



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

DATE: Thursday, March 5, 2015
TIME: 10:30 AM
PLACE: Robert E. Jones Municipal Building (Danville City Hall)
Lower Level Council Chambers
17 W. Main St.
Danville, IL 61832

AGENDA

TIMELINE FOR UPWP & TIP

Project Solicitation	- December/January/February
Rough Draft	- March
Final Draft	- April
Public Release	- April/May
Adoption of Final	- June

- I. Call to Order & Roll Call**
- II. Approval of Agenda**
- III. Approval of Minutes**
 - a. *Approval of Minutes from February 10, 2015 meeting*
- IV. Public Comment Period**
- V. New Business**
 - a. *Items of Information:*
 - i. *Public Participation Plan- Out for Public Review*
 - ii. *FY16-FY19 TIP Project Submissions/Rough Draft*
 - iii. *Future Fiscal Year STU Process Discussion:*
 - *Project Submittals Received as of 02/25/2015*
 - a. *Vermilion County-West Newell Road Improvement Project*
 - b. *City of Danville- Fairchild and Jackson Shared-Use Path Project*
 - iv. *Regional Bike Plan Review*
 - b. *Discussion & Vote:*
 - i. *FY 16 UPWP Prioritization of Submitted Projects*
- VI. Old Business**
 - a. *Agency Reports*
 - i. *Danville Mass Transit*
 - ii. *City of Danville*
 - iii. *Vermilion County*
 - iv. *Townships (Danville, Newell, Georgetown, Catlin)*
 - v. *Towns (Tilton, Georgetown, Westville, Catlin, Belgium)*
 - vi. *CRIS*
 - vii. *Vermilion Regional Airport*
 - viii. *IDOT*
 - ix. *FHWA/FTA*
- VII. Adjournment**

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

DATS TECHNICAL COMMITTEE MINUTES

February 10, 2015

A meeting of the Danville Area Transportation Study (DATS) Technical Committee was held on Tuesday, February 10, 2015 at Danville City Hall, 17 W. Main St., Danville, IL.

DATS Technical Committee Chairman Doug Staske called the meeting to order at 10:35 AM.

I. Roll Call:

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

MEMBERS NOT PRESENT: Janet Payonk, Vermilion County Highway
Jim Wilson, Newell Township
Vermilion Regional Airport Representative
Villages Representative

OTHERS IN ATTENDANCE: Jaclyn Marganski, DATS Director
Scott Lackey, IDOT District 5
Liila Bagby, DATS Planner I
Tom Caldwell, IDOT
Bill Pickett, Media

II. Approval of Agenda

Motion to approve the agenda made by David Schnelle and seconded by Bob Nelson.

a. Voice vote: Yea 5 Nay 0 Absent 4 Abstain 0

III. Approval of Minutes from Technical Committee Meeting of December 4, 2014.

Motion to approve the meeting minutes made by Bob Nelson and seconded by Lisa Beith.

a. Voice vote: Yea 5 Nay 0 Absent 4 Abstain 0

IV. Public Comment Period

a. No Public Comments.

V. New Business

a. Items of Information:

i. Federal Review

1. The MPO's federal review is scheduled for Wednesday, April 8 – Thursday, April 9. The review will take place at the City of Danville Public Works Facility (1155 E. Voorhees Street, Danville, IL).
2. All members of the MPO Technical Committee are welcome to attend and participate. Representation of DMT has been specifically requested.

ii. 2040 Long Range Transportation Study – Update

1. The Technical Committee reviewed the long range population and employment projections put together by the consultant Lochmueller Group. Questions have been raised regarding the increase in employment projects with a simultaneous decrease in population.
2. Bob Nelson brought up the inconsistencies between the long-term percentages of population to employment. The MPO will provide more details moving forward.
3. Chairman Staske noted this is why we hire consultants for our LRTP, because demographics are specialized and forecasting demographic trends is cumbersome.
4. Moving forward, the Lochmueller Group will prioritize future projects, based on a list developed by the Technical Committee during the March meetings. We need to provide the list of suggested projects, so the consultants know which to consider in greater detail. If you have a project submission, please notify the MPO prior to the March meeting.

iii. 2015 Regional Bicycle Plan- Update

1. The Bike/Pedestrian Plan Steering Committee met in mid-November with the kickoff meeting's objective as the future of biking in the region. The visual and graphic mapping system and online interactive mapping tool collected over 200 responses from local transportation users.
2. We collected 218 responses from the survey- 198 online responses and 20 paper surveys.
3. The survey demonstrated the need for better bicycle education, better bicycle network maps, and an improvement for bicycle awareness.
4. The next BAC meeting will be Tuesday, February 17, 2015 at the City of Danville Public Works Facility (1155 E. Voorhees Street). All DATS participants are welcome to attend.

iv. FY16 UPWP Call for Projects

1. This is a continuation of the call for projects for any transportation related studies for FY 16.
2. Our current fiscal year's projects include a Regional Bike/Pedestrian Plan, East Main Street Corridor Study and updating the Long Range Transportation Plan.
3. Projects that have been suggested for FY 16 projects include a Downtown Parking Study, Off-street River Trail, with past projects including a Bus Stop Amenities Study. A final list of projects needs to be submitted by the March meeting
4. MPO Staff will send out a reminder to all MPO participants to submit project submission sheet.

v. FY 16-19 TIP Call for Projects

1. A continuation of the call for projects for the Transportation Improvement Plan for prioritizing projects for the next three FYs. The TIP is a product of the on-going transportation planning process for the Danville Area Transportation Study.

2. The purpose of the TIP is the documentation of proposed projects spanning a period of four fiscal years in order to secure funding. Any local project that solicits federal or state monies must be included in the annual TIP in order to be eligible for such funding.
3. All TIP projects need to be submitted to the MPO by March. The projects currently in FY15 TIP can be moved to FY16 if money has not been obligated yet.
4. This document will be out for public review in April, to be consistent with the June final timeline.
5. We need to adhere to a formal Selection Process for STU funding. No STU Projects were submitted for FY16. Moving forward, the Technical Committee will work on refining the STU Selection Process.

b. Discussion & Vote

- i. No Voting Items

VI. Old Business

a. Agency Reports

- i. Danville Mass Transit
 1. Plans for the Transfer Zone are with IDOT, waiting approval.
 2. Lisa Beith is the new DMT Director. Congratulations Lisa!
- ii. City of Danville
 1. All projects are shut down for the season.
 2. Working with Scott Lackey to finalize Stoney Creek Bridge project (April letting)
 3. FY17- Jackson and English Shared-Use path project scheduled for Fall letting
- iii. Vermilion County
 1. All bridge and road projects are on hold until the spring.
- iv. Townships (Danville, Newell, Georgetown, Catlin)
 1. No Report.
- v. Towns (Tilton, Georgetown, Westville, Catlin, Belgium)
 1. No Report.
- vi. CRIS
 1. Working on reorganizing the Corn Cruiser routes and possibly reducing some rural stops, due to a lack of JARC funding.
- vii. IDOT
 1. No update in construction projects, shut down for the winter.
 2. The roadway inventory for Vermilion County is complete. GIS files and data will be ready for download in April.
- viii. FHWA
 1. No Report.
- ix. Airport
 1. No Report. The MPO will try to encourage participation moving forward.

VII. Adjournment

- a. Motion to adjourn made by Doug Staske and seconded by David Schnelle.
- b. Meeting adjourned by DATS Technical Committee Chairman Doug Staske at 11:35 am.



Approved May XX, 2015

Danville Area Transportation Study, Metropolitan Planning Organization

Transportation Improvement Program Fiscal Years 2016 – 2019

*Approved on
, 2015*

Prepared For:

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

In Cooperation With:

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

Prepared By:

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Danville Urbanized Area, Vermilion County, Illinois

LIST OF ACRONYMS

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

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

Administration

Jaclyn Marganski
 Liila Bagby
 Adam Aull
 Lisa Robinson

Director
 Planner I
 GIS Coordinator
 Administrative Assistant

INTRODUCTION

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

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

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

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

PROJECT CATEGORIES AND PRIORITIZATION OF PROJECTS

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

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

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

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

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

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

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

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

TIP ANNUAL ELEMENT

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

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

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

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

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

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

TIP SELECTION PROCESS

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

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

PUBLIC INVOLVEMENT EFFORTS

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

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

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

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

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

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

REPORT FORMAT

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

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

Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CITY OF DANVILLE											
DA-16-01	VARIOUS	OVERLAY			MFT/IIF	600.00				600.00	
DA-16-02	VARIOUS	PAVEMENT MAINTENANCE			MFT/IIF	200.00				200.00	
DA-16-03	POLAND		VERMILION	BOWMAN							14-00350-00-RS
TOTAL (In 1,000's)						800.00	0.00	0.00	0.00	800.00	
DANVILLE MASS TRANSIT											
DMT-16-01	OPERATING ASSISTANCE				5307			639.00	639.00	1,278.00	
DMT-16-02		MINIVAN			5307			8.00	32.00	40.00	
TOTAL (In 1,000's)						0.00	0.00	647.00	671.00	1,318.00	

Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION COUNTY											
VC-16-01	TR 315 CATLIN TWP	BRIDGE REPLACEMENT	SN 092-3183		HBP/TBP		27.50	27.50	222.00	275.00	09-04135-00-BR
VC-16-02	TR 274 DANVILLE TWP	BRIDGE REPLACEMENT	SN 092-3174		HBP/TBP		14.00	56.00	280.00	350.00	09-03138-00-BR
VC-16-03	COUNTY ROADS	ANNUAL CO RESURFACING	VARIOUS		MFT	200.00				200.00	
VC-16-04	COUNTY ROADS	ANNUAL CO SEAL COAT	VARIOUS		MFT	400.00				400.00	16-00000-00-GM
VC-16-05	TOWNSHIP ROADS	ANNUAL TWP SEAL COAT	VARIOUS		MFT	1,800.00				1,800.00	16-XX000-00-GM
TOTAL (In 1,000's)						2,400.00	41.50	83.50	502.00	3,025.00	

Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CRIS RURAL MASS TRANSIT DISTRICT											
CRIS-16-01	(3) 15 PASSENGER BUS		2016		5310				190.00	190.00	
CRIS-16-02	OPERATING ASSISTANCE		2016		5311				162.00	162.00	
CRIS-16-03	OPERATING ASSISTANCE		2016		DOAP			770.00		770.00	
TOTAL (In 1,000's)						0.00	0.00	770.00	352.00	1,122.00	
Fiscal Year 2016 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION REGIONAL AIRPORT											
VRA-16-01	T-HANGAR TAXIWAY IMPROVEMENTS	T-HANGAR TAXIWAY AND ACCESS ROAD IMPROVEMENT - PHASE 3				29.50		29.50	531.00	590.00	CONTINUE REHABILITATION OF ROADWAYS AND TAXIWAYS ON THE AIRPORT.
TOTAL (In 1,000's)						29.50	0.00	29.50	531.00	590.00	

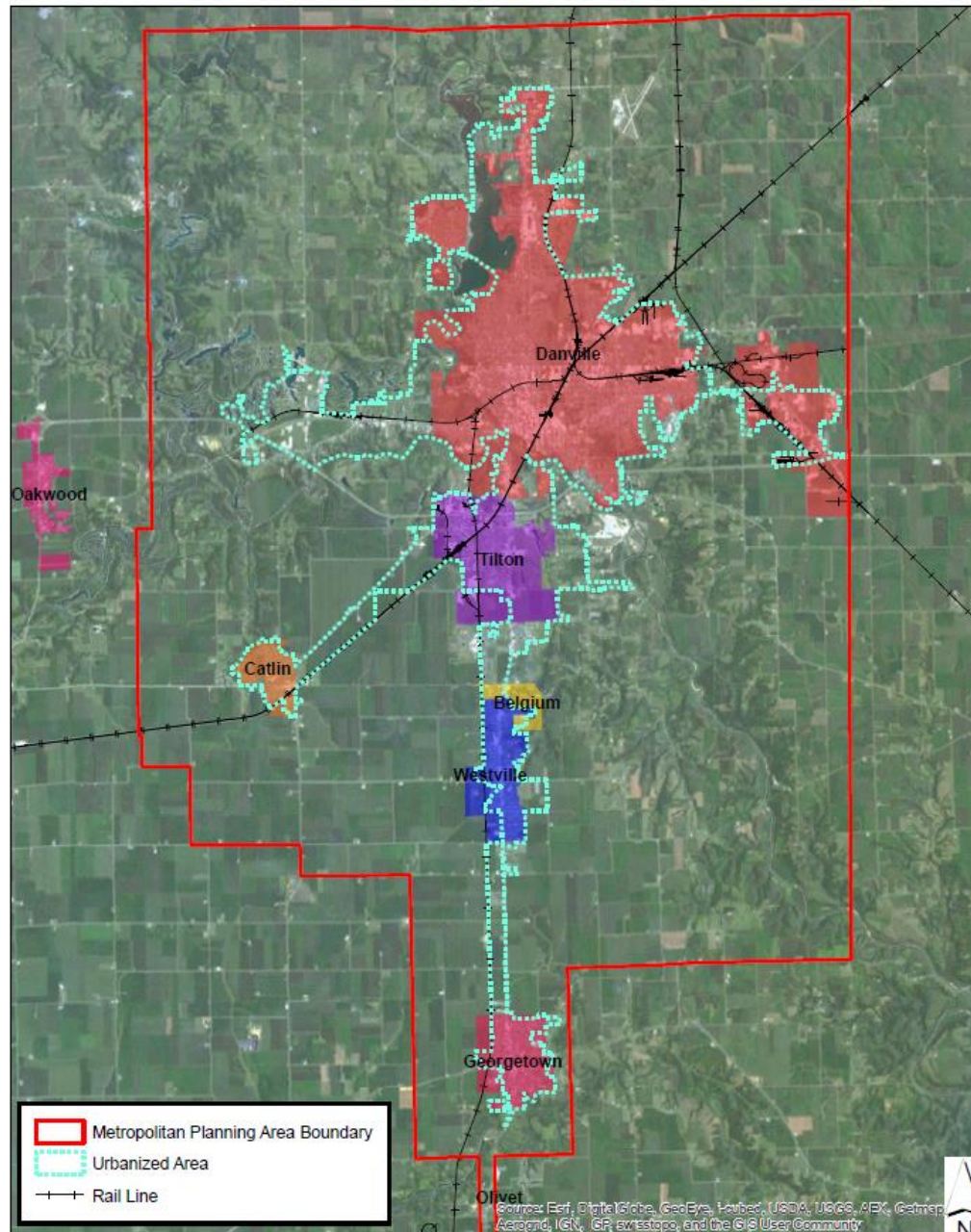
Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
DANVILLE MASS TRANSIT											
DMT-17-01	OPERATING ASSISTANCE				5307			671.00	671.00	1,342.00	
DMT-17-02	TWO (2) 35' BUSES				5307			185.00	739.00	924.00	
TOTAL (In 1,000's)						0.00	0.00	856.00	1,410.00	2,266.00	
Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION COUNTY											
VC-17-01	TR 347 MCKENDREE TWP	BRIDGE REPLACEMENT	SN 092-3003		HBP/TBP		9.00	36.00	180.00	225.00	04-11119-00-BR
VC-17-02	TR 222 CATLIN TWP	BRIDGE REPLACEMENT	SN 092-3153		HBP/TBP		27.50	27.50	220.00	275.00	07-04132-00-BR
VC-17-03	COUNTY ROADS	ANNUAL CO RESURFACING	VARIOUS		MFT	200.00				200.00	
VC-17-04	COUNTY ROADS	ANNUAL CO SEAL COAT	VARIOUS		MFT	400.00				400.00	17-00000-00-GM
VC-17-05	TOWNSHIP ROADS	ANNUAL TWP SEAL COAT	VARIOUS		MFT	1,800.00				1,800.00	17-XX000-00-GM
VC-17-06	FAS 331/CH21&10	BRIDGE REPLACEMENT	SN 092-0074		/COUNTY BR	136.00			544.00	680.00	13-00202-00-BR
TOTAL (In 1,000's)						2,536.00	36.50	63.50	400.00	3,580.00	

Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CRIS RURAL MASS TRANSIT DISTRICT											
CRIS-17-01	(3) 15 PASSENGER BUS		2017		5310				190.00	190.00	
CRIS-17-02	OPERATING ASSISTANCE		2017		5311				168.00	168.00	
CRIS-17-03	OPERATING ASSISTANCE		2017		DOAP			840.00		840.00	
TOTAL (In 1,000's)						0.00	0.00	840.00	358.00	1,198.00	
Fiscal Year 2017 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION REGIONAL AIRPORT											
VRA-17-01	REHABILITATE TAXIWAY A AND A1	REHABILITATE THE INTERSECTION OF TAXIWAY A AND A1 AS WELL AS TAXIWAY A BETWEEN RUNWAY 16/34 AND THE TAXIWAY A AND A1 INTERSECTION				13.00		13.00	205.00	231.00	CONTINUE REHABILITATION OF ROADWAYS AND TAXIWAYS ON THE AIRPORT.
TOTAL (In 1,000's)						13.00	0.00	13.00	205.00	231.00	

Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CITY OF DANVILLE											
DA-18-01	Voorhees Street over Stoney Creek	Major Bridge Replacement			MBR	223.00			1,116.65	1,339.65	08-00330-02-PV
TOTAL (In 1,000's)						223.00	0.00	0.00	1,116.65	1,339.65	
Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION COUNTY											
VC-18-01	TR194 BLNT TWSP	BRIDGE REPLACEMENT		SN092-3145	HBP/TBP		22.50	22.50	180.00	225.00	13-01132-00-BR
VC-18-02	TR62 BUTLER TWSP	BRIDGE REPLACEMENT		SN092-3069	HBP/TBP		22.50	22.50	180.00	225.00	13-02149-00-BR
VC-18-03	COUNTY ROADS	ANNUAL Co. RESURFACING		VARIOUS	MFT	200.00				200.00	
VC-18-04	COUNTY ROADS	ANNUAL Co. SEAL COAT		VARIOUS	MFT	400.00				400.00	18-00000-00-GM
VC-18-05	TOWNSHIP ROADS	ANNUAL TWSP SEAL COAT		VARIOUS	MFT	1,800.00				1,800.00	19-XX000-00-GM
TOTAL (In 1,000's)						2,400.00	45.00	45.00	360.00	2,850.00	
Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
CRIS RURAL MASS TRANSIT DISTRICT											
CRIS-18-01	(3) 15 PASSENGER BUS				5310				190.00	190.00	
CRIS-18-02	OPERATING ASSISTANCE				5311				174.00	174.00	
CRIS-18-03	OPERATING ASSISTANCE				DOAP			840.00		840.00	
TOTAL (In 1,000's)						0.00	0.00	840.00	364.00	1,204.00	

Fiscal Year 2018 Annual Element											
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
VERMILION REGIONAL AIRPORT											
VRA-18-01	APRON REHABILITATION PHASE 1	REHABILITATE A PORTION OF THE AIRCRAFT PARKING APRON				66.00		66.00	1,188.00	1,320.00	
TOTAL (In 1,000's)						66.00	0.00	66.00	1,188.00	1,320.00	

Metropolitan Planning Area



Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Project Cover Sheet:

Project lead agency: Vermilion County Highway Dept.	
Project coordinator/contact: Douglas R. Staske	
Mailing address: 2732 Batestown Road	
City: Oakwood	Zip: 61858
Phone: 431-6682	Fax: 431-6709
Email: dstaske@comcast.net	

Basic components	
Project title	West Newell Road Reclamation
Project location	North of City of Danville Corporate limits
Project limits/boundaries	Denmark Road east to IL Rt. 1
Project length (miles)	2.154
Project's current jurisdiction	Vermilion County
Program year	2017
Proposed year of construction completion	2017
Number of years since previous construction/rehabilitation/reconstruction	2005
Total cost estimate	\$900,000
Funding program	STU (\$450,000)/MFT(\$450,000)
Outline the level of support (other jurisdictions, community groups, etc.)	NA
List ability to provide matching funds	Already programmed
List ability to fund operation and maintenance over the life of the project	In current budget

Danville Area Transportation Study

Transportation Improvement Program Selection Criteria for STU funded projects

February 2015

Fill in boxes as applicable to project.

Please do not score the application until committee meeting.

Project Overview:

Point System

1 2 3 4 5

Existing and proposed conditions
Project Description:
Describe the proposed improvement
Full Depth recycling of existing HMA pavement with new structural HMA overlay

Describe the transportation issues the project will remedy
Due to increased development on North Vermilion Street and resultant increase in ADT the existing pavement has deteriorated.

Describe the effect the improvement will have on the issue
West Newell Road has become an important roadway for access from the west to the primary retail center of the Danville area. Rehabilitation of the driving surface will insure the future use of the roadway as the area continues to develop.

Current conditions:
Describe the current conditions (i.e. number of lanes, lane width, shoulder width, parking, or sidewalks)
Two lane cross section with 12 ft lanes and 4 ft paved shoulders.

List the current ADT
1,800

List the posted speed limit
40 mph curves on west and east ends, 50 mph otherwise

List the roadway classification
Minor Arterial

Describe the current infrastructure (i.e. sanitary/storm sewer, public water service)
water, gas, electric

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Point System

1 2 3 4 5

Plan Compliance
Meets LRTP Goals and Objectives:
List the top 2 goals and top 5 objectives the project fulfills from the LRTP
Goal 1: Promote regional transportation connections into the DATS MPA and improve accessibility and mobility within the DATS MPA.
Goal 2: Create a safe, livable, environmentally aware community through the promotion of a responsible transportation system with alternative modes available for all residents
Objective 1: Improve the road connection to city centers by improving access points
Objective 2: Identify appropriate mitigation techniques to minimize crashes within the DATS MPA
Objective 3: Improve safety for pedestrians, and bicyclists.
Objective 4: Promote and maintain access to natural public areas.
Objective 5: Address unsafe interchanges

Consistency with local land use, zoning, and comprehensive plans:
List additional existing local plans or zoning ordinances
Project supports the Danville comprehensive plan.

Explain the compatibility between the proposed project and existing plans
The project conforms with long range plans.

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Preservation Elements: Environmental and Community Impacts	1	2	3
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1-2 criteria = **1**, 3-4 criteria = **2**, 5-6 criteria = **3**

Check the box if the selection criterion applies to the proposed project.

Please provide a short description for each box that is checked about how the project meets the selection criterion.

Preservation of existing transportation system	
Reconstruction / rehabilitation	<input checked="" type="checkbox"/>
Air quality and/or storm water runoff improvements	
Roadway was constructed thru environmentally sensitive wetlands area and the rehabilitation of the roadway will work to continue preservation of wetlands.	<input checked="" type="checkbox"/>
Preservation of environmentally sensitive areas	
No impact	<input checked="" type="checkbox"/>
Preservation of recreational, historical, or culturally significant areas	
Supports access to Vermilion Conservation District Heron Park	<input checked="" type="checkbox"/>
Preservation of existing agricultural lands and/or natural or open spaces	
No impact	<input checked="" type="checkbox"/>
Perseveration of residential neighborhoods	
Four foot paved roadway shoulder can be utilized as a shared use path	<input checked="" type="checkbox"/>

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Economic Development	1	2	3
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1-2 criteria = **1**, 3-4 criteria = **2**, 5-6 criteria = **3**

Check the box if the selection criterion applies to the proposed project.

Please provide a short description for each box that is checked about how the project meets the selection criterion.

Supports regional economic development and growth through transportation improvements (counts as 3 criteria)	
Access to the main retail center for the Danville area from the west is along the project corridor and improvement of the roadway supports existing and future development.	<input checked="checked" type="checkbox"/>
Promotes regional mobility improvements for major roadways	
	<input checked="checked" type="checkbox"/>
Addresses land use-transportation connection	
Connects the western residential areas to the major state highway, IL Rt. 1	<input checked="checked" type="checkbox"/>
Provides connection to major employers in the MPA	
Connects the western residential areas a corridor on the north side of Lake Vermilion to employers on the east side of Danville, avoiding the thru town route.	<input checked="checked" type="checkbox"/>

Danville Area Transportation Study

Transportation Improvement Program Selection Criteria for STU funded projects

February 2015

Improves the transportation system's efficiency and connectivity	1	2	3
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1-2 criteria = **1**, 3-4 criteria = **2**, 5-6 criteria = **3**

Check the box if the selection criterion applies to the proposed project.

Please provide a short description for each box that is checked about how the project meets the selection criterion.

Provides long term mitigation for congested facilities
--

Provides an east-west corridor north of Lake Vermilion reducing traffic thru the city core.

X

Improves traffic flow and/or provides more direct travel options
--

Provides an east-west corridor north of Lake Vermilion reducing traffic thru the city core.

X

Addresses at-grade railroad crossings and/or addresses access management and/or minimizes overall traffic delays
--

--

Provides an important connection between two or more municipalities

Muncie, Fithian Oakwood, Potomac and others can access Danville from the north and west thru West Newell Road

X

Provides an important connection to popular destinations (as stated in LRTP)
--

Major retail and medical facilities are accessed from the west along West Newell Road.

X

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Promotes and improves safety and security	1	2	3
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1-2 criteria = **1**, 3-4 criteria = **2**, 5-6 criteria = **3**

Check the box if the selection criterion applies to the proposed project.

Please provide a short description for each box that is checked about how the project meets the selection criterion.

Results in improved travel safety (counted as 2 criteria)
Roadway surface on minor arterial with multiple curves and must be maintained to provide safe roadway.

☒

Volume to capacity ratios before and after the project

☐

Improved intersection quality and/or alignment quality and/or lighting or guardrail or signage improvements
Several curve locations are signed and guardrail protected.

☒

Reduces accident rate. List the current total number of crashes and/or the crash rate at intersections/roadway segment locations
Recent signage project completed to reduce road departure accidents. These improvements will be maintained and /or improved.

☒

Creates a safer pedestrian system through the addition of pedestrian and/or bicycle amenities

☐

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Addresses alternative modes of transportation and promotes multimodal linkages	1	2	3
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1-2 criteria = **1**, 3-4 criteria = **2**, 5-6 criteria = **3**

Check the box if the selection criterion applies to the proposed project.

Please provide a short description for each box that is checked about how the project meets the selection criterion.

Addition of pedestrian, bicycle, and transit linkages and/or facilities (counts as 3 criteria)	
Provides northern access for DMT and CRIS rural transport systems.	<input checked="" type="checkbox"/>

Expands multimodal and/or alternative mode options for people and goods (counts as 3 criteria)	
Provides northern access for DMT and CRIS rural transport systems.	<input checked="" type="checkbox"/>

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015
SAFETEA-LU Language (PUBLIC LAW 109–59—AUG. 10, 2005): pages 413-414

“(2) CONTENTS.—

“(A) PRIORITY LIST.—The TIP shall include a priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.

“(B) FINANCIAL PLAN.—The TIP shall include a financial plan that—

“(i) demonstrates how the TIP can be implemented;

“(ii) indicates resources from public and private sources that are reasonably expected to be available to carry out the program;

“(iii) identifies innovative financing techniques to finance projects, programs, and strategies; and

“(iv) may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

“(C) DESCRIPTIONS.—Each project in the TIP shall include sufficient descriptive material (such as type of work, termini, length, and other similar factors) to identify the project or phase of the project.

“(3) INCLUDED PROJECTS.—

“(A) PROJECTS UNDER THIS CHAPTER AND TITLE 23.—A TIP developed under this subsection for a metropolitan area shall include the projects within the area that are proposed for funding under this chapter and chapter 1 of title 23.

“(B) PROJECTS UNDER CHAPTER 2 OF TITLE 23.—

“(i) REGIONALLY SIGNIFICANT PROJECTS.—Regionally significant projects proposed for funding under chapter 2 of title 23 shall be identified individually in the transportation improvement program.

“(ii) OTHER PROJECTS.—Projects proposed for funding under chapter 2 of title 23 that are not determined to be regionally significant shall be grouped in one line item or identified individually in the transportation improvement program.

“(C) CONSISTENCY WITH LONG-RANGE TRANSPORTATION PLAN.—Each project shall be consistent with the long-range transportation plan developed under subsection (i) for the area.

“(D) REQUIREMENT OF ANTICIPATED FULL FUNDING.—The program shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

“(4) NOTICE AND COMMENT.—Before approving a TIP, a metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

“(5) SELECTION OF PROJECTS.—

“(A) IN GENERAL.—Except as otherwise provided in subsection (k)(4) and in addition to the TIP development required under paragraph (1), the selection of federally funded projects in metropolitan areas shall be carried out, from the approved TIP—

“(i) by—

“(I) in the case of projects under title 23, the State; and

“(II) in the case of projects under this chapter, the designated recipients of public transportation funding; and

“(ii) in cooperation with the metropolitan planning organization.

“(B) MODIFICATIONS TO PROJECT PRIORITY.—Notwithstanding any other provision of law, action by the Secretary shall not be required to advance a project included in the approved TIP in place of another project in the program.

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Project Cover Sheet:

Project lead agency: City of Danville	
Project coordinator/contact: R. David Schnelle	
Mailing address: 1155 E Voorhees Suite A	
City: Danville	Zip: 61832
Phone: 431-2384	Fax: 431-3444
Email: dschnelle@cityofdanville.org	

Basic components	
Project title	Danville High School Shared Use Path Improvement
Project location	City of Danville / Danville Township
Project limits/boundaries	Fairchild from Section to Jackson, Jackson from Fairchild to English
Project length (miles)	0.61
Project's current jurisdiction	City of Danville
Program year	2017
Proposed year of construction completion	2017
Number of years since previous construction/rehabilitation/reconstruction	Unknown
Total cost estimate	2.4 million
Funding program	STU (\$720,000)/ITEP (\$1,200,000)/MFT(\$480,000)
Outline the level of support (other jurisdictions, community groups, etc.)	NA
List ability to provide matching funds	Already programmed
List ability to fund operation and maintenance over the life of the project	In current budget

Danville Area Transportation Study

Transportation Improvement Program Selection Criteria for STU funded projects

February 2015

Fill in boxes as applicable to project.

Please do not score the application until committee meeting.

Project Overview:

Point System

1 2 3 4 5

Existing and proposed conditions
Project Description:
Describe the proposed improvement
Concrete shared use path on Fairchild and Jackson, pedestrian safety median on Fairchild from Washington to Jackson, intersection modifications at Jackson / Fairchild, new intersection at English and Jackson, landscaping, lighting
Describe the transportation issues the project will remedy
Multi-modal transportation facilities, capacity and pedestrian safety, and drainage.
Describe the effect the improvement will have on the issue
Will provide off street bicycle and pedestrian accommodations. Will replace the offset legged intersection of Jackson and English with a roundabout intersection.
Current conditions:
Describe the current conditions (i.e. number of lanes, lane width, shoulder width, parking, or sidewalks)
Fairchild: 2-14' lanes, 1-12" TWTL, sandstone curb, HMA surface with brick base, 4' concrete sidewalks each side. Jackson: One way street with 8' parking on the west, 2-11' lanes, sandstone curb, HMA surface with brick base, intermittent 4' sidewalks on each side of varying material.
List the current ADT
Fairchild 10,000; Jackson 2,100
List the posted speed limit
30 south
List the roadway classification
Fairchild: Minor Arterial, Jackson: Major Collector
Describe the current infrastructure (i.e. sanitary/storm sewer, public water service)
Sanitary, storm sewer, water, gas, electric

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Point System

1 2 3 4 5

Plan Compliance
Meets LRTP Goals and Objectives:
List the top 2 goals and top 5 objectives the project fulfills from the LRTP
Goal 1: Promote regional transportation connections into the DATS MPA and improve accessibility and mobility within the DATS MPA.
Goal 2: Create a safe, livable, environmentally aware community through the promotion of a responsible transportation system with alternative modes available for all residents
Objective 1: Improve the road connection to city centers by improving access points
Objective 2: Identify appropriate mitigation techniques to minimize crashes within the DATS MPA
Objective 3: Improve safety for transit users, pedestrians, and bicyclists.
Objective 4: Evaluate car, bus, and pedestrian routes around public schools
Objective 5: Address unsafe interchanges
Consistency with local land use, zoning, and comprehensive plans:
List additional existing local plans or zoning ordinances
Project supports the Danville comprehensive plan.
Explain the compatibility between the proposed project and existing plans
The project conforms with long range plans.

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Preservation Elements: Environmental and Community Impacts	1	2	3
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1-2 criteria = **1**, 3-4 criteria = **2**, 5-6 criteria = **3**

Check the box if the selection criterion applies to the proposed project.

Please provide a short description for each box that is checked about how the project meets the selection criterion.

Preservation of existing transportation system	
Reconstruction / rehabilitation	<input checked="" type="checkbox"/>
Air quality and/or storm water runoff improvements	
Direct stormwater to desired release points, reduce impervious pavement, reduce green house gases with the addition of trees.	<input checked="" type="checkbox"/>
Preservation of environmentally sensitive areas	
No impact	<input checked="" type="checkbox"/>
Preservation of recreational, historical, or culturally significant areas	
Supports the continued operation and character of the Danville High School campus	<input checked="" type="checkbox"/>
Preservation of existing agricultural lands and/or natural or open spaces	
No impact	<input checked="" type="checkbox"/>
Perseveration of residential neighborhoods	
Shared use path	<input checked="" type="checkbox"/>

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Economic Development	1	2	3
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1-2 criteria = **1**, 3-4 criteria = **2**, 5-6 criteria = **3**

Check the box if the selection criterion applies to the proposed project.

Please provide a short description for each box that is checked about how the project meets the selection criterion.

Supports regional economic development and growth through transportation improvements (counts as 3 criteria)	
Improves rideability and promotes alternative modes of transportation, pedestrian accommodations and bus turn outs.	<input checked="" type="checkbox"/>
Promotes regional mobility improvements for major roadways	
	<input checked="" type="checkbox"/>
Addresses land use-transportation connection	
Connects the eastern residential areas to the western medical campus with alternative transportation modes	<input checked="" type="checkbox"/>
Provides connection to major employers in the MPA	
Connects the eastern residential area to Danville School District 118 and the medical campus area on Logan and Fairchild with a continuous shared use path.	<input checked="" type="checkbox"/>

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Improves the transportation system's efficiency and connectivity	1	2	3
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1-2 criteria = **1**, 3-4 criteria = **2**, 5-6 criteria = **3**

Check the box if the selection criterion applies to the proposed project.

Please provide a short description for each box that is checked about how the project meets the selection criterion.

Provides long term mitigation for congested facilities Channelization of traffic fronting Danville High School eliminates conflicting turning movements and will channelize pedestrians to designated crosswalks.	<input checked="" type="checkbox"/>
Improves traffic flow and/or provides more direct travel options Replaces the offset legged intersection of English and Jackson with a modern roundabout.	<input checked="" type="checkbox"/>
Addresses at-grade railroad crossings and/or addresses access management and/or minimizes overall traffic delays Construction of barrier median in Fairchild will eliminate full access entrances between Jackson and Washington	<input checked="" type="checkbox"/>
Provides an important connection between two or more municipalities 	<input type="checkbox"/>
Provides an important connection to popular destinations (as stated in LRTP) Senior Transit Destinations at Danville High School and the medical facilities on Logan.	<input checked="" type="checkbox"/>

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Promotes and improves safety and security	1	2	3
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1-2 criteria = **1**, 3-4 criteria = **2**, 5-6 criteria = **3**

Check the box if the selection criterion applies to the proposed project.

Please provide a short description for each box that is checked about how the project meets the selection criterion.

Results in improved travel safety (counted as 2 criteria)	
Roundabout intersection, channelized pedestrians, off street pedestrian accommodations	<input checked="" type="checkbox"/>
Volume to capacity ratios before and after the project	
	<input type="checkbox"/>
Improved intersection quality and/or alignment quality and/or lighting or guardrail or signage improvements	
English and Jackson intersection, new lighting along Fairchild, new barrier fencing along Fairchild	<input checked="" type="checkbox"/>
Reduces accident rate. List the current total number of crashes and/or the crash rate at intersections/roadway segment locations	
	<input type="checkbox"/>
Creates a safer pedestrian system through the addition of pedestrian and/or bicycle amenities	
New shared use path.	<input checked="" type="checkbox"/>

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015

Addresses alternative modes of transportation and promotes multimodal linkages	1	2	3
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1-2 criteria = **1**, 3-4 criteria = **2**, 5-6 criteria = **3**

Check the box if the selection criterion applies to the proposed project.

Please provide a short description for each box that is checked about how the project meets the selection criterion.

Addition of pedestrian, bicycle, and transit linkages and/or facilities (counts as 3 criteria)	
New shared use path	<input checked="" type="checkbox"/>

Expands multimodal and/or alternative mode options for people and goods (counts as 3 criteria)	
New shared use path	<input checked="" type="checkbox"/>

Danville Area Transportation Study
Transportation Improvement Program Selection Criteria for STU funded projects
February 2015
SAFETEA-LU Language (PUBLIC LAW 109–59—AUG. 10, 2005): pages 413-414

“(2) CONTENTS.—

“(A) PRIORITY LIST.—The TIP shall include a priority list of proposed federally supported projects and strategies to be carried out within each 4-year period after the initial adoption of the TIP.

“(B) FINANCIAL PLAN.—The TIP shall include a financial plan that—

“(i) demonstrates how the TIP can be implemented;

“(ii) indicates resources from public and private sources that are reasonably expected to be available to carry out the program;

“(iii) identifies innovative financing techniques to finance projects, programs, and strategies; and

“(iv) may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

“(C) DESCRIPTIONS.—Each project in the TIP shall include sufficient descriptive material (such as type of work, termini, length, and other similar factors) to identify the project or phase of the project.

“(3) INCLUDED PROJECTS.—

“(A) PROJECTS UNDER THIS CHAPTER AND TITLE 23.—A TIP developed under this subsection for a metropolitan area shall include the projects within the area that are proposed for funding under this chapter and chapter 1 of title 23.

“(B) PROJECTS UNDER CHAPTER 2 OF TITLE 23.—

“(i) REGIONALLY SIGNIFICANT PROJECTS.—Regionally significant projects proposed for funding under chapter 2 of title 23 shall be identified individually in the transportation improvement program.

“(ii) OTHER PROJECTS.—Projects proposed for funding under chapter 2 of title 23 that are not determined to be regionally significant shall be grouped in one line item or identified individually in the transportation improvement program.

“(C) CONSISTENCY WITH LONG-RANGE TRANSPORTATION PLAN.—Each project shall be consistent with the long-range transportation plan developed under subsection (i) for the area.

“(D) REQUIREMENT OF ANTICIPATED FULL FUNDING.—The program shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

“(4) NOTICE AND COMMENT.—Before approving a TIP, a metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

“(5) SELECTION OF PROJECTS.—

“(A) IN GENERAL.—Except as otherwise provided in subsection (k)(4) and in addition to the TIP development required under paragraph (1), the selection of federally funded projects in metropolitan areas shall be carried out, from the approved TIP—

“(i) by—

“(I) in the case of projects under title 23, the State; and

“(II) in the case of projects under this chapter, the designated recipients of public transportation funding; and

“(ii) in cooperation with the metropolitan planning organization.

“(B) MODIFICATIONS TO PROJECT PRIORITY.—Notwithstanding any other provision of law, action by the Secretary shall not be required to advance a project included in the approved TIP in place of another project in the program.

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

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

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

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

Objective: Connect regional destinations via bicycle infrastructure facilities.

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

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

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

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

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

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

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

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

- Denmark Road- provides connection across Lake Vermilion to western Danville neighborhoods
- Memorial Bridge- Gilbert Street South Route 1
- Hungry Hollow Bridge
- 150 Bridge
- 4th Street Bridge in Danville

- Bridge Over I-74
- 14th Street Bridge Tilton
- West Newell Road Bridge

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

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

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

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

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

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

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

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

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

Action 2.1: Prioritize on-street bicycle facilities

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

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

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

Objective: Reduce the frequency of bicycle crashes by WHAT % by 2030

Reducing the crash rate by WHAT percent by 2030, while also increasing bicycle ridership through an expanded Bicycle Network, will hinge upon well-designed facilities, addressing problem areas where crashes are occurring, and building awareness among motorists and bicyclists about their respective rights and responsibilities for using the roadway. The Plan identifies a number of implementation actions to address each of these elements.

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

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

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

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

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

The AASHTO Guide for the Development of Bicycle Facilities provides design and construction guidelines, and operation and maintenance recommendations for bicycle facilities. The MUTCD provides standards for on-street bicycle facilities. Following these standards will allow local agencies to move forward with confidence that what they are doing is consistent with the latest research on safely accommodating all modes of transportation.

[Goal] Education and Enforcement:

Objective: Promote safe and secure bicycle infrastructure

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

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

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

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

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

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

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

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

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

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

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

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

Objective: Increase intergovernmental cooperation on bicycle policy and projects

Given the number of agencies with influence and responsibility over the roadway network within the planning area, intergovernmental cooperation on bicycle policy and projects is critical for successful implementation of the Plan. This objective relates back to the Plan’s vision for promoting consistent design and development of bicycle facilities across jurisdictions, which can only be achieved if all agencies collaborate and work together.

Objective: Establish funding sources for implementation and ongoing maintenance

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

[Goal 5] Health: Improve public health by promoting alternative physical activity methods.



11/14/2014

Danville Area Transportation Study

Unified Planning Work Program Project Submission Form

The purpose of this form is the submission of annual transportation related planning studies. Each idea submitted must be consistent to the goals and objectives of the Danville Connections 2035 long range transportation plan. The submissions will be provided to the Technical Committee for review and consideration of inclusion with the annual work program. The DATS member agency shall submit one completed form to the MPO Director for each project that agency wishes to sponsor.

Submitted By

City of Danville

Name of Project Downtown Parking Study

Objective/Task Description What is the purpose and scope of work for the task?

Determine number and location of parking spaces needed for existing and future conditions of the downtown Danville area.

Schedule What is the anticipated time schedule, including start and end dates?

Fiscal Year 2016

Benefit How does this task help to implement the Long Range Transportation Plan?

Supports economic development and optimizes the downtown traffic circulation system.

Administrator Who will be in charge of the task and what is their title and agency affiliation?

Chris Milliken, Planning and Zoning Manager, City of Danville

Participants Who, besides the administering agency, will take part in this task (i.e. non-profits, etc)?

DMT, CRIS, DDI, Vermilion Advantage

Total Costs Please identify requested funding and anticipated consultant costs and funding match.

\$0, to be performed by DATS staff



11/14/2014

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Submitted By

City of Danville

Name of Project River Trail Study

Objective/Task Description What is the purpose and scope of work for the task?

Identify issues and opportunities along the Vermilion and North Fork Vermilion Rivers for multi-use path locations and links to current and future surrounding uses. Evaluate linkages to other planned facilities.

Schedule What is the anticipated time schedule, including start and end dates?

Fiscal Year 2016

Benefit How does this task help to implement the Long Range Transportation Plan?

Integrate transportation planning supporting further development of non-motorized transportation supporting economic development and growth. Coordinate transportation and land use planning.

Administrator Who will be in charge of the task and what is their title and agency affiliation?

Chris Milliken, Planning and Zoning Manager, City of Danville

Participants Who, besides the administering agency, will take part in this task (i.e. non-profits, etc)?

DMT, CRIS, DDI, Vermilion Advantage, City of Danville, Danville convention business bureau, Danville Arena, other stakeholders.

Total Costs Please identify requested funding and anticipated consultant costs and funding match.

\$50,000 PL Funds



11/14/2014

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Submitted By

City of Danville

Name of Project Wayfinding Signage Study

Objective/Task Description What is the purpose and scope of work for the task?

Evaluate needs and make recommendations for way finding signage throughout the City of Danville.

Schedule What is the anticipated time schedule, including start and end dates?

Fiscal Year 2016

Benefit How does this task help to implement the Long Range Transportation Plan?

Coordinate transportation system with existing land uses.

Administrator Who will be in charge of the task and what is their title and agency affiliation?

Chris Milliken, Planning and Zoning Manager, City of Danville

Participants Who, besides the administering agency, will take part in this task (i.e. non-profits, etc)?

DMT, CRIS, DDI, Vermilion Advantage, City of Danville, Danville convention business bureau, Danville Arena, other stakeholders.

Total Costs Please identify requested funding and anticipated consultant costs and funding match.

\$20,000 PL Funds
