

**Minutes of Meeting
SATS POLICY COMMITTEE
April 12, 2012**

ATTENDANCE

Policy Committee Voting Members

<input type="checkbox"/>	Chair Tom Gray	Village of Chatham
<input type="checkbox"/>	Vice-Chair Frank Squires	Springfield Mass Transit District
<input checked="" type="checkbox"/>	Brian McFadden	Sangamon County
<input checked="" type="checkbox"/>	Willis Logan*	City of Springfield
<input checked="" type="checkbox"/>	Brad Mills**	Springfield-Sangamon County Regional Planning Commission
<input checked="" type="checkbox"/>	Roger Driskell***	Illinois Department of Transportation: Region 4, District 6

* Represented by Tim Sheehan

** Represented by Norm Sims

*** Represented by Sal Madonia

Policy Committee Non-Voting Members

<input type="checkbox"/>	Thomas Caldwell	IDOT: Urban Program Planning
<input type="checkbox"/>	JD Stevenson	Federal Highway Administration: Illinois Division Office
<input type="checkbox"/>		Federal Transit Administration

Others

Neha Agarwal – Regional Planning Commission
 Daniel Begert – Regional Planning Commission
 Josh Collins – Greater Springfield Chamber of Commerce
 Brian Cuffle – Village of Spaulding
 Stan Hanson – Crawford, Murphy & Tilly
 Kyle Phillips – Regional Planning Commission
 Dale Schultz – Regional Planning Commission
 Linda Wheeland – Regional Planning Commission
 Mike Williamsen – Village of Chatham

I. CALL TO ORDER

Tim Sheehan called the meeting of the SATS Policy Committee to order at 12:00 PM.

II. APPROVAL OF MINUTES

Sheehan asked if there were any additions or corrections to the minutes of the March 8, 2012 SATS Policy Committee meeting. Norm Sims made a motion to approve the minutes as submitted. Brian McFadden seconded the motion and the vote was unanimous.

III. TECHNICAL COMMITTEE REPORT

Linda Wheeland stated that the draft Bicycle and Pedestrian Way Plan was finalized by the Steering Committee. On April 4th a meeting to introduce the plan to the public was held. The meeting was attended by approximately 35 people. The plan is now available for a public comment period from March 30th thru May 1st.

All the communities in the SATS planning area save Clear Lake have jointly submitted a HSIP grant

application for sign replacement to meet federal retroreflectivity standards.

IV. 2035 LONG RANGE TRANSPORTATION PLAN

No report was given.

V. 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

A. Amendment #11

Sheehan introduced Amendment #11 to the SATS Policy Committee.

WHEREAS, the City of Springfield will utilize Illinois Transportation Enhancement Program (ITEP) funds for the landscaping and lighting enhancements along the Madison/Jefferson/Clear Lake corridor; and

WHEREAS, the city requests that the FY-2012 Annual Element of the FY/2012-2015 TIP be amended by adding the project listed below; and

Project Description and Funding:

Project/Jurisdiction/ Class		Location		Action/ Comments	Ma p #	Funding Source & Total Cost		
A11	Madison/ Jefferson/ Clear Lake	Termini:	11 th St to Magnolia Dr	PE I, II, C & CE (landscape and lighting)	A11	ITEP	500,000	
	Springfield	Contract#				Springfield	125,000	
	Principal Arterial	TIP#	02-2012-06			\$625,000		

WHEREAS, the funding used for this project will not affect any other project in the TIP.

Norm Sims made a motion to adopt the eleventh amendment to the 2012-2015 Transportation Improvement Program. Brian McFadden seconded the motion and the vote to adopt was unanimous.

B. Amendment #12

Mike Williamsen introduced Amendment #12 to the SATS Policy Committee.

WHEREAS, the FY 2012 Annual Element of the TIP includes the engineering and construction of a multi-use trail along the Plummer Boulevard corridor as shown below; and

Existing Project Description and Funding:

Project/Jurisdiction/ Class		Location		Action/ Comments	Map #	Funding Source & Total Cost	
1	Plummer Blvd Trail	Termini:	Ravinia Drive to the west entrance of Glenwood High School	Construction, utilities, and PE II	27	Chatham	99,800
						ITEP	317,200
	Chatham	Contract#					
	Multi-use Trail / Collector	TIP#	01-2011-01				
						\$417,000	

WHEREAS, since adoption, estimated construction costs on this project have increased almost 40%, with the Village unable to fund 100% of the cost increase. Negotiations between the Village and IDOT resulted in additional funding and the project being broken into phases; and

WHEREAS, the initial project scope included the design and construction of a multi-use trail along Plummer Boulevard between Ravinia Drive and Peach Tree Drive, utilizing a previously installed 13' pipe culvert to take the trail under the UP Railroad between Ravinia Drive and Park Avenue; and

WHEREAS, the reduced scope of phase 1 maintains the critical segment between Ravinia Park Drive and Park Ave utilizing the 13' pipe culvert with lighting and security cameras in the 250' culvert. The above ground segment of the trail between Park Avenue and Peach Tree Drive will be deferred to phase 2; and

WHEREAS, the Village requests that the FY-2012 Annual Element of the FY/2012-2015 TIP be amended by modifying the project as shown on the next page, including a revised cost amount; and

Proposed Project Description and Funding:

Project/Jurisdiction/ Class		Location		Action/ Comments	Map #	Funding Source & Total Cost	
1	Plummer Blvd Trail – phase 1	Termini:	Ravinia Dr and Park Ave	Construction, PE III	27	Chatham	108,465
						ITEP	337,200
	Chatham	Contract#					
	Multi-use Trail / Collector	TIP#	01-2011-01				
						\$445,665	

WHEREAS, the funding used for this project will not affect any other project in the TIP.

Sal Madonia made a motion to adopt the twelfth amendment to the 2012-2015 Transportation Improvement Program. Norm Sims seconded the motion and the vote to adopt was unanimous.

VI. DRAFT PY 2013 UNIFIED PLANNING WORK PROGRAM

Wheeland stated that the draft PY13 UPWP was sent out to members. The UPWP indicates activities that SATS and SATS staff will under take and how those activities will be funded. Wheeland noted that federal funding was reduced and that the SATS Technical Committee has recommended approval of the plan.

Brian McFadden made a motion to adopt the PY 2013 Unified Planning Work Program. Sal Madonia seconded the motion and the vote to adopt was unanimous.

VII. TECHNICAL ADVISOR UPDATES

A. Illinois Dept. of Transportation: Central Bureau of Urban Program Planning

No report was given.

B. Federal Highway Administration: Illinois Division Office

No report was given.

VIII. AGENCY UPDATES

A. Springfield-Sangamon County Regional Planning Commission

Sims stated that there was an extension of the SAFETEA-LU transportation bill signed, extending the current bill until June 30th. Sims reported that there is some concern that another extension may not occur due to pending Senate and House bills. The bills differ in the population threshold constituting a MPO.

B. Springfield Mass Transit District

No report was given.

C. City of Springfield

Sheehan stated that the City is currently engaged in its overlay program.

D. Sangamon County

No report was given.

E. Illinois Department of Transportation: Region 4, District 6

Madonia stated that construction is underway at the following areas:

- Clear Lake Avenue and Dirksen Parkway, widening is continuing.
- I-72 structure over the Sangamon River, east of Springfield, will have improvements made starting April 3rd.
- I-55 and I-72 patch work is ongoing.
- In Chatham at Palm Road and Chatham Road, work is starting.

The first Advisory Group meeting regarding the I-55 expansion was held this past week.

F. Village of Chatham

No report was given.

IX. PUBLIC COMMENTS

There were no public comments.

X. UNFINISHED BUSINESS

There was no unfinished business.

XI. NEW BUSINESS

A. Curb Your Car During Bike to Work Week – May 14th – 18th

Dale Schultz stated efforts are underway to coordinate the 5th Annual Curb Your Car During Bike to Work Week event. There will be a group ride on May 16th that will originate at Lincoln Park and continue into the Downtown area.

B. Greater Springfield Chamber of Commerce Update

Stan Hansen and Josh Collins presented a recommendation regarding the need for an additional I-55 interchange. Policy Committee members expressed that a new interchange may be feasible, but that further study will need to be conducted.

C. Next Meeting Date – Thursday, May 10, 2012 at 12:00 PM

XII. ADJOURNMENT

There being no further business, the meeting was adjourned at 12:33 PM.

Respectfully Submitted,

Kyle Phillips
Recording Secretary

Visiting a new interchange along I-55
Prepared by the GSCC
Thursday, April 12, 2012

Overview

The Greater Springfield Chamber of Commerce recently conducted a meeting with IDOT and suggested their consideration of a feasibility study for an additional interchange between the existing Sangamon Avenue and Sherman interchanges as part of the I-55 reconstruction study. Since this is not within the current scope of the project and not part of the current Long range Plan, the Chamber identified the next logical step was to present this idea to the SATS Policy Committee. The Chamber believes an additional interchange along I-55 could provide Springfield with an improved East to West corridor needed for our community, would provide safety and congestion relief for the Sangamon and Dirksen interchange, would provide economic development opportunities and provide better access to the Abraham Lincoln Capital Airport from the Interstate. In all, the Chamber believes it would make our transportation network more efficient.

Provide an East/West corridor

Springfield has a need for improved mobility from East to West. While current corridors should be considered for creating access across the city, we recognize the complications of building new roads through dense residential neighborhoods. Since the city's build-out has produced complications with creating East/West corridors within the city, future planning of roadways is vital. An interchange near Bissell or Sand Hill Road could provide a future East/West connection making travel in Springfield more efficient.

Safety improvements and congestion relief at Dirksen and Sangamon Avenue

The Dirksen Parkway and Sangamon Avenue intersection has experienced a high crash rate history in the past and is currently rated the most hazardous intersection in Springfield.ⁱ While safety improvements are necessary for the intersection, it makes sense to look into congestion relief that an additional interchange to the North could bring to the Sangamon Avenue interchange and the intersection of Sangamon and Dirksen Avenue.

Economic development

Springfield and Sangamon County have a lack of industrial sites. One of the premier industrial sites in Sangamon County is to the North East of the Sangamon Avenue interchange. An additional interchange between Sangamon Avenue and Sherman would provide additional access points to I-55. An additional interchange also might allow for a distribution center with both truck and rail access with the existing CN rail-line.ⁱⁱ

Provides easier access to airport

There is not a direct route from Interstate 55 to the Abraham Lincoln Capital Airport. An additional interchange could provide better travel options from the Interstate to the Airport, enhancing air travel from Springfield and providing additional economic development opportunities at the 150 acre Airport Commerce Park.

ⁱ SSRPC SATS Committee

ⁱⁱ SSRPC Economic Activity Centers & Key Corridors