



*City Council*  
**COMMITTEE OF THE WHOLE**  
*City of Belvidere, Illinois*

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Alderman George Crawford	Chairman Public Safety
Alderman Mike McGee	Vice Chairman Building, Planning & Zoning
Alderman Marsha Freeman	Chairman Public Works
Alderman Ric Brereton	Vice Chairman Public Safety

AGENDA

October 14, 2019

6:00 p.m.

City Council Chambers, 401 Whitney Blvd. Belvidere, Illinois

Call to Order: Mayor Chamberlain:

Roll Call:

Public Comment:

Public Forum:

Reports of Officers, Boards, and Special Committees:

1. Building, Planning & Zoning, Unfinished Business: None.
2. Building, Planning & Zoning, New Business:
  - (A) Habitat for Humanity – Permit Fees.
  - (B) City Code Enforcement – Alderman Brereton.
  - (C) Presentation on Historic US Route 20.

3. Public Works, Unfinished Business:

(A) Logan Avenue Rehabilitation Project – Alderman Frank.

4. Public Works, New Business:

(A) Region 1 Planning Council Presentation – 2050 Metropolitan Transportation Plan.

(B) Sanitary Sewer Manhole Rehabilitation Project – Construction Engineering.

(C) City Hall Exterior Brick Painting Proposals.

(D) Branch Pile Grinding Proposals.

(E) Landfill #1 Groundwater Monitoring Bid Tabulation

(F) Belvidere First Assembly of God – Street Closure.

5. Adjournment:

CITY OF BELVIDERE

*Community Development*



BUILDING DEPARTMENT

PLANNING DEPARTMENT

401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789

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**To: Mayor and City Council**

**From: Kip Countryman, Director of Buildings**

**Date: 9/09/2019**

**RE: Habitat for Humanity**

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**Attached is a request from the Habitat for Humanity for the Council's consideration to have the Building and Zoning permit fees waived for the construction of a new home at 531 E Locust St. City Council has in the past approved this request.**

**The estimated fees for the permit to be waived will be 871.00.**

**If the Council is willing to proceed with this project, I would recommend that the Building and Zoning fees be waived for this project as has been done in the past.**

## TAKE THE HISTORIC ROUTE

Follow these signs & take your adventure on the original 1926 highway. Detailed maps and tour guides are available on our website.



Each sign has a QR code on its back to scan and links to local information, history & more.

### Common Questions

- Q. How long does it take to drive all of Route 20?  
A. Minimum of 2 weeks; a month is best.
- Q. When is the best time to drive Route 20?  
A. May through October.
- Q. Where should I stay when driving Route 20?  
A. There are many campgrounds, hotels and B&Bs on the route.
- Q. Is Route 20 a 2 lane or 4 lane highway?  
A. Most of Route 20 is a rural 2 lane highway. Some are rural 4 lane or business 4 lane. Following the historic Route, at no point is one routed on an interstate highway.
- Q. Can I just plug Route 20 in my GPS?  
A. Most GPS devices will navigate one away from Route 20. The road is well marked with road signs to follow.



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The Historic US Route 20 Association

## SPANNING THE CONTINENT THROUGH 12 STATES FROM THE ATLANTIC TO PACIFIC

America's Longest Highway, US Route 20 is a 3,365 mile journey through the nation's history and its most breathtaking wonders.

### History

Route 20 reveals the broad scope of American expansion from an early Native American trail to the very first National Park—Yellowstone. Travelers can connect with history by visiting the homes of Presidents Grant, Hayes & Garfield, stand in the place where Lincoln once debated Douglas, and even experience where the first Women's Rights Convention was held.



### Natural Wonders

Traverse the rolling hills of New England, take in the striking beauty of the Finger Lakes as well as the grandeur of the Great Lakes, experience inspiring possibilities of the wide open farm lands of the Great Plains, cross high mountain sage brush deserts, climb the Rocky Mountains and Cascades before they reach the shores of the Pacific.

### Small Towns

Unlike Route 66, Historic US Route 20 is drivable from coast to coast & follows much of its original 1926 alignment through small town America. Many small shops, diners, historical sites and museums await your exploration.



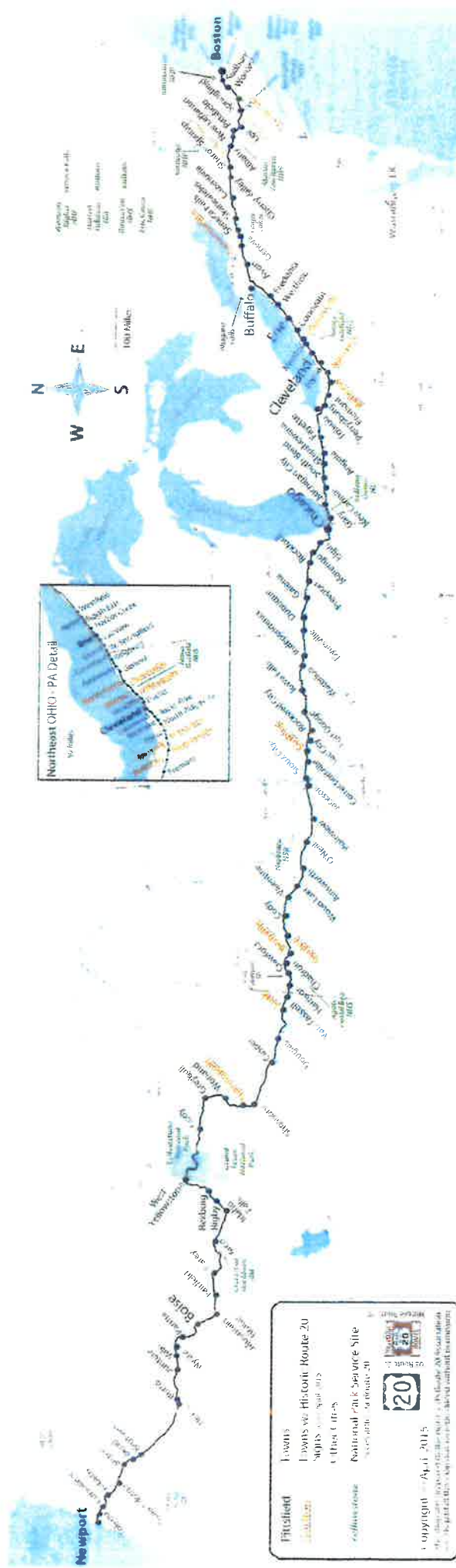
### Plan Your Trip

US Route 20 is the original concourse to the great American Road trip! Drive, motorcycle, bike or walk your way across America. Whether you have a weekend, 2 weeks or 6 months—Route 20 is waiting to be explored.



Easily follow the black & white shields marking this transcontinental highway. Historic Route markers are in the process of being placed and are not in every location. View our website and download local maps and tour guides for detailed information.

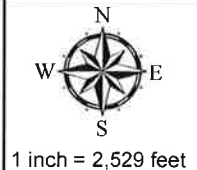
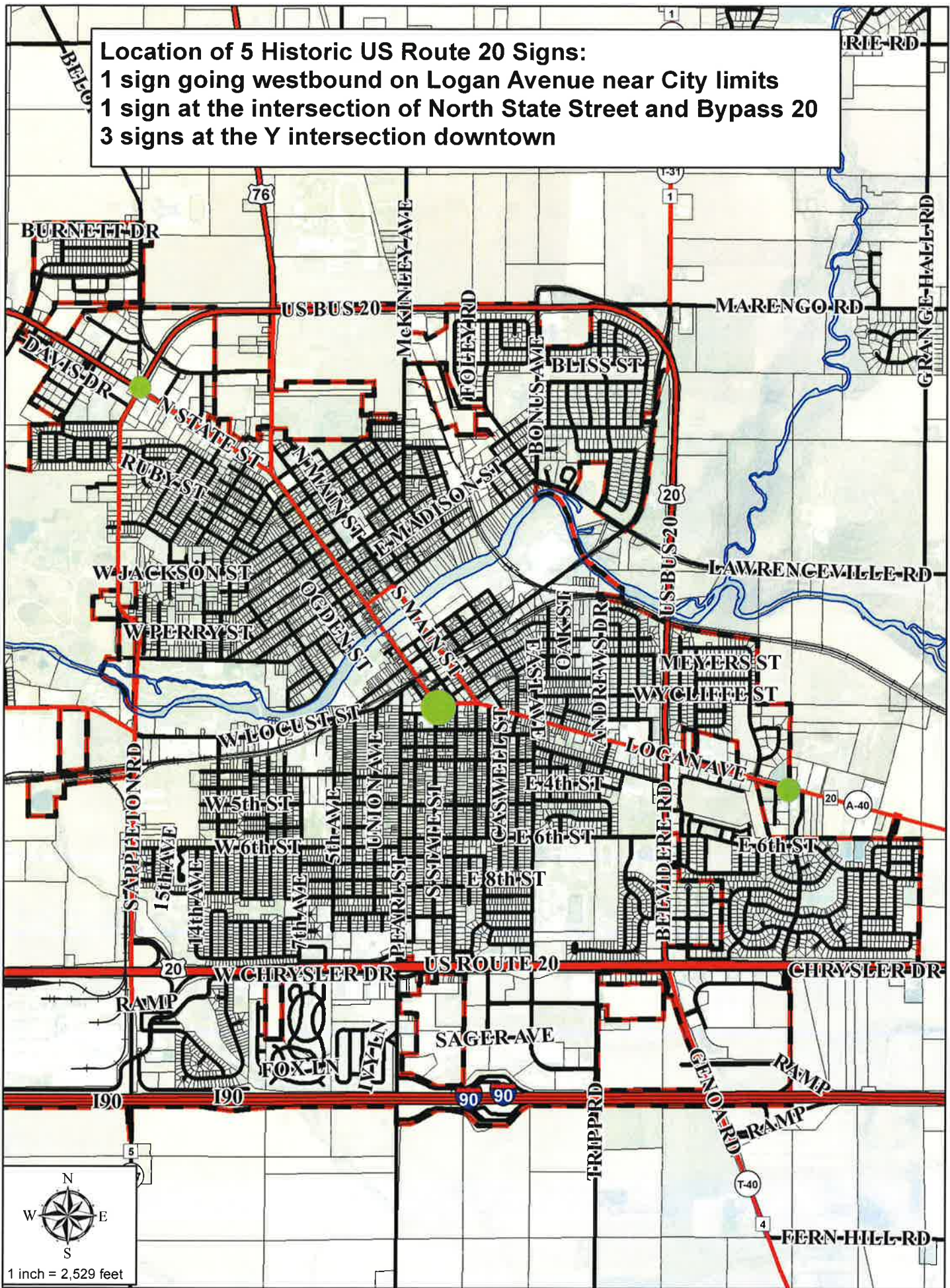




Please Visit our Sponsors and Members along Historic Route 20. Stop in and say "Hi" and let them know you heard about them from this brochure.

<p><b>Buckaroo Bills</b> 1000 Bills TACOS 1001 - 1007 BUFFALO &amp; BUFFALO</p>	<p><b>Buckaroo Bill's</b> 24 N Canyon St West Yellowstone, MT 59758 (406) 646-7901 Steaks, Burgers, Tacos, Ice Cream</p>	<p><b>Gordon Chamber of Commerce</b> P.O. Box 160 121 N. Main Street Garden, Nebraska 69343 www.gordonchamber.com</p>	<p><b>Gordon Chamber of Commerce</b> Located in the beautiful suburbs, we are called Gards and the rolling hills</p>	<p><b>Huron County Chamber of Commerce Huron County Visitors Bureau</b> 10 West Main Street Newark, OH 44867 440.888.4120 www.huroncountychamber.com</p>	<p><b>American Hotel</b> 122 Main St Marion Springs, OH 44859 440.794.7100</p>	<p><b>American Hotel</b> 122 Main St Marion Springs, OH 44859 440.794.7100</p>
<p><b>Four Corners Diner</b> 1001 E. Route 20 Warden, NY 14145 Home of the "Fat Boy"</p>	<p>Small town diner Home cooking 1001 E. Route 20 Warden, NY 14145</p>	<p><b>Mitchell's Clothing &amp; Tuxedos</b> 80 NORTH PUBLIC SQ. ANGOLA, IN 46703 (463) 663-6903</p>	<p>Located in the beautiful suburbs, we are called Gards and the rolling hills</p>	<p><b>Rider's 1812 Inn</b> 799 Mentor Ave Painesville, OH 44077 (440) 538-8200 www.riders1812.com</p>	<p><b>Pierce Auto Parts</b> 1000 E. Route 20 Warden, NY 14145 440.888.1822</p>	<p><b>Pierce Auto Parts</b> 1000 E. Route 20 Warden, NY 14145 440.888.1822</p>
<p><b>Sweet Tooth Drive Inn</b> 1001 E. Route 20 Warden, NY 14145 Home of the "Fat Boy"</p>	<p>Best Malls on ALL High 20</p>	<p><b>City of Cushing, Iowa</b> 35 miles west of Sioux City on Historic US Route 20 www.cityofcushingia.com</p>	<p><b>West Orchards</b> 3034 Ridge Rd Painesville, OH 44077 (440) 259-3193 www.westorchards.com</p>	<p><b>West Orchards</b> 3034 Ridge Rd Painesville, OH 44077 (440) 259-3193 www.westorchards.com</p>	<p><b>Lake Street Station Winery</b> 41 Lake Street Painesville, OH 44077 419.325.8089 www.lakestreetstation.com</p>	<p><b>Lake Street Station Winery</b> 41 Lake Street Painesville, OH 44077 419.325.8089 www.lakestreetstation.com</p>
<p><b>Treasures</b> 1218 Main St Canton, OH 44705 3306.797.8011 Gifts from the 20th Century</p>	<p>Small town diner Home cooking 1001 E. Route 20 Warden, NY 14145</p>	<p><b>Rushville Chamber of Commerce</b> PO Box 100 Rushville, NE 69360</p>	<p><b>West Orchards</b> 3034 Ridge Rd Painesville, OH 44077 (440) 259-3193 www.westorchards.com</p>	<p><b>Steele Mansion</b> 345 Academy Ave US 20 Marion, OH 44867 (440) 839-7848 www.steelemansion.com</p>	<p><b>Jacobs Ladder Trail Scenic Byway</b> www.jacobsladdertrail.com</p>	<p><b>Jacobs Ladder Trail Scenic Byway</b> www.jacobsladdertrail.com</p>
<p><b>Walmart</b> Route 20 Warden, NY 14145</p>	<p>We thank Walmart for their generous donation through the Walmart Community Grant Program</p>	<p><b>Danielson Ideals that Bloom</b> 14 East Main St Wakarusa, OH 44889 (440) 839-2020 info@thebloom.com</p>	<p><b>West Orchards</b> 3034 Ridge Rd Painesville, OH 44077 (440) 259-3193 www.westorchards.com</p>	<p><b>National Historic Site</b> 8895 Patriot Ave US 20 Marion, OH 44866 440.233.8777 www.nhs.gov</p>	<p><b>Chester Railway Station-Keystone Arches</b> Chester on the National Historic Site</p>	<p><b>Chester Railway Station-Keystone Arches</b> Chester on the National Historic Site</p>

**Location of 5 Historic US Route 20 Signs:**  
 1 sign going westbound on Logan Avenue near City limits  
 1 sign at the intersection of North State Street and Bypass 20  
 3 signs at the Y intersection downtown



**Steve's**  
**Automotive**

321 N. State St.  
Belvidere, IL

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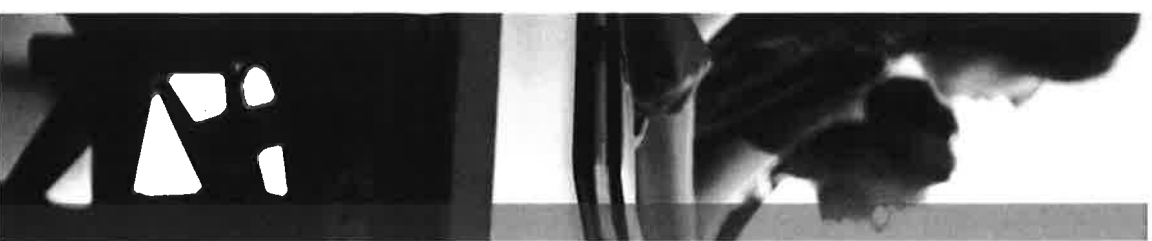




# What If We Imagined Our Future Differently?

Presented By: Region 1 Planning Council





## Region 1 Planning Council (RPC)

- Special-purpose, regional government agency designated to coordinate intergovernmental collaboration.
- Comprised of the designated metropolitan planning organization (MPO), the economic development district (EDD), geographical information system (WinGIS), and land bank authority (LBA).
- Governance platform for local policymakers to convene on and understand the issues affecting the region and their respective jurisdictions.

### Planning

Land use, transportation, economic development and redevelopment, workforce development, & more

### Funding

Grant writing and administration, revolving loan funds, & program development.

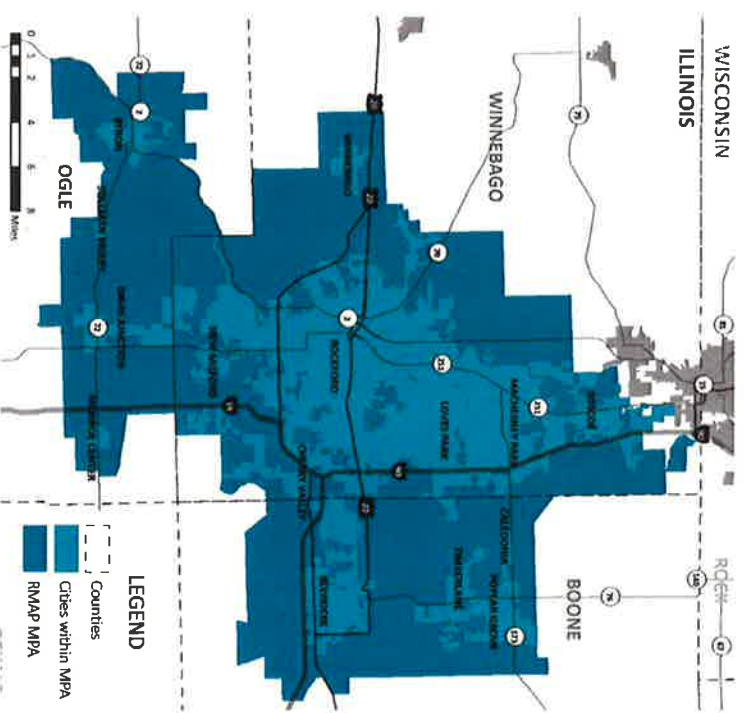
### Analytics

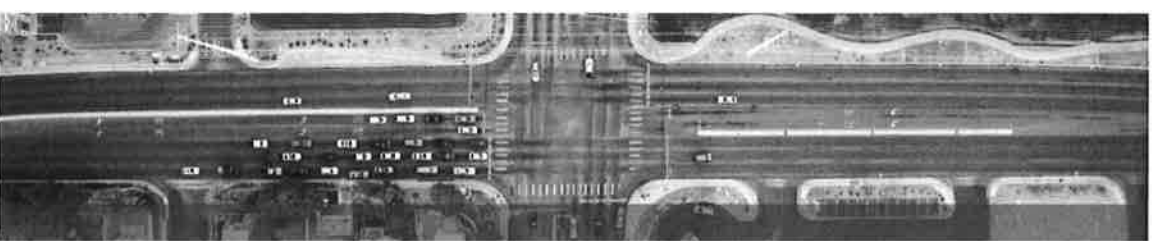
GIS, economic impact modeling, travel demand modeling, research, data collection and analysis, & RFP fulfillment.



# Metropolitan Planning Organization

- Carry out federally mandated transportation planning duties
- Coordinates transportation planning initiatives and infrastructure with regional stakeholders
- Serves the urbanized areas and forecasted urbanized areas of Boone, Ogle, and Winnebago Counties





# Metropolitan Transportation Plan (MTP)

A blueprint for transportation investment over the next 25 – 30 years by examining past trends, current conditions, and future needs.

- Takes a multimodal approach...
  - Active transportation
  - Airport
  - Public Transportation
  - Rail
  - Roadways
- Both freight movements & personal travel
- Goes beyond transportation...
  - Reflects population & socioeconomic characteristics
  - Employment & economic vitality
  - Land uses & (re)development
  - Environmental sustainability
- Reflects changes in
  - Federal & state policies
  - Regional & local priorities



## **Alternative Scenarios**

**These scenarios are not meant to be either-or-choices.**

Our future will likely be some combination of each of these scenarios. These scenarios are meant to help us understand how the transportation decisions we make today about how to grow could affect our economy, environment, and community in the future.



# Business As Usual

This scenario presents a future in which investments and policies continue the current land use and transportation trends.



## Continued Trends

The population and economy continuing to grow at current rates.



## Maintenance & Preservation

Primary focus on maintenance of existing transportation facilities and regional asset management over new facilities.



## Auto-Oriented

Only incremental improvements to the alternative transportation network (i.e. public transit, bicycle, pedestrian, etc.)



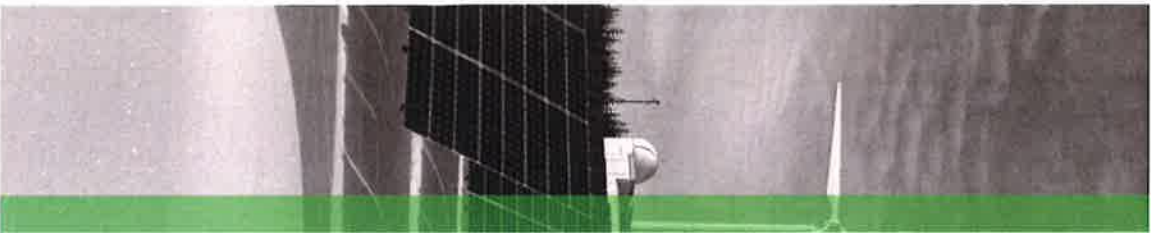
## Suburban Growth

Development occurs along outer edge of existing municipal service areas (e.g fire, water, and waste).



## Increased Commute Times

Development patterns lead to longer commute/travel times.



# Green Infrastructure

This scenario presents a future in which there is an increased desire for green infrastructure (e.g. permeable pavement, bioswales, etc.) due to environmental considerations nationwide such as climate change.



## Multimodal Transportation

Focus on expanded alternative transportation facilities with increased first & last mile connectivity.



## Environmental Regulations

Restrictions become stricter on a national level in response to extreme weather events & changes in environmental conditions.



## Alternative Fuel

Electric charging infrastructure & other alternative fuel sources are available along key corridors and urban cores.



## System Resiliency

A multimodal transportation strategy is developed that emphasizes maintenance & resiliency.



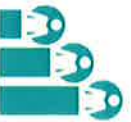
## Intelligent Transportation Systems

Investments in connected/autonomous vehicle technology for transit that is implemented with a robust Intelligent Transportation System (ITS).



# Business Is Booming

This scenario presents a future in which there is growth of key economic sectors within the region, (i.e. manufacturing sector, healthcare sector, etc.) at a stronger rate in the upcoming years.



## Employment Growth

High employment growth in key economic sectors drive the region.



## Freight & Auto-Oriented

Freight and auto-oriented development lead to increased vehicle miles traveled (VMT) in the region.



## Increased Technology

Investment in ITS and smart corridors to reduce congestion & promote system efficiency.



## Increased Energy Needs

To offset the energy needs of the community, there is a regional push for alternative energy systems.



## Market-Driven Sprawl

Market-driven growth for new development outside of existing service areas.



## Air Quality Considerations

Potential air quality considerations & increased system maintenance costs.

# Urban Centers & Corridors

This scenario presents a future in which there is increased investment in technological advancements to improve transportation system efficiency and policies that emphasize redevelopment of urban centers and major corridors.



## Connected Vehicles

More connected network for personal vehicles, freight, & alternative transportation options.



## Revitalization

Mixed-use development encouraged in urban centers and other strategic areas along major corridors.



## Development Strategies

Transit-oriented development & strategic policies encourage infill in existing areas.



## System Resiliency

Pursuit of transportation system resiliency & maintenance instead of expansion.



## Multimodal Transportation

Increased alternative transportation options due to housing, employment, and commercial densities.



## Employment Growth

High employment growth in key economic sectors drive the region.





# Shifting Demographics

This scenario presents a future in which the region faces financial hardships due to major shifts in demographics and environment (both locally and statewide).



## Shifting Demographics

Regional population remains at current levels due to declining birth rates and influx of migration.



## Workforce Changes

Shift in workforce demographics due to "brain drain" and aging populations.



## Flooding Mitigation

Due to increasing flooding potential, construction in the flood plains is discouraged & increasing mitigation is required.



## Alternative Transportation

The changing population is more likely to carpool, walk, use transit, or ride a bicycle than the previous generations.



## Limited Funds

Growth outside of the existing municipal service area (fire, water, etc.) is limited due to limited funds.



## Maintenance & Preservation

Minimal expansion of transportation facilities & maintenance of only strategic assets.

**What does your future of  
the Rockford Region look  
like?**

# Thank You!

For more information on the 2050 MTP planning process and the alternative scenarios presented, please visit our website at:

[r1planning.org/mtp](http://r1planning.org/mtp)



COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

313 N Main St, Rockford, Illinois 61101 | 815-319-4180 | [info@r1planning.org](mailto:info@r1planning.org)  
[www.r1planning.org](http://www.r1planning.org)



## What if We Imagined Our Future Differently?

Region 1 Planning Council (RPC) is working on the development of the Rockford Region's Metropolitan Transportation Plan (MTP). The MTP will be a blueprint to help shape growth and improve the transportation network.

What will the future look like in the year 2050? Take this simple survey, and tell us how you see the future of the Rockford Region.

1. **How old will you be in 2050? (Add 31 to your current age)**
  - 40 to 49
  - 50 to 59
  - 60 to 69
  - 70 to 79
  - 80 or older
2. **How should future growth and development be managed?**
  - Reinvest/redevelop high density areas, such as downtowns and major corridors.
  - Economic needs should be the driving force to determine where growth occurs.
  - Development along the edge of municipal service area (fire, water, sewage, etc.).
  - Transit-oriented development and strategic policies in existing municipal service areas.
3. **If you had a convenient commute and cost were not an issue, where would you choose to live?**
  - An urban neighborhood
  - Suburban community
  - Small town
  - Rural area
  - Other: \_\_\_\_\_
4. **What level of investment (e.g. staff, time, funding) would you want in alternative energy infrastructure, such as solar charging stations, alternative fuel sources, etc.?**
  - High
  - Moderate
  - Current
  - Limited
  - None
5. **What level of investment (e.g. staff, time, funding) would you want in alternative transportation options and connectivity, such as sidewalks, on-street bike lanes, and shared use paths?**
  - High
  - Moderate
  - Current
  - Limited
  - None
6. **What level of investment (e.g. staff, time, funding) would you want in public transit service and capital, such as buses, bus shelters, signage, etc.?**
  - High
  - Moderate
  - Current
  - Limited
  - None
7. **To mitigate flooding and other extreme weather, what policies and/or considerations should be put in place? (Check all that apply)**
  - Energy infrastructure improvements
  - Investment in "green infrastructure" elements (e.g. permeable pavement, bioswales, etc.)
  - Policies to reduce greenhouse gas emissions
  - Stricter development regulations in flood plains
  - None
  - Other: \_\_\_\_\_
8. **What should be the two major types of roadway investment?? (Select two)**
  - Bridges and structures
  - Capacity
  - Connectivity
  - Maintenance
  - New Constuction
  - Reconstruction
  - Safety
  - Other: \_\_\_\_\_
9. **Where do you think the focus for autonomous/connected vehicle investment be?**
  - Connected vehicle (shares data with other devices both inside and outside the vehicle)
  - Freight sector
  - Personal vehicles
  - Public transit sector
  - All vehicles/sectors
  - None
10. **When investing in future infrastructure what is more important?**
  - High initial costs but lower maintenance costs over time
  - Low initial costs but higher maintenance costs over time

Please continue on the other side. ➔

11. Do you have any additional transportation-related elements you would like to see in the future?

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12. What is your work/school zip code? \_\_\_\_\_

13. What is your home zip code? \_\_\_\_\_

14. What best describes your employment status?

- Full time
- Part time
- Retired
- Stay at home parent
- Student
- Unemployed

15. Which category below includes your age?

- 17 or younger
- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 or older

16. What is the highest degree or level of school you have completed?

- Less than high school
- High school / GED
- Some college, no degree
- Trade/technical training
- Associate degree
- Bachelors degree
- Advanced degree (Master's, Doctorate)

17. What is your approximate household income?

- Less than \$25,000
- \$25,000 to \$34,999
- \$35,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000 or more

18. What is your gender?

- Male
- Female
- Prefer not to answer
- Other: \_\_\_\_\_

19. Which race/ethnicity best describes you? (Select all that apply)

- Asian
- Native Hawaiian or other Pacific Islander
- Black/African American
- White
- Hispanic/Latino
- American Indian/Alaskan Native
- Other: \_\_\_\_\_
- Prefer not to answer

**Thank you for taking our survey. Your response is very important to us.**

If you want to stay informed sign up for our mailing list!

EMAIL: \_\_\_\_\_

# What if we imagined our future differently?

Our future will likely be some combination of each of these scenarios. These scenarios are meant to help us understand how the transportation decisions we make today, about how to grow could affect our economy, environment, and community in the future.

These scenarios are not meant to be either-or-choices.

## Business As Usual

This scenario presents a future in which investments and policies continue the current land use and transportation trends. Residents still rely on personal vehicles for day-to-day travel along with some alternative transportation, such as biking and public transit. Transportation investment strategies focus on the operation and management of the existing transportation system. This scenario assumes no new types of growth strategies or development patterns would be implemented.



**Continued Trends**  
The population and economy continue to grow at current rates.



**Suburban Growth**  
Development occurs along outer edge of existing municipal service areas (e.g. fire, water, and waste).



**Maintenance & Preservation**  
Primary focus on maintenance of existing transportation facilities and regional asset management over new facilities.



**Increased Commute Times**  
Development patterns lead to longer commute/travel times.



**Auto-Oriented**  
Only incremental improvements to the alternative transportation network (i.e. public transit, bicycle, pedestrian, etc.).

## Green Infrastructure

This scenario presents a future in which there is an increased desire for green infrastructure (e.g. permeable pavement, bioswales, etc.) due to environmental considerations nationwide such as climate change. As a result, emphasis is put on increased alternative transportation and increased connectivity of the multimodal system. Investments and policies are concentrated on creating a resilient and robust transportation network as well as encouraging development within existing urban cores. There is a transition from diesel fleets to alternative fuel sources such as electric or hydrogen.



**Multimodal Transportation**  
Focus on expanded alternative transportation facilities with increased first & last mile connectivity.



**Environmental Regulations**  
Restrictions become stricter on a national level in response to electric vehicle sales & charges in environmental conditions.



**Alternative Fuel**  
Electric charging infrastructure & other alternative fuel sources are available along key corridors and urban cores.



**System Resiliency**  
A multimodal transportation strategy is developed that emphasizes maintenance & resiliency.



**Intelligent Transportation Systems**  
Investments in connected/autonomous vehicle technology for transit that is implemented with a robust intelligent Transportation System (ITS).

## Business is Booming

This scenario presents a future in which there is growth of key economic sectors within the region, (i.e. manufacturing sector, healthcare sector, etc.) at a stronger rate in the upcoming years. The growing economy results in increased freight traffic and roadway system usage, becoming the driving force in the regional changes in land use and roadway management. Some vehicles, both passenger and freight, are autonomous (AV), however the majority of personal vehicles are connected vehicles (CV) as AVs have not yet fully penetrated the market. Due to the increased energy needs of the community, there is a regional push for alternative energy systems.



**Employment Growth**  
High employment growth in key economic sectors drive the region.



**Freight & Auto-Oriented**  
Freight and auto-oriented development lead to increased vehicle miles traveled (VMT) in the region.



**Increased Technology**  
Investment in ITS and smart corridors to reduce congestion & promote system efficiency.



**Increased Energy Needs**  
To offset the energy needs of the community, there is a regional push for alternative energy systems.



**Market-Driven Sprawl**  
Market-driven growth for new development outside of existing service areas.



**Air Quality Considerations**  
Potential air quality considerations & increased system maintenance costs.

## Urban Centers & Corridors

This scenario presents a future in which there is increased investment in technological advancements to improve transportation system efficiency and policies that emphasize redevelopment of urban centers and major corridors. The changes to development patterns and the transportation network would require higher upfront infrastructure costs but would lead to lower long-term maintenance needs. Technological advancements such as intelligent Information Systems (ITS) create a better connected network both for automobiles, freight, and alternative transportation options.



**Connected Vehicles**  
More connected network for personal vehicles, freight, & alternative transportation options.



**Revitalization**  
Mixed-use development encouraged in urban centers and other strategic areas along major corridors.



**System Resiliency**  
Pursuit of transportation system resiliency & maintenance instead of expansion.



**Multimodal Transportation**  
Increased alternative transportation options due to housing, employment, and commercial densities.



**Employment Growth**  
High employment, growth in key economic sectors drive the region.

## Shifting Demographics

This scenario presents a future in which the region faces financial hardships due to major shifts in demographics and environment (both locally and statewide). A decrease in population and workforce statewide leads to decline in the local tax base, revenues, and workforce. This lack of funding results in minimal expansion of roadways and instead focuses on the maintenance of the existing transportation network. Regionally, the population is stagnant due to declining birth rates, aging populations, and influx of migration. The workforce, however, decreases due to less working age adults. The changing population is more likely to carpool, walk, use transit, or ride a bicycle than the previous



**Shifting Demographics**  
Regional population shifts at current levels due to declining birth rates and influx of migration.



**Workforce Changes**  
Shift in workforce demographics due to "boom drain" and aging populations.



**Flooding Mitigation**  
Due to increasing flooding potential construction in the flood plains is discouraged & increasing mitigation is required.



**Alternative Transportation**  
The changing population is more likely to carpool, walk, use transit, or ride a bicycle than the previous generations.



**Limited Funds**  
Growth outside of the existing municipal service area (i.e. water, etc.) is limited due to limited funds.



**Maintenance & Preservation**  
Minimal expansion of transportation facilities & maintenance of only strategic assets.

# How do these alternative scenarios impact our region?

These scenarios are not meant to be either-or-choices.

Our future will likely be some combination of each of these scenarios. Each of the scenarios developed by the MPO take into account a combination of driving forces (or indicators) could impact our future. The indicators shown below were chosen to highlight the major driving forces in each of the scenarios for the purposes of this visualization. More information on these scenarios can be found on the companion visualizations.

	Business As Usual	Green Infrastructure	Business Is Booming	Urban Centers & Corridors	Shifting Demographics	Why are these indicators important?
<b>Growth &amp; Development</b>						
Total Dwelling Units in the MPA	124,000	125,000	133,000	137,000	129,000	When new homes are located in already developed areas, open space and farmland are preserved and the cost of building new infrastructure or additional municipal services is minimized.
Percent of Additional Dwelling Units in the MPA	33.4%	30.8%	39.0%	48.1%	0.9%	
Growth Focus	Suburban	Urban	Suburban	Urban	Suburban	Depending on the main focus for how the region grows there could be trade-offs between more connectivity, longer commute times, higher maintenance costs, etc.
Development Density	Low-Medium	Medium	Low-Medium	Medium High	Low-Medium	When new development is planned for different densities it allows for more transportation options to be explored.
<b>Economic Considerations</b>						
Total Jobs	232,000	237,000	267,000	267,000	223,000	When companies are encouraged to located in already developed areas, open space and farmland are preserved and the cost of building new infrastructure or additional municipal services is minimized.
Percent of New Jobs in MPA	62.8%	65.8%	73.3%	73.6%	53.9%	
Net Disposal Income	\$36.5 Million	\$37.3 Million	\$41.1 Million	\$41.1 Million	\$37.8 Million	When residents within the region have higher disposable income, they are more likely to spend money in the local economy.
<b>Transportation</b>						
Roadway Investment Focus	Maintenance	Connectivity	Capacity	Connectivity	Maintenance	Different strategic investment of resources (staff, time and funding) options could protect existing roadway assets, contribute to the resiliency and safety of the system, mitigate congestion and provide accessibility to public transit options.
Alternative Transportation Investment	Status Quo	High	Moderate	High	Moderate	Alternative transportation investments help conserve land, promote healthy communities, and further accessibility from neighborhoods to work, school, shopping, and recreation.
Transit Investment	Status Quo	High	Status Quo	High	Moderate	
Daily Vehicle Miles Traveled Per Resident	28.3	27.7	27.8	21.0	27.7	Reducing driving distances saves valuable time in our daily commutes, saves household money, conserves energy, and reduces the size of the region's carbon footprint.
Congestion Compared to Current Levels	Same	Same	Increase	Increase	Decrease	High congestion impacts the flow of goods and people in the region, costing time and money.
<b>Additional Considerations</b>						
Environmental Impact (Tonnes of CO2 Annually)	1.71 Million	1.71 Million	1.89 Million	1.45 Million	1.63 Million	Air and water pollution from vehicle emissions and the transportation network can have potential negative effects in the region.
Alternative Energy Investment	Status Quo	High	Moderate	Moderate	Low	Increased energy need costs can be mitigated by investing in alternative energy infrastructure (e.g. solar, hydrogen, etc.)
Technology Investment	Status Quo	Moderate	Moderate	High	Low	When investing resources (staff, time, funding) in technology, the aim is to provide innovative infrastructure and services relating to different modes of transportation and traffic management.

## ¿Qué pasa si imaginamos nuestro futuro de manera diferente?

El Consejo de Planificación de la Región 1 (RPC) está trabajando en el desarrollo del Plan de Transporte Metropolitano (MTP) de la Región de Rockford. El MTP será un plan para ayudar a dar forma al crecimiento y mejorar la red de transporte. ¿Cómo será el futuro en el año 2050? Realice esta simple encuesta y cuéntenos cómo ve el futuro de la Región de Rockford.

1. **¿Cuántos años tendrás en 2050? (Agregue 31 a su edad actual)**
  - 40 to 49
  - 50 to 59
  - 60 to 69
  - 70 to 79
  - 80 or older
2. **¿Cómo se debe gestionar el crecimiento futuro?**
  - Reinvierta / vuelva a desarrollar áreas de alta densidad, como zonas bajas y corredores principales.
  - Las necesidades económicas deberían ser la fuerza impulsora para determinar dónde se produce el crecimiento.
  - Desarrollo a lo largo del borde del área de servicio municipal (incendio, agua, alcantarillado, etc.)
  - Desarrollo orientado al tránsito y políticas estratégicas en áreas de servicio municipal existentes.
3. **Si tuviera un viaje conveniente y el costo no fuera un problema, ¿dónde elegiría vivir?**
  - Un barrio urbano
  - Comunidad suburbana
  - Pequeño pueblo
  - Área rural
  - Otro: \_\_\_\_\_
4. **¿Qué nivel de inversión (por ejemplo, personal, tiempo, financiamiento) desearía en infraestructura de energía alternativa, como estaciones de carga solar, fuentes alternativas de combustible, etc.?**
  - Alto
  - Moderar
  - Presente
  - Limitado
  - Ninguna
5. **¿Qué nivel de inversión (por ejemplo, personal, tiempo, financiamiento) desearía en opciones de transporte alternativas y conectividad, como aceras, carriles para bicicletas en la calle y caminos de uso compartido?**
  - Alto
  - Moderar
  - Presente
  - Limitado
  - Ninguna
6. **¿Qué nivel de inversión (personal, tiempo, financiación) desearía en el servicio de transporte público y el capital, como autobuses, señalización de paradas de autobuses, etc.?**
  - Alto
  - Moderar
  - Presente
  - Limitado
  - Ninguna
7. **Para mitigar las inundaciones y otras condiciones climáticas extremas, ¿qué políticas y/o consideraciones deberían establecerse? (Marque todo lo que corresponda)**
  - Regulaciones de desarrollo más estrictas en llanuras de inundación
  - Mejoras de infraestructura energética.
  - Inversión en elementos de "infraestructura verde" (por ejemplo, pavimento permeable, bioswales, etc.)
  - Políticas para reducir las emisiones de gases de efecto invernadero.
  - Ninguna
  - Otro: \_\_\_\_\_
8. **¿Cuáles deberían ser los dos tipos principales de inversión en carreteras?**
  - Puentes y estructuras
  - Capacidad
  - Conectividad
  - Mantenimiento
  - Nueva construcción
  - Reconstrucción
  - La seguridad
  - Otro: \_\_\_\_\_
9. **¿Dónde cree que debería estar el foco para la inversión de vehículos autónomos/conectados?**
  - Vehículos conectados (comparte datos con otros dispositivos tanto dentro como fuera del vehículo)
  - Sector de carga
  - Vehículos personales
  - Sector de tránsito
  - Todos los vehículos / sectores
  - Ninguna



**10. Al invertir en infraestructura futura, ¿qué es más importante?**

- Altos costos iniciales pero menores costos de mantenimiento con el tiempo
- Bajos costos iniciales pero mayores costos de mantenimiento a lo largo del tiempo

**11. ¿Tiene algún elemento adicional relacionado con el transporte que le gustaría ver en el futuro?**

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**12. ¿Cuál es el código postal de su trabajo/escuela?**

\_\_\_\_\_

**13. ¿Cuál es el código postal de su casa?**

\_\_\_\_\_

**14. ¿Cuál es la mejor descripción de su situación laboral?**

- Tiempo complete
- Medio tiempo
- Jubilación
- Padre/Madre
- Estudiante
- Desempleado

**15. ¿Cuántos años tienes?**

- 17 o menos
- 18 a 24
- 25 a 34
- 35 a 44
- 45 a 54
- 55 a 64
- 65 o más

**16. ¿Cuál es el nivel más alto de la escuela que ha completado?**

- Menos que la escuela secundaria
- Escuela secundaria / GED
- Alguna universidad, sin título
- Entrenamiento técnico / commercial
- Grado Asociado
- Licenciatura
- Grado Superior (Máster, Doctorado)

**17. ¿Cual es tu ingreso anual de casa?**

- Menos de \$25,000
- \$25,000 a \$34,999
- \$35,000 a \$49,999
- \$50,000 a \$74,999
- \$75,000 a \$99,999
- \$100,000 o más

**18. ¿Cuál es su género?**

- Hombre
- Mujer
- Prefiero no responder
- Otro: \_\_\_\_\_

**19. ¿Qué raza / etnia te describe mejor? (Seleccione todas las que correspondan)**

- Asiático
- Nativo de Hawai u otra isla del Pacífico
- Negro/Afroamericano
- Blanco
- Hispano/Latino
- Indio Americano/Nativo de Alaska
- Otro: \_\_\_\_\_
- Prefiero no responder

**Gracias por tomar nuestra encuesta. Su respuesta es muy importante para nosotros.**

Regístrese en nuestra lista de correo. *(Opcional)*

EMAIL: \_\_\_\_\_

## ¿Qué pasa si imaginamos nuestro futuro de manera diferente?

### Estos escenarios no están destinados a ser una u otra opción.

Nuestro futuro probablemente será una combinación de cada uno de estos escenarios. Estos escenarios están destinados a ayudarnos a comprender cómo las decisiones de transporte que tomamos hoy sobre cómo crecer podrían afectar nuestra economía, el medio ambiente y la comunidad en el futuro.

### Lo de siempre

Este escenario presenta un futuro en el que las inversiones y las políticas continúan con las tendencias actuales de uso del suelo y transporte. Los residentes aún dependen de vehículos personales para el viaje diario junto con algunos medios de transporte alternativos, como el ciclismo y el transporte público. Las estrategias de inversión en transporte se centran en la operación y gestión del sistema de transporte existente. Este escenario supone que no se implementarían nuevos tipos de estrategias de crecimiento o patrones de desarrollo.

- **Tendencias continuas:** La población y la economía continúan creciendo al ritmo actual.
- **Crecimiento suburban:** El desarrollo ocurre a lo largo del borde exterior de las áreas de servicio municipal existentes (por ejemplo, incendios, agua y desechos).
- **Mantenimiento y preservación:** Enfoque principal en el mantenimiento de las instalaciones de transporte existentes y la gestión de activos regionales sobre las nuevas instalaciones.
- **Aumento de los tiempos de viaje:** Los patrones de desarrollo conducen a tiempos de viaje / viaje más largos.
- **Auto-orientado:** Solo mejoras incrementales a la red de transporte alternativa (es decir, transporte público, bicicleta, peatón, etc.)

### Infraestructura Verde

Este escenario presenta un futuro en el que existe un mayor deseo de infraestructura verde (por ejemplo, pavimento permeable, bioswales, etc.) debido a consideraciones ambientales en todo el país, como el cambio climático. Como resultado, se hace hincapié en un mayor transporte alternativo y una mayor conectividad del sistema multimodal. Las inversiones y las políticas se concentran en crear una red de transporte resistente y robusta, así como en fomentar el desarrollo dentro de los núcleos urbanos existentes. Hay una transición de las flotas diesel a fuentes alternativas de combustible como el eléctrico o el hidrógeno.

- **Transporte multimodal:** Centrarse en instalaciones de transporte alternativas expandidas con conectividad mejorada de primera y última milla.
- **Regulaciones ambientales:** Las restricciones se vuelven más estrictas a nivel nacional en respuesta a eventos climáticos extremos y cambios en las condiciones ambientales.
- **Combustible alternativo:** La infraestructura de carga eléctrica y otras fuentes alternativas de combustible están disponibles a lo largo de corredores clave y núcleos urbanos.
- **Resistencia del Sistema:** Se desarrolla una estrategia de transporte multimodal que enfatiza el mantenimiento y la resistencia.
- **Sistemas de transporte inteligentes:** Inversiones en tecnología de vehículos conectados / autónomos para tránsito que se implementa con un Sistema de Transporte Inteligente (ITS) robusto.

### Los negocios están prosperando

Este escenario presenta un futuro en el que habrá un crecimiento de sectores económicos clave dentro de la región (es decir, el sector manufacturero, el sector de la salud, etc.) a un ritmo más fuerte en los próximos años. La creciente economía da como resultado un mayor tráfico de carga y uso del sistema de carreteras, convirtiéndose en la fuerza impulsora de los cambios regionales en el uso de la tierra y la gestión de carreteras. Algunos vehículos, tanto de pasajeros como de carga, son autónomos (AV), sin embargo, la mayoría de los vehículos personales son vehículos conectados (CV) ya que los AV aún no han penetrado completamente en el mercado. Debido al aumento de las necesidades energéticas de la comunidad, existe un impulso regional para los sistemas de energía alternativa.

- **Crecimiento del empleo:** El alto crecimiento del empleo en sectores económicos clave impulsa la región.

- **Flete y Auto-orientado:** El desarrollo de carga y orientación automática conducen a un aumento de millas recorridas de vehículos (VMT) en la región.
- **Mayor tecnología:** Inversión en ITS y corredores inteligentes para reducir la congestión y promover la eficiencia del sistema.
- **Mayores necesidades de energía:** Para compensar las necesidades energéticas de la comunidad, existe un impulso regional para los sistemas de energía alternativa.
- **Expansión impulsada por el Mercado:** Crecimiento impulsado por el mercado para nuevos desarrollos fuera de las áreas de servicio existentes.
- **Consideraciones de calidad del aire:** Consideraciones potenciales sobre la calidad del aire y mayores costos de mantenimiento del sistema.

## Centros Urbanos y Pasillos

Este escenario presenta un futuro en el que hay una mayor inversión en avances tecnológicos para mejorar la eficiencia del sistema de transporte y las políticas que enfatizan la reconstrucción de los centros urbanos y los corredores principales. Los cambios en los patrones de desarrollo y la red de transporte requerirían mayores costos iniciales de infraestructura pero conducirían a menores necesidades de mantenimiento a largo plazo. Los avances tecnológicos como los Sistemas de Información Inteligente (ITS) crean una red mejor conectada tanto para automóviles, carga y opciones de transporte alternativas.

- **Vehículos conectados:** Red más conectada para vehículos personales, carga y opciones de transporte alternativas.
- **Revitalización:** Desarrollo de uso mixto alentado en centros urbanos y otras áreas estratégicas a lo largo de los corredores principales.
- **Estrategias de desarrollo:** El desarrollo orientado al tránsito y las políticas estratégicas fomentan el relleno en las áreas existentes.
- **Sistema de Resistencia:** Búsqueda de resistencia y mantenimiento del sistema de transporte en lugar de expansión.
- **Transporte Multimodal:** Aumento de las opciones de transporte alternativo debido a la vivienda, el empleo y las densidades comerciales.
- **Crecimiento del empleo:** El alto crecimiento del empleo en sectores económicos clave impulsa en la región.

## Demografía cambiante

Este escenario presenta un futuro en el que la región enfrenta dificultades financieras debido a cambios importantes en la demografía y el medio ambiente (tanto a nivel local como estatal). Una disminución de la población y la fuerza laboral en todo el estado conduce a una disminución de la base impositiva local, los ingresos y la fuerza laboral. Esta falta de resultados en la expansión mínima de las carreteras y en su lugar se centra en el mantenimiento de la red de transporte existente. A nivel regional, la población está estancada debido a la disminución de las tasas de natalidad, el envejecimiento de la población y la afluencia de la migración. Sin embargo, la fuerza laboral disminuye debido a la menor edad laboral de los adultos. La población cambiante tiene más probabilidades de compartir el viaje, caminar, usar el transporte público o andar en bicicleta que la anterior.

- **Demografía cambiante:** La población regional se mantiene en los niveles actuales debido a la disminución de las tasas de natalidad y la afluencia de la migración.
- **Cambios en la fuerza laboral:** Cambio en la demografía de la fuerza laboral debido a la "fuga de cerebros" y al envejecimiento de la población.
- **Mitigación de inundaciones:** Debido al aumento del potencial de inundación, se desaconseja la construcción en las llanuras de inundación y se requiere una mayor mitigación.
- **Transporte alternativo:** La población cambiante tiene más probabilidades de compartir el automóvil, caminar, usar el transporte público o andar en bicicleta que las generaciones anteriores.
- **Fondos limitados:** El crecimiento fuera del área de servicio municipal existente (incendio, agua, etc.) es limitado debido a fondos limitados.
- **Mantenimiento y Preservación:** Mínima expansión de las instalaciones de transporte y mantenimiento de solo activos estratégicos.

# Memo

**To:** Mayor and City Council  
**From:** Brent Anderson, Director of Public Works  
**Date:** 10/1/2019  
**Re:** Sanitary Sewer Manhole Rehabilitation Project – Construction Engineering

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The Sanitary Sewer Manhole Rehabilitation Project will be starting as soon as the crops are out of the fields and the weather permits. Attached to this memo is a Work Authorization for Construction Engineering Services submitted by CES, Inc, in the estimated cost of \$11,050.00. Their construction engineering services will be billed on a time and material basis.

I would recommend approval of the Work Authorization for Construction Engineering Services from CES, Inc, in an amount not-to-exceed \$11,050.00, for the Sanitary Sewer Manhole Rehabilitation Project. This work will be paid for from Sewer Line Item #61-5-820-6040.



C.E.S. Inc. – Main Office  
700 West Locust Street  
Belvidere, Illinois 61008  
Phone: (815) 547-8435  
Fax: (815) 544-0421

C.E.S. dba Survey-Tech  
104 A Maple Court  
Rochelle, IL 61068  
Phone: (815) 562-8771  
Fax: (815) 562-6555

[Kevin.Bunge@CivilIdeas.com](mailto:Kevin.Bunge@CivilIdeas.com)

## WORK AUTHORIZATION

**Date:** September 18, 2019

**Subject:** Belvidere South Sewer Trunk Manhole Rehabilitation Construction Engineering

**Requested by:** City of Belvidere – Brent Anderson

**General scope of work to be completed:**

C.E.S. Inc. will provide construction engineering services for the above referenced project including the following tasks:

- PROJECT SETUP AND REVIEWS
- DAILY PART TIME FIELD OBSERVATION & DOCUMENTATION (2 hrs/day x 15 days)
- WEEKLY QUANTITY REPORTS/CHECKS
- PROJECT MANAGEMENT
- ALL STRUCTURES - 3 MONTH INSPECTION
- ALL STRUCTURES - 6 MONTH INSPECTION
- PROJECT CLOSEOUT (RECORD DRAWINGS NOT REQUIRED)

Not included in the quoted fees:

Revisions due to changes in the scope or limits of project after our work has commenced.

See attached fee schedule for T&M rates and reimbursables.

**Estimated Fee:** \$11,050.00

This fee estimate is for budget purposes only. Billing will occur monthly on a time and material basis.

\_\_\_\_\_  
Approval of Quote and Authorization to proceed (Owner/Client)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name (Owner/Client)

\_\_\_\_\_  
Title

\_\_\_\_\_  
Organization (Owner/Client)

Please deliver, mail, e-mail, or fax completed Work Authorization to C.E.S. Inc. at  
[Kevin.Bunge@civilideas.com](mailto:Kevin.Bunge@civilideas.com)

# Memo

**To:** Mayor and City Council  
**From:** Brent Anderson, Director of Public Works  
**Date:** 9/30/2019  
**Re:** City Hall Exterior Brick Painting

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The exterior brick portion of City Hall has several areas of peeling paint that needs to be repainted. The peeling has been attributed to moisture seeping into the bricks due to the porous condition of the old roof. With the new roof completed, the excess moisture issue should be resolved.

We have received the following proposals for repainting the exterior brick portions of City Hall:

Klinefelter Drywall & Painting 28222 Malta Road Kirkland, IL 60146	\$8,250.00
Sabo & Sons Painting 212 Briarcliff Street Poplar Grove, IL 61065	\$9,950.00
Midwest Painting & Decorating P.O. Box 16083 Loves Park, IL 61132	\$11,613.00

I would recommend approval of the proposal from Klinefelter Drywall & Painting, in the amount of \$8,250.00, for repainting the exterior brick portions of City Hall. The cost of this work will be paid for from Line Item #01-5-110-6010, Building Maintenance.

# Memo

**To:** Mayor and City Council  
**From:** Brent Anderson, Director of Public Works  
**Date:** 10/9/2019  
**Re:** Branch Grinding

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Our branch pile has grown to the point that it needs to be reduced. The current budget includes \$15,000 for leaf and branch pickup. We have received the following bids for grinding and removing the pile:

- |   |            |
|---|------------|
| 1. Timber Industries, LLC<br>900 Depot Avenue<br>Dixon, IL 61021                                    | \$9,300.00 |
| 2. Landscape Material & Firewood Sales, Inc.<br>27W250 Saint Charles Road<br>West Chicago, IL 60185 | \$9,500.00 |

I would recommend approval of the low bid from Timber Industries, LLC., in the amount of \$9,300, for grinding of the City's branch pile. This work will be paid for from Line Item #01-5-310-6826.

# Memo

**To:** Mayor and City Council  
**From:** Brent Anderson, Director of Public Works  
**Date:** 10/4/2019  
**Re:** Landfill #1 Groundwater Monitoring – Bid Tabulation

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Three bid packets were sent out and the following bid was received for the two year groundwater monitoring of Belvidere Municipal Landfill #1, beginning with the July 2020 sampling period:

- |                           |            |
|---------------------------|------------|
| 1. PDC Laboratories, Inc. | \$6,327.20 |
| 2231 West Altorfer Drive  |            |
| Peoria, Illinois 61615    |            |

The contract cost for this work for the past two years was \$5,127.30.

I would recommend approval of the low bid from PDC Laboratories for the groundwater monitoring at Belvidere Municipal Landfill #1 from July 2020 until August 2021 in the amount of \$6,327.20.



**Shauna Arco**

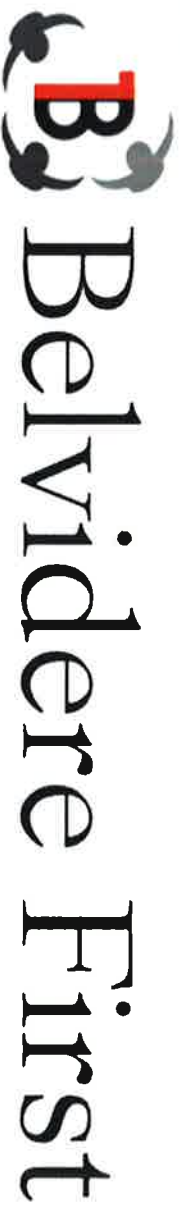
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**From:** David Smith <pastordavid@belvidereag.org>  
**Sent:** Tuesday, September 17, 2019 10:07 AM  
**To:** Shauna Arco  
**Subject:** Request for road closure

We are having a Trunk or Treat event on the night of October 31<sup>st</sup>, we have invited the teachers of Washington Elementary as well (and they have accepted) and we will be using our parking lot and theirs as well. This event is open to the entire community.

We were wondering if it would be possible to have 7<sup>th</sup> Ave closed off between Star Street and 5<sup>th</sup> Street between the hours of 5pm and 9pm for the safety of the children who will be attending.

David Paul Smith  
Senior Pastor  
Belvidere First Assembly of God  
1105 7<sup>th</sup> Ave Belvidere IL 61008  
(815) 544-3906



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