

Minutes of Meeting
SATS TECHNICAL COMMITTEE
March 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 Brian Davis

** Represented by Sal Madonia

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

* Represented by Roger Blickensderfer

Others

Michael Whitling – Village of Jerome

Jim Moll – Hanson Professionals

Stan Hansen – Crawford Murphy & 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 8:30 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. Mike Williamsen made a motion to approve the minutes as submitted. Sal Madonia seconded the motion. The vote to approve was unanimous.

III. 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)**A. Four-Year Progress Report**

Linda Wheeland noted that the Four-Year Progress Report for the 2035 LRTP had been sent to SATS members, with color codes corresponding to the status of various objectives and projects in the plan. A summary of the progress report is as follows:

- Of 37 total objectives, 16 are complete, 3 are ongoing, and 13 have seen work begun; only 5 have not yet started
- Of 70 total road projects shown as committed, including amendments, 23 have been completed; the remainder have seen at least some work begin on them
- Of 10 bicycle projects committed to in the plan through 2015, 4 are complete

Wheeland announced that the plan is posted on the SATS website. She asked if anyone had any questions

regarding this document. None were asked.

B. 2040 Update

i. Advisory Committees

Linda Wheeland announced that both the Citizens Advisory Committee and the Communities Advisory Committee met for their first meeting. Fourteen members comprise the Citizens Advisory Committee, which includes representatives from the following groups, which were chosen to better represent both younger populations, as well as traditionally underserved populations:

- Regional Planning Commission (Citizen Member)
- Two At-Large members
- Midwest Truckers' Association
- Faith Coalition for the Common Good
- Springfield Bicycle Club
- Sangamon Valley Local Emergency Planning Committee
- Springfield Area Chamber of Commerce
- Area Agency on Aging Lincoln Land
- Inner City Older Neighborhoods Association (2 members)
- Urban League
- Springfield Center for Independent Living
- School District 186

The Community Advisory Committee includes 11 total members, with representatives of all incorporated municipalities in the Metropolitan Planning Area (MPA), with the exception of Clear Lake. Other members include representatives of the Springfield Park District, Ball Township, and Rochester Township.

Work by both committees to create recommendations for the 2040 LRTP has begun; the deadline for these recommendations to be completed is by July. Thomas Caldwell asked Wheeland if she could send him the list of groups represented on each advisory committee, in order for IDOT to assist a young MPO in its formation of similar such committees. Wheeland stated she could do so.

ii. Citizen Survey

Wheeland summarized changes made to the draft Citizen Survey after receiving comments from SATS members. Some of the major changes made as a result of the comments included the following:

- Clear Lake added to list of answers of where survey taker may be a resident
- Question on modal usage revised to have survey takers describe what modes of transportation they use and how often they use said modes
- Require survey takers not only say whether or not they consider a mode of transportation safe or unsafe, but also why they may consider a mode unsafe, in lieu of generic feedback. For example, reasons why driving may be unsafe will include the following:
 - Speeding drivers
 - Drivers running red lights
 - Roadway conditions
 - Concern at intersections
 - Roadway design
 - Risk of a crash

Norm Sims suggested the inclusion of "Impaired Drivers" on this list. Upon further discussion, Wheeland suggested the addition of "Distracted Drivers" to the list as well. Other modes for which the survey asks about safety include bicycling, SMTD bus, walking/running, taking a cab, intercity bus (e.g. Greyhound), Amtrak intercity rail, and air travel.

- Reasons why the existing transportation system may not provide adequate travel opportunities to reach desired goods, services, activities, and other destinations are as follows:
 - Incomplete road network
 - Bicycle routes are needed to desired destinations
 - Sidewalks are needed to desired destinations
 - SMTD buses do not run often enough
 - SMTD buses do not run 24 hours a day
 - SMTD buses do not run on Sundays
 - Too few accessible bus stops
 - No public transportation outside the SMTD service area
 - Lack of carpooling coordination

Norm Sims stated some of the questions to be included within the Neighborhood Survey will help on this topic as well, regarding locations of goods and services relative to where people live.

The question on how transportation affects economic development was broken down into three topics:

- Transportation allows goods to be delivered
- Transportation allows people to commute to work
- Transportation allows customers to access goods and services

Regarding Question #5, on how to improve the convenience of travel, Nathan Bottom suggested adding an option “Adding bicycle accommodations on existing roadways” as a means by which the existing transportation system can become improved and better connected.

Question #7, which asks survey takers what issues are most important to consider (as well as the order of their priority) in the Transportation Improvement Program (TIP), given existing funding limitations, was unchanged. Francesco Bedini-Jacobini suggested including a text box adjacent to the check box where survey takers could insert a number to rate the level of prioritization. Dale Schultz stated he would look into adjusting the question.

Bedini-Jacobini suggested including the number of minutes in which a typical survey taker could expect to complete the survey. Wheeland stated in order for staff to know, people would need to take the survey. Thus, Wheeland stated staff would send out the survey to SATS members to have the time length of the survey determined.

Sal Madonia asked how the survey would be distributed. Wheeland stated the link would be sent to all interested parties and stakeholders, as well as posted on the SATS website. Additional paper copies would be made available upon request.

Frank Squires asked if there were any restrictions as to how many times a person could take the survey. Schultz stated there was no way to limit the number of times an individual took the survey but staff would monitor the responses for suspicious activity.

Norm Sims asked Wheeland if survey takers would likely know what the Springfield MPA is; Wheeland mentioned that all communities listed in question #2 are in the MPA. It was agreed that a map of the MPA would be included with the survey.

iii. Safety Plan

Wheeland announced that in follow-up to the presentation on the Sangamon County Strategic Highway Safety Plan (SHSP) by Priscilla Tobias of IDOT’s Bureau of Safety Engineering (BSE), she wanted to discuss whether or not to set up a countywide highway safety committee. Wheeland stated that although there is a lot of good data in the SHSP on crashes, no heat maps were created to show all crashes that took place within the county.

She then presented a map created by Brian Sheehan showing all crashes in the same analysis period

(2007-2011) covered in the plan developed by BSE based on the same methodology it appears that BSE used. (The methodology used by IDOT was not described in the Draft SHSP.) The maps break down by square mile areas of Sangamon County. The IDOT method seems to use ranges determined by a function of GIS that makes range breaks at naturally occurring divisions and establishes the first range as 0 crashes over the five year period for a square mile. So the first map (Attachment #1) created used this function and 0 crashes as the initial range.

Brian also created a map (Attachment #2) with ranges that present a different analysis with an initial range of 0-5 crashes (with an average of 1 or fewer crashes per year). This initial range showed a different story, eliminating most of the square miles outside of the MPA and showing that efforts to improve safety probably should be concentrated in the urban area. (Maps are attached to this document.)

Norm Sims added that a disproportionately high number of crashes occur at intersections along state routes. Because of this, Linda Wheeland suggested focusing on the MPA with regards to improving safety, in particular at the level of corridors with high crash rates. This would allow SATS the opportunity to address transportation safety issues within the context of the LRTP, in lieu of completing the draft SHSP for the entire county as provided by IDOT-BSE. As Sims explained, as one moves closer to the downtown area of Springfield, the occurrence of KAB crashes starts to cluster, thus making it an important area to focus on with regards to improving safety. Moreover, Sims stated that it would be important to understand how the areas with the heaviest concentration of Ks (fatalities), A-injuries, and B-injuries compare to similar areas in other parts of the state. In particular, Sims mentioned that the only two counties in Illinois outside the Chicago area that were ranked highest with regards to KAB crashes were Sangamon County and a county in the St. Louis Metro East area.

Following general discussion about the strategic highway safety plan in Champaign County Priscilla Tobias presented at the previous meeting, J.D. Stevenson stated the plan to which Tobias referred was possibly not of the same nature that SATS received for Sangamon County. Rather, it referred to one developed by the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) a few years previous. The development of this plan had not come via assistance from IDOT, but may have contributed to the creation of the more recent plans developed by Tobias' team at IDOT-BSE. Stevenson stated State Farm Insurance funded an employee who worked with CUUATS in the development of the plan. He believed the development of this plan is what got the ball rolling on BSE creating draft highway safety plans for other counties throughout the state. However, Stevenson did not know of any county that took any of the draft documents and turned them into full-fledged plans.

Thomas Caldwell added that Champaign and Vermilion counties, with the assistance of consultants, hosted a highway safety seminar 1 to 2 years previously, likely in the aftermath of the safety plan developed locally. He added the causes of these crashes, which he believes to primarily be unsafe driver behavior that needs to be changed, exists scattered throughout the area. As he explained, this needs to be changed at a high-level scale, even if fatal and incapacitating crashes are themselves not so scattered.

Norm Sims responded that even if a safety plan was conducted countywide, determining how to fund staff work for areas outside the MPA would be difficult work. And given the way the data clusters in the urban core of the MPA, Sims stated he believes that any such work outside the MPA boundary would be unnecessary.

Roger Blickensderfer then asked if a disproportionate amount of the B level injuries may involve pedestrians, given the clustering of much of the data on a small number of road corridors. Linda Wheeland stated this could be determined with further analysis of the data. Frank Squires then asked if the data could be broken out by factors such as time of day or weather. Linda Wheeland stated that she knows that this data can be found in the information that IDOT receives in the crash reports, but wasn't sure if it was available in the data staff has.

Norm Sims stated he believed making the distinction between crashes that cause death in comparison to injuries is too fine a line, given that very slight differences in circumstances could cause death versus an injury. Linda Wheeland added that the dots show in Attachment #3 may not tell the full story, as many of these could be stacked on top of each other and not show in the map, particularly at intersections.

Norm Sims stated part of the reason for bringing this up was to determine how much time both staff and

SATS members would dedicate to work on improving highway safety, as this was not well determined via talks with IDOT-BSE staff. Nathan Bottom asked if there was a way to figure out what attributes were available. Brian Sheehan stated he could look at the data table to see what is there. Members agreed to limit crash analysis and safety discussions to the MPA at this time.

IV. FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM

There were no amendments or modifications.

V. PY 2015 UNIFIED PLANNING WORK PROGRAM (UPWP)

Linda Wheeland stated that a draft of the PY 2015 UPWP had been emailed to SATS members prior to the meeting. This document lists all SATS activities for the Program Year 2015 (PY) and the SATS budget. Activities for the PY 15 include an update of the Public Participation Plan.

Wheeland asked if there were any questions. There were none.

There being no questions, Mike Williamsen motioned to recommend approval of the PY 2015 UPWP. Frank Squires seconded the motion. The vote to recommend approval of the PY 2015 UPWP was unanimous.

VI. TECHNICAL ADVISOR UPDATES

No reports were given.

VII. AGENCY UPDATES

A. Springfield-Sangamon County Regional Planning Commission

Norm Sims announced a public input session for the Sangamon County Regional Strategic Plan would be taking place later that evening at 5:00 pm in the Sangamon County Board chambers.

Linda Wheeland announced IDNR is making Route 66 Bike Trail signs available for free to communities along the route. Wheeland believed the City of Springfield was the only jurisdiction in the MPA that had not placed such signs along their section of the route. Nathan Bottom asked Wheeland to send him and Lori Williams contact information for requesting the signs.

Regarding requests for the three webinars on TIGER grants, Wheeland said it would be important for interested parties to watch due to a number of changes in the application process, and noted the difference in minimum project cost between those solely in Census Bureau-defined Urbanized Areas (UZAs), and those in rural areas outside UZAs. Projects in UZAs must cost at least \$10 million. Ones in rural areas must cost at least \$1 million. Wheeland said she would send out a map showing the boundary between the Urbanized and Rural areas.

Although registration for each of these webinars is now closed, Wheeland said Shoun Reese from SMTD will share her access with other SATS members who have not yet registered. Viewing of the webinar would take place in the Planning Commission conference room for each webinar if others are interested. The deadline for application is April 28th. Registration is required 2 to 4 weeks in advance of the application.

Wheeland stated she knew high-speed rail projects were eligible, and asked Francesco Bedini-Jacobini if IDOT was planning to apply for any projects. Bedini-Jacobini stated that a project along the corridor near St. Louis would be submitted.

Wheeland also announced that FHWA posted a case study on the INVEST project developed by staff on their website at: <https://www.sustainablehighways.org/779/case-studies.html>.

B. Springfield Mass Transit District (SMTD)

Frank Squires announced per recent purchases made by the SMTD, all active buses in the fleet are now

compliant with the Americans with Disabilities Act and also feature racks for two bicycles at the front.

C. City of Springfield

Nathan Bottom announced the City's overlay contract (TIP # 02-2014-07), covering 50 miles on over 200 streets, would be awarded soon. Also, the City will be applying for a TIGER grant for an underpass on Ash Street at the 10th Street rail corridor.

D. Sangamon County

No report was given.

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

Sal Madonia announced a public meeting for the South 6th Street corridor between Interstates 55/72 and Stanford Avenue, is tentatively scheduled for the Route 66 Hotel and Conference Center on Thursday, April 3rd for Phase I of that project (TIP # 04-2011-06). Madonia stated once he receives the formal public notice, he will send it on to staff for posting on the SATS website.

In addition, the Wabash Avenue overlay between Koke Mill Road and Park Avenue (TIP # 04-2014-03) is set to begin on March 10th. Additionally, work on the Interstate 72 overlay and bridge repair (TIP # 04-2014-01) between Springfield and Riverton is also scheduled to begin on March 10th. Finally, the contract for work on Dirksen Parkway between Ridge and Clear Lake avenues (TIP # 04-2012-09) is about to be awarded; work will begin shortly after the awarding of the contract.

F. Village of Chatham

No report was given.

VIII. PUBLIC COMMENTS

There were no public comments.

IX. 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.

X. NEW BUSINESS

A. Project Prioritization Subcommittee Meeting – March 13th

Linda Wheeland announced that the first Project Prioritization Subcommittee Meeting will be taking place at 8:30 am on March 13th. Wheeland stated she would send out the current Surface Transportation-Urban (ST-U) funds application form and other materials prior to the meeting. The form contains two sections. One is administrative in nature. The other focuses on criteria for prioritization.

B. Next Meeting Date – Thursday, April 3, 2014 at 8:30 AM

XI. ADJOURNMENT

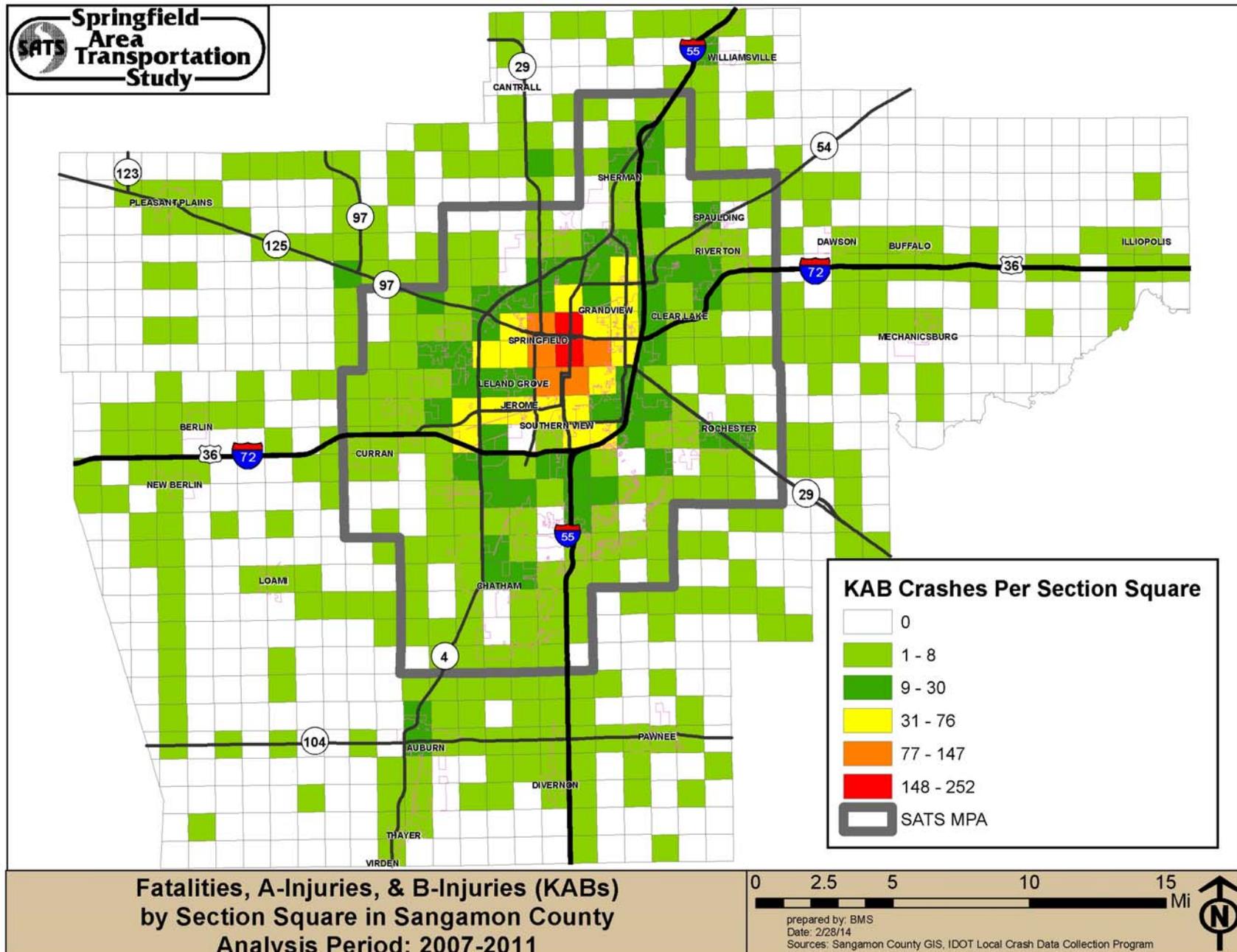
There being no further business, Chairman Bottom called to adjourn. Norm Sims made a motion to adjourn. Frank Squires seconded the motion. The vote to adjourn was unanimous.

There being no further business, the regular meeting was adjourned at 9:19 AM.

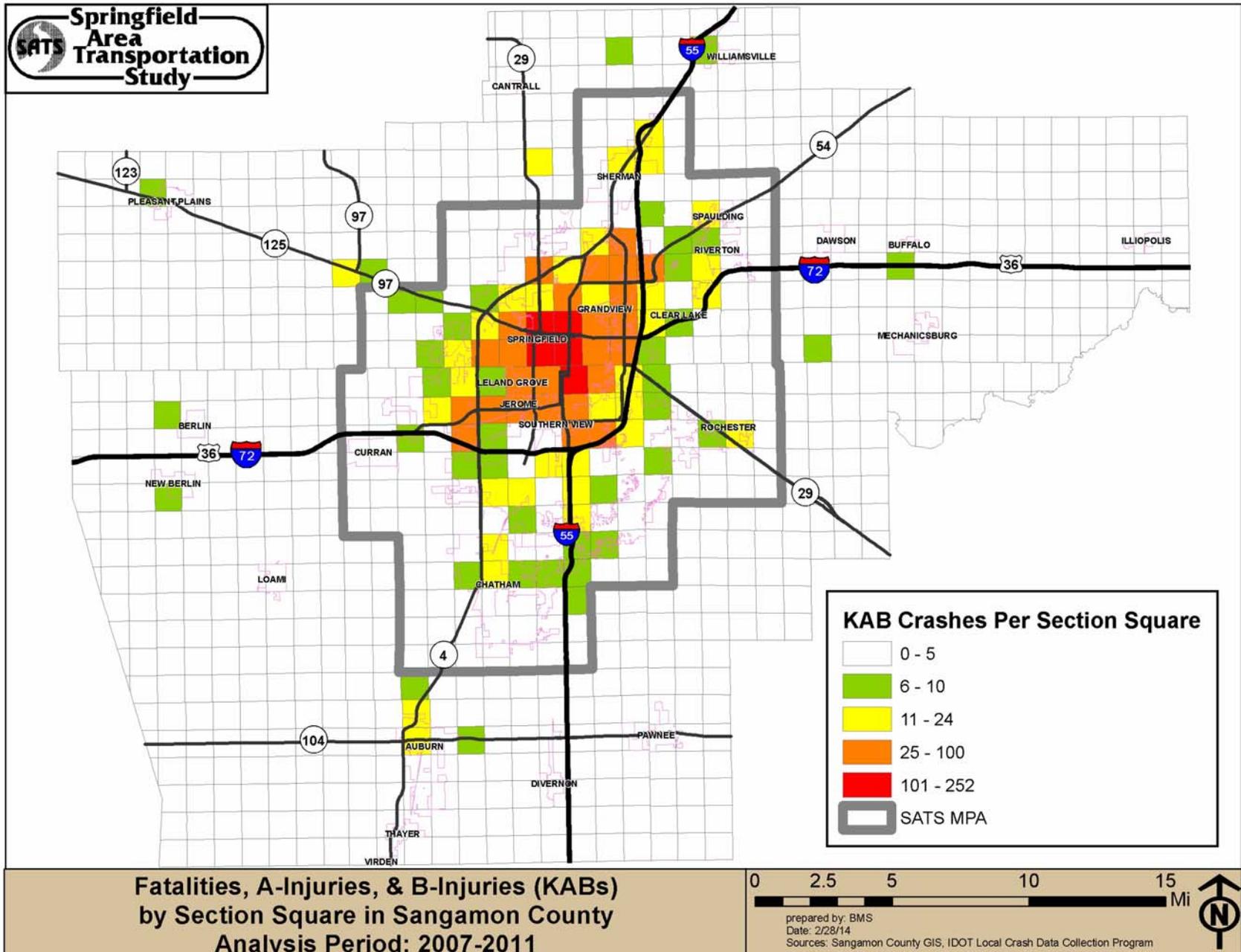
Respectfully Submitted,

Brian Sheehan
Recording Secretary

Attachment #1



Attachment #2



Attachment #3

