



MPO Technical Committee Meeting

Thursday, February 20, 2025 – 10:00 am
Region 1 Planning Council
127 N. Wyman Street, Suite 100, Rockford, IL 61101

Agenda

1. Call to Order
2. Roll Call
3. Public Comment
4. Discussion Items
 - a. MPO-Attributable Funding – Updates
 - b. Health and Transportation Study
5. Action Items
 - a. Approval of the January 23, 2025 Meeting Minutes
6. R1 Staff Reports
7. Agency Reports
8. Other Business
9. Adjournment

Opportunities for public comment will be afforded on all agenda items.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact R1 Planning at 815-319-4180 at least two working days before the need for such services or accommodations.

2024 Health + Transportation Study for the Rockford Region

PRESENTED BY NATHAN LARSEN



AN ENGINE FOR COLLABORATION
IN NORTHERN ILLINOIS



Why This Study?

- Connections to Core Planning Documents
- Connection to Community Impact Team

How Does Transportation Impact Health?

- Transportation shapes the “public realm”
 - i.e our streets, buildings, parks, shared spaces
- Transportation is a critical component of accessing healthcare

Social Determinants of Health

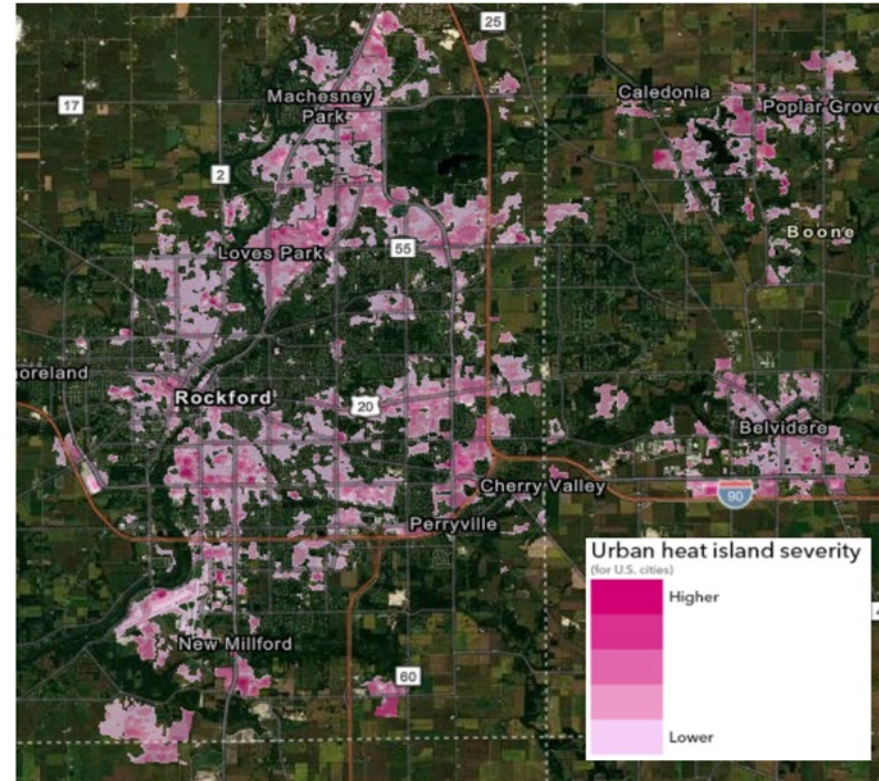
- Social determinants of health (SDOH) are the external, nonmedical factors that affect the health trajectory of individuals in the environments where they are born, live, work, grow, and age.
- The built environment refers to the man-made, physical aspects of the environment such as buildings, homes, infrastructure, and streets.

Social Determinants of Health



Transportation & the Built Environment

- Community Design
- Active Transportation
- Public Transportation

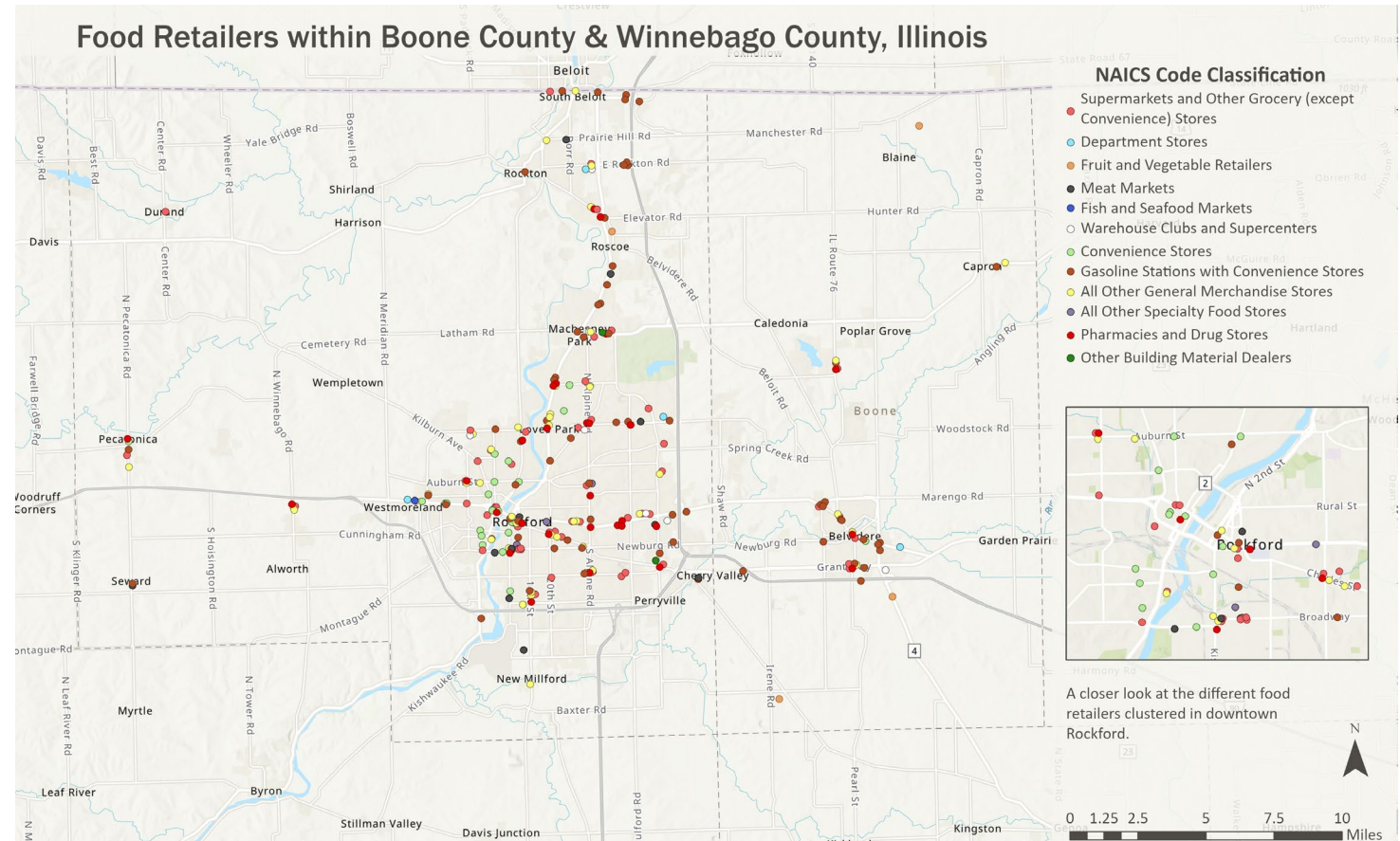


Transportation & the Built Environment cont.

- Human Service Providers
- Shared- & Micro-mobility
- Safety

Transportation & the Built Environment cont.

- Pollution
- Access to Resources



Principle #1. Active Lifestyles

- Recommendation #1. Address sidewalk, shared use path, and bicycle network gaps that impact connectivity.
- Recommendation #2. Encourage and support local governments to adopt local complete street policies and practices.
- Recommendation #3. Incentivize mixed-use and transit-oriented development.
- Recommendation #4. Create non-motorized access and safe routes to open and recreational spaces.

Principle #2 Healthy & Sustainable Environment

- Recommendation #5. Increase access to parks and green space to provide participation opportunities in recreational and leisure activities.
- Recommendation #6. Reduce exposure to transportation-related air pollution.
- Recommendation #7. Encourage comfort focused infrastructure, such as shade trees, transit shelters, and other extreme weather exposure interventions.
- Recommendation #8. Improve physical access to health care services, mental health providers, and dental care.

Principle #3 Safety

- Recommendation #9. Complete bus stop accessibility and safety assessment at locations with highest boardings and alightings.
- Recommendation #10. Conduct Road Safety Audits on priority corridors and implement recommendations.
- Recommendation #11. Enhance crosswalk visibility through improved signage and pavement markings.
- Recommendation #12. Construct separated bicycle facilities and shared use paths, where feasible.
- Recommendation #13. Install street lighting to improve visibility of intersections and pedestrians.
- Recommendation #14. Install traffic calming strategies, where appropriate.

Principle #4 Choices & Access for All

- Recommendation #14. Improve physical access to primary health care services and routine preventative care, including mental health and dental care services.
- Recommendation #15. Collaborate with organizations providing mobile health services.
- Recommendation #16. Support ridesharing programs that connect people to jobs and essential services.
- Recommendation #17. Prioritize roadway and alternative transportation projects that close first- and last-mile gaps to public transit.
- Recommendation #18. Conduct a public awareness campaign to improve perception of mass transit.
- Recommendation #19. Promote rural public transportation services.
- Recommendation #20. Increase public transit options for healthy food access.

Principle #5 Equity

- Recommendation #21. Conduct a Regional Transportation Equity Audit across all MPO planning documents and programming practices.
- Recommendation #22. Increase outreach efforts to underserved areas during the transportation planning and programming process.
- Recommendation #23. Consider all ages and abilities in the design and operation of the active transportation system.

Questions?

- <https://bit.ly/R1-HT-FinalDoc>





PART 5:

Guiding Principles & Recommendations

Guiding principles are statements that create a framework for decision-making. In transportation planning, guiding principles can help ensure that planning process and documents are consistent and aligned with a Metropolitan Planning Organization's (MPO) mission and goals. Establishing guiding principles for the Health and Transportation Study was an important step in its planning process for two reasons. First, the guiding principles helped frame the direction of the study, including the recommendations later in their report. Second, the guiding principles initiated a regional conversation around the relationship between health and transportation.

Based on these conversations, the following guiding principles were established for this report. While developed specifically for the Health and Transportation Study, the guiding principles will be incorporated through the MPO's suite of plans and studies, including the next Metropolitan Transportation Plan update.

- Principle #1: Active Lifestyles
- Principle #2: Healthy & Sustainable Environment
- Principle #3: Safety
- Principle #4: Choices & Access for All
- Principle #5: Equity

Range of Recommendations

With the guiding principles established, a range of recommendations was developed. These recommendations are aimed at improving the health outcomes of all individuals in the region through transportation-related decisions and

Recommendations are suggested actions to address a problem or opportunity identified in the study, providing a real-world application.

investments. The range of recommendations take into account various aspects needed to address the study finding, including the regional context, social determinants of health, transportation, and the built environment.

Recommendations presented below are grouped into the five guiding principles established at the beginning of the planning process. Since the recommendations build off of the guiding principles, a brief background for each guiding principle is provided. These recommendations are based on local and national best practices, as well as the region's current needs and future opportunities and input from stakeholders. It is important to note that some of the recommendations encompass elements beyond the transportation system that may influence or be influenced by transportation decisions and investments, including land use, development, environment, equity and quality of life.

Each of the recommendation is detailed below within the following elements:

- **Social Determinant(s) of Health Addressed:** Lists the social determinants of health that aligns with, supports, or is supported by the recommendation.
- **Potential Partners:** Identifies organizations that may be best suited to assist in the successful implementation of the recommendation.
- **Related Principles:** Lists the other principles within the study that aligns with, supports, or is supported by that recommendation.

Principle #1. Active Lifestyles

According to the United States Department of Transportation, almost a quarter of adults do not engage in any physical activity outside of their jobs. Sedentary lifestyles are an important reason why two-thirds of U.S. adults are overweight or obese. Transit, bicycle, and pedestrian facilities not only create opportunities for people to exercise and reduce obesity but also reduce the risk of associated conditions, such as diabetes, cardiovascular disease, and premature death.^{cxxvii}

Recommendations #1. Address sidewalk, shared use paths, and bicycle network gaps that impact connectivity.

- **Social Determinant(s) of Health Addressed:** Neighborhood & Built Environment; Education Access & Quality; Health Care Access & Quality
- **Potential Partners:** Illinois Department of Transportation (IDOT); local governments
- **Related Principles:** Healthy and Sustainable Environment; Choice and Access for All

Recommendations #2. Encourage and support local governments to adopt local complete streets policies and practices.

- **Social Determinant(s) of Health Addressed:** Neighborhood & Built Environment
- **Potential Partners:** Local governments; developers
- **Related Principles:** Health and Sustainable Environment; Choice and Access for All; Equity.

Recommendations #3. Incentivize mixed-use and transit-oriented development.

- **Social Determinant(s) of Health Addressed:** Neighborhood & Built Environment
- **Potential Partners:** Local governments; developers
- **Related Principles:** Healthy and Sustainable Environment; Choice and Access for All; Equity

Recommendation #4. Create non-motorized access and safe routes to open and recreational spaces.

- **Social Determinant(s) of Health Addressed:** Neighborhood & Built Environment
- **Potential Partners:** Local governments; park districts
- **Related Principles:** Healthy and Sustainable Environment; Choice and Access for All; Safety; Equity

Principle #2 Healthy & Sustainable Environment

Over the past several decades, there has been a growing awareness of the need to have better an understanding of the relationship between transportation, the environment, and health. Transportation-related air pollutants are one of the largest contributors to unhealthy air quality. Exposure to these pollutants is linked to many adverse health effects, including premature death, cardiac symptoms, and the

exacerbation of asthma symptoms.^{cxviii} A number of diverse strategies can help reduce transportation-related pollutants and related adverse health impacts.

Recommendation #5. Increase access to parks and green space to provide participation opportunities in recreational and leisure activities.

- **Social Determinant(s) of Health Addressed:** Neighborhood & Built Environment; Social & Community Context
- **Potential Partners:** Local governments; park districts; conservation districts; non-profits
- **Related Principles:** Active Lifestyles

Recommendation #6. Reduce exposure to transportation-related air pollution.

- **Social Determinant(s) of Health Addressed:** Neighborhood & Built Environment
- **Potential Partners:** Local governments
- **Related Principles:** Equity

Recommendation #7. Encourage comfort focused infrastructure, such as shade trees, transit shelters, and other extreme weather exposure interventions.

- **Social Determinant(s) of Health Addressed:** Neighborhood & Built Environment
- **Potential Partners:** Local governments
- **Related Principles:** Active Lifestyles; Equity

Recommendation #8. Improve physical access to health care services, mental health providers, and dental care.

- **Social Determinant(s) of Health Addressed:** Health Care Access & Quality
- **Potential Partners:** Transit providers, human service transportation providers; health care providers
- **Related Principles:** Active Lifestyles; Choices & Access for All

Principle #3. Safety

In the United States, motor vehicle crashes are a leading cause of death. In 2021, 42,939 people lost their lives on roadways across the nation. For perspective, the number of people that could fill the average baseball stadium.^{cxix} Motor vehicle crash injuries and deaths are preventable.

Transportation agencies can reduce injuries and deaths associated with transportation system by designing safer streets, promoting safe behavior, and improving access to desired destinations.

Recommendation #9. Complete Bus Stop Accessibility and Safety Assessment at locations with highest boardings and alightings.

- **Social Determinant(s) of Health Addressed:** Economic Stability; Education Access & Quality; Health Care Access & Quality; Neighborhood & Built Environment
- **Potential Partners:** Transit providers
- **Related Principles:** Active Lifestyles; Choices & Access for All; Equity

Recommendation #10. Conduct Road Safety Audits on priority corridors and implement recommendations.

- **Social Determinant(s) of Health Addressed:** Neighborhood & Built Environment
- **Potential Partners:** Local governments
- **Related Principles:** Active Lifestyles; Choices & Access for All; Equity

Recommendation #11. Enhance crosswalk visibility through improved signage and pavement markings.

- **Social Determinant(s) of Health Addressed:** Neighborhood & Built Environment
- **Potential Partners:** Local governments
- **Related Principles:** Active Lifestyles; Choices & Access for All; Equity

Recommendation #12. Construct separated bicycle facilities and shared use paths, where feasible.

- **Social Determinant(s) of Health Addressed:** Neighborhood & Built Environment
- **Potential Partners:** Local governments
- **Related Principles:** Active Lifestyles; Healthy & Sustainable Environment; Choices & Access for All; Equity

Recommendation #13. Install street lighting to improve visibility of intersections and pedestrians.

- **Social Determinant(s) of Health Addressed:** Neighborhood & Built Environment
- **Potential Partners:** Local governments
- **Related Principles:** Active Lifestyles; Choices & Access for All; Equity

Recommendation #14. Install traffic calming strategies, where appropriate.

- **Social Determinant(s) of Health Addressed:** Neighborhood & Built Environment
- **Potential Partners:** Local governments
- **Related Principles:** Active Lifestyles; Choices & Access for All; Equity

Principle #4. Choices & Access for All

Everyone in the region should be able to affirmatively answer the question, “Can I get where I want to go easily and safely in whatever way I choose.”^{cxxx} The presence and quality of bicycle and pedestrian infrastructure, bus routes, and street design influence connectivity and accessibility to everyday destinations, such as grocery stores, schools, parks, and doctors’ offices. Investing in a diverse transportation network ensures everyone has access to safe and viable transportation options and users of varying levels of experience, ages, and abilities can reliably reach their destinations.^{cxxxi}

Recommendation #14. Improve physical access to primary health care services and routine preventive care, including mental health and dental care services.

- **Social Determinant(s) of Health Addressed:** Health Care Access & Quality
- **Potential Partners:** Public transit providers, human service transportation providers, non-profits
- **Related Principles:** Active Lifestyles; Equity

Recommendation #15. Collaborate with organizations providing mobile health services.

- **Social Determinant(s) of Health Addressed:** Health Care Access & Quality
- **Potential Partners:** Public health departments, medical service providers
- **Related Principles:** Equity

Recommendation #16. Support ridesharing programs that connect people to jobs and

essential services.

- **Social Determinant(s) of Health Addressed:** Economic Stability; Education Access & Quality; Health Care Access & Quality
- **Potential Partners:** Transit providers, transportation network companies
- **Related Principles:** Equity

Recommendation #17. Prioritize roadway and alternative transportation projects that close first- and last-mile gaps to public transit.

- **Social Determinant(s) of Health Addressed:** Economic Stability; Education Access & Quality; Health Care Access & Quality; Neighborhood & Built Environment
- **Potential Partners:** Local governments, public transit providers
- **Related Principles:** Active Lifestyles; Healthy & Sustainable Environment; Equity

Recommendation #18. Conduct a public awareness campaign to improve the perception of mass transit.

- **Social Determinant(s) of Health Addressed:** Economic Stability; Education Access & Quality; Health Care Access & Quality
- **Potential Partners:** Public transit providers, local government, media outlets
- **Related Principles:** Active Lifestyles, Healthy & Sustainable Environment, Equity

Recommendation #19. Promote rural public transportation services.

- **Social Determinant(s) of Health Addressed:** Economic Stability; Education Access & Quality; Health Care Access & Quality
- **Potential Partners:** Public transit providers, local governments, media outlets
- **Related Principles:** Equity

Recommendation #20. Increase public transit options for healthy food access.

- **Social Determinant(s) of Health Addressed:** Economic Stability; Education Access & Quality; Health Care Access & Quality
- **Potential Partners:** Local governments, public transit providers
- **Related Principles:** Equity

Principle #5. Equity

Adverse health effects related to the transportation system tends to disproportionately impact vulnerable members of the region, such as low-income individuals, minorities, children, persons with disability, and older adults. Many of the strategies associated with the principles above, such as increasing active transportation and improving connectivity, can also improve equity if they are targeted in low-income and minority communities.

Recommendation #21. Conduct a Regional Transportation Equity Audit across all MPO planning documents and programming practices.

- **Social Determinant(s) of Health Addressed:** Economic Stability; Education Access & Quality; Health Care Access & Quality; Neighborhoods & Built Environment
- **Potential Partners:** Nonprofits, community organizations
- **Related Principles:** Choices & Access for All

Recommendation #22. Increase outreach efforts to underserved area during the transportation planning and programming process.

- **Social Determinant(s) of Health Addressed:** Economic Stability; Education Access & Quality; Health Care Access & Quality; Neighborhoods & Built Environment
- **Potential Partners:** Local governments, public transit providers, nonprofits, community organizations
- **Related Principles:** Active Lifestyles; Safety; Choices & Access for All

Recommendation #23. Consider all ages and abilities in the design and operation of the active transportation system.

- **Social Determinant(s) of Health Addressed:** Economic Stability; Education Access & Quality; Health Care Access & Quality; Neighborhoods & Built Environment
- **Potential Partners:** Local governments
- **Related Principles:** Active Lifestyles; Safety; Choices & Access for All



MPO Technical Committee Meeting

Meeting Minutes

Thursday, January 23, 2025

127 N. Wyman St. Suite 100, Rockford, IL 61101

1) Call to Order

The meeting was called to order by Tim Verbeke at 10:01am

2) Roll Call

Members Present: Justin Krohn, Boone County Highway Department; Ellen Weber, Boone County, Planning Department; Josh Sage, Boone County Conservation District; Brent Anderson, City of Belvidere, Public Works Department; Shannon Messinger, City of Loves Park, Public Works Department; Scott Capovilla, City of Rockford, community Development; Jeremy Carter, City of Rockford, Public Works Department; Rob Bates, IDOT District 2; Paula Hughes, Rockford Mass Transit District; Izzy Mandujano, Village of Machesney Park, Community Development; Josef Kurlinkus, Village of Roscoe; Karl Palmquist, Winnebago County, Community & Economic Development; Carlos Molina, Winnebago County Highway Department; Dennis Anthony, Winnebago County Soil & Water Conservation District.

Members Absent: Chicago/Rockford International Airport; City of Belvidere, Planning Department; City of Loves Park, Community Development; City of Rockford, Community Developments; Forest Preserves of Winnebago County; Four Rivers Sanitary District; Rockford Park District; Village of Machesney Park, Public Works; Village of Winnebago

Other Present: Jon Paul Diipla, FHWA, Illinois Division; Doug DeLille, IDOT, Division of Urban Planning and Programming; Henry Guerriero, IL Tollway; Brandon Rucker, Eric Tison, Estelle Adiaba, Lauren Kleve, Nathan Larsen, Sarah Renicker, Tim Verbeke, Clara Romeo, Hailey Blanchard, Chloe Barnes, Jackson Sitter of Region 1 Planning Council.

3) Public Comment

No public comments were brought forward at this time.

4) Discussion Items:

a) Transportation Improvement Program Policy & Procedure Overview Tim Verbeke summarized the Transportation Improvement Program Policy & Procedure document and highlighted any changes or clarifications including definitions: logical termination (pg. 5), activity types (pg. 14), administrative modifications (pg. 16). Updates also clarified formalizing the secured funds policy, application correction time frame and ineligibility notification time line. Mr. Verbeke also clarified that projects would be evaluated on a rolling basis and revisions to policy and procedure will undergo routine and ongoing evaluation to address the need for revisions and clarification.

Members requested that changes be sent out. Ms. Hughes (RMTD) asked that RMTD be included, which Mr. Verbeke explained that public transit falls under a different category.

- b) MPO-Attributable Funding-Preliminary List** Mr. Verbeke updated committee members on the request for projects under the MPO-Attributable Funding program. 16 applications were received, with one being deemed ineligible. STBG: projects scoring 75 or higher deemed eligible for funding. Members asked for clarification about the chart, to which Mr. Verbeke indicated that the darker lines indicate the year for which the funds are being requested. Mr. Verbeke also clarified that proposed amounts were not included in presentation. Winnebago County, Boone County and City of Rockford were all awarded STBG funds. TAP: All projects were fully funded in the year requested. Mr. Delille added that projects can use both ITEP and TAP funds if state projects if there were carry-over TAP funds from the previous cycle. Mr. Verbeke indicated that there were no leftover funds for this cycle. CR: Intersection projects qualified. Mr. Krohn asked when the Policy Committee would vote to move forward, Mr. Verbeke said that these would be voted on in March. The one project ineligible was a bridge project on Harrison Ave between Main and Kishwaukee, but there are plans to update Harrison as a whole, not including bridge work, but adding bike lanes.
- c) FY 2026 Unified Work Program** Mr. Verbeke outlined some of the changes to come with the development of the FY 26 UPWP, including the modification of internal billing codes. Mr. Verbeke also explained that the Work Elements would be re-organized from 10 separate Work Elements, down to 5 Work Elements, with one of the Work Elements focusing specifically on special projects. Mr. Verbeke also informed the committee that Region 1 receives approximately \$1.4 million between the UWP/SPR/and local matching funds. No questions were posed.
- d) Bus Rapid Transit Feasibility Study** Nathan Larsen updated the committee on the Bus Rapid Transit Feasibility Study, explaining the R1 was working with Sam Schwartz consulting agency to collect data and review for three corridors: State St., Kishwaukee St., N. Main St. and Rockton Rd./Riverside Blvd. The information was used to recommend potential improvements projects and implementation. The draft was presented to the RMTD board in December 2024.

5) Action Items:

- a.) Approval of the October 16, 2024 Meeting Minutes
Mr. Verbeke called for the approval of the 10/16/2024 meeting minutes. Mr. Molina, WCHD, motioned, seconded by Ms. Mandujano, Village of Machesney Park. Motion passed by unanimous vote.
- b.) Amendment to the FY 2025-2028 Transportation Improvement Program (Resolution 2025-01) Mr. Verbeke called for approval of Resolution 2025-01. Motion was called by Ms. Hughes, RMTD, and seconded by Mr. Cavopilla, City of Rockford. Motion passed by unanimous vote.
- c.) Adoption of the Federally-Required Performance Management Targets (Resolution 2025-02) Brandon Rucker summarized the updated Performance Management Targets, Mr. Verbeke called for approval of Resolution 2025-02. Mr. Molina, WCHD, motioned, seconded by Mr. Cavopilla, City of Rockford. Motion passed by unanimous vote.

- 6) Staff Reports** Nathan Larsen updated the committee on the 2026-2029 TIP development process, describing a 30-day review process for projects and updates, and that there is a new form for new projects. He also clarified that new projects will be included in the TIP once approved by the MPO Policy Committee.

7) Agency Reports

- a.) **Boone County Highway Department:** No Report
- b.) **Boone County Conservation District:** No Report
- c.) **Chicago/Rockford International Airport:** No Report
- d.) **City of Belvidere, Public Works:** n/a
- e.) **Loves Park, Community Development:** n/a
- f.) **Loves Park, Public Works Department:** No Report
- g.) **City of Rockford Community Development:** No report
- h.) **City of Rockford, Public Works Department:** W. State St. sidewalk project contingent on RHA-Imminent Domain (April letting), E. State St. sidewalk phase 1 engineering, 9th St 2-way conversion IDS w/ IDOT; RAISE-RMTD done with final plans, contingent on RHA-Imminent Domain; Madison St. Reconstruction, State St. to Lafayette beginning March/April; 11th St. Harrison to Broadway Reconstruction project beginning soon, Council needs to approve resurfacing for Alpine, Mulford, Riverside and Springcreek; Auburn project going out for bid this summer with work beginning in fall with watermain work.
- i.) **IDOT, District 2:** Rob leaving for new position. Katie Smith taking over.
- j.) **Rockford Mass Transit District:** No Report
- k.) **Machesney Park, Public Works Department:** No Report
- l.) **Village of Roscoe:** n/a
- m.) **Winnebago County Community & Economic Development:** No Report
- n.) **Winnebago County Highway Department:** Riverside project undergoing appraisal/review/bid process letting scheduled for later this year. Owen Center HSID to Latham being presented at a public meeting also scheduled to begin later this year. Springfield Ave. Bridge moved w/detour at Auburn & Central through February.
- o.) **Winnebago County Soil & Water Conservation:** n/a
- p.) **FHWA, IL Division:** No Report
- q.) **IDOT, Division of Urban Planning and Programming:** No report
- r.) **IL Tollway:** No Report

8) Other Business

No other business was discussed.

9) Adjournment

Mr. Verbeke entertained a motion to adjourn. Mr. Krohn, Boone County Highway Department motioned; seconded by Mr. Molina, Winnebago County Highway Department. A unanimous vote to adjourn at 10:53 am

Meeting minutes prepare by: Sarah Renicker

Minutes approved by action of the Board: _____