

**Minutes of Meeting
SATS POLICY COMMITTEE
December 12, 2013**

ATTENDANCE**Policy Committee Voting Members**

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

* Represented by Joe Schatteman ** Represented by Norm Sims *** Represented by Sal Madonia

Policy Committee Non-Voting Members

<input checked="" type="checkbox"/>	Thomas Caldwell	IDOT: Urban Program Planning
<input checked="" type="checkbox"/>	JD Stevenson	Federal Highway Administration (FHWA): Illinois Div. Office
<input type="checkbox"/>		Federal Transit Administration

Others

Mike Williamsen – Village of Chatham
Ed Dougherty – IDOT District 6 Community Liaison
Dale Schultz – Regional Planning Commission
Linda Wheeland – Regional Planning Commission
Brian Sheehan – Regional Planning Commission
Neha Soni – Regional Planning Commission

I. CALL TO ORDER

Chair Frank Squires called the meeting of the SATS Policy Committee to order at 12:02 PM.

II. APPROVAL OF MINUTES

Squires asked if there were any additions or corrections to the minutes of the November 14th, 2013 SATS Policy Committee meeting. Brian McFadden made a motion to approve the minutes as submitted. Bill Logan seconded the motion and the vote to approve was unanimous.

III. TECHNICAL COMMITTEE REPORT**A. Federal Legislation on Bigger Trucks**

Linda Wheeland reported she met with Brian Shuford from the Coalition Against Bigger Trucks (CABT), who is traveling the country meeting with various cities and MPOs. The purpose of this is to encourage MPOs and other governmental bodies to write letters to members of Congress on the Transportation and Infrastructure Committee, requesting to delay voting on H.R. 612, a bill that would allow for heavier and longer trucks on roads nationwide, until a study by USDOT, due in November 2014, analyzing these trucks' impact on roads and bridges is complete. Dale Schultz displayed an image showing what such trucks would look like, shown in Attachment 1. Single trailer trucks would have their maximum legal length increased from 28 feet to 33 feet, with a third axle in the rear. The largest of these vehicles with multiple trailers would have a maximum length of 120 feet. The maximum weight would increase from 80,000 lbs to 97,000 pounds. Wheeland stated the bill was introduced on February 12 of this year, was then sent to committee, and nothing has happened since.

Wheeland explained that the Technical Committee referred this to the Policy Committee to determine whether or not a letter should be written to Congressman Rodney Davis of the Transportation and Infrastructure Committee to support delaying a vote on this bill until the USDOT study is complete.

Bill Logan affirmed a representative from the CABT visited the City of Springfield as well, and said the city had similar concerns on how these bigger and longer trucks may impact city streets, in particular with regards to turning motions at locations with insufficient turning radii, and as such he would be very interested in having a letter written. Norm Sims added that some of his concern was regarding whether or not the design of ramps at interchanges would be able to accommodate such vehicles, and clarified the letter would be written to discourage a vote until completion of the USDOT study. Sal Madonia agreed with Sims' assessment of what the letter's purpose would be, in order that SATS not pick a side in the absence of concrete evidence.

Brian McFadden asked how this bill, if it were to be passed, would impact individual state requirements on where such trucks could be allowed. Linda Wheeland stated she believes this bill would give states greater options on if and where they allow these larger vehicles, as some states bordering Illinois already allow some of them in specified locations. Wheeland added she believed there would be a tax on these vehicles of up to \$800 per vehicle, which would most likely be insufficient to cover maintenance costs related to road and bridge damage caused by these vehicles. Bill Logan asked where in states neighboring Illinois oversize trucks were allowed, and Dale Schultz displayed an image that can be found as Attachment 2, showing small parts of Indiana, Ohio, and Missouri (as well as most western states) as allowing various sizes of bigger trucks.

Bill Logan made a motion to recommend the SATS Policy Chair write a letter to Congressman Rodney Davis of the Transportation and Infrastructure Committee recommending delaying a vote until the USDOT study is complete. Brian McFadden seconded the motion and the vote to write the letter was unanimous.

IV. 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)

A. Update

Linda Wheeland introduced the countywide streets database containing all identifiers established by SATS under the 2035 LRTP, designed by Brian Sheehan, as demonstrated by Dale Schultz. The database contains the following attributes on all street segments located within Sangamon County; items in bold are SATS identifiers:

- Functional Classification
- National Highway System (NHS)
- **Agricultural Routes**
- Annual Average Daily Traffic (AADT) volume
- **Intersection Safety List**
- **Segments served by SMTD bus routes**
- **Envisioned Bicycle Network**
- **Priority Pedestrian Ways**
- **Missing Roadway Links**
- **Emergency Vehicle Routes**

Schultz explained that this database was built off of a less complex, pre-existing database developed by Sangamon County GIS. The features above were added by Sheehan for all road segments inside the county, and explained in detail by Schultz, and shown in a map. Additionally, Schultz demonstrated the "Identify" tool, which allows its user to click on any road segment mapped in the database and obtain all of the information on the selected segment in one window.

Norm Sims added that information from local comprehensive plans will also be included as a supplement to this database. Wheeland stated this would consist of the future land use data that local governments within the Metropolitan Planning Area (MPA) developed as part of their most recent comprehensive land use plan, to better inform decisions made about transportation infrastructure in the MPA. The Technical Committee requested the following attributes be added to the database: Truck Routes, planned Arterial Roadway Networks from community plans, Road Jurisdiction, and At-Grade

Rail Crossings.

Sims explained he sees this database as a powerful tool because it would allow staff to immediately identify, for example, many of the criteria needed for applying for Enterprise Zones under the new requirements (especially via overlaying the streets network with demographic data), as well as allow for the identification of non-Interstate segments of the National Highway System should money ever become available with such a constraint on its usage. Sims believes due to the issue of sustainability becoming more important at the federal level, being able to overlay information encompassing transportation, development, and environment all within one interface would help jurisdictions and staff use the right data to better prepare applications for federal grants.

Brian McFadden asked who would have access to this data, and Wheeland said at this time it is only an internal tool. Joe Schatteman then asked who could be contacted to request access to the data and Sims stated any relevant staff could be contacted to do so.

V. FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM

A. Amendment #2 (Wabash Avenue)

Sal Madonia introduced Amendment #2:

**RESOLUTION TO ENDORSE
THE SECOND AMENDMENT TO THE
FY/2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

WHEREAS, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2014-2017 on October 17, 2013; and

WHEREAS, safety improvements, including flashing yellow traffic signals at various intersections, are desired along Wabash Avenue from Koke Mill Road to MacArthur Boulevard; and

WHEREAS, the Illinois Department of Transportation District 6 requests that the FY-2014 Annual Element of the FY/2014-2017 TIP be amended by adding the project as shown below; and

Project Description and Funding:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A2 Wabash Avenue State Principal Arterial	Termini: Koke Mill Road to MacArthur Boulevard	Traffic signal modifications, Median and left turn lane improvements	HSIP (AC)	810,000
			State	75,000
	Project# 72F29		Springfield	12,500
	TIP# 04-2014-06		Jerome	2,500
				\$900,000

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

In order to familiarize SATS members with the traffic signal modifications, Madonia showed an 85 second video giving an example of recently implemented flashing yellow signals in the Peoria area, linked as follows: http://www.youtube.com/watch?v=I3x_Z9Cm-Cg

Bill Logan made a motion to approve Amendment #2. Brian McFadden seconded the motion and the vote to approve was unanimous.

B. Amendment #3 (I-55 Business Loop)

Sal Madonia introduced Amendment #3:

**RESOLUTION TO ENDORSE
THE THIRD AMENDMENT TO THE
FY/2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

WHEREAS, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2014-2017 on October 17, 2013; and

WHEREAS, Business Loop I-55 from north of Andrew Road to the I-55 merging ramp in Sherman is programmed for resurfacing; and

WHEREAS, along this corridor turn lanes are desired at Sudduth Road; and

WHEREAS, the Illinois Department of Transportation District 6 requests that the FY-2014 Annual Element of the FY/2014-2017 TIP be amended by changing the I-55 Bus. project to add turn lanes at Sudduth Road as shown below; and

Project Description and Funding:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
3 A3 State Principal Arterial	Termini: N. of Andrew Road to I-55 Merging ramp in Sherman	Resurfacing (SMART), Turn lanes to Sudduth Road	NHPP-State	1,120,000
	Project# 72F50		HSIP	360,000
	TIP# 04-2014-04		State	320,000
				\$1,800,000

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

Brian McFadden made a motion to approve Amendment #3. Bill Logan seconded the motion and the vote to approve was unanimous.

C. Amendment #4 (I-55/Stevenson Interchange)

Sal Madonia introduced Amendment #4:

**RESOLUTION TO ENDORSE
THE FOURTH AMENDMENT TO THE
FY/2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

WHEREAS, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2014-2017 on October 17, 2013; and

WHEREAS, safety improvements are needed at the I-55 and Stevenson Drive interchange; and

WHEREAS, the Illinois Department of Transportation proposes to extend the northbound I-55 exit

ramp deceleration lane and the southbound I-55 entrance ramp acceleration lane; and

WHEREAS, the Illinois Department of Transportation District 6 requests that the FY-2014 Annual Element of the FY/2014-2017 TIP be amended by adding the project as shown below; and

Project Description and Funding:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A4 I-55 Interchange	Termini: at Stevenson Drive	Ramp reconstruction		
	Project# 72F90		HSIP	900,000
			State	100,000
	TIP# 04-2014-07			\$1,000,000

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

Bill Logan made a motion to approve Amendment #4. Brian McFadden seconded the motion and the vote to approve was unanimous.

D. Amendment #5 (I-55 Patching)

Sal Madonia introduced Amendment #5:

**RESOLUTION TO ENDORSE
THE FIFTH AMENDMENT TO THE
FY/2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

WHEREAS, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2014-2017 on October 17, 2013; and

WHEREAS, rutting in the southbound driving lane of I-55 in the vicinity of Stevenson Drive requires patching along this corridor; and

WHEREAS, the Illinois Department of Transportation District 6 requests that the FY-2014 Annual Element of the FY/2014-2017 TIP be amended by adding the project as shown below; and

Project Description and Funding:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A5 I-55	Termini: 0.1 mile south of Stevenson Drive to 0.8 mile north	Patching southbound lane		
	Project# 72F90		NHPP - State	315,000
			State	35,000
	TIP# 04-2014-08			\$350,000

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

Bill Logan made a motion to approve Amendment #5. Brian McFadden seconded the motion and the vote to approve was unanimous.

VI. TECHNICAL ADVISOR UPDATES**A. Illinois Department of Transportation: Central Bureau of Urban Program Planning**

No report was given.

B. Federal Highway Administration: Illinois Division Office

No report was given.

VII. AGENCY UPDATES**A. Springfield-Sangamon County Regional Planning Commission**

Linda Wheeland announced that a Highway Safety Plan for Sangamon County was provided to Planning Commission staff by Priscilla Tobias of the IDOT Bureau of Safety. Sangamon County is among the top 10 counties in Illinois for gross number of vehicle crashes. Wheeland stated she invited Tobias to the February SATS Technical Committee meeting, but her attendance is not confirmed. Multidisciplinary strategies will be explored involving various local entities involved in the construction and maintenance of infrastructure as well as law enforcement. This is in part due to the fact that, as Norm Sims explained, the scope of this project goes well outside the Metropolitan Planning Area (MPA) and requires the cooperation of local jurisdictions within Sangamon County but outside the MPA.

Sims explained the draft plan as sent to staff by the Bureau of Safety largely consists of data and little on strategies to resolve the safety problems presented in the data. Sal Madonia asked if these safety plans were received by anyone outside of the MPOs. Mike Williamsen stated Sangamon County received a copy of the plan, and someone from there tried sending it to him, but the link he received turned out to be expired. Sims stated he received the document as a PDF, and thus can send it on to any interested parties.

B. Springfield Mass Transit District

Frank Squires announced that by mid-January, SMTD's fleet will include at least five, and up to seven, new 35-foot buses with a "Euro-Coach" style appearance. Two are currently in the garage and these plus the other 3-5 buses will be on the road by this time next month.

C. City of Springfield

No report was given.

D. Sangamon County

No report was given.

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

No report was given.

F. Village of Chatham

No report was given.

VIII. PUBLIC COMMENTS

No public comments were given.

IX. UNFINISHED BUSINESS

There was no unfinished business.

X. NEW BUSINESS**A. 2013 Parking Survey**

Linda Wheeland announced the 2013 Parking Survey was now complete and can be found on the SATS website, which includes links to the main map as well as the whole document. The survey and map show the number of spaces both on and off-street, and the types of spaces found in all off-street lots. Overall, there was a decrease of over 1,100 parking spaces downtown, primarily due to temporary closures of surface lots and structures at the Revenue Center, St. John's Hospital, and the Fourth and Washington ramp, as well as a more long-term conversion of former monthly rental general purpose spaces near the Prairie Capitol Convention Center to bus parking. The bulk of these spaces are expected to once again become available. Installation of the "Lincoln Penny" bicycle racks, designed through the Springfield Bicycle Advisory Council, increased bicycle parking by nearly 100 percent. Occupancy of both on-street and off-street parking in the central area has remained stable since the collection of such rates began in 2011.

Wheeland announced that a link to the Parking Survey would be sent out later that afternoon to interested parties via email.

B. 2014 SATS Meeting Schedule

Linda Wheeland stated that an initial schedule was sent out, and that Technical Committee members decided to move the date of each of the January meetings back one week. In addition, because the original date of the February Policy Committee meeting falls between the observed dates of Lincoln's Birthday and Washington's Birthday, Wheeland suggested moving that meeting back one week as well. Brian McFadden moved adoption of the schedule with these modifications. Joe Schatteman seconded the motion and the vote to approve was unanimous.

C. Next Meeting Date – Thursday, January 16, 2014 at 12:00 PM**XI. ADJOURNMENT**

There being no further business, Chair Squires called to adjourn. Bill Logan made a motion to adjourn. Brian McFadden seconded the motion and the vote to adjourn was unanimous.

The regular meeting was adjourned at 12:32 PM.

Respectfully Submitted,

Brian Sheehan
Recording Secretary

What IS bigger?

Heavier single



Triple-trailer truck



Long double-trailer truck



Where Are LCVs Now?

