

**Minutes of Meeting**  
**SATS TECHNICAL COMMITTEE**  
**November 6, 2014**

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

**Others**

Bill Davison – Knight E/A  
Stan Hansen – Crawford, Murphy, and Tilly  
Kim Cummins – Cummins Engineering Corporation  
Brian Davis – Sangamon County  
Kevin Kuhn – Kuhn and Trello Consulting Engineers  
Mike Lopez – Village of Jerome  
Ed Dougherty – IDOT  
Dale Lael – Village of Jerome  
Elliott McKinley – Springfield Park District  
Linda Wheeland – Regional Planning Commission  
Brian Sheehan – Regional Planning Commission  
Neha Soni – 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 October 2, 2014 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.

**III. APPROVAL OF SPECIAL MEETING MINUTES:**

Chairman Bottom asked if there were any additions or corrections to the minutes of the October 22, 2014 Special Technical Committee meeting. Tim Zahn made a motion to approve the minutes as submitted. Frank Squires seconded the motion. The vote to approve was unanimous.

#### **IV. ST-U PROJECT PRIORITIZATION**

Linda Wheeland presented a table (See Attachment A) listing the top 5 scoring projects with both the original and revised amount of ST-U funding requested for each project. Both the City and the County had offered revised requests for the top three scoring projects in an effort to utilize the ST-U funding more effectively:

- Stanford Avenue (11<sup>th</sup> Street to Fox Bridge Road) – requested ST-U reduction of \$600,000.
- Woodside Road (IL-4 to east of Chatham Road) – requested ST-U reduction of \$1,000,000.
- Archer Elevator Road at Iles Avenue roundabout construction – requested ST-U reduction of \$1,730,000.

Because the proportion of the local match for these three projects increased to a higher percentage, five points were added to their scores.

Total ST-U funding estimated to be available was \$6,937,592 which includes established carryover dollars, anticipated annual allotments, and estimated carryover from the MacArthur Boulevard project.

Norm Sims asked if there were any potential alternatives to reduce the cost of the Iles Avenue project. Tim Zahrn noted that at the previous meeting he had offered to meet with Jerome representatives to discuss options for cost savings such as the recycling of existing pavement and project staging but no one had contacted him. Mike Lopez stated that the Village of Jerome is open to doing project staging to reduce costs in comparison to doing the whole project at once but he did not present a specific proposal.

Wes Clark proposed the following option for a combination of projects:

Stanford Avenue: \$3.1 million (Original ST-U amount requested)

Woodside Road: \$3 million (Revised ST-U amount requested)

Iles Avenue: \$840,000 (ST-U amount requested)

Total: \$6.94 million

Clark also mentioned the option of not funding Iles via currently available ST-U funding but searching for other funding sources. Due to its relatively low cost this would be a simpler option than, say, trying to find another funding source for the higher-priced Archer Elevator project.

Clark asked Sue Graham if there were any outstanding projects that had not been closed out that could potentially provide more money to SATS. Graham said she did not believe so.

Zahrn suggested that the projects be prioritized in a manner similar to the previous round of ST-U project selection when top-scoring projects were funded and other projects were considered top priorities if additional money became available. He thus concluded by suggesting that the top 3 projects (Stanford, Woodside, Archer Elevator) be recommended for funding. Zahrn also suggested working with the Village of Jerome to reduce project costs. Mike Lopez affirmed his willingness to explore options to reduce the project cost. Sims added that he did not want to see any of the five top projects fall off the table, but stated that realistic decisions must be made with available funding.

Zahrn motioned to recommend that the Policy Committee approve the top three scoring projects, Stanford Avenue: 11<sup>th</sup> to Fox Bridge, Woodside Road: IL 4 to Chatham Road; and Archer Elevator/Iles Avenue with the revised amounts listed totaling \$6,930,000 with the Iles Avenue in Jerome and Stanford Avenue: 6<sup>th</sup> to 11<sup>th</sup> projects identified as the top priorities if additional funding is made available to SATS and with the understanding that SATS members will continue working with the Village of Jerome to identify cost savings opportunities for the Iles Avenue project. Frank Squires seconded the motion and the vote to approve was unanimous.

#### **V. 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)**

No report was given.

**VI. 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM**

**A. ST-U Projects Update**

**i. Stanford Avenue**

Nathan Bottom announced that all comments had been received on the 60 percent plan, and that land acquisition was beginning along the new proposed section between Fox Bridge Road and Taylor Avenue.

**ii. Bradfordton Road**

Tim Zahn announced that work is continuing on the project development report (PDR) and the noise wall. Because some of the property owners have changed along this segment of roadway, Zahn announced that they will be contacted again to get further information. This will be in order to get further information to IDOT that will aid in the completion of the PDR.

**B. Amendment #1 - Dirksen Pkwy at Sam's Pl, Bissell Rd and Northfield Dr**

Wes Clark introduced Amendment #1:

**RESOLUTION TO RECOMMEND APPROVAL OF  
THE FIRST 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**, traffic on Dirksen Parkway continues to increase and with safety a high priority the Illinois Department of Transportation District 6 plans to install a traffic signal with pedestrian signals at the Sam's Place intersection and to install pedestrian signals at the Bissell Road and Northfield Drive existing traffic signals; 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

**Project Description and Funding:**

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A1 Dirksen Parkway	<b>Termini:</b> Northfield Drive and Bissell Road	Pedestrian Signals		
	Sam's Place	Traffic Signals and Pedestrian Signals		
State	<b>Project#</b> 72H04		HSIP (State)	180,000
Principal Arterial	<b>TIP#</b> 04-2015-04		State	20,000
				<b>\$200,000</b>

Norm Sims made a motion to approve Amendment #1. Tim Zahn seconded the motion. The vote to approve was unanimous.

## **VII. TECHNICAL ADVISOR UPDATES**

### **A. Illinois Dept. of Transportation (IDOT): Central Bureau of Urban Program Planning**

No report was given.

### **B. Federal Highway Administration: IL Division Office**

No report was given.

### **C. IDOT District 6: Local Roads and Streets**

Sue Graham announced that IDOT was in the process of upgrading their local roads manual, within a timeline falling over the next few years.

### **D. Illinois Commerce Commission (ICC)**

No report was given.

### **E. Springfield Airport Authority**

Mark Hanna announced that the Airport Authority had just had its TIP meetings with IDOT and the FAA, and the final document should be ready by the end of the calendar year for approval by SATS.

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

No report was given.

## **VIII. AGENCY UPDATES**

### **A. Springfield-Sangamon County Regional Planning Commission (SSCRPC)**

Linda Wheeland encouraged meeting attendees to like the SSCRPC's Facebook page.

### **B. Springfield Mass Transit District (SMTD)**

No report was given.

### **C. City of Springfield**

Nathan Bottom reported the following project updates:

- For the Fayette Avenue bridge project (TIP # 02-2011-08), utility relocation has begun
- For the Carpenter Street underpass (TIP # 02-2014-09), utility relocation as well as construction of the shoefly has begun.

### **D. Sangamon County**

Tim Zahn reported the following project updates:

- Completion of the overlays (TIP # 03-2015-01) on Iron Bridge Road, Woodside Road, and Bradfordton Road in the MPA.
- Just outside the MPA on Glenarm Road, bridge replacement has just begun.

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

Wes Clark reported the following project updates:

- Work on I-72 from I-55 to Riverton (TIP # 04-2014-01) is now complete
- Ramp extensions on I-55 at Stevenson Drive (TIP # 04-2014-07) are now complete
- Work on W. Wabash (west of Koke Mill) (TIP # 04-2011-07) currently includes construction of retaining walls and mast iron foundations, as well as utility relocation
- The 5 lane expansion of Dirksen Parkway (TIP # 04-2012-09) is still largely on a utility delay, but some storm sewer relocation has begun

Clark also announced work on two projects not found on the TIP, funded entirely by the state:

- Work on the Madison Street bridge over Jefferson Street is now complete
- Work on the southbound lanes on I-55 over the Sangamon River is now complete

## **F. Village of Chatham**

No report was given.

## **IX. PUBLIC COMMENTS**

There were no public comments.

## **X. UNFINISHED BUSINESS**

### **A. 2040 LRTP Update**

#### **i. Discussion**

Many aspects of the 2040 Long Range Transportation Plan were discussed.

*Goals, Objectives, and Strategies:*

A draft of objectives and strategies for the bicycle, pedestrian, and transit networks had been sent to SATS members prior to the meeting (See Attachment B). Discussion led to the changes in wording reflected in the following:

- Goal 1, Objective 3, Second Strategy - Identify and develop key bicycle corridors that will provide access to Economic Activity Centers for citizens in census tracts with high rates of households without vehicles.
- Goal 1, Objective 4, First Strategy - Develop a policy/program to provide directional signage to businesses on the multi-use trails.
- Goal 1, Objective 5 – SATS members were asked to develop road, pedestrian, transit, air, and multi-modal strategies related to tourism.
- Goal 2, Objective 3, Fourth Strategy - Work with stakeholders to plan for safe and accessible treatments at pedestrian crossings along the 10<sup>th</sup> Street rail corridor and implement the identified treatments. (This strategy will be moved to Objective 2.)
- Goal 2, Objective 4, Second Strategy - Identify and address permanent obstructions in pedestrian accommodations.
- Goal 2, Objective 4, Third Strategy - Create a policy to avoid placing obstructions on sidewalks that reduce the passable width.
- Goal 2, Objective 4, Fourth Strategy - Create a strategy for snow removal on sidewalks, particularly near bus stops.
- Goal 2, Objective 5, First Strategy – Identify all existing underpasses and overpasses that do not have accessible accommodations for bicyclists (on Envisioned Bicycle Network corridors) and pedestrians (on Priority Pedestrian Network corridors) and create a plan to address these gaps in the transportation system.
- Goal 2, Objective 5, Second Strategy - Include accessible accommodations for bicyclists (on Envisioned Bicycle Network corridors) and pedestrians (on all corridors) in new underpasses and overpasses.
- Goal 2, Objective 8, First Strategy – Facilitate discussion on this issue between representatives of the local medical community and current transportation providers through the Urbanized Area Human Services Transportation Planning Committee.
- Goal 6, Objective 1, Second Strategy – There was discussion regarding the difficulty of establishing a

standard metric for identifying bridges that should be included in the 2040 LRTP. SATS members were asked to consider how this issue could be addressed.

- Goal 6, Objective 3, Second Strategy – Mike Williamsen had indicated in an email that this strategy should be reviewed. SATS members agreed to keep the strategy as written.

Nate will check with CWLP on Goal 2, Objective 4, First Strategy.

*Road Network:*

- The Road and Bridge Project Lists had the following number of projects –  
 “Committed Projects” (2015-2019): 21  
 “Planned Illustrative Projects” (2020-2030): 95  
 “Future Illustrative Projects” (Beyond 2030): 29  
 Members were asked to review the “Planned Illustrative Projects” list to determine if any projects would more likely be undertaken after 2030.
- SMTD had identified 10 intersections where the turning radii were problematic for their buses. SATS members were asked to review these, some of which were in identified road projects, to see how they could be addressed.

*Bicycle Network:*

A list of “Committed”, “Planned Illustrative”, and “Future Illustrative” bicycle projects that were elements of road projects had been prepared. SATS members were asked to also provide the timeframe and cost for any stand-alone bicycle projects particularly on the SATS Envisioned Bicycle Network.

*Pedestrian Network:*

A list of “Committed”, “Planned Illustrative”, and “Future Illustrative” pedestrian projects that were elements of road projects had been prepared. SATS members were asked to also provide the timeframe and cost for any stand-alone pedestrian projects particularly on the SATS Priority Pedestrian Network.

*Rail Network:*

SATS members were asked for assistance in obtaining cost figures for rail projects on the “Committed” list.

*Transit Network:*

SMTD will submit “Committed”, “Planned Illustrative”, and “Future Illustrative” projects lists.

*Air Travel Network:*

Springfield Airport Authority staff will meet with Planning Commission staff to develop this part of the LRTP.

Planning Commission staff would send an email to SATS members outlining what was needed from them and asked for the information to be submitted by Friday, November 21<sup>st</sup> although they were encouraged to do so earlier if possible.

**B. 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.

**XI. NEW BUSINESS**

**A. 2015 Meeting Dates**

Nathan Bottom asked committee members if they were fine with the Technical Committee Meeting

schedule for 2015. There was no discussion.

Norm Sims made a motion to approve the 2015 Meeting Dates schedule. Tim Zahn seconded the motion. The motion to approve the schedule was unanimous.

**B. Next Meeting Date – Thursday, December 4, 2014 at 8:30 AM**

**XII. ADJOURNMENT**

There being no further business, Chairman Bottom called to adjourn. Nathan Bottom 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 10:02 AM.

Respectfully Submitted,

Brian Sheehan  
Recording Secretary

**ATTACHMENT A**

**2014 ST-U APPLICATIONS - TOP FIVE PROJECTS WITH REVISED LOCAL MATCH**

Project Name	Description	Original ST-U \$ Requested	Revised ST-U \$ Requested	Original ST-U % of Cost	Revised ST-U % of Cost	Original Local Share	Revised Local Share	Original Local % of Cost	Revised Local % of Cost	Total Cost	Applicant	Proposed TIP Year	Avg Score
Stanford Avenue: 11th Street to Fox Bridge Road (Section 2)	Overlay and widening, sidewalks, bike lanes	\$3,100,000	\$2,500,000	79.5%	64.1%	\$800,000	\$1,400,000	20.5%	35.9%	\$3,900,000	Springfield	2016	174
Woodside Road: West of IL Route 4 to east of Chatham Road	Add two lanes, wide shoulders for bicycles	\$4,000,000	\$3,000,000	71.7%	53.8%	\$1,580,000	\$2,580,000	28.3%	46.2%	\$5,580,000	County	2017	172
Archer Elevator Road: YMCA to Concordia Village & Iles Avenue: Meadowbrook Road to Rotary Park Entrance (Section 1)	Reconstruction to urban arterial design criteria including a roundabout at Iles, sidewalks, bike lanes	\$3,160,000	\$1,430,000	79.0%	35.8%	\$840,000	\$2,570,000	21.0%	64.3%	\$4,000,000	Springfield	2017	154
Iles Avenue: Chatham Road to MacArthur Boulevard	Reconstruction	\$840,000	\$840,000	60.0%	60.0%	\$560,000	\$560,000	40.0%	40.0%	\$1,400,000	Jerome	2016	153
Stanford Avenue: 6th Street to 11th Street (Section 1)	Overlay and widening, sidewalks, bike lanes/bike path	\$2,000,000	\$2,000,000	76.9%	76.9%	\$600,000	\$600,000	23.1%	23.1%	\$2,600,000	Springfield	2016	152
<b>TOTAL</b>		<b>\$13,100,000</b>	<b>\$9,770,000</b>			<b>\$4,380,000</b>	<b>\$7,710,000</b>			<b>\$17,480,000</b>			

Projected STU funds available through FY 2019  
 Projected carryover from MacArthur project  
**TOTAL ST-U Available**

6,110,592    **6,110,592**  
 600,000    **827,000 \***  
**\$6,710,592    \$6,937,592**

\* Revised estimate provided by City

**ATTACHMENT B**

**2040 Long Range Transportation Plan Goals  
Road, Rail, Bicycle, Pedestrian, Transit Networks  
Objectives and Strategies  
DRAFT**

**GOAL 1**

**To support economic opportunities for our residents and advance the overall economic vitality of the MPA by providing for the travel needs of workers to jobs, customers to goods and services, and visitors to tourist destinations, as well as the transport of freight within, through, and to destinations beyond the area.**

*Objective 1 Accommodate efficient freight truck movement through the MPA by providing travel information to truck drivers.*

Strategy:

- Map existing truck routes on local roads in the MPA and submit to IDOT for inclusion on the state's truck route map for easy access by truck drivers.

*Objective 2 Support growth of the Illinois Medical District at Springfield.*

Strategy:

- Incorporate strategies and design standards from the Medical District Masterplan in transportation projects through that area.

*Objective 3 Support access to and through the identified Economic Activity Centers.*

Strategies:

- Incorporate strategies and design standards in transportation projects to promote economic growth and sustainability along identified corridors.
- Develop the eight key bicycle corridors that will provide access to Economic Activity Centers for citizens in census tracts with high rates of households without vehicles.

*Objective 4 Support access of non-vehicular travel to goods and services.*

Strategies:

- Provide directional signage to businesses on the multi-use trails.
- Include sidewalks within and to all commercial developments to facilitate pedestrian access.

*Objective 5 Support tourism.*

Strategies:

- Continue expansion of the multi-use trail network.
- Build the on-road connectors identified in the Envisioned Multi-Use Trail Network.
- Work with convention and visitors agencies to promote bicycle tourism in the area related to multi-use trails and Lincoln sites.
- Promote bicycle networks on community website visitor pages.

*Objective 6 Expand time, frequency, convenience, and service area of public transportation to support economic development, job access, educational opportunities, and intermodal connections.*

Strategies:

- Expand public transit service beyond the SMTD boundaries to serve all parts of the Metropolitan Planning Area to include outlying communities through innovative means, such as public/private partnerships or express bus routes.
- Integrate more technology into the mainline service to include electronic fare boxes, CAD/AVL, APC, AVA, communications.
- Develop and maintain a long-term service improvement plan that considers suggestions received through the 2040 LRTP public engagement activities.

**Objective 7 *Modify SMTD fare structure to better meet the needs of the public.***

**Strategies:**

- Integrate technology and fare boxes.
- Upgrade ticket distribution methods to include the integration of ticket kiosks.
- Institute time period bus passes.

**Objective 8 *Increase SMTD's public outreach and public participation***

**Strategies:**

- Raise the level of public awareness regarding available public transit services through enhanced marketing efforts.
- Raise the level of mass transit/public engagement through outreach efforts based in community involvement.

Establish channels of communication with community partners, such as the Springfield Park District, to fill gaps in travel opportunities.

**GOAL 2****To provide a safe and secure transportation system for all travelers in the MPA.**

*Objective 1 Reduce the number of crashes, particularly those resulting in fatalities and incapacitating injuries.*

Strategies:

- Identify areas where traffic calming elements could reduce the number of crashes and install traffic calming elements.
- Working with law enforcement to reduce driving behaviors that lead to accidents; such as speeding, texting, phone use, red light running, and inappropriate turns on red; and undertake public outreach and enhanced enforcement efforts.
- Investigate intersections and corridors perceived by citizens to be unsafe, assess the concerns, and communicate the findings.
- Improve wayfinding, particularly for visitors, by upgrading the visibility and placement of signage and install additional directional signage.

*Objective 2 Improve safety and security at railroad crossings.*

Strategy:

- Prioritize the Envisioned Rail Crossing Improvements projects to be completed in the next five years, in the next five to fifteen years, and in the future.

*Objective 3 Improve safety at intersections.*

Strategies:

- Provide appropriate crossing amenities along the Envisioned Bicycle Network at major intersections.
- Evaluate pedestrian crossing signal timing, need for countdown style pedestrian signals, and need for signals for people with visual impairments at signalized intersections.
- Evaluate the safety of pedestrians crossing commercial corridors in close proximity to residential areas and visitor accommodations.
- Work with stakeholders to identify pedestrian origins and destinations and the most frequently used routes for crossing the 10<sup>th</sup> Street rail corridor and use this information to plan for safe and accessible pedestrian crossings at reasonable frequency across the consolidated rail lines.

*Objective 4 Provide a safe, well lit and unobstructed pedestrian network.*

Strategies:

- Create a pedestrian way lighting maintenance and installation plan.
- Identify and remove permanent obstructions from pedestrian accommodations.
- Create a policy to avoid placing obstructions on sidewalks that reduce the passable width below five feet.
- Create a strategy for snow removal on sidewalks.

*Objective 5 Provide safe and adequate pedestrian facilities at underpasses and overpasses throughout the SATS area.*

Strategies:

- Identify all existing underpasses and overpasses that do not have accessible accommodations for bicyclists and pedestrians and create a plan to address these gaps in the transportation system.
- Include accessible accommodations for bicyclists and pedestrians in all new underpasses and overpasses.

*Objective 6 Continue to maintain and upgrade SMTD bus stops.*

Strategies:

- Explore obtaining accessible non-revenue vehicles (i.e. Road Supervisor Vehicles) to assist in the transportation of passengers unable to access bus stops during weather events such as snowstorms.
- Explore partnerships with citizens and businesses to assist with maintaining bus stop locations through an Adopt-A-Bus Stop program.

*Objective 7 Prepare for biohazard incidents, man-made threats, and critical situations at SMTD facilities and bus operations.*

**Strategies:**

- Create and maintain an internal emergency management plan that includes limited service contingencies, public notification, and driver reports.
- Institute cycled training with staff.

**Objective 8 Work with agencies to address the gap in services related to 24-hour accessible transportation to and from medical services.**

**Strategy:**

- Participate in discussions on this issue between representatives of the local medical community and current transportation providers through the Urbanized Area Human Services Transportation Planning Committee.

**GOAL 3****To offer efficient, effective, and accessible travel through intra-modal and inter-modal connectivity.***Objective 1 Create an interconnected road network.*

## Strategies:

- Perform an Alternatives Analysis Study to identify a potential east/west corridor on Springfield's north side.
- Build identified Missing Links in the road network.
- Assure identified Agricultural Routes, Emergency Service Routes, Economic Corridors, and Truck Routes are maintained or expanded when undertaking transportation system development.

*Objective 2 Create an interconnected bicycle network.*

## Strategies:

- Create a Master Bicycle Plan Map that is continually updated to show completed and committed bicycle facilities and that is used by the various jurisdictions to coordinate development of an interconnected bicycle network.
- Identify corridors on the Envisioned Bicycle Network that could create routes (similar to bus routes) that are named and numbered with signage as they are completed.

*Objective 3 Create an interconnected pedestrian network.*

## Strategies:

- Create a Master Priority Pedestrian Plan Map that is continually updated to show completed and committed pedestrian facilities and that is used by the various jurisdictions to coordinate development of an interconnected pedestrian network.

*Objective 4 Create an interconnected inter-modal transportation system.*

## Strategies:

- Improve access to transit service by identifying key pedestrian corridors of travel to bus stops, evaluating the condition of sidewalks along these corridors, and creating a plan to fill in gaps and provide pedestrian safety amenities along the corridors.
- Create a multi-modal center that includes facilities for an SMTD bus transfer site, Amtrak passenger station, Greyhound bus station and pedestrian access, bicycle access and parking, taxi stands, and car parking.

*Objective 5 Create a smooth transition between SMTD day fixed route service and night fixed route service.*

## Strategies:

- Modify day service to end at transfer center.
- Explore starting night service earlier.
- Explore combining existing transfer centers for ease of transition between day and night services.

*Objective 6 Enhance bus/bike interconnections.*

## Strategies:

- Install bike lockers and other conveniences at SMTD transfer center.
- Enhance transit connections to bike trails.

**GOAL 4**

**To sustain the quality of life for all residents through preservation of the natural and cultural environments when developing and updating the transportation system.**

*Objective 1 Coordinate with jurisdictions responsible for the natural and cultural environments in the MPA.*

Strategy:

- Establish a forum to communicate with these agencies in order to create comprehensive maps of natural and cultural sites and transportation-related strategies for enhancing and preserving them.

*Objective 2 Use transportation corridors as cultural linkages to the area.*

Strategies:

- Promote the historical and cultural significance of Route 66 through relevant corridor improvements and support of the Route 66 Bike Trail.
- Use the Character Areas for Transportation Corridors described in the Sangamon County Regional Strategic Plan as guidance for developing a sense of place along corridors in the MPA.

*Objective 3 Protect our natural resources.*

Strategies:

- Install truck idling stations at truck stops and rest stops.
- Employ planning tools, such as the Landuse Evolution and Impact Assessment Model (LEAM), to assess the ecological and economic impact of policy and investment management decisions in our communities.
- Promote active transportation through events such as Curb Your Car Week and the Earth Day Fair and through the SATS webpage.

***Objective 4 Promote accessibility of SMTD buses.***

**Strategies:**

- Create instructional Youtube© videos to educate riders on bike racks, wheelchair lifts, fare boxes, and other how-tos such as: where to catch a bus, signaling a bus stop, and reading schedules.
- Create trip planner cards for routes, bike path connections, and tourist attractions/hotels.

## GOAL 5

**To facilitate wise investment in the transportation system by integrating SATS planning activities with other planning efforts within the MPA.**

*Objective 1 Assure the truck network is expanded as development occurs.*

Strategies:

- Identify truck routes on Arterial Roadway Network maps in subdivision ordinances.
- Specify standards for truck routes in subdivision ordinances.

*Objective 2 Assure an adequate transportation system is available to support proposed developments.*

Strategies:

- Create an inventory of existing roads that can support development to be utilized in subdivision review processes.
- **Identify where development is likely to occur, assess the transportation needs in these areas, and develop strategies for providing transportation infrastructure.**
- **Incorporate the Envisioned Bicycle Network and the Envisioned Priority Pedestrian Network into local subdivision and land development ordinances.**

*Objective 3 Work with the various entities in the MPA to coordinate planning efforts.*

Strategies:

- Identify what planning is occurring in the MPA where transportation planning has a particular relevance.
- Provide communities/stakeholders with best transportation-related practices for incorporation in other planning efforts.
- **Engage communities in the MPA that are not represented on SATS through the Regional Leadership Council to coordinate transportation planning activities.**

***Objective 4 Include mass transit in development planning processes.***

**Strategy:**

- **Address mass transit in subdivision ordinances along with other transportation infrastructure.**

***Objective 5 Include mass transit in road design and maintenance planning.***

**Strategies:**

- **Identify intersections along SMTD bus routes where turning radii are not sufficient and work with the local jurisdiction to make upgrades.**
- **Develop channels of communication between SMTD and communities for coordination in road projects along bus routes.**

**GOAL 6****To utilize the transportation system as a catalyst for improving neighborhoods and communities.**

*Objective 1 Maintain the existing transportation infrastructure.*

Strategies:

- Create and implement pavement preservation plans.
- **Utilize sufficiency ratings to identify bridges in need of repair and make needed improvements.**

*Objective 2 Partner with neighborhoods and communities to facilitate improvements.*

Strategies:

- Enlist the help of neighborhood associations in outreach and awareness campaigns.
- **Partner with the Springfield Park District, schools, the medical community, and businesses to incentivize healthier lifestyles through travel by active transportation.**
- **Work with school districts to identify where sidewalks are needed to allow students to walk or bike to school and to develop a plan for building these sidewalks.**
- **Partner with neighborhood associations to keep sidewalks clear and to report maintenance issues.**

*Objective 3 Plan projects to include broad consideration of the potential positive impact to the area.*

Strategies:

- Develop a multi-modal center plan that incorporates a greater vision for revitalizing the surrounding area through a process that includes Downtown and East Springfield stakeholders.
- Employ the SATS Complete Streets Policy when building or updating roads and identify the Complete Streets elements included in projects when they are listed in the Transportation Improvement Program. ??????

*Objective 4 Plan for the reuse of abandoned rail corridors.*

Strategy:

- Engage citizens in planning for the re-use of abandoned rail corridors.

***Objective 5 Encourage high-density, mixed use, multi-modal developments in the MPA.***

**Strategies:**

- **Explore how transit facilities and services affect neighborhoods prior to transit changes.**
- **Build a fully developed multi-modal center along the 10<sup>th</sup> Street High Speed Rail Corridor that includes broad consideration of the potential positive impact to the area.**
- **Review comprehensive plans and zoning ordinances of communities in the MPA to identify regulations that discourage multi-modal travel.**
- **Develop recommendations for changes that could be made to comprehensive plans and zoning ordinances that would support multi-modal travel.**
- **Present recommendations to community leaders.**

## GOAL 7

**To create the transportation system envisioned by citizens and leaders in the MPA.**

### *Objective 1 Build the Envisioned Road Network.*

#### Strategies:

- Prioritize road projects to be completed in the next five years, in the next five to fifteen years, and in the future.
- Incorporate intelligent technology into road network planning.
- Create a plan to identify and prioritize improvements to roadways carrying more traffic than they were built for.
- Implement measures to improve traffic flow through signalized intersections.
- Upgrade turning radii at intersections along SMTD routes and truck routes where needed.

### *Objective 2 Consolidate the Union Pacific and Norfolk Southern rail lines on the 10<sup>th</sup> Street corridor.*

#### Strategy:

- Implement the Springfield Rail Improvement Project.

### *Objective 3 Measure the performance of the transportation system.*

### ***Objective 4 Build the Envisioned Bicycle Network.***

#### Strategies:

- Prioritize bicycle route projects to be completed in the next five years, in the next five to fifteen years, and in the future.
- Create a Multi-Use Trail Jurisdictions Group to coordinate messaging, rules, amenities, mileage marking, 9-1-1 addressing, access points, education, maintenance, and funding potential to create a consistent trail experience throughout the area.

### ***Objective 4 Build the Envisioned Priority Pedestrian Network.***

#### Strategies:

- Prioritize priority pedestrian route projects to be completed in the next five years, in the next five to fifteen years, and in the future.

### ***Objective 5 Work to develop an SMTD bus riding culture in the MPA.***

#### Strategies:

- Explore an SMTD Community Advisory Committee.
- Establish partnerships and connections through community outreach.
- Coordinate with all communities in the urbanized area regarding public transportation needs through community engagement efforts.