

Minutes of Meeting
SATS TECHNICAL COMMITTEE
March 5, 2015

ATTENDANCE

Technical Committee Voting Members

<input checked="" type="checkbox"/>	Nathan Bottom, Chair	City of Springfield
<input checked="" type="checkbox"/>	Tim Zahn, Vice Chair	Sangamon County
<input checked="" type="checkbox"/>	Mike Williamsen	Village of Chatham
<input checked="" type="checkbox"/>	Frank Squires*	Springfield Mass Transit District
<input checked="" type="checkbox"/>	Norm Sims	Springfield-Sangamon County Regional Planning Commission
<input checked="" type="checkbox"/>	Jeff Myers**	Illinois Dept. of Transportation (IDOT): Region 4, District 6

* Represented by Erin

** Appenzeller
Represented by Wes Clark

Technical Committee Advisors – Non-Voting Members

<input checked="" type="checkbox"/>	Thomas Caldwell	IDOT: Urban Program Planning
<input checked="" type="checkbox"/>	JD Stevenson	Federal Highway Administration: Illinois Division Office
<input type="checkbox"/>	Sue Graham	IDOT: District 6: Local Roads & Streets
<input type="checkbox"/>	Mike Stead	Illinois Commerce Commission
<input type="checkbox"/>	Mark Hanna	Springfield Airport Authority
<input type="checkbox"/>	Francesco Bedini-Jacobini	IDOT: Division of Public & Intermodal Transportation

Others

Stan Hansen – Crawford, Murphy, and Tilly
 Bill Donels – Springfield Bicycle Advisory Council
 Dale Lael – Village of Jerome
 Elliott McKinley – Springfield Park District
 Andrew Werner – IDOT District 6
 Jeff Fulgenzi – Regional Planning Commission
 Linda Wheeland – Regional Planning Commission
 Jason Sass – Regional Planning Commission
 Brian Sheehan – Regional Planning Commission

I. CALL TO ORDER

Chair Nathan Bottom called the meeting of the SATS Technical Committee to order at 8:30 AM.

II. APPROVAL OF SPECIAL MEETING MINUTES –SATS Technical Committee Meeting

Chairman Bottom asked if there were any additions or corrections to the minutes of the January 28, 2015 Technical Committee Special meeting. Mike Williamsen made a motion to approve the minutes as submitted. Norm Sims seconded the motion. The vote to approve was unanimous.

III. APPROVAL OF MEETING MINUTES –SATS Technical Committee Meeting

Chairman Bottom asked if there were any additions or corrections to the minutes of the February 5, 2015 Technical Committee meeting. Norm Sims made a motion to approve the minutes as submitted. Tim Zahn seconded the motion. The vote to approve was unanimous.

IV. 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)**i. Final Progress Report**

Linda Wheeland reported the final progress report for the 2035 LRTP had been sent to SATS members, although some additional updates had been submitted. A link to the updated progress report would be included in the agenda of the SATS Policy Committee meeting taking place the following week. Of the

objectives that had been laid out in the 2035 LRTP, nearly all had been completed or were underway. All projects that were on the committed list in the plan were completed, currently under construction, or had been started in some way.

V. 2015-2018 Transportation Improvement Program (TIP)

A. ST-U Projects Update

I. Stanford Avenue (TIP # 02-2010-09)

i. 11th to Fox Bridge

Nathan Bottom reported that preliminary engineering had begun, plats were being prepared, and survey work was underway. Design work would follow.

ii. Fox Bridge to Taylor

Nathan Bottom reported that the project plans and land acquisition were wrapping up. The letting had been delayed from June to September, as the full right-of-way needed for the project to start would not be acquired by June. Bottom announced that this may require an amendment to the TIP. Linda Wheeland suggested just moving it to 2016 in the new TIP.

II. Bradfordton Road (TIP # 03-2009-01)

No changes were reported for this project.

III. Woodside Road (TIP # 03-2009-05)

Tim Zahn announced that preliminary engineering and surveys were underway.

IV. Archer Elevator Road/Iles Avenue (TIP # 02-2013-03)

Nathan Bottom reported that the IDS (Intersection Decision Support) was wrapping up, and that some adjustments to it were made due to sight distance issues. One additional parcel may need to be acquired in order to fix that issue. A letter had been sent to the owner of the home on that parcel.

B. Amendment 7 – IL 54 Bissell Road to Camp Butler Road

Wes Clark introduced Amendment #7:

**RESOLUTION TO RECOMMEND APPROVAL OF
THE SEVENTH AMENDMENT TO THE
FY/2015-2018 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/2015-2018 on October 9, 2014; and

WHEREAS, safety improvements are needed to IL-54 to address roadway departures, sideswipe crashes, and the large amount of night time crashes; and

WHEREAS, the Illinois Department of Transportation District 6 proposes shoulder reconstruction, resurfacing, and lighting on IL-54 between Bissell Road and Camp Butler Road; and

WHEREAS, the Illinois Department of Transportation District 6 requests that the FY- 2015 Annual Element of the FY/2015-2018 TIP be amended by adding the project shown below; and

Projects Description and Funding:

Project/Jurisdiction/Class		Description	Action/Comments	Funding Source	Total Cost
A7	IL 54	Termini: Bissell Road to Camp Butler Road	Shoulder Reconstruction, Resurfacing, Milled Rumble Strips, & Lighting		
	State	Project# 72G91		HSIP (State)	1,350,000
	Other Principal Arterial	TIP# 04-2015-08		State	150,000
					\$1,500,000

Mike Williamsen made a motion to recommend approval of Amendment 7 to the Policy Committee. Tim Zahn seconded the motion. The vote to recommend approval was unanimous.

VI. TECHNICAL ADVISOR UPDATES**A. Illinois Dept. of Transportation (IDOT): Central Bureau of Urban Program Planning**

Thomas Caldwell reported that the new IDOT secretary had held meetings with District staff and MPOs to review procedures for programming state road projects.

B. Federal Highway Administration: IL Division Office

No report was given.

C. IDOT District 6: Local Roads and Streets (LRS)

No report was given.

D. Illinois Commerce Commission (ICC)

No report was given.

E. Springfield Airport Authority

No report was given.

F. IDOT: Division of Public and Intermodal Transportation (DPIT)

No report was given.

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

Norm Sims elaborated on Thomas Caldwell's comment, reporting that he and Linda Wheeland had attended a meeting with new Transportation Secretary Randy Blankenhorn and other IDOT staff for a presentation by Roger Driskell and Sal Madonia on project programming in District 6. Specifically, Sims said this looked at how the district identifies grades, and programs state road projects. Sims stated that the meeting was informative, and suggested it would be helpful for IDOT District 6 staff to give SATS Technical and Policy Committee members a similar briefing. Sims lauded the efforts of Sal Madonia and Roger Driskell in working with MPO staff in that meeting.

Sims added that the Planning Commission had been asked by IDOT to prepare the PY 16 Unified Planning Work Program (UPWP), but had only received 8 months' of funding committal. He stated that this problem is due to the current federal highway bill ending in May. Without further guidance from IDOT it is unclear how a 12 month UPWP can be prepared with only 8 months of funding.

Sims also expressed concern over the fact that crash data was not available to staff at the MPA level. Linda Wheeland updated that the necessary data had been obtained from Mike Gillette at IDOT just two days

previously, and that Brian Sheehan had been able to utilize the data to calculate serious injury crashes for 2012 and 2013 in time for today's meeting. She showed the 5-year rolling average chart, updated with serious injury crashes for 2012 and 2013. This chart will be used to calculate the baseline performance measures for the LRTP and for the annual calculations. Wheeland stated that she is still waiting on the data for the daily vehicle miles traveled in the MPA to calculate fatality and serious injury rates.

Norm Sims made a motion to amend the 2040 Long Range Transportation Plan to include the baseline measure for the 5 year rolling average of serious injuries of 210.6. Tim Zahn seconded the motion and the vote to add this baseline measure to the long range plan was unanimous.

Linda Wheeland announced that planning for the 2016 Curb Your Car event is underway and it will be held the week of May 11th through May 16th. She also introduced the newly hired Associate Planner, Jason Sass.

B. Springfield Mass Transit District (SMTD)

Erin Appenzeller reported that she was filling in for Frank Squires as SMTD was undergoing its triennial review by the Federal Transit Administration (FTA), which is done in order to ensure compliance with FTA regulations.

Linda Wheeland added that the last time SMTD had a triennial review they received a perfect score from the FTA, a rare achievement.

C. City of Springfield

Nathan Bottom announced that the City's overlay program would be let on March 17, which includes approximately 40 miles of roadway and roughly 400,000 square feet of sidewalk.

D. Sangamon County

No report was given.

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

No report was given.

F. Village of Chatham

Mike Williamsen announced the preconstruction meeting for the bicycle path along Plummer Boulevard would be taking place on March 11th. Construction on the path would begin shortly thereafter.

VIII. PUBLIC COMMENTS

There were no public comments.

IX. UNFINISHED BUSINESS

A. 2040 LRTP Update

i. Public Comments Received

Linda Wheeland reported that SATS received 6 comments on the draft 2040 Long Range Transportation Plan. Wheeland went through each comment one at a time. (The document containing all 6 comments may be found as Attachment #1 at the end of these minutes.) The SATS response to each comment will be included in Appendix A of the LRTP.

In relation to the first comment, Wheeland stated that it was not clear whether the commenter was more concerned about the relocation of the rail line itself, or construction of the intermodal transfer center. Mike Williamsen asked whether each project was identified as fully funded within the plan. Nathan Bottom stated that the Carpenter Street underpass project is already underway and the Ash Street underpass was listed as a Committed project, while other proposed projects along the corridor are identified as Planned Illustrative projects in the LRTP. Norm Sims stated that not all

components of development in the area around the site of the off-street transfer center will be directly transportation funded. Wheeland added that the jurisdictions in question are actively working to find funding for the various projects. Nathan Bottom added that the commenter's mentioning of the total cost being \$1 billion is far off given that the actual estimated cost will be around \$300 million. Sims added that all projects would be in the TIP and not just the LRTP when funding is in place.

Responding to the second comment, Wheeland asked Erin Appenzeller if there had been a change to the bus size as the commenter recommended. Appenzeller responded that SMTD staff later came to realize that the medium duty buses would not properly meet demand for service along the new routes. Thus, SMTD obtained approval from FTA to use their grant to acquire the larger, standard sized 35 foot buses. Appenzeller clarified that these new routes would not operate outside of the existing district boundaries. Wheeland stated that the plan would be changed to reflect the need for larger buses.

Responding to the third comment, Wheeland noted that projects to upgrade Lenhart and Bunker Hill roads are in the LRTP, but are currently in the list of Future Illustrative projects.

Responding to the fourth comment, Wheeland said that including Greyhound in the conversation about the multimodal transfer center and working with them to encourage their relocation to the center is a priority. Sims added that usage of the transfer center by intercity buses should not be restricted to just Greyhound but also to any other intercity bus companies interested in the facility, including tour bus companies. Wheeland stated that having an SMTD Community Advisory Committee and an Adopt-a-Stop program are in the plan, and Erin Appenzeller added that SMTD was working with the City of Springfield to pinpoint locations for bus stops and bus stop improvements when roads are being worked on. In addition, Appenzeller stated that SMTD will be working with both the City and IDOT on such passenger improvements for the MacArthur Boulevard reconstruction project as funding allows.

Responding to the fifth comment, Sims said that staff had originally researched examples of complete streets policies from other jurisdictions which SATS reviewed prior to approving the existing policy statement referenced in the comment from the Citizens' Advisory Committee (CAC). Given that the statement is not particularly comprehensive, Tim Zahn suggested additional review of other complete streets policies. Mike Williamsen asked Wheeland what the timeframe on this should be, and Wheeland said this would not have to be done before the 2040 LRTP was adopted but could be undertaken over the next year.

Regarding the 2nd part of the fifth comment, Wheeland suggested the comment was calling for engagement with the community in developing a multi-modal transportation center that would be integrated into the neighborhood and serve as a catalyst for redevelopment in the area. Members agreed this was desired.

Responding to the final comment, it was noted that all projects referenced are in the 2040 LRTP. Discussion focused on the Lincolnshire Boulevard extension and the I-55 6-lane preliminary engineering study. Regarding Lincolnshire, Sims stated that there the issues with this project related to crossing the railroad tracks could be addressed in the study being done for the Springfield flyover, part of the high-speed rail project. Regarding the 6-lane study of I-55, Wes Clark stated that funding is an issue, preventing it from being moved up as a higher priority in District 6's multi-year plan.

B. FY 2016 - 2019 Transportation Improvement Program (TIP)

Linda Wheeland reported that she had received a list of projects from all but one jurisdiction. Once all projects are received, the draft 2016-2019 TIP would be sent out to SATS members for review.

C. 2015 Public Participation Plan

Linda Wheeland reported that the draft 2015 Public Participation Plan had been sent to SATS members for review. SMTD had requested two notes be added to clarify that the SATS Public Participation Plan met the FTA public participation requirements for the planning and programming of SMTD projects. Wheeland stated that these changes will be made to the plan, and then the document will be put out for a 45 day review period. After this review period, the document will return to the SATS committees in May for its final adoption.

Wheeland asked if anyone on the committee had any questions about the document. Wes Clark suggested updating the names and positions of the people currently on the list of voting members. Committee members agreed that rather than including names in the body of the document, only positions would be listed.

Mike Williamsen made a motion to recommend approval of the draft 2015 Public Participation Plan with the above changes. Nathan Bottom seconded the motion. The vote to recommend approval was unanimous.

Linda Wheeland stated that the Plan would now be available for a 45-day public review period. Any comments received would be discussed by SATS members at the May Technical Committee meeting with adoption of the final plan scheduled for the May Policy Committee meeting.

X. NEW BUSINESS

A. PY16 Unified Planning Work Program

Linda Wheeland reported that she is currently unsure how to move forward with developing the UPWP given that only 8 months of funding are guaranteed at this point. Norm Sims added that this is a problem in terms of determining whether SATS should prepare the document for just 8 months of funding or a full 12 months of funding. Sims asked if there would be any guidance in relation to the “safe harbor” agreement in which MPOs would not have to do 12 months of work for less than 12 months of funding. Thomas Caldwell asked if Sims wanted to submit a request to IDOT to have that question answered, and Sims stated that he had already done so to Caldwell himself. Caldwell stated that he could not answer the question himself. Sims then requested that Caldwell pass the question off to someone else who may be able to answer.

Sims then asked that if after 8 months, everything stops, or if some things will get cut short in the first 8 months so that there is money to fund projects for the remainder of the year, and asserted that SATS needed an answer, and assumes that all other MPOs are in the same situation. Linda Wheeland stated that she would be most comfortable receiving a written letter from IDOT telling SATS how to proceed. Caldwell stated that he would like something in writing, so Norm Sims said he would send a letter. Caldwell then suggested that Sims send both a hard-copy and an electronic copy of this letter so things can move forward on this as quickly as possible.

B. Next Meeting Date – Thursday, April 2, 2015 at 8:30 AM

XI. ADJOURNMENT

There being no further business, Chairman Bottom called to adjourn. Tim Zahrn made a motion to adjourn. Wes Clark seconded the motion. The vote to adjourn was unanimous.

There being no further business, the regular meeting was adjourned at 9:14 AM.

Respectfully Submitted,
 Brian Sheehan
 Recording Secretary

Attachment #1**COMMENTS RECEIVED ON THE DRAFT
2040 LONG RANGE TRANSPORTATION PLAN**

1. I have reviewed the draft and have one comment.

In discussion about the proposed intermodal transportation center that is part of the 10th Street Rail Corridor Relocation, I suggest you state that this project is not a given since there is presently no federal funding mechanism for the project. Several of the grade separations may be done, it might take 30 years to finish, or may never be completed. I have heard that the final cost could be about \$1 billion.

Lothar E. Soliwon
(Received February 3, 2015 via email)

SATS Response: The total cost of the 3rd Street rail line consolidation on the 10th Street corridor is estimated at approximately \$300 million. The related projects are listed in the 2040 Long Range Transportation Plan. Two projects are indicated as being undertaken during the next five years (Committed Rail Crossing and Improvement Projects) – the Carpenter Street underpass, which is currently under construction, and the Ash Street underpass, on which work is expected to begin in 2016. The remaining projects are listed under Planned Illustrative Rail Crossing and Improvement Projects. These are projects with the highest priority over the next 15 years on which preliminary work has been undertaken and with jurisdictions actively seeking funding. Every effort is being made to get these projects ready so when funding opportunities become available they are in a position to move forward.

2. One Page 117 on the 2040 Long Range Transportation Plan, Table 35, Committed Transit Projects, Item 5. It says there will be 5 “Medium Duty Buses” thus meaning they won’t be the full size 35ft buses that normally run on the routes. I know the buses are for outside the current district boundaries. But it says it will be going to LLCC/UIS. The one thing I would say it that there are a LOT of people that ride the buses to LLCC/UIS and these smaller buses may not fill the need to meet the demand. SMTD changed the routes that go thru Chatham Hill/Seven Pines area to allow for a bus every half hour so that the bus that went thru ever hour wouldn’t be overwhelmed. SMTD even has a special bus that goes from UIS to Chatham Hills/Seven Pines area because the TWO night buses can’t handle all the UIS students that go to UIS and live in the Chatham Hill/Seven Pines. I feel what would be needed is for regular sized buses that are either 35 or 40 foot buses. If these smaller buses are bought and used, is there room for standing room, are people allowed to stand or will it just be a slightly bigger Access bus?? When the 35ft full size buses fill up there is an option for people to stand and you can get about 45-50 people on to and in to the bus and get them to either the downtown transfer center or UIS/LLCC. I know that at first with the expense there may not be many riders and for a short time these small buses will work. But as time goes on and more and more people start riding the bus these buses are going to be filling up. I would personally urge for some 35ft buses.

Thank you for your time
-Jimmy Bristow
Hope to hear back from you. Would like to discuss this!!
(Received February 7, 2015 via email)

SATS Response: The Springfield Mass Transit District was awarded a US Department of Transportation Ladders of Opportunity Grant to acquire buses to expand service. Initially, SMTD planned to acquire medium duty low floor buses. However, upon review, SMTD realized that medium duty buses would not meet the potential demand along the new routes. SMTD obtained the approval from the Federal Transit Administration to acquire 35-foot low-floor buses. One point of clarification – the expansion routes are within the Springfield Mass Transit District Boundaries.

3. Please add my comments to your update. Lenhart Road is in real need of upgrade, as is Bunker Hill Road. These roads have a very high volume of traffic, including heavy commercial vehicles. They are clearly simple rural farm roads, and were never designed to accommodate the traffic flow on them today. With all of the new development on the far W. Wabash corridor, the traffic on these roads is increasing rapidly. They are dangerous and potentially deadly, and need to be upgraded to handle all of the traffic that follows the continued development in this area. I live in Centennial Park, and these roads are the only way in and out of the development, which continues to grow. The City & County approved these

developments, derive very large property tax revenues from them, and have just ignored the need for infrastructure improvements to support the area.

Thank you for your consideration, and I hope this area climbs to the top of transportation needs of our community.

Mike Bartscht

(Received February 12, 2015 via email)

SATS Response: The City of Springfield does recognize the need to upgrade both Lenhart Road and Bunker Hill Road and will actively look for innovative ways to fund these improvements in a timelier manner.

4. I was quite impressed with the Long Range transportation plan from sscrpc and marvel at all the areas and topics covered. I am especially interested in the mass transportation bus system and hope for several changes. I hope to see the intra-city bus depot become a reality. It is really sad that a capital city in a populous state like Illinois has no transportation center for Greyhound passengers. I also wish to see better city (SMTD) bus stop improvements. I noted that shelter upgrades were mentioned, but it would be nice to see that more passenger shelters are installed. I note that along MacArthur Blvd. between South Grand and Wabash there are often people waiting for a bus without a bench or, better, a shelter from the weather. The ideas of a SMTD community advisory committee and/or an Adopt-a-bus-stop are worth pursuing. Thank you for making this plan available for the public to read and comment on.

Janet Frederick

(Received March 2, 2015 via email)

SATS Response: The Springfield Mass Transit District intends to complete a Transfer Center within the timeframe specified for the Long Range Transportation Plan. Ideally, the Transfer Center will house multiple modes of transportation. SMTD intends to work with Greyhound and community partners to accommodate an inter-city bus station at the Transfer Center.

The Springfield Mass Transit District has planned to install additional passenger shelters along various bus routes. The City of Springfield and Springfield Mass Transit will remain in communication to identify locations for bus stop improvements throughout the city. The MacArthur Boulevard corridor bus stops have been studied but adequate locations for bus shelters could not be identified. SMTD will work with the City and IDOT to incorporate bus shelters during the planned MacArthur Boulevard reconstruction, as funding allows.

5.

To: Linda Wheeland, SSCRPC

RE: SATS 2040 Long Range Transportation Plan
Response from Citizens' Advisory Committee

We offer a favorable and supportive response to the proposed SATS 2040 Long Range Transportation Plan. In general, we feel that it represents the spirit of our expressed needs and generally includes the issues we identified.

There are two feedback comments we wish to specifically make.

1. We would like to see the Complete Streets policy bolstered and then endorsed by the communities represented in the transportation planning area.

The current statement, available on the SSCRPC web site, states the policy as follows:

"Complete Streets" refers to public rights-of-way that are designed and operated to provide a safe and accessible transportation network for all users, including pedestrians, bicyclists, and transit riders, regardless of age or ability. This context-sensitive approach considers all transportation projects as potential opportunities to improve safety, access, and mobility for all travelers.

The Springfield Area Transportation Study supports Complete Streets and its members will consider the following criteria when designing transportation projects as opportunity and funding permit:

- types of users of the transportation system, including pedestrians, bicyclists, transit users, motor vehicles, and freight interests;
- project surroundings in context with how the facility will be used and who will be using it to determine what accommodations will be provided; and
- service levels for all users anticipated by adopted comprehensive or systemwide plans.

In the recommendations, under A.2 Multimodal Recommendation 2, we had excerpted portions of the Complete Streets Policy from Bloomington, IN which is a multi-page document. Our policy, included in full above, seems unsubstantial in comparison.

The committee did not offer specific suggestions, as we felt the staff of SSCRPC is more qualified than us to expand the definition, but in response, we offer ideas such as these referenced by web link <http://www.smartgrowthamerica.org/documents/cs-2012-policy-analysis.pdf> from Smart Growth America.

2. We want to reiterate our belief in the benefits of and the desire to see the development of the Multimodal Center and the community transportation center concepts that have been proposed and presented to the public.

Thank you for the opportunity to be part of the planning process.

Respectfully Submitted,

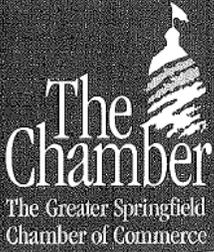
For the Citizens' Advisory Committee
by Joe Agner

(Received March 3, 2015 via email)

SATS Response: The Springfield Area Transportation Study will review Complete Streets policies from other areas and bolster the current policy statement to a more comprehensive policy document that once adopted will be presented to Springfield Metropolitan Planning Area communities for endorsement.

Development of the multi-modal center along the 10th Street rail corridor will include engaging community partners and officials to assure the facility is integrated into the neighborhood and serves as a catalyst for re-development in the area.

6.



Ms. Linda Wheeland.
SSCRPC
Attn: SATS
200 S. 9th St. Room 212,
Springfield, IL 62701.

Dear Ms. Wheeland:

Thank you for the opportunity to comment on the Long Range Transportation Plan (LRTP). The Planning Commission staff did an excellent job preparing this comprehensive document. The Greater Springfield Chamber of Commerce convened a small working group which consisted largely of engineers of the Development Policy Council to review the LRTP. We understand that there are more projects than funding allows to complete and that prioritization is necessary. We believe in the short term the following projects should be a priority for funding:

1. Springfield Rail Improvements Project
2. Stanford Avenue
3. 11th Street Extension
4. Woodside/Iron Bridge Road

Our community's first priority should be completing the Springfield Rail Improvement Project. This is the most important transportation project in our community and we should do everything possible to speed the implementation of this project including an efficient use of funds that are currently earmarked for Third Street. We also believe that the Lincolnshire Extension is an important long term project that will better connect our community and provide economic development opportunities.

Regarding the Planned Illustrative Road & Bridge Projects (2020 – 2030) number 32, the engineering study for I-55 could be moved up into the committed projects list if still included in the IDOT Multi-Year Program. This is an important first step in making interstate travel through our community safer.

Thank you again for the opportunity to comment on the draft Long Range Transportation Plan. The Regional Planning Commission staff did an excellent job in completing this comprehensive planning document.

Sincerely,

Chris Hembrough
President & CEO
The Greater Springfield Chamber of Commerce

Transforming the economy of Sangamon County

1011 S. Second Street • Springfield • IL 62704 • T: 217.525.1173 • F: 217.525.8768 • W: www.gsc.org

(Received March 3, 2015 via email)

SATS Response: SATS agrees with the importance of the four priority projects noted with all or part of each project being undertaken during the “Committed” time frame of the Plan and funding being actively pursued on remaining phases. The Lincolnshire Boulevard extension poses challenges although some of these will be addressed in the rail flyover study being done offering an opportunity to re-evaluate this project. Widening of I-55 is a high priority with funding being a major factor in timing of the project.