

Minutes of Meeting
SATS TECHNICAL COMMITTEE
February 6, 2014

ATTENDANCE**Technical Committee Voting Members**

<input checked="" type="checkbox"/>	Nathan Bottom, Chair	City of Springfield
<input checked="" type="checkbox"/>	Tim Zahrn, 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"/>	Laura Mlacnik**	Illinois Dept. of Transportation (IDOT): Region 4, District 6

* Represented by Shoun Reese

** Represented by Sal Madonia

Technical Committee Advisors – Non-Voting

<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"/>	Terry Fountain	IDOT: District 6: Local Roads and Streets
<input checked="" type="checkbox"/>	Mike Stead	Illinois Commerce Commission
<input type="checkbox"/>	Mark Hanna	Springfield Airport Authority
<input checked="" type="checkbox"/>	Francesco Bedini-Jacobini	IDOT: Division of Public and Intermodal Transportation

Others

Brian Wright – Sangamon County Highway Dept.
 Brian Davis – Sangamon County Highway Dept.
 Lori Williams – City of Springfield
 Tim Sheehan – IDOT Bureau of Safety Engineering (BSE)
 Alan Ho – FHWA IL Division
 Tim Landis – State Journal-Register
 Riyadh Wahab – IDOT-BSE
 Karen Shoup – IDOT Office of Planning & Programming
 Priscilla Tobias – IDOT Bureau of Safety Engineering (BSE)
 David Booher – Quigg Engineering/Village of Sherman
 Kay Batey – FHWA Division Administrator
 Stan Hansen – Crawford Murphy and Tilly
 Bill Davison – Knight E/A
 Ed Dougherty – IDOT District 6 Community Liaison
 Dale Schultz – Regional Planning Commission
 Linda Wheeland – Regional Planning Commission
 Neha Soni – 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 8:31 AM.

II. APPROVAL OF MINUTES –SATS Technical Committee Meeting

Chairman Bottom asked if there were any additions or corrections to the minutes of the January 9, 2014 Technical Committee meeting. Norm Sims made a motion to approve the minutes as submitted. Tim Zahrn seconded the motion. The vote to approve was unanimous.

III. 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)**A. 2040 Update**

Linda Wheeland stated that as part of the public engagement process for the LRTP update, the Citizens'

Advisory Committee and Community Advisory Committee will each be meeting for the first time during the week of February 17th. Wheeland asked committee members if there were any questions they would like to see included on the LRTP Citizens' survey. Nathan Bottom asked Wheeland what the deadline of the receipt of these questions would be. Wheeland suggested this be done by the end of the month. Mike Williamsen asked if anything was put together. Wheeland said staff has not yet started.

Wheeland asked the committee if they would like to have the survey be put together then sent out to SATS members. Committee members agreed it would be a good idea.

B. Strategic Highway Safety Plan (Priscilla Tobias – IDOT Bureau of Safety Engineering)

Priscilla Tobias introduced herself as representing IDOT's Bureau of Safety Engineering (BSE). Tobias asked if an electronic copy of the Sangamon County Highway Safety Plan was distributed after being sent to Planning Commission staff. Norm Sims stated he believed it was sent out to all SATS members.

Tobias explained under SAFETEA-LU, the previous federal transportation bill (since replaced by MAP-21), all states were required to develop strategic highway safety plans in order to reduce roadway fatalities and serious injuries on public roads. Tobias described the plan as data-driven (based on data gathered for the 5 year period from 2007 to 2011), focusing on "emphasis areas" (see list below) developed with the help of an interdisciplinary group of advisors. Tobias also explained the importance of emphasizing the 4Es (Engineering, Enforcement, Education, and Emergency Medical Services) in the plan.

As an example, Tobias discussed a recent rise in annual fatalities on roads in Illinois after a number of years of decreasing numbers. Tobias stated this could largely be traced to fatality increases on the local road system (particularly on roads under municipal jurisdiction), which now are roughly 60 percent of fatalities on Illinois roads. This increase, according to Tobias, requires different strategies from BSE.

Tobias stated all 102 counties within Illinois were ranked based on total number of fatalities (Ks) and incapacitating injuries (As). Per this ranking method, Sangamon County had the 8th highest combined total of Ks and As of all Illinois counties. Per this information, BSE has developed strategic highway safety plans for the 40 highest ranked counties, primarily those which partially or totally contain Metropolitan Planning Areas (MPAs)

Tobias added she only sees these highway safety plans as draft plans which local agencies can complete on their own for locally specific usage of the solutions found in the county Strategic Safety Plans, leading to their inclusion in long range plans.

In addition, Tobias announced BSE is in the process of completing the statewide strategic safety plan. She also announced BSE would host a statewide Safety Summit on April 22-23 at the Crowne Plaza Hotel. As part of the preparation of the plan completion and preparation for the Summit, Tobias stated her hope to get a representative from each MPO statewide to discuss the appropriateness of strategies and emphasis areas laid out in the various county and statewide strategic safety plans. The "emphasis areas" are as follows:

- | | |
|------------------------------------|-------------------------------|
| - Younger Driver (16-20 years age) | - Pedalcyclists (Bicyclists & |
| - Older Driver (65+ years of age) | Handcyclists) |
| - Speeding/Aggressive Driver | - Motorcyclists |
| - Impaired Driver | - Heavy Vehicles |
| - Unrestrained Driver | - Roadway Departure |
| - Pedestrians | - Intersections |
| | - Work Zones |

Among the most important items laid out in the plan, according to Tobias, was the comparison of statewide data to county data, both as a whole as well as split by routes under state jurisdiction and those under local jurisdiction. This was done to show in which counties certain safety issues may be proportionately worse than at the statewide level.

Tobias explained the major means by which the data in the plan was broken down, the data trees and heat maps. The data trees from this plan may be found at the end of this document as **Attachments #1, #2, and #3**. The data is broken down by road jurisdiction, rural or urban location, and the type of location on a roadway the crashes occur. Said data is broken into two categories, first for all fatalities and injuries on public roads, the second condensed to all fatalities and severe “A” type injuries on such roads. Tobias showed that both younger and older drivers as shown in the Sangamon County plan in Table 2-1, which can be seen in this document as **Attachment #4**.

Concerning the data trees, Tobias explained they in part can be used to determine whether intersections or other roadway segments prove to be more problematic, whether they are in urban or rural locations, as well as the type of crashes that are most common.

Tobias explained the sections on each of these “emphasis areas,” shown in the above list, which are broken down in bar graphs for each “area” by year, injury type “A” or fatality, as well as by roads under local or state jurisdiction. A short write-up for each “emphasis area” accompanies the tables. In addition, there is a list of potential solutions to fight such problems. A sample bar graph with associated write-up for pedestrian fatalities and “A” type injuries may be found at the end of this document as **Attachment #5**.

Regarding the heat maps, Tobias explained there is one for each “emphasis area,” showing the incidence of fatalities (Ks), A-type injuries, and B-type injuries in mile squares throughout the county. A zoomed inset on the mile squares showing the highest volume of fatalities plus “A” and “B” injury types, generally in and near downtown Springfield for each “emphasis area.” A heat map showing concentration of injuries and fatalities may be found as **Attachment #6**. Tobias stated this data could help planning bodies look at various corridors and determine parts of roads that are dangerous for different users.

Tobias added “high-level strategies” were placed into the write-ups on each “emphasis area” in order to aid the development of solutions to these problems. In workshops coordinated with other counties containing MPOs, BSE has allowed counties to take the lead in the completion of these safety plans. They required the formation of safety committees for each county plan. Each committee is required to be multidisciplinary and represent planning and engineering bodies, transit agencies, law enforcement, and emergency responders such as fire departments. Tobias states the importance of this due to her statement that no one professional field has all the solutions to traffic safety problems.

Tobias mentioned counties and MPOs are welcome to add any high level strategies not found in existing draft plans. As an example, Tobias cited Winnebago County due to their use of 6 inch pavement markings not as a special safety measure, but as a standard design in comparison to 4-inch standards elsewhere.

Due to an increase in fatalities, “A” injuries, and “B” injuries on roads under local jurisdiction, Tobias suggests various local governments can use the data found in these draft safety plans on local roads to build applications for Highway Safety Improvement Program (HSIP) funding.

Concerning performance measures required under MAP-21, Tobias stated BSE is waiting for exact rules from the federal government to help MPOs and states determine their own measures; Tobias states she sees the data in the draft safety plans as information that will further assist in the development of performance measures once federal guidelines are set.

Tobias said the BSE envisions highway safety plans for all counties in Illinois, using consultants to develop draft plans for the remaining 82 counties in a manner similar to that produced for Sangamon County. It depends on the multidisciplinary safety committees chosen for each county to bring it to completion.

At this point, Tobias asked if attendees had any comments or questions.

Thomas Caldwell asked at what level the forty counties were prepared. Tobias stated these forty were

those that had draft strategic safety plans in place, including Sangamon County. These are thus the counties ready to form multidisciplinary safety committees to assist in the completion of these plans.

Norm Sims asked Tobias as to what analytic assistance may be coming from IDOT. Tobias stated given staff limitations on her department's part, she would not be able to do so for all 102 counties in the state in a quick manner. Tobias indicated she would prefer to schedule a brief discussion on the topic before any direct assistance gets underway, to determine what relevant skill sets local staff has. Sims stated the information in the Sangamon County draft plan is insufficient to allow for discussion with the relevant stakeholders. Tobias explained that she sees such a talk centering around the discussion of the high level solutions as a means to discuss ideas with stakeholders on where those solutions may be used. Tobias cited wider shoulders as a possible solution to roadway departure.

Sims responded if data indicates that much of the safety issues are related to older and younger drivers, then the focus should be on behavioral issues rather than engineering issues. Sims added not all the relevant expertise may be found in Planning Commission staff. Tobias responded by stating these issues are why BSE recommends the formation of a multidisciplinary safety committee, as she doesn't have the staff to be able to do everything down to the individual project level.

Sims stated there is nothing in the plan that promotes a hypothesis on why some of these problems exist. He added that there may be some issues with staff expenditures for work on projects beyond the boundaries of the Metropolitan Planning Area (MPA). J.D. Stevenson stated that he can work with Planning Commission staff regarding this issue.

Tobias mentioned transportation planning staff currently works on projects outside the MPA at the Champaign-Urbana Urbanized Area Transportation Study (CUUATS). She added BSE has assisted CUUATS on some of the data analysis, but BSE does not have the money in consultant contracts to assist with the analysis for all 102 counties. However, Tobias discussed various other means of support available for data analysis, but understood the need to work with local agencies as needed, given the varying levels of expertise within them at different locations throughout the state. She emphasized the importance of having buy-in from local governments on these plans.

Sal Madonia asked if there was any guidance or possibly a matrix outlining strategies and best practices for improving particular safety problems. Tobias stated such strategies already exist in the draft plans, accompanying the write-up for each "emphasis area," which she explained were ranked by importance by staff at the CUUATS based on previous demonstrated success from each solution. Tobias cited the example of possibly introducing an education program for young drivers at high schools.

Tim Zahn suggested SATS members take time to review the plan draft, then contact counterparts in other parts of the state (such as CUUATS) that already started the completion of their plan draft to help determine what does and doesn't work with regards to finishing the plan and setting up the committee.

Tobias added she has found Illinois State Police to be very committed to ensuring the accuracy of crash data. BSE is working with the state police to create an Enhanced Crash Reconstruction Program that will help police assist with road safety assessments.

Linda Wheeland asked Tobias if the committees already established in other counties were permanent or temporary. Tobias responded they were mostly permanent. Some committees include county coroners and county judges. She suggested anyone else with additional questions would be welcome to contact her.

IV. FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM

A. Amendment #7 (IDOT Update Crosswalks)

Sal Madonia introduced Amendment #7:

**RESOLUTION TO RECOMMEND APPROVAL OF
THE SEVENTH 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, pedestrian safety is a high priority; 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
A7 Lincoln St. IL 29 IL 97	Termini: Riverton: Lincoln at 9th & west of Stanton Ave. Rochester: IL 29/Illinois at Taft Springfield: IL 29/Walnut at Elliot, Calhoun, Miller, & Reynolds Springfield: IL 97/Madison at Rutledge & Klein Springfield: IL 97/Jefferson east of 7th	Update uncontrolled crosswalks at 10 locations by adding appropriate advanced warning signing and install high visibility markings		
	Project# 72G76		HSIP	45,000
	State Collector Principal Arterial		State	5,000
	TIP# 04-2014-09			\$50,000

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

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

B. Amendment #8 (IDOT Signing Improvements)

Sal Madonia introduced Amendment #8:

**RESOLUTION TO RECOMMEND APPROVAL OF
THE EIGHTH 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 is a high priority and IDOT District 6 has identified five locations for signing improvements at horizontal curves and intersections; 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
A8 I-55 I-55 BL Old US 36/54 East Lake Shore Drive State Interstate Principal Arterial Minor Arterial	Termini: I-55 S. of Mile Post 92 to I-72 merger I-55/I-72 S. of Mile Post 94 to Stevenson Drive Interchange I-55 BL/6th Street and Stanford Avenue Intersection Old US 36/54 and Moffett Street Intersection in Curran East Lake Shore Drive to E of I-55	Addition of advanced curve and intersection on curve warning signs and/or beacons, advisory speed signs, chevron signs, reflectorized panels on existing chevron posts, existing speed limit signing relocation, flexible delineators and signal ahead and stop ahead signs	HSIP 18,000 State 2,000	\$20,000
	Project# 72G77			
	TIP# 04-2014-10			

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

Norm Sims made a motion to recommend approval of the amendment to the Policy Committee. Nathan Bottom seconded the motion. The vote to recommend approval was unanimous.

C. Amendment #9 (SMTD Bus Washer)

Shoun Reese introduced Amendment #9:

**RESOLUTION TO RECOMMEND APPROVAL OF
THE NINTH 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, the FY/2014-2017 TIP includes a project for the purchase of a bus washer indicated in two phases in fiscal years 2014 and 2015 as shown below; and

Current FY 2014 Annual Element Project Description and Funding:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
3 Bus Washer SMTD Urban Transit	Description: Begin Bus Washer Purchase	Multi-year funding to purchase and install a bus washer.	IDOT TDC FTA 5307 113,408	\$113,408
	Project# Transit Priority 3			
	TIP# 06-2014-05			

Current FY 2015 Annual Element Project Description and Funding:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
2 Bus Washer SMTD Urban Transit	Description: Continue Bus Washer Purchase	Multi-year funding to purchase and install a bus washer.	IDOT TDC FTA 5307 186,592	\$186,592
	Project# Transit Priority 2			
	TIP# 06-2014-05			

WHEREAS, the Springfield Mass Transit District requests that the FY/2014-2017 TIP be amended to combine the project into the FY 2014 Annual Element as shown below; and

Project Description and Funding as Amended to Combine Both Phases into FY 2014:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost	
3 A9	Bus Washer	Purchase and install a bus washer.			
			IDOT TDC		
	SMTD		FTA 5307		300,000
	Urban Transit				
	Description: Bus Washer Purchase				
	Project# Transit Priority 3				
	TIP# 06-2014-05				

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

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

D. Amendment #10 (SMTD Bus Shelters)

Shoun Reese introduced Amendment #10:

**RESOLUTION TO RECOMMEND APPROVAL OF
THE TENTH 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, the FY/2014-2017 TIP includes a project for the purchase of solar powered passenger shelters in the FY 2016 Annual Element as shown below; and

Current FY 2016 Annual Element Project Description and Funding:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost	
2	Solar Powered Passenger Shelters	Delivery of shelters will take 12 months from date of award.			
			IDOT TDC		
	SMTD		FTA 5307		150,000
	Urban Transit				
	Description: Purchase 20 replacement passenger shelters - Shelters upgraded to solar				
	Project# Transit Priority 2				
	TIP# 06-2016-05				

WHEREAS, the Springfield Mass Transit District requests that the FY/2014-2017 TIP be amended to move this project to the FY 2015 Annual Element as priority 3 and move TIP # 06-2015-05, the purchase of emergency generators, to priority 2 (replacing the second phase of the bus washer purchase which was consolidated with the first phase in FY 2014 through Amendment 9 and had been priority 2 in FY 2015) as shown below; and

Project Description, Funding and Priority # as Amended in the FY 2015 Annual Element:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost	
2 A10	Emergency Generators	Purchase and install emergency generators for Administration and Maintenance facilities.			
			IDOT TDC		
	SMTD		FTA 5307		140,000
	Urban Transit				
	Description: Purchase Emergency Generators				
	Project# Transit Priority 2				
	TIP# 06-2015-05				
3 A10	Solar Powered Passenger Shelters	Delivery of shelters will take 12 months from date of award.			
			IDOT TDC		
	SMTD		FTA 5307		150,000
	Urban Transit				
	Description: Purchase 20 replacement passenger shelters - Shelters upgraded to solar				
	Project# Transit Priority 3				
	TIP# 06-2016-05				

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

Tim Zahn made a motion to recommend approval of the amendment to the Policy Committee. Sal Madonia seconded the motion. The vote to recommend approval was unanimous.

E. Administrative Modification #2 (Business 55 in Sherman)

Linda Wheeland introduced Administrative Modification #2:

**Administrative Modification 2 to the
FY 2014 – 2017 Transportation Improvement Program
January 21, 2014**

Business 55 North of Andrew Road

Status of this project has changed to “Advanced Construction” and the FY 2014-2017 Transportation Improvement Program has been modified to add AC to the federal funding sources as shown below.

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
3 A3 M2	I-55 Bus.	Resurfacing (SMART), Turn lanes to Sudduth Road	NHPP-State (AC)	1,120,000
			HSIP (AC)	360,000
State	Project# 72F50		State	320,000
Principal Arterial	TIP# 04-2014-04			\$1,800,000

V. 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

J.D. Stevenson introduced Kay Batey, the new Division Administrator for the Illinois Division office at FHWA.

C. Illinois Department of Transportation: Local Roads and Streets

No report was given.

D. Illinois Commerce Commission

No report was given.

E. Springfield Airport Authority

No report was given.

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

The new technical advisor from DPIT, Francesco Bedini-Jacobini, introduced himself, stating he joined IDOT two months ago. His work primarily focuses on projects on the Chicago to St. Louis High Speed Rail corridor. Bedini-Jacobini stated in the coming year, DPIT would be building new sidings, rehabilitating stations, testing signaling, and making grade crossing improvements. Specifically for the Springfield 3rd Street corridor, Bedini-Jacobini stated DPIT is working on the Environmental Impact Study (EIS) and completing the design. In addition, along 10th Street, DPIT is assisting with work on the Carpenter Street underpass, has completed the EIS, and is seeking funds for additional work along that

corridor.

VI. AGENCY UPDATES

A. Springfield-Sangamon County Regional Planning Commission

Norm Sims announced he would soon be sending out an electronic copy of the Sangamon County Regional Strategic Plan to all SATS members. Sims stated this plan was requested a number of years back. The development of this plan was primarily advanced by the Sangamon County Board and the then mayor of Springfield. Sims stated there will be public meetings related to this plan, dates for which will also be sent out shortly to various local elected officials. Sims discussed this plan the previous week with many such officials at a meeting of the Regional Leadership Council.

One reason Sims stated he was bringing this up was due to a section of the document on public infrastructure, i.e. transportation. The other reason Sims stated, revolving around the idea of thinking about Sangamon County as a single community. Sims gave the example of the Business 55 corridor as one covered under both his reasons for discussing this document. The section on Bus 55 discusses the potential around various nodal points of interconnection along the route. After review by the public and elected officials, the plan will be submitted for approval by the Planning Commission, as well as by individual communities interested in incorporating relevant parts of the plan.

Linda Wheeland announced the four communities that applied for microgrants for pavement preservation plans (Sherman, Jerome, Southern View, and Grandview) were awarded the money for said purpose. In addition, work on the PY 2015 UPWP Work Program is underway; Wheeland stated any suggestions would be welcome as soon as possible, as a draft of the document will be presented to the committee at the next meeting in March.

Nathan Bottom asked Sims when he expected electronic copies of the Sangamon County Regional Strategic Plan to be sent out. Sims stated he would do so as soon as all the paper copies are received by the aldermen sometime in the following week.

B. Springfield Mass Transit District

In response to Linda Wheeland highlighting SMTD's new buses on the overhead display, and asking about the IT features on the new buses, Shoun Reese announced SMTD recently received 7 New Flyer CNG buses (TIP # 06-2013-06), with a design similar to buses often used in Bus Rapid Transit (BRT) service. Reese stated SMTD is looking to have such a design on all future bus purchases. In addition, Reese stated seven 35-foot Gillig buses were also purchased, making SMTD's fleet fully compliant with the Americans with Disabilities Act (ADA).

On the IT end, Reese stated SMTD recently received the final draft on IT integration into SMTD's bus operations. These include sections on Computer-Aided Dispatch (CAD), Automatic Vehicle Location (AVL), automatic passenger counters (APCs), and automatic voice enunciators to announce stops along a route. Reese said SMTD also just selected a land surveyor to help determine locations of future ADA-compliant concrete pads at various stops throughout the system.

C. City of Springfield

Nathan Bottom announced the City put out their overlay contract (TIP # 02-2014-07), with work comprising 50 miles on over 200 streets, which will include work on ADA curb ramps for all streets covered in the contract. Bottom states he expects the contract will be awarded in mid-March. In addition, Bottom announced the sidewalk program (TIP # 02-2014-08) is also out to bid. The contract for work on 100,000 square feet of sidewalk is expected to be awarded in early April.

D. Sangamon County

Tim Zahn announced Sangamon County is getting prepared for the June letting on pavement preservation

projects, on Iron Bridge, Woodside, and Bradfordton roads. These projects will be included in a TIP amendment before then. In addition, Zahrn stated there will also be a letting soon for bridges located just outside the boundaries of the Metropolitan Planning Area (MPA).

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

No report was given.

F. Village of Chatham

No report was given.

VII. PUBLIC COMMENTS

There were no public comments.

VIII. UNFINISHED BUSINESS

A. Small Community MPO Representation (Tabled)

Chairman Bottom indicated that no SATS member had requested the Small Community MPO Representation discussion be brought off the table.

IX. NEW BUSINESS

A. FY 2015-2018 Transportation Improvement Program (TIP)

Linda Wheeland announced it was time to start thinking about the next four-year TIP program. At the previous Technical Committee meeting, Terry Fountain suggested SATS look at selecting projects for Surface Transportation-Urban (ST-U) funding for FY 2016 and FY 2017, specifically by inviting communities in the MPA to submit applications for those funds. Wheeland then asked if SATS members were ready to have communities submit applications for those funds, or if SATS members had a desire to review the existing project prioritization process.

Mike Williamsen stated he recalled there being a conversation on review of the prioritization process. He suggested this process be reviewed before any call for projects is made. Norm Sims added, based on elements included in the Strategic Highway Safety Plan presentation, that performance measures should be considered in the prioritization process given the requirements for them under MAP-21.

Tim Zahrn asked if anyone has compared the current prioritization process to what is included in MAP-21. Sims said he believes it to be something that should be done.

Sims added that some of the performance measure areas in MAP-21 may be more relevant to consider than others with regards to the prioritization process, giving the example of congestion management performance measures that would likely have little relevance within the context of the Springfield MPA. Sims added he would be willing to send out a document outlining what the American Association of State Highway and Transportation Officials (AASHTO) developed as recommendations for various performance measures.

Tim Zahrn stated he thought the current prioritization process was good as is, and flexible enough to be adapted as necessary. Linda Wheeland stated a subcommittee was formed to create the current prioritization process. Zahrn agreed it would be a good idea.

Sims then asked who would be willing to serve on such a subcommittee. All voting members of the Technical Committee stated their willingness to serve. Sal Madonia asked who has served on such committees in the past. Wheeland stated it has typically been all voting members of the SATS Technical Committee. Technical Advisors would be welcome to volunteer as well. Wheeland added she would

send out potential dates to all members to see what would work best. Sims added he would send members the related information from AASHTO.

B. Next Meeting Date – Thursday, March 6, 2014 at 8:30 AM

X. ADJOURNMENT

There being no further business, Chairman Bottom called to adjourn. Norm Sims made a motion to adjourn. Sal Madonia seconded the motion. The vote to adjourn was unanimous.

There being no further business, the regular meeting was adjourned at 9:25 AM.

Respectfully Submitted,

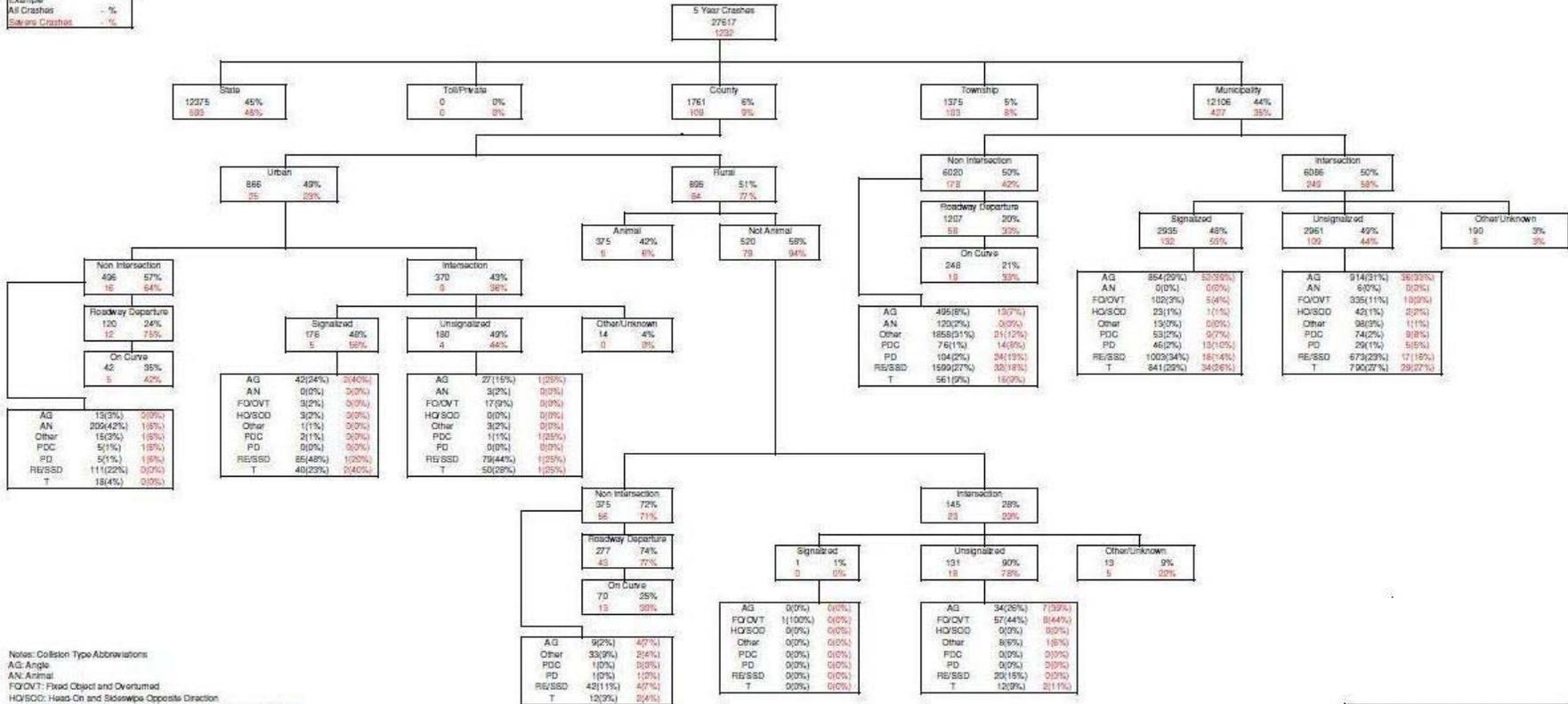
Brian Sheehan
Recording Secretary

Attachment #1

Figures 2-1
Sangamon County, Illinois: 2007 to 2011 Crash Data Overview
County and Municipality Roadway Systems

Source: IDOT Safety Analyst 2007 - 2011 Crash Data
All crashes include fatal, all injury and property damage only crashes
Severe crashes include fatal and serious injury crashes only (K + A)

Example	-	%
All Crashes	-	%
Severe Crashes	-	%



Notes: Collision Type Abbreviations
AG: Angle
AN: Animal
FQ/OVT: Fixed Object and Overturned
HQ/SOD: Head On and Sideswipe Opposite Direction
Other: Other Non-Collision, Other Object, Parked Car, Train, and Unknown
PDC: Pedestrian
PD: Pedestrian
RE/SSD: Rear End and Sideswipe Same Direction
T: Turning

Query Assumptions for Roadway Departure and On-Curve
Roadway Departure: Fixed Object, Overturned, Head-On, and Sideswipe Opposite Direction
On-Curve: Road Departure Crashes on Lateral Curve, Curve on Grade, and Curve on Hillcrest

Urban and Rural designations are defined by the Urban Area code in the Illinois Roadway Inventory System

Intersection crashes are defined as crashes located within 250 feet of a rural intersection or 150 feet of a urban intersection and also coded as intersection related by the reporting police officer

Intersection crashes are counted only once and are represented by only one jurisdiction using the following hierarchy:
S: State, C: County, T: Township, M: Municipality, TP: Toll/Private

Results of the analysis shown in this table are based on data that was received from the Illinois Department of Transportation on May 23, 2012. Crash data represents years 2007 to 2011 and the roadway data represents the end of the 2009 year conditions. The data was used "as is" for analysis purposes and should be interpreted accordingly

Intersection Crashes by Cross Street Jurisdiction		
County		
County-County	120(29%)	0(0%)
County-Township	145(29%)	16(30%)
County-Municipal	253(48%)	1(0%)
County-Toll/Private	0(0%)	0(0%)
Municipality		
Municipal-Municipal	686(100%)	249(100%)
Municipal-Toll/Private	0(0%)	0(0%)

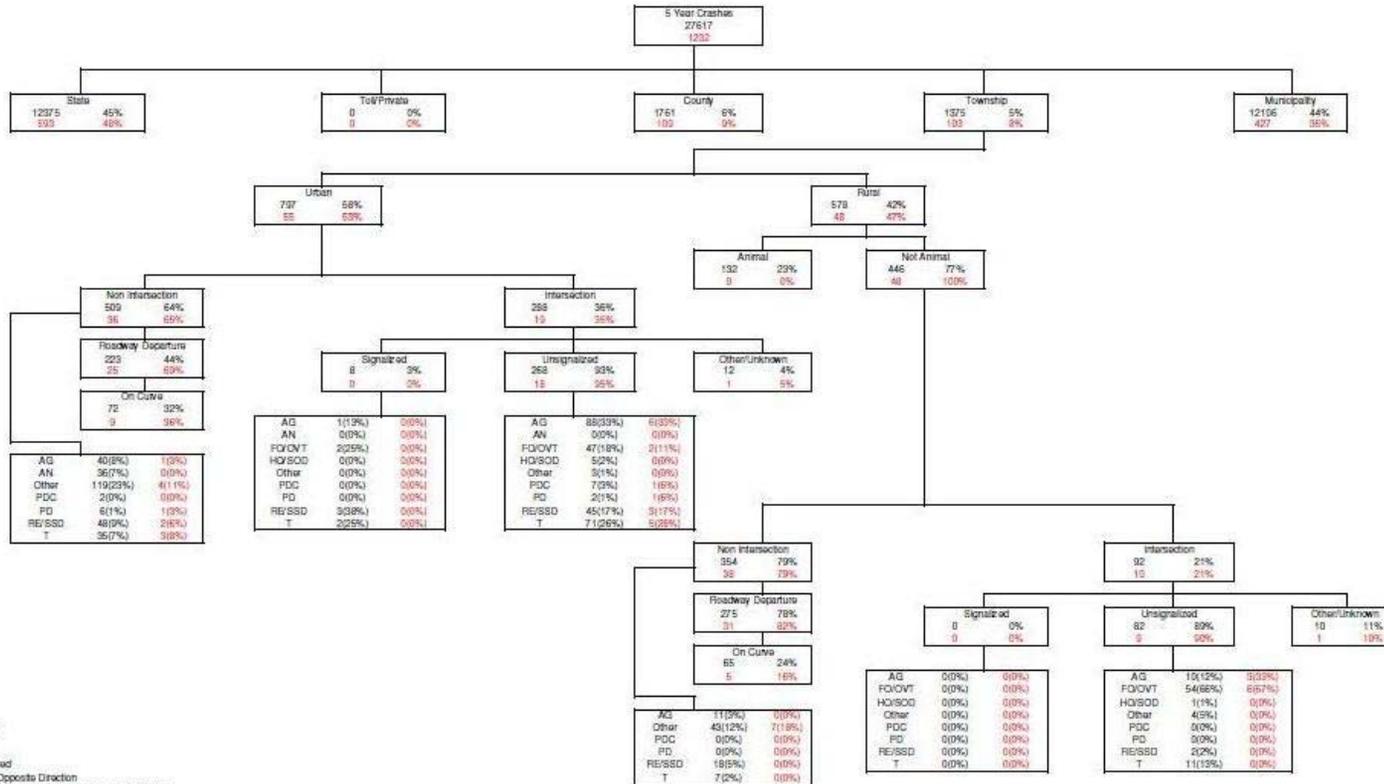


Attachment #2

Figure 2-2
Sangamon County, Illinois: 2007 to 2011 Crash Data Overview
Township Roadway System

Source: IDOT Safety Analyst 2007 - 2011 Crash Data
All crashes include fatal, all injury and property damage only crashes
Severe crashes include fatal and serious injury crashes only (K + A)

Example
All Crashes - %
Severe Crashes - %



Notes: Collision Type Abbreviations
AG: Angle
AN: Animal
FO/CNT: Fixed Object and Overturned
HQ/SOD: Head-On and Sideswipe Opposite Direction
Other: Other Non-Collision, Other Object, Parked Car, Train, and Unknown
PDC: Pedestrian
PD: Pedestrian
RE/SSD: Rear End and Sideswipe Same Direction
T: Turning

Query Assumptions for Roadway Departure and On-Curve
Roadway Departure: Fixed Object, Overturned, Head-On, and Sideswipe Opposite Direction
On-Curve: Road Departure Crashes on Level Curves, Curves on Grade, and Curves on Hillcrest

Urban and Rural designations are defined by the Urban Area code in the Illinois Roadway Inventory System
Intersection crashes are defined as crashes located within 250 feet of a rural intersection or 150 feet of an urban intersection and also coded as intersection related by the reporting police officer

Intersection crashes are counted only once and are represented by only one jurisdiction using the following hierarchy:
S: State, C: County, T: Township, M: Municipality, TIF: Toll/Private

Results of the analyses shown in this table are based on data that was received from the Illinois Department of Transportation on May 23, 2012. Crash data represents years 2007 to 2011 and the roadway data represents the end of the 2009 year conditions. The data was used "as is" for analysis purposes and should be interpreted accordingly

Intersection Crashes by Cross Street Jurisdiction		
Township		
Township-Township	204(54%)	18(22%)
Township-Municipality	175(46%)	11(13%)
Township-Toll/Private	0(0%)	0(0%)

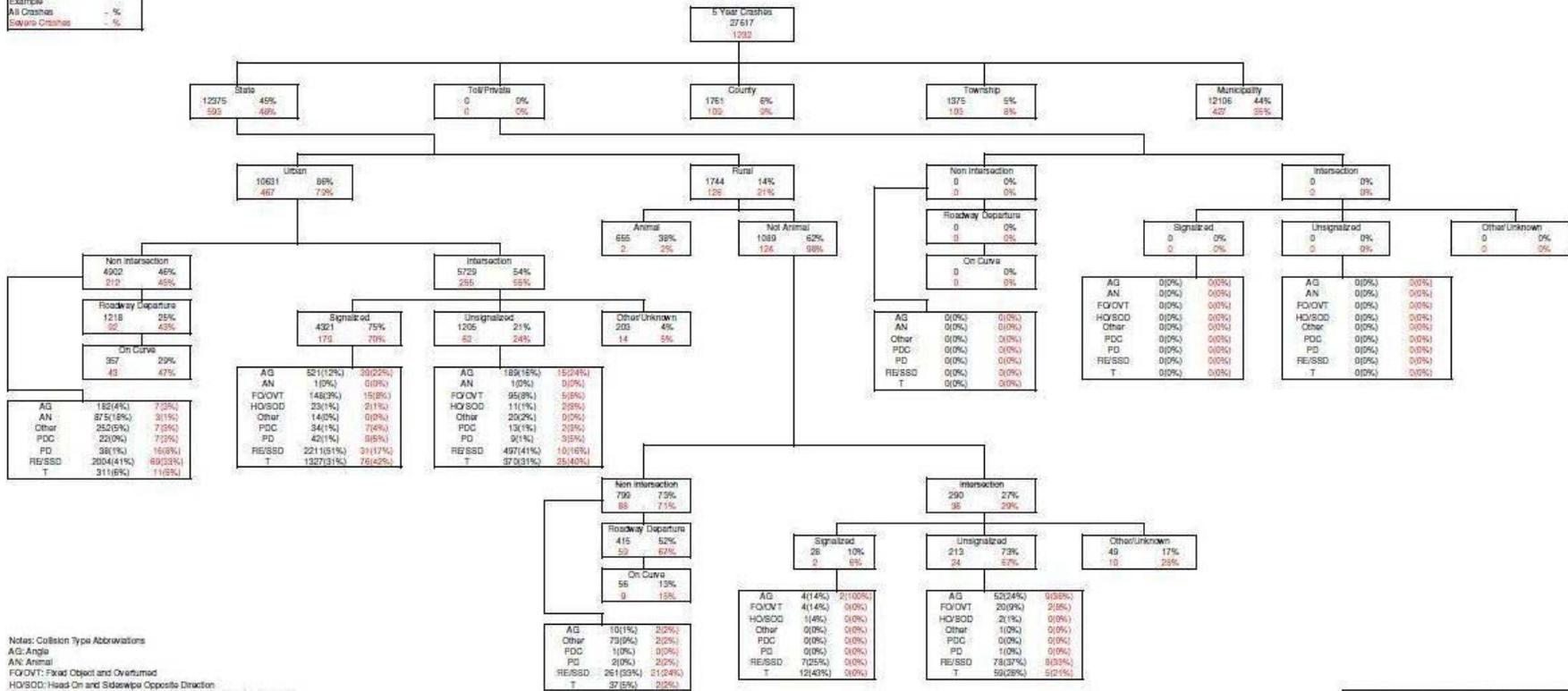


Attachment #3

Figure 2-3
Sangamon County, Illinois: 2007 to 2011 Crash Data Overview
State and Private/Toll Roadway Systems

Source: IDOT Safety Analysis 2007 - 2011 Crash Data
All crashes include fatal, all injury and property damage only crashes
Severe crashes include fatal and serious injury crashes only (K + A)

Example
All Crashes - %
Severe Crashes - %



Notes: Collision Type Abbreviations
AG: Angle
AN: Animal
FC/OVT: Fixed Object and Overturned
HO/SOD: Head On and Sideswipe Opposite Direction
Other: Other Non-Collision, Other Object, Parked Car, Train, and Unknown
PDC: Pedalcyclist
PD: Pedestrian
RE/SSD: Rear End and Sideswipe Same Direction
T: Turning

Query Assumptions for Roadway Departure and On-Curve
Roadway Departure: Fixed Object, Overturned, Head-On, and Sideswipe Opposite Direction
On-Curve: Road Departure Crashes on Level Curve, Curve on Grade, and Curve on Hillcrest

Urban and Rural designations are defined by the Urban Area code in the Illinois Roadway Inventory System
Intersection crashes are defined as crashes located within 250 feet of a rural intersection or 150 feet of an urban intersection and also coded as intersection related by the reporting police officer

Intersection crashes are counted only once and are represented by only one jurisdiction using the following hierarchy:
S: State, C: County, T: Township, M: Municipality, T/P: Toll/Private

Results of the analyses shown in this table are based on data that was received from the Illinois Department of Transportation on May 23, 2012. Crash data represents years 2007 to 2011 and the roadway data represents the end of the 2009 year conditions. The data was used "as is" for analysis purposes and should be interpreted accordingly

Intersection Crashes by Cross Street Jurisdiction		
County		
State/State	341 (100%)	431 (100%)
State/County	367 (100%)	331 (100%)
State/Township	413 (100%)	431 (100%)
State/Municipality	430 (100%)	173 (100%)
State/Toll/Private	0 (0%)	0 (0%)
Toll/Private-Toll/Private		
Toll/Private-Toll/Private	0 (0%)	0 (0%)



Attachment #4

TABLE 2-1
Sangamon County Emphasis Areas
Statewide Comparison (2007 to 2011 Fatalities and A-Injuries)

Emphasis Areas (13 areas)	Illinois Statewide				Sangamon County			
	State Routes		Local Routes		State Routes		Local Routes	
	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency
Total Fatalities and A-Injuries		38580		32767		736		825
Younger Driver (16-20)	19.8%	7647	23.3%	7620	24.5%	180	25.1%	207
Older Driver (65+)	16.1%	6206	12.6%	4129	17.1%	126	14.1%	116
Unsafe Driver Behavior	41.3%	15928	41.6%	13627	41.7%	307	42.5%	351
Speeding and Aggressive Driver	21.3%	8211	20.4%	6680	20.9%	154	23.5%	194
Impaired	15.6%	6013	16.9%	5530	13.9%	102	15.3%	126
Unrestrained	14.6%	5635	17.7%	5799	16.2%	119	17.2%	142
Pedestrian	5.9%	2275	10.1%	3325	3.9%	29	6.2%	51
Pedalcyclist	1.9%	751	4.4%	1450	2.0%	15	4.5%	37
Motorcycle	8.5%	3278	9.8%	3212	10.1%	74	9.5%	78
Heavy Vehicle	10.4%	4028	4.6%	1497	5.4%	40	4.0%	33
Train	0.0%	16	0.3%	103	0.1%	1	0.2%	2
Road Departure	30.8%	11877	36.8%	12046	28.1%	207	31.5%	260
Intersection	44.6%	17189	40.9%	13387	52.7%	388	49.2%	406
Work Zone	2.6%	998	1.0%	340	2.6%	19	1.1%	9

DISCLAIMER: Results of the analyses shown in this table are based on data received from IDOT. Crash data represent years 2007 to 2011 and were obtained from the state police and other enforcement agencies. Crash data for 2007 were received from IDOT on December 20, 2008, and crash data for 2008 were received from IDOT on October 6, 2009. Crash data for 2009 were received from IDOT on September 10, 2010. Crash data for 2010 were received from IDOT on September 12, 2011, and provisional crash data for 2011 were received from IDOT on May 31, 2012. The roadway and intersection data were developed by IDOT and represent the end of the 2011 year conditions. The data were used "as is" for analysis purposes and should be interpreted accordingly.

Attachment #5

2.4.1 Pedestrians

From 2007 to 2011, there were a total of 80 pedestrian fatalities and A-type injuries in Sangamon County, as shown in Figures 2-20 and 2-21. A total of 4 pedestrian fatalities and 47 pedestrian A-type injuries occurred on the local system, and 11 fatalities and 18 A-type injuries occurred on the state system. The Sangamon pedestrian fatalities chart does not indicate a significant change over the 5-year span, while the A-type injury chart shows an increase higher than 100 percent, ranging from 8 to a high of 17 in 2011.

FIGURE 2-20
Pedestrian Fatalities

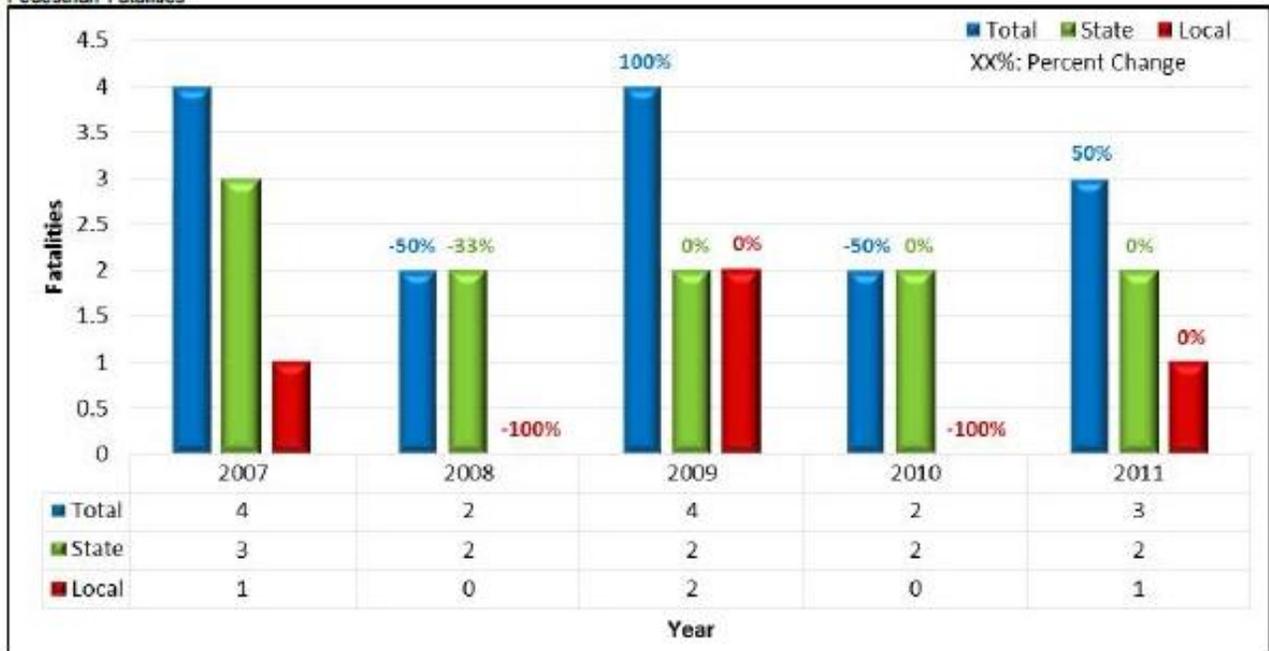
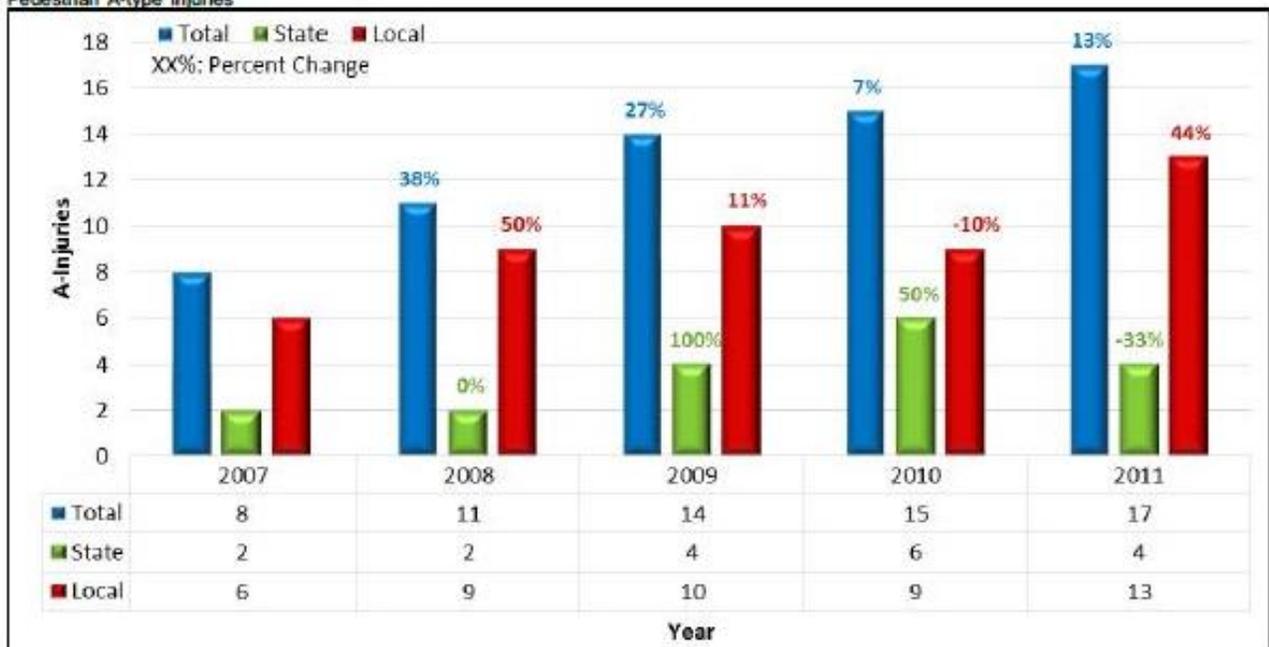
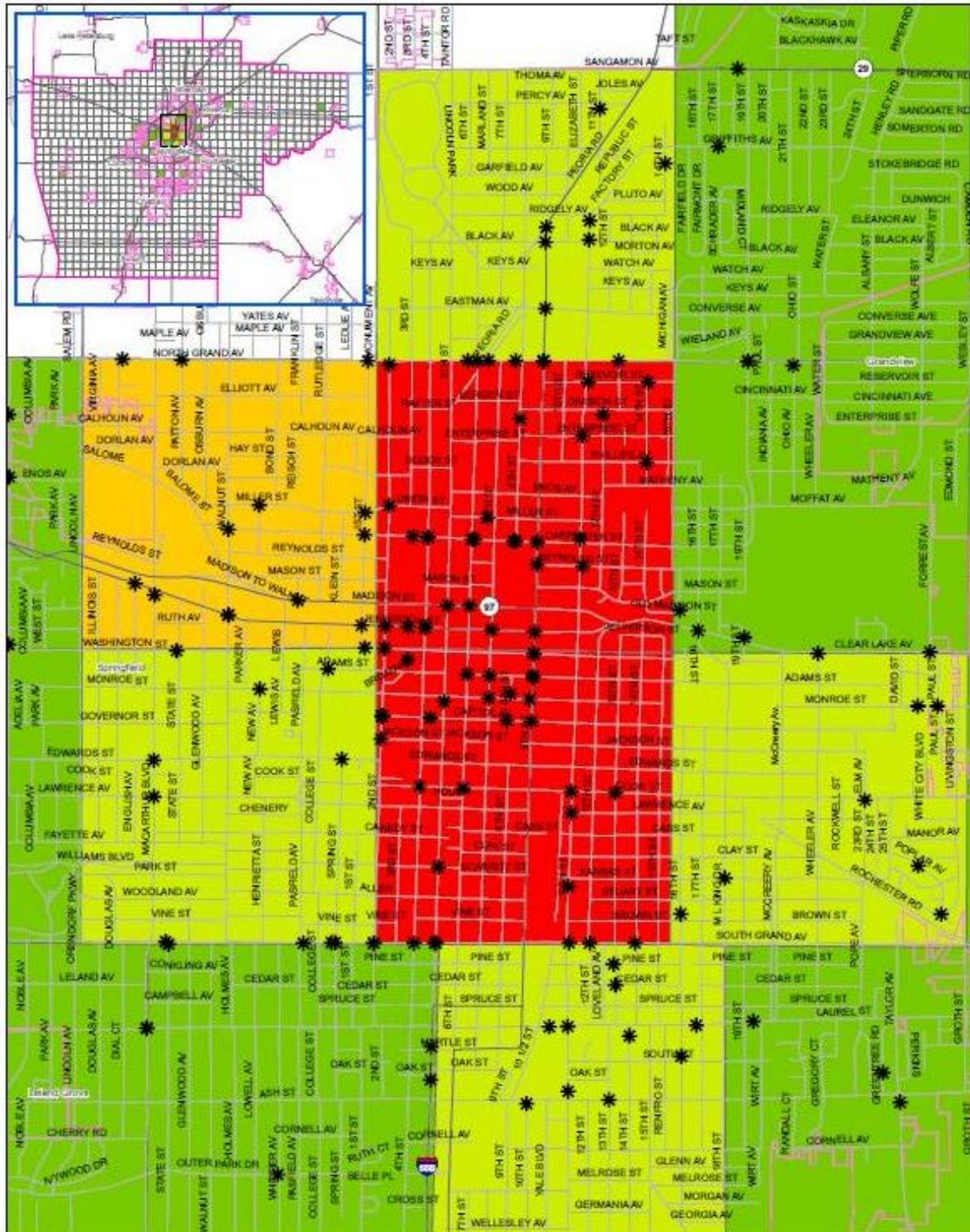


FIGURE 2-21
Pedestrian A-type Injuries



Attachment #6



Legend

- * KAB Pedestrian Crashes
- City Boundary
- County Boundary

KAB Pedestrian Crashes Per Section Square

0
1 - 7
8 - 14
15 - 21
22 - 28
29 - 35

*Legend intervals are based on KAB Pedestrian crashes that occurred in Sangamon County.

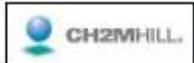
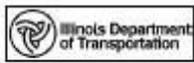
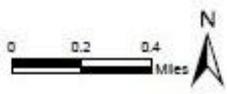


FIGURE 3-12
SANGAMON COUNTY
KAB Pedestrian Crashes Per Section Square
(All Routes Included)
Analysis Period: 2007-2011

Note: On average, section squares have an area of approximately 1 square mile.

CIRCLANMR: Results of the analysis shown in this table are based on data that was received from the Illinois Department of Transportation. Crash data for 2007 was received from IDOT on December 26, 2008, and crash data for 2008 was received from IDOT on October 8, 2009. Crash data for 2009 was received from IDOT on September 10, 2010. Crash data for 2010 was received from IDOT on September 13, 2011 and Personalized Crash data for 2011 was received from IDOT on May 31, 2012. The mapping and information date was developed by IDOT and represents the end of the 2011 year conditions. The data was used "as is" for analysis purposes and should be interpreted accordingly.