



Announcement of a **Meeting** for the  
***DATS Technical Committee***  
Danville Area Transportation Study

**DATE:** Thursday, June 4, 2015  
**TIME:** 10:30 AM  
**PLACE:** Robert E. Jones Municipal Building (Danville City Hall)  
Lower Level Council Chambers  
17 W. Main St.  
Danville, IL 61832

## **AGENDA**

- I. Call to Order & Roll Call**
- II. Approval of Agenda**
- III. Approval of Minutes**
  - a. Approval of Minutes from May 7, 2015 meeting*
- IV. Public Comment Period**
- V. New Business**
  - a. Items of Information:*
    - i. Working with Northern Illinois University to create a Regional Bike Map for Distribution*
    - ii. FY 15 Budget Line Item Transfers*
  - b. Discussion & Vote:*
    - i. 2015 Regional Bike Plan Approval*
    - ii. 2040 Long Range Transportation Plan Approval*
    - iii. Fiscal Year 2016 UPWP Approval*
    - iv. Fiscal Year 2016-2019 TIP Approval*
- VI. Old Business**
  - a. Agency Reports*
    - i. Danville Mass Transit*
    - ii. City of Danville*
    - iii. Vermilion County*
    - iv. Townships (Danville, Newell, Georgetown, Catlin)*
    - v. Towns (Tilton, Georgetown, Westville, Catlin, Belgium)*
    - vi. CRIS*
    - vii. Vermilion Regional Airport*
    - viii. IDOT*
    - ix. FHWA/FTA*
- VII. Adjournment**

*If you are unable to attend this meeting please contact me.  
Jaclyn Marganski, MPO Director (217) 431-2873.*

## **DATS TECHNICAL COMMITTEE MINUTES**

May 7, 2015

A meeting of the Danville Area Transportation Study (DATS) Technical Committee was held on Thursday, May 7, 2015 at Danville City Hall, 17 W. Main St., Danville, IL.

DATS Technical Committee Vice Chairman David Schnelle called the meeting to order at 11:00 AM.

### **I. Roll Call:**

MEMBERS IN ATTENDANCE: Janet Payonk, Vermilion County Highway  
Robert Nelson, IDOT District 5  
Doug Staske, Vermilion County Highway  
Lisa Beith, Danville Mass Transit  
David Schnelle, City of Danville  
Amy Marchant, CRIS  
*Proxy, Les Woodrum*

MEMBERS NOT PRESENT: Jim Wilson, Newell Township  
Vermilion Regional Airport Representative  
Villages Representative

OTHERS IN ATTENDANCE: Jaclyn Marganski, DATS Director  
Liila Bagby, DATS Planner I  
Tom Kelso, IDOT OP&P  
Betsy Tracy, FHWA  
Robert McNeil, DMT  
Dick Brazda, DMT  
Brian Trygg, IDOT District 5

### **II. Approval of Agenda**

Motion to approve the agenda made by Bob Nelson and seconded by Janet Payonk.

a. Voice vote:    Yea   6                      Nay   0           Absent       3       Abstain 0

### **III. Approval of Minutes** from Technical Committee Meeting of April 9, 2015.

Motion to approve the meeting minutes made by Janet Payonk and Bob Nelson.

a. Voice vote:    Yea   6                      Nay   0           Absent       3       Abstain 0

### **IV. Public Comment Period**

a. No Report

### **V. New Business**

#### **a. Items of Information:**

1. IDOT Listening Tour was held prior to this DATS Technical Committee meeting. Glad so many were able to participate.
2. Everyone in attendance introduced themselves, as there were a number of new faces at the table.

#### **b. Discussion & Vote**

- i. FY 17 STU Project Prioritization-Two projects were submitted for FY17 STU funding.
  1. Vermilion County submitted a project on West Newell Road from IL Route 1 to Denmark Road. The structure of the road is intact, but the increased ADT has put an enormous strain on the surface of the roadway. The project will recycle existing asphalt and overlay approximately 2 miles of roadway surface, including 4 foot wide paved shoulders, to ensure compliance with the 2015 Regional Bike Plan.
  2. The City of Danville submitted a project to aid in the construction of a shared-use path, including the intersection improvements along Jackson Street. This funding will enable construction to happen at one fluid time, rather than piecemealing the project together.
  3. With our current STU funding, both projects can be funded in FY 17.
  4. A motion was made by Lisa Beith to approve both project submissions for FY17 STU funding and seconded by Janet Payonk.
  5. Voice Vote: Yea 6 Nay 0 Absent 3 Abstain 0
- ii. Final Adoption of the Public Participation Plan
  1. The Public Participation Plan was recently taken off its 45-day public review period. This document is a required document, which had not been updated since 2007. This document update modified the public participation methods employed by the MPO, to include up-to-date techniques (Twitter).
  2. A motion was made by Bob Nelson to approve the Public Participation Plan and seconded by David Schnelle.
  3. Voice Vote: Yea 6 Nay 0 Absent 3 Abstain 0
- iii. FY 15-18 TIP Amendment: DMT TIP Amendment
  1. Danville Mass Transit added several items to the 2015-2018 TIP document. These additions were added to FY15 to support a grant application DMT is currently filling out, and included: a furnace and generator for their facilities, safety video cameras, operating assistance, and IT upgrades for real time passenger information.
  2. These projects will be rolled into FY16 in the FY16-19 TIP Document if the funds are not spent in FY15, so that these projects do not need to be reintroduced to the committees in the upcoming months.
  3. Voice vote:  
Yea 6                      Nay 0              absent              3              Abstain 0

## **VI. Old Business**

### **a. Agency Reports**

- i. Danville Mass Transit
  1. Bids for the Danville Mass Transit Transfer Zone will open on May 20<sup>th</sup>.
  2. DMT received a new bus on 04/06/2015
- ii. City of Danville
  1. Construction season is in full swing. The Griffin Street bridge project came in \$300,000 under budget.
- iii. Vermilion County
  1. The County Highway Dept. is currently attempting to get two projects to bid letting. The road through the Village of Alvin and the resurfacing of Rossville Road (From Rossville to Route 49).

- iv. Townships (Danville, Newell, Georgetown, Catlin)
  - 1. No report
- v. Towns (Tilton, Georgetown, Westville, Catlin, Belgium)
  - 1. No report
- vi. CRIS
  - 1. Has created two separate budgets for FY16 at the direction of the state. Operating business as usual.
- vii. IDOT
  - 1. US 136 West of Danville is 41% complete.
- viii. FHWA
  - 1. No report
- ix. Airport
  - 1. No Report.

**VII. Adjournment**

- a. Motion to adjourn made by Doug Staske and seconded by David Schnelle
- b. Meeting adjourned by DATS Technical Committee at 11:30 am.

Fiscal Year 2015- UPWP Budget Original

EXHIBIT III: Line-Item Budget					
A. Revenues:					
FUND AMOUNT	FUND SOURCE		Total Proposed Budget		
\$149,372	PL		\$222,490		
\$28,620	FTA				
\$44,498	STATE METRO				
\$0	LOCAL				
\$222,490	TOTAL				
B. Expenses					
PERSONNEL	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
MPO Staff	\$130,930	PL	\$76,124	\$19,031	STATE METRO / LOCAL
Director 100%	\$65,179	FTA	\$28,620	\$7,155	STATE METRO / LOCAL
Support Staff	\$65,751				
Oversight 10%	\$15,870	Personnel amounts reflect direct and non-direct expenses.			
GIS 20%	\$13,380				
Financial 10%	\$6,270				
Professional Intern(s)	\$30,231				
CONTRACTUAL	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Advertising	\$400	PL	\$320	\$80	STATE METRO / LOCAL
Professional Services	\$66,805	PL	\$53,444	\$13,361	STATE METRO / LOCAL
Dues	\$1,500				
IL MPO Assoc.	\$1,000	STATE METRO	\$1,000		
Other	\$500	PL	\$400	\$100	STATE METRO / LOCAL
Telephone	\$880	PL	\$704	\$176	STATE METRO / LOCAL
Training	\$3,000	PL	\$2,400	\$600	STATE METRO / LOCAL
Computer Services & Support	\$11,500	PL	\$9,200	\$2,300	STATE METRO / LOCAL
Postage	\$275	PL	\$220	\$55	STATE METRO / LOCAL
Other Contractual	\$1,000	PL	\$800	\$200	STATE METRO / LOCAL
COMMODITIES	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Publications	\$100	PL	\$80	\$20	STATE METRO / LOCAL
Office Supplies	\$1,000	PL	\$800	\$200	STATE METRO / LOCAL
Other Commodities	\$100	PL	\$80	\$20	STATE METRO / LOCAL
CAPITAL OUTLAYS	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Technology Upgrades	\$5,000	PL	\$4,000	\$1,000	STATE METRO / LOCAL

Fiscal Year 15- Budget Line Item Transfers

EXHIBIT III: Line-Item Budget					
A. Revenues:					
FUND AMOUNT	FUND SOURCE		Total Budget		
\$149,372	PL		\$222,490		
\$28,620	FTA				
\$44,498	STATE METRO				
\$0	LOCAL				
\$222,490	TOTAL				
B. Expenses					
PERSONNEL	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
MPO Staff	\$150,499	PL	\$91,779	\$22,945	STATE METRO / LOCAL
Director 100%	\$65,179	FTA	\$28,620	\$7,155	STATE METRO / LOCAL
Support Staff	\$85,320	Check	150,499	\$35,775	
Oversight 10%	\$15,870	Personnel amounts reflect direct and non-direct expenses.			
GIS 20%	\$13,380				
Financial 10%	\$6,270				
Professional Intern(s)	\$49,800	* Suggest adding \$14,569 to cover May deficit (-\$122.26), and June expected payroll			
CONTRACTUAL	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Advertising	\$400	PL	\$320	\$80	STATE METRO / LOCAL
Professional Services	\$36,716	PL	\$29,373	\$7,343	STATE METRO / LOCAL
LRTP Update	\$20,000				
Unallocated	\$16,716	* Includes removal of (\$14,569) and Transfer of Funds to Technology Upgrades and Office Supplies			
Dues	\$1,500				
IL MPO Assoc.	\$1,000	STATE METRO	\$1,000		
Other	\$500	PL	\$400	\$100	STATE METRO / LOCAL
Telephone	\$400	PL	\$320	\$80	STATE METRO / LOCAL
Training	\$3,000	PL	\$2,400	\$600	STATE METRO / LOCAL
Computer Services & Support	\$11,500	PL	\$9,200	\$2,300	STATE METRO / LOCAL
Postage	\$275	PL	\$220	\$55	STATE METRO / LOCAL
Other Contractual	\$1,000	PL	\$800	\$200	STATE METRO / LOCAL
COMMODITIES	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Publications	\$100	PL	\$80	\$20	STATE METRO / LOCAL
Office Supplies	\$2,000	PL	\$1,600	\$400	STATE METRO / LOCAL
Other Commodities	\$100	PL	\$80	\$20	STATE METRO / LOCAL
CAPITAL OUTLAYS	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Technology Upgrades	\$15,000	PL	\$12,000	\$3,000	STATE METRO / LOCAL

# 2015

Danville Area Transportation Study

Jaclyn Marganski, MPO Director



## [REGIONAL BICYCLE PLAN]

The 2015 Regional Bicycle Plan for the DATS is one component of the MPO's multipronged effort to promote bicycling and bicycle safety while reversing decades of automobile-oriented development.

## Chapter 1-Introduction

In the era of increasing awareness of the critical difference that wise transportation choices can make to the global environment and economy, the bicycle is reemerging as a legitimate mode of travel. To maximize the number of people utilizing a bicycle throughout Vermilion County, a myriad of infrastructure improvements, ongoing maintenance, and safety promotion programs are needed.



The *2015 Regional Bicycle Plan* for the DATS is one component of the MPO's multipronged effort to promote bicycling and bicycle safety while reversing decades of automobile-oriented development. *L RTP: Directions to 2035*- the regional long range transportation plan- established one of its core goals to "Create a safe, livable, environmentally aware community through the promotion of a responsible transportation system **with alternative modes available for all residents.**"

### What is the Danville Area Transportation Study?

The Danville Area Transportation Study (DATS) is a public organization serving several municipalities and townships in Vermilion County, Illinois (See *Map 1-1*), and designated to perform the following functions:

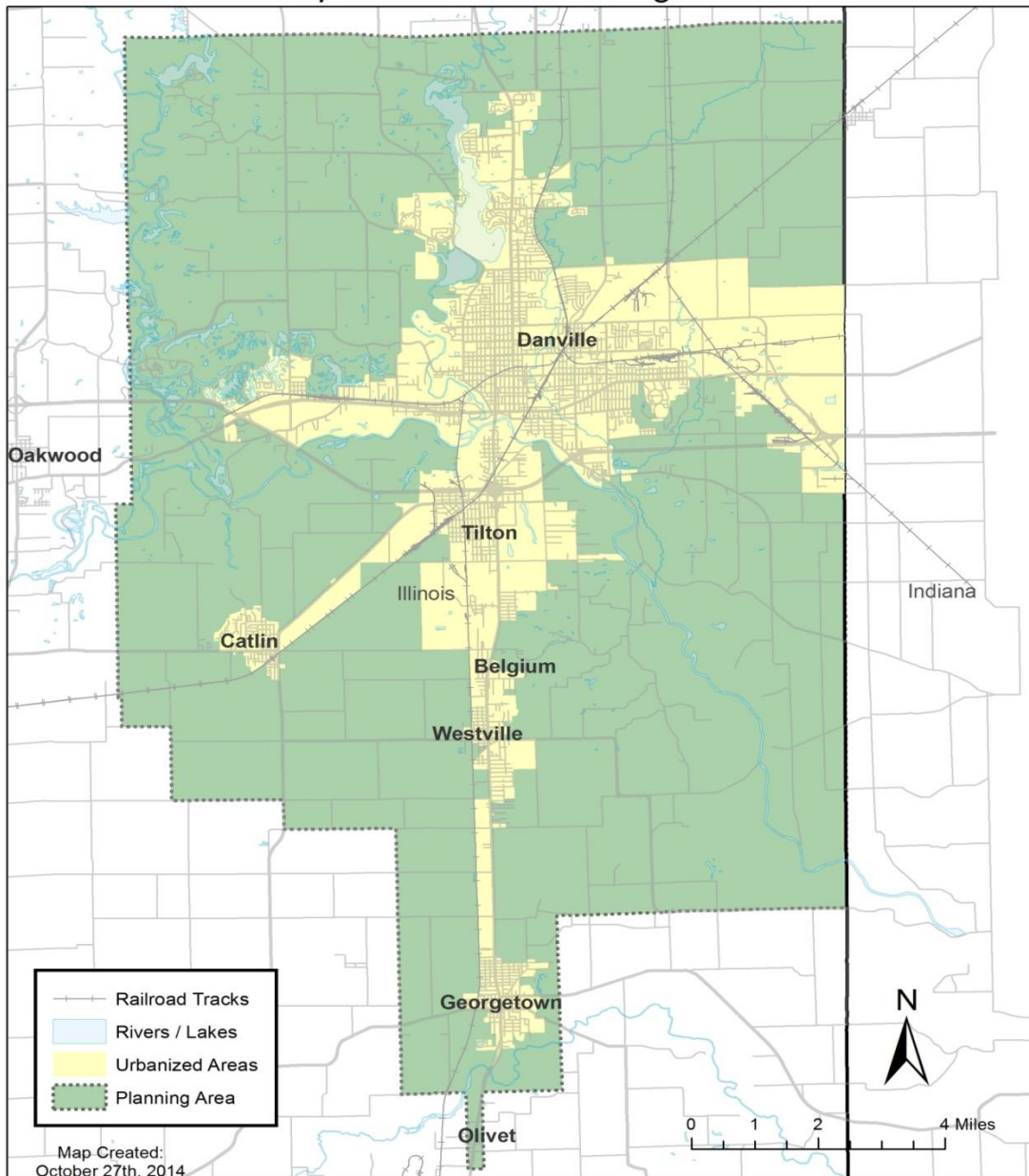
- Serve as the Metropolitan Planning Organization (MPO), with responsibility for comprehensive, cooperative and continuous planning for highways, public transit, and bikeways, as defined in our current transportation law *Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)*.
- Conduct transportation and environmental planning and related demographic, economic and land use research
- Serve as an information center for transportation and related planning



## Why a Regional Bicycle Plan?

As a component of the *Directions to 2035* plan, the *2015 Regional Bicycle Plan* seeks to support individuals who choose to shift modes from automobile to bicycle by making investments in the regional bikeway network, focusing growth in existing areas, and promoting connections between land-use and transportation. This plan presents data, provides guidance and suggests recommendations to help propel these efforts forward.

*Map 1-1: DATS Planning Area*





## Plan Update

Development of the Bike Plan began in June of 2014 with the assembling of the project team and outlining of the stakeholder and public engagement process. As the initial stages of the public engagement process were being carried out, the project team began an extensive analysis of both the physical conditions of the road network as well as the policy and planning framework of the region and the many jurisdictions that comprise it.

The original *Regional Bicycle Plan*, published in 2010, documented the region's bicycling environment, identified the links in a region wide bikeway network and summarized corresponding funding sources. This update to the *Regional Bicycle Plan* seeks to: encourage, increase and promote safer bicycling in Vermilion County; provide an analysis of bicycle trip making and collision data; summarize bicycle planning efforts throughout the Planning Area; and document advances in bicycle infrastructure and other important technologies.

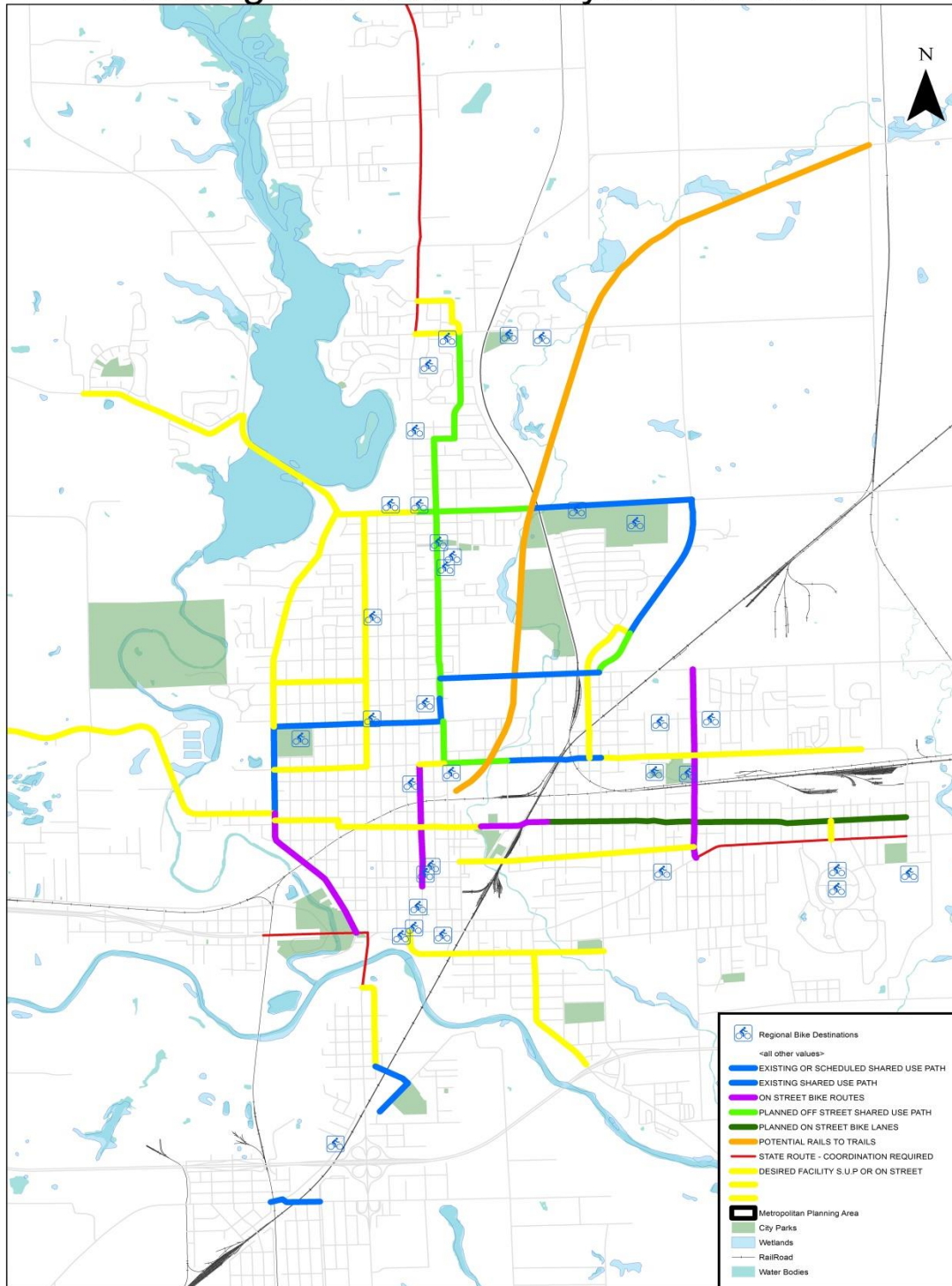
While the 2010 plan provided a summary of the interaction between bicycle facilities and transit facilities, this update further investigates the relationship between bicycling and public transportation in recognition of the importance of bicycle-accessible transit and transit stations. Because safe and convenient bicycle access must include a place to securely store one's bicycle at destinations, bicycle parking is another focus of this plan update.

## The Regional Bike Network

A focus of the *2015 Regional Bicycle Plan* is the regional bike network, which defines the Planning Area's continuous and connected bicycling corridors of regional significance. A primary purpose of the network, which includes both built and unbuilt segments, is to focus regional bicycle-related funding on high-priority bicycle facilities that serve regional trips (See *Map 1-2: Existing and Planned Bicycle Facilities*).

## Map 1-2: Existing and Planned Bicycle Facilities, City of Danville

### Existing and Planned Bicycle Facilities



EXISTING OR SCHEDULED MILES OF BIKE ROUTES - 10.2  
 PLANNED OR CONCEPTUAL MILES OF BIKE ROUTES - 26.86  
 TOTAL MILES - 37.06

Date: 4/14/2015

BICYCLE CONCEPTUAL PLAN

0.35 0.175 0 0.35 0.7 1.05 1.4  
 Miles



The planning process focused on generating public involvement to form the foundation of the plan. Additionally, a bicycle advisory committee guided the development of the *Regional Bicycle Plan* (see “Credits” for membership list). The region’s transportation authorities, transit operators, bicycle advocacy groups and members of the public provided insight to help update The Plan.

## Chapter 2- Background

This chapter provides an in depth review of the existing conditions of the planning area. Topics covered include demographic information, bicycle trip-making trends, bicycle/motor vehicle collision data, and regional bicycle-related programs and policies as a backdrop to the remainder of the *Regional Bicycle Plan*.



In addition to the Planning Area’s generally hospitable topography is the grid like land-use pattern. Linking multiuse pathways, bicycle lanes, and other bicycle facilities with the region’s bus system will allow cyclists to use their bicycles at either or both ends of their trip, while using public transit to travel longer distances. Coordinating bicycle and public transit also allows transit systems to increase ridership without implementing additional routes.

## Chapter 3-Goals and Policies

This chapter documents the bicycle-related goals and policies of the Metropolitan Planning Organization (MPO), which guided the development of this updated *Regional Bicycle Plan*.

The goals of the MPO’s transportation blueprint for the next 30 years- *Direction to 2035*- address the three “C’s” of the planning process: Comprehensive, Cooperative, and Continuing. Corresponding policies address transportation investments, focused growth pricing and affordability, technology, and individual actions, such as bicycle transportation, that result in vehicle emissions reductions, reduced delay, and improved affordability for Vermilion County households. Increasing bicycle safety is another goal of *Directions to 2035*, which sets a goal of improving safety for all transportation users.

Supporting these goals, objectives and policies are recently adopted federal, state, and regional directives that place greater emphasis on considering the accommodation of pedestrians and bicyclists when designing roadway facilities.



For the region to make further strides toward improving bicycle travel, the routine accommodation of bicycles and pedestrians must be embraced by other implementing agencies as well, such as countywide transportation authorities, local jurisdictions, transit operators, and other partner agencies of DATS.

#### 4-Bicycle Facility Network

The Planning Area contains many components of a truly bikable region. A growing network of on-street bikeway facilities and paved multiuse paths that serve local and regional destinations; access to and on public transit to allow travel over longer distances than most people are able to bicycle; and safe bicycle parking options at regional destinations.

Areas that could improve the bikability of the region include: offering greater access to safe and convenient bicycle parking options throughout the community; programs that encourage and educate cyclists and other roadway users; and willingness to experiment with innovative roadway treatments and other bicycle facilities in the pursuit of a bikeway system that encourages safer and more frequent cycling.

One of the main goals of the Bike Plan is to create a fully interconnected, seamless, and safe bicycle network that connects areas within Vermilion County. The Plan focuses primarily on roadways functionally classified in the collector and arterial categories, although local roadways are considered. While facilities were recommended based on extensive stakeholder input, they are grounded in field review of existing roadway conditions and constraints.

The regional bike network is working to build continuous and connected bicycling corridors of regional significance. The primary purpose of the regional bike network, which includes both built and unbuilt segments, is to focus regional bicycle-related funding on the highest priority bicycle-related facilities that serve regional trips, including access to transit. This approach assumes that participating municipalities and Vermilion County prioritize the expenditure of locally generated funds and local discretionary funds for local-serving projects, leaving many intercity, intercounty and other important bikeways of regional significance to be funded with regional discretionary sources.

Either way, the key is to implement a bicycle network of some type in order to encourage the use of bicycles for transportation. Bicycle facility improvements must be complemented by a robust policy, education, encouragement, and enforcement program that supports the physical network, and by performance measures to determine progress over the next 20 years.





This chapter defines a set of recommendations and actions to create an integrated bicycle network. They are visionary yet practical action strategies to make the Vermilion County region a great place for bicycling. They were developed with the following criteria in mind:

- **Connections to Destinations:** Streets chosen for inclusion in the bicycle network are intended to provide access to major employment centers, retail centers, transit, schools, regional parks, and other destinations. For this reason, the primary focus for developing on-street bicycle facilities is on arterial and collector roadways, which typically provide the most direct access to destinations.
- **Land Use and Facilities:** Recommended facilities and designs are intended to fit adjacent land use patterns. For example, on rural roadways with ample shoulders, bicycle route signage may be all that is required, while arterials with heavier ADT may require buffered bicycle lanes.
- **Traffic Conditions:** Recommended bicycle facilities reflect existing roadway traffic conditions, including traffic volume, speed, and roadway capacity. In some cases, excess capacity provides an opportunity to reduce the number of general purpose lanes and add bicycle facilities. In other cases, the lack of existing capacity may be a constraint that prevents the installation of bicycle facilities.
- **Interjurisdictional Connectivity:** Many points in the bicycle network connect adjacent communities.
- **End-of-Trip Facilities:** End-of-trip facilities like bike parking have the potential to increase usage and extend the network to include other modes. Allowing bikes on transit extends the network even further as bicycle travel can occur on both ends of the transit trip. The importance of extending the system by tying it into the transit network is reflected in the Existing and Planned Bike Facility Map which gives a high priority to on-street facilities that connect to transit stations.

The proposed bicycle network includes a variety of facility improvements that respond to the different types of bicyclists and their needs. Some of the facilities will be located along independent corridors and paths that are separated from roadways. Other parts of the network will require motorists and bicyclists to coexist in the same right-of-way.



## Chapter 2- Background

### 2.1 Benefits of Bicycling

Bicycle transportation will be an integral element of Vermilion County's future mobility, economic development, public health and environmental sustainability. Bikeability and walkability are important in attracting employers, employees and new residents. Investing in bicycling is an investment in safety, public health, a clean environment, quality of life and economic development that positively impacts all residents, bicyclists and non-bicyclists alike.

- Enhancing safety for all roadway users
- Addressing transportation congestion:
- Improving air quality and reducing energy consumption
- Reducing transportation costs
- Providing transportation options
- Expanding recreational opportunities for recreation and health
- Improving economic competitiveness
- Encouraging mixed-use development



### 2.2 Community Engagement

Development of the Regional Bike Plan began in August 2014 with the assembling of the project team and outlining of the planning process. A major focus of the Plan development process was engaging the public through a myriad of outreach methods.

The public engagement process targeted a variety of audiences with varying levels of interest in and knowledge about bicycling in Vermilion County. The project team strived to conduct a public engagement process that:

- Engaged the public in different ways to acknowledge and address concerns
- Defined key stakeholders, user groups, and organizations and included them in continued dialogue throughout the process
- Followed a transparent and meaningful process of communication
- Provided participants with key information and an opportunity to offer relevant and valued insight and opinions



- Used multiple methods of outreach, mixing traditional methods with newer technology to broaden the cross section of interested participants

### **Methods for Engaging the Public**

In order to engage a diverse public on multiple levels, the team focused on building trust, presenting information in a straight-forward manner, listening, and addressing concerns as they arose. The team worked on developing a variety of outreach strategies that would reach the widest audience possible. Strategies included:



#### **A. Branding the Planning Effort**

A visually appealing image was generated to help create a recognizable identity through printed materials, the Internet, and other communication materials over the planning process.

#### **B. Identifying the Stakeholders**

Identifying and including key stakeholders and interested citizens in a continued dialogue throughout the planning process was critical to the success of the Plan. These stakeholders were involved either through the Bicycle Advisory Committee or through participation in the DATS Technical Committee.

#### **C. Outreach to Agencies and Organizations**

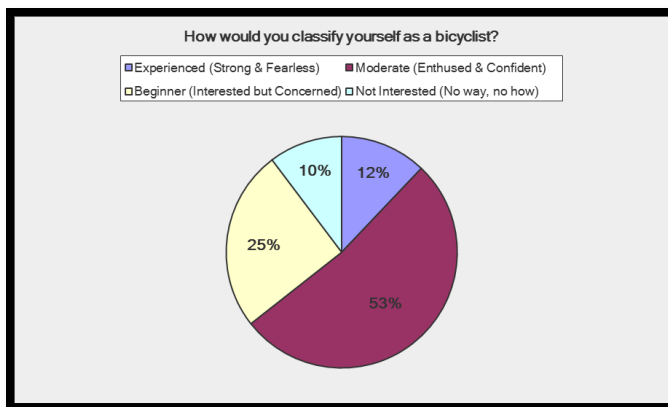
The MPO held specific focus group meetings with public health officials, community well-being organizations, and law enforcement, to hear the various perspectives and build on efforts to encourage safer bicycling practices.

#### **D. Public Survey**

A survey was developed to garner information from the County about community ideas, needs and wants as it pertains to bicycle accommodations. The survey questions were developed with the goal of determining key issues in the study area related to bicycle facilities and the community's level of interest in updating those facilities and creating new ones.

DATS staff distributed an e-mail with the survey link to over 70 contacts on December 12, 2014. Recipients of the e-mail included city administrators, elected officials, county representatives, private businesses, and citizens. Paper copies of the surveys were also placed in local libraries and the YMCA. Out of the 218 surveys received, 198 online surveys were recorded and 20 paper surveys were received. Appendix A shows the results of the regional bicycle survey.

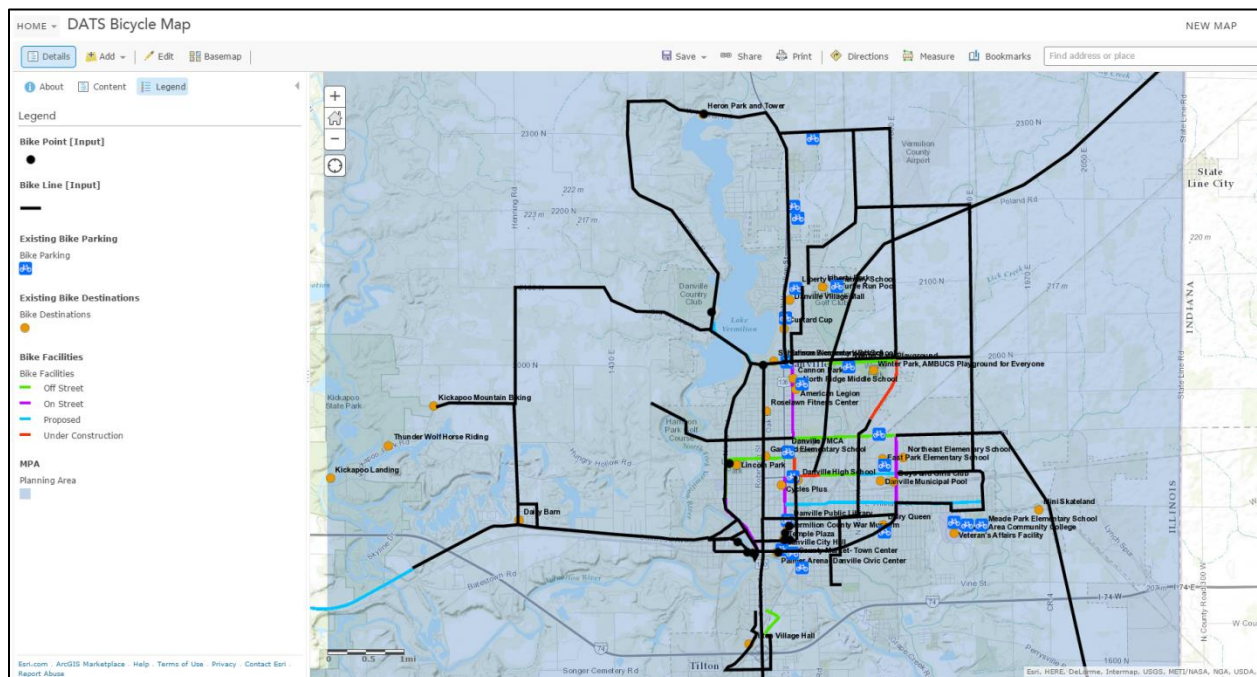




## E. Communication Methods

Multiple means of communication were used throughout the Plan development process to make the process as transparent as possible. The team recognized the need to have both traditional and electronic outreach methods. The following is a list of the methods employed:

- Project Website
- Marketing and Media Releases
- Kickoff Letter to Stakeholders
- Online Mapping Tool (ArcGIS)
- Organization Presentations
- Online Survey
- Draft Plan Open House





## Chapter 3- Vision

The Plan's mission, vision and goals were developed through a series of exercises with the Bicycle Advisory Committee (BAC) and Technical Committee, as well as from information collected during the Plan's survey. For the many stakeholders that helped form this Plan, there is an overarching desire to have a Plan that is both visionary and concrete in terms of how it will be implemented over time.

**[Vision]** Plan for, promote, and provide a complete, connected, and efficient bicycle transportation network that accommodates all users, to encourage improved community health and bicycle safety.

**[Mission]** Increase the number of people using bicycles within the region while reducing the number of crashes involving bicycles.

**[Goal 1] Connectivity:** Provide a bicycle network that is contiguous and connected to other off- and on-street facilities.

**Objective:** Connect regional destinations via bicycle infrastructure facilities.

Providing a connected network of safe and accessible on-street bicycle facilities within the Planning Area is fundamental to achieving the goals of this Plan. On-street routes will connect people to jobs, shopping, transit, schools, parks, and other regional destinations, as well as tie together the region's growing system of shared-use paths.

**Action 1.1:** Connect the City of Danville to the Kickapoo Rail Trail via secure bicycle facilities.

**Objective:** Improve accessibility for bikes around barriers like intersections and rivers

Addressing barriers that impede accessibility and create unsafe bicycling conditions is critical to developing a continuous and connected bicycle network that invites a wide range of bicyclists.

**Action 1.2:** Prioritize and integrate identified barriers into appropriate state, county and local planning documents

Barriers that have been identified in the Plan should be prioritized in terms of how significant they are for making critical links in the network and improving safety.

**Action 1.3:** Include appropriate bicycle facilities in all new bridge projects and major rehabilitation of existing bridges.

The following are critical locations in the Regional Bicycle Network where there are existing bridges that present barriers to bicyclists, or where a new bridge should accommodate bicycles:

- Denmark Road- provides connection across Lake Vermilion to western Danville neighborhoods
- Memorial Bridge- Gilbert Street South Route 1
- 150 Bridge
- Route 1 Bridge Over I-74
- 14<sup>th</sup> Street Bridge Tilton



**Objective:** Promote more bicycling through route signage and end of trip facilities

Installing way-finding signage that provides directional information to major destinations, shared-use path connections, and around major barriers, assists bicyclists through complicated and confusing portions of the network, reaffirms route choice, and will help bicyclists feel more comfortable and confident using the bicycle network. End-of-trip facilities such as adequate and secure bike parking are also important for attracting ridership and making bicycle transportation more convenient.

**Action 1.3:** Install a Signed Bicycle Route System with uniform signage to create a unified and defined network.

A unified system of signage and pavement markings helps bicyclists navigate the bicycle network and also raises awareness of the presence of bicycles among motorists. A comprehensive set of bicycle route wayfinding signs should be developed to connect destinations in the region; this signage should be consistent with MUTCD.

**Action 1.4:** Require and install end-of-trip facilities

Bicycle parking is a key component to making our bicycle network functional. All public facilities, (parks, community centers, libraries, city halls, schools, etc.) should have sufficient bicycle parking to meet demand. Incentives or requirements should be put in place for new commercial and multi-family residential development to provide bicycle parking.

**[Goal 2] Safety:** Improve safety for all modes of transportation

**Objective:** Improve safety of existing roadways for all modes of transportation

The City of Danville and parts of Vermilion County have a number of planned and existing bicycle facilities in place. These facilities will be incorporated into the regional bicycle network, and in some cases, retrofitted based on the recommendations in this Plan.

**Action 2.1:** Prioritize on-street bicycle facilities

While the provision of on-street bicycle facilities identified in this Plan should be a part of all road projects, recommended facilities must be prioritized in order to identify near-term projects with the greatest benefits for bicyclists, such as making critical links to and among major destinations and addressing barriers that create significant impediments to safe and efficient bicycling.

**Action 2.2:** Implement on-street bicycle facilities identified in the Plan to improve accessibility and safety for bicyclists.

All entities involved in roadway planning, design, construction, and maintenance should consult the Plan when working on projects. On-street bicycle facilities identified in this Plan should be integrated into the work programs of these entities. The bicycle facilities should be implemented whenever major road projects are undertaken.



**Objective:** Reduce the frequency of bicycle-vehicle crashes

Reducing the bicycle-vehicle crash rate, while also increasing bicycle ridership through an expanded Bicycle Network, will hinge upon well-designed facilities, addressing problem areas where crashes are occurring, and building awareness among motorists and bicyclists about their respective rights and responsibilities for using the roadway. The Plan identifies a number of implementation actions to address each of these elements. (See Appendix B: Map of Crash Occurrences)

**Action 2.3:** Identify spot locations, corridors and neighborhoods where bicycle crashes are occurring, and focus resources on improving these locations.

On-the-ground assessments should be conducted in all areas where bicycle crashes are regularly occurring to identify necessary spot or network improvements. As a component of implementation prioritization and addressing problem areas, funding resources should be focused on areas where there are high rates of bicycle crashes.

**Action 2.4:** Develop a website where users report crashes, bad pavement, concerns about road conditions, etc. Use community bike tool in an ongoing basis.

DATS should host a website where Regional Bicycle Network users can interactively report conditions and crashes. Data should be compiled and distributed to the various entities involved in plan implementation and roadway maintenance.

**Objective:** Improve safety by designing all bicycle facilities to the latest AASHTO bicycle guidelines and MUTCD Standards.

Following the AASHTO and MUTCD standards will allow local agencies to move forward with confidence that what they are doing is consistent with the latest research on safely accommodating all modes of transportation.

**[Goal] 3 Education and Enforcement:** Educate, raise awareness, and continually remind residents that bicycling is an efficient transportation mode through directed programs and initiatives.

**Objective:** Promote safe and secure bicycle infrastructure

**Action 3.1:** Add lights along shared-use paths and bicycle facilities to increase safety and security

**Objective:** Improve safety and reduce the number of crashes involving bicyclists by developing and implementing education and enforcement programs through partnerships with community organizations.

The bicycle network is designed to provide safe, convenient access for bicyclists to travel throughout the planning area. Like facilities for other transportation modes, this network of bicycle facilities must be used appropriately to be effective. For example, bicycle facilities are designed under the assumption that bicyclists ride the correct direction on streets (with the flow of traffic) and adhere to all traffic control devices. Breaking these rules puts all roadway users at risk,



therefore efforts must be made to encourage a culture of respect and shared usage among bicyclists and motorists.

**Action 3.2:** Expand and support existing and new bicycle education programs through partnerships with community organizations and law enforcement agencies.

As the bicycle network is built and more people are encouraged to bicycle, new and expanded programs will be needed to educate bicyclists and motorists about how to coexist safely in the roadway environment.

**Action 3.3:** Expand safe routes to school programs, including curriculum and safety education programs, to encourage children to walk and bicycle to school and all school levels.

Local governments, school districts, public health organizations, parent associations, and local walking and bicycling advocacy groups should continue to work within the Illinois Safe Routes to School network, and explore new strategies for encouraging children to walk and bicycle to school.

**Action 3.4:** Encourage local police agencies to participate in outreach activities such as bicycle rodeos and school assemblies.

Police officers are seen as authority figures and respected by children, because of this, their involvement in programs and activities that promote safe cycling can help foster responsible riding for a lifetime. Local police agencies can get involved by being present at community bicycling events, developing bicycle and pedestrian safety messages for announcements, and being present on the street near schools during the morning and afternoon when kids are coming and leaving school.

**Objective:** Increase overall bicycle usage and non-recreational bicycle trips

**Action 3.5:** Develop and annual community "Bike Day". Encourage employers to participate in the national "Bike to Work Day".

**[Goal 4]** Increase the commitment of public officials to support or initiate public policy for bicycling in all levels of government- state, local and regional.

**Objective:** Increase intergovernmental cooperation on bicycle policy and projects

Given the number of agencies with influence and responsibility over the roadway network within the planning area, intergovernmental cooperation on bicycle policy and projects is critical for successful implementation of the Plan. This objective relates back to the Plan's vision for promoting consistent design and development of bicycle facilities across jurisdictions.

**Objective:** Establish funding sources for implementation and ongoing maintenance

Implementation of the Plan will be a collaborative effort between a number of jurisdictions and agencies. Every transportation project offers an opportunity to implement a part of this Plan. Therefore, institutionalizing bicycle improvements at all levels of government will be essential for successful implementation of this Plan.





## Chapter 4- A Network to Meet the Needs

Vermilion County has a number of qualities that make it a great place for bicycling. At the same time, the number of major highways and the Interstate system can make it hard to bicycle from one municipality to the next.

### 4.1 Physical Conditions

Physical conditions have a great effect on bicycling and largely determine who will ride and where they ride to. This section summarizes the regional bicycle network on a general level. The general landscape, development patterns, roadway conditions, trail conditions and barriers to bicycle travel have been considered. This assessment is based upon field observations, map study by the project team, and input from the Bicycle Advisory Committee (BAC) and public participants.

#### Existing Facilities

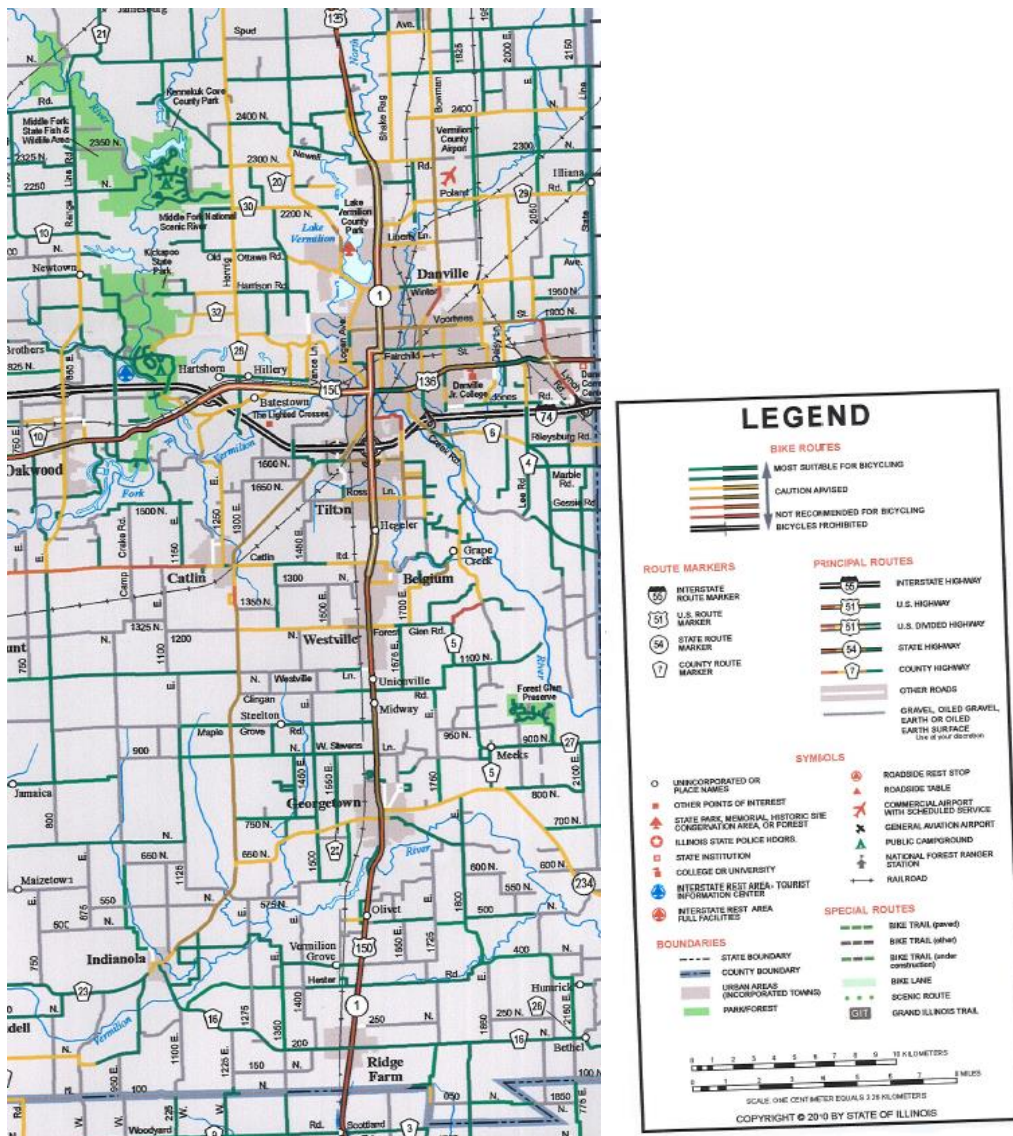
The 2015 Regional Bike Plan builds on existing bicycle routes and lanes that have already been developed through the 2010 Regional Bike Plan. A number of bicycle facilities are already in place in the City of Danville, however there is a lack of uniformity throughout the region with regard to marking and signage. Facilities should be retrofitted and new signs installed to improve safety and ensure consistency across the regional network.

Relevant existing data is available for bicycle-related crashes, but not bicycle counts. Bicycle-related crashes are reported to the Illinois Highway Patrol by county and local jurisdictions. While there is significant data provided, additional details on the type of crash and where they occur would be critical information in identifying exact locations of safety concerns, as well as providing more details about the causes of crashes involving bicyclists.

#### Bicycle Facility Network

The geographic scope of this Plan includes the City of Danville and the urbanized parts of Vermilion County. The facilities recommended by the Plan are designed to meet the needs of all types of bicyclists. One of the most important outcomes of the Plan is a thorough assessment of the Region's roadway network, which has resulted in detailed recommendations for on-street bicycle facilities as a part of the entire bicycle network. The Existing and Planned Bike Facilities Map identifies the location and initial facility recommendation for an additional 26 miles of bicycle facilities.

Map 2.1 County Bikable Routes and Regional Destinations



### Barriers to Bicycle Travel

Railroad tracks, Interstate 74, and the river system all create barriers for bicycles and other road users. Where these barriers exist, bicycles are often funneled into the same pinch points. In many cases, these pinch points are hostile environments for bicyclists because there is little or no excess space on the roadway and sidewalks. As cooperation among various agencies and local municipalities improves, there is potential for more opportunities to enhance bicycle safety and access in conjunction with other capital projects. As barriers are identified and removed, system connectivity is increased and opportunities for destination-based bicycling become viable.



Safe and convenient access across bridges is critical to creating a bicycle friendly region and providing continuity along cross-regional bicycle routes. In a region where there are multiple river and creek systems, in addition to many highway and rail corridors, bridges of all sizes provide the connectivity necessary to create a complete, integrated bicycle network that is truly a viable alternative to the automobile. The lack of adequate bicycle facilities on bridges presents a major barrier to increasing bicycle usage in the region.

There will be many opportunities to improve and expand bicycle access leading to and across bridges as the region moves forward in rehabilitating and replacing existing bridges and constructing new ones. Creating access to the bridge on both ends will be equally important.

Following is a sample of important community linkages for which bicycle travel is limited or precluded:

- Access to North Danville is severely limited, especially north of Liberty Lane
- Crossing State Route 1 is difficult and unsafe
  - Gilbert Street, south of Fairchild to south county boarder
  - Vermilion Street, north of Fairchild
- Crossing the Vermilion River (Memorial Bridge)
- Access west of Danville is limited
- Oregon Avenue Bridge has limited sidewalk availability
- Denmark Road (across Lake Vermilion) does not support bicycle or pedestrian connections
- County Road 7 (Catlin-Tilton Road) provides limited shoulder width

Barriers to bicycle travel can be addressed in a variety of ways, including the following:

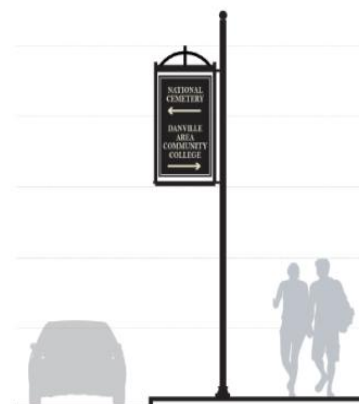
- Prioritizing improvements along roads that cross limited-access highways at locations where there is not an interchange;
- Improving bicycling conditions and ramp crossings (on-road, off-road, or both) through interchanges;
- Providing grade-separated bicycle and pedestrian crossings of highways, railroads, streams and rivers to make crossing safe and direct;
- Improving at-grade crossings of major arterials that are not limited-access;
- Providing wayfinding bike route signs along neighborhood routes that lead to preferred crossing locations or provide other options for circumventing barriers.



## 4.2 Future Facilities

The proposed Regional Bicycle Network includes a variety of facility improvements that respond to the different types of bicyclists and their needs. Providing a mix of bicycle facility types will allow the various types of bicycle users to reach all desired locations in a variety of ways, depending on skill and level of comfort.

It will be important to establish quick wins in the initial phases of implementing the Plan in order to demonstrate immediate progress and build momentum. These quick wins will likely be the “low hanging fruit” opportunities rather than the controversial or difficult to overcome barriers. It is equally important to understand the magnitude of the constraints that will need to be overcome in order to develop a continuous and connected Regional Bicycle Network. The main opportunities and constraints of the Plan are discussed below, including access to motor vehicle capacity on streets, intersection safety and access improvements, bicycle connectivity and safe access to transit and trails, and signage.



### Excess Street Capacity

The 2010 Census shows population decreases in both the City of Danville and Vermilion County. As a result of this population loss and general trends that show a decrease in vehicle miles traveled nationwide, some roadways within the planning area have excess motor vehicle capacity, while others are experiencing congestion. Natural features such as the Vermilion River, built features such as Interstate 74 and rail lines, and destinations such as employment centers often direct traffic toward a limited number of streets.

There is an opportunity to capitalize on this excess roadway capacity and create a robust bicycle network. A roadway with excess capacity means that street space can be more easily reallocated, often by simply using paint to channel traffic in ways that create space for on-street bicycle facilities.



## Intersection Safety and Access Improvements

Intersections are where most on-street bicycle crashes involving motor vehicles occur. Public input, verified by field review, identified numerous intersections that present safety and access challenges for bicyclists. In some cases, challenges exist because of intersection geometrics that allow for high speed vehicle movement. In other cases, crashes could be attributed to traffic control practices, pavement markings and signage. In all cases, problematic intersections discourage bicycling, especially by novice bicyclists who consistently identify fear of unsafe and unlawful motorist behavior as the number one reason for not bicycling more frequently.

## Bicycle Connectivity and Safe Access to Alternative Modes of Transportation

Providing bicycle facilities that connect neighborhoods to and from existing transit stops and bicycle facilities will help to address unmet bicycling demand for commuting, recreation and short trips.

## Signage

We have an opportunity to create a world-class signage system by taking advantage of lessons learned from the leading bicycle friendly communities. As facilities recommended in this Plan are implemented, existing route signs can be created and installed. The installation of signage could be accelerated if an aggressive wayfinding signage program were in place to “stake out” the entire Regional Bikeway System even before the on-street facilities are implemented.

## **4.3 Classifications for Bicycle Facility Recommendations**

The bicycle facility recommendations shown are organized by facility type or other classification category to assist map viewers. The following section defines each facility type, discusses their application and how they help cyclists, and explains generally where in the County there are located.

### **1. Bicycle Lanes**

**Definition:** Bicycle lanes are pavement markings (lane stripes, directional arrow, and bicycle symbol) that designate a portion of the roadway for the preferential or exclusive use of bicycles. They vary in width from four to six feet; however, IDOT standard is five feet (dependent on other variables such as ADT, lane width, and posted speed).

**Contribution to the Bicycle Network:** Bicycle lanes are most prevalent facility recommendation in the countywide bicycle network. This recommendation is applicable on a wide variety of roadway types, including collectors and minor arterials. Based upon an assessment of existing conditions and the potential for future development, a variety of actions may be employed to achieve bicycle lanes, including:



- Adding striping and bicycle symbols to existing pavements without impacts to motor vehicle travel;
- Reducing lane widths for motor vehicle travel lanes;
- Eliminating one or more motor vehicle travel lanes;
- Reducing on-street parking capacity; or
- Widening the roadway.

In general, many streets and roadways throughout the planning area were found to have excess pavement width available to reallocate to bicycle lanes.

## **2. Shared-Lane Markings**

**Definition:** Shared-lane markings (sharrows) are pavement markings that help position bicyclists in the most appropriate location to ride in order to safely share the travel lane with motor vehicles. The markings also provide a visual cue to motorists that bicycles have a right to use the road, and that the limited space available in the marked travel lane must be shared by motorists and bicyclists.

**Contribution to the Bikeway Network:** While shared lane markings are recommended in some locations, bicycle lanes may be more appropriate on roadways with more than 3,000 motor vehicles. This treatment should be viewed primarily as a retrofit facility that is used when bicycle lanes are not feasible, rather than a facility type that is optimal in its own right.

## **3. Striped Paved Shoulders**

**Definition:** Striped and paved shoulders should be at least three feet wide to provide enough space outside of a travel lane to be beneficial and safe for bicyclists.

**Contribution to the Bike Network:** In Vermilion County, striped paved shoulders are typically the best treatment along uncurbed roadways that serve lower density residential communities and pass through undeveloped landscapes. Volumes of bicyclists are typically lower in these settings and bicycle use may be more oriented towards recreational and fitness riding than daily transportation.

Where rumble strips are placed across the traffic lane in rural areas to warn motorists of upcoming traffic controls, a minimum 3 foot clear paved area on the shoulder should be provided to allow a bicyclist an opportunity to avoid riding on the rumble strip.

## **4. Shared-Use Paths**

**Definition:** Shared-use paths include paved and crushed stone paths and trails that are to be used by both pedestrians and bicyclists. In Vermilion County, these paths are found in a variety of settings, including trails in developed parks and recreation facilities, side paths along major roadways, and coming soon rail trails.

**Contribution to the Bikeway Network:** Recommendations for new and upgraded shared-use paths are distributed throughout the planning area. Trail system expansion and connection recommendations are geared to closing key gaps, improving access to between trails and their



surrounding neighborhoods, improving trail linkages to transit stations, and otherwise maximizing the utility of the trail system for transportation.

## **5. Grade Separation**

**Definition:** Grade separations include bicycle/pedestrian bridges, tunnels or underpasses. They are necessary for crossing railroads, streams and rivers, and other features of both the natural and built landscape. They are the preferred way to address bicycling barriers created by major highways.

## **6. Transit Station Improvements**

**Definition:** Recommendations to improve bicycle access to the DMT transit station address issues such as the quantity, quality, and security of bicycle parking, as well as on-road and off-road access issues in and around the station area.

**Contribution to the Bicycle Network:** Examples of recommended improvements include the following:

- Installing bicycle parking racks around the transfer zone;
- Installing covered bicycle parking to replace or complement uncovered bike parking equipment;
- Improving access to the station with short path improvements, crosswalks, curb ramps, on-road bike lanes along station access roads or through parking lots, or other facilities to enhance safety and accommodate cyclists; and
- Install bicycle wayfinding signage and include distances to the major destinations.

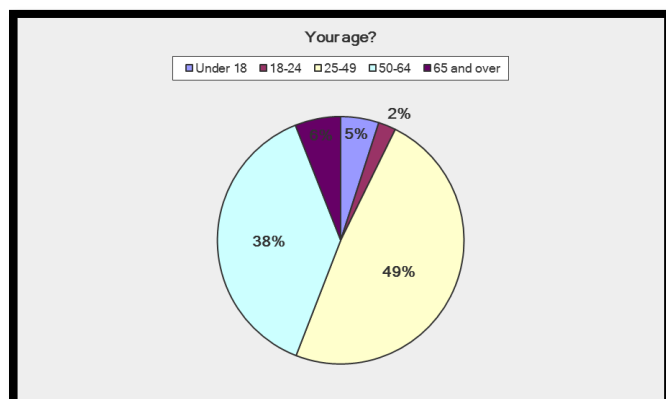
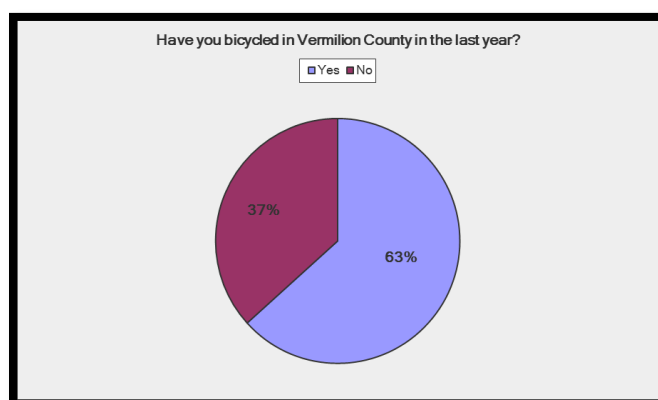


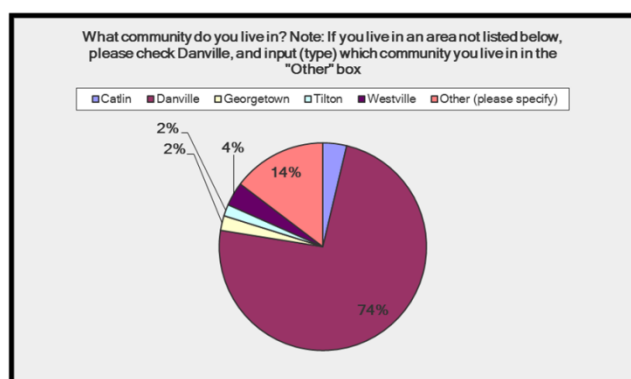
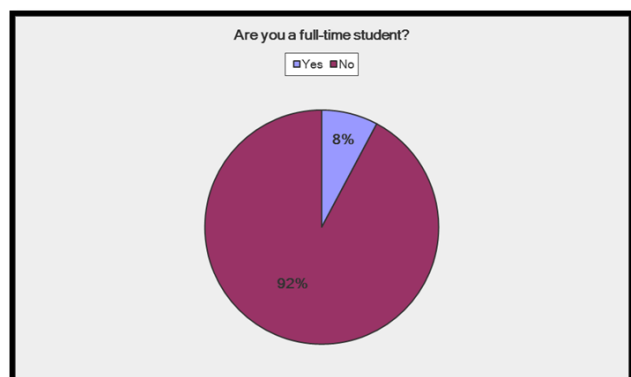
## Appendix A: Public Input Survey Analysis

This section summarizes the results of the Public Input Survey. The survey results establish the basis for how the community views and uses the existing bicycle network.

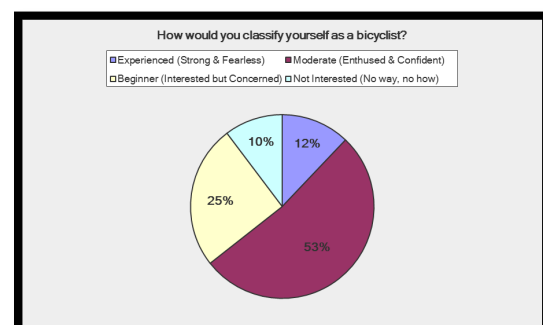
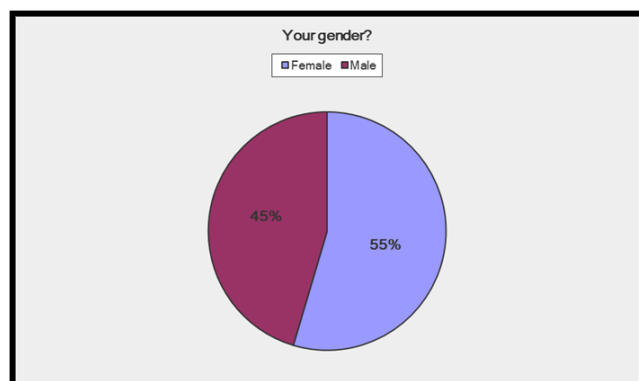
### Public Input Survey Results and Analysis

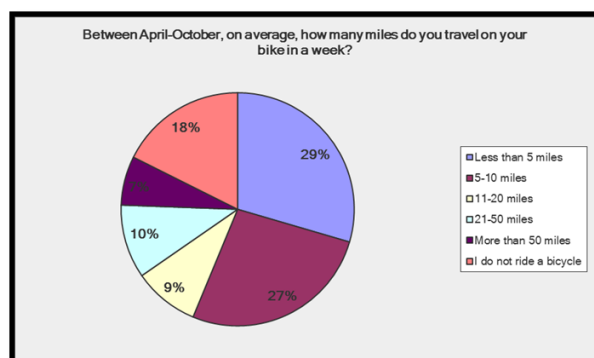
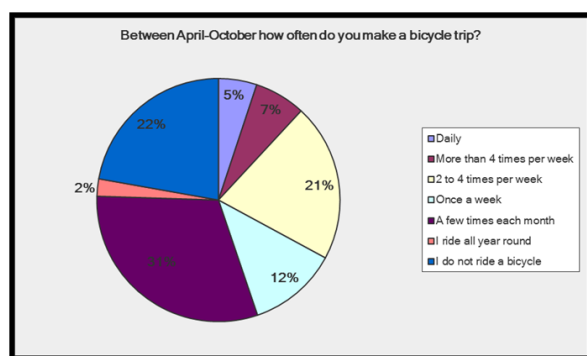
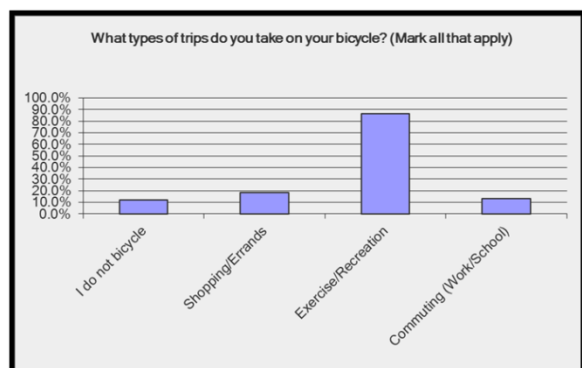
DATS staff sent an e-mail with the survey link to over 70 contacts on December 12, 2014. Recipients of the e-mail included city administrators, elected officials, county representatives, private businesses, and citizens. Paper copies of the surveys were also placed in local libraries and the YMCA. Out of the 218 surveys received, 198 online surveys were recorded and 20 paper surveys were received.





Other:	
Indiana- 2 responses	Champaign-Urbana- 2 responses
Oakwood- 6 responses	Rossville- 1 response
Hoopeston- 1 response	Danville unincorporated-1 response
Ridge Farm- 1 response	Rural- 2 responses
Fithian- 1 response	

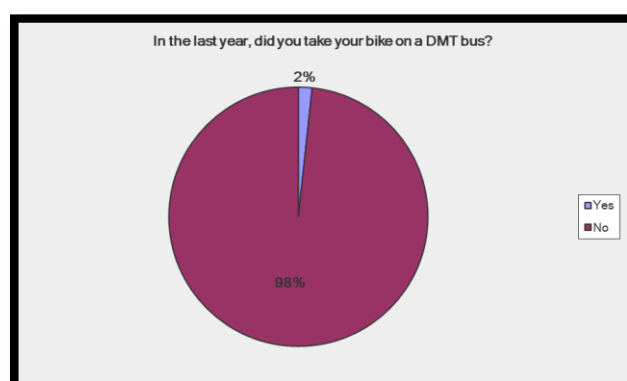
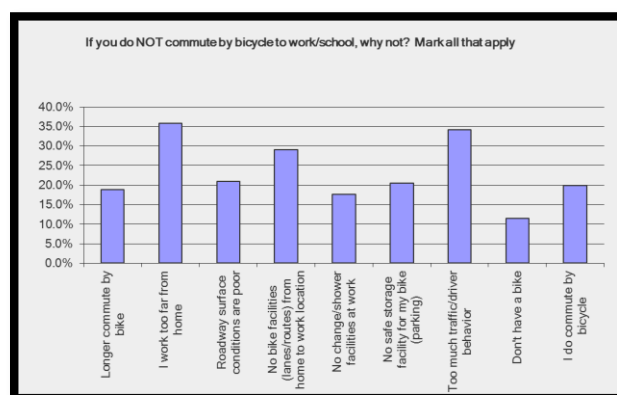
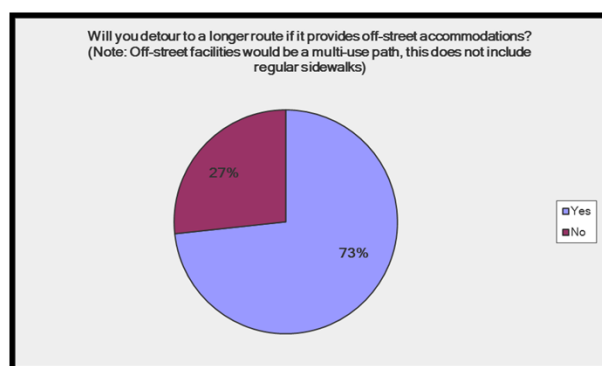




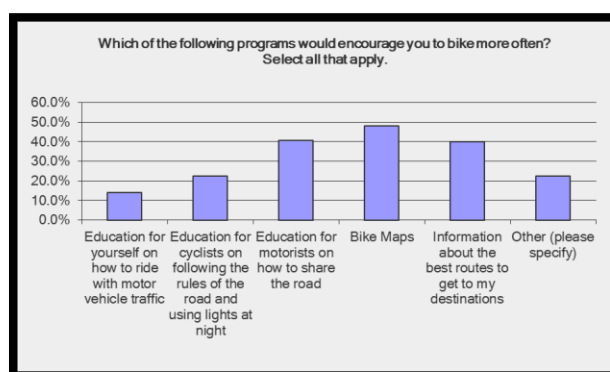
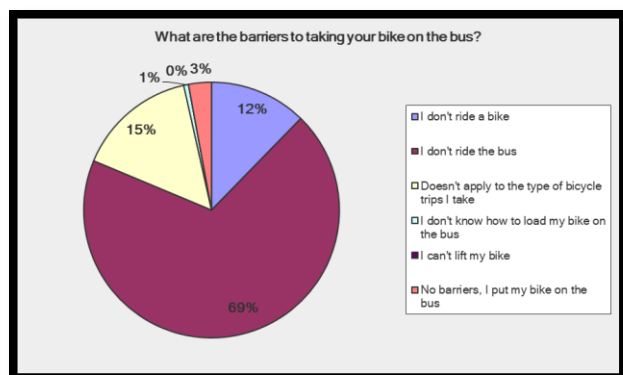
Streets Avoided:	
Gilbert south of Voorhees	Logan Street (North of Voorhees)
State Route 1	Main Street
State Route 9	Bowman Avenue
US 150	Vermilion Street
Gilbert & Main Intersection- and south of it	Fairchild
Denmark Road	Oak Street
High traffic areas	Seminary Street
High crime neighborhoods	Collett Street



Roughly paved streets	Henning Road
Georgetown Road	







"Bike paths" and "more bike lanes" were recorded several times on the survey results as write in suggestions.



## CERTIFICATE OF PUBLICATION IN

### The Independent News

The undersigned, THE NEWS-GAZETTE, INC. by its authorized agent, does hereby certify that said corporation is the publisher of The Independent News and that the same is the weekly secular newspaper of general circulation published in Georgetown, Vermilion County, Illinois, and said newspaper is a newspaper as defined by 715 ILCS 5/5 (1992) and 715 ILCS 10/1 (1992); said publisher further certifies that the annexed notice was published in said newspaper, on the following date(s);

04/29/2015

#### DANVILLE AREA TRANSPORTA

Said publisher further certifies that the date of the first paper containing the said notice was on the first date hereinabove set forth and that the date of the last paper continuing the said notice was on the last date hereinabove set forth.

**Danville Area  
Transportation Study**  
The LRTP, TIP, UPWP, and  
Bike Plan have been  
placed on public review  
at these locations:  
Libraries of Georgetown,  
Catlin, Danville and  
Westville and also online  
at <http://www.dats-il.com>  
Leave comments in the  
documents or send to:  
Telephone: 217-431-  
2673; Mail: 1155 E.  
Voorhees Street,  
Danville, IL 61832; email:  
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# Danville Area Transportation Study

## 2040 LONG RANGE TRANSPORTATION PLAN





# Danville Area Transportation Study

## 2040 LONG RANGE TRANSPORTATION PLAN

## ACKNOWLEDGEMENTS

The Danville Area Transportation Study thanks the diverse group of participants whose input was instrumental in creating a blueprint for a coordinated transportation system that provides real choice among modes of travel. The DATS 2040 Long Range Transportation Plan is the direct result of a collaborative among all members of DATS, as well as support from the Illinois Department of Transportation. We extend our sincere appreciation to the elected officials, residents, stakeholders, and local staff who participated in the planning process and guided the development of this plan. Everyone's time, input and energy are greatly appreciated.

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Chapter 5– Recommendations & Performance  
Measures



# 1

## Introduction

As a central component of daily life and something that affects everyone, transportation represents a critical segment of our area's social and built infrastructure. The Danville Area Transportation Study's *2040 Long Range Transportation Plan* defines the local strategy for creating a regional transportation system that accommodates the current mobility needs of residents and looks to the future to anticipate where new needs may arise. The result of increased vehicular use and truck freight has put an enormous strain on our existing road network. In response, the MPO's emphasis for our future roadway network is to focus on increasing efficiency; with direction on maintaining and improving our existing facilities.

Through the 2040 Long Range Transportation Plan (LRTP) process, we recognized that the past approach for determining transportation investments did not provide an adequate balance among modes. The 2040 LRTP sets the framework for a balanced and forward thinking system of a myriad of transportation alternatives, and stabilizes levels of investment among these modes.

The *2040 LRTP* is the largest planning effort required of the Danville Area Transportation Study (DATS), it is also the most far-reaching. The plan fulfills federal requirements and serves as the region's transportation vision moving forward. It seeks to characterize current and future transportation needs, outline the region's long-range transportation vision, document multi-modal transportation strategies, and identify long-term opportunities beyond the current ability to fund projects.



### What is a Long Range Transportation Plan?

The Long Range Transportation Plan (LRTP) is a community driven process that establishes a vision for mobility in the Danville Urbanized Area. The LRTP is an update to the long-range vision for how the metropolitan planning area's surface transportation



## Chapter 1- Introduction

system will develop over the next 25 years. The LRTP identifies goals, needs, investment priorities, and an implementation plan for the future transportation system. The Plan must be developed, adopted, and updated by the Metropolitan Planning Organization (MPO) through a process which engages the communities and all participating agencies within the Metropolitan Planning Area (MPA).

The scope of the *2040 LRTP* includes establishing goals for the region, reviewing current plans and studies, analyzing transportation and land use conditions, engaging stakeholders and the community, identifying multi-modal recommendations, and developing a financially-constrained plan. The planning process was guided by DATS Technical Committee that offered feedback throughout the plan development.

The LRTP must be financially-constrained, given available or reasonably expected funding, and it must be consistent with the performance-based planning standards established in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). “MPOs...in cooperation with State and public transportation operators shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning.” (23 USC Section 134© (1)).

### **The *DATS 2040 LRTP* addresses the following national planning factors:**

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity & efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned development patterns
6. Enhance the integration and connectivity of the entire transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

### **Danville Metropolitan Planning Organization**

Transportation planning in Danville and the Urbanized Area (UA) in Vermilion County is the responsibility of the Danville Area Metropolitan Planning Organization or DATS MPO. The MPO is a policy-making organization made up primarily of local elected officials from each of the region's ten member jurisdictions. Although these individuals come to the table with multiple and sometimes conflicting perspectives, they work





## Chapter 1- Introduction

together to establish local and regional priorities for the transportation improvements that are eligible for state and federal funding.

The metropolitan transportation planning process investigates connections between mobility, multi-modal transportation systems, environmental conditions, economic development, and safety. DATS is responsible for conducting the 3-C planning process in a manner that is Continuing, Cooperative, and Comprehensive.

### The Study Area

The Danville Area Transportation Study (DATS) planning area covers a large portion of Vermilion County, which is located in east central Illinois. The county borders the state of Indiana to its east. DATS is responsible for transportation policy development, planning and programming for the City of Danville and surrounding areas of Vermilion County.

Under federal requirements, the study area for the Danville Area MPO must encompass both the existing urbanized area and the contiguous area expected to become urbanized during the time period covered by the Long Range Transportation Plan (for this document the horizon year is 2040). *Map 1-1: DATS Planning Area* depicts current DATS planning boundaries.

Transportation infrastructure in the Danville Urbanized Area (UA) offers a significant resource that can be leveraged in a competitive marketplace. The challenge is to enhance it by making thoughtful decisions regarding needs today and those that can be realistically anticipated in the future. Since the last plan update, roads have been reconstructed, bridges have been built, and the off-street shared-use path network has expanded. Given the increasing competition for limited transportation funds, it is imperative to outline a list of priorities and develop an implementation plan to see those projects to completion.

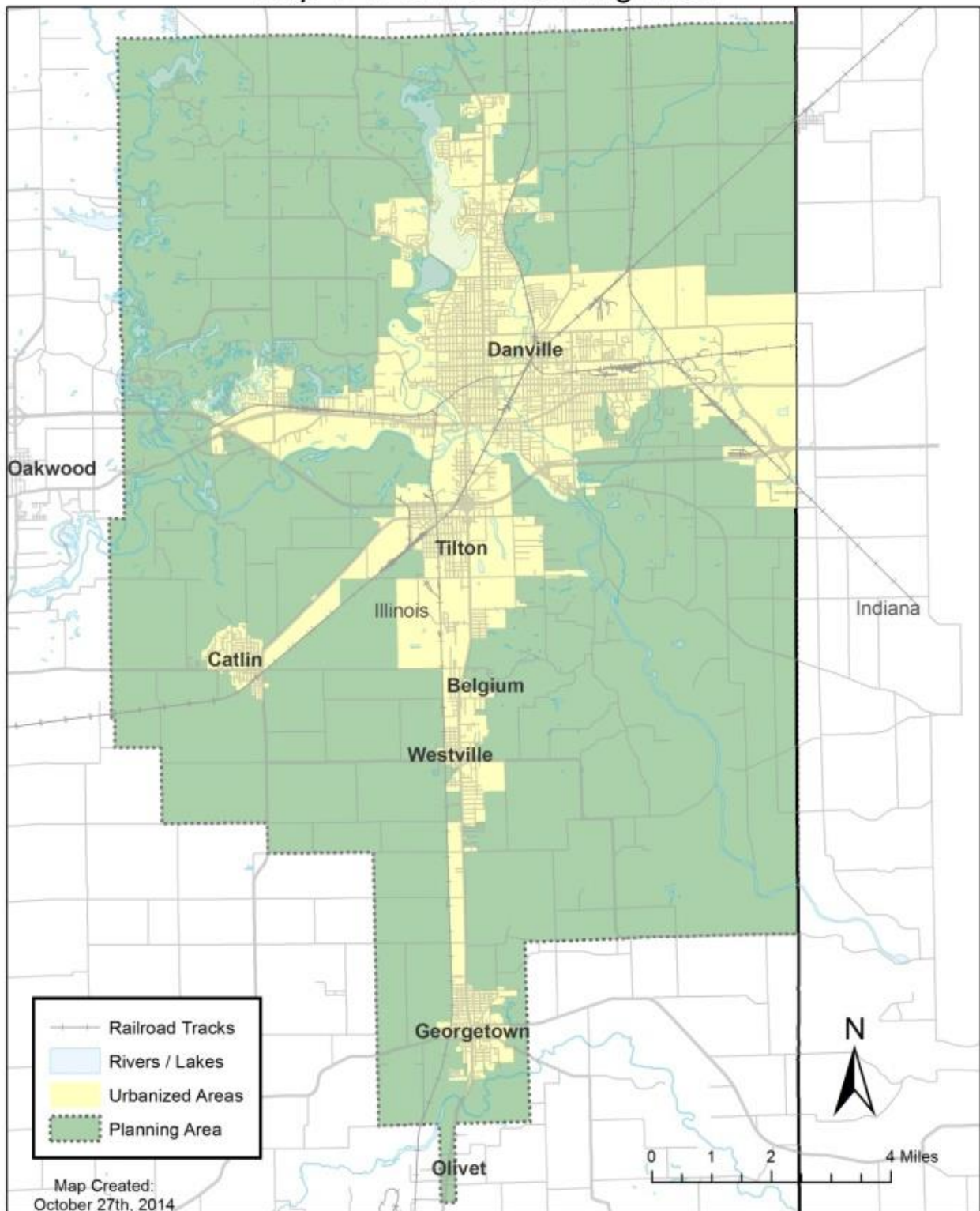


## Chapter 1- Introduction



### Map 1-1: Metropolitan Planning Area

*Map 1-1: DATS Planning Area*





### Planning Process

The *DATS 2040 LRTP* represents a collaborative effort to establish a vision for the Danville area's transportation network and identify a coordinated set of multimodal projects to achieve it. The plan addresses existing issues and anticipated future concerns for congestion, safety, access, and connectivity. The planning process requires a cooperative process between multiple jurisdictions, key stakeholders, and citizens, designed to create an open dialogue among the community.

The planning process began with analysis of socioeconomic conditions, a review of current plans and policies, and an assessment of the current transportation network. Once a full set of recommendations were developed, a prioritization process was enacted and potential projects through the year 2040 were identified. This plan provides a blueprint of transportation projects over the next 25 years.

### Community Outreach

Citizen involvement- whether through direct contact or by the input of community representatives- was an integral part of this plan's development. As a result, MPO staff reached out to the community throughout the planning process. Along the way, several overarching issues emerged:

- **The plan should provide strategies to address the area's most important corridors and the most problematic intersections**
- **The plan should consider previous planning efforts**
- **The plan should acknowledge that the movement of people and goods in and around the area directly affects economic competitiveness**

### Methods

Several methods were employed throughout the LRTP process, in attempt to gather the views and needs of our current transportation providers and users.

- ❖ **Transit Providers-** DATS Staff met with both Danville Mass Transit and CRIS Rural Transit to discuss future needs, and establish their directions moving forward. In addition to in person meetings, DATS regularly corresponds with both transit providers.
- ❖ **Bicycle & Pedestrian Focus Groups-** DATS staff discussed long-term goals with the Bicycle Advisory Committee, Public Health Focus Groups, and members of local Law Enforcement
- ❖ **Neighborhood Groups-** DATS Staff attended the 2015 City of Danville Neighborhood Association workshop to hear transportation concerns and list opportunities for collaboration



## Chapter 1- Introduction

- ❖ **IGOV-Coordinated LRTP projects** with the IGOV participants (local municipalities, Ameren Illinois, AT&T, Aqua Illinois, Danville Sanitary District
- ❖ **Presentations to Local Community Groups:** DATS Staff presented several times to local community groups such as: The National Association of Retired Federal Employees and Danville Noon Rotary.
- ❖ **Employer Input Survey-** A survey created and distributed for regional employers was distributed to learn about their experiences, needs and desires. This survey was also available on the DATS website at [www.dats-il.com](http://www.dats-il.com)
- ❖ **DATS Technical Committee-** Through the production of the 2040 LRTP, DATS Technical Committee members were asked to review chapter drafts and also contacted about future project ideas and desires
- ❖ **Public Workshop-**A public workshop will be held following the release of this document on public review. The workshop will provide maps and tables, and outline the goals represented in the 2040 LRTP. This workshop will take place at the Danville Public Library.





### Milestones Reached

Following the adoption of the 2010 Long Range Transportation Plan to 2035, the MPO members worked to bring several projects to fruition.

### Reconstructed Railroad Overpass on Winter Avenue

This option reconstructed the existing NS railroad overpass in approximately the same location along Winter Avenue. However, the new structure was created to accommodate a two-lane roadway that meets current design standards, and provided non-motorized access under along-side of the newly constructed roadway.



### Fairchild Street Subway Replacement

This project replaced the 1,280 foot Fairchild Subway supporting six railroad tracks with 60 trains per day, operated by the Norfolk Southern and CSXT railroad companies. The project corrected horizontal and vertical clearance issues within the subway. The project is working to preserve the industrial corridor on the east side of Danville by providing an accessible link to I-74 and IL Route 1. The corridor was also significant as the only east-west emergency response grade separated corridor in the central portion of the city.



### Bowman Avenue Rebuilt

The Bowman Avenue reconstruction reaches from Winter Avenue to Crestview. This segment of roadway was in poor condition, and maintained a rural two lane cross section in an urban setting. The project adds a center turn lane, installs curb, gutters and storm sewers, creates bus bump outs, and constructs a shared-use path to accommodate the high volume of pedestrian activity that travels along this roadway. Additionally, the shared-use path connects to the Winter Avenue path, further increasing our multi-modal connections around the city of Danville.





### Upgrading the Danville Mass Transit Transfer Zone

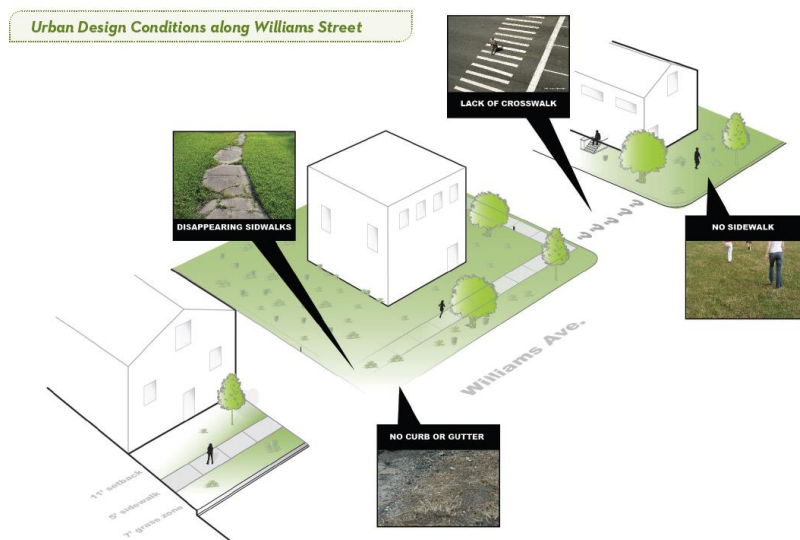
The design and construction of a number of improvements to the current bus transfer zone have been funded through FTA 5307 contributions. These updates include an expanded facility with a waiting room, washrooms, vending machines, and public information. The facility will provide increased bus operation flexibility, outdoor waiting areas with a canopy, a bicycle parking area, informational signs, security cameras, and sustainable environmental features.

### DATS Quiet Zone Feasibility Study

The sounding of a locomotive horn is a common occurrence throughout the DATS Planning Area. In 2006, the FRA changed the regulations to allow for Quiet Zones, where locomotive train horn is exempt from sounding if a quiet zone is established and maintained. The feasibility of creating a quiet zone in either Danville or Catlin was studied in 2013-2104, and the final recommendations were adopted by the DATS Policy Committee.

### East Main Street Corridor Study

The study was intended to provide the Danville MPO and local community partners with a preferred vision for growth and redevelopment of the East Main Street Corridor in Danville, Illinois. The plan will address multi-modal opportunities, access and connectivity; and consider recommendations for adjacent land use.





### **Updated Regional Bicycle and Pedestrian Plan**

The 2015 Regional Bicycle and Pedestrian Plan is designed to reflect the recommendations in community bicycle and pedestrian plans, revise previously recommended projects, update current projects, and recommend new projects that will further the goals of the MPO. The primary goal of this update is to reflect each community's existing plans for bicycle and pedestrian facilities and build upon them to create a system of appropriately spaced and continuous bicycle and pedestrian corridors throughout the county that can be implemented at a relatively low cost.

### **Jackson and Voorhees Street Intersection Realignment Survey**

The Jackson Street Intersection Improvement project is a realignment project at the Jackson and Voorhees intersection in Danville, Illinois. The area surrounding the intersection is primarily residential with Jackson Street functioning as a north-south major collector. The City of Danville and the Danville Area Transportation Study conducted a study to gauge the effectiveness of the intersection, and found that there are several issues at the intersection that need to be addressed, primarily: concerns about pedestrian and bicyclist safety and accessibility; access concerns for the surrounding residences; peak hour delays, resulting in cut through traffic on other residential streets.



## 2

## Existing Demographic Conditions

The City of Danville serves as the seat of government for Vermilion County, Illinois. According to 2010 U.S. Census data, of the County's 81,625 residents, 50,949 comprise the Metropolitan Statistical Area. As discussed in depth following, the population of Vermilion County is expected to decrease by three percent over the next 30 years. The population and household growth factors from 2010 to 2040 for the planning area are shown in *Figure 2-1: Forecasted Changes in County Population*. By the year 2040, the population of Vermilion County has been forecasted to reach about 78,835, with 47,029 of those people living in the metropolitan planning area. If this decrease occurs, Danville will lose its metropolitan status, and the MPO would have to dissolve.

*Figure 2-1: Forecasted Changes in County Population*

Population	Source	Actual 2000	Actual 2010	Percent Change 2000 to 2010	Projected 2015	Projected 2020	Projected 2030	Projected 2040	Percent Change 2010 to 2040
Vermilion County	Woods and Poole	83,299	81,588	-2.05%	81,499	81,406	80,584	78,835	-3.37%
	US Census 2000 to 2010 Trendline	83,919	81,625	-2.73%		79,394	77,223	75,112	-7.98%
DATS MSA	US Census 2000 to 2010 Trendline	60,904	58,830	-3.41%		56,827	54,891	53,022	-9.87%
DATS Urbanized Area*	US Census 2000 to 2010 Trendline	52,327	50,949	-2.63%		49,607	48,301	47,029	-7.69%
City of Danville	US Census 2000 to 2010 Trendline	33,904	33,027	-2.59%		32,173	31,340	30,530	-7.56%
Vermilion County	Lochmueller Group Proposed	83,919	81,625	-2.73%		80,750	80,250	79,176	-3.00%

\* Based on 2012 Urbanized Area Boundary

### Background & Data Sources

Population data gives a clear picture of the number of people in a designated area, where people live within that area, and where the population is shifting. Existing population and demographic data establish a background for future transportation policies and decisions to address. Analysis of this data illustrates population shifts and social trends relevant for creating an effective transportation plan.

Because the transportation network is influenced by where people live and work, patterns need to be identified and considered in order to address changing habits of the region's population. This document uses 2010 U.S. Census data for population, households, automobiles, and employment data for the MPA.

The DATS committees include representation from the City of Danville, City of Georgetown, CRIS Rural Transit, Danville Mass Transit, Village of Belgium, Village of Catlin, Village of Tilton, Village of Westville, Catlin Township, Danville Township,



## Chapter 2-Existing Conditions & Issues

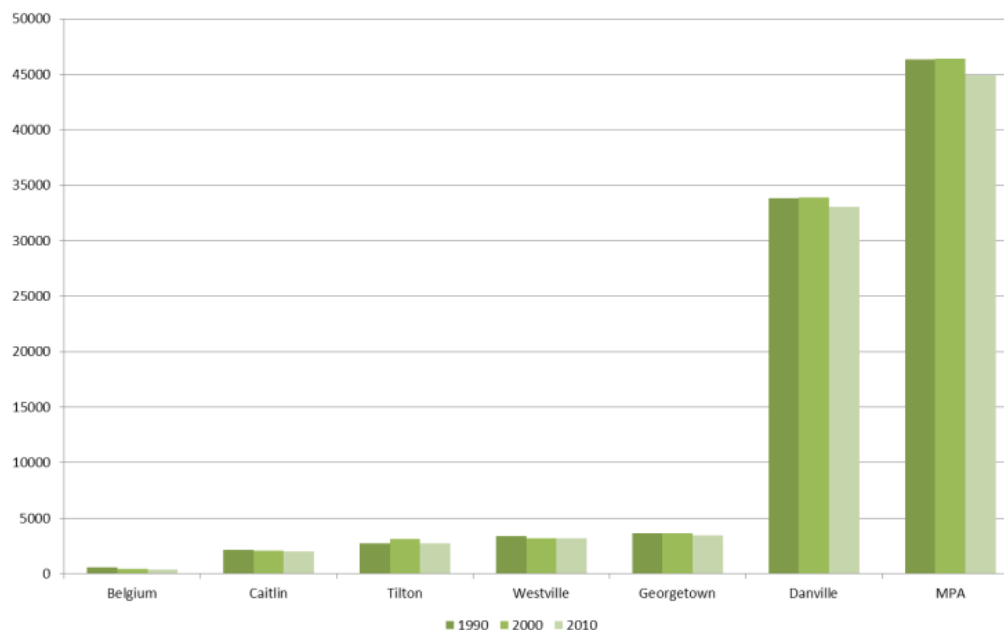


Georgetown Township, Newell Township, Vermilion County, Vermilion Regional Airport, and the Illinois Department of Transportation.

### **Population & Households**

The municipalities and townships listed above fall within the Metropolitan Planning Area (MPA) boundary. The MPA includes the Urbanized Area, which is defined as including a central city (Danville) and contiguous areas totaling at least 50,000 people and a density of over 1,000 per square mile. The total population for the Urbanized Area as of 2010 was 50,949. See *Figure 2-2: MPO population Distribution*.

*Figure 2-2: MPO Population Distribution*



Population density is helpful in understanding where the population is concentrated.

*MAP 2-2: 2010 Population Density* shows densities are highest around city centers with the exception of Danville, where higher densities occur in the eastern and mid-western portions of the city; Population density in Danville still tends to be rather low at about 1.3<sup>1</sup> dwelling units per acre in the City as a whole. However, there are parts of Danville where this figure rises significantly.

Housing preference is one area that can be heavily influenced by these demographic factors. Like much of the country, a large segment of the planning area's population was born during the "Baby Boom" of 1946-1964. At the same time, Vermilion County has experienced a change in racial and ethnic demographics. A desire for smaller homes, and homes with lower maintenance requirements are commonly expressed

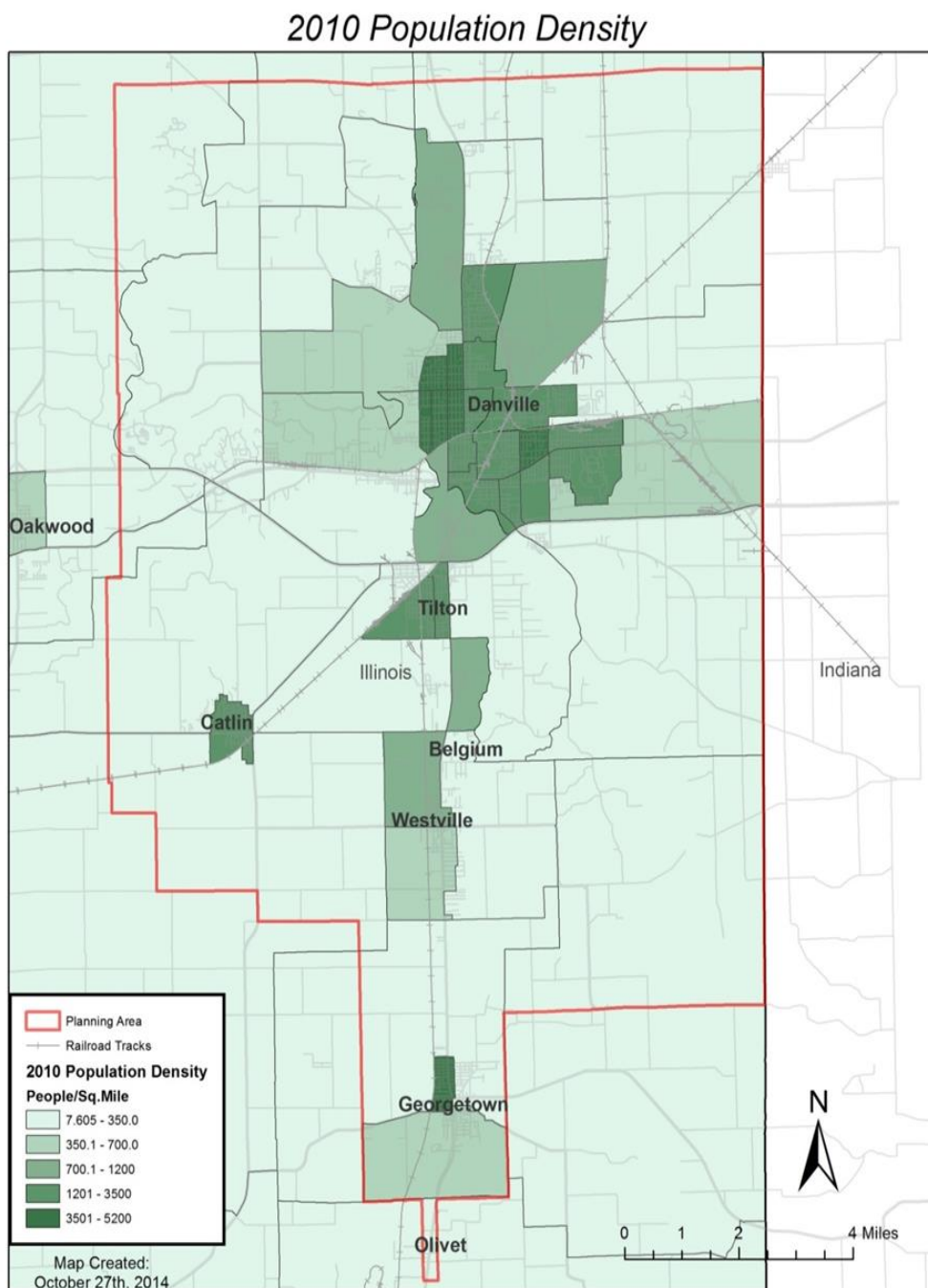
<sup>1</sup> The formula used Danville's total housing units divided by Danville's total acreage.



## Chapter 2-Existing Conditions & Issues

among our populations. Additionally, household size in the planning area has continued to decline over the past 50 years, from 2.54 people per household in 1980 to 2.38 in 2010, according to U.S. Census data. These factors indicate a future need for improved neighborhoods that are better able to serve those people living within them.

*MAP 2-2: 2010 Population Density in the Planning Area*





### **Elderly Population**

According to 2010 Census, the MPA had 21,178 citizens age 55 or older, representing 29% of the planning area's population. As the "baby boomers" continue to age, our area will see a continued increase for transit and paratransit services. Improvements in roadway signage, lighting, and other elements will also be needed to accommodate a higher number of drivers with visual or other physical challenges due to aging.

*Figure 2-3:* shows the 2010 Population over 55 years by jurisdiction.

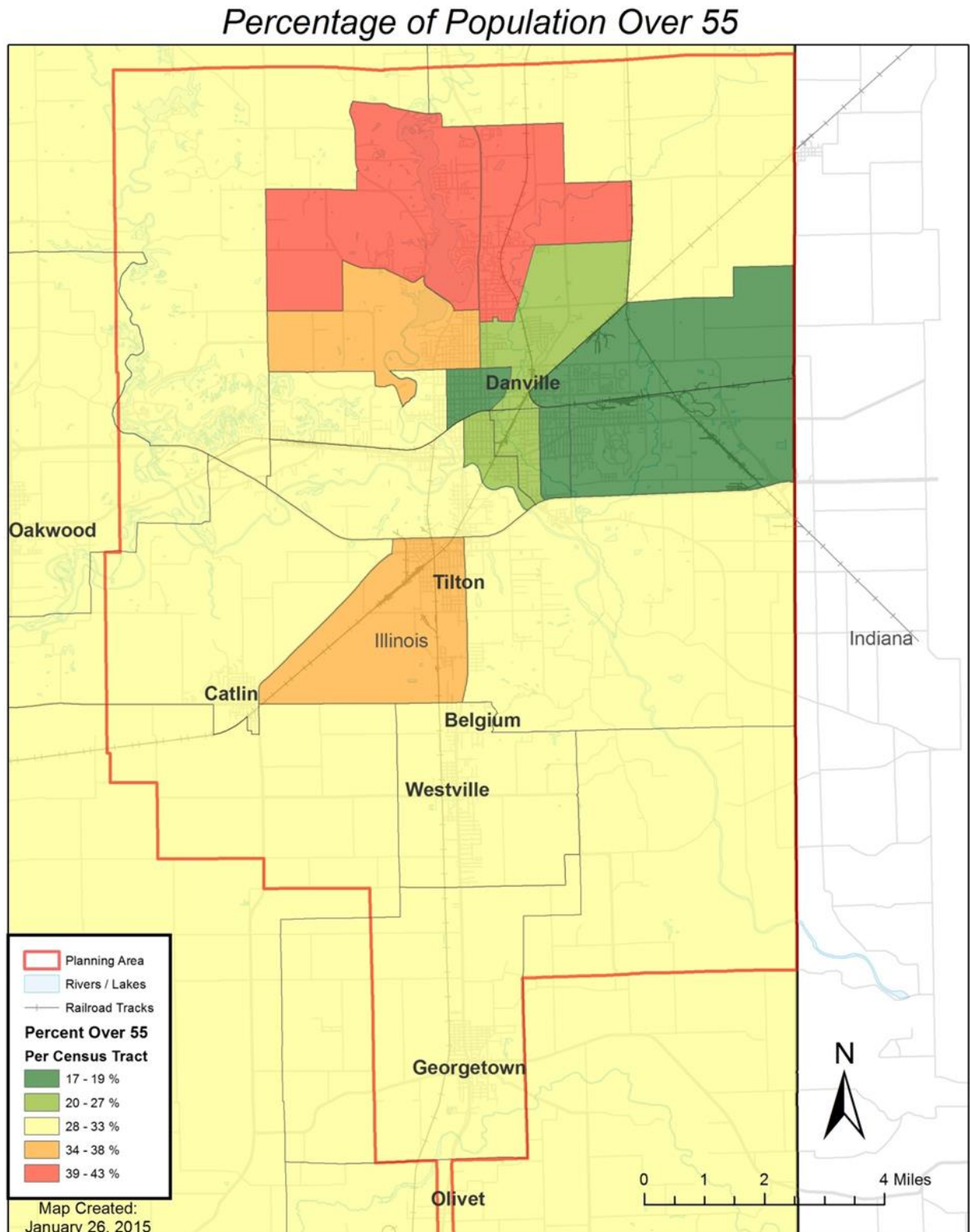
Population 55 Years and Over	
	Percent over 55
Belgium, Illinois	26%
Catlin, Illinois	30%
Danville, Illinois	27%
Georgetown, Illinois	28%
Tilton, Illinois	36%
Westville, Illinois	31%

Similarly, *Map 2-3: Percentage of Population Over 55* shows our concentration of population 55 years and older by census tracts.

## Chapter 2-Existing Conditions & Issues



Map 2-3: Percentage of Population Over 55





## Chapter 2-Existing Conditions & Issues

### **Disabled, Minority, Low Income and Limited English Proficiency Population**

Regulatory framework within Title VI regulations- directs every federal agency to identify and address the effects of all program policies and activities on traditionally disadvantaged groups defined as “Minority Population”, “Low-Income Population”, and “Persons with Limited English Proficiency”. The MPO provides for non-discrimination in transportation planning and programming: through oversight and representation by its members, by following federal legislation and the 3C transportation planning process, and by reflecting the legislation in its objectives, policies, and plans.

Environmental justice within the *DATS 2040 LRTP* is based on three fundamental principles derived from guidance issued by the USDOT:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

#### *Minority Population*

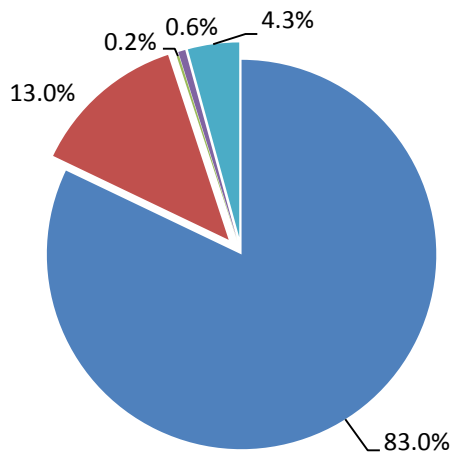
Poverty level data is significant aiding in the assessment of regional conditions. The American Community Survey (ACS) collects detailed demographic information regarding racial identity and cultural origin. Minority populations in the DATS study area represent similar state and national percentages at approximately 71% Caucasian and 30% minority. *Figure 2-4: Minority Population Comparison Data* shows graphs comparing local, state, and national minority distribution percentages.



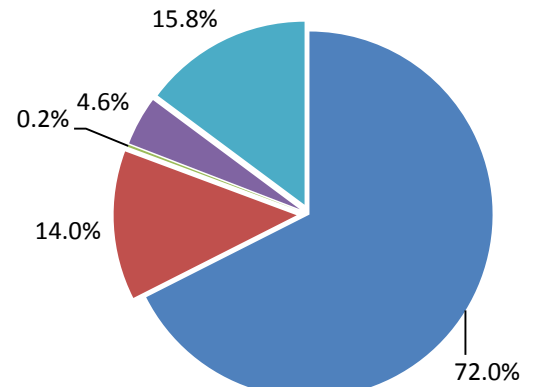
Figure 2-4: Minority Population Comparison Data

### Minority Population Comparison Data

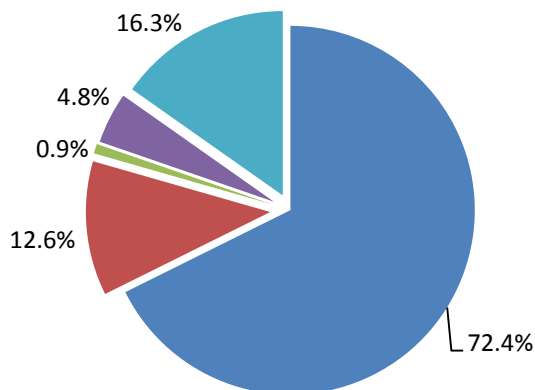
**Vermilion County Population**



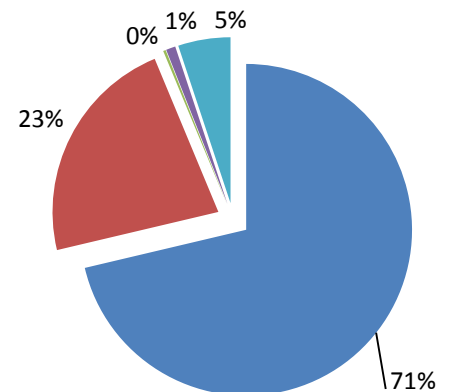
**Illinois Population**



**United States Population**



**MPA**



■ White
 ■ African American
 ■ American Indians
 ■ Asian
 ■ Hispanic

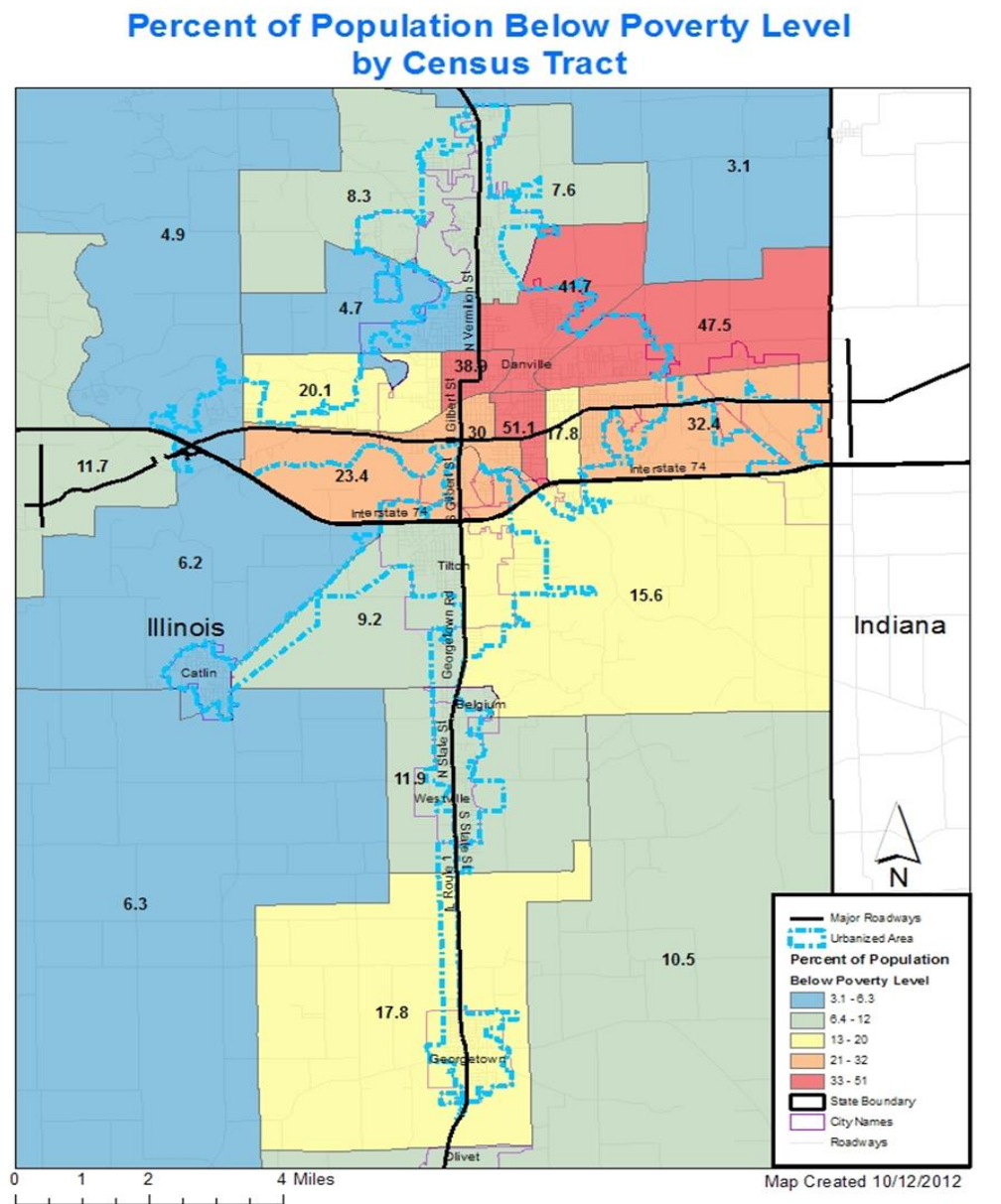




### Poverty and Income

The average percentage of population below poverty level in a census tract, using 2010 census data is approximately 19.12%. *Map 2-4: Percent of Population Below Poverty Level by Census Tract* displays the poverty level average per census tract based on 2010 U.S. Census data. The map also depicts the central and eastern portion of Danville having the highest concentration of poverty, while the northwest section of the planning area has the lowest concentration of population below the poverty level.

*Map 2-4: Percent of Population Below Poverty Level by Census Tract*





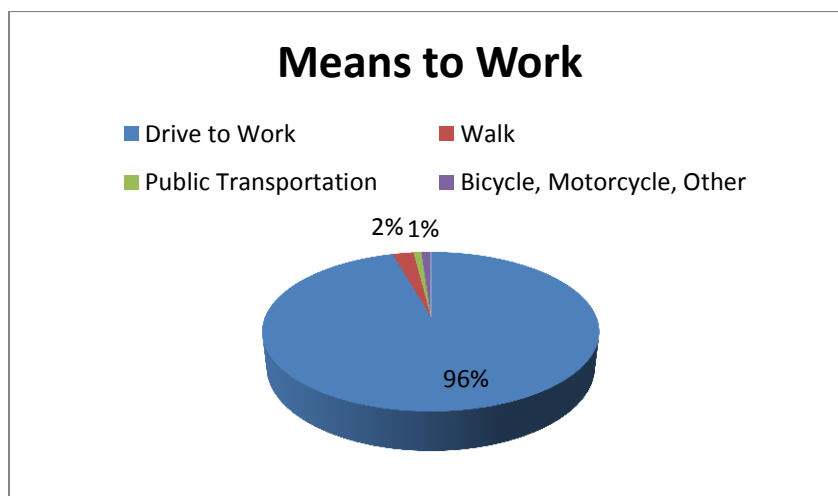


### Economic Indicators Influence Transportation Decisions

Aside of population and age data, regional economic analysis is significant in creating a transportation system that services the needs of our entire population. By examining factors such as means of transportation to work, commuting times and vehicle availability, we are building a foundation for discussion of future transportation projects. The following data was obtained from the Illinois Department of Employment Security, Woods and Poole data, as well as the 2010 U.S. Census.

Vehicular travel is the most predominant use of travel in the planning area, with 96 percent of workers driving to work (cars, trucks, or vans); this number illustrates the extent of our workforce that is dependent on the roadway system.

*Figure 2-5: Means to Work*



### Employment

*Figure 2-6: Major Employers in Vermilion County* shows the 25 largest employers in Vermilion County in December 2014. In 2010, the total employed population in Vermilion County was 31,751 <sup>2</sup> with Danville hosting the largest employment numbers in the region. The total employment for the region in 2040 is projected to be approximately 33,132 which would be an increase of almost 4.35% from 2010.

<sup>2</sup> Woods and Poole Data supported by Lochmueller Group research

## Chapter 2-Existing Conditions & Issues



Figure 2-6: Major Employers in Vermilion County

Top Employers in Vermilion County, Illinois			
December 2014			
Rank	Employer	Industry	Employees
1	Veterans Affairs Illiana Health Care System	Health Care	1,217
2	Vermilion County Public Schools (Does not include D118)	Education	1,197
3	Genpact	Financial Services	850
4	McLane Midwest Company	Distribution	737
5	Danville School District #118	Education	708
6	Vermilion County Government	Government	586
7	KIK Custom Products	Manufacturing	578
8	Quaker Oats Co.	Manufacturing	493
9	Presence Health USMC	Health Care	488
10	Blue Cross/ Blue Shield of Illinois	Insurance Processing	480
11	ThyssenKrupp Crankshaft Company	Manufacturing	451
12	ThyssenKrupp Presta Danville, LLC	Manufacturing	431
13	Danville Metal Stamping	Manufacturing	420
14	Watchfire/Time-O-Matic, Inc.	Electronics	359
15	AutoZone	Distribution	351
16	DND Wetzel dba McDonald's	Food Franchise	330
17	Carle Physician Group	Health Care	323
18	The Sygma Network	Distribution	308
19	Viscofan USA	Manufacturing	308
20	CannonCochranManagement Services, Inc.	Financial Services	300
21	Danville Correctional Center	Correctional Services	288
22	Freight Car America	Manufacturing	260
23	City of Danville	Government	242
24	Walgreen Accounting and Help Desk Center	Financial Services	233
25	NACCO Materials Handling Group, Inc.	Distribution	211

### Land Use

Since the late 1970s the majority of development in the planning area has occurred along the north and western edges of Danville. Suburban style development with separated land uses prevails, although there is a clear differentiation between the urban and rural areas. The existing transportation system has focused on the personal vehicle since the mid-20<sup>th</sup> Century with the older parts of the County maintaining a



## Chapter 2-Existing Conditions & Issues

strong grid street system, and the newer residential streets developed in more curvilinear patterns with cul-de-sacs being common in some neighborhoods.

Summarizing current land use patterns and local zoning generates an understanding of the existing built environment in the MPA. Zoning and land use patterns also assist in projecting future growth areas. The Urbanized Area covers approximately 31 square miles, which is roughly 19,850 acres.

As fuel costs continue to rise, the need for a myriad of transportation options, as well as lifestyle options, becomes more urgent. It is likely that the personal vehicle will continue to be the dominant form of transportation for the foreseeable future. However, the ability to conveniently access alternate modes of transportation, such as bicycling, transit, and walking, is becoming increasingly important.

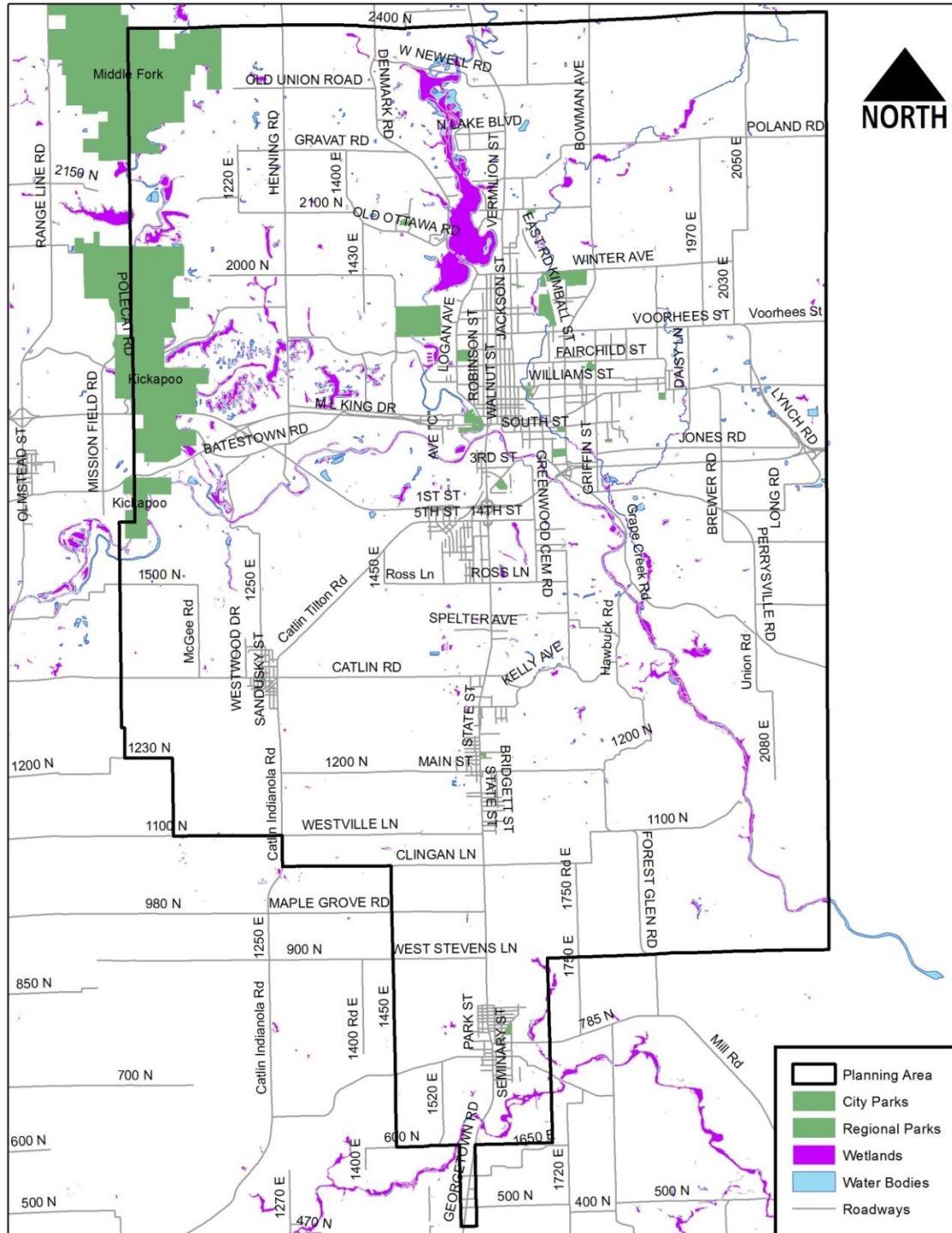
### **Environment**

Protecting and enhancing the environment is a concern shared throughout the transportation community. MAP-21 planning factors provide guidance to protect the environment, integrate the planning and environmental processes, and promote a streamlined process for reviews and permitting. The coordinated effort of the LRTP supports the protection and enhancement of the environment and sets the stage for the streamlined process outlined by NEPA regulations. *Map 2-5: DATS Environmental Water Features* depicts the existing relationship between green space, built infrastructure, and bodies of water.



Map 2-5: DATS Environmental Water Features

## DATS Environmental Water Features





### Automobile Ownership

The American Community Survey considers household access to a vehicle to help determine the need for special transportation services for the elderly and disabled, but also to plan for emergency transportation services for areas with high concentrations of households with no vehicle available. The automobile ownership data used in this document is from the Illinois Department of Motor Vehicles and the 2010 U.S. Census. 92 percent of workers in the MPA drive or carpool to work; this number illustrates the dependency of our working class on our roadway system. As of July 2014, Vermilion County had over 81,000 registered vehicles (*See Figure 2-4*). However, almost 31 percent of households in eastern Danville reported no vehicle ownership.

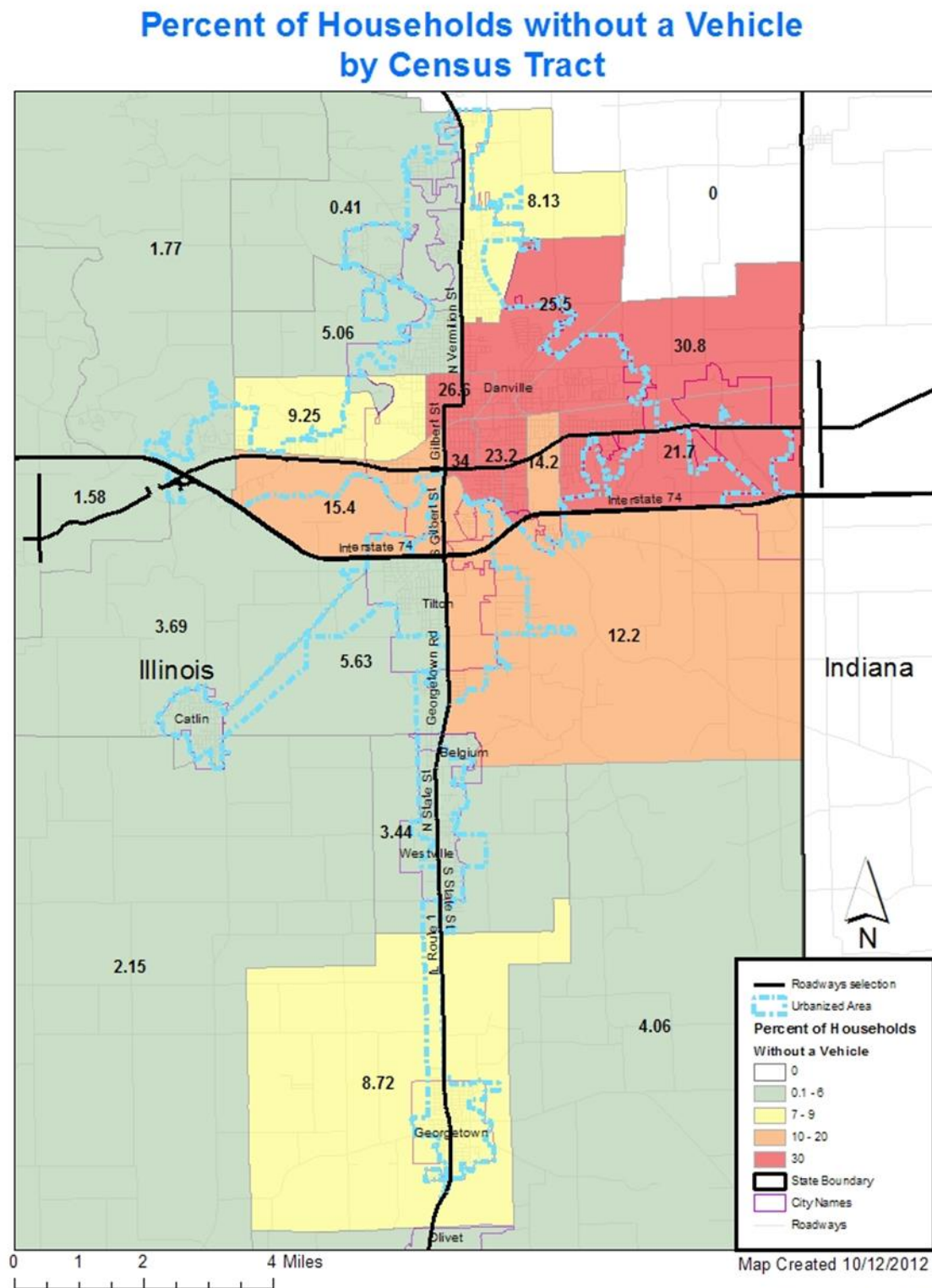
*FIGURE 2-7: Vermilion County Registered Vehicles July 2014*

Active Vehicle Registration Counts for Vermilion County	
July 3, 2014 Report Date	
Passenger <sup>1</sup>	44,509
Motorcycle <sup>2</sup>	2,829
Recreational <sup>3</sup>	1,355
Miscellaneous <sup>4</sup>	104
Two-Year Categories <sup>5</sup>	807
Truck Plate <sup>6</sup>	16,917
Trailer Plate <sup>7</sup>	8,147
Farm Truck <sup>8</sup>	313
Farm Trailer <sup>9</sup>	94
Mileage Tax Trucks <sup>10</sup>	63
Public Transportation	5
Conservation	5
Permanently Mounted	7
Fiscal Fleet Plates	13
Antiques	1,056
Semitrailer	3,159
Permanent Plates <sup>11</sup>	1,655
<b>Total</b>	<b>81,038</b>

## Chapter 2-Existing Conditions & Issues



Map 2-6: Percent of Households Without a Vehicle by 2010 Census Tract







## Chapter 2-Existing Conditions & Issues

### Existing Transportation Conditions

The existing transportation system within the MPA contains assets, opportunities, and challenges for the community. Identifying areas experiencing congestion and planned improvement projects will enable a more efficient and accessible transportation system.

At this time, most cities in the United States are concerned with the costs associated with the operation and maintenance of transportation facilities. These financial challenges demand a closer look at the priorities of the community. Maintenance costs can be significantly reduced if maintenance is done when streets and other transportation infrastructure are in relatively good condition. As maintenance is deferred, condition continues to decline and the costs of repairs rise dramatically. Techniques for reducing traffic demands by deferring trips to alternate modes or minimizing peak demands can reduce the need for projects that increase capacity on roads, resulting in a reduction in the cost for new projects.

### **Pedestrian and Bicycle Facilities**

Pedestrian facilities are provided and planned for throughout the community. Provision of an adequate system of pedestrian sidewalks and bicycle or multi-purpose pathways is critical for public safety and as a means of encouraging alternative modes of travel. The current bike route network for the planning area is closely tied to the street network (*See Map 2-7: Existing and Planned Bicycle Facilities*). It includes existing paved and unpaved routes, proposed trails and trail easements, on-street bicycle routes, bicycle lanes, and multi-use paths. Bicycles play an important role in the community by providing a healthy alternative to the automobile, reducing traffic congestion, improving air quality, increasing public health, and creating a more balanced transportation system.

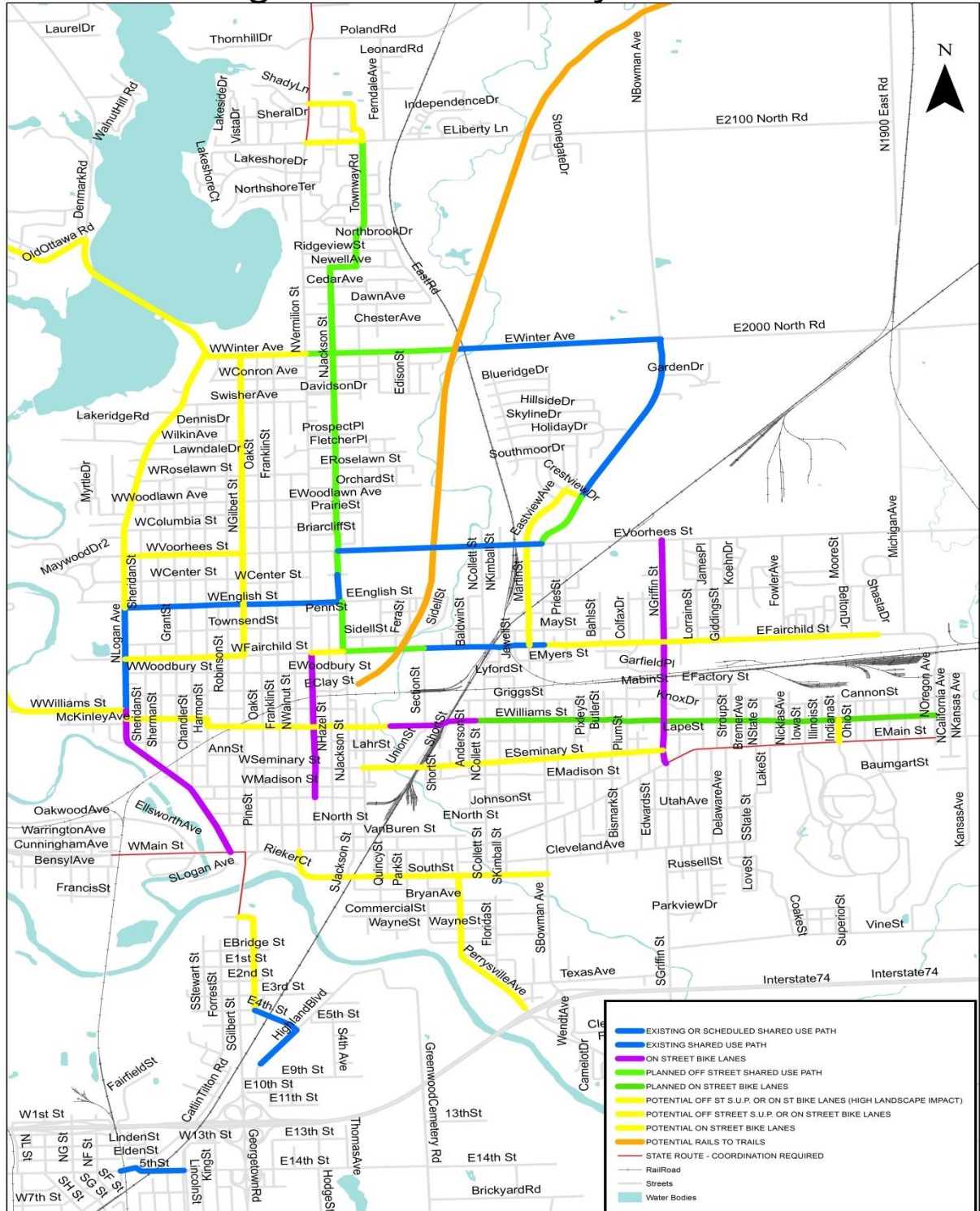


# Chapter 2-Existing Conditions & Issues



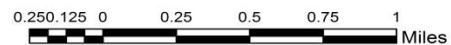
Map 2-7: Existing and Planned Bicycle Facilities

## Existing and Planned Bicycle Facilities



BICYCLE CONCEPTUAL PLAN

Date: 3/23/2015



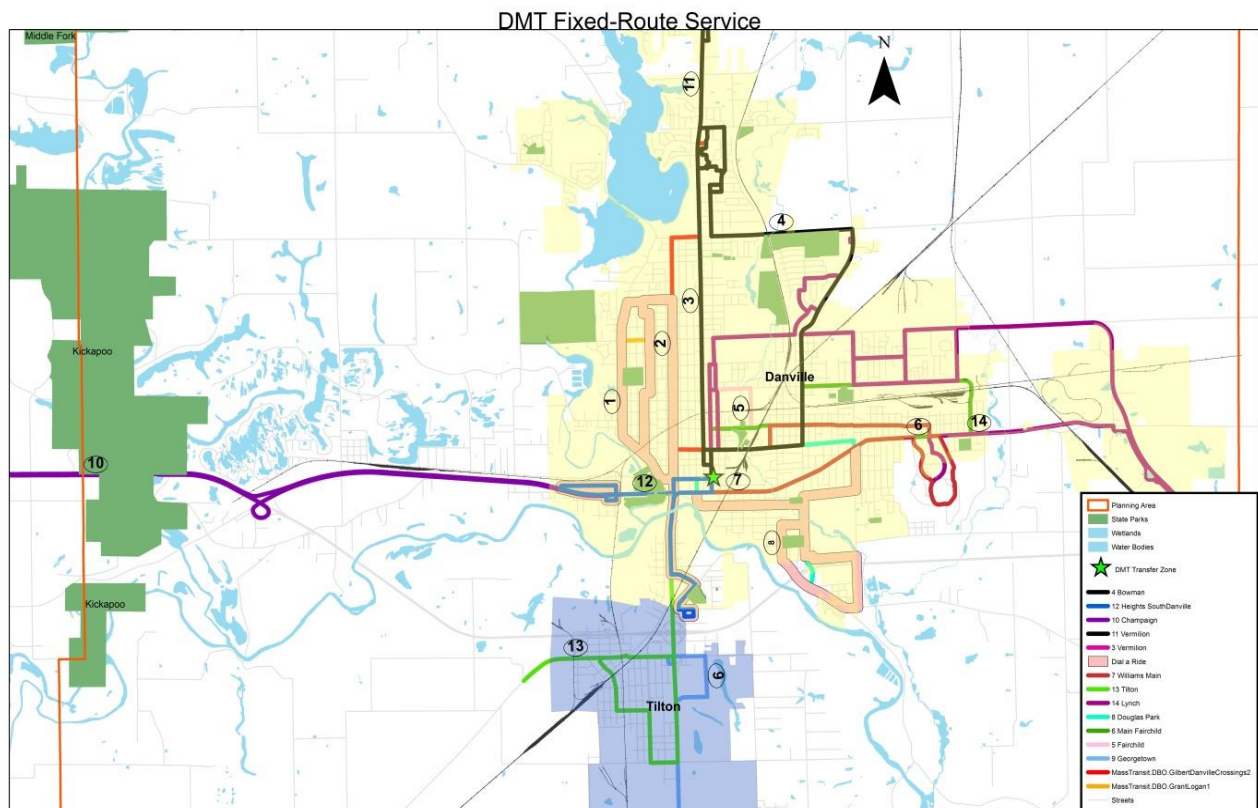


### Public Transit System

Public transportation is an essential component of the existing transportation system and should be integrated with all other transportation modes. Providing efficient transit service relies on good pedestrian connections at the beginning and end of the trip. Transit service is also influenced by development density, community policy, location of transportation corridors and activity centers, as well as by the design of activities along those corridors and the uses they serve. Other factors such as an abundant supply and low cost parking, low travel time, gas prices and minimal congestion also affect transit demand. These public services are critical to those persons who are dependent on public transportation, especially our low-income and elderly populations.

Danville Mass Transit (DMT) provides fixed-route bus service within the City of Danville and parts of Vermilion County, as well as bus service between Vermilion and Champaign counties. With 14 regular fixed-routes in operation (See *Map 2-8: DMT Fixed-Route Service*), DMT provides nearly 650,000 rides annually (*Figure 2-9: DMT Annual Ridership*).

*Map 2-8: Fixed Route Service*



Date: 3/24/2015



## Chapter 2-Existing Conditions & Issues

In addition to providing services for the transit dependent, DMT also offers services as an alternative to the automobile for the non-transit dependent or choice riders. The regular fixed route transit system runs Monday through Friday from 6:15 am to 6:15 pm. However, four fixed-routes have extended their hours to provide service past 9:00 p.m. on weekdays. These routes service major employment and education service areas.

*Figure 2-8: DMT Route Descriptions*

<b>Route</b>	<b>Service Areas</b>
<b>1 Grant/Logan</b>	Lakeview College of Nursing, City Hall, Vermilion County Museum, Lamon House, Presence Health USMC, Polyclinic, Center for Children's Services
<b>2 Gilbert/Danville Crossing</b>	Edison Elementary, Garfield Elementary, Liberty Elementary, Schlarman Academy, City Hall, Village Mall, Kmart, Wal-Mart Plaza, Vermilion County Museum, Carle Clinic, Christie Clinic, CRIS Senior Services, Social Security Administration, IDES
<b>3 Vermilion</b>	Edison Elementary, First Baptist Christian School, Liberty Elementary, Schlarman Academy, Danville Public Library, Village Mall, Kmart, Vermilion County War Museum, Carle Clinic
<b>4 Bowman</b>	Danville Lutheran School, Danville Care Center, Wal-Mart, Deercreek Manor, Meijer, Kohl's, TJ Maxx, Lowe's, Christie Clinic, Big R Plaza, County Market, Winter Park, Bowman Estates, Edison School
<b>5 Fairchild</b>	Danville High School, East Park Elementary, Northeast Magnet School, Danville Housing Authority, Municipal Pool and Sprayground, Boys and Girls Club
<b>6 Main/Fairchild</b>	Cannon Elementary, Danville Area Community College, Danville High School, East Park Elementary, Northeast Magnet School, Trinity Lutheran School, Veteran's Affairs Medical Center, Danville Area Community College, Municipal Pool and Sprayground, Boys and Girls Club
<b>7 Williams/Main</b>	Cannon Elementary, Danville Area Community College, Trinity Lutheran School, Veteran's Affairs Medical Center
<b>8 Douglas Park</b>	Vermilion County Courthouse, Public Safety Building, Vermilion County Health Department, David S. Palmer Arena, IL Department of Human Services, City Hall
<b>9 Georgetown</b>	Illinois Secretary of State Office, Westville High School, Westville Village Hall, Georgetown City Hall
<b>10 Danville-Champaign</b>	Carle Hospital, Presence Hospital, Illinois Terminal, Various stops along University Avenue
<b>11 Vermilion</b>	Wal-Mart, Kohl's, Meijer, Lowe's, County Market, Christie Clinic, Vermilion House, Deercreek Manor, Schlarman Academy, First Baptist School, Carle Clinic, Kmart, Village Mall
<b>12 Heights-South Danville</b>	Crosspoint Human Services, Southview Middle School, Vermilion County Court House, City Hall, Danville Stadium, Ellsworth Park
<b>13 Tilton</b>	Southwest Elementary School, Illinois Secretary of State office, Gardenview Manor
<b>14 Lynch</b>	Danville High School, Vermilion Gardens Complex, Danville Housing Authority, Trailways Bus Station, Meade Park School, Danville Area Community College, Veteran's Affairs Medical Center

## Chapter 2-Existing Conditions & Issues

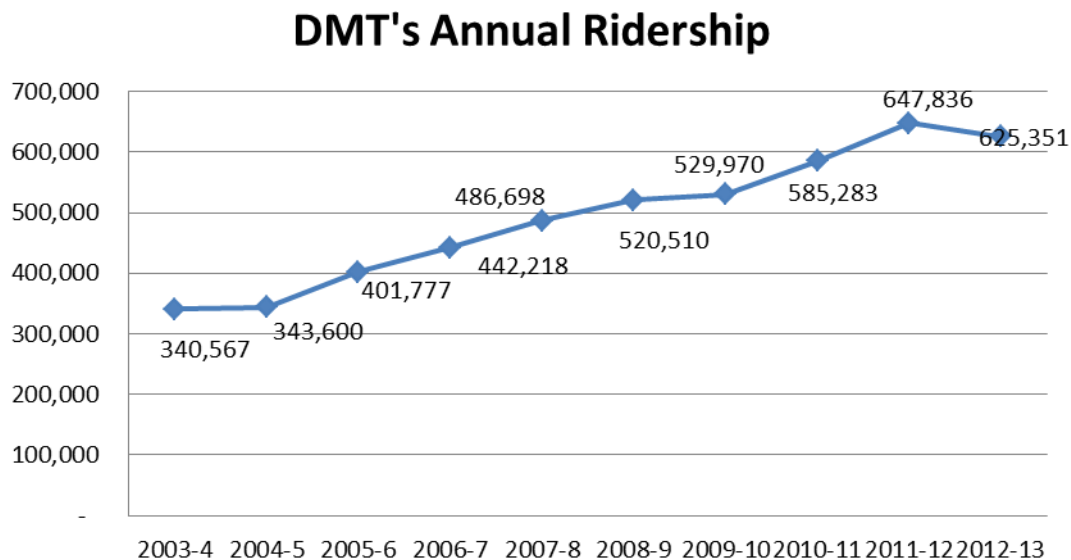


Two bus routes provide DMT service to the MPA outside of the City of Danville, connecting the MPA as a whole. Route 9 provides service between Danville and Georgetown. Route 13, implemented in June 2008, provides bus service between Danville and Tilton. A third route, Route 10 is a Job Access and Reverse Commute (JARC) route, which provides service outside of the MPA to Champaign's Illinois Terminal; This route provides a connection to Carle Hospital, Presence Hospital, and the University of Illinois.

### *DMT Ridership*

Ridership numbers indicate growth in transit use and reveal trends for future growth. Riders with disabilities that exclude them from using the Danville Mass Transit (DMT) fixed-route service may be eligible for para-transit service after completing the ADA certification process with DMT. This service is offered in accordance with the Federal Americans with Disabilities Act (ADA). All ADA ride tickets are purchased at the DMT office.

*Figure 2-9: DMT Annual Ridership*



### *CRIS Senior Rides*

CRIS Rural Mass Transit District provides transportation options to meet the needs of Vermilion County residents, especially the elderly and persons with disabilities. CRIS has multiple programs through which transportation services are provided. Mainly, CRIS is a coordinated public transit service provider that operates curb-to-curb demand response services open to residents in Vermilion County. As part of its service network, CRIS also holds contracts to provide service for several area programs.



## Chapter 2-Existing Conditions & Issues



Figure 2-10: CRIS Ridership Data

	FY 2010	FY2011	FY2012	FY2013	FY2014
<b>Vermilion County</b>	42,438	38,443	47,471	61,289	63,503
<b>Champaign County</b>		2,003	15,811	16,972	17,091
<b>Total</b>	42,438	40,446	63,282	78,261	80,594

All riders over the age of 60 who are picked up and dropped off within the corporate city limits of Danville are eligible for CRIS Senior ride service with a donation-based fare. Rides may be to and from any origin in the service area and for any purpose as long as a reservation has been made with CRIS.

Additionally, CRIS provides contract service transportation for Crosspoint Human Services, Worksource Enterprises, McCall's Key Club Adult Day Care and almost every nursing home and assisted living facility in Vermilion County. Additional senior transportation services within the MPA include Danville and Newell Township Senior transit operations. Although they are small scale transportation operations, they provide a necessary and convenient senior transit option in the MPA for seniors 60 and over.

### **Streets and Highways**

A detailed profile of existing roadway conditions, road safety factors, and corridors of significance is necessary for moving forward with planning priorities. Existing roadway conditions analysis includes variables such as ADT counts, number of lanes, and functional classification designations. Additionally, significant corridors in the planning are described in detail including the corridor function, surrounding land uses, and potential development within that corridor. This analysis leads to a list of planned roadway improvements through 2040.

The Danville MPO is served today by an extensive system of streets and highways. This system ranges from interstate roadway down to local residential streets that help form the character of neighborhoods. The street and highway system provides vital connections within the region, connections to other cities and regions, and connections among various modes of travel within the metropolitan area.

The roadway system consists of a typical grid system. Today, there is an estimated 1,495<sup>3</sup> lane miles of streets and highways in the MPA. This includes Interstate, U.S. and State Highways, major arterials and collector streets, and local streets. Local streets are by far the largest portion of the total containing over 862 lane miles.

<sup>3</sup> Calculated from 2014 GIS Roadway Files



## Chapter 2-Existing Conditions & Issues

The Federal Highway Administration notes that “The concept of functional classification defines the role that a particular roadway segment plays in serving this flow of traffic through the network.”<sup>4</sup> This classification system provides for relatively efficient movement throughout the community, resulting in good circulation. Exceptions can be found during peak travel periods, particularly on North Vermilion (IL Route 1) and South Gilbert (IL Route 1), but flow is enhanced by synchronized traffic signals.

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<sup>4</sup> FHWA *Highway Functional Classification Concepts, Criteria and Procedures* 2013 Edition

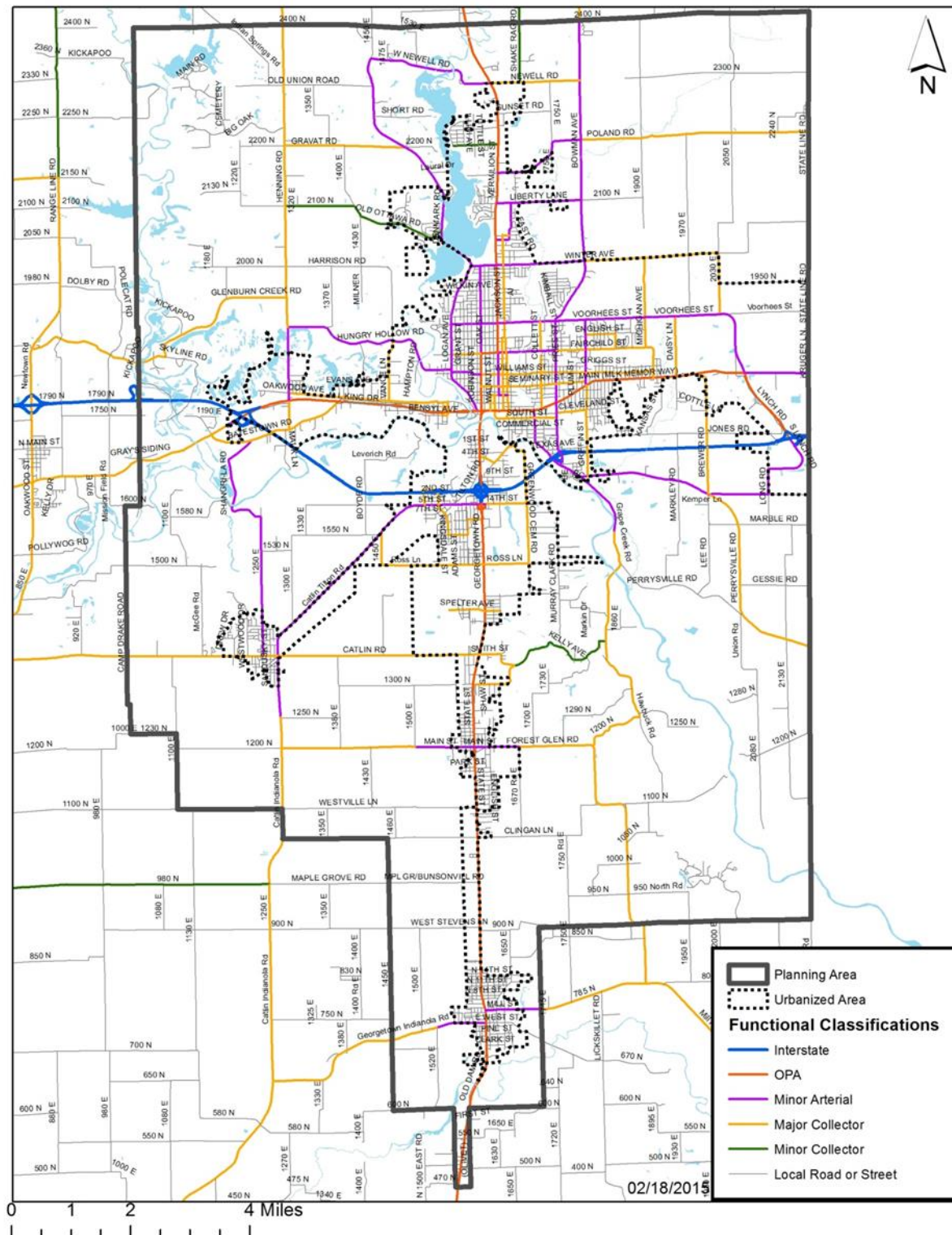


## Chapter 2-Existing Conditions & Issues



Map 2-9: Roadway Functional Classification

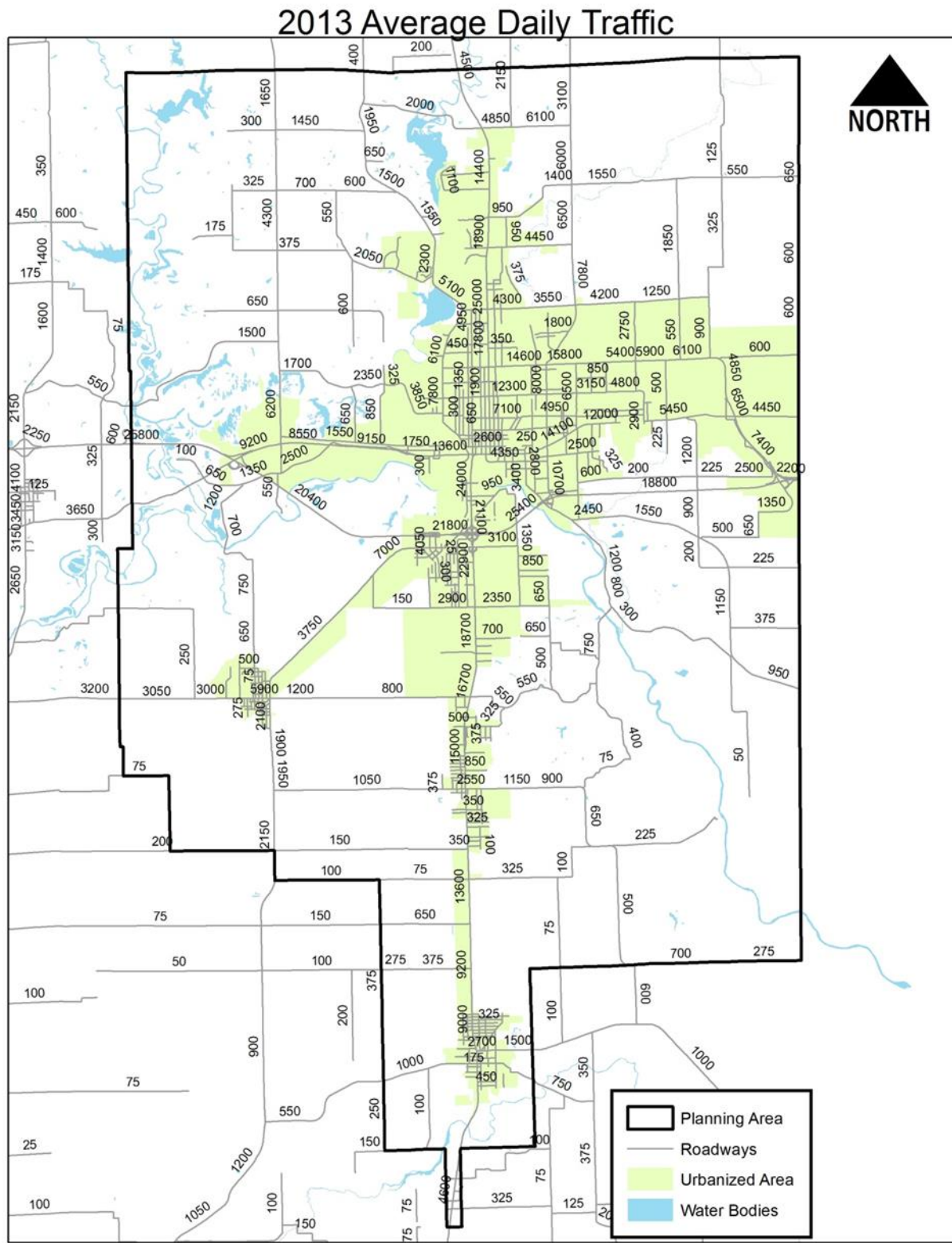
### Roadway Functional Classification



## Chapter 2-Existing Conditions & Issues



Map 2-10: 2013 Average Daily Traffic





### Safety

An important part of the Danville MPO's transportation planning process involves the collection of transportation related crash data. The MPO's goal is to reduce the overall number of crashes, fatalities and injury crashes throughout the planning period. To achieve these fundamental goals, it is important that national, state and local standards align with education, enforcement, engineering, and evaluation. Bridges and overpasses have been improved in recent years to make travel safer and easier. By separating trains and cars we are working to reduce the potential for collisions, as well as reducing the delay motorists experience while waiting on trains to pass.

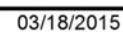
Figure 2-11: DATS Crash Data

	Danville Area Transportation Study (DATS)									
	2008		2009		2010		2011		2012	
	#	% Change	#	% Change	#	% Change	#	% Change	#	% Change
Number of Fatalities	7	17%	8	14%	9	13%	3	-67%	8	167%
Number of Serious Injuries	78	-15%	82	5%	78	-5%	62	-21%	66	6%
Fatality Rolling Averages	6.2	3%	6.4	3%	7	9%	6.6	-6%	7	6%
Serious Injury Rolling Averages	83	-1%	86.4	4%	81.2	-6%	78.4	-3%	73.2	-7%
Yearly VMT	210,879,332	-1.80%	213,249,805	1.1%	211,235,571	-0.9%	207,582,383	-1.7%	207,523,909	0.00%
Fatality Rate (Per HMVMT)	3.32	19%	3.75	13%	4.26	14%	1.45	-66%	3.85	167%
Serious Injury Rate (Per HMVMT)	36.99	-14%	38.45	4%	36.93	-4%	29.87	-19%	31.8	6%

As a result of the Federal Highway Administration's (FHWA) emphasis on transportation safety, the primary focus of highway planning and investment is on improving the safety of the transportation system. The Illinois' Strategic Highway Safety Plan (SHSP) is a statewide initiative to eliminate all fatal and serious injury crashes on all Illinois roadways. The Danville MPO, along with the participating municipalities and Vermilion County, has been involved in several efforts to address the emphasis areas of the state's SHSP. *Map 2-11: 2010-June 2013 Crash Data* displays the results from a crash analysis of state and local crash reports from January 2010- June 2013.



## 2010- June 2013 Crash Data





### *Significant Corridors within the MPA*

The corridors listed below have been identified as significant transportation corridors for the DATS MPA. These corridors were selected based on attributes such as regional connectivity and ADT. Additionally, this list highlights areas of focus for future regional transportation planning and improvements.

1. **Main Street Corridor:** The Main Street (US Route 150 and US Route 136) corridor is the major east-west arterial route through the City of Danville. This route is paralleled by Interstate 74, but still carries high traffic volumes as a four to five lane undivided roadway. The US Route 150 portion of this roadway covers the western portion of the MPA, an area with plans for future development.  
Within the City of Danville, Main Street is the primary connection the major community institutions such as Danville Area Community College and the Veterans Administration hospital. East of Bowman Avenue, Main Street provides vital connections to Eastgate employment center. Recent widening of Main Street intended to increase the roadway's freight traffic capability. A 2014-2015 corridor study focused on improving the East Main Street Corridor (From Bowman Avenue- Kansas Street); recommendations from this study should be implemented in the coming years.
2. **Fairchild Street Corridor:** This corridor provides a vital east-west connection for local traffic in the City of Danville. In 2014, an extensive grade separation was completed, to provide continuous connection free of train delays. Fairchild provides access from residential neighborhoods to medical centers, the public high school, and other community services.
3. **Voorhees Street Corridor:** Voorhees Street provides an integral connection to employment and industrial areas in the eastern part of the planning area, from the residential portions of the region. The corridor includes two at-grade railroad crossings, which causes frequent unplanned delays for roadway users.
4. **Bowman Avenue Corridor:** Bowman Avenue is a major north-south arterial connection within the MPA. The existing Interstate 74 interchange provides the potential for commercial development, with quick access to I-74. This roadway also provides a regional connection to residential, employment, and service areas, as well as the Vermilion Regional Airport. Bowman Avenue creates issues for our transportation network, especially regarding north bound freight travel, due to the number of at-grade railroad crossings, site distance issues, and roadway surface conditions.
5. **Winter Avenue Corridor:** The Winter Avenue corridor is a collector roadway providing service to residential areas along with connection to employment centers. Additionally, Winter Avenue provides connection to the City of Danville's



Winter Park and AMBUCS Sprayground for Everyone. Recent construction improvements including a railroad overpass reconstruction and shared-use path creation provide safety and functionality to this roadway.

6. **IL Route 1 Corridor-** The IL Route 1 corridor is the major north-south arterial connection for the MPA. Outside of capacity and congestion issues, this corridor experiences conflicts with land use developments and access management. Due to ADT and vehicle speeds, this corridor is not recommended for on-street bicycle facilities. However, bicycle and pedestrian accommodations need to be considered in connecting the retail development to the surrounding residential areas.
  - a. **North of Winter Avenue:** IL Route 1 north of Winter Avenue is bordered by commercial development and surrounded by residential neighborhoods. With the prevalence of retail business, health care services, and residential neighborhoods, Route 1 north of Winter Avenue hosts a number of regional destinations and major transit stops. Current ADT counts peak above 25,000 for this portion of the corridor.
  - b. **Fairchild Street to Winter Avenue:** The IL Route 1 connection between Fairchild Street and Winter Avenue serves predominantly through traffic. Current ADT counts in this area peak around 19,000 vehicles per day.
  - c. **Interstate 74 to Fairchild Street:** A mix of uses surrounds IL Route 1 between Interstate 74 and Fairchild Street- residential, retail and strip development. Traffic volumes throughout this corridor are in excess of 24,000 vehicles per day. This corridor has great redevelopment potential for the Village of Tilton and City of Danville, due to its proximity to Interstate 74, and appropriate land uses should be studied to determine how to accommodate alternative modes of transportation from the City center. Efforts should be made to examine improvements around the Interstate 74 interchange, as well as improve access management along the corridor.
  - d. **Interstate 74 to Lyons Road:** This section of IL Route 1 serves as a through traffic connection for residents of the southern portion of the MPA by providing access to Interstate 74 and the City of Danville.
  - e. **South of Lyons Road:** This corridor is a major regional connection into the MPA, functioning primarily as the main north-south transportation route for the City of Georgetown and Village of Westville. IL Route 1 south of Lyons Road acts as the southern gateway into and out of the MPA to employment centers, retail development, and Interstate 74.
7. **Lynch Road Corridor:** This collector road connects Danville's Main Street with Interstate 74 on the eastern edge of the MPA. Lynch Road is a vital connection for the industrial and commercial employment centers, as it provides direct





connection to the Eastgate industrial park and Interstate 74 interchange. This roadway provides transportation connections for employees working in the area, visitors lodging at hotels, and freight coming in and out of the MPA.

8. **Interstate 74 Corridor:** The Interstate 74 Corridor is the primary route for through traffic in the MPA and provides a major transportation asset to the MPA because of its connection to the regional and national transportation networks.

### **Freight Transportation**

Rail, aviation and truck freight transportation modes play an important role in the region's transportation system and economy. These modes provide a vital connection for manufacturing corporations located in the area to move goods throughout Illinois, the Midwest, and the nation as a whole.

Trucking is an important freight distribution component for the DATS MPA's transportation system. Trucks transport manufactured products from industries to all parts of the country, make farm-to-market shipments to Illinois grain producers, deliver coal and other minerals to Illinois ports, and ship consumer goods to retailers throughout the state.

The National Truck Network created by Surface Transportation Assistance Act (STAA) of 1982, provides a connected system for truck travel. As a result of STAA, a "Designated State Truck Route System for Large Vehicles and Combinations" was developed and implemented in Illinois. This system, designated by IDOT, provides safe accommodations for trucks and governs the mobility and accessibility of the truck transportation network. The designations include the classifications listed below:

- **Class I Highways:** Interstates and other four-lane, divided highways that are fully access controlled
- **Class II Highways:** Typically routes with at least 11-foot wide lanes and no history of abnormal accidents.
- **Class III Highways:** Typically two-lane highways which can carry 80,000 pound loads, but the width of vehicle is restricted to a maximum of eight feet, the same as allowed off the designated truck route system.



## Chapter 2-Existing Conditions & Issues

There are three designated truck routes within the DATS MPA (see *Figure 2-12*) that fall within the IDOT truck route designated classification system. Additionally, the City of Danville identifies Bowman Avenue, East Voorhees Street, Lynch Spur Road, and Southgate Drive as designated truck bypass routes.

*Figure 2-12: Designated Truck Routes*

Designated Truck Route	Location		Route Classification
	From	To	
I-74	Indiana State Line	Champaign County Line	I
US 136	Champaign County Line	Indiana State Line	II
US 150	I-74	Edgar County Line	II

*Map 2-12: Truck ADT within the City of Danville*





## Chapter 2-Existing Conditions & Issues

carries approximately 50 trains per day. The CSX line enters the City from the southeast and carries approximately 15 trains per day. The CSX rail line has several spur connections to industries on the east side of Danville. The nearest rail passenger station is provided by Amtrak and is available at the Illinois Terminal in Champaign, Illinois. There are over 50 at-grade crossings within the Danville Urbanized Area. These at-grade rail crossings can be a significant source of traffic delays and safety concerns, as well as an impediment to the provision of services and movement of people in and around the community.

The DATS MPA contains one intermodal development site, which is located in the Eastgate Industrial Park and provides regional connections to Chicago and Indiana. These connections link the DATS MPA with the surrounding region, but also bring a large volume of train traffic that passes through the MPA.

### *Aviation Overview*

Officially activated in 1946, the Vermilion Regional Airport (VRA) provides runway facilities and associated taxiways. The longer runway is able to accommodate large corporate and commercial aircraft. The VRA supports private and corporate owned aircraft by providing hangar rentals, land leases, fuel services, and airport infrastructure maintenance. A critical function of the airport is to facilitate economic development by providing a means for regional, national, and international corporations to have direct access to the community by means of corporate aircraft.

Of the 817 total acres located at the airport facility, the property includes approximately 177 acres of developable land. The VRA authority is marketing this land as a business development park for companies that wish to take advantage of the aviation link. The Industrial/Business Airpark Plan prepared by Crawford, Murphy & Tilly, Inc. in 2000, provides a detailed plan for the future development of this land. Infrastructure improvements to the planned development area include improving ground access. Future improvements to Bowman Avenue and the addition of the proposed Beltline Road would provide sufficient airport access.



### 3

## The Vision Moving Forward

The success of the LRTP lies within a well-rounded public outreach effort that fosters community interaction. The primary mechanism for on-going public input to the Long Range Transportation Plan is through the MPO's Technical Advisory Committee; which is composed of regional business leaders, but was also guided by public sentiment about long term transportation investments in Vermilion County. The 2040 LRTP was based upon continuous dialogue with stakeholders, government officials, economic development interests, the general public, and other community organizations.

A page on the DATS website (<http://dats-il.org/2040LRTP>) was developed for the 2040 LRTP update which included information about the timeline, meeting agendas, the scope of work, and other information about public engagement.

### **Vision Statement, Goals & Objectives**

The Danville Urbanized Area and Vermilion County will have a complete and attractive transportation system, which supports and guides future development by integrating the use of private vehicles, with public transportation, biking and walking. This overarching vision statement paints a picture of the desired long-term condition of the transportation system. The following areas guide the plan toward that vision:

1. **Transportation as a Catalyst- Support economic development and growth through continued transportation improvements.** Subject to change by growth and development, transportation and land use are directly linked and work together to determine the character of our overall region.
2. **A Connected Community- Improve and enhance existing transportation infrastructure to maximize performance.** Neighborhoods, employment centers, rural communities, and open space should be connected by a continuous network of public facilities.
3. **A Safe & Balanced Transportation System- Create a safe, livable region through the promotion of a responsible transportation system with all alternative modes available.** Our transportation system needs to effectively move people and goods around the community, while minimizing impacts on established investments. While the transportation system must function well for motor vehicles, it should also promote public transportation, bicycling, and pedestrianism as viable alternative modes.
4. **Planning as a Process-** Transportation planning is a dynamic process, responding to such factors as community growth, development directions, and social and lifestyle changes. Therefore, the Comprehensive Plan and LRTP employ an ongoing process that responds to these changes.

## Chapter 3-The Vision Moving Forward



Goal #1: A multimodal transportation system that efficiently moves people and goods				
OBJECTIVES	MEASUREMENTS			
Objective 1A: Improve and enhance existing transportation infrastructure to maximize performance	Support preventative maintenance efforts to the transportation system	Structural improvements for existing roadways to improve the overall quality of existing conditions		Upgrade interchanges to improve efficiency
Objective 1B: Improve ingress/egress to the most densely developed/highest activity areas of our region	Change in ADT travel to and from the core		Change in number of routes and connection options to and from the core (all modes)	
Objective 1C: Provide adequate transportation capacity and access to support current businesses	Change in access to current clusters of businesses	Change in travel time to current business clusters		
Objective 1D: Focus capacity improvements for all modes in areas of desired development that support the public's vision for the region	Change in number of improvements planned, designed, and/or constructed in areas of desired growth	Promote economic development by planning improved infrastructure projects	Change in amount of growth and development in areas identified as priority areas in the regional vision	Integrate land use & transportation planning coordination

Goal #2: A transportation system in which all modes are highly integrated and connected			
OBJECTIVES	ACTION ITEMS & MEASURES OF EFFECTIVENESS		
<b>Objective 2A:</b> To allow for convenient transfer from one mode to another in the region (i.e. biking to bus) to maximize travel efficiency	Reduce congestion	Enhance existing linkages and create new linkages between modes	Improve bus stop amenities and infrastructure to promote access
<b>Objective 2B:</b> To encourage the use of the most efficient mode based on the distance and characteristics of a particular trip	Change in number of people walking or bicycling for trips two-miles or less	Explore increased transit options/capabilities	Enhance facilities such as sidewalks, shared-use paths, and bike racks
<b>Objective 2C:</b> Increase the geographic area in which people have convenient access to non-automobile modes	Change in number of travel options to individuals in all populated areas	Change in the area of the county served by non-auto transportation modes	Change in number of people riding the bus
<b>Objective 2D:</b> Reduce reliance on automobile travel	Change in number of person trips by non-automobile modes	Change in auto ownership	Provide bus and bicycle maps on routes, at regional destinations, and online
<b>Objective 2E:</b> Better serve those who do not/cannot own and drive a personal automobile	Change in number of opportunities to travel for those who do not drive	Change in travel times for those who do not drive	Continue to serve riders with special needs
<b>Objective 2F:</b> Improve and expand infrastructure for pedestrians, bicyclists and people with disabilities	Change in linear feet of sidewalks that connect destinations/attractions	Change in number and length of bicycle routes that connect destinations/attractions	Change in number of fully accessible (per Americans with Disabilities Act guidelines) transportation options and facilities





## Goal #3: A multimodal transportation system that safely moves people and goods

OBJECTIVES	MEASUREMENTS		
<b>Objective 3A:</b> To minimize crashes, especially injury/fatality crashes, by 50% through: improvements to high crash locations, improvements to local enforcement of traffic laws, and education of transportation system users	Change in frequency and rate of crashes (all modes)	Work with schools to address transportation movements	Address unsafe interchanges & identify mitigation techniques to minimize crashes
<b>Objective 3B:</b> Ensure that future growth and related transportation improvements address transportation safety needs in planning and design	Change in crash frequency and rates in areas affected by development and growth		Transportation improvements built prior to and concurrently with growth and development (rather than in reaction to growth)

## Goal #4: A transportation system that maximizes the efficiency of freight movement through and within the region with minimal impacts on neighborhoods, especially areas of higher bicycle and pedestrian demand

OBJECTIVES	MEASUREMENTS			
<b>Objective 4A:</b> Reduce truck traffic in residential neighborhoods and on other streets where significant numbers of bicycles and pedestrians are present	Change in number of trucks in neighborhoods		Change in number of trucks in other pedestrian/bicycle activity areas	
<b>Objective 4B:</b> Improve truck access to key destinations	Change in time to deliver freight	Change in amount of freight moved	Change in number of freight-dependent industries	Keep I-74 connections functioning at an appropriate level
<b>Objective 4C:</b> Increase options for freight movement that minimize truck traffic on local roadways	Change in amount of freight moved by non-truck mode	Maintain freight connections to I-74	Improve accessibility & mobility around at-grade crossings	Study alternatives for over-capacity corridors

## Goal #5: Greater collaboration between local agencies, state officials, and private investments in the pursuit and funding of transportation improvements

OBJECTIVES	MEASUREMENTS		
<b>Objective 5A:</b> More effective and less costly transportation improvements by capitalizing on common goals and needs between communities and agencies in the region	Change in number of projects that physically cross jurisdictional lines	Change in number of projects funded by multiple jurisdictions	Change in number of policies and projects cosponsored by multiple jurisdictions
<b>Objective 5B:</b> Higher quality transportation system improvements due to cost sharing and collaboration	Change in the ratio of funding by state sources versus local sources for projects	Change in public opinion related to quality of transportation improvements	Change in number of projects and programs jointly funded by multiple jurisdictions
<b>Objective 5C:</b> Transportation improvements that support the public's long-term vision for the region	Change in number of regional goals supported by projects		Change in public satisfaction related to transportation projects



## Chapter 3-The Vision Moving Forward



### Goal #6: A transportation system that is attractive, sustainable and livable

OBJECTIVES	ACTION ITEMS & MEASURES OF EFFECTIVENESS		
<b>Objective 6A:</b> Integrate the local context of the area into the planning, design, and construction of transportation improvements	Change in number of projects that physically cross jurisdictional lines	Change in number of projects funded by multiple jurisdictions	Change in number of policies and projects cosponsored by multiple jurisdictions
<b>Objective 6B:</b> Include sustainability features in design of transportation improvements that minimize environmental impacts	Change in negative impacts to the environment due to transportation	Change in vehicle emissions impact on air-quality	Change in storm water runoff due to transportation infrastructure and runoff related to vehicular by products
<b>Objective 6C:</b> Address multimodal system needs in all planning, design, and construction of transportation improvements	Change in number of non-automobile focused transportation projects planned, designed and constructed		Change in comfort, safety and convenience for travel (all modes)



### Formation of Performance Measures

A key feature of MAP-21 was the establishment of a performance and outcome-driven program, intended to invest in projects that collectively make strides towards the achievement of the national goals. The national performance goals fall into the following seven areas:

*Figure 3-1: MAP-21 National Performance Goals*

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

FHWA MAP-21- *Moving Ahead for Progress in the 21<sup>st</sup> Century*

The performance measures developed for this region will include all modes of transportation and address a wide array of issues, including congestion, safety, mobility, accessibility, and system reliability.

### *A Safer Transportation System Moving Forward*

Transportation safety can improve the region's overall quality of life including health and economic factors. In regards to health, crash prevention and crash fatality prevention is the most important reason for promoting safety improvements. DATS supports safety in transportation planning by incorporating it into infrastructure project selection methods, promoting ITS projects, and completing planning projects with safety as a fundamental element. As of February 2009, DATS introduced selection criteria for projects requesting to be programmed to use STU dollars. Projects with pedestrian facilities, bicycle facilities, traffic calming measures, improved signage, or other roadway safety measures score well according to the STU selection criteria.



# 4

## 2040 Needs

The participating municipalities Comprehensive Plans are the basis for transportation planning in the Urbanized Area. These plans define the extent of the urban area that is expected by the year 2040, and what land uses are anticipated with new growth. The purpose of the LRTP is to support these land uses and provide transportation alternatives that will increase the mobility, safety and livability of the community.

A significant change in the 2040 Plan, and therefore a potential long-term impact on transportation demands, is the shift toward increased density within the existing urbanized area. It is anticipated that as the population ages, and as the children of the Baby Boomers, move into adulthood, there will be a demand for a wider variety of housing types than what is currently offered in the planning area. Smaller homes, accessory dwelling units, downtown condominiums, and mixed-use residential neighborhoods are all expected to see an increase in demand. Trend watchers predict an increased desire to live closer to services and goods needed on daily basis, and for housing that requires less time spent on maintenance.

### Pedestrian and Bicycle Facilities- 2040 Needs

Bicycle and pedestrian facilities are gaining value by the citizens of the planning area. In order for these facilities to be properly planned and for a full network to be integrated into the existing transportation network, active planning and coordination of projects should be a priority.

During the planning, engineering, maintenance, and rehabilitation of all streets and roadways, bicyclists should be considered “design users”, with most streets being considered as a “bicycle facility”. Education and enforcement of the rules of the road are keys to encourage bicycling as viable transportation and creating an environment that is safe and convenient for cyclists and motorists. The bicycle and pedestrian program should include educational and promotional activities to encourage full and safe use of these facilities.

A major element of the overall regional bicycle plan is the provision for adequate bicycle facilities as part of the existing urban area. For example, while vehicular parking is routinely planned for, rarely is there a place where bicyclists can lock or store their bicycle. These facilities can be public facilities or part of private development. The





bicycle and pedestrian program should include subdivision and building codes that plan for the inclusion of appropriate bicycle facilities.

The DATS Regional Bicycle Plan clearly identifies planned bicycle projects and priorities for the region. Reference the Regional Bike Plan for detailed bicycle project information. The current bicycle and pedestrian projects for the DATS MPA include: a shared-use path construction along Bowman Avenue from Crestview to Winter Avenue; a shared-use path project along Fairchild Street to better access Danville Public High School; and a shared-use path along Jackson Street, to connect to English Street's existing shared-use path. Additionally, the City of Danville has the intent to reconstruct Williams Street to provide and for all transportation modes.

### Street and Road Network- 2040 Needs

Cars and trucks will continue to be the primary mode of travel for Danville and Vermilion County residents throughout and beyond the planning period of this Plan. These vehicles depend upon the expansion and continued maintenance of a street and road network allowing ease of mobility throughout the region. Although investment in other modes of transportation may decrease the reliance on the automobile, streets and highways will continue to form the backbone of the entire region's transportation system.

A major responsibility of the LRTP is the operation and maintenance of the new and existing street and roadway system. Without regular maintenance, monitoring the



functionality of the existing system, and implementation of lower cost improvements designed to alleviate congestion, the addition of new roads would provide only localized improvements to the overall functionality of the system.



## Chapter 4- 2040 Needs

Responses from the Employer Input Survey indicate a critical need to improve our roadway system, with special consideration given to addressing roadway-railroad at-grade crossings, improving over-capacity corridors, and improving regional transportation connections. The long range plan for improving the urban street system is detailed below. This effort involves numerous projects and studies taking many years and costing millions of dollars to complete. Close planning and coordination among various Federal, State and local government agencies will be necessary.

### *System Management and Operations*

The day-to-day requirements of the roadway system are met through the various operation programs. These programs include such activities as street sweeping, striping, signal maintenance, and snow removal. Routine maintenance activities such as crack sealing, pothole repairs, and sign replacement are also included.

### *Monitoring and Planning*

The monitoring and planning of the community's land use patterns and transportation systems are an integral part of a continuing process. This process involves the periodic examination of the City of Danville's Comprehensive Plan and the MPO's Long Range Transportation Plan. Amendments to these two plans, as well as related capital improvement programs and other implementation documents, are an important part of this process. Additionally, data is gathered on a regular basis to monitor ADT, crash rates, and intersection capacity/function. Engineering studies to identify future alignments and intersection design are also conducted through this platform.

### *Roadway Rehabilitation*

The rehabilitation of roadways is needed when the condition of the roadway requires attention beyond the routine maintenance provided through daily operations. There are varying levels of rehabilitation from pavement overlays to a complete rebuild of the roadway. In general, the former is less expensive than, and can delay the need for, the latter. A regular system of sealing and minor repair can mean fewer roads in need of major repair and a higher overall level of service. If regular maintenance is not conducted, however, roadway condition can fall from good to poor in a matter of years.

The rehabilitation of roadways is challenged in many ways. Inflation of project costs over the last several decades has outpaced the growth in revenue available. The lane-miles total has increased much faster than the budget. Consequently rehabilitation has not been adequately funded in many years.



### *Intelligent Transportation Systems (ITS) Improvements*

ITS Technologies are cost effective and relatively quick to deploy. The Government Accountability Office found the benefit-cost ratio of a nationwide real-time traffic information system to be 25 to 1, with benefits in safety, mobility, and environmental quality.

The analysis of future traffic growth and demand further highlights the importance of ITS investments. The safe, secure and continuous movement of people and goods depends on well-coordinated operation plans and policies. Applicable ITS technologies will be of enormous benefit, particularly when they are integrated with the information and communication systems of our public agencies.

The safe, secure and continuous movement of people and goods depends upon well-coordinated operation plans and policies. To address the security needs of our community and the transportation system infrastructure, it is anticipated that a greater emphasis should be placed on the funding and implementation of ITS technologies. Applicable ITS technologies will be of enormous benefit, particularly when they are integrated with the information and communication systems of our public safety agencies. The implementation of ITS technologies during the 2040 planning period is expected to include dynamic messaging signs, communication infrastructure, traffic adaptive signal systems, and other traffic management systems.

### **Goods and Freight Movement- 2040 Needs**

Air, rail and trucking are essential components in the local economy and play a key role in the Danville Metropolitan Area and Vermilion County transportation system. Efforts should be made to continue coordination with the freight community that will further integrate freight interests into the transportation planning process. Specific activities that are beneficial to the freight industry include ongoing information dissemination and dialogue, enhanced efforts to inform the freight industry of upcoming projects and related impacts on their services, and moving forward with projects like intersection improvements.

Responses to our Employer Input Survey indicated that most companies rely heaviest on our roadway system, although they also indicated that our roadways need the most improvement of all transportation systems in our regional network.

#### *Truck*

Nationally, the freight ton-miles by all modes increase at a consistent rate of approximately 1.2 percent per year<sup>5</sup>. In addition to absolute growth, freight carried by

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<sup>5</sup> U.S. Department of Transportation, Bureau of Transportation Statistics





## Chapter 4- 2040 Needs

trucks has gained a larger share of the overall freight market. The conventional economic model for freight shipment is not expected to change by 2040. This is a model in which low-value, high-weight goods are more often shipped by rail and water, and high value, time sensitive goods are shipped by air, and moderately priced goods are sent on by truck on the road network.

Two primary issues exist that may impede the growth of freight movement by trucks in the area. The first is roadway congestion, which decreases the reliability of the mode. The second issue relates to increases in prices regarding insurance rates and fuel prices, which erodes the profit margin estimate for trucking companies.

The Illinois Department of Transportation, Office of Planning and Programming offers a Truck Access Route Program (TARP). This program is administered by IDOT's Bureau of Local Roads, and is intended to help local government agencies upgrade roads to accommodate 80,000 pound loads. Eligibility criteria are those truck routes that provide access to points of loading and unloading, and to facilities for food, fuel, truck repair, and driver rest.

### *Rail*

The planning area is served by an extensive freight rail service. Continuous study and analysis of potential projects that will reduce rail, vehicular, and pedestrian conflicts at street crossings should continue. Projecting exact numbers for rail usage through the MPA in the year 2040 is a complicated process including the following variables.



- **Economic Climate:** The current economic climate not only impacts local residents and businesses, but also impacts transportation operations. Specifically, as the economy experiences upward or downward trends, our rail companies also experience commensurate increases or decreases.
- **Changes to Federal Law**
- **Rising Fuel Costs**

### *Aviation*

The Vermilion Regional Airport will continue to be the airport facility serving Vermilion County. As a member of the Danville MPO Technical Committee, the Vermilion Regional Airport will also continue to be part of the metropolitan area transportation



## Chapter 4- 2040 Needs

planning process. Annual operations in 2040 at the Vermilion Regional Airport are not expected to be significantly different than the current number of annual operations.

Rail, truck, and aviation transportation modes are a vital part of the overall system, allowing access for industries and employment sectors within the region. It will continue to be important to monitor freight movements throughout the MPA, particularly at intersections of roadways with at-grade railroad crossings, in order to maintain and improve the efficiency of the transportation system.

An increased traffic project in the use of truck routes throughout the MPA means maintenance of these routes will continue to be a priority. The aviation sector provides a fundamental service for the region. Future expansion of airport services is a possibility via programs such as the small airport coordination program. Rail, truck, and aviation services illustrate the need for attention to continue emphasizing access and efficiency measures throughout the planning phases.

### Transit System- 2040 Needs

MAP-21 requires MPOs to consider all modes of transportation in the analysis of region-wide mobility and the development of recommended plans, programs, and policies. For public transportation, the following considerations are important.

#### *Choice and Captive Riders*

Transit serves two types of users: captive riders and choice riders.

- **Captive riders** do not have access to or the ability to use a personal vehicle. Transit options for them are essential. These riders include persons too young to drive the elderly, persons with disabilities, and those without the financial means to own and operate a personal vehicle.
- **Choice riders** otherwise have access to a personal vehicle but instead choose to use transit. These riders include persons who decide not to own a personal vehicle and those who decide to use transit for work, social, medical, or personal trips.

Providing transit services throughout the Urbanized Area requires careful consideration of the number of routes, the frequency of service, and the hours of operation. The current transit pattern in Danville attempts to provide some level of service to all households. However, in the future, consideration of a change to the pattern of transit ridership needs to be made in order to maximize the productivity of the system.

**Corridors with higher ridership should be enhanced with shorter wait times and longer service hours.** Likewise, service to major employment centers should be considered for enhancement as well as areas of current and future anticipated density.



Areas of the Urbanized Area that are not along the transit corridors shown above can be served on a more modest level. Neighborhood feeder routes that direct transit riders to the major corridors could be provided with smaller and more fuel efficient vehicles.

**Continued enhancement of the bike-and-bus feature** would also allow those in areas with lower service to access and use transit. The **use of ITS to provide route information and real-time bus location** information will allow those who ride by choice to participate at higher levels and riders of necessity to plan their routes. To accomplish these projects, millions of dollars in funding will be needed.

Effective public transportation service requires **good pedestrian connections** to and from transit stops, density of activities, and development designs supportive of transit riders. Pedestrian connections to transit must be direct and the sidewalk system must have continuity. Street crossings to transit stops must be safe. Productive transit service requires higher-density land development patterns that link residential areas and employment, retail, and service centers. Development design needs to be transit-friendly, providing convenient access to transit services. Although the Urbanized Area may not reach the density and demand needed to justify a bus rapid transit (BRT) system within the planning period, efforts should be made to **identify potential routes and to concentrate efforts to increase density along those routes**.

The projected increase in the 65 and over population creates challenges in service provision. This gentrified population increase will create a greater usage of demand-responsive public transportation. Based on current funding levels, such increase in usage could create funding challenges. While all-fixed route services are, and will continue to be, accessible, the need for increased complementary paratransit services (CRIS, Faith in Action, etc.) will continue. Such services are very expensive, due to vehicle load constraints and operating policies, therefore, innovative variations of such services will be essential.

Expanded transit service within the rural areas of the County is not currently practical, however, data should continue to be collected and analyzed to monitor travel patterns in the hopes of identifying opportunities for regional transit. The Danville MPO should continue to be involved in conversations regarding regional transportation opportunities.



The DATS MPO is an integral part of the implementation of management and operations strategies. The MPO can mitigate transportation system issues by proactively conducting data analysis studies and providing database management services. Data analysis studies, traffic congestions projections, and roadway capacity analyses provide valuable tools for transportation planning.

The recommendations and policies section was developed in cooperation with members of the DATS Technical Committee. Each mode has its own section of recommendations, each of which should be regularly reviewed and updated to be consistent with regional changes and trends.

### **Public Transit Recommendations**

The public transportation recommendations of the 2040 Long Range Transportation Plan are broken down by operational, facility, additional capital improvements, and partnerships. In consultation with CRIS, the recommendations are prioritized into ongoing priorities and short-term priorities.

#### **Short-Term Transit Priorities (Through 2025)**

##### **Fare Structure and Media**

Recent improvements to the fare structure and the types of fare media made available to riders work to greatly improve passenger convenience and encourage ridership. The availability of DMT Smart Cards, Weekly passes, and 31-day passes should continue through the upcoming years.

##### **Pass Programs**

One of the most important ways transit users can benefit from partnerships between DMT and major employers and schools is through pass programs. Universal pass programs are typically structured so that an employer or institution pays a lump sum amount based on current transit usage to provide a transit pass to every employee or student. This approach, which has been successful around the country, offers employers a mechanism to promote use of public transportation at a very low initial cost. The intention of the program is to make transit more convenient- individuals have a pass and there is no cost- so occasional bus use tends to increase. Once people experience riding the bus- they often transition to more regular riders. As a result, transit ridership should increase over time. Potential participants in this program include the City of Danville, Danville Area Community College, School District 118, and other major employers (see page 19).



### **Mobility Management**

Previous planning efforts include a number of projects that involve strategies outside of traditional transit service planning, such as outreach, marketing, and passenger information systems, as well as the development of partnerships with external agencies and institutions, such as human service agencies, private employers, and the community college. Hiring a mobility manager would enable DMT to undertake these efforts, plus other community transportation programs. Funding for this position may be partially available through existing federal grants. Specifically, the mobility manager may be tasked to:

- Conduct marketing and outreach strategies to support implementation of the LRTP, including educating residents about how to use on-demand services
- Collaborate more closely with CRIS, Faith in Action, and other transit providers to ensure people have access to the appropriate service and that transportation is provided as effectively and efficiently as possible
- Create transit pass programs
- Coordinate with partner organizations to ensure transportation services are effectively marketed

### **Marketing and Outreach**

Marketing and outreach increase support for and awareness of Danville Mass Transit and CRIS in the broader community. Strategies for marketing and outreach also help transit operators open new markets and develop partnerships that directly and indirectly lead to increased transit use. Potential steps associated with developing an outreach strategy include:

- Attend community meetings to hold “listening sessions” and make presentations about service changes.
- As any service changes are implemented, meet with institutions regularly to understand their transportation needs and constraints and discuss opportunities for transit to meet those needs
- Strengthen the existing transportation relationships so DMT and CRIS are increasingly considered a partner in meeting base transportation needs
- Develop strategic relationships with other regional transit operators, such as Faith in Action or Township Transportation, to explore opportunities for future service coordination and development
- Continue and expand participation in community activities

Numerous opportunities exist that could improve marketing for Danville Mass Transit and CRIS:



## Chapter 5- Recommendations & Performance Measures

- Update existing marketing materials that show transit services and timetables and build on those materials to show new services. Route schedules should be clear and simple, highlighting transfer points and times, and should be packaged for easy portability
- Create a system map that shows DMT fixed-routes, Dial-a –ride, and CRIS on-demand services on an integrated schedule and map. The map should be posted online as well as in key physical locations.
- Create a service schedule brochure that includes all transit services in the Danville Urbanized Area.
- Strengthen DMT's online presence. This would likely include creating a standalone webpage that contains online pass and ticket sales, an online trip planner, a place for residents to ask questions or make comments, and links to other regional transportation services.
- Create tailored “How To” materials for utilizing the various offerings of the transit services.

### Service to Public Events

Public event transportation not only provides additional transportation options for event-goers but also demonstrates that the transit agency is a good community steward. Planning parking and transportation for public events can be difficult, but transit agencies are typically already set up to help. Transit agencies should reach out to event organizers, public officials, or other involved community members to signal their willingness to coordinate. Reducing the number of cars that need to come to the event also is environmentally responsible.

## Ongoing Transit Priorities

### Employment Transportation

On most transit services, especially fixed-routes, the most common trip type is to reach jobs. Paying particular attention to this market often leads to a more successful service. Developing an effective transit service to meet these specific transportation needs takes time and continuous evaluation.

### Amenities

The quality of bus stop or station amenities plays an important role in attracting and keeping customers both in the short- and long-term. Reliable and useful transit service is most often the top priority for riders, but the public “face” of the agency- drivers, bus stops, fleet, etc. - dramatically affects the user experience and is the priority after operating characteristics. Ideally, amenities should not be placed arbitrarily, but rather systematically through a scoring system based on ridership and other characteristics





## Chapter 5- Recommendations & Performance Measures

developed in the service design guidelines. Often amenities have low up-front costs, but maintenance can require significant time and effort. Partnerships with business and other transit-friendly groups to do periodic volunteer maintenance can be a successful mechanism for upkeep.

### Mass Transit Transfer Zone

A multimodal transfer zone has the potential to significantly improve transit operations and visibility in Danville, while also connecting bike, pedestrian, intercity services, and alternative transportation modes. This center is also in line with local, state, and federal transportation and land use policies.

1. Support transportation projects and improvements that encourage the integration of transit with bicycle and pedestrian facilities.
  - a. Review bicycle and pedestrian connections to the downtown transfer zone to determine what improvements will be necessary
  - b. Develop additional transit transfer facilities as future year transit demand warrants. A transit transfer facility south of Interstate 74 could be considered in future updates of the LRTP.

### Fleet Expansion and Bus Replacement Cycle

For many transit agencies, vehicles are a significant portion of capital costs, but delaying replacement often leads to increased costs in maintenance and upkeep. In addition, as Danville Mass Transit and CRIS grow, their vehicle fleet will also need to grow and be upgraded to meet expectations of enhanced transit service. Depending on demand, larger vehicles may also be necessary. Thus, vehicle costs are revolving and continuous and cannot be ignored. A significant portion of vehicle costs can be covered by federal and/or state funding, but local matches are almost always necessary.

### Technology Upgrades

An essential part of attracting riders to Danville Mass Transit, including both transit dependent and choice riders, will be to expand the ways that people learn about existing transit services, interact with the agency, and plan and make their trips. Although marketing and outreach strategies as described above will always be important for transit systems, most systems are finding it is increasingly important to make information about transit services available in real-time and in as many formats as possible. Technology upgrades may be costly up-front but can save agencies money in the long run. Research has shown, for example, that real-time information can in some cases replace part of the need for greater route frequency. When a passenger has knowledge of when the bus is coming, planning is easier and more convenient.



## Chapter 5- Recommendations & Performance Measures

- Online Trip Planners give specific instructions to users for how to travel between two locations by public transportation. This is a straight-forward tool that can be implemented with fairly low costs.
- Real-Time Passenger Information Systems or “next bus” systems provide passengers with real-time or live information about the location of their bus. These systems can be accessed at a stop with signage, on computers or smart phones, or by calling into a central telephone number. Real-time information systems will benefit all riders, but will be especially useful for people using on-demand services and passengers traveling to/from our largest institutions.
- Smart Phone and Text Messaging Alerts while less important than online trip planners and real-time passenger information systems, can let people know where there are service delays. These types of systems rely on people registering for the service and when/if systems get delayed, the travelers can be alerted.
- Interactive Voice Response allows customers to interact with an agency’s call system via a telephone keypad or by speech recognition, helping to answer some of the more repetitive or straightforward questions received by an agency without tying up a human customer service representative.

### Electronic Fare System

Upkeep of the new electronic fareboxes will ensure efficient processing and handling of money for all transit trips. The fareboxes should continue allowing passengers to purchase multi-trip or multi-day transit passes on the vehicle.

### **Active Transportation Recommendations**

Communities with successful transportation networks balance multimodal accommodations for different types of trips-recreational and utilitarian. The Active Transportation focus of the *DATS 2040 LRTP* embodies how local decisions can enhance the overall mobility and safety for cyclists and pedestrians. The recommended plan incorporates information from previous plans, discussions with stakeholders, and community feedback. These sources indicate demand for bicycle and pedestrian facilities, for users of all levels and types, in the Danville Urbanized Area is growing.



### The E's of Bicycle and Pedestrian Planning

Successful bicycle and pedestrian planning requires consideration of five interrelated components: Engineering, Education, Encouragement, Enforcement, and Evaluation.

1. **ENGINEERING-** Refers to on-road and off-road facilities that must be planned and designed. To create a successful, well-integrated pathway network, design and route choice must be established and properly implemented.
2. **EDUCATION-** Refers to the resources available for all users of the network, including cyclists and motorists. Cyclists and motorists, new and experienced, need to know how to ride safely in different networks as well as how to share multimodal facilities with other pedestrians, cyclists, and vehicles. Likewise, motorists need to be educated on the rules of the road when operating a vehicle around the presence of bicycles.
3. **ENCOURAGEMENT-** Refers to various ways to promote bicycling and walking. Cyclists and pedestrians need access to programs and a cycling or walking culture that comes by focusing planning efforts on specific facilities suitable for pedestrians or cyclists. This can be as simple as providing a means for desirable, attractive destinations that people want to visit.
4. **ENFORCEMENT-** Refers to intentional actions that protect the safety of all users. It includes the cycling and pedestrian communities. Targeted enforcement can encourage cyclists and motorists to more safely use multimodal facilities.
5. **EVALUATION-** Refers to the periodic review of existing and planned facilities. The friendliest communities for cyclists and pedestrians have a system in place to assess existing programs and outline steps for future expansion. The facilities recommended as part of the *DATS 2040 LRTP* should be supplemented with coordinated programs and policies that instruct and encourage cyclists and pedestrians in the full and proper use of the non-motorized transportation network.

### Benefits of Bicycling and Walking

Bicycling and walking are a key element to a healthy community's transportation system. When an environment is conducive to active transportation, these modes offer a practical transportation choice that provides benefits for both individuals and their communities. Features that contribute to making transportation more active include a healthy mix of land uses, appropriately sized and located facilities, accessibility features such as curb ramps, buffers between vehicular traffic and non-motorized modes (where suitable), and trees to shade walking routes where possible. Slowing traffic, reducing unnecessary exposure to vehicles, and incorporating active transportation features (i.e., signage, crosswalks, and adequate signaling) into future roadway design plans also enhance bikeability and walkability.



## Chapter 5- Recommendations & Performance Measures

This focus recognizes the variety of benefits of active transportation and how it contributes to the community. These benefits include: health benefits, transportation benefits, environmental/energy benefits, economic benefits, quality of life benefits, and social justice.

### Recommendations

Bicycling and walking are available to people of all ages and socioeconomic backgrounds. In urban areas such as downtown Danville, these modes are more efficient and convenient options. Throughout the planning area, recreational bicycling is gaining popularity as expert and novice cyclists take to the scenic rural roads. Regardless of trip purpose, bicycling and walking provide a high level of independence, flexibility, and freedom of choice relative to where you want to go and when you want to get there.

1. **Connections to Destinations:** Establishing connections to the future Kickapoo rail trail and filling gaps in the existing system within the City of Danville are key considerations. These improvements will improve access to key destination points and tie into existing and proposed bus stops. The recommendations should make biking and walking to activity centers safer and more attractive. The recommended facilities should provide additional connections to a variety of destinations:
  1. Schools
  2. Commercial nodes
  3. Presence Health United Samaritans Medical Center and other medical facilities
  4. Danville Area Community College
  5. Village Mall
  6. Parks and recreation centers
  7. Public facilities (e.g. libraries and museums)
  8. Activity nodes

As roads become more congested, it is important to identify better ways to move people from place to place. Because roads cannot be expanded indefinitely, bikeways, sidewalks and transit service are critical ways to provide transportation choices. A complete network of bicycle and pedestrian facilities as well as programs that educate and encourage current and future users is necessary for bicycling and walking to reach its potential as a transportation alternative in the Danville area.

2. **Bicycle Network:** The recommended bicycle network for the *DATS 2040 LRTP* includes a coordinated group of on- and off-street facilities. Connectivity was an important consideration as recommendations were developed. The planning



process was developed in collaboration with the *2015 DATS Regional Bicycle Plan Update*.

1. Support the development of Rails-to-Trails projects within and beyond the DATS MPA.
  - i. Coordinate the planned construction, maintenance, and potential funding opportunities for the Kickapoo Rail Trail
  - ii. Acquire and develop right-of-way from the Norfolk-Southern rail line extending from Jackson Street in Danville north beyond the DATS MPA boundary
  - iii. Acquire and develop the abandoned Milwaukee rail line to provide a connection to the southern planning areas
2. Support transportation improvements that safely and effectively accommodate bicycle and pedestrian travel within the DATS MPA
3. Support the Safe Routes to School program that prioritizes bicycle and pedestrian improvements near schools
4. Clearly mark on road bicycle routes, or share-the road signage to indicate the need to share the road

**3. Pedestrian Network:** Walking is a key element to a healthy community's transportation system. Every trip begins and ends as a walking trip; yet walking often remains a lower priority mode during the planning process. When a proper pedestrian environment exists, walking offers a practical transportation choice with benefits for individuals and their communities. Features that contribute to making communities more walkable include a healthy mix of land uses, appropriately sized sidewalks, buffers between the edge of roadway and the sidewalk, and trees to shade walking routes. The availability of pedestrian facilities and amenities plays an important role in encouraging the use of alternative modes of travel to the automobile. The success of transit greatly depends on the functionality of pedestrian facilities and amenities.

1. Support bicycle and pedestrian projects that eliminate or minimize roadway and natural barriers and provide safe, convenient linkages between regional destinations. Specific improvements include:
  - i. Identify and construct safe and convenient connections across Interstate 74.
  - ii. Provide bicycle and pedestrian friendly access to and across the Vermilion River
  - iii. Identify potential improvements to enhance bicycle and pedestrian travel across Lake Vermilion



**To address overall pedestrian needs for the region, several prevailing themes emerged:**

- a. Close gaps in the pedestrian network to promote greater use of the existing network
- b. Enhance pedestrian access to activity centers from residential or other activity centers
- c. Perform regular maintenance of existing and future pedestrian facilities to maximize the effectiveness of the infrastructure

### **Roadway Improvements and On-Going Maintenance**

The interest in creating “Complete Streets” continues to grow- in the Danville area as well as across the nation. The National Complete Streets Coalition defines a complete street as a street that enables all users (pedestrians, bicyclists, motorists, and transit riders) of all ages and abilities to safely move along and across a street. Roadways with lower travel speeds and greater access points provide the greatest opportunities for developing complete streets. However, all functional classifications warrant consideration of multimodal users even if only for motorists and public transportation users.

Recommendations for the future multimodal system consider roadways at a corridor level and provide improvements for all travel modes along the corridor in a way that is compatible with surrounding land use.

#### Future Multimodal System

The development of the recommended future multimodal system involved input from DATS, the City of Danville, Vermilion County, Danville Mass Transit and CRIS, state and federal agencies, and members of the public. The draft 2015-2019 Transportation Improvement Program was used as the basis for the short-term projects identified for funding.





Corridors, Intersections and Bridges, FY2015-2019 TIP (Short-Term)			
TIP ID	Route	Project Limits	Description
VC-16-01	TR 315 Catlin Township		Bridge Replacement
VC-16-02	TR 274 Danville Township		Bridge Replacement
VRA-16-01	T-Hangar Taxiway	T-Hangar Taxiway and Access Road	
	Improvements		Access Road Improvements
DA-17-**	Jackson Street	Between English and Fairchild	Pedestrian Accommodations, Roadway Improvements
VC-17-01	TR 347 McKendree Township		Bridge Replacement
VC-17-02	TR 222 Catlin Township		Bridge Replacement
VC-17-06	FAS 331/ CH21&10		Bridge Replacement
VC-17-**	West Newell Road	State Route 1 to Denmark Road	Overlay; Bicycle Accommodations
DA-18-01	Voorhees Street	Over Stoney Creek	Major Bridge Replacement
VC-18-01	TR 194 Blount Township		Bridge Replacement
VC-18-02	TR 62 Butler Township		Bridge Replacement

\*\* indicates a project that has not yet been approved by DATS Technical or Policy committee's

## Roadway Recommendations

### Roadway Improvements and On-Going Maintenance

1. Support the implementation of the recommended roadway projects identified in **Appendix WHAT**. Monitor the priority projects to determine if projects should be added, modified, or deleted with future updates of the LRTP.
2. Emphasize the maintenance and preservation of the existing roadway facilities throughout the DATS MPA.
  - a. Utilize technology, such as GIS, to closely monitor roadway conditions such as pavement, structures, and crash data to identify roadway segments, intersections, bridges and other facilities that are in need of repair.
  - b. Consider opportunities to enhance other transportation modes including: where appropriate, pedestrian accommodations, bicycle infrastructure, improvements to public transportation, improvements to at-grade railroad crossings, and improvements to storm water control.

### Regional and Local Accessibility

1. Support the construction of planned roadway accessibility improvements throughout the DATS MPA in attempt to alleviate future year traffic congestion.
2. Support safety and access improvements associated with removing at-grade railroad crossing and vehicle conflict points



3. Support improvements for arterial travel and maintain a high level of service along major corridors.

### *Capacity Concerns*

1. When capacity deficiencies are identified, alternative solutions to adding new capacity should be considered and evaluated prior to new construction
  - a. Transportation System Management (TSM) strategies should be considered at spot locations, intersections operating over capacity, and along corridors with high ADT. Specific locations to evaluation include:
    - i. Intersection of Winter Avenue and North Vermilion Street (IL State Route 1)
    - ii. Intersection of US 136 and US 150
    - iii. Interchange of Interstate 74 and Lynch Spur Road
  - b. Intelligent Transportation System (ITS) strategies should be considered along corridors that are identified as nearing capacity
    - i. Traffic signal optimization and/or signal interconnects can reduce intersection delays and ultimately reduce corridor travel delays
  - c. Access management should be considered as a solution to improve traffic flow along corridors operating over-capacity. Specific locations to evaluate include:
    - i. IL State Route 1 (extending north and south of Interstate 74 interchange)
    - ii. Vermilion Street (Voorhees Street to Liberty Lane)
    - iii. IL State Route 1 (between Georgetown and Interstate 74)- access needs to be controlled to preserve a high level of mobility and improve safety
    - iv. Winter Avenue and Vermilion Street intersection (IL State Route 1)

### *Traffic Safety*

2. Support access management techniques throughout the MPA to improve traffic safety. Access management techniques could consist of the following:
  - a. Closing or consolidating existing access points
  - b. Implementing right-in, right-out access points in conjunction with barrier medians
  - c. Incorporation of roundabout designed intersections



### *Rail and Truck Freight*

3. Evaluate and support railroad improvements that enhance the quality of life by reducing the negative impact on neighborhoods and nearby residents.
  - a. Identify potential improvements at at-grade crossings that would eliminate the need for trains to sound their horns (Quiet Zone Feasibility)
4. Support roadway projects that reduce or eliminate the interactions between rail, vehicle, bicycle, and pedestrian travel. Priority locations include:
  - a. Bowman Avenue @ Griggs Street (CSX)
  - b. Bowman Avenue @ Maple Street (NS)
  - c. Main Street @ Washington Street (NS)
  - d. South Street @ Jackson Street (NS)
  - e. Voorhees Street @ East of Griffin Street (NS)
  - f. Voorhees Street @ West of Bowman Avenue (CSX)
5. Develop an on-going communication with area rail companies to ensure that the needs of the rail companies are met while addressing the travel needs of local residents and other area businesses and industries.
  - a. Coordinate rail improvements with rail companies to minimize the potential impact on area residents and businesses
  - b. Identify and preserve abandoned rail corridors that could be used for pedestrian and bicycle trails

### *Aviation*

1. Support transportation projects that improve regional and local access to the Vermilion Regional Airport
  - a. Identify potential economic development opportunities near the airport and future Industrial Business Park
2. Support the implementation and construction of the planned airport improvements
  - a. Discourage residential development in the immediate vicinity of the airport to allow sufficient room for airport expansion and operations.

These are the concluding details for future transportation planning efforts in the DATS MPA. All transportation planning and infrastructure projects of the DATS and its committees aim to satisfy the requirements and concepts embodied in the MAP-21 legislation. This document represents future direction and guidance for continued transportation planning efforts by DATS agencies.



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The undersigned, THE NEWS-GAZETTE, INC. by its authorized agent, does hereby certify that said corporation is the publisher of The Independent News and that the same is the weekly secular newspaper of general circulation published in Georgetown, Vermilion County, Illinois, and said newspaper is a newspaper as defined by 715 ILCS 5/5 (1992) and 715 ILCS 10/1 (1992); said publisher further certifies that the annexed notice was published in said newspaper, on the following date(s);

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Said publisher further certifies that the date of the first paper containing the said notice was on the first date hereinabove set forth and that the date of the last paper continuing the said notice was on the last date hereinabove set forth.

**Danville Area  
Transportation Study**  
The LRTP, TIP, UPWP, and  
Bike Plan have been  
placed on public review  
at these locations:  
Libraries of Georgetown,  
Catin, Danville and  
Westville and also online  
at <http://www.dats-il.com>  
Leave comments in the  
documents or send to:  
Telephone: 217-431-  
2873; Mail: 1155 E.  
Voorhees Street,  
Danville, IL 61832; email:  
[marcensk@cityofdanville.org](mailto:marcensk@cityofdanville.org)  
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# **Danville Area Transportation Study**

Metropolitan Planning Organization

**Fiscal Year 2016**

**Unified Planning Work Program (UPWP)**

July 1, 2015 through June 30, 2016

***Adopted June 11, 2015***



Danville Area Transportation Study

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# **UNIFIED PLANNING WORK PROGRAM (UPWP)**

OF THE  
DANVILLE AREA  
TRANSPORTATION STUDY  
(DATS)

FOR  
Fiscal Year 2016

PREPARED FOR: Danville Area Transportation Study (DATS)

IN COOPERATION WITH: Illinois Department of Transportation  
Federal Highway Administration  
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## ***Glossary***

<b>ADA</b>	Americans with Disabilities Act. This federal legislation mandated significant changes in transportation, building codes and hiring policies to prevent discrimination against people with disabilities.
<b>Capacity</b>	The number of people or amount of goods that can be served by a transportation facility or program. It is most often used to describe the number of vehicles served by a roadway.
<b>DATS</b>	Danville Area Transportation Study
<b>DMT</b>	Danville Mass Transit
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>IDOT</b>	Illinois Department of Transportation
<b>ITS</b>	Intelligent Transportation Systems. A wide range of advanced technology that improve the safety and efficiency of existing transportation facilities or services. Common examples of ITS include central dispatch of road emergency assistance or freeway traffic maps shown on television or the Internet to warn motorists of crashes.
<b>Intermodal</b>	Multiple modes of transportation working together in an efficient, integrated system.
<b>LOS</b>	Level of Service. Quantitative measure of congestion.
<b>LRTP</b>	Long Range Transportation Plan
<b>MPO</b>	Metropolitan Planning Organization. Agency designated by the governor to administer the federally required transportation planning in a metropolitan area. A MPO must be in place in every

	<p>urbanized area with a population over 50,000. The function of the MPO is to provide “A continuing, coordinated, and comprehensive transportation planning process in urbanized areas.”</p>
<b>STP</b>	<p>Surface Transportation Program. The primary federal funding program resulting from ISTEA, TEA-21, SAFETEA-LU, and MAP-21 that provides money for a wide range of transportation projects.</p>
<b>TIP</b>	<p>Transportation Improvement Program. Federally required document produced by the MPO that identifies all federally funded projects for the current four-year period. The TIP is developed every year. In order for any federally or state-funded project to proceed, it must be included in the TIP and the Statewide Transportation Improvement Program.</p>
<b>MAP-21</b>	<p>MAP-21, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.</p> <p>MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.</p>
<b>UPWP</b>	<p>Unified Planning Work Program. A federally required annual report describing the agency’s transportation work program and budget, detailing the various state and federal funding sources that will be used. It represents the state fiscal year and is developed in the first quarter of the calendar year for the ensuing fiscal year.</p>
<b>VMТ</b>	<p>Vehicle Miles Traveled. Refers to the number of miles traveled on roadways by a vehicle for a specific time period.</p>

# I. INTRODUCTION

## **MPO Overview**

Established through federal legislation, Metropolitan Planning Organizations (MPOs) exist throughout the United States in all urbanized areas of more than 50,000 people and have the authority to prioritize, plan, and program transportation projects in the urbanized area (UA) for federal funding.

The Danville Area Transportation Study (DATS) MPO is the federally-designated transportation planning agency for parts of Vermilion County. Serving as a regional partnership among the Federal Highway Administration (FHWA), U.S. Department of Transportation (USDOT), Illinois Department of Transportation (IDOT), Federal Transit Administration, local elected leadership, local planning and public works directors, the business community, and citizens across the planning area, the MPO leads in the development of the region's Long Range Transportation Plan and short-range Transportation Improvement Program.

Members of the DATS include the municipalities of Georgetown, Westville, Belgium, Catlin, Tilton, and Danville, the townships of Danville, Catlin, Newell, and Georgetown, Vermilion County, and the Illinois Department of Transportation.

The MPO is responsible for the following aspects of the transportation process:

- 1) To design and set goals and objectives of the planning process and the Long Range Transportation Plan;
- 2) To establish performance measures for the Urbanized Area;
- 3) To review and advise on proposed changes in transportation planning concepts;
- 4) To serve as a representative between governmental units in the Urbanized Area; and
- 5) To obtain optimum cooperation of all governmental units in providing information and in implementing various elements of the transportation plan.

MPO planning activities are funded by grants from the Federal Highway Administration (FHWA), the Illinois Department of Transportation, and by local governments through regional match requirements. In general, 80 percent of MPO expenses are covered by federal grants. The MPO's Unified Planning Work Program (UPWP) is adopted annually in cooperation with our public transit agency- Danville Mass Transit (DMT), local governments, the Illinois Department of Transportation, and the Federal Highway Administration, and serves as the organization's annual budget and work program. The

efforts of the MPO ensure that local and regional agencies maintain eligibility for federal transportation funding.

## Planning Area

The Danville Area Transportation Study is one of fourteen MPOs in the state of Illinois that serve as the lead transportation planning and programming agencies for metropolitan areas. The MPOs Urbanized Area serves approximately 30.5 square miles and contains a population of 50,551 throughout Vermilion County. A map of the MPO planning area is provided in Appendix A.

Municipalities within the Urbanized Area include Georgetown, Westville, Belgium, Tilton, Catlin, and Danville. The population shown is provided by the 2012 American Community Survey.

*Figure 1.1 Population Distributions*

<b>Municipality</b>	<b>Population</b>
Belgium	404
Catlin	2,040
Danville	33,027
Georgetown	3,474
Tilton	2,724
Westville	3,202
Unincorporated	5,680
<b>Total</b>	<b>50,551</b>

## DATS Organizational Structure

DATS operates under the principal direction of two committees- the Policy Committee and the Technical Committee. In its organizational structure, the Technical Committee acts as a working body under the direction of the Policy Committee. DATS maintains an Advisory Committee with representatives of agencies that are affected by the transportation decision-making process.

### DATS Policy Committee

The DATS Policy Committee consists of local elected and appointed officials of those agencies that have a primary interest in transportation. Each member is expected to reflect the official position of his or her constituent agency and/or the public interests they represent. The members include:

1. Vermilion County Board Chairman
2. Mayor, City of Danville
3. Mayor, of Villages at large
4. Illinois Department of Transportation- District #5 Representative
5. Township Supervisor

The Policy committee assumes the decision-making authority for DATS and establishes policies that guide and form the transportation planning process. The committee has a variety of responsibilities, which range from approving the annual TIP to establishing the boundary of the study area.

### DATS Technical Committee

The DATS Technical Committee consists of staff from DATS participating agencies. Technical members perform analyses and make recommendations concerning transportation issues to the Policy Committee for their approval. The actual technical work is performed by DATS staff and the DATS Technical Committee member organizations.

DATS Technical Committee membership is composed of representatives of the following agencies:

1. Vermilion County (2 Voting Members)
2. City of Danville (2 Voting Members, with priority given to Danville Mass Transit)
3. Villages (1 Voting Member)
4. Townships (1 Voting Member)
5. CRIS Rural Transit District (1 Voting Member)
6. Vermilion County Regional Airport (1 Voting Member)
7. Illinois Department of Transportation, District 5 (1 Voting Member)



## **DATS Staff Structure**

The professional time and services for transportation planning in this cooperative effort is provided through a composite approach. It consists of DATS staff housed in the Engineering and Urban Services Department at the City of Danville, as well as additional assistance from IDOT. The day-to-day operations of the agency are performed by DATS staff, with technical expertise in transportation planning, geographic information systems, and other related areas.

DATS staff collects, analyzes and evaluates various groups of data to determine the transportation system requirements of the urbanized area in conjunction with member agencies. The data collected by staff throughout the Metropolitan Planning Area is information necessary to operate the DATS office. Staff also prepares materials for use at Technical and Policy Committee meetings. The professional staff members participate in all DATS meetings and provide expertise as needed. In addition, they represent the agency at other meetings of regional importance.

## **DATS Funding**

DATS is funded by 80% federal transportation planning funds from FHWA and FTA through MAP-21. The funds require a local match of 20%, which is supplied by the State Metro Planning Funds and the City of Danville. To ensure that all funds are well managed and that the planning activities are completed in accordance with Federal and State guidelines, IDOT has entered into an agreement with the MPO and the agencies represented by the MPO to help coordinate the planning process.

# **II. ISSUES AND REQUIREMENTS**

## **UPWP Overview**

The purpose of the Unified Planning Work Program (UPWP) is to provide the Danville Urbanized Area with a work allocation plan that promotes a transportation planning process that is cooperative, comprehensive and continuing as required under the Federal Aid Highway Act of 1962. Development of the work program is the joint responsibility of the Metropolitan Planning Organization (MPO), the Illinois Department of Transportation (IDOT), and other agencies authorized to carry out transportation planning and implementation activities.

This UPWP for the Danville Area Transportation Study documents the transportation planning activities and related tasks to be accomplished during federal fiscal year (FY) 2015. The goal of the MPO is to ensure a continuing, cooperative, and comprehensive (“3-C”) approach for transportation planning for the metropolitan area, both short and long-range, with proper coordination among:

- City and county governments, transit operators, and regional agencies;
- State agencies including the Illinois Department of Transportation; and
- Federal agencies including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the United States Department of Transportation (U.S. DOT), the U.S. Department of Housing and Urban Development, and the U.S. Environmental Protection Agency.

## **Planning Factors & Federal Initiatives**

*Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)*, the federal transportation legislation passed by U.S. Congress and signed by the President in 2012, defines specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. Current legislation calls for MPOs to conduct planning that:

- Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increases the safety of the transportation system for motorized and non-motorized users
- Increases the security of the transportation system for motorized and non-motorized users
- Increases the accessibility and mobility options available to people and for freight
- Protects and enhances the environment, promotes energy conservation, and improves quality of life, promotes consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhances the integration and connectivity of the transportation system, across and between modes, people and freight.
- Promotes efficient system management and operation
- Emphasizes the preservation of the existing transportation system

In addition to the planning factors required by MAP-21, the MPO considered other federal initiatives relevant to the metropolitan planning process in the development of this UPWP.

## **Public Participation**

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and

programs including a Long-Range Transportation Plan that includes at least a 20-year horizon, a short-term Transportation Improvement Program, and an annual Unified Planning Work Program. The Danville Area Transportation Study's Public Participation Plan (P<sup>3</sup>) requires that members of the public are given at least thirty (30) days to review and comment on the draft work program prior to adoption. Following that review period, public hearings will be held prior to the adoption of the work program. The MPO will use local newspapers to notify the public of the seven day review period as well as dates, times, and locations of the public hearings. Copies of the draft UPWP will be posted at the MPO's website at [www.dats-il.com](http://www.dats-il.com) and in public libraries across the county.

More information on the public involvement process is provided by the MPO's P<sup>3</sup> available on the MPO's website at <http://www.dats-il.com/for-public-review.html> and at the MPO's Office. The P<sup>3</sup> serves to inform local residents, businesses, and officials of the MPO's regional planning efforts and obtain meaningful input into the transportation planning process.

## **Funding Sources for Planning Activities**

The UPWP primarily describes planning activities to be undertaken in the metropolitan planning region utilizing federal funding including FHWA Section 112 (PL), FHWA Statewide Planning and Research (SPR), and FTA Section 5303 grants. All work, including MPO staff time and consultant studies, listed in the UPWP are funded by one or more of the following funding sources.

### ***FHWA Section 112 grant funds (also known as "PL" funds)***

Federal planning funds can be used for up to 80 percent of a project, with a required 20 percent match typically provided by local governments.

### ***FHWA State Planning and Research (SPR) grant funds***

SPR funds are federal dollars from the State Planning & Research Program administered by the Illinois Department of Transportation. A 20 percent match is required that can be provided by either IDOT or local jurisdictions, depending on the project.

### ***FTA Section 5303 grant funds***

Section 5303 funds are federal funds designated for transit planning and research activities. Up to 80 percent federal funds can be used for a project. The remaining 20 percent match is typically divided between state and local government.

### **III. WORK PROGRAM TASKS**

MPO planning activities are developed to ensure the region maintains a certified transportation planning process. As such, each planning activity identified in the UPWP is integrated into the region's Long Range Transportation Plan, subsequently leading to implementation by way of the Transportation Improvement Program. This section provides detailed information, outlined by general tasks, for each work element that the MPO will undertake in FY 2016.

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## Task 1.0 Program Administration/Management

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### **Purpose**

Administer the MPO and its work program in a manner that:

- Maintains the region's eligibility to receive federal transportation capital and operating assistance; and
- Provides a continuous, cooperative, and comprehensive transportation planning process throughout the multi-municipality region.

### **FY 2015 Accomplishments**

This is a continuing work activity.

### **FY 2016 Activities**

- Manage the implementation of tasks within the FY 2016 UPWP.
- Prepare and review request for proposals, contracts, invoices, maintain membership lists, prepare meeting agendas, and record meeting minutes.
- Monitor best practices for transportation planning through industry associations such as the National Academies Transportation Research Board (TRB), the American Planning Association (APA), the Association of MPOs (AMPO), the American Public Transportation Association (APTA), the American Association of State Highway and Transportation Officials (AASHTO), among others.
- Participate in meetings, workshops and conferences in order to stay current on innovative planning techniques.
- Work with IDOT and MPO members to make the necessary changes in the planning process as a result of MAP-21 rule-making and guidance
- Prepare the Fiscal Year 2017 Unified Planning Work Program
- Prepare the Federally Obligated Projects of FY 2015 Report

### **End Products**

- An ongoing transportation planning program through the execution of the tasks outlined in the work program
- Regular Technical and Policy committee meetings
- Regional meetings on transportation-related issues
- FY 2017 Unified Planning Work Program

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## Task 2.0 Long Range Plan

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### **Purpose**

Maintain a long range plan for the region's transportation needs that is: 1) technically based on the latest available data on land use, demographics, and travel patterns; 2) based on regional goals, and 3) financially based on predictable, reliable funding sources

### **FY 2015 Accomplishments**

- Continued implementation and maintenance of the 2035 Regional Transportation Plan
- Continued community visioning efforts and data accumulation to guide the development of the 2040 Regional Transportation Plan.
- 2040 Long Range Transportation Plan document preparation, writing and approval
  - Existing Conditions and Trend analysis
  - Future population and employment projects
  - Public involvement, presentations, focus group meetings, etc.
  - GIS mapping and other visual aid preparation
  - LRTP drafting

### **FY 2016 Activities**

- Continue work on and implement the 2040 Regional Transportation Plan

### **End Products**

- LRTP 2040 Update Final Approval
- Performance Measures Defined and Incorporated



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### Task 3.0 Transportation Improvement Plan

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#### **Purpose**

Maintain a regional program that prioritizes and schedules transportation projects consistent with adopted short- and long-range plans.

#### **FY 2015 Accomplishments**

- Managed the FYs 2015-2018 TIP through formal amendments and administrative adjustments
- Published Annual Listing of Federally Obligated Projects for FY 2014

#### **FY 2016 Activities**

- Adopt and maintain a financially feasible TIP. TIP projects and programs will be consistent with the MPO's 2040 Long Range Transportation Plan.
- Report on the status of TIP projects on a regular basis to IDOT and MPO membership and coordinate with IDOT and project sponsors regarding project schedules and funding expenditures
- Amend the FY16-FY19 TIP as needed by the DATS members

#### **End Products**

- Maintenance of the Transportation Improvement Program
- Annual listing of Federally Obligated Projects

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### Task 4.0 Multi-Modal Planning

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#### **Purpose**

Provide increased emphasis on issues related to alternate modes and regional inter-modal connectivity including:

- Local bus and regional transit services,
- Pedestrian and bicyclist facilities/network,
- Commercial freight movers, and
- Connections between modes of travel/transport

#### **FY 2015 Accomplishments**

- Danville Pedestrian Access Plan (ADA Compliance Sidewalk Survey)
- Continued accumulation of ADA Compliance data
- Updated the Regional Bicycle Plan

#### **FY 2016 Activities**

- Work to implement the goals of the Regional Bicycle Plan
- Continue to accumulate ADA Compliance data
- Create an ADA Transition Plan for the City of Danville
- Help create an ADA Transition Plan for Vermilion County

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## Task 5.0 Land Use Integration

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### **Purpose**

To undertake various regional, corridor, and sub-area planning studies within the region in consultation with the state, local governments, and transit operators in an effort to integrate land use planning with the MPO's transportation planning process to ensure the successful implementation of the MPO's Long Range Transportation Plan.

### **FY 2015 Accomplishments**

- Coordinated with local comprehensive plans

### **FY 2016 Activities**

- Continue support for the integration of transportation, urban design, and land use planning through work with regional partners

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## Task 6.0 Data Collection and Analysis

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### **Purpose**

Create, update and maintain transportation planning databases and inventories and to monitor developments in the region for impacts on the transportation system. When appropriate, data will be integrated into GIS for use in the transportation planning process.

### **FY 2015 Accomplishments**

- Conducted traffic counts on specific corridors
- Analyzed traffic accident data from the Illinois Department of Transportation

### **FY 2016 Activities**

- Activities that may be undertaken include: traffic counts, travel time studies, functional classification, bicycle/pedestrian facilities inventory, land use data, crash data, transit ridership (passenger trips, passengers per mile, passengers per hour, and passengers per route), transit performance, GIS data, etc.
- Continue to work with local city/county staff to refine data for local/regional use
- Continue to collect traffic count data for planning and project design
- Collect socioeconomic data for planning and project design

### **End Products**

- Data on daily traffic, peak hour volume, vehicle miles traveled, and accidents
- Data on population, land use, and socio-economic data
- Maps and inventories of transportation system components
- Updated data from IDOT
- Data for the MPO's performance measures

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## Task 7.0 Public Participation

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### **Purpose**

Provide opportunities for meaningful public input on transportation planning by following the guidelines of the adopted Public Participation Plan and continuing to seek new methods of outreach.

### **FY 2015 Accomplishments**

- Maintained MPO website and communication tools
- Began to update the MPO's Public Participation Plan
- Created the opportunity for youth to participate in the planning process by working with School District 118's AP Human Geography class at Danville High School.

### **FY 2016 Activities**

- Update the MPO's Public Participation Plan
- Maintain contact list of citizens who ask to be notified about plans, programs, and projects. The list will include citizens who contact the MPO to express interest in particular topics or general involvement, which are contact through the MPO's outreach efforts such as speaking engagements to civic clubs and interest groups.
- Continue working with school district 118
- Continue to place ads and public notices with media, including outlets that serve minority citizens and other transportation-disadvantaged groups, to publicize the development and adoption of MPO products.
- Continue the evaluation and improvement of the MPO's public involvement techniques

### **End Products**

- Maintain comprehensive website on regional transportation planning activities
- Input for MPO sponsored projects

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## Task 8.0 Special Studies

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### **Purpose**

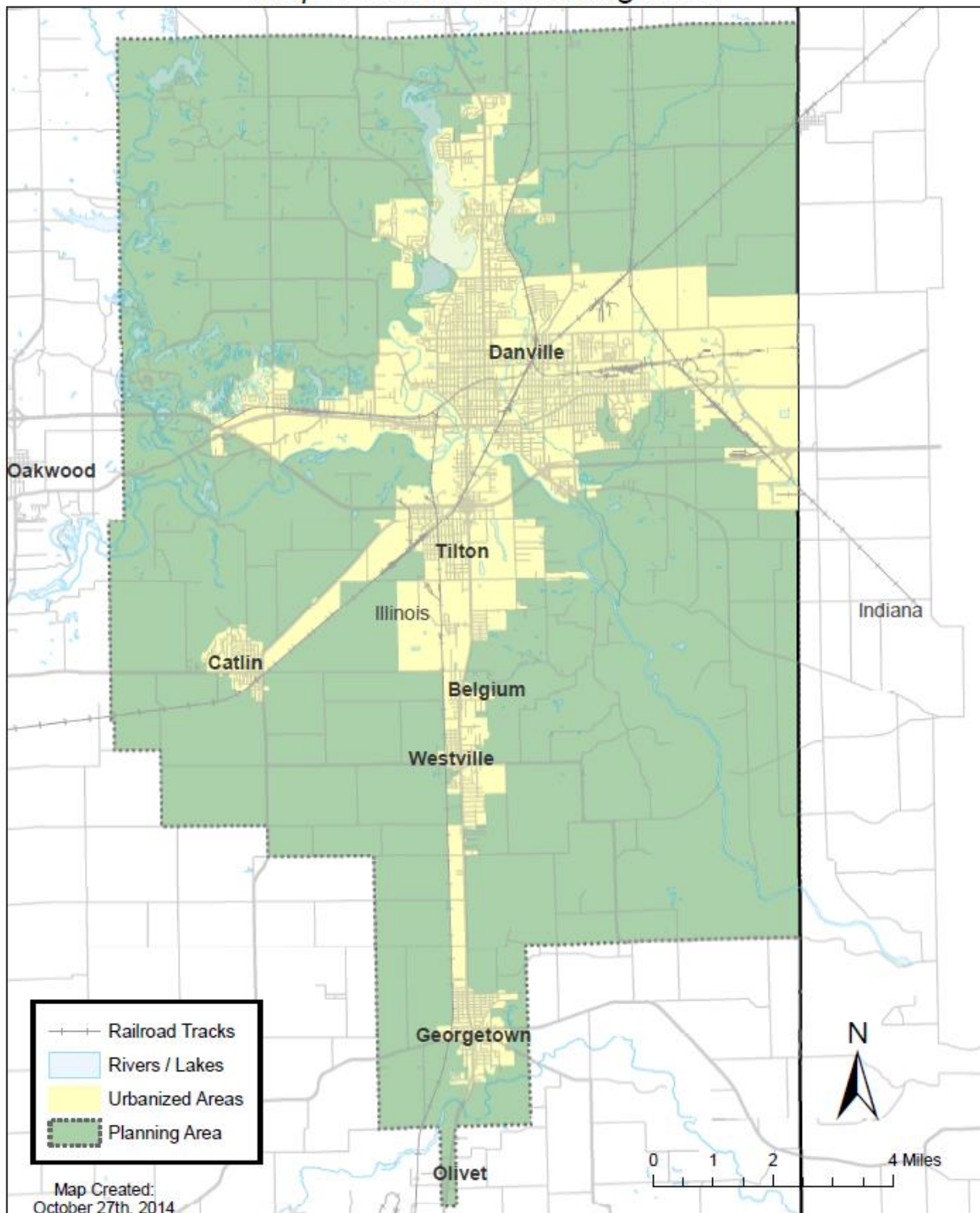
A continuing emphasis of the Unified Planning Work Program will be to provide continued technical support to all DATS member agencies in carrying out detailed transportation studies. DATS frequently serves as an added resource to the various municipalities, the county, transit providers, townships and the Illinois Department of Transportation (IDOT) by conducting and/or participating in a wide range of various planning and technical projects referred to as Special Studies. Projects range from administration of ongoing major studies and support of local evaluations.

## IV. FUNDING TABLES

EXHIBIT III: Line-Item Budget					
A. <u>Revenues:</u>					
FUND AMOUNT	FUND SOURCE		Total Proposed Budget		
\$149,372	PL		\$222,490		
\$28,620	FTA				
\$44,498	STATE METRO				
\$0	LOCAL				
\$222,490	TOTAL				
B. <u>Expenses</u>					
PERSONNEL	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
MPO Staff	\$148,470	PL	\$89,888	\$22,471.88	STATE METRO / LOCAL
Director (80%)	\$65,865	FTA	\$28,620	\$7,155	STATE METRO / LOCAL
Planner 1 (55%)	\$32,236				
Support Staff	\$50,369				
Oversight	\$20,052	Personnel amounts reflect direct and non-direct expenses.			
GIS (25%)	\$17,302				
Financial (10%)	\$5,015				
Professional Intern(s)	\$8,000				
CONTRACTUAL	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Advertising	\$400	PL	\$320	\$80	STATE METRO / LOCAL
Professional Services	\$51,000	PL	\$40,800	\$10,200	STATE METRO / LOCAL
Dues	\$500	PL	\$400	\$100	STATE METRO / LOCAL
Training	\$2,500	PL	\$2,000	\$500	STATE METRO / LOCAL
Computer Services & Support	\$11,500	PL	\$9,200	\$2,300	STATE METRO / LOCAL
Postage	\$275	PL	\$220	\$55	STATE METRO / LOCAL
Other Contractual	\$1,000	PL	\$800	\$200	STATE METRO / LOCAL
COMMODITIES	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Publications	\$100	PL	\$80	\$20	STATE METRO / LOCAL
Office Supplies	\$1,000	PL	\$800	\$200	STATE METRO / LOCAL
Other Commodities	\$100	PL	\$80	\$20	STATE METRO / LOCAL
CAPITAL OUTLAYS	TOTAL COST	FUND SOURCE	AMOUNT	REQUIRED MATCH	MATCH SOURCE
Technology Upgrades	\$5,000	PL	\$4,000	\$1,000	STATE METRO / LOCAL

## Appendix A. DATS Planning Area

*Map 1-1: DATS Planning Area*



# CERTIFICATE OF PUBLICATION IN The Independent News

The undersigned, THE NEWS-GAZETTE, INC. by its authorized agent, does hereby certify that said corporation is the publisher of The Independent News and that the same is the weekly secular newspaper of general circulation published in Georgetown, Vermilion County, Illinois, and said newspaper is a newspaper as defined by 715 ILCS 5/5 (1992) and 715 ILCS 10/1 (1992); said publisher further certifies that the annexed notice was published in said newspaper, on the following date(s);

04/29/2015

## DANVILLE AREA TRANSPORTA

Said publisher further certifies that the date of the first paper containing the said notice was on the first date hereinabove set forth and that the date of the last paper continuing the said notice was on the last date hereinabove set forth.

**Danville Area  
Transportation Study**  
The LRTP, TIP, UPWP, and  
Bike Plan have been  
placed on public review  
at these locations:  
Libraries of Georgetown,  
Catin, Danville and  
Westville and also online  
at <http://www.dats-il.com>  
Leave comments in the  
documents or send to:  
Telephone: 217-431-  
2873; Mail: 1155 E.  
Voorhees Street,  
Danville, IL 61832; email:  
[marcinski@cityofdanville.org](mailto:marcinski@cityofdanville.org)  
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Ad # 1272197





*Approved June 11, 2015*

# *Danville Area Transportation Study, Metropolitan Planning Organization*

## Transportation Improvement Program Fiscal Years 2016 – 2019

*Approved on  
June 11, 2015*

**Prepared For:**

Danville Area Transportation Study the,  
Metropolitan Planning Organization of the,  
Danville Urbanized Area

**In Cooperation With:**

Illinois Department of Transportation (IDOT)  
Federal Highway Administration (FHWA)  
Federal Transit Administration (FTA)

**Prepared By:**

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*Danville Urbanized Area, Vermilion County, Illinois*

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## LIST OF ACRONYMS

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HBP	Highway Bridge Program
CFR	Code of Federal Regulations
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HES	Hazard Elimination Safety Fund
IDOT	Illinois Department of Transportation
INB	Innovative Bridge
IM	Interstate Maintenance Fund
L	Local
Major BR	Illinois Major Bridge Program
MAP-21	Moving Ahead for Progress in the 21st Century Act
MFT	Motor Fuel Tax Fund
MPO	Metropolitan Planning Organization
NHS	National Highway System
PPR	Project Priority Review
ROW	Right-of-Way
RR-S	Railroad Safety
S	State
State Only	State
STE	Enhancement
STIP	State Transportation Improvement Program
STP-R	Surface Transportation Program – Rural
STP-U	Surface Transportation Program – Urban
TAR	Truck Access
TBP	Township Bridge
TIP	Transportation Improvement Program

<b>Policy Committee</b>	<b>Technical Committee</b>	<b>Advisory Committee</b>
Illinois Department of Transportation, District 5 Representative	Illinois Department of Transportation, District 5 (1 Voting Member)	Illinois Department of Transportation, District 5 Local Roads
Vermilion County, County Board Chairman	Vermilion County (2 Voting Members)	Illinois Department of Transportation, Office of Planning and Programming
City of Danville, Mayor	City of Danville (2 Voting Members)	Federal Highway Administration
Townships, Danville Township Supervisor	CRIS Rural Transit District (1 Voting Member)	Federal Transit Administration
Villages, Village of Westville Mayor	Vermilion Regional Airport (1 Voting Member)	Vermilion Advantage
	Villages -Tilton, Catlin, Belgium, Westville, or City of Georgetown (1 Voting Member)	Danville Sanitary District
	Townships-Newell, Blount, Danville, Catlin, Georgetown (1 Voting Member)	Westville Sanitary District
		Ameren Illinois
		AT&T
		Aqua Illinois Water Company

<b>Administration</b>
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Jaclyn Marganski  
 Liila Bagby  
 Adam Aull  
 Lisa Robinson

Director  
 Planner I  
 GIS Coordinator  
 Administrative Assistant

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## INTRODUCTION

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The Fiscal Years 2016-2019 Transportation Improvement Program (TIP) is a product of the on-going transportation planning process for the Danville Area Transportation Study (DATS). It was prepared by the administration of the MPO, with assistance from the DATS Technical Committee, for the DATS Policy Committee. The projects contained in the TIP are derived from the Long Range Transportation Plan, previous TIP documents and current and future needs of the urbanized area.

The purpose of the TIP is the documentation of proposed projects spanning a period of four fiscal years in order to secure project funding. Any local project that solicits federal or state monies must be included in the annual TIP in order to be considered for such funding. Agencies who request Surface Transportation Urban (STU) funding for their projects must complete and submit a justification sheet to the MPO administration. The administration shall score submitted projects based upon criteria and scoring system specified in the justification sheet, which define how well the project fulfills the goals and objective of the Long Range Transportation Plan. The results are to then be presented to the Technical Committee to be used for an informed decision process in programming projects.

Projects are subject to the financial abilities of federal, state and/or local agencies' funding sources. When approved and endorsed by the DATS Policy Committee (the Metropolitan Planning Organization for the Danville area), these bodies certify that the requirements of 23 CFR, Section 450.308 are met.

The existing transportation system within the Danville Area Transportation Study planning boundaries is being operated and maintained with the revenue sources that are provided through federal, state and local jurisdictions. The FY 2016-2019 Transportation Improvement Program is financially constrained, meaning that all funding estimates are based on anticipated state, federal, and local budget constraints.

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## PROJECT CATEGORIES AND PRIORITIZATION OF PROJECTS

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The FY 2016-2019 TIP is developed to meet the guidelines of the Federal Highway Administration and the Federal Transit Administration under the Moving Ahead for Progress in the 21st Century (MAP-21). As specified in those guidelines, projects for the following categories are included:

- Interstate – This category includes improvements to the Interstate Highway System, which are funded through Interstate 4R funds for reconstruction, rehabilitation, resurfacing and restoration.
- Operating and Capital Assistance Projects – This category consists of transit projects funded through Chapters 5307, 5309, 5310, 5311, 5316 and 5317. All transit projects in the Danville area are included in this category.

- Major or Area Service Highway Extensions – This category consists of those street projects within the urbanized area that are extensions of major rural roads into the urbanized area. Federal-Aid Surface Transportation Program Rural [STP-R] funds are used for projects in this category.
- Urban Systems Projects – This category includes improvements to collector and arterial streets that are Federal-aid Highways. Federal-Aid Surface Transportation Program (STP) funds are used for projects in this category.

The continuing, comprehensive, and cooperative (3C) transportation planning process required by federal regulations requires inclusion in the TIP of those projects that will receive federal-aid funding from one or more of the federal transportation programs. These programs include: Interstate, Federal-Aid Surface Transportation Program Rural (STP-R) and Urban (STP-U) funds, Highway Bridge Replacement and Rehabilitation (BRRP), Federal-Aid Hazard Elimination Safety (HES) and Federal Transit Administration (FTA). Those projects, of IDOT and local jurisdictions, that are not regionally significant in nature, such as small resurfacing projects or minor railroad crossing improvements, may not be individually identified in the TIP even though the projects receive federal-aid funding. Many times the smaller projects are grouped together in similar categories (i.e. resurfacing).

The costs shown in this document are estimates of expected costs based on current information available about the projects. Any significant changes to the cost of a project need to be reported to the DATS Technical and Policy Committees.

This document sets priorities in two ways. The report differentiates between projects to be constructed or receive funding in the first fiscal year (FY 2016 Annual Element) and those to be constructed during the following three fiscal years (FY 2017-2019). The amount of time required for preliminary engineering and right-of-way acquisition, the availability of funds and community needs will determine whether a project will be in the Annual Element or the latter portion. Also included is an area for illustrative projects that do not have any identified funding source. These projects may be moved to one of the program years once funding is secured.

Preliminary activities on some projects have been underway for some time. However, construction has not begun because these preliminary activities may not yet have been completed. Unforeseen difficulties in these activities could delay a project for a year or more. Thus a project may be included in the Annual Element for two years or more.

Projects are prioritized at minimum on an annual basis to reflect changing needs and circumstances.

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## **TIP ANNUAL ELEMENT**

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In accordance with 23 CFR 450.220(c), the Metropolitan Planning section of the Federal Register of October 28, 1993, the participating members of the Danville Area Transportation Study agree that the State may propose federal-aid projects funded from the Highway Safety Improvement Program. They also may propose projects funded with Interstate, NHS, STP-R, STP-U, HES and BRRP monies, to be included in the statewide program of projects with these projects being drawn from the annual element of the TIP.

All federally funded projects that significantly alter the functional capacity or capability of a facility will be included in the TIP Annual Element.

All STP projects, regardless of work type, will be included in the TIP Annual Element. Some projects of similar work types will continue to be combined in the TIP Annual Element as categories of improvements such as engineering, intermittent resurfacing, etc.

The Illinois Department of Transportation will continue to provide the Danville Area Transportation Study with the Department's entire annual and multi-year highway program regardless of funding source and work type.

The Illinois Department of Transportation will notify the Danville Area Transportation Study of all projects proposed for State letting regardless of funding source and work type, including projects not shown in the TIP Annual Element.

The Danville area TIP will be utilized to develop the State's Transportation Improvement Program (STIP). Highway and transit projects eligible for grouping will be summarized by year, funding source and type of work. The Danville area TIP will be incorporated by reference to the STIP. The STIP will be submitted for FHWA and FTA approval with appropriate documentation of public involvement.



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## **TIP SELECTION PROCESS**

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In accordance with MAP-21 regulations, the four-year TIP is financially constrained. In other words, all projects in the second, third, and fourth year annual elements have reasonably guaranteed funding sources. Project implementation priority is given to the first annual element. However, circumstances may present themselves which necessitate the movement of a latter annual element project forward to the first year. When this occurs, such a move will take place by action of the Technical and Policy Committees. The Technical and Policy Committees shall also approve any project subject to amendment.

The Danville Area Transportation Study receives an allocation of funds each year through formulas determined by the FHWA, FTA and the Illinois Department of Transportation, administered by the Illinois Department of Transportation. The Surface Transportation Program (STP) funds are funds for the Danville urbanized area. Consensus among the jurisdictions through action of the Policy Committee determines the best use of these funds.

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## **PUBLIC INVOLVEMENT EFFORTS**

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Since its inception in early 2003, DATS has been actively committed to involving the public in the planning process. Whenever a regular meeting, public hearing or informational meeting is held, consideration is given to all comments or suggestions. In some instances, responses to resident input are prepared in writing and distributed to interested parties. For major transportation system developments that require formal Environmental Assessment (EA) or Environmental Impact Statement (EIS), comments received by the public at a public hearing or by letter are responded to directly in the final report. The MPO embraces an active role in identifying public participants. The administration presently maintains a mailing list, which includes active members of DATS committees and persons who have requested to be notified of meetings and events.

The public is informed about DATS public meetings via announcements that are sent out to all individuals on the mailing list at least one (1) week prior to the scheduled event. Meeting announcements are also published onto the Internet via the DATS website, [www.dats-il.com](http://www.dats-il.com)

All interested parties are encouraged to join and participate at all DATS meetings. To facilitate public involvement in the development of a document or project, copies of all documents discussed at the DATS meetings are made available for public inspection at the MPO office prior to each meeting and are given to individuals upon request. News releases are

distributed periodically to announce the availability of a DATS report or to provide background on planning activities. Final copies of all DATS documents are made available to the public via the DATS website and the MPO office.

In addition to the formal public involvement process mentioned above, DATS relies on many informal techniques. This is especially important when considering that area residents often bring transportation planning issues and problems to the attention of their elected officials. For these reasons, DATS staff members often attend meetings of other governmental agencies. Informal public participation occurs when an interested citizen contacts the DATS office to discuss an issue in which they are interested, or when a citizen or business requests transportation or planning data.

In developing the FY 2016-2019 TIP, the administration complied with the guidelines set forth in the Danville Area Transportation Study *Public Participation Plan*, adopted in April 2015.

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## REPORT FORMAT

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Local projects may be identified by the DATS numbering system. This system lists the primary funding source, the anticipated year of construction and a second number referencing the project within this report (XX-YR-##). Local projects begin with the following initials:

City of Danville	-	DA
City of Georgetown	-	GE
Village of Tilton	-	TI
Village of Catlin	-	CA
Village of Belgium	-	BE
Village of Westville	-	WE
Danville Mass Transit	-	DMT
CRIS Rural Transit District	-	CRIS
Danville Township	-	DT
Newell Township	-	NT
Catlin Township	-	CT
Vermilion County	-	VC
Vermilion Regional Airport	-	VRA

Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CITY OF DANVILLE											
DA-16-01	VARIOUS	OVERLAY			MFT/IIF	600.00				600.00	
DA-16-02	VARIOUS	PAVEMENT MAINTENANCE			MFT/IIF	200.00				200.00	
DA-16-03	POLAND		VERMILION	BOWMAN	MFT/ TARP	557.00		193.00		750.00	14-00350-00-RS
TOTAL (In 1,000's)						1,357.00	0.00	193.00	0.00	1,550.00	
Fiscal Year 2016 Annual Element											
DANVILLE MASS TRANSIT											
DMT-16-01	OPERATING ASSISTANCE				5307			540.00	540.00	1,080.00	
DMT-16-02	ONE (1) 35' BUSES				5307			87.00	348.00	435.00	
TOTAL (In 1,000's)						0.00	0.00	627.00	888.00	1,515.00	
Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION COUNTY											
VC-16-01	TR 315 CATLIN TWP	BRIDGE REPLACEMENT	SN 092-3183		HBP/TBP		27.50	27.50	220.00	275.00	09-04135-00-BR
VC-16-02	TR 274 CARROLL TWP	BRIDGE REPLACEMENT	SN 092-3174		HBP/TBP	32.60	32.60	260.80	326.00	652.00	09-03138-00-BR
VC-16-03	COUNTY ROADS	ANNUAL CO RESURFACING	VARIOUS		MFT	200.00				200.00	
VC-16-04	COUNTY ROADS	ANNUAL CO SEAL COAT	VARIOUS		MFT	400.00				400.00	16-00000-00-GM
VC-16-05	TOWNSHIP ROADS	ANNUAL TWP SEAL COAT	VARIOUS		MFT		1,800.00			1,800.00	16-XX000-00-GM
VC-16-06	FAS 331/CH21&10	BRIDGE REPLACEMENT	SN 092-0074		STR/COUNTY BRIDGE	182.00			498.00	680.00	13-00202-00-BR
TOTAL (In 1,000's)						814.60	1,860.10	288.30	1,044.00	4,007.00	

Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CRIS RURAL MASS TRANSIT DISTRICT											
CRIS-16-01	(3) 15 PASSENGER BUS		2016		5310				317.00	317.00	
CRIS-16-02	OPERATING ASSISTANCE		2016		5311				162.00	162.00	
CRIS-16-03	OPERATING ASSISTANCE		2016		DOAP			770.00		770.00	
CRIS-16-04	PLANNING GRANT				5311			125.00		125.00	
CRIS-16-05	FACILITY				5311				2,000.00	2,000.00	
TOTAL (In 1,000's)						0.00	0.00	895.00	2,479.00	3,374.00	

Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION REGIONAL AIRPORT											
VRA-16-01	T-HANGAR TAXIWAY IMPROVEMENTS	T-HANGAR TAXIWAY AND ACCESS ROAD IMPROVEMENT - PHASE 3				29.50		29.50	531.00	590.00	CONTINUE REHABILITATION OF ROADWAYS AND TAXIWAYS ON THE AIRPORT.
VRA-16-01	REHABILITATE TAXIWAY A AND A1	REHABILITATE THE INTERSECTION OF TAXIWAY A AND A1 AS WELL AS TAXIWAY A BETWEEN RUNWAY 16/34 AND THE TAXIWAY A AND A1 INTERSECTION				26.00		234.00	0.00	260.00	CONTINUE REHABILITATION OF ROADWAYS AND TAXIWAYS ON THE AIRPORT.
TOTAL (In 1,000's)						55.50	0.00	263.50	531.00	850.00	

Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
JURISDICTION <u>      </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> <u>  </u> 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Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CITY OF DANVILLE											
DA-17-01	Fairchild/Jackson	DHS Shared Use Path and Intersection/Jackson	English		MFT/ITEP	480.00		1,200.00	720.00	2,400.00	
TOTAL (In 1,000's)						480.00	0.00	1,200.00	720.00	2,400.00	
Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
DANVILLE MASS TRANSIT											
DMT-17-01	OPERATING ASSISTANCE				5307			671.00	671.00	1342.00	
DMT-17-02	TWO (2) 35' BUSES				5307			185.00	739.00	924.00	
DMT-17-03	GARAGE RENOVATIONS				5307			50.00	200.00	250.00	
TOTAL (In 1,000's)						0.00	0.00	906.00	1,610.00	2516.00	
Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION COUNTY											
VC-17-01	TR 501 MCKENDREE TWP	BRIDGE REPLACEMENT	SN 092-3003		HBP/TBP	81.00	18.00	81.00		180.00	04-11119-00-BR
VC-17-02	TR 222 CATLIN TWP	BRIDGE REPLACEMENT	SN 092-3153		HBP/TBP		25.00	25.00	200.00	250.00	07-04132-00-BR
VC-17-03	COUNTY ROADS	ANNUAL CO RESURFACING	VARIOUS		MFT	200.00				200.00	
VC-17-04	COUNTY ROADS	ANNUAL CO SEAL COAT	VARIOUS		MFT	400.00				400.00	17-00000-00-GM
VC-17-05	TOWNSHIP ROADS	ANNUAL TWP SEAL COAT	VARIOUS		MFT		1,800.00			1,800.00	17-XX000-00-GM
TOTAL (In 1,000's)						681.00	1,843.00	106.00	200.00	2,830.00	

Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CRIS RURAL MASS TRANSIT DISTRICT											
CRIS-17-01	(3) 15 PASSENGER BUS		2017		5310				190.00	190.00	
CRIS-17-02	OPERATING ASSISTANCE		2017		5311				168.00	168.00	
CRIS-17-03	OPERATING ASSISTANCE		2017		DOAP			840.00		840.00	
TOTAL (In 1,000's)						0.00	0.00	840.00	358.00	1,198.00	
Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION REGIONAL AIRPORT											
VRA-17-01	REHABILITATE TAXIWAY A AND A1	REHABILITATE THE INTERSECTION OF TAXIWAY A AND A1 AS WELL AS TAXIWAY A BETWEEN RUNWAY 16/34 AND THE TAXIWAY A AND A1 INTERSECTION				13.00		13.00	234.00	260.00	CONTINUE REHABILITATION OF ROADWAYS AND TAXIWAYS ON THE AIRPORT.
TOTAL (In 1,000's)						13.00	0.00	13.00	234.00	260.00	



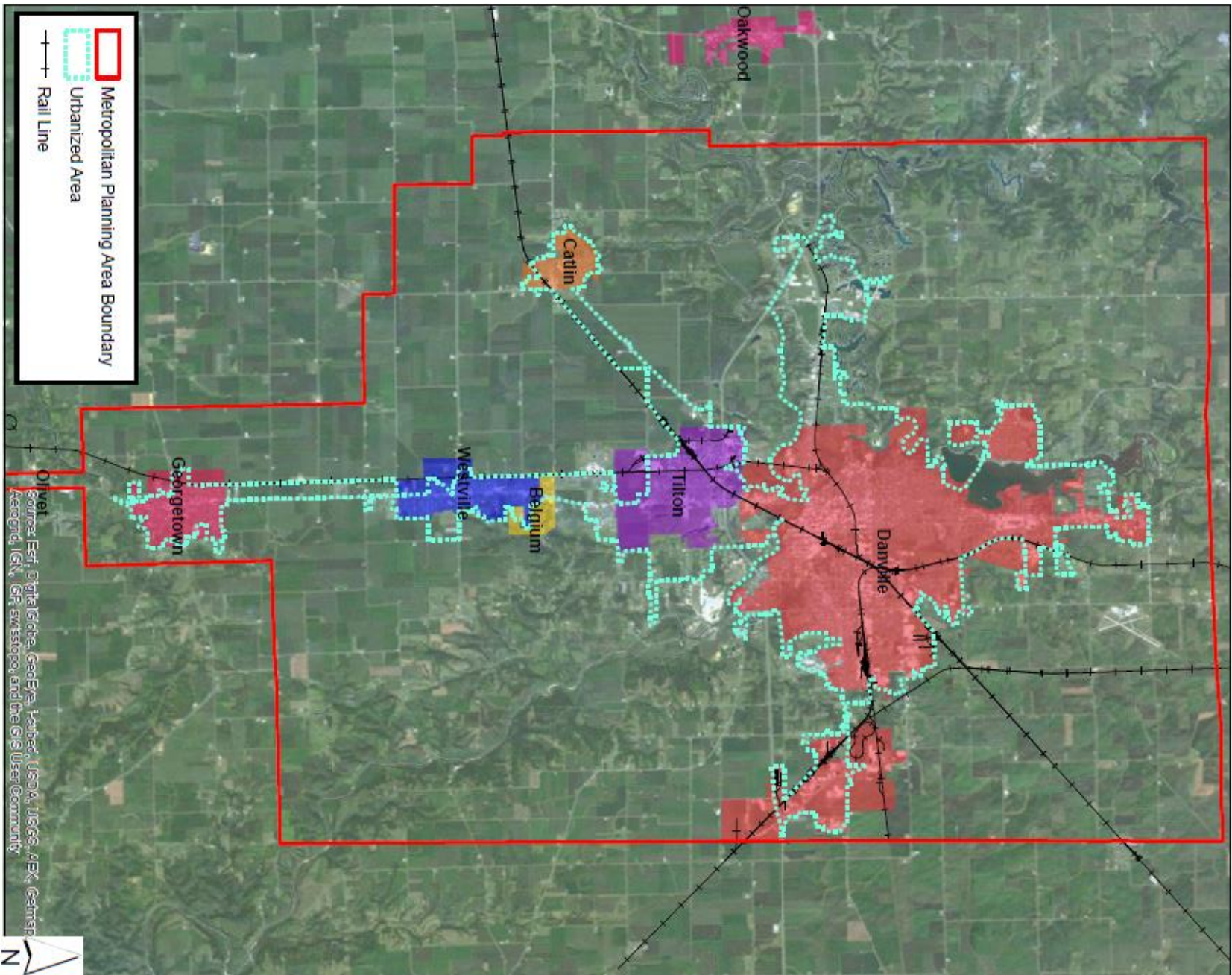
Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CITY OF DANVILLE											
DA-18-01	Voorhees Street over Stoney Creek	Major Bridge Replacement			MBR	223.00			1,116.65	1,339.65	08-00330-02-PV
TOTAL (In 1,000's)						223.00	0.00	0.00	1,116.65	1,339.65	
Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
DANVILLE MASS TRANSIT											
DMT-18-01	OPERATING ASSISTANCE				5307			750.00	750.00	1,500.00	
TOTAL (In 1,000's)						0.00	0.00	750.00	750.00	1,500.00	
Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION COUNTY											
VC-18-01	TR194 BLNT TWSP	BRIDGE REPLACEMENT		SN092-3145	HBP/TBP		25.00	25.00	200.00	250.00	13-01132-00-BR
VC-18-02	TR62 BUTLER TWSP	BRIDGE REPLACEMENT		SN092-3069	HBP/TBP		25.00	25.00	200.00	250.00	13-02149-00-BR
VC-18-03	COUNTY ROADS	ANNUAL Co. RESURFACING		VARIOUS	MFT	200.00				200.00	
VC-18-04	COUNTY ROADS	ANNUAL Co. SEAL COAT		VARIOUS	MFT	400.00				400.00	18-00000-00-GM
VC-18-05	TOWNSHIP ROADS	ANNUAL TWSP SEAL COAT		VARIOUS	MFT		1,800.00			1,800.00	18-XX000-00-GM
TOTAL (In 1,000's)						600.00	1,850.00	50.00	400.00	2,900.00	

Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CRIS RURAL MASS TRANSIT DISTRICT											
CRIS-18-01	(3) 15 PASSENGER BUS				5310				190.00	190.00	
CRIS-18-02	OPERATING ASSISTANCE				5311				174.00	174.00	
CRIS-18-03	OPERATING ASSISTANCE				DOAP			840.00		840.00	
TOTAL (In 1,000's)						0.00	0.00	840.00	364.00	1,204.00	
Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION REGIONAL AIRPORT											
VRA-18-01	APRON REHABILITATION PHASE 1	REHABILITATE A PORTION OF THE AIRCRAFT PARKING APRON				66.00		66.00	1,188.00	1,320.00	
TOTAL (In 1,000's)						66.00	0.00	66.00	1,188.00	1,320.00	

Fiscal Year 2019 Annual Element											
DANVILLE MASS TRANSIT											
DMT-19-01	OPERATING ASSISTANCE				5307			750	750	1500	
DMT-19-02	TWO (2) 35' BUSES				5307			196	784	980	
DMT-19-03	ONE (1) SUPER-MEDIUM BUS				5310			27.00	88.00	115.00	
TOTAL (In 1,000's)						0.00	0.00	973.00	1,622.00	2,595.00	
Fiscal Year 2019 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION COUNTY											
VC-19-01	COUNTY ROADS	ANNUAL Co. RESURFACING	VARIOUS		MFT	200.00				200.00	
VC-19-02	COUNTY ROADS	ANNUAL Co. SEAL COAT	VARIOUS		MFT	400.00				400.00	19-00000-00-GM
VC-19-03	TOWNSHIP ROADS	ANNUAL TWSP SEAL COAT	VARIOUS		MFT		1,800.00			1,800.00	19-XX000-00-GM
VC-19-04	TR 42A MIDDLEFORK TWSP	BRIDGE REPLACEMENT	SN 092-0112		HBP/TBP		22.50	22.50	180.00	225.00	13-12151-00-BR
VC-19-05	TR325 DANVILLE TWSP	BRIDGE REPLACEMENT	SN 092-3271		HBP/TBP		27.50	27.50	220.00	275.00	09-05144-00-BR
TOTAL (In 1,000's)						600.00	1,850.00	50.00	400.00	2,900.00	
Fiscal Year 2019 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION REGIONAL AIRPORT											
VRA-19-01	APRON REHABILITATION PHASE 2	REHABILITATE A PORTION OF THE AIRCRAFT PARKING APRON				45.00		45.00	810.00	900.00	
TOTAL (In 1,000's)						45.00	0.00	45.00	810.00	900.00	

Fiscal Year 2019 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CRIS RURAL MASS TRANSIT DISTRICT											
CRIS-19-01	(3) 15 PASSENGER BUS				5310				190.00	190.00	
CRIS-19-02	OPERATING ASSISTANCE				5311				174.00	174.00	
CRIS-19-03	OPERATING ASSISTANCE				DOAP			840.00		840.00	
TOTAL (In 1,000's)						0.00	0.00	840.00	364.00	1,204.00	

## Metropolitan Planning Area



# CERTIFICATE OF PUBLICATION IN

## The Independent News

The undersigned, THE NEWS-GAZETTE, INC. by its authorized agent, does hereby certify that said corporation is the publisher of The Independent News and that the same is the weekly secular newspaper of general circulation published in Georgetown, Vermilion County, Illinois, and said newspaper is a newspaper as defined by 715 ILCS 5/5 (1992) and 715 ILCS 10/1 (1992); said publisher further certifies that the annexed notice was published in said newspaper, on the following date(s):

04/29/2015

### DANVILLE AREA TRANSPORTA

Said publisher further certifies that the date of the first paper containing the said notice was on the first date hereinabove set forth and that the date of the last paper continuing the said notice was on the last date hereinabove set forth.

The News-Gazette, Inc.

Publisher of The Independent News

By:   
Authorized Agent

Publisher's fee \$15.40  
Ad # 1272197

**Danville Area  
Transportation Study**  
The LRTP, TIP, LPWP and  
Bike Plan have been  
placed on public review  
at these locations:  
Libraries of Georgetown,  
Garin, Danville and  
Westville and also online  
at <http://www.dats-t.com>  
Leave comments in the  
documents or send to:  
Telephone: 217-431-  
2873 Mail: 1155 E.  
Voorhes Street  
Danville, IL 61832 email:  
[imcgraw@scholdandville.org](mailto:imcgraw@scholdandville.org)  
#1272197 4/29