



LRTP 2045 - UPDATE



Danville Area Transportation Study
Long Range Transportation Plan Update

Danville MPO Connections to 2045

Adopted June 11, 2020

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Chapter 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 *2045 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 *2045 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.

Through the 2045 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 2045 LRTP sets the framework for a balanced and forward thinking system of transportation alternatives, and stabilizes levels of investment among these modes.

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 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 *2045 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 is a forecast of future projects, 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 21st Century Act (MAP-21). "MPOs...in cooperation with State and public transportation operators shall develop transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning." (23 USC Section 134© (1)).



Chapter 1- Introduction

The DATS 2045 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 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.

Our Pledge

The Danville Area Transportation Study's commitment is to move people, to create jobs and to strengthen communities within our planning area and the surrounding region. Through our long range planning efforts, we have made significant strides in meeting these goals. This document builds on previous efforts by laying out a 25 year plan for strategic transportation investments in our planning area that will improve quality of life, maximize mobility options and promote a fiscally sustainable future.



Chapter 1- Introduction

Through outreach efforts, we know that the key to moving people is having a broad range of options suited to serve a range of mobility needs and economic circumstances.

This plan will increase mobility options, including public transit, to provide our residents a wider variety of alternatives to driving a personal automobile for their everyday needs. Making the planning area more competitive in the local, regional and global economies is key to creating jobs.

Our Planning Partners

In the development of the 2045 LRTP we have sought the input of many segments of our communities. The outreach process intended to collect many voices and opinions applicable to the transportation planning process, from outreach to every day users to the inclusion of private sector stakeholders. Public agencies engaged in transportation activities, such as planning, construction, and operation of transportation infrastructure at the regional and state levels, were also included in this outreach.

The Study Area

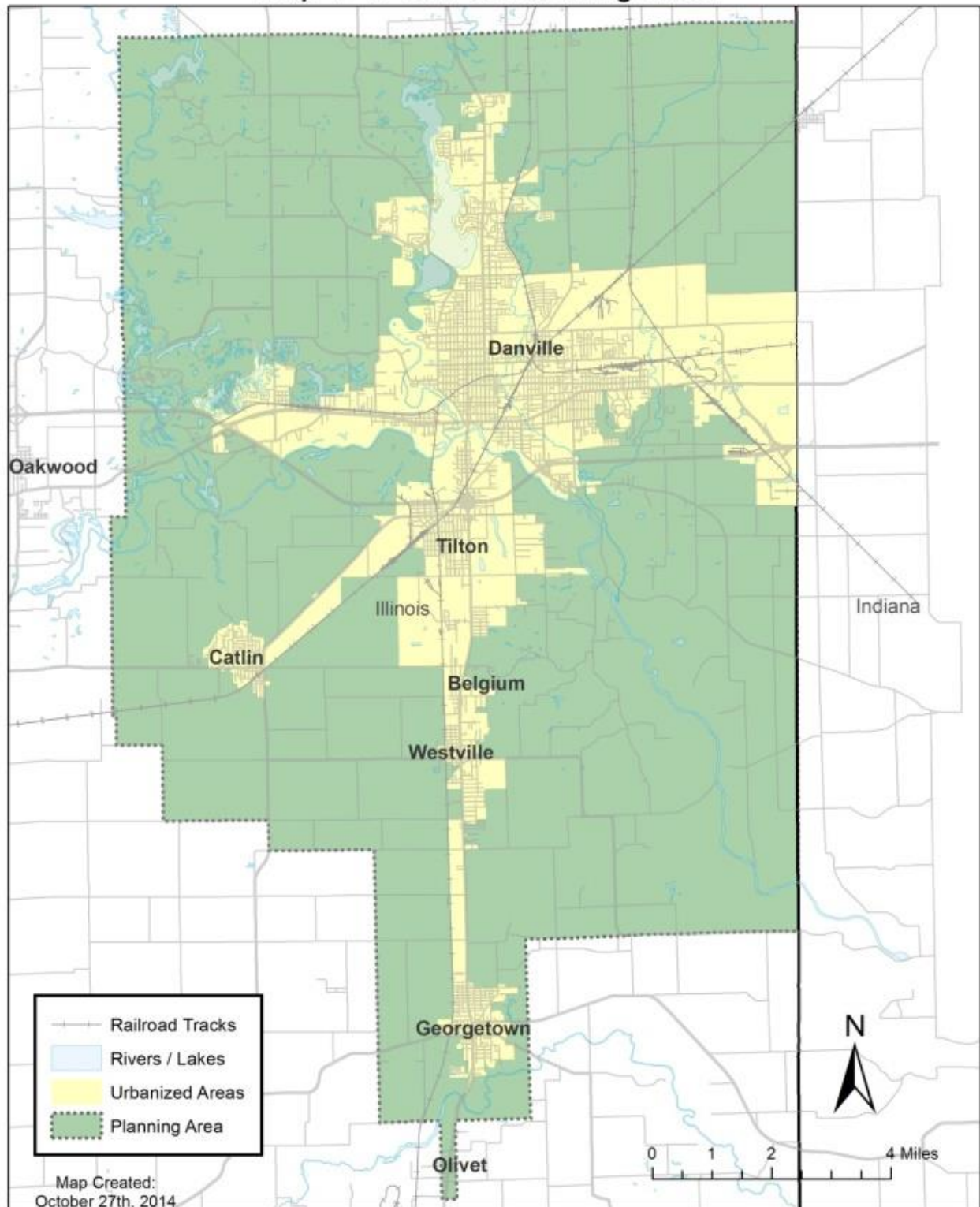
The Danville Area Transportation Study (DATS) planning area covers a large portion of Vermilion County, which is located in east central Illinois. The county shares its' eastern border with the state of Indiana. DATS is responsible for transportation policy development, planning and programming for the 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 2045). *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 2-Existing Conditions & Issues

Map 1-1: DATS Planning Area





Chapter 2-Existing Conditions & Issues

Planning Process

The *DATS 2045 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 2045 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 public participation 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 contacted both Danville Mass Transit and CRIS Rural Transit to discuss future needs and to 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 Public Health representatives, bicycle enthusiasts, and gathered data from local Law Enforcement.

Chapter 2-Existing Conditions & Issues

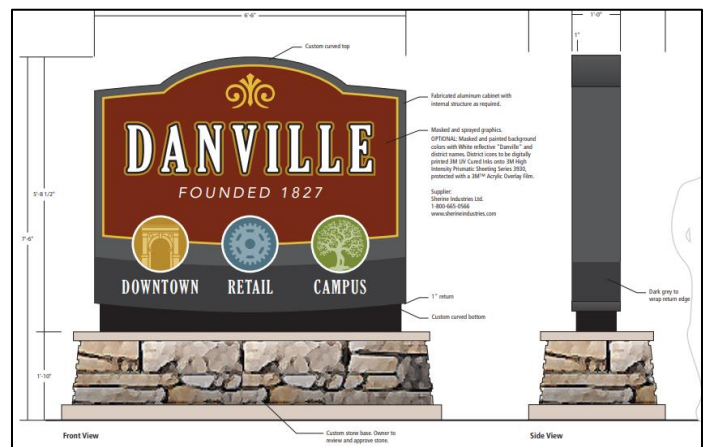
- ❖ **American Planning Association**-Coordinated LRTP webinars which were attended in order to keep updated on transportation planning ideas.
- ❖ **Freight Study** – Commissioned a freight study completed by Hanson Engineering, Planning, and Allied Services
- ❖ **Member Input** – Solicited via questionnaire
- ❖ **Employer Input Survey**- A survey created and distributed for regional employers was distributed to learn about their experiences, needs and desires.
- ❖ **DATS Technical Committee**- Through the production of the 2045 LRTP, DATS Technical Committee members were asked to review chapter drafts and also contacted about future project ideas and desires

Milestones Reached

Following the adoption of the 2015 Long Range Transportation Plan to 2040, the MPO members worked to bring several projects to fruition.

Wayfinding and Signage Study

Wayfinding is a means by which people can identify where they are relative to other sites, districts or facilities. It is a system of easily recognizable identifiers that connect people to their surroundings and integrates different geographic areas by letting people know where they are, where the path(s) ahead will lead them, and how they can get there. This system was designed to project a consistent image (the brand), guide visitors, and be sustainable as well as expandable.



Chapter 2-Existing Conditions & Issues

Danville MPO Greenways & Trails Plan

The goal of this Greenways and Trails Plan is to provide a comprehensive inventory for Vermilion County to use as a resource when developing various strategies to preserve and protect the green infrastructure of the region, coordinating local and regional efforts of various agencies and community groups, as well as increase stewardship through understanding and appreciation of Vermilion County's natural, historical, and cultural resources.



Re-Envisioning Danville Downtown Riverfront Conceptual Plan

Connectivity, beautification and potential future uses are the primary focus of this Plan. In presenting alternatives for underutilized land along the Vermilion River, this Plan offers an opportunity to address issues of growth and quality of life by taking advantage of available resources and future development opportunities. The Downtown Riverfront Plan should serve as a guide to the City of Danville and other stakeholders in their efforts to reinvent and reclaim the Riverfront, connect the River to the Downtown, and attract reinvestment in the area.



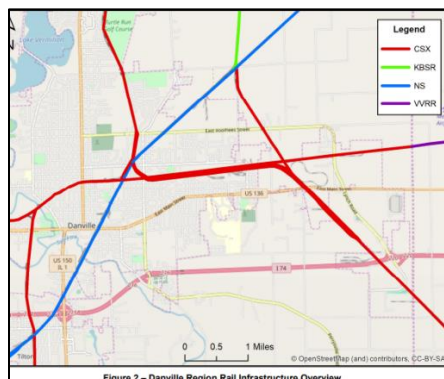
Bowman Avenue and Vermilion Street Study

Hanson Professional Services and RATIO were hired by the Danville Area Transportation Study (DATS) to review Bowman Avenue and Vermilion Street and evaluate economic and transportation related alternatives for reducing the concentration of traffic along Vermilion Street.



Chapter 2-Existing Conditions & Issues

Freight Study



The City of Danville commissioned a freight study to leverage the unique multimodal transportation assets in the region to facilitate economic growth. However, the viability of multimodal transportation and freight development is generally driven by the economic advantages it provides to the industries served. Thus, the primary goals of the freight study was to identify ways to provide an economic advantage to freight stakeholders; encourage freight-related development and economic growth; and identify locations where

investment in multimodal infrastructure is economically justified and feasible. Additional objectives of the freight study included preservation or improvement of the existing transportation system.

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 7.3 percent over the next 30 years. The population and household growth factors from 2010 to 2050 for the planning area are shown in *Figure 2-1: Forecasted Changes in County Population*. By the year 2050, the population of Vermilion County has been forecasted to reach about 77,219, with 45,792 of those people living in the metropolitan planning area. If this decrease occurs, Danville will lose its metropolitan status, and the direct MPO funding from FHWA may dissolve.

Figure 2-1: Forecasted Changes in County Population

Population	Source	Actual 2000	Actual 2010	Percent Change 2000-2010	Actual 2015	Projected 2020	Projected 2030	Projected 2040	Projected 2050	Percent Change 2010 to 2050
Vermilion County	Woods and Poole	83,299	81,588	-2.05%	81499	81,406	80,584	78,835	77,219	-7.30%
	US Census 2010-2010 Trendline	83,919	81,625	-2.73%		79,394	77,223	75,112	73,061	-12.94%
DATS MSA	US Census 2010-2010 Trendline	60,904	58,830	-3.41%		56,827	54,891	53,022	51,214	-15.9%
DATS Urbanized Area	US Census 2010-2010 Trendline	52,327	50,949	-2.63%		49,607	48,301	47,029	45,792	-12.49%
City of Danville	US Census 2010-2010 Trendline	33,904	33,027	-2.59%		32,173	31,430	30,530	29,739	-12.28%
Vermilion County	Lochmueller Group Proposed	83,919	81,625	-2.73%		80,750	80,250	79,176	77,014	-8.23%



Chapter 2-Existing Conditions & Issues

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.

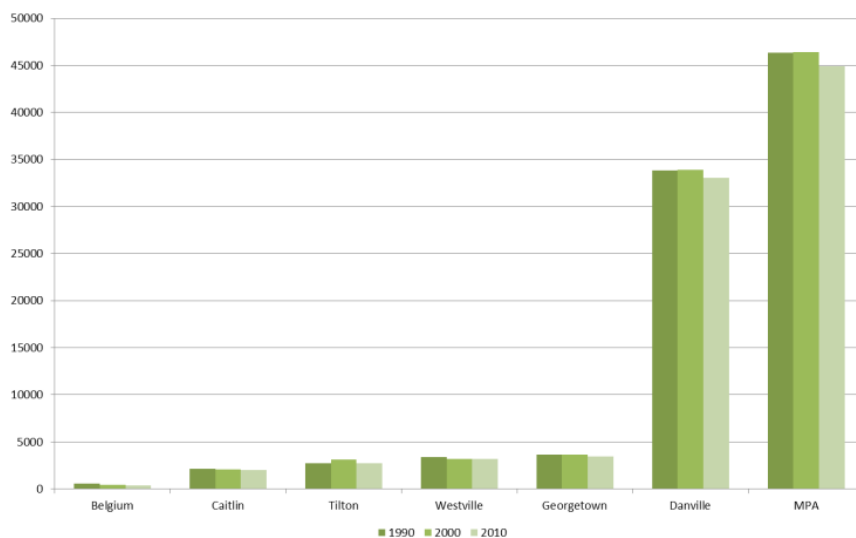
Because the transportation network is influenced by where people live and work, patterns need to be identified and considered in order to address changing habits of the region's population. This document uses 2010 U.S. Census data for population, households, automobiles, and employment data for the MPA.

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, 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





Chapter 2-Existing Conditions & Issues

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 1.3¹ dwelling units per acre in the City as a whole. However, there are parts of Danville where this figure rises significantly.

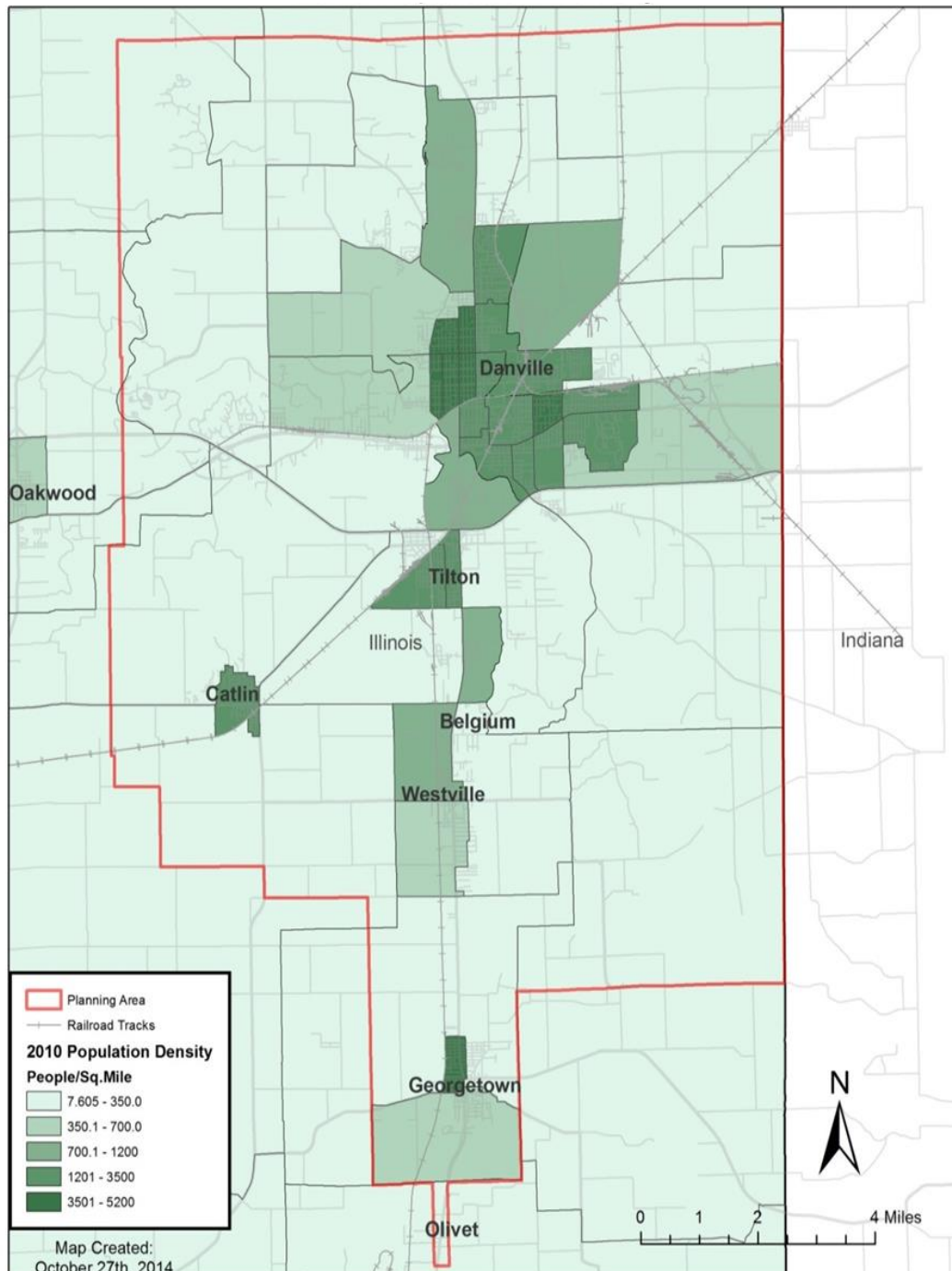
Housing preference is one area that can be heavily influenced by demographic factors. Like much of the country, a large segment of the planning area's population was born during the "Baby Boom" of 1946-1964. At the same time, Vermilion County has experienced a change in racial and ethnic demographics.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

¹ The formula used Danville's total housing units divided by Danville's total acreage.



Chapter 2-Existing Conditions & Issues

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





Chapter 2-Existing Conditions & Issues

Aging 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, the area may see an increased need and usage of 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.

Maintenance of or an increase in population size will require a positive increase in health, inbound migration, or both. Access to quality medical facilities means that people can extend their lifespan and more children are likely to survive at birth. This reduction in mortality leads to a sustained and even increased population. In Danville, Carle Foundation Hospital is currently developing a new medical campus to improve access to lifesaving and preventative health care measures to the people in the DATS MPA.

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

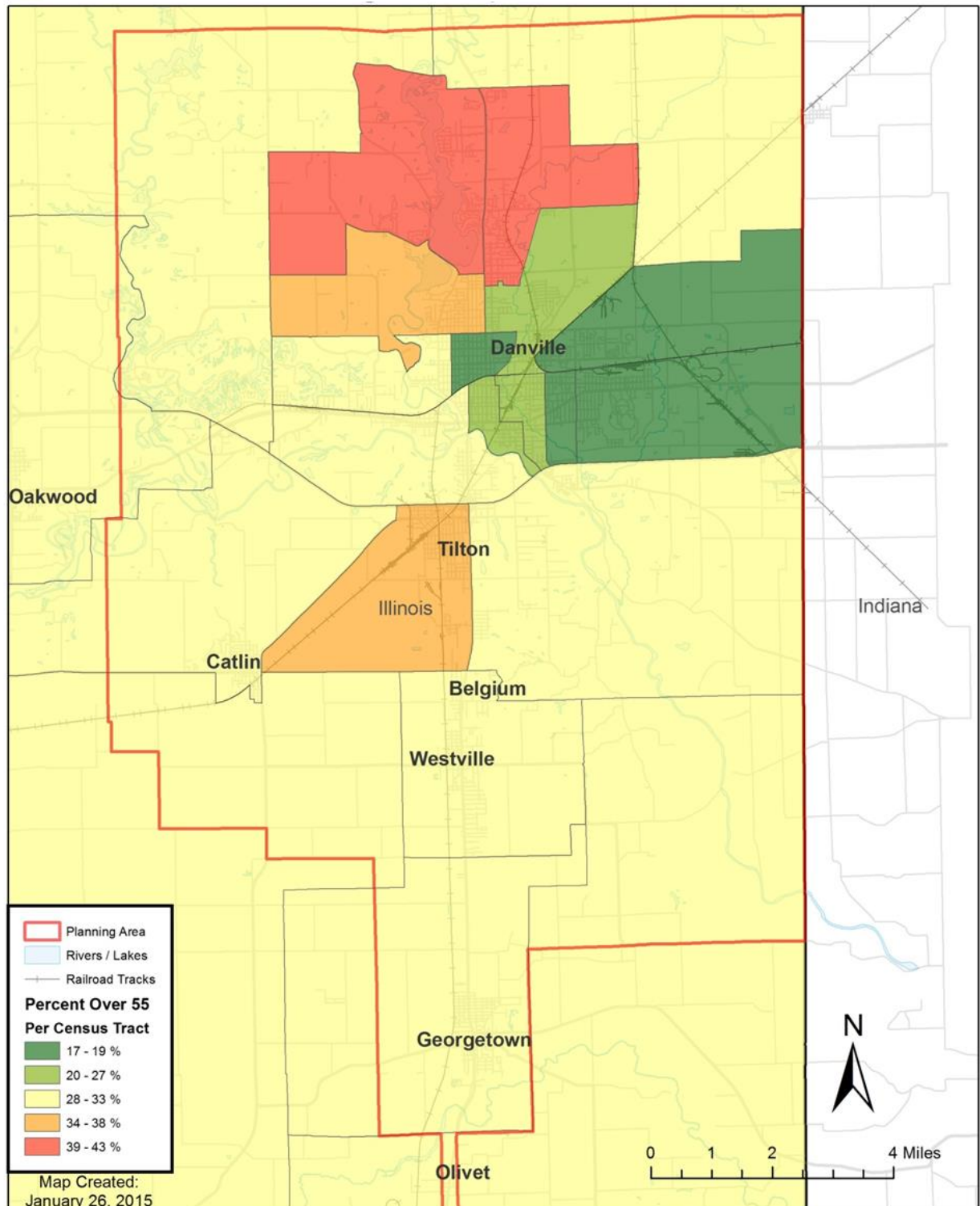
Population 55 Years and Over	
	Percent over 55
Belgium, Illinois	26%
Catlin, Illinois	30%
Danville, Illinois	27%
Georgetown, Illinois	28%
Tilton, Illinois	36%
Westville, Illinois	31%

Similarly, *Map 2-3: Percentage of Population Over 55* shows the 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 2045 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

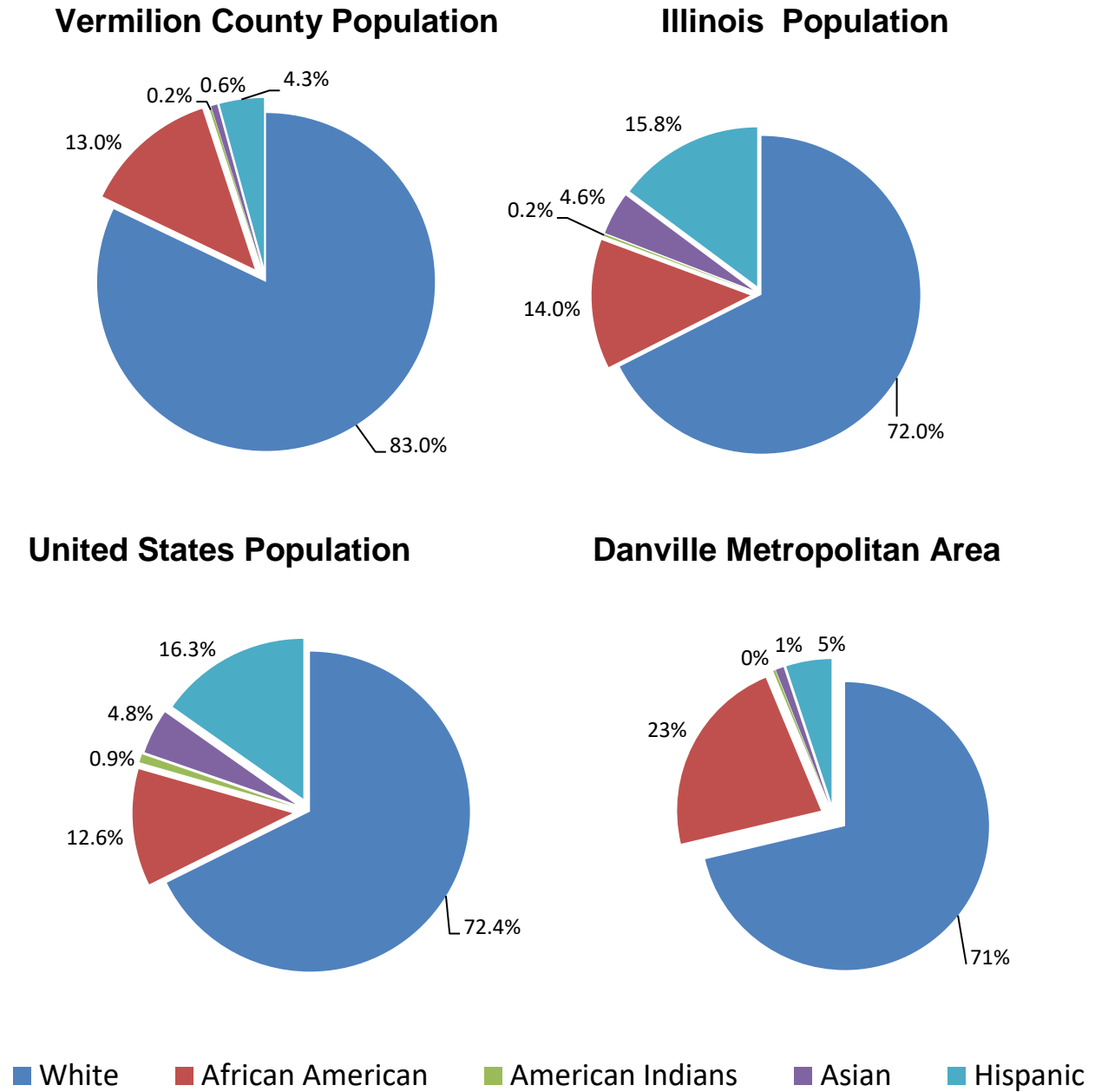
Minority Population

Poverty level data is vital to 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.



Chapter 2-Existing Conditions & Issues

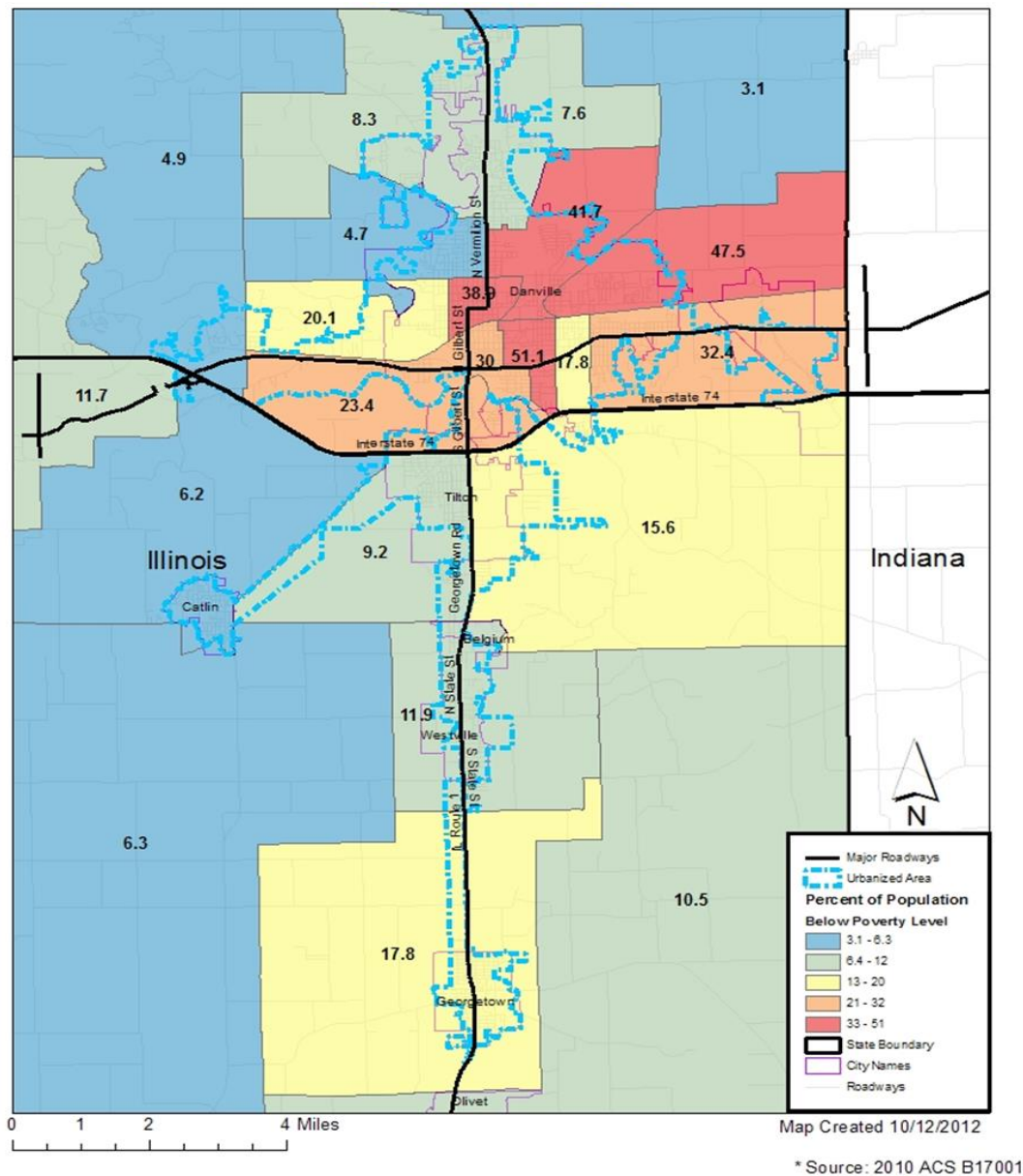
Figure 2-4: Minority Population Comparison Data





Chapter 2-Existing Conditions & Issues

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



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.



Chapter 2-Existing Conditions & Issues

Economic Indicators Influence Transportation Decisions

Aside from population and age data, regional economic analysis is a significant factor in creating a transportation system that services the needs of the 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.

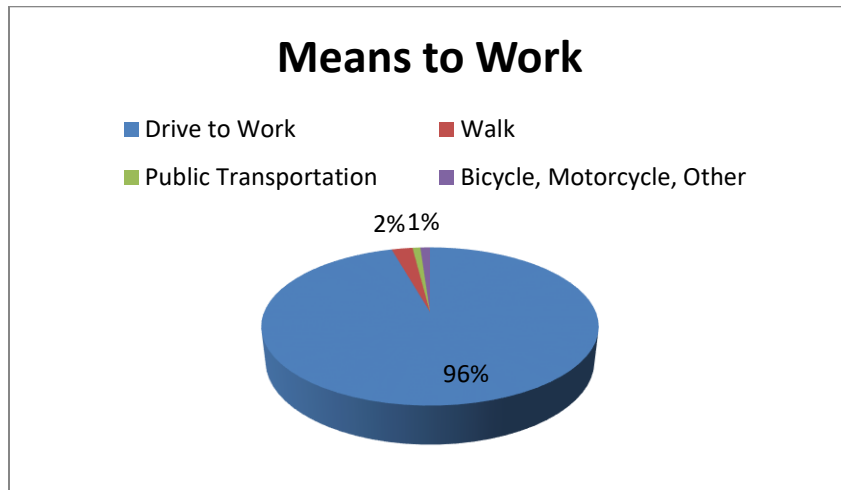
Vehicular travel is the most predominant use of travel in the planning area, with 96 percent of workers driving to work (cars, trucks, or vans); this number illustrates the extent of the workforce that is dependent on the roadway system. In March 2020, the world experienced the beginning of the COVID-19 pandemic that negatively impacted the economy and travel. “Shelter in Place” orders reduced the extent to which businesses operated causing many of them to close. In fact, the Illinois Department of Employment Security received over 500,000 unemployment claims between March 1 and April 4 of 2020. In the same time frame, restaurants converted into delivery-only facilities and other industries allowed employees to work from home. The development of COVID-19 has had a tremendous impact on the number of vehicle miles travelled. According to Streetlight Data, the DATS planning area saw nearly a 41% reduction in VMT from March 2 (with a reported 2,890,000 miles traveled) to April 2 (with a reported 1,720,000 miles travelled).

These factors and events can negatively affect population growth/maintenance unless steps are taken to minimize the impact. A commonly accepted method of increasing population density has been to combine street life and walkability with lower crime and good public services. However, until rationale is presented for people to behave differently, social distancing will likely remain a priority. This means that fewer people are migrating at this time; but, once the travel bans are lifted, it is possible that people from larger cities will seek to relocate to areas with smaller populations and more open space to lower the likelihood of infection. The American Planning Association reported that cities that have re-opened during this pandemic saw a decrease in public transit use, an increase in technology use for interpersonal contact, and an increase in the use of personal vehicles and active transportation methods**.



Chapter 2-Existing Conditions & Issues

Figure 2-5: Means to Work



Employment

Figure 2-6: *Major Employers in Vermilion County* shows the 34 largest employers in Vermilion County. In 2010, the total employed population in Vermilion County was 31,751² with Danville hosting the largest employment numbers in the region. The total employment for the region in 2045 is projected to be approximately 33,132 which would be an increase of almost 4.35% from 2010.

² 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		
Rank	Employer	Industry
1	Veterans Affairs Illiana Health Care System	Healthcare
2	Vermilion County Public Schools including Danville D#118	Education
3	McLane Midwest Company, Inc.	Distribution
4	OSF HealthCare Sacred Heart Medical Center	Healthcare
5	Vermilion County Government	Government
6	Blue Cross Blue Shield	Insurance Processing
7	Quaker Oats	Manufacturing
8	KIK Custom Products	Manufacturing
9	AutoZone	Distribution
10	Danville Metal Stamping	Manufacturing
11	Carle Physician Group	Healthcare
12	Watchfire Signs	Electronics
13	Thyssen-Krupp Crankshaft	Manufacturing
14	Viscofan	Manufacturing
15	Danville Correctional Center	Government
16	Cannon Cochran Management Services, Inc.	Financial Services
17	The Sygma Network	Distribution
18	Walgreen Accounting and Help Desk Center	Financial Services
19	Genpact	Financial Services
20	City of Danville	Government
21	Liberty Village	Healthcare
22	Thyssen-Krupp Presta	Manufacturing
23	Hyster-Yale	Manufacturing
24	Danville Area Community College	Education
25	Private Parochial Schools in Vermilion County	Education
26	Mervis Industries	Manufacturing
27	Full-Fill Industries	Manufacturing
28	Flex-N-Gate Plastics	Manufacturing
29	Teasdale Foods	Manufacturing
30	Bunge Milling	Manufacturing
31	Silgan	Manufacturing
32	Steelgrip	Manufacturing
33	Fiberteq	Manufacturing
34	Trigard/Greenwood Plastics	Manufacturing

Source: Vermilion Advantage survey of businesses, June 2020



Chapter 2-Existing Conditions & Issues

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-20th Century with the older parts of the County maintaining a 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 transportation options, as well as lifestyle options, becomes more apparent. 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.

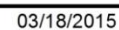
Environment

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 (*National Environmental Policy Act*) 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





Chapter 2-Existing Conditions & Issues

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, and 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 2-7*). However, almost 31 percent of households in eastern Danville reported no vehicle ownership.

FIGURE 2-7: Vermilion County Registered Vehicles July 2014³

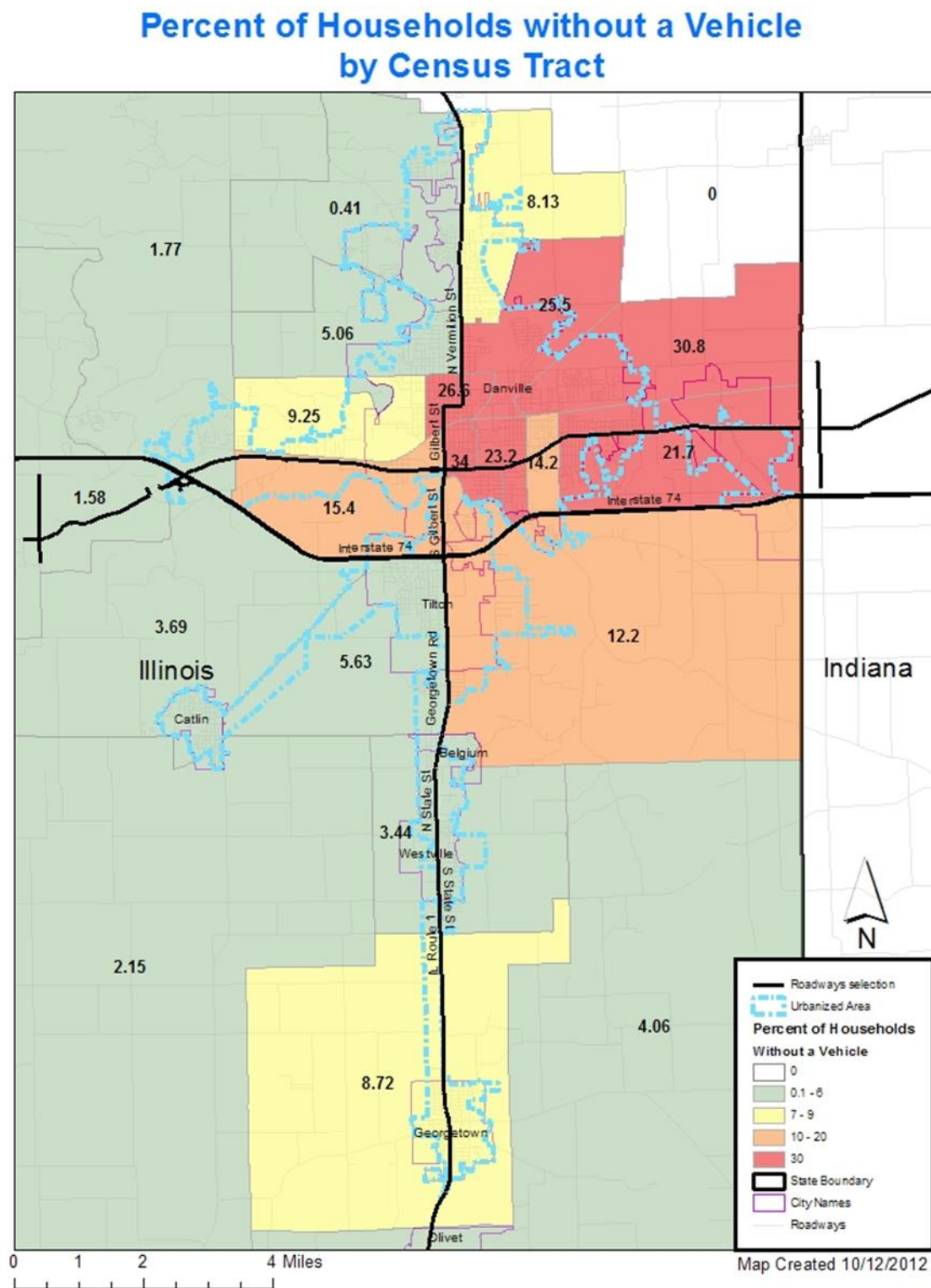
Active Vehicle Registration Counts for Vermilion County	
July 3, 2014 Report Date	
Passenger ¹	44,509
Motorcycle ²	2,829
Recreational ³	1,355
Miscellaneous ⁴	104
Two-Year Categories ⁵	807
Truck Plate ⁶	16,917
Trailer Plate ⁷	8,147
Farm Truck ⁸	313
Farm Trailer ⁹	94
Mileage Tax Trucks ¹⁰	63
Public Transportation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

³ Registered Vehicle Data was gathered in July 2014 from the Illinois Department of Motor Vehicles



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.

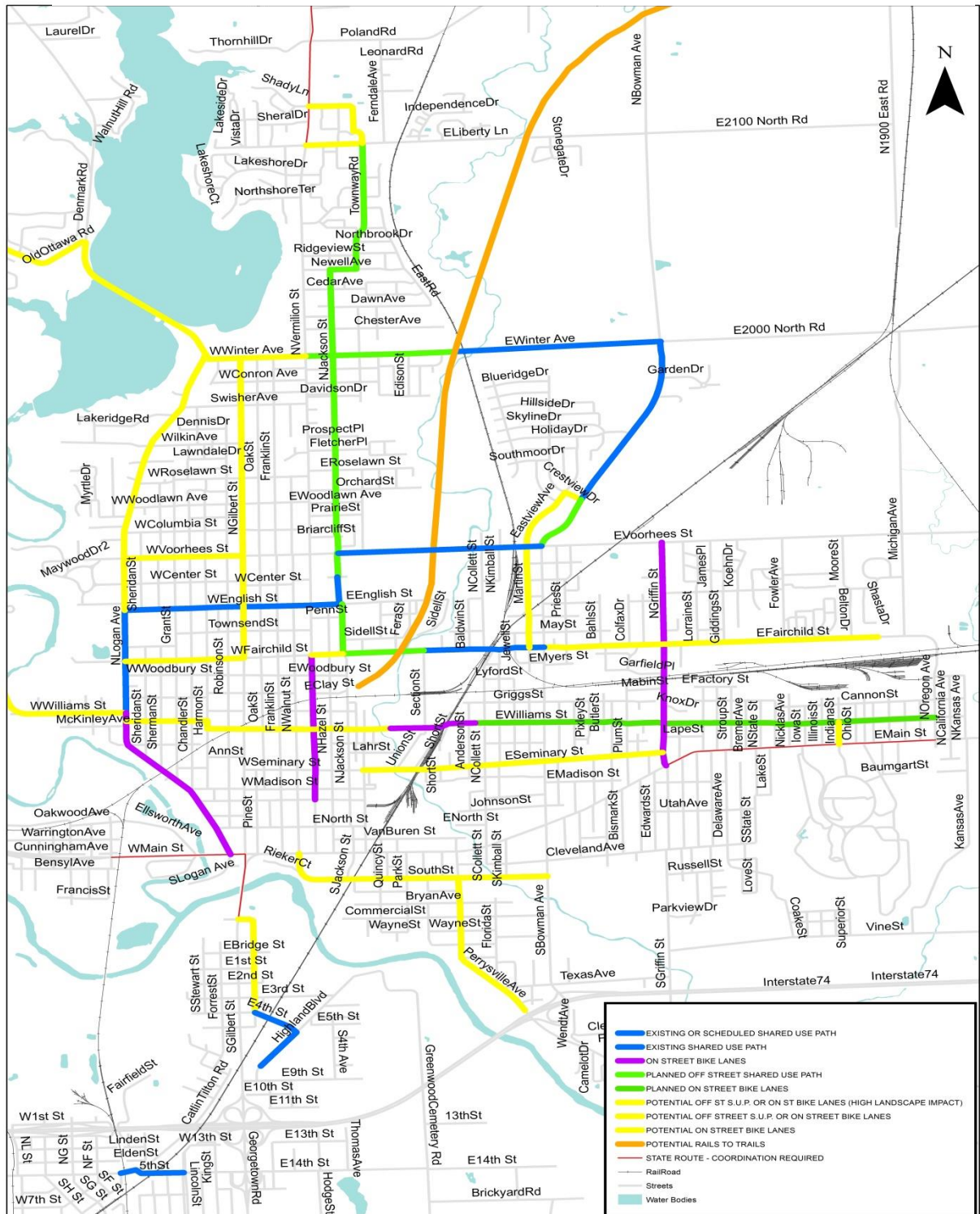
At this time, most cities in the United States are concerned with the costs associated with the operation and maintenance of transportation facilities. These financial challenges demand a closer look at the priorities of the community. Maintenance costs can be significantly reduced if maintenance is 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 throughout the metropolitan planning area. 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



BICYCLE CONCEPTUAL PLAN

Date: 3/23/2015

0.250.125 0 0.25 0.5 0.75 1
 Miles

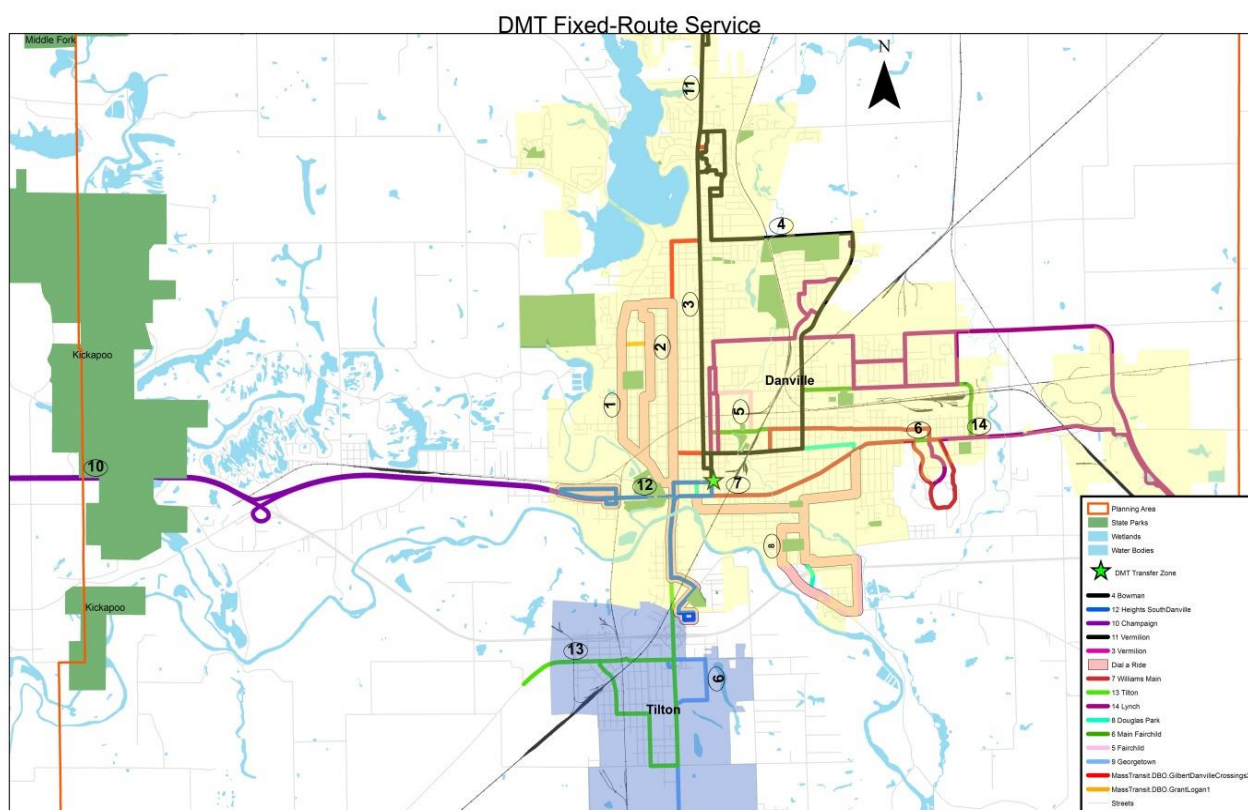
Chapter 2-Existing Conditions & Issues

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 9:45 pm. These routes service major employment and education service areas.

Figure 2-8: DMT Route Descriptions

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

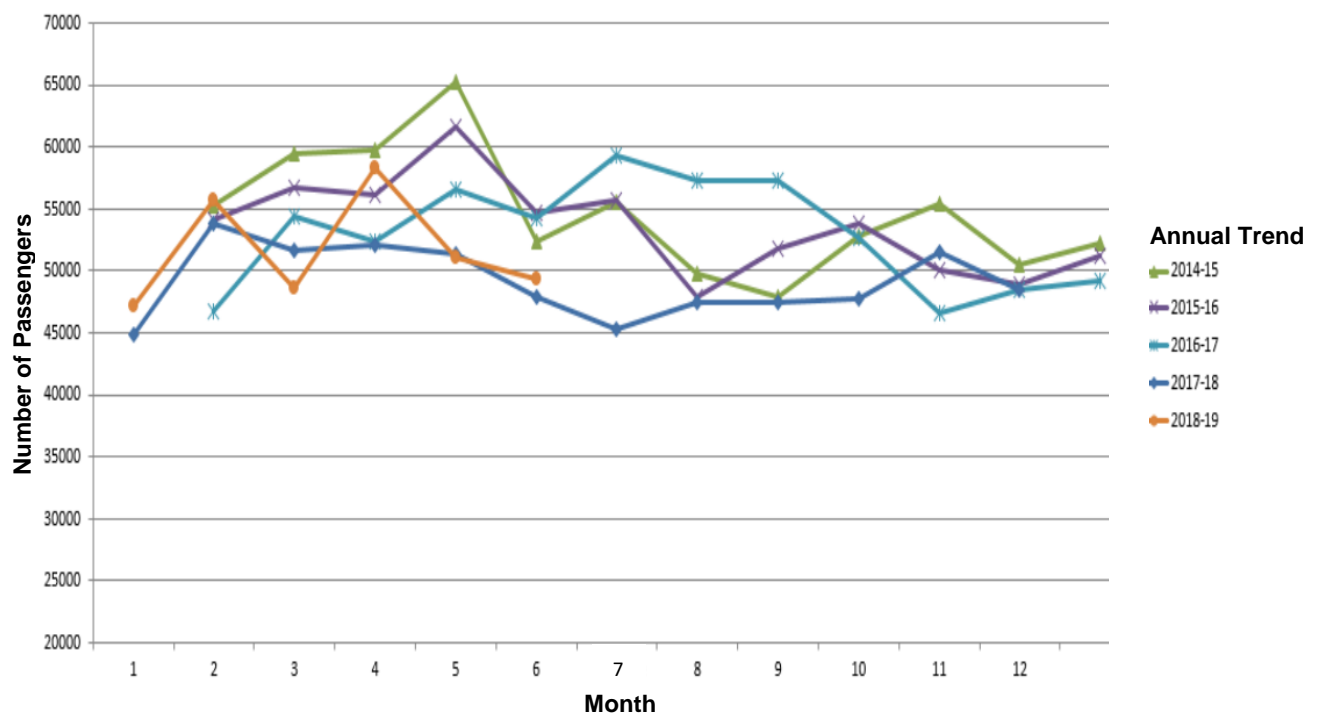
DMT Ridership

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

Ridership Performance

Passengers rode fixed route buses 589,544 times in FY2017-18.





Chapter 2-Existing Conditions & Issues

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.

Figure 2-10: CRIS Ridership Data

	FY 2010	FY2011	FY2012	FY2013	FY2014
Vermilion County	42,438	38,443	47,471	61,289	63,503
Champaign County		2,003	15,811	16,972	17,091
Total	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 area described in detail, including the corridor function, surrounding land uses, and potential development within that corridor are necessary. This analysis leads to a list of planned roadway improvements through 2045.



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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 primarily consists of a typical grid system. 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 286 lane miles.

ILLINOIS DEPARTMENT OF TRANSPORTATION
Office of Planning and Programming – Planning & Systems Section
Mileage by 5-Year Functional Classification

		STATE HIGHWAY SYSTEMS			LOCAL HIGHWAY SYSTEMS				
Danville Urban Area		Primary (A)	Supplementary (B)	Total (A) and (B)	Toll (C)	County (D)	Township (E)	Municipal (F)	Total (A) thru (F)
Interstate	Urban	8.92	0.00	8.92	0.00	0.00	0.00	0.00	8.92
Freeway/Expressway	Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Principal Arterial	Urban	27.59	0.56	28.15	0.00	0.00	0.00	1.06	29.21
Minor Arterial	Urban	1.58	1.33	2.91	0.00	0.00	0.26	21.50	24.67
Major Collector	Urban	0.00	5.16	5.16	0.00	11.94	11.12	31.36	59.58
Minor Collector	Urban	0.00	0.01	0.01	0.00	0.14	11.34	9.75	21.24
Local	Urban	0.00	0.06	0.06	0.00	0.28	77.35	209.17	286.86
Total All Systems		38.09	7.12	45.21	0.00	12.36	100.07	272.84	430.48

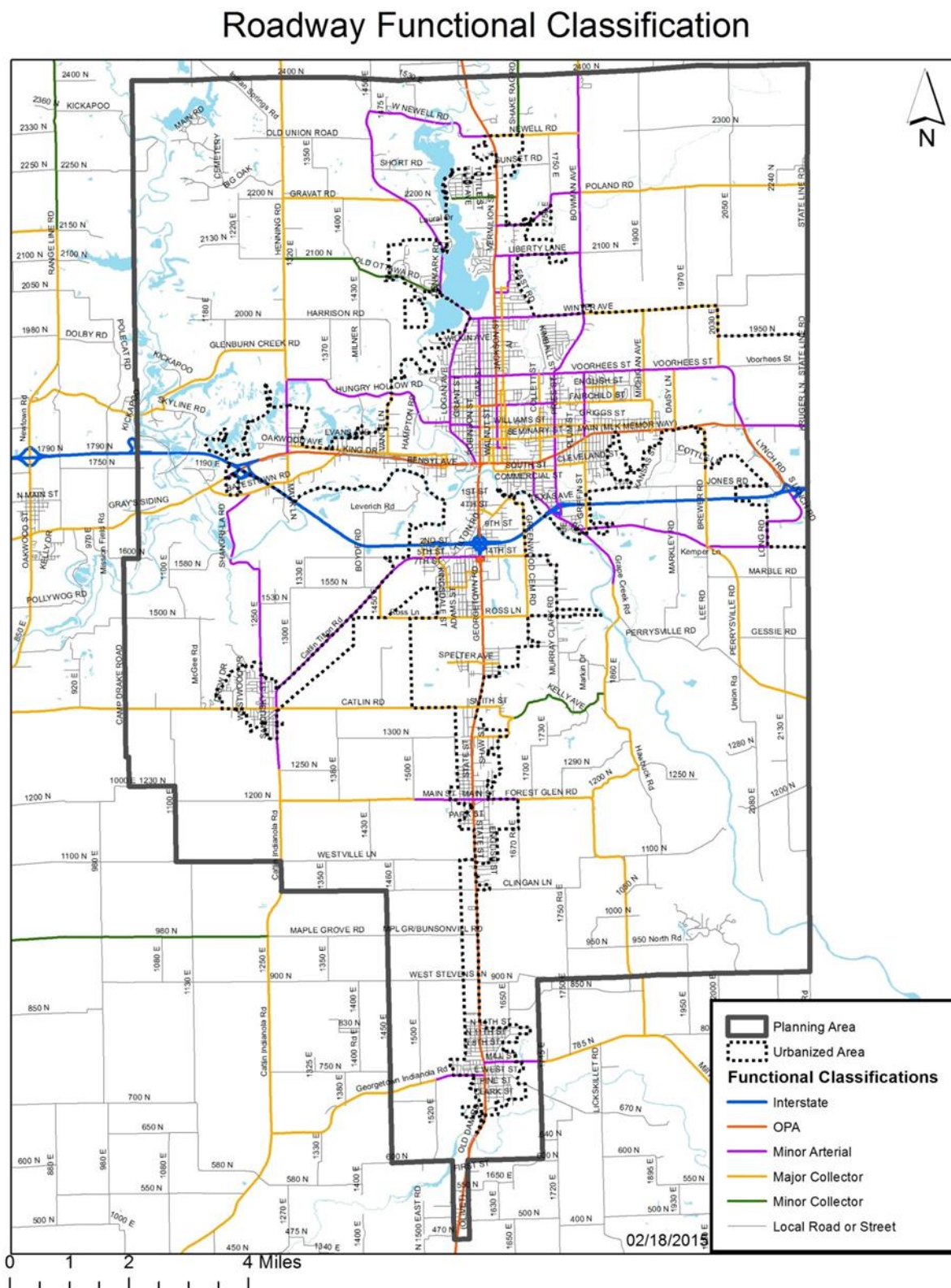
*Measured In Lane Miles

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.”⁴ 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.

⁴ FHWA Highway Functional Classification Concepts, Criteria and Procedures 2013 Edition

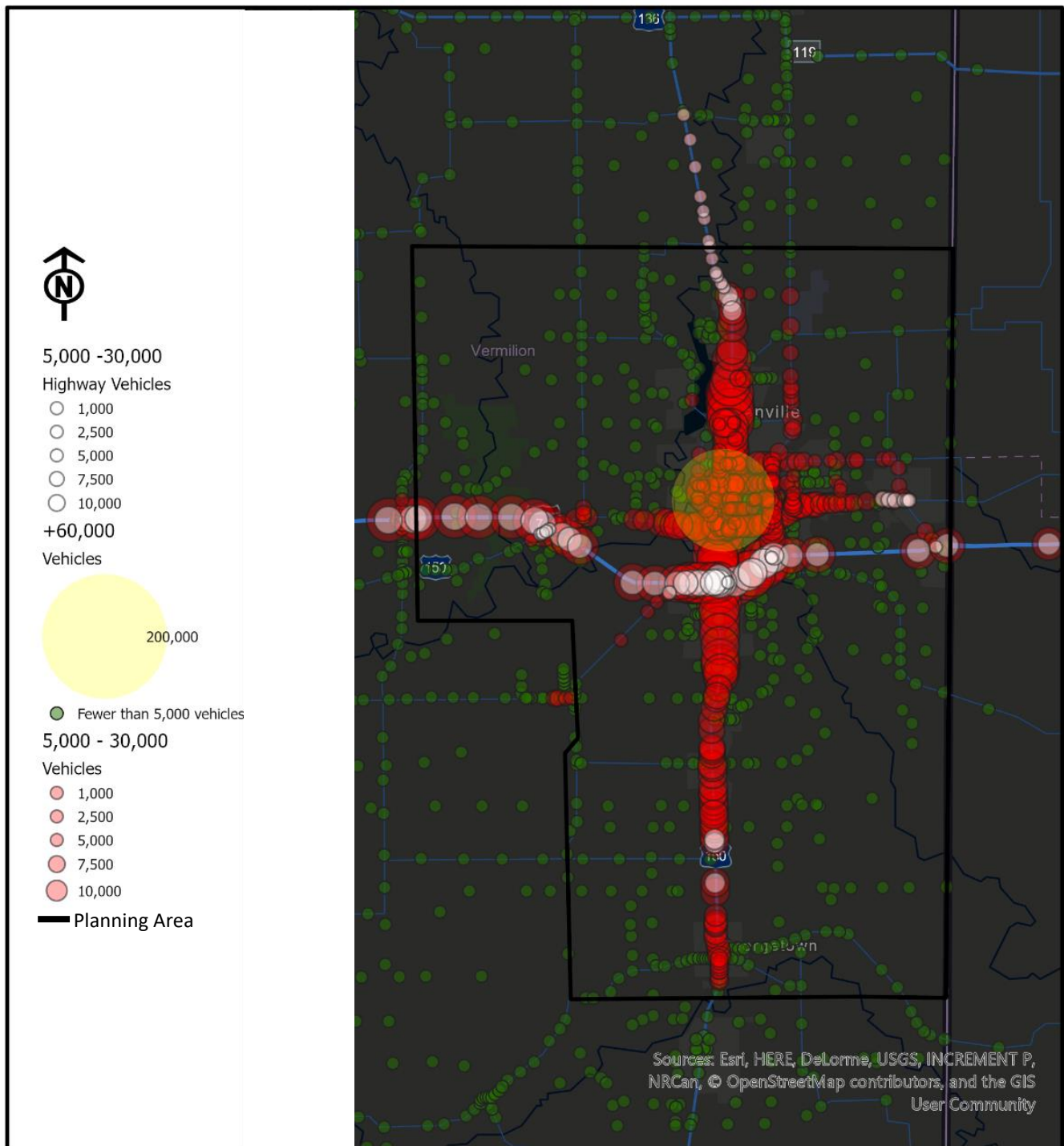
Chapter 2-Existing Conditions & Issues

Map 2-9: Roadway Functional Classification



Chapter 2-Existing Conditions & Issues

Map 2-10: 2020 Average Daily Traffic





Chapter 2-Existing Conditions & Issues

Safety

An important part of the Danville MPO's transportation planning process involves the collection of transportation related crash data. One of the MPO's goals 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: Fatal Motor Vehicle Crash Data for MPA

Fatal Motor Vehicle Crashes¹

Crash Date (Year)	Crash Date (Month)												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
2013	1	0	0	1	2	1	0	2	1	2	0	0	10
2014	0	1	0	1	0	0	0	1	1	2	1	0	7
2015	1	0	2	1	0	1	1	2	0	2	0	0	10
2016	0	1	2	0	1	0	0	0	1	2	0	1	8
2017	0	1	0	2	1	0	3	0	3	2	2	1	15
2018	2	1	0	2	0	0	0	2	0	1	0	3	11
Total	4	4	4	7	4	2	4	7	6	11	3	5	61

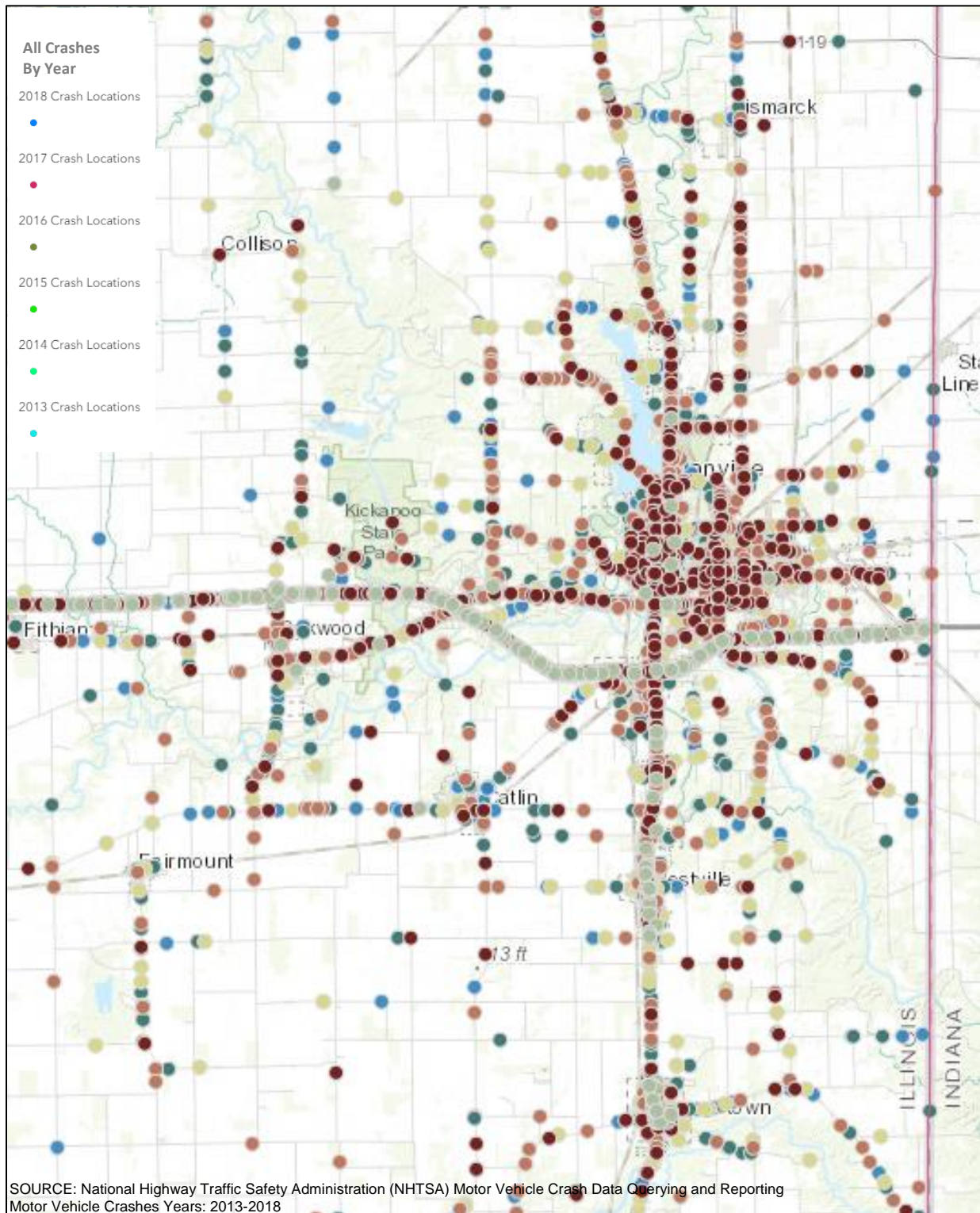
Data Sources:

¹Fatality Analysis Reporting System (FARS): 2004-2017 Final File and 2018 Annual Report File (ARF)

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: January 2013-December 2018 Crash Data* displays the results from a crash analysis of state and local crash reports from January 2013-December 2018.



Map 2-11: January 2013- December 2018 Crash Data for MPA





Chapter 2-Existing Conditions & Issues

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 on its' four to five undivided lanes. The US Route 150 portion of this roadway covers the western portion of the MPA, an area with opportunity for future development. Within the City of Danville, Main Street is the primary connection between several major community institutions including 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.
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.



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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. Surrounding uses are primarily residential along with some commercial businesses.
 - c. **Interstate 74 to Fairchild Street:** A mix of uses surrounds IL Route 1 between Interstate 74 and Fairchild Street, including 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 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. This corridor has great development and redevelopment potential for Tilton and Hegeler, both of which have begun to capitalize on. It has an ADT of 1600.
 - 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.



Chapter 2-Existing Conditions & Issues

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, they 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:

SELECTION OF DESIGN VEHICLE AT INTERSECTIONS (Functional Classification)			
Highway Type	Design Vehicle	Maximum Length of Trailer Allowed (m)	Maximum Length Kingpin to Center Rear Axle (m)
Class I	WB-67 (WB-20)	53' (16.16 m)	45.5' (13.87 m)
Class II	WB-65 (WB-20)	53' (16.16 m)	45.5' (13.87 m)
Non-designated State	WB-55 (WB-17)	53' (16.16 m)	42.5' (12.96 m)
Non-designated Local	WB-50 (WB-15)	Not Specified	Not Specified
Source: http://www.idot.illinois.gov/assets/uploads/files/doing-business/manuals-split/design-and-environment/bde-manual/Chapter%2036%20Intersections.pdf			

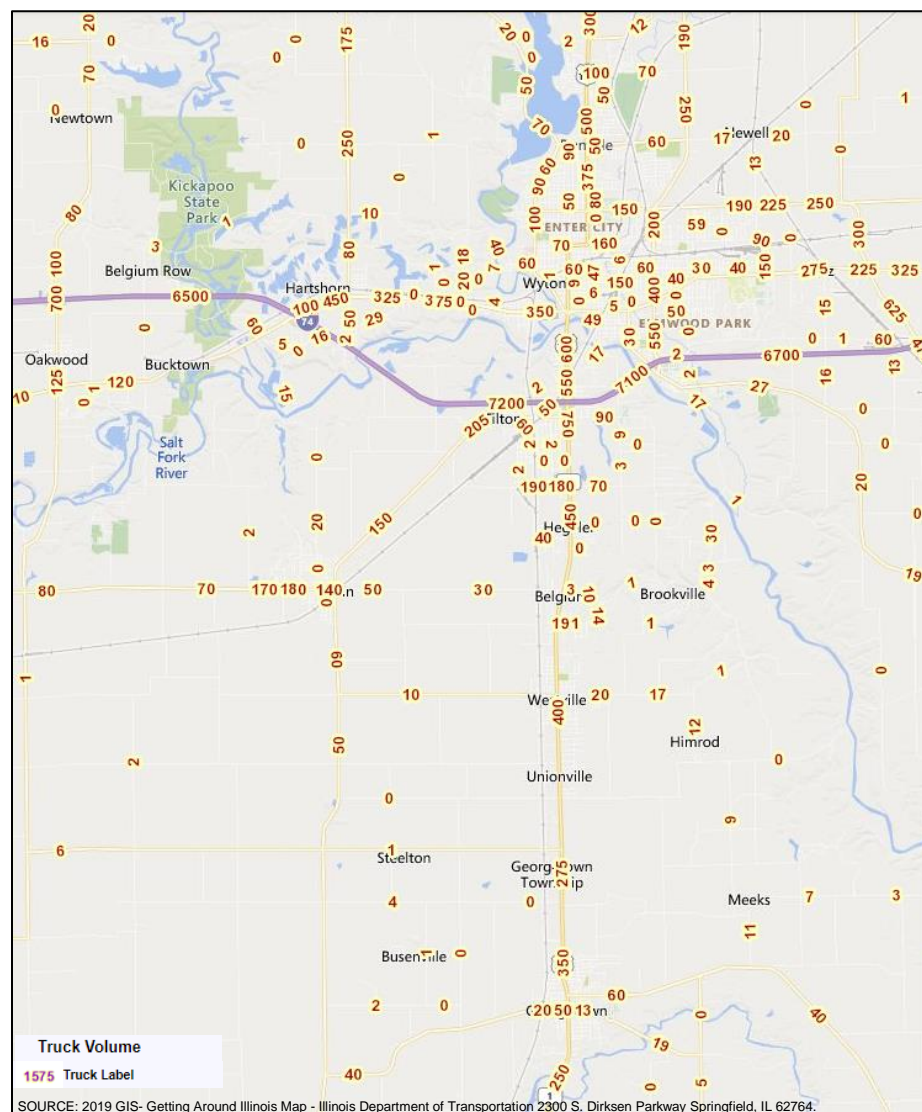
Chapter 2-Existing Conditions & Issues

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, Vermilion Street, Gilbert 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

Rail Overview

The Danville area is served by four railroads consisting of two Class I railroads (CSX and NS) and two shortline railroads (Kankakee, Beaverville, & Southern Railroad and Vermilion Valley Railroad). The Norfolk Southern line bisects the City from southwest to northeast and 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.



Chapter 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 2045 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/2045LRTP>) was developed for the 2045 LRTP update which included information about the timeline, meeting agendas, the scope of work, and other information about public engagement.

This LRTP reflects the DATS 2045 goals and objectives which were updated and reviewed by the DATS Technical Committee and moves DATS closer to addressing the MAP-21 and subsequent FAST Act performance measures. In 2018, the MPO voted to adopt the performance measures established by IDOT. This data is used as a baseline to determine how well each standard is being met.

Performance-based Planning

Performance-based planning refers to the application of performance management- a “strategic approach that uses performance data to support decisions to help achieve desired performance outcomes.” Performance-based planning occurs within the context of established transportation planning and programming processes used by agencies to deliver a multimodal transportation system. The outcome of performance-based planning is a constant, or a desired incremental improvement in reaching our goals. If a particular project did not help us meet our stated goals, or was more effective than originally thought, that information can help us make better decisions in the future. Done properly, performance-based planning can not only bring transparency and an increasing movement towards our goals, it can also serve to make a compelling case for *LRTP 2045* and why our communities are and should be invested in its outcome.

Measuring how well we achieve our goals is both an art and a science. There are two types of measures: goals such as numbers of crashes, which are easy to quantify, and subjective measures such as “quality of life”, which are tougher to measure but are just as important.

MAP-21 identifies several national goal areas and requires DOTs and MPOs to develop a performance-based approach to support the national goals. As part of this process, USDOT in consultation with state DOTs, MPOs, and other stakeholders will establish performance measures corresponding to the national goals. State DOTs and MPOs



Chapter 3-The Vision Moving Forward

are free to identify additional measures, but all statewide transportation plans and LRTP's will need to address the MAP-21 measures and targets associated with those measures, at a minimum. Moreover, state DOTs, MPOs, and public transportation service providers are required to establish performance targets and to coordinate development of these targets to ensure consistency.

Table 3.1: National Goals and Performance Measure Assessment Areas

National Goal Area	National Goal	National Performance Measure Assessment Area
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Fatalities and serious injuries- both number and rate per vehicle mile traveled- on all public roads. Transit safety
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.	Pavement condition on the Interstate System and on remainder of the NHS Bridge condition on the NHS Transit state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.	Traffic congestion
System Reliability	To improve the efficiency of the surface transportation system.	Performance of the Interstate System and the remainder of the NHS
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.	Freight movement on the Interstate System
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	On-road mobile source emissions
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 project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	None/TBD

It should be noted that, while performance management is widely recognized as a best practice, the state of the practice commonly varies. All recipients of federal-aid highway program funds and federal transit funds including DOTs, MPOs, and providers of public transit must now link investment priorities of their federal transportation funds to the achievement of performance targets in key performance assessment areas.



Chapter 3-The Vision Moving Forward

Vision Statement, Goals & Objectives

DATS' vision for the Danville Urbanized Area and Vermilion County is to 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 multimodal 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.

The following chart describes the national performance goals and how success will be measured year by year.

Chapter 3-The Vision Moving Forward

Goals	Objectives	Performance Measures	Strategies	Data Sources
1. Safety: The Danville Metropolitan Area will prioritize the safety of the traveling public (all transportation modes) in order to develop a safe, well connected local and regional system that reduces crash exposure and advances the state's long-term goal of achieving zero deaths and serious injuries.	a) Reduce the number of fatalities and severe injuries by 2%	Total fatalities and total severe injuries (5 yr rolling average)	Utilize data to analyze crash trends and address safety concerns within the planning area.	IDOT Crash Data
	b) Reduce the number of crashes involving bicyclists in the planning area by 2%	Total bicycle crashes	Develop a countywide bicycle network consisting of regional trails and on-street bicycle facilities to help reduce bicycle related crash exposure.	IDOT Crash Data
	c) Reduce the number of crashes involving pedestrians in the planning area by 2%	Total pedestrian-vehicle crashes	Retrofit existing ramps and crosswalk entrances to meet ADA standards. Require new developments to provide sidewalks	IDOT Crash Data
	d) Partner with law enforcement agencies to promote safety and security of the transportation system	Total number of people attending safety programs	Continue educational safety programs for the community including drivers, bicyclists, and pedestrians.	Local law enforcement and municipality data
2. Economic Development: The Danville Metropolitan Area will encourage a resilient economy by supporting existing and emerging business development and job creation. The MPO will also leverage existing and planned transportation infrastructure improvements (local and regional) to foster economic development opportunities throughout the planning area.	a) Target interchange improvements along the I-74 corridor to help facilitate growth within the Urbanized Area	Increase in economic development around all exits from I-74	Utilize Georgetown Rd. (St. Rt. 1) to spur Bowman Ave. development opportunities and improve economic climate along I-74 and Lynch Rd.	TIP Database, Vermilion County Projects, municipal projects
	b) Increase job growth by 5% through investments in transportation infrastructure improvements, technology improvements, education, and regional connectivity.	Number of completed projects in the Urbanized Area and increased employment per BLS	Provide examples for addressing mobility and accessibility for low-income and special needs populations (youth, seniors, disabled) in local transportation planning efforts	TIP Database, MPO Staff, Cities and Villages, Vermilion Advantage
	c) Maintain enplanements at Vermilion Regional Airport by supporting proposed taxiway improvements	Percent change in enplanements at Vermilion Regional Airport	Support the taxiway improvements and new construction at the Vermilion Regional Airport	Vermilion Regional Airport
	d) Create a freight plan for the Urbanized Area that identifies proposed freight routes	Freight Plan	Collaborate with local, regional, and state stakeholders to collect data and develop the regional freight plan and identify freight bottlenecks.	MPO Staff, Cities and Villages, IDOT, Employers
3. Increase Accessibility and Mobility: The Danville Metropolitan Area will expand the existing multimodal transportation network to increase accessibility and mobility for the traveling public and enhance the movement of freight along designated transportation corridors.	a) Reduce travel times during a.m. and p.m. peak periods along major thoroughfares within the MPA	Track peak travel periods through traffic counting (HDM) technology	Upgrade existing traffic signals and utilize ITS enhancements to enhance traffic flow, reduce travel delay, and improve safety within the region	Cities and villages, IDOT, MPO Staff
	b) Decrease the amount of truck traffic traveling on North Vermilion Street (between Main Street and Winter Avenue) to improve overall traffic flow, increase safety and security, and enhance quality of life	Analyze annual truck AADT for North Vermilion Street	Identify a long-term plan to better accommodate truck traffic within the planning area. Consider a detailed countywide study to identify appropriate truck corridors.	IDOT, City of Danville, MPO Staff
	c) Enhance rail operations within the region by improving or eliminating at-grade rail crossings	Total number of at-grade railroad crossings in the planning area	Improve the Bowman Avenue corridor to improve rail operations, enhance traffic flow, reduce delays, improve safety, and improve neighborhood quality.	Cities and Villages, IDOT, and railroads
	d) Utilize technology to improve travel flow and traffic safety	Use Traffic counters to determine segments of roadways experiencing speeding and congestion	Improve the Bowman Avenue corridor to improve rail operations, enhance traffic flow, reduce delays, improve safety, improve neighborhood quality, and improve grade crossing quality	MPO Staff, citizen feedback, and technical committee



Chapter 3-The Vision Moving Forward

Goals	Objectives	Performance Measures	Strategies	Data Sources
4. Multimodal Connectivity: The DATS Planning Area will aim to increase accessibility, connectivity, and mobility of people and freight to all areas of the region through the use of an interconnected multimodal transportation system.	a) Update existing sidewalk network within the Urbanized area to be ADA compliant by 5% in total linear feet.	Track all new sidewalk construction within all participating municipalities	Install ADA-Compliant sidewalks and ramps on all new roadway projects	MPO Staff, Cities and Villages
	b) Complete 30% of the bicycle system recommendations proposed in the 2015 Regional Bicycle Plan	Miles of bicycle infrastructure constructed	Create routes that connect to and through all neighborhoods. Develop opportunities to create trails and off-street shared use paths	Regional Bike Plan, MPO Staff, Cities and Villages
	c) Increase mass transit service frequency on routes with high ridership by 2%	Number of routes with expanded frequency	Link transit services to regional destination points	DMT, MPO Staff
	d) Create and adopt a Complete Streets Policy for all transportation infrastructure projects	Complete Streets Policy	Identify cost-effective approaches to including bicycle, pedestrian, and transit accommodations into all roadway projects	MPO Staff, City of Danville
	e) Create a freight plan for the Urbanized Area that identifies proposed freight routes	Freight Plan	Collaborate with local, regional, and state stakeholders to collect data and develop the regional freight plan.	MPO Staff, Cities and Villages, IDOT, Employers
	f) Maintain enplanements at Vermilion Regional Airport by supporting proposed taxiway improvements	Percent change in enplanements at Vermilion Regional Airport	Support the taxiway improvements and new construction at the Vermilion Regional Airport	Vermilion Regional Airport
	g) Distribute educational materials focusing on transportation improvements	Number of public events with materials presented	Create an information table at local events (i.e. Summer Sounds, farmer's markets, sporting events, school registrations, etc.)	MPO Staff
5. Preserve Existing Environment: The planning area will support transportation improvements that preserve the existing transportation infrastructure, enhance neighborhoods and quality of life, and protect the environment.	a) Improve pavement condition within the MPA to obtain an overall good rating according to the CRS	Obtain pavement condition ratings from IDOT	Review number of roads listed for reconstruction or resurfacing	Cities and villages, IDOT
	b) Improve bridge conditions within the MPA	Change in structural condition of bridges in the planning area	Review structural bridge assessments	Cities and villages, IDOT
	c) Preserve greenspace by minimizing the influence of transportation projects	Acres of greenspace added or removed from transportation projects	Review all transportation projects for influence on environment- wetlands, agricultural land, forests, parks, etc.	Cities and Villages, IDOT



Chapter 3-The Vision Moving Forward

Formation of Performance Measures

A key feature of MAP-21 was the establishment of a performance and outcome-driven program that is 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 21st 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.



Chapter 4- 2045 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 2045, 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 2045 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. National trends indicate 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- 2045 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.



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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 multimodal (bike, pedestrian, vehicular) transportation improvement along Denmark Road and across Lake Vermilion. Additionally, the City of Danville has the intent to reconstruct Williams Street to provide and for all transportation modes.

Street and Road Network- 2045 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.



Past 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



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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.



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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 2045 planning period is expected to include dynamic messaging signs, communication infrastructure, traffic adaptive signal systems, and other traffic management systems.

Goods and Freight Movement- 2045 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.



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Truck

Nationally, the freight ton-miles by all modes increase at a consistent rate of approximately 1.2 percent per year⁵. The majority of freight tonnage moved by truck passes through Vermilion County (around 85% of truck freight), as opposed to the much smaller percentage having an origin or destination in Vermilion County. Conversely, the majority of freight tonnage moved by rail in the CUEA has either an origin or destination in the CUEA (around 85% of rail freight), as opposed to passing through the CUEA. In addition to absolute growth, freight carried by trucks has gained a larger share of the overall freight market. The conventional economic model for freight shipment is not expected to change by 2045. 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.

⁵ U.S. Department of Transportation, Bureau of Transportation Statistics



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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 2045 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 planning process. Annual operations in 2045 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.



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Transit System- 2045 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. Changes to the fixed-routes are currently being implemented to provide a more comprehensive service to and from employment in the area. A more frequent service in and around some of our larger employers is expected to provide more opportunities for a reliable workforce. Potential changes will continue to be evaluated in order to maximize the productivity of the system.

We are striving to provide shorter wait times in corridors with higher ridership, and anticipate that longer service hours could be a part of future service with the planned development in the Vermilion County area.

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. All buses have been fitted with bike racks which allows those in areas with lower service to access and use transit. In 2017, DMT implemented the use of a real-time bus location and enunciation system which provides information which allows those who ride by choice to participate at higher levels and riders of necessity to plan their routes. The stop announcement component allows riders with disabilities to more easily navigate the system by providing real-time bus stop information. To maintain and build on these



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projects, funding levels will need to increase to allow for upgrades and ever changing technology.

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. Providing low-floor buses for the smaller vehicles used in these types of services, while more expensive, would prove to be beneficial to increase accessibility for this aging population. Due to vehicle load constraints and operating policies, 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.



Chapter 4- 2045 Needs

ID	PROJECT	LEAD AGENCY	FROM	TO	ACTIVITY	LENGTH IN MILES	BUILD YEAR	ESTIMATED COSTS IN BUILD YEAR DOLLARS (YOE)
Planned Projects								
Projects categorized by jurisdiction								
Projects with Full or Partial Funding								
1	Voorhees St. and Jackson St. Intersection	City of Danville			Intersection Improvement		2020	800,000
Planned Projects								
2	Bowman Ave. grade separation	City of Danville	CSX	Norfolk Southern	Grade Separation		2030	80,000,000
3	Beltline (b) Middle South Section	City of Danville	Main St.	Voorhees St.	New Facility	1	2040-2045	29,900,000
4	Beltline (c) Middle North Section	City of Danville	Voorhees St.	Winter Ave.	New Facility	1	2040-2045	7,200,000
5	Beltline (a) South Section	City of Danville	Perrysville Ave.	Main St.	New Facility	1.8	2040-2045	26,600,000
6	Beltline (d) North Section	City of Danville	Winter Ave.	Poland Rd.	New Facility	2	2040-2045	17,200,000
7	Beltline (e) North Section	City of Danville	Poland Ave.	West Newell	New Facility	1	2040-2045	13,700,000
8	East 14th Street	Village of Tilton	IL-1	Hodge St.	Upgrade/ Reconstruct	0.4	2040-2045	11,440,000
Illustrative Projects								
9	South St. over Stony Creek	City of Danville			Deck replacement or elimination		2025	1,000,000
10	E West Street (County Highway 26)	City of Georgetown	IL-1	East Corporate Limits	Upgrade/ Resurface	0.8	2025-2030	3,500,000
11	I-74	IDOT	US-150	Vermilion River West of Bowman Ave.	Reconstruction	5.56	2020	23,000,000
12	I-74	IDOT	Vermilion River	Indiana State Line	Resurfacing	4.6	2017-2020	7,100,000
13	I-74	IDOT	US-150		Bridge Replacement		2020-2025	3,865,000
14	I-74	IDOT	Tilton Rd. (Tilton)		Bridge Replacement		2020-2025	3,835,000
15	I-74	IDOT	Perrysville Rd. (in Danville)		Bridge Replacement		2020-2025	3,720,000
16	Westville Rd	IDOT	Catlin-Indianola Rd	Westville	Widen and Resurface	2.9	2017-2022	2,100,000
17	Main St. (US-136)	IDOT	CSX underpass near Brewer Rd	Past concrete road to Catlin-Tilton Rd.	Bridge Replacement		2020-2025	490,000
18	West Ross Lane	Vermilion County	West of Tilton Village limits		Upgrade to 2-line standard asphalt cross section, bridge replacement, new facility	1.5	2015-2020	4,500,000
19	Michigan Ave. and E. Winter Ave. junction	Vermilion County	1/2 mile in each direction of intersection		Widen roadways and intersections, address RR crossing, and RR overpass height	1	2020-2025	8,000,000
					TOTAL	23.6		247,950,000



Chapter 5- Recommendations

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. The availability of a variety of pass types makes the service easier to maneuver thanks to the innovative fare ideas of our customers and employees.

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).



Chapter 5- Recommendations

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. With the inclusion of a Street Supervisor, DMT is provided with a hands-on mobility manager who is charged with undertaking these efforts, plus other community transportation programs. Some of the tasks that the Street Supervisor may be tasked with include:

- 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:



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- 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.
- Continue to strengthen DMT's online presence. With the inception of DMT's standalone webpage, riders have more information about current projects, service changes, etc. We are striving to provide 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. Some of these services are currently being offered by Google.
- 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 is also environmentally responsible.

Ongoing Transit Priorities

Employment Transportation

With the most recent route changes that provide enhanced access to employment, we understand that riders desire a more comfortable place to wait for public transportation. 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



Chapter 5- Recommendations

systematically through a scoring system based on ridership and other characteristics developed in the service design guidelines. While amenities often have low up-front costs, finding an accessible area to provide these amenities can sometimes be challenging. As the employers in our area see the contribution that public transportation makes within their workforce, our hope is that we will be successful in approaching them to help provide their employees with comfortable amenities and maintenance to such.

Amenities

The quality of bus stop or station amenities plays an important role in attracting and keeping customers in both 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 strategic system based on ridership and other characteristics developed in the service design guidelines. Amenities often 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.
 - Review bicycle and pedestrian connections to the downtown transfer zone to determine what improvements will be necessary
 - 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



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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, DMT has found that it is increasingly important to provide as much real-time information and in as many formats as possible. Technology upgrades and the cost of maintaining software and hardware to provide the technology is an ongoing cost, but we have witnessed that when a passenger has knowledge of when the bus is coming, planning is easier and more convenient.

- 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.



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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 2045 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 2045 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.



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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.

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 dense 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



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7. Public facilities (e.g. libraries and museums)
8. Activity nodes
9. Large Employers

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 2045 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



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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



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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 2021-2025 Transportation Improvement Program was used as the basis for the short-term projects identified for funding.

Corridors, Intersections, and Bridges FY 2021-2024 TIP*

CITY OF DANVILLE											
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							
DA-19-01	DENMARK RD. AND OLD OTTAWA	3R RESURFACING AND WIDENING	WINTER / LOGAN	OLD OTTAWA CITY LIMITS	ITEP, STU, & MFT	800			3200	4000	16-00352-00-PV, \$1.6m ITEP, \$1.6m STU - Advanced Construction
DA-21-01	VARIOUS	ANNUAL MAINTENANCE			MFT/LOCAL	1000				1000	
TOTAL (In 1,000's)						1,800.00	0.00	0.00	3,200.00	5,000.00	

VERMILION COUNTY											
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							
VC-21-02	County Roads	Annual County Seal Coat	Various		MFT	500.00				500.00	21-00000-00-GM
VC-21-03	Township Roads	Annual Township Seal Coat	Various		MFT		1,800.00			1,800.00	21-XX000-00-GM
VC-21-04	TR 15 Butler Twsp	Bridge Replacement	SN 092-3430		STP/TBP		30.00	30.00	240.00	300.00	17-02154-00-BR
VC-21-05	TR 186 Blount Twsp	Bridge Replacement	SN 092-3143		STP/TBP		30.00	30.00	240.00	300.00	17-01133-00-BR
VC-21-06	FAS 496/CH14 Rossville East Road	SAFETY IMPROVEMENTS	VILLAGE OF ROSSVILLE LIMITS	INDIANA STATE LINE	HSIP/MFT		202.00		1,370.00	1,572.00	19-00216-00-SP
VC-20-05	TR 325 DANVILLE TWSP	BRIDGE REPLACEMENT	SN 092-3271		STP/TBP		25.00	25.00	200.00	250.00	13-05145-00-BR
VC-20-06	FAU 7005/CH 36 (Batestown Rd.)	PAVEMENT REPLACEMENT	500' SW OF US 150	US 150	STR/MFT	90.00	0.00	0.00	360.00	450.00	18-00213-00-PV; 8URU(930)
TOTAL (In 1,000's)						90.00	2,087.00	85.00	2,410.00	5,172.00	

ILLINOIS DEPARTMENT OF TRANSPORTATION											
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							
H507	I-74	Bridge Replacement	Under Tilton Rd in Tilton		NHPP-State / NHPP-State Match			450.00	4,050.00	4,500.00	Structure Number 092-0087; Advanced Construction
A007	I-74	Construction Engineering	Salt Fork Vermilion River W of Danville		NHPP-State / NHPP-State Match			174.00	1,562.00	1,736.00	Structure Number 092-00006 & 092-007
A007-E	I-74	PE (Phase I) / PE (Phase II)	US 150 W of Danville	Vermilion River in Danville	NHPP-State / NHPP-State Match			150.00	1,350.00	1,500.00	
H657	I-74	PE (Phase I) / PE (Phase II)	Over Griffin St & Stony Creek in Danville		NHPP-State / NHPP-State Match			50.00	450.00	500.00	Structure Number 092-0016, 092-0017, 092-0018 & 092-0019
D012	Catlin/Indianola Rd (FAU 7009)	Standard Overlay	S of Tilton	S of Catlin	STP-URB 5-200K-S / State Match			363.00	1,453.00	1,816.00	
TOTAL (In 1,000's)						0.00	0.00	1,187.00	8,865.00	10,052.00	

*This list is not all inclusive – please see 2021-24 TIP



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Roadway Recommendations

Roadway Improvements and On-Going Maintenance

1. Support the implementation of the recommended roadway projects identified on page 56. Monitor the priority projects to determine if projects should be added, modified, or deleted with future updates of the LRTP.
2. Recognizing the needs of the smaller communities and keeping them involved in the process to provide benefit to DATS overall.
 - a. Major roadway improvements within Danville, such as Denmark Rd as well as Road and street improvements in smaller communities, such as Belgium, Georgetown, Westville, Tilton, and Catlin
 - b. Sidewalk improvements as well as work on a planning document for Road/Rail
3. 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)



Chapter 5- Recommendations

- 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



Chapter 5- Recommendations

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.

Summary

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.

2045 LRTP Employer Input Survey				
What type of transportation do you rely upon most as a company?			Results	
Roadways				9
Railways				1
Airways				1
What type of transportation needs the most improvement?				
Roadways				10
Railways				0
Aviation				0
Public Transportation				1
Pedestrian and Bicycle Facilities				0
Which type of transportation improvements would benefit your company the most?				
Roadway improvements				10
Railway improvements				0
Airport development				0
Public transit expansion				1
No improvements necessary				0
How can the transportation system be improved to meet your needs?				
Improve mobility and efficiency				1
Address environmental and land use concerns				4
Promote economic development				3
Address safety issues				2
No improvements necessary				5

Appendix

2045 LRTP Employer Input Survey			
What transportation goals are important to you as a company?			
Improve regional transportation connections			3
Enable public and private productivity and competitiveness			2
Enhance existing transportation system			1
Promote neighborhood stability			4
Other: Please explain			5
What transportation projects are most important to you as a company?			
Address roadway- railroad at-grade crossings			3
Improve roadway access to airport			4
Study alternatives for over capacity corridors			2
Develop better transportation development policies			1
Other: Please explain			5
What is your TOP PRIORITY for the transportation system?			
Safety and security			5
Mobility and congestion relief			5
Environmental stewardship			1
Efficiency in project completion			0
Other. Please Explain:			0
What percentage of your employees ride public transportation to work?			
Less than 10%			7
10% to 25%			0
25% to 50%			0
Over 50%			0
Not measured			3

2045 LRTP Employer Input Survey

Is public transportation access to and from your company adequate?			
Yes			9
No			0
If NOT, how could it be improved?			
Extended weekday hours of operation			0
Extended weekend hours of operation			0
Additional bus routes and/or bus stop locations			0
Increased bus frequency			0
Public transportation IS adequate			4
Is roadway access to and from your company adequate?			
Yes			8
No			2
If NOT, how could it be improved?			
Roadway surface improvement			1
Roadway intersection improvement			1
Roadway width or turn lane improvement			0
At-grade railroad crossing improvement			1

Proof of Publication:

Danville Area
Transportation Study
Public Notice | 2045 Long
Range Transportation
Update

Danville Area Transportation Study's 2045 Long Range Transportation Plan Update will be available for a thirty (30) day public comment period. Staff will be receiving comments from the public until Monday May 31, 2020. Available locations: Due to COVID-19 concerns, the Danville Area Transportation Study's Update to the Long Range Transportation Plan will only be available for viewing online at <http://www.dats-il.com/long-range-transportation-plan-lrtp.html>

Please send comments via telephone or email to :
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