approach

10.2 B+

| | | | | | | | | | | |
|-------|------|-------|-------|------|------|------|-------|------|-----|--------|
| TH+LT | 24/2 | 0.480 | 0.665 | 1976 | 1978 | 1348 | 0.681 | 10.2 | *B+ | 530 ft |
|-------|------|-------|-------|------|------|------|-------|------|-----|--------|

MATERIAL AVE 2030
EB LEFT / WB RIGHT

| | | | | | | | | | | |
|----|------|-------|-------|------|------|------|-------|------|-----|--------|
| TH | 24/2 | 0.401 | 0.632 | 2232 | 2236 | 1300 | 0.581 | 10.0 | *B+ | 469 ft |
| LT | 12/1 | 0.280 | 0.632 | 162 | 198 | 48 | 0.242 | 7.8 | A | 27 ft |

Appendix C

Questionnaires from Open House

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?
- ☐ Business located on East Riverside Boulevard
 - ☐ Business near East Riverside Boulevard
 - ☐ Residence located on East Riverside Boulevard
 - ☒ Residence near East Riverside Boulevard
 - ☐ Commute route
 - ☐ Frequent business/residential properties on East Riverside Boulevard
 - ☐ Property owner on East Riverside Boulevard
 - ☐ Other
2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?
- ☐ Congestion
 - ☒ To many private driveway accesses
 - ☐ Intersection design
 - ☒ Pedestrian safety
 - ☐ Excessive speeds
 - ☐ Incompatible land uses
 - ☐ Inconsistent width of roadway
 - ☐ Lack of public transportation stops
 - ☐ No concerns
3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?
- ☒ Yes Reason: _____
- ☐ No Reason: _____
- ☐ No opinion
4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?
- ☒ Yes
- ☐ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

- ☒ Yes
☐ No

6. Which age group best defines you

- ☐ 18-24
☐ 25-34
☒ 35-49
☐ 50-64
☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

- ☒ Yes Reason: Would be good for area
☐ No Reason: _____
☐ No opinion

8. Do you like the North Second Concept Redevelopment?

- ☒ Yes Reason: Would be good for area
☐ No Reason: _____
☐ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

- ☐ Yes Reason: _____
☒ No Reason: Traffic is 4 to 7 on Riverside, Roundabout function better with even distribution of traffic
☐ No opinion

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

- ☒ Yes
☐ No

Additional comments:

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☒ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☒ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☐ Congestion
- ☐ To many private driveway accesses
- ☐ Intersection design
- ☐ Pedestrian safety
- ☒ Excessive speeds
- ☐ Incompatible land uses
- ☐ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

Partially ☒ with Riverside Being Arterial
☐ Yes Reason: Something eventually have^{had} to be done
☐ No Reason: _____
☐ No opinion

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☒ Yes
- ☐ No

5.

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

- ☒ Yes
☐ No

6. Which age group best defines you

- ☐ 18-24
☐ 25-34
☐ 35-49
☒ 50-64
☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

- ☐ Yes Reason: It's not that I like it
☐ No Reason: but it is expected because of
☐ No opinion what it is,

8. Do you like the North Second Concept Redevelopment?

- ☐ Yes Reason: _____
☐ No Reason: _____
☒ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

- ☐ Yes Reason: _____
☐ No Reason: _____
☒ No opinion

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

- ☐ Yes the idea of Bike path is actually
☐ No needed.

Additional comments:

I believe its a great idea except there are still some areas to smooth out. There will be problems with no place to park ~~the~~ residential area on Riverside between Walker and Garden Plains,

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☒ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☐ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☒ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☐ Congestion
- ☐ To many private driveway accesses
- ☒ Intersection design
- ☒ Pedestrian safety
- ☐ Excessive speeds
- ☒ Incompatible land uses
- ☒ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☐ Yes Reason: _____
- ☒ No Reason: THE ROAD NEEDS TO BE WIDER AND ITS
dangerous for residents moving their car
in and out of single lane drive ways.
- ☐ No opinion

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☒ Yes
- ☐ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

- ☐ Yes
☒ No

6. Which age group best defines you

- ☐ 18-24
☐ 25-34
☐ 35-49
☒ 50-64
☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

- ☒ Yes Reason: _____
☐ No Reason: _____
☐ No opinion

8. Do you like the North Second Concept Redevelopment?

- ☒ Yes Reason: _____
☐ No Reason: _____
☐ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

- ☐ Yes Reason: _____
☒ No Reason: ROUNDABOUTS ARE DANGEROUS, CONFUSING
☐ No opinion TO NON RESIDENTS AND TAKE TOO MUCH SPACE

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

- ☐ Yes
☒ No

Additional comments: I think it would best if the

city could buy all the property on both sides of

Riverside between 251 and the River. Then move

Riverside to either the North or South End. Then they could sell large pieces of property on the other side for commercial use.

Should help offset the cost of buying
the property AND moving Riverside Blvd.

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☒ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☐ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☐ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☒ Congestion *AT CERTAIN TIMES OTHERWISE OK*
- ☐ To many private driveway accesses
- ☐ Intersection design
- ☐ Pedestrian safety
- ☐ Excessive speeds
- ☐ Incompatible land uses
- ☐ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☒ Yes Reason: *TRAFFIC MOVED FASTER*
- ☐ No Reason: _____
- ☐ No opinion

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☐ Yes
- ☐ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

☐ Yes

☐ No

6. Which age group best defines you

☐ 18-24

☐ 25-34

☐ 35-49

☐ 50-64

☒ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

☐ Yes Reason: _____

☐ No Reason: _____

☒ No opinion

8. Do you like the North Second Concept Redevelopment?

☐ Yes Reason: _____

☐ No Reason: _____

☒ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

☐ Yes Reason: _____

☐ No Reason: _____

☒ No opinion

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

☐ Yes

☐ No

IF IT HELPS TRAFFIC FLOW

Additional comments:

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☒ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☒ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☒ Congestion
- ☐ To many private driveway accesses
- ☐ Intersection design ?
- ☒ Pedestrian safety
- ☒ Excessive speeds
- ☐ Incompatible land uses
- ☒ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☐ Yes Reason: _____
- ☒ No Reason: W/ NO PARKING ON STREET, OUR STREET BECAME VERY DANGEROUS. TO LET OUT A CAR, ONE HAS TO DRIVE TO WALKER, CHIFFORD, BROWNS PARKWAY TO RIVERSIDE - WE CAN ACCOMMODATE 4 CARS ONLY - AFTER THAT CARS HAVE TO PARK ON WALKER OR BROWNS PKWY. AND WALK
- ☐ No opinion

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☒ Yes BECAUSE THE PATH WOULD BE 5' AWAY FROM THE TRAFFIC LANE. (NOW OUR SIDE WALK IS RIGHT NEXT TO THE TRAFFIC LANE, IF ONE MAKES A WRONG STEP A CAR WOULD HIT YOU.)
- ☐ No THE NEW CONFIGURATION LOOKS VERY MUCH SAFER.

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

☐ Yes

☒ No - WE LIKE TO VISIT OUR 'FIELD OF HONOR'. MAYBE ONE DAY WE COULD HAVE MORE PICNIC FACILITIES AND BENCHES. I WOULD DONATE A BENCH. BENCH.

6. Which age group best defines you

☐ 18-24

☐ 25-34

☐ 35-49

☐ 50-64

☒ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

☐ Yes Reason: _____

☐ No Reason: _____

☐ No opinion

8. Do you like the North Second Concept Redevelopment?

☐ Yes Reason: _____

☐ No Reason: _____

☐ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

☐ Yes Reason: _____

☐ No Reason: _____

☐ No opinion

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

☒ Yes

☐ No

I would really love it if we could have parking across the street at the Field of Honor, Gold Star Mother Korean Memorial + home on the 900 E. Riverside at this time.

Additional comments:

1 . . . 16 -
0

Thanks for having this open meeting for us. It was very carefully explained to us by Ryan Swanson of URB Design

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☐ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☒ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☐ Congestion
- ☐ Too many private driveway accesses
- ☐ Intersection design
- ☐ Pedestrian safety
- ☐ Excessive speeds
- ☐ Incompatible land uses
- ☐ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

*How long
it will take
before the E.R.B.C.
will be developed!
Sooner the better!*

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☒ Yes Reason: _____
- ☐ No Reason: _____
- ☐ No opinion

*But the Bridge across Waukegan Park was not
enlarged*

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☒ Yes
- ☐ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

☐ Yes

☒ No

6. Which age group best defines you

☐ 18-24

☐ 25-34

☐ 35-49

☒ 50-64

☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

☒ Yes

Reason:

☐ No

Reason:

☐ No opinion

*I have dreamed of this since I bought the property!
Although, I will need some trees moved!*

8. Do you like the North Second Concept Redevelopment?

☒ Yes

Reason:

☐ No

Reason:

☐ No opinion

Same reason as above

9. Would you be in favor of the East Drive Roundabout Concept?

☒ Yes

Reason:

☐ No

Reason:

☐ No opinion

I love the one at Swanson Rd.

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

☒ Yes

☐ No

Additional comments:

I would be willing to work to see that this plan goes through with expediency!

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☒ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☒ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☐ Congestion
- ☐ Too many private driveway accesses
- ☐ Intersection design
- ☐ Pedestrian safety
- ☐ Excessive speeds
- ☐ Incompatible land uses
- ☒ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☒ No concerns *other than pending development plans*

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☒ Yes Reason: *helped traffic flow*
- ☐ No Reason: _____
- ☐ No opinion

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☒ Yes
- ☐ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

- ☐ Yes
☒ No

6. Which age group best defines you

- ☐ 18-24
☐ 25-34
☐ 35-49
☒ 50-64
☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

- ☒ Yes Reason: helps to focus on town center rather than far E. Riverside
☐ No Reason: _____
☐ No opinion

8. Do you like the North Second Concept Redevelopment?

- ☒ Yes Reason: _____
☐ No Reason: _____
☐ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

- ☒ Yes Reason: helps traffic flow
☐ No Reason: _____
☐ No opinion

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

- ☒ Yes
☐ No

Additional comments:

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☒ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☐ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☒ Congestion
- ☒ Too many private driveway accesses
- ☐ Intersection design
- ☒ Pedestrian safety
- ☒ Excessive speeds
- ☒ Incompatible land uses
- ☐ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☐ Yes Reason: _____
- ☒ No Reason: _____
- ☐ No opinion

taking our parking reduced property values

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☐ Yes
- ☒ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

☐ Yes
☒ No

6. Which age group best defines you

☐ 18-24
☐ 25-34
☐ 35-49
☒ 50-64
☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

☐ Yes Reason: Bike Path creates liability
☒ No Reason: safety issues
☐ No opinion

8. Do you like the North Second Concept Redevelopment?

☒ Yes Reason: _____
☐ No Reason: _____
☐ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

☐ Yes Reason: too close to the Bridge
☒ No Reason: _____
☐ No opinion

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

☒ Yes
☐ No

Additional comments:

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☐ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☒ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☒ Congestion
- ☒ To many private driveway accesses
- ☐ Intersection design
- ☒ Pedestrian safety
- ☒ Excessive speeds !!
- ☒ Incompatible land uses
- ☒ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☐ Yes Reason: _____
- ☒ No Reason: made it harder to get in and out of
- ☐ No opinion driveways. Speed has been a problem.

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☐ Yes
- ☒ No it will be a danger for people on the path.
People have to get in and out of their driveways.
Road is too busy and will get busier.

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

☐ Yes
☒ No

6. Which age group best defines you

☐ 18-24
☐ 25-34
☐ 35-49
☒ 50-64
☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

☐ Yes Reason: _____

☒ No Reason: Roadway will be too busy - will attract more truck traffic. Speeding is and will be a problem - bike path does not belong on such a busy street

☐ No opinion

8. Do you like the North Second Concept Redevelopment?

☐ Yes Reason: _____

☐ No Reason: _____

☒ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

☐ Yes Reason: _____

☒ No Reason: will cause confusion - more accidents?

☐ No opinion

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

☐ Yes

☒ No

Additional comments:

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☐ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☒ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☒ Congestion
- ☐ To many private driveway accesses
- ☒ Intersection design
- ☒ Pedestrian safety
- ☒ Excessive speeds
- ☐ Incompatible land uses
- ☒ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- why was this not asked before that was done?*
- ☐ Yes Reason: _____
 - ☒ No Reason: impacted the residents being able to access their homes
 - ☐ No opinion

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☐ Yes
- ☒ No *I think it will be an endangerment to the pedestrians.*

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

☐ Yes
☒ No

6. Which age group best defines you

☐ 18-24
☐ 25-34
☒ 35-49
☐ 50-64
☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

☐ Yes Reason: _____
☒ No Reason: _____
☐ No opinion

I will lose almost my entire front yard + will have traffic up to my house. And I will lose my tree that keeps the heating costs down.

8. Do you like the North Second Concept Redevelopment?

☐ Yes Reason: _____
☐ No Reason: _____
☒ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

☐ Yes Reason: _____
☒ No Reason: _____
☐ No opinion

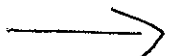
it will be confusing to people + dangerous. If there's going to be a turn lane down the middle of the road north of that then BE CONSISTANT!

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

☐ Yes
☒ No

Additional comments:

Growth is a wonderful thing but it is not fair to impact hardworking residents for the benefit of growth. That is not showing that Loves Park is the 'city with a heart'. I bought my house knowing what the street is like but it is not fair to send my property value into the toilet by taking away my entire front yard.



Will I be reimbursed for that? Why not concentrate on the bad areas of the road from Wartz park to the river? To have the road that much closer to my front yard is just unfair to expect me to be happy with.

✓

I really like the fact that the people proposing this & making the decisions do not live on Riverside. How would you feel if your house was on this road? How do you find yourself qualified to make this decision?

Bob Burden

From: Bob Burden
Sent: 10/10/2008 11:00 AM
To: bob.burden@rivercorridor.com
Subject: Riverside Corridor

Mr. Burden,

I was unable to attend the meeting on the Riverside Corridor plan but I do have a few suggestions.

First, I think the traffic on the Riverside bridge would be reduced considerably if the Harlem bridge did not have a toll. It might be cheaper to replace the income from that toll bridge than make whatever improvements would be necessary on Riverside.

Second, the light at Walker Avenue could benefit from some simple reprogramming. It cycles regardless of whether cross traffic is present on Walker (which there is usually not) and the left turn arrows cycle regardless of whether there are cars in the turn lanes on Riverside (which there are usually not). This simple change would improve traffic flow, reduce wear and tear on vehicles and reduce fuel consumption.

Thank you for reading this,

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☒ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☒ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☒ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☒ Congestion
- ☒ To many private driveway accesses
- ☐ Intersection design
- ☐ Pedestrian safety
- ☐ Excessive speeds
- ☐ Incompatible land uses
- ☒ Inconsistent width of roadway
- ☒ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☒ Yes Reason: TOO BUSY & NARROW FOR PARKING.
- ☐ No Reason: _____
- ☐ No opinion

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☒ Yes PERFECT TIE IN TO THE RIVERFRONT SYSTEM.
- ☐ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

☐ Yes
☒ No

6. Which age group best defines you

☐ 18-24
☐ 25-34
☐ 35-49
☐ 50-64
☒ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

☒ Yes Reason: GREAT IDEA. CITY NEEDS TO PARTICIPATE.
☐ No Reason: _____
☐ No opinion

8. Do you like the North Second Concept Redevelopment?

☒ Yes Reason: YES, BUT NEED ENTIRE STRIP LOOKED AT.
☐ No Reason: _____
☐ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

☒ Yes Reason: ITS COOL.
☐ No Reason: _____
☐ No opinion

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

☒ Yes
☐ No

ITS JUST A STREET WIDENING PLAN AT THIS POINT. MUCH MORE INFO IS NEEDED. DEVELOP A PLAN OF ATTACK. CITY NEED TO PARTICIPATE IN DEVELOPMENT. IT WON'T JUST HAPPEN BY ITSELF.

Additional comments:

- ALL UTILITIES NEED TO GO UNDERGROUND!
- WOULD LIKE TO SEE A MORE DEFINITIVE PLAN FOR COMMERCIAL DEVELOPMENT ALONG ENTIRE STRIP TO ENCOURAGE INVESTORS.

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☒ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☐ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☒ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☒ Congestion
- ☐ To many private driveway accesses
- ☒ Intersection design
- ☐ Pedestrian safety
- ☐ Excessive speeds
- ☐ Incompatible land uses
- ☐ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☒ Yes Reason: _____
- ☐ No Reason: _____
- ☐ No opinion

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☐ Yes
- ☒ No *sidewalk yes but not bike path*

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

- ☐ Yes
☒ No

6. Which age group best defines you

- ☐ 18-24
☐ 25-34
☒ 35-49
☐ 50-64
☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

- ☒ Yes Reason: _____
☐ No Reason: _____
☐ No opinion

8. Do you like the North Second Concept Redevelopment?

- ☐ Yes Reason: _____
☐ No Reason: _____
☒ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

- ☐ Yes Reason: _____
☒ No Reason: *I've used them all over the County they cause a
may or more problems than they solve*
☐ No opinion

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

- ☒ Yes
☐ No

Additional comments:

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☐ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☒ Commute route
- ☒ Frequent business/residential properties on East Riverside Boulevard
- ☐ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☒ Congestion
- ☒ Too many private driveway accesses
- ☐ Intersection design
- ☒ Pedestrian safety
- ☒ Excessive speeds
- ☐ Incompatible land uses
- ☒ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☒ Yes Reason: ON STREET PARKING NOT PRACTICLE FOR BUSY STREET
- ☐ No Reason: _____
- ☐ No opinion

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☒ Yes
- ☐ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

- ☒ Yes
☐ No

6. Which age group best defines you

- ☐ 18-24
☐ 25-34
☐ 35-49
☐ 50-64
☒ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

- ☒ Yes Reason: WILL BE EXTREMELY ATTRACTIVE FOR AREA.
~~WILL BE EXTREMELY ATTRACTIVE FOR AREA.~~
☐ No Reason: _____
☐ No opinion

8. Do you like the North Second Concept Redevelopment?

- ☒ Yes Reason: 4 + 4
☐ No Reason: _____
☐ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

- ☒ Yes Reason: IF USE CORRECTLY CAN BE ASSET *
☐ No Reason: _____
☐ No opinion *WOULD LIKE TO SEE 3+3 IF 20YR RANGE

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

- ☒ Yes ? *
☐ No

Additional comments:

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☒ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☐ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☐ Congestion
- ☐ To many private driveway accesses
- ☐ Intersection design
- ☐ Pedestrian safety
- ☒ Excessive speeds
- ☐ Incompatible land uses
- ☐ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☒ Yes Reason: HELPED TRAFFIC FLOW
- ☐ No Reason: _____
- ☐ No opinion

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☐ Yes
- ☒ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

- ☐ Yes
☒ No I RIDE MY BIKE

6. Which age group best defines you

- ☐ 18-24
☐ 25-34
☐ 35-49
☐ 50-64
☒ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

- ☐ Yes Reason: _____
☐ No Reason: _____
☒ No opinion

8. Do you like the North Second Concept Redevelopment?

- ☐ Yes Reason: _____
☐ No Reason: _____
☒ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

- ☐ Yes Reason: _____
☒ No Reason: CAN BE TOO CONFUSING TO MOTORISTS
☐ No opinion

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

- ☐ Yes
☒ No

Additional comments:

MY PROPERTY VALUE WOULD PLUMMET
SPEEDING WOULD GET WORSE

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☒ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☐ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☐ Congestion
- ☐ To many private driveway accesses
- ☐ Intersection design
- ☐ Pedestrian safety
- ☒ Excessive speeds
- ☐ Incompatible land uses
- ☐ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☐ Yes Reason: _____
- ☒ No Reason: To much traffic, excessive speeds
- ☐ No opinion danger to residents

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☒ Yes
- ☐ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

☐ Yes

☒ No Walk to Wantz & Memorial Parks

6. Which age group best defines you

☐ 18-24

☐ 25-34

☒ 35-49

☐ 50-64

☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

☒ Yes Reason: Drivers will be less impatient

☐ No Reason: I will drive slower making less

☐ No opinion dangerous to my family and home

8. Do you like the North Second Concept Redevelopment?

☐ Yes Reason:

☒ No Reason: Too close to houses, excessive

☐ No opinion speeding, dangerous

9. Would you be in favor of the East Drive Roundabout Concept?

☐ Yes Reason:

☒ No Reason: Too close to house, dangerous,

☐ No opinion excessive speeding

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

☐ Yes

☒ No

Additional comments:

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☐ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☒ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☐ Congestion
- ☐ To many private driveway accesses
- ☐ Intersection design
- ☐ Pedestrian safety
- ☐ Excessive speeds
- ☐ Incompatible land uses
- ☐ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☒ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☐ Yes Reason: _____
- ☐ No Reason: _____
- ☐ No opinion *what were the other alternatives?*

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☒ Yes
- ☐ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

☐ Yes
☒ No

6. Which age group best defines you

☐ 18-24
☐ 25-34
☒ 35-49
☐ 50-64
☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

☐ Yes Reason: _____
☒ No Reason: too close to the river, flooding
☐ No opinion

8. Do you like the North Second Concept Redevelopment?

☐ Yes Reason: _____
☒ No Reason: only if you are offering 2x the 2030 market value
☐ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

☐ Yes Reason: _____
☒ No Reason: slow traffic and potential for accidents
☐ No opinion

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

☐ Yes
☒ No

Additional comments:

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☒ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☒ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☒ Congestion
- ☐ To many private driveway accesses
- ☐ Intersection design
- ☐ Pedestrian safety
- ☒ Excessive speeds
- ☐ Incompatible land uses
- ☒ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☐ Yes Reason: _____
- ☒ No Reason: more speeding cars & trucks
- ☐ No opinion

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☐ Yes
- ☒ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

- ☒ Yes
☐ No

6. Which age group best defines you

- ☐ 18-24
☐ 25-34
☐ 35-49
☐ 50-64
☒ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

- ☐ Yes Reason: _____
☒ No Reason: _____
☐ No opinion

8. Do you like the North Second Concept Redevelopment?

- ☐ Yes Reason: _____
☐ No Reason: _____
☒ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

- ☐ Yes Reason: _____
☒ No Reason: _____
☐ No opinion

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

- ☐ Yes
☒ No

Additional comments:

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☒ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☐ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☐ Property owner on East Riverside Boulevard
- ☐ Other

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☐ Congestion
- ☐ To many private driveway accesses
- ☒ Intersection design
- ☐ Pedestrian safety
- ☐ Excessive speeds
- ☐ Incompatible land uses
- ☒ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☒ Yes Reason: _____
- ☐ No Reason: _____
- ☐ No opinion

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☒ Yes
- ☐ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

- ☒ Yes
☐ No

6. Which age group best defines you

- ☐ 18-24
☒ 25-34
☐ 35-49
☐ 50-64
☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

- ☐ Yes Reason: _____
☐ No Reason: _____
☒ No opinion

8. Do you like the North Second Concept Redevelopment?

- ☒ Yes Reason: _____
☐ No Reason: _____
☐ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

- ☐ Yes Reason: _____
☒ No Reason: It takes all of my property
☐ No opinion Oliphant Lake 131 E Riverside

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

- ☒ Yes
☐ No

*these drivers can't handle any
more responsibility for
driving*

Additional comments:

*Please keep me informed of any and
all information*

East Riverside Boulevard Corridor Study
Questionnaire

1. What is your interest in the East Riverside Boulevard Corridor Study (please mark all that apply)?

- ☐ Business located on East Riverside Boulevard
- ☐ Business near East Riverside Boulevard
- ☐ Residence located on East Riverside Boulevard
- ☐ Residence near East Riverside Boulevard
- ☐ Commute route
- ☐ Frequent business/residential properties on East Riverside Boulevard
- ☐ Property owner on East Riverside Boulevard
- ☒ Other : *City of Roufford*

2. What is your greatest concern regarding East Riverside Boulevard, as it currently exists (please mark all that apply)?

- ☒ Congestion
- ☒ To many private driveway accesses
- ☐ Intersection design
- ☐ Pedestrian safety
- ☐ Excessive speeds
- ☐ Incompatible land uses
- ☐ Inconsistent width of roadway
- ☐ Lack of public transportation stops
- ☐ No concerns

*Creating consolidated access points
will greatly improve safety - and
aesthetics.*

3. In 2006, the City of Loves Park eliminated on-street parking along East Riverside Boulevard, from Browns Parkway to Garden Plain. In your opinion, was this effort the correct approach to improving the functionality of East Riverside Boulevard?

- ☒ Yes Reason: *Congestion improvements*
- ☐ No Reason: _____
- ☐ No opinion

Also allows improvements to Waukegan Bridge,

4. Do you feel that a recreation path and sidewalk along East Riverside Boulevard will better connect pedestrian traffic to recreational, residential, and commercial opportunities along East Riverside Boulevard?

- ☒ Yes *- can connect to systems developing
region-wide,*
- ☐ No

5. When seeking recreational activity, do you currently drive to a recreation destination, like a park or bike path?

- ☒ Yes
☐ No

6. Which age group best defines you

- ☐ 18-24
☐ 25-34
☐ 35-49
☒ 50-64
☐ 65+

7. Do you like the "Loves Park Landing" Concept Plan Redevelopment?

- ☒ Yes Reason: Improved land use / aesthetics
☐ No Reason: _____
☐ No opinion

8. Do you like the North Second Concept Redevelopment?

- ☐ Yes Reason: _____
☐ No Reason: _____
☐ No opinion

9. Would you be in favor of the East Drive Roundabout Concept?

- ☐ Yes Reason: _____
☐ No Reason: _____
☒ No opinion Whatever works best for the Village

10. Over all, do you like the proposed plan for the East Riverside Boulevard Corridor?

- ☐ Yes
☐ No

Additional comments: ⁽¹⁾ would like to see a cross consolidation and possible removal of ~~one side of~~ the structures from one side of the street or the other. This would improve congestion, aesthetics, safety, and recreational uses.

- (2) The Village of Loreos Park is to be commended for moving through this process. Taking an objective view of improvements for this corridor is an excellent first step in the process.
- (3) Moving to a five lane cross section is essential for the project.
- (4) By eliminating ~~the~~ structures on one side of the Street, it would allow landscaping w/in the median w/in the corridor.
- (5) Integration of bus pullouts w/in the corridor would help w/ congestion and safety.
- (6) The inclusion of a multi-use path is welcome addition — good for regional connection.

