

**Minutes of Meeting
SATS POLICY COMMITTEE
June 11, 2020**

ATTENDANCE**Policy Committee Voting Members**

<input checked="" type="checkbox"/>	Dave Kimsey, Chair	Village of Chatham
<input checked="" type="checkbox"/>	Frank Squires, Vice Chair	Sangamon Mass Transit District
<input checked="" type="checkbox"/>	Bonnie Drew	City of Springfield
<input checked="" type="checkbox"/>	Joe Gooden*	Springfield-Sangamon County Regional Planning Commission
<input checked="" type="checkbox"/>	Brian McFadden	Sangamon County
<input checked="" type="checkbox"/>	Sal Madonia	Illinois Dept. of Transportation (IDOT): Region 4, District 6

* Represented by Molly Berns

Policy Committee Non-Voting Members

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

Others

Jason Sass – Regional Planning Commission
Neha Soni – Regional Planning Commission
Brian Sheehan - Regional Planning Commission
Jordan Leaf – Regional Planning Commission

I. CALL TO ORDER

Chair Kimsey called the meeting of the SATS Policy Committee to order at 12:00 PM.

II. APPROVAL OF MINUTES

Mr. Kimsey asked for a motion to approve the minutes from the May 14, 2020 SATS Policy Committee Meeting. Bonnie Drew made a motion to approve the meeting minutes. Frank Squires seconded the motion. The vote to approve was unanimous.

III. TECHNICAL COMMITTEE REPORT

Jason Sass reported that the Technical Committee had previously met and discussed comments that SATS received for the 2045 Long Range Transportation Plan. A section of the meeting agenda was designated for public comment or participation, but no members of the public chose to speak at the meeting.

IV. 2040 Long Range Transportation Plan

No report was given.

V. 2045 Long Range Transportation Plan

Mr. Sass told the Committee that public comment and a motion to approve the 2045 Long Range Transportation Plan would be discussed later in the meeting.

VI. 2020-2023 Transportation Improvement Program

A. Modification 4: Interstate 72

Neha Soni introduced Modification 4



**Administrative Modification 4 to the
FY 2020 – 2023 Transportation Improvement Program
February 28, 2020**

I-72 Current to AC

Status of this project was changed from “Current” to “Advanced Construction” because the Illinois Department of Transportation considers specific apportionment or state contract ceiling insufficient to meet project specifications; the FY 2020 Annual Element of the FY 2020-2023 Transportation Improvement Program has been modified to add AC to the federal funding source as shown below.

Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source	Total Cost
3 I-72 State Interstate	Termini: Over Wabash Ave & Over NS RR 1.2 MI E of Wabash Ave Intchg In Springfield	Bridge New Deck, Bridge Repair, Bridge Approach Roadway, & Stopewall Repair	33	NHPP - State (AC)	6,750,000
	Contract# 72HS1			IDOT	750,000
	TIP# 04-2019-01				\$7,500,000

And the Advance Construction Projects table in the FY 2020-2023 Transportation Improvement Program has been modified to indicate the change to this project as shown below.

AD MOD #	TIP Year	Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source	Total Cost	Date On AC List	Date Off AC List
AM 4 (FY2020-2023 TIP)	2020	I-72	Termini: Over Wabash Ave & Over NS RR 1.2 MI E of Wabash Ave Intchg In Springfield	Bridge New Deck, Bridge Repair, Bridge Approach Roadway, & Stopewall Repair	N/A	NHPP - State (AC)	6,750,000	2/28/2020	
			Contract# 72HS1			IDOT	750,000		
			TIP# 04-2019-01				\$7,600,000		

B. Modification 5: Interstate 55

Neha Soni introduced Modification 5



**Administrative Modification 5 to the
FY 2020 – 2023 Transportation Improvement Program
March 3, 2020**

I-55 Current to AC

Status of this project was changed from “Current” to “Advanced Construction” because the Illinois Department of Transportation considers specific apportionment or state contract ceiling insufficient to meet project specifications; the FY 2020 Annual Element of the FY 2020-2023 Transportation Improvement Program has been modified to add AC to the federal funding source as shown below.

Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source		Total Cost	
1 I-55	Termini: North of Glenarm Interchange to 0.2 miles south of Lake Springfield Bridge	Standard Overlay Resurfacing, Bridge Repair, Bridge Joint Replace/Repair, & Slope Wall Repair	N/A	NHPP - State (AC)	17,010,000		
	State			Contract# 72G46	IDOT		1,890,000
	Interstate			TIP# 04-2021-02			

And the Advance Construction Projects table in the FY 2020-2023 Transportation Improvement Program has been modified to indicate the change to this project as shown below.

AD MOD #	TIP Year	Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source		Total Cost	Date On AC List	Date Off AC List	
AM 6 (FY2020-2023 TIP)	2021	I-55	Termini: North of Glenarm Interchange to 0.2 miles south of Lake Springfield Bridge	Standard Overlay Resurfacing, Bridge Repair, Bridge Joint Replace/Repair, & Slope Wall Repair	N/A	NHPP - State (AC)	17,010,000		3/3/2020		
			State			Contract# 72G46	IDOT				1,890,000
			Interstate			TIP# 04-2021-02					

C. Modification 6: Interstate 55

Neha Soni introduced Modification 6



**Administrative Modification 6 to the
FY 2020 – 2023 Transportation Improvement Program
April 2, 2020**

I-55 AC to Current

Status of this project was changed from “Advanced Construction” to “Current” because the Illinois Department of Transportation considers specific apportionment or state contract ceiling sufficient to meet project specifications and the project is financially active; and the Advance Construction Projects table in the FY 2020-2023 Transportation Improvement Program has been modified to indicate the change to this project as shown below.

AD MOD#	TIP Year	Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source	Total Cost	Date On AC List	Date Off AC List
AM 15 (FY2019-2022 TIP)	2020	I-55	Termini: I-55 Lake Springfield Bridge to 0.2 Mi N of Southwind Rd & I-72 Farmingdale Rd Overhd to W of Old Chatham Rd & 0.4 Mi E of I-55 (N) to 0.5 Mi E of Overpass Rd (Inside Springfield MPO)	Crack & Joint Sealing	N/A			11/18/2019	4/2/2020
		State	Contract# 72L25	NHPP - State (AC)		140,000			
		Interstate	TIP# 04-2020-03	IDOT		16,000			
							\$156,000		

D. Modification 7: Route 66 Heritage Trail

Neha Soni introduced Modification 7



**Administrative Modification 7 to the
FY 2020 – 2023 Transportation Improvement Program
April 30, 2020**

Route 66 Trail Current to AC

Status of this project was changed from “Current” to “Advanced Construction” because the Illinois Department of Transportation considers specific apportionment or state contract ceiling insufficient to meet project specifications; the FY 2020 Annual Element of the FY 2020-2023 Transportation Improvement Program has been modified to add AC to the federal funding source as shown below.

Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source	Total Cost
1 Heritage Route 66 Trail - Williamsville to Sherman Trail	Termini: 4.4 miles Multi-use Interurban Trail from Conrey Street (Williamsville) to Sherman Road (Sherman)	ROW Acquisition, Utility Relocation, Construction & Construction engineering for a multi- use trail from Williamsville to Sherman along the abandoned Illinois Terminal Railroad (4.4 miles)	A7	Sherman	401,885
				Williamsville	401,885
Sherman/Williamsville	Contracts#			ITEP (AC)	2,000,000
Multi-use Trail	TIP# 05-2011-01				\$2,803,770

And the Advance Construction Projects table in the FY 2020-2023 Transportation Improvement Program has been modified to indicate the change to this project as shown below.

AD MOD #	TIP Year	Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source	Total Cost	Date On AC List	Date Off AC List
2020		Heritage Route 66 Trail - Williamsville to Sherman Trail	Termini: 4.4 miles Multi-use Interurban Trail from Conrey Street (Williamsville) to Sherman Road (Sherman)	ROW Acquisition, Utility Relocation, Construction & Construction engineering for a multi-use trail from Williamsville to Sherman along the abandoned Illinois Terminal Railroad (4.4 miles)	A7	Sherman	401,885	4/30/2020	
						Williamsville	401,885		
		Sherman/Williamsville	Contracts#			ITEP (AC)	2,000,000		
		Multi-use Trail	TIP# 05-2011-01				\$2,803,770		

VII. TECHNICAL ADVISOR UPDATES

A. Illinois Dept. of Transportation: Office of Planning and Programming

Holly Bieneman told the Committee that IDOT was working remotely, due to social distancing measures undertaken by the State. She added that there was a SPR call for projects and proposed a draft program to FHWA for evaluation. She anticipated the approval by July 1, 2020. She said that they have been working with SSCRPC to secure federal 3C funding.

Ms. Bieneman reported that the budget for the State of Illinois had been signed and it indicated that funding for transportation projects had not declined significantly. The budget included thirteen positions within IDOT to administer the Rebuild Illinois program.

Ms. Bieneman said that the IDOT's Multi-Year Program would be available for review in the near future and that IDOT was committed to the previous year's MYP and that projects would continue.

B. Federal Highway Administration: Illinois Division Office

JD Stevenson reported that FHWA staff was working from home and that staff was working with IDOT to review and approve the SPR work program. He anticipated a July 1, 2020 approval date.

VIII. AGENCY UPDATES

A. Springfield-Sangamon County Regional Planning Commission

Molly Berns reported that SSCRPC staff continue to work from home, and that some staff had begun to return to the SSCRPC office on a part-time basis. She said that staff continued to work from home in order to alleviate some crowding issues at the County Building as the courts began to increase the number of cases held. She anticipated that staff returning to the office would be phased in over the course of June and July, 2020.

B. Sangamon Mass Transit District (SMTD)

Frank Squires reported that SMTD continued to provide transit service, fare-free and that service would run on a limited schedule until ridership numbers increased to sustainable levels, estimated at 3,000 riders per day.

C. City of Springfield

Bonnie Drew reported that the City of Springfield had opened its offices with modifications to meet social distancing and health standards.

Bonnie Drew updated the following projects:

5th Street and 6th Street Rail Underpasses (TIP # 02-2019-05):

Work was continuing on abutments.

Laurel Street Underpass (TIP # 02-2018-06):

Waterproofing membrane and retaining walls were being installed.

Sidewalk Updates:

Sidewalks were being installed on the west side of Amos Avenue between Carpenter and Brenda and Lawrence between Monroe and Chatham.

Widening was being done at Mountcastle Drive to install a right turn lane and removing the signals at the intersection with Monroe Street.

D. Sangamon County

No report was given.

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

Sal Madonia reported the following:

I-72 NS and Wabash Street Bridges (TIP #04-2019-01)

Construction had begun with lane closures on I-72 and work started on bridge deck overlay on Wabash.

I-55: Glenarm interchange to Lake Springfield Bridge (TIP #04-2021-02)

The project was anticipated to begin July, 2020.

IL 29: Experimental Pavement (TIP #04-2020-05)

The project paving was complete and striping had begun.

I-55 Sherman/Fancy Creek (TIP # 04-2019-03)

The project was completed.

I-55 and I-72 Crack and Joint Sealing (TIP #04-2020-03):

The project had been completed.

Bridge Painting (Various Locations)

Bridge painting was anticipated to begin June, 2020 at the Southwind Road structure.

Mr. Madonia reported that IDOT staff continued to work remotely, with minimal staff at IDOT offices. He anticipated that offices would open again in summer, 2020.

F. Village of Chatham

Dave Kimsey reported that the Village of Chatham opened its Village Hall in May, 2020 with social distancing precautions in place. He added that street crews were out and working on road maintenance projects.

IX. PUBLIC COMMENTS

No public comments.

X. UNFINISHED BUSINESS

There was no unfinished business.

XI. NEW BUSINESS

A. 2045 Long Range Transportation Plan

Jason Sass told the Committee that it would vote to approve the 2045 Long Range Transportation Plan after public comment had been read and entered into the record. Mr. Sass read the comments submitted by the public during the Public Participation period. Those comments are included with the minutes as an appendix.

Dave Kimsey asked for a motion to approve the 2045 Long Range Transportation Plan. Brian McFadden made a motion to approve the 2045 Long Range Transportation Plan. Molly Berns seconded the motion. The vote to approve the 2045 Long Range Transportation Plan was unanimous.

B. Next Meeting Date- July 9, 2020

XII. ADJOURNMENT

There being no further business, Chair Kimsey called for a motion to adjourn. Sal Madonia made a motion to adjourn. Frank Squires seconded the motion. The vote to adjourn was unanimous.

The regular meeting was adjourned at 12:25 PM.

Respectfully Submitted,

Jason Sass
Recording Secretary

Upon completion of the draft version of the 2045 LRTP, the document undergoes a public review period. Due to the COVID-19 shelter in place restrictions, the public comment period was held virtually from May 8 through June 8. The following methods were used to reach the public:

- Planning partners, SATS communities and non-profit organizations were asked to place a link to the 2045 LRTP on their websites, social media, and/or in newsletters seeking public input. Links were available on the:
 - Springfield-Sangamon County Regional Planning Commission’s website and Facebook page,
 - City of Springfield’s email announcements and newsletter,
 - Sangamon County website,
 - SMTD’s website,
 - Village of Chatham’s website, and
 - Friends of Transit Facebook page.
- The draft Plan was emailed to the SATS interested parties contact list.
- Two legal notices were placed in the Springfield Journal-Register announcing the release of the plan and public comment period.
- Two display advertisements were placed in the Illinois Times.
- A public meeting was conducted during the SATS Technical Committee meeting on June 4, 2020.

ATTENTION
Drivers, Bikers, Walkers, Bus Riders

A draft of the 2045 Long Range Transportation Plan (LRTP) for the Greater Springfield Metropolitan Area has been prepared by the Springfield Area Transportation Study (SATS). The LRTP presents strategies and projects to be undertaken over the next 25 years to create an effective, efficient, interconnected, multi-modal transportation system.

The draft plan is available for review and comment online at:

- Springfield – Sangamon County Regional Planning Commission, www.sscrpc.com
- Sangamon County, www.co.sangamon.il.us
- City of Springfield, www.springfield.il.us
- Village of Chatham, www.chathamil.net
- Sangamon Mass Transit District, www.smtd.org

Comments on the LRTP will be accepted through Monday, June 8, 2020.

For more information go to www.sscrpc.com, call 217-535-3110, or send an e-mail to sscrpc@co.sangamon.il.us.

During this period, interested parties submitted comments or suggestions to be addressed. These submissions are sent to the appropriate SATS or SSCRPC staff member(s) for a response. The comments and their responses are listed below and on the following pages (*responses are listed in blue italics*).

I read through the 2045 LRTP a little bit. I notice that some projects that I had expected to have bicycle accommodations no longer do. Is this a change in project scope or just terminology?

For example, I thought Bus 55 / South Sixth expansion included a wide sidewalk as part of the project. It now just says "sidewalk."

Also, is Hilltop Road including bicycle accommodation, or will it consist of a wide sidewalk there, too?

I'm wondering if the change in terminology has to do with the lockbox amendment not allowing for funding to "bike trails" and if this is how it is being massaged. Can you help me understand all of this better? Also, and forgive me if I missed it, but the previous LRTP included the 2012 SATS Bicycle and Pedestrian Plans. I didn't see either of those in the plan.

Thanks for helping me understand this better.

Steven Simpson-Black

There has been no change in terminology. Project lists were initially prepared based on the FY 2020 – 2025 IDOT Multi-Year Plan, SATS 2040 LRTP, and SATS FY 2020 – 2023 Transportation Improvement Plan. Each member jurisdiction then reviews and updated their list accordingly. The scope and facilities of a project may fluctuate until funds are committed and plans are finalized. At the time of submission, the accommodations were as accurate as possible.

IDOT -District 6 proposes to revise the Type of Improvement for Map #30 & #32 within the Short-Term Project list from "Reconstruction, Intersection Improvement, Turning Lanes, Sidewalks" to "Reconstruction, Intersection Improvement, Turning Lanes, Sidewalks & Multi-Use Paths." The City of Springfield also plans to have a multi-use trail on Hilltop Road. These changes will be noted in a future amendment to the 2045 LRTP once finalized.

The previous LRTP included all missing links and accommodations identified in the Envisioned Bike Network and Priority Pedestrian Network. While SATS member jurisdictions continue to make progress on the pedalcycle and pedestrian networks, the extensive lists were omitted from the 2045 LRTP unless they were part of a larger project of regional significance or utilized federal funds. The progress of these networks will continue be recorded and available on the transportation page of the SSCRPC website (www.sscrpc.com).

I reviewed the plan and suggest addressing how the Third Street Rail Line will be used if and when Amtrak and the Union Pacific railroad relocate to the Tenth Street Corridor. It appears there is a lot of interest in using it as a bicycle and pedestrian path.

Lothar Soliwon

The long term plan is to convert the Third Street rail corridor to a multi-use trail leading to downtown area, additional pedestrian and bicycle features will be assessed to activate the downtown area. The project will be added to the 2045 LRTP in a future amendment, once plans are developed.

The link on the website does not work, hence this email.

Overall the report was very good and comprehensive.

However, I have several comments on the 2045 Long Range Transportation Plan:

- Autonomous vehicles are not mentioned in the plan. Surely by 2045 they will be ubiquitous. There should be a section that mentions how these vehicles will change transportation habits including effects on vehicle ownership, parking, mass transportation, etc.

Research was conducted on connected and autonomous vehicles including the issues you mentioned as well as envisioned timelines, necessary infrastructure, curb space needs, safety concerns, and current regulations and legislation. A decision was made to exclude the topic from the 2045 LRTP and address in a future study specific to this topic that will lay the groundwork for inclusion in the 2050 LRTP.

- Working from home was mentioned. In the aftermath of the COVID-19 pandemic, as offices have learned how to work from home effectively, working from home will dramatically increase, reducing “rush hour” commuting and traffic congestion.
- Designate Business 72 from the I-55/I-72 Clear Lake Interchange to the I-72/Wabash Avenue interchange along Clear Lake Avenue, 5th/6th Streets, South Grand Avenue, MacArthur Boulevard, and Wabash Avenue. This would be the east-west analog to the north-south Business 55 designation.

Many years ago it was a relatively simple matter to define a route through the business area of a city. Most cities had a main core district which contained the principal businesses, the post office, court house, etc. This is generally no longer true except for smaller towns. There may still be some areas referred to as “downtown” or the “central business district” but often the principal shopping area (or areas) as well as the main post office and even governmental offices are at various separate locations and not along a traditional business route. For this reason, we typically do not support establishing new business routes. Also, many of the streets within communities are not part of the state highway system and should generally not be signed with business route markings as would be the case with this proposal. We would not be in favor of establishing new marked routes over city-jurisdiction streets.

- *We typically investigate the possibility of business routes when officially requested by the involved communities.*
- *It may also be worth noting that the American Association of State Highway and Transportation Officials (AASHTO) would have to grant approval of the new route marking and they may not be in favor of establishing multiple business routes within the same urban area.*
- Advance the PE for the I-55 Six Lane Study from 6th Street to Sangamon Avenue to Near Term with construction in 2025 or soon thereafter. This project is long overdue.

The PE for the I-55 Six Lane Study from 6th Street to Sangamon Avenue, designated within the “Intermediate Term Projects – Planned (2025-2034)” list, is for Phase II, Contract Plans. Phase I Engineering is currently underway for the entire I-55 corridor around Springfield and is anticipated to be completed in early 2021. The overall construction cost for this project is anticipated to be in excess of \$675M with an additional \$35M for Phase II Engineering. There is currently no available funding within the Illinois Department of Transportation’s FY 2020-2025 Proposed Highway Improvement Program. With such a large anticipated cost, funding for this project is not easily attainable through typical mechanisms. Upon completion of the Phase I Engineering, information will be more readily available to seek additional funding sources and to pursue a logical progression of construction projects. The IDOT-District 6 will seek to advance portions of this project as funding becomes available.

Improve or at least repave North Street from 1st Street to Stanford; add bike lanes or create a bike trail on the old railroad ROW. It is part of the Route 66 Bicycle Route and is used by Adventure Cycling for the bicycle route through Springfield.

The long term plan is to add multi-use trail on the old railroad corridor, which the City of Springfield owns. The majority of North Street between 1st and Stanford is under Woodside Township's jurisdiction. At this time, there are plans to utilize local funding for repaving the township's portion of North Street, but resources are not currently available to fund a bicycle trail or even adding bicycle lanes along his portion of North Street.

- Consider adding a pedestrian/bicycle tunnel under the closed Iles railroad crossing near 1st Street. This will allow safe access between Southern View and the area west of the tracks including Black Hawk Elementary School. Safe Routes to Schools funding may be available for this.

Useable Segment IV is already under construction and a tunnel is not included. The Stanford Avenue overpass has bike lanes and sidewalks, Ash Street also has sidewalks.

- Convert 3rd Street into a bicycle/pedestrian corridor after the railroad tracks are removed.

The long term plan is to convert the Third Street rail corridor to multi-use trail leading to downtown area, additional pedestrian and bicycle features will be assessed to activate the downtown area.

- Add a bicycle/pedestrian underpass on Converse Avenue at 10th Street when the railroad tracks are moved from 8th Street. This will allow safe bicycle access from the northeast side of Springfield to downtown and the rest of the city after the Union Pacific railroad is moved to 10th Street. Bicycle access to downtown when trains are present, currently available from Converse via 8th Street, will be blocked once the railroad is relocated without this addition. The cost should be relatively low if the grade separate is constructed when the tracks are relocated.

An at-grade crossing is proposed at Converse, which is proposed to have quad gates and pedestrian gates for safety.

- Consider extending the Interurban Trail north from Mayden Avenue to Sherman. This will provide bicycle access between Sherman and Springfield without having to travel on Peoria Road.

At this time, the Springfield Park District reports that funds are not available at this time to pursue the project. The City of Springfield has bike route wayfinding signs proposed along Interurban Avenue from Mayden to Dirksen Parkway, which Public Works would install at appropriate time.

Karl Kohlrus, P.E.