

**Minutes of Meeting**  
**SATS TECHNICAL COMMITTEE**  
**June 4, 2020**

**ATTENDANCE**

## Technical Committee Voting Members

<input checked="" type="checkbox"/>	Stephanie Malcom, Chair	Sangamon Mass Transit District
<input checked="" type="checkbox"/>	Nate Bottom, Vice Chair	City of Springfield
<input type="checkbox"/>	Patrick McCarthy	Village of Chatham
<input checked="" type="checkbox"/>	Brian Davis	Sangamon County
<input checked="" type="checkbox"/>	Molly Berns	Springfield-Sangamon County Regional Planning Commission
<input checked="" type="checkbox"/>	Sal Madonia	Illinois Dept. of Transportation (IDOT): Region 4, District 6

## Technical Committee Advisors – Non-Voting Members

<input type="checkbox"/>	Holly Bieneman	IDOT: Urban Program Planning
<input checked="" type="checkbox"/>	JD Stevenson	Federal Highway Administration: Illinois Division Office
<input type="checkbox"/>	Ron Rybolt	IDOT: District 6, Local Roads & Streets
<input checked="" type="checkbox"/>	Stephen Laffey	Illinois Commerce Commission
<input checked="" type="checkbox"/>	Mark Hanna*	Springfield Airport Authority
<input type="checkbox"/>		IDOT: Office of Intermodal Project Implementation

\* Represented by Roger Blickensderfer

**Others**

Stan Hanson – Crawford, Murphy & Tilly

Shannan Karrick – Regional Planning Commission

Jason Sass – Regional Planning Commission

Neha Soni – Regional Planning Commission

Jordan Leaf – Regional Planning Commission

**I. CALL TO ORDER**

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

**II. APPROVAL OF MEETING MINUTES: May 7, 2020**

Ms. Malcom asked if there were any additions or corrections to the minutes of the May 7, 2020 Technical Committee meeting. Molly Berns made a motion to approve the minutes as submitted. Nate Bottom seconded the motion. The vote to approve was unanimous.

**III. 2040 Long Range Transportation Plan (LRTP)**

No report was given.

**IV. 2020-2023 Transportation Improvement Program**

**A. ST-U Projects Update**

**City of Springfield:**

- i. **Archer Elevator Road: Wabash Avenue to Greenbriar Drive**  
Nate Bottom reported that some inlet adjustments were made to avoid utility relocations for the project. He added that storm sewer was being installed on the south portion and that grading and seeding was in progress on the north portion. The north portion was anticipated to be complete in June, 2020 and the south portion completed in November, 2020.
- ii. **Koke Mill Road: Old Jacksonville Road to Washington Street**  
Nate Bottom reported that the engineering contract was approved and the project would move forward.

**Village of Chatham:**

- iii. **East Walnut Street: Park Avenue to Meadow View Lane (Chatham)**  
No updates were given.

**Sangamon County:**

- iv. **Iron Bridge Road and Woodside Road underpasses**  
Brian Davis reported that Sangamon County had completed the public information portion of the project and that plans were under review by Union Pacific and had been previously approved by IDOT. A September, 2020 letting was anticipated.

**B. Modification 4: Interstate 72**

Shannan Karrick 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	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, & SlopeWall Repair	33	NHPP - State (AC)	6,750,000		
	State			Contract# 72HS1	IDOT		750,000
	Interstate			TIP# 04-2019-01			<b>\$7,500,000</b>

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, & SlopeWall Repair	N/A	NHPP - State (AC)	6,750,000		2/28/2020		
			State			Contract# 72HS1	IDOT				750,000
			Interstate			TIP# 04-2019-01					<b>\$7,500,000</b>

**C. Modification 5: Interstate 55**

Shannan Karrick 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 Glenam Interchange to 0.2 miles south of Lake Springfield Bridge	Standard Overlay Resurfacing, Bridge Repair, Bridge Joint Replace/Repair, & SlopeWall 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	L66	Termini:	North of Glenam Interchange to 0.2 miles south of Lake Springfield Bridge	Standard Overlay Resurfacing, Bridge Repair, Bridge Joint Replace/Repair, & SlopeWall Repair	N/A	NHPP - State (AC)	17,010,000		3/3/2020	
		State	Contract# 72G46	IDOT			1,890,000				
		Interstate	TIP# 04-2021-02					<b>\$18,900,000</b>			

**D. Modification 6: Interstate 55**

Shannan Karrick 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	Terminals: 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 MPC)	Crack & Joint Sealing	N/A	NHPP - State (AC)	142,000	11/18/2019	4/2/2020
						IDOT	16,000		
							\$158,000		

**E. Modification 7: Route 66 Heritage Trail**

Shannan Karrick 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	Termin:	4.4 miles Multi-use Interurban Trail from Conrey Street (Williamsville) to Sherman Road (Sherman)	A7		
Sherman/Williamsville	Contract#			Sherman 401,885 Williamsville 401,885	
Multi-use Trail	TIP# 05-2011-01			Itep (AC) 2,000,000	\$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	Termin:	4.4 miles Multi-use Interurban Trail from Conrey Street (Williamsville) to Sherman Road (Sherman)	A7			4/30/2020	
		Sherman/Williamsville	Contract#			Sherman 401,885 Williamsville 401,885			
		Multi-use Trail	TIP# 05-2011-01			Itep (AC) 2,000,000	\$2,803,770		

**V. 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 (LRS)**

No report was given.

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

No report was given.

**E. Springfield Airport Authority**

Roger Blickensderfer reported that staff and contractors at the Abraham Lincoln Capital Airport were considered essential workers and day-to-day operations at the airport continued. He added that the Stellar Aviation fixed-base operation project was anticipated to be finished in July, 2020 and that construction on the main terminal was anticipated to be finished in September, 2020. He added that the ongoing roadway and parking lot projects would resume during the summer of 2020.

Mr. Blickensderfer announced two new federally-funded projects at the airport, pending completion of intergovernmental agreements. The first project was the rehabilitation of Runway 422, repairs and improvements to the perimeter fence, and drainage improvement projects. These projects were anticipated to begin July, 2020. The second project was for the removal of the airport's smallest and oldest runway. The project was anticipated to last two or three construction seasons with at a total of \$19 million committed.

Mr. Blickensderfer reported that no staff at the airport had been confirmed positive for COVID-19.

**F. IDOT: Office of Intermodal Project Implementation (IPI)**

No report was given.

**VI. AGENCY UPDATES**

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

Molly Berns reported that SSCRPC staff continued to work from home, with transportation staff finishing the 2045 Long Range Transportation Plan. She added that in-person meetings at the Planning Commission office could resume in summer, 2020, dependent on reopening guidelines.

**B. Sangamon Mass Transit District**

Stephanie Malcom told the Committee that SMTD staff was returning to work at SMTD offices on Monday, June 8. She added that SMTD would return to pre-pandemic routes and schedules when average daily ridership exceeded 3,000 passengers per day. She added that all riders were required to adhere to CDC and state guidelines for mask wearing and social distancing when riding the bus. She said that SMTD would continue to not charge riders fares, and that fare structures would be re-evaluated when more “normal” conditions were met and that routes to suburbs would be suspended through fall, 2020.

**C. City of Springfield**

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

Nate Bottom updated the following projects:

**5<sup>th</sup> Street and 6<sup>th</sup> 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.

**Hilltop Road Multi-Use Trail:**

Bids had been received and an award would be announced in July, 2020.

**Sidewalk Updates:**

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

**Road Maintenance:**

Concrete work was being done in Cobblestone Estates subdivision and in the Fairview Park area. The city was installing an overlay on 6<sup>th</sup> Street Frontage Road and Westchester subdivision.

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**

Brian Davis told the Committee that the County has a township bridge project going out for bid outside the MPO for culvert work on Oak Crest Road. He added that work crews were working as usual and were reducing the work backlog that accumulated due to COVID-19 restrictions.

Mr. Davis said that the engineering design phase of the Sangamon County Transportation Center had begun and surveying and soil boring had begun.

**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 was anticipated to begin within a week.

**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 with the Southwind Road structure.

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

Molly Berns asked Mr. Madonia about IDOT road work on Illinois Route 125 between Route 97 and Pleasant Plains. Mr. Madonia said that it was a project that had been let in 2018 and was delayed due to utility relocations that impeded progress. He said that the project was for road overlay, shoulder widening and improvements to culverts and guard rails.

**F. Village of Chatham**

No report was given.

**VII. Committee Updates**

**A. Communities Committee**

No report was given.

**B. Multi-Use Trails Jurisdictions Committee**

No report was given.

**VIII. PUBLIC COMMENTS**

The meeting was opened up to the public for comment on the 2045 Long Range Transportation Plan. No comments were given during the meeting. Comments received earlier by SSCRPC were entered into the record, as Shannan Karrick read the comments to the Committee members. The comments are included as an appendix to the meeting minutes.

**IX. UNFINISHED BUSINESS**

No unfinished business.

**X. NEW BUSINESS**

**A. 2045 Long Range Transportation Plan**

Shannan Karrick told the Committee that the Technical Committee had approved the draft version of the 2045 Long Range Transportation Plan, initiating the 30-day public comment period that concluded on June 8, 2020. All comments received during this period would be presented to the Policy Committee during its June 11, 2020 meeting for consideration prior to approval.

**B. Next Meeting Date: July 2, 2020**

Ms. Malcom asked if the July, 2020 meeting would be held in-per at SSCRPC offices. Molly Berns said that it was unlikely that the meeting would be in-person, due to the increased number of people doing business at the County Building making social distancing more difficult.

**XI. ADJOURNMENT**

There being no further business, Chair Malcom asked for a motion to adjourn the meeting. Brian Davis made a motion to adjourn. Molly Berns seconded the motion. The motion to adjourn passed unanimously.

The regular meeting was adjourned at 9:06 AM.

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](http://www.sscrpc.com)
- Sangamon County, [www.co.sangamon.il.us](http://www.co.sangamon.il.us)
- City of Springfield, [www.springfield.il.us](http://www.springfield.il.us)
- Village of Chatham, [www.chathamil.net](http://www.chathamil.net)
- Sangamon Mass Transit District, [www.smtd.org](http://www.smtd.org)

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

For more information go to [www.sscrpc.com](http://www.sscrpc.com), call 217-535-3110, or send an e-mail to [sscrpc@co.sangamon.il.us](mailto: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](http://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, 5<sup>th</sup>/6<sup>th</sup> 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 6<sup>th</sup> 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 1<sup>st</sup> 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 1<sup>st</sup> 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 3<sup>rd</sup> 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 10<sup>th</sup> Street when the railroad tracks are moved from 8<sup>th</sup> 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 10<sup>th</sup> Street. Bicycle access to downtown when trains are present, currently available from Converse via 8<sup>th</sup> 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.