



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

DATE: Thursday, May 7, 2015
TIME: 11:00 AM (following the Illinois Listening Tour in Danville)
PLACE: Danville City Hall
Lower Level Council Chambers
17 W. Main St.
Danville, IL 61832

AGENDA

- I. Call to Order & Roll Call**
- II. Approval of Agenda**
- III. Approval of Minutes**
 - a. Approval of Minutes from April 9, 2015 meeting*
- IV. Public Comment Period**
- V. New Business**
 - a. Items of Information:*
 - i. Illinois Listening Tour Recap- May 7th @ 9:30 AM*
 - b. Discussion & Vote:*
 - i. FY 17 STU Project Prioritization*
 - ii. Final Adoption of the Public Participation Plan*
- 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

April 9, 2015

A meeting of the Danville Area Transportation Study (DATS) Technical Committee was held on Thursday, April 9, 2015 at Danville City Hall, 17 W. Main St., Danville, IL.

DATS Technical Committee Vice Chairman David Schnelle called the meeting to order at 10:30 AM.

I. Roll Call:

MEMBERS IN ATTENDANCE: Janet Payonk, Vermilion County Highway
Robert Nelson, IDOT District 5
Jim Wilson, Newell Township
David Schnelle, City of Danville
Amy Marchant, CRIS

Note: Jim Wilson arrived at 10:36 and quorum was established.

MEMBERS NOT PRESENT: Doug Staske, Vermilion County Highway
Lisa Beith, Danville Mass Transit
Vermilion Regional Airport Representative
Villages Representative

OTHERS IN ATTENDANCE: Jaclyn Marganski, DATS Director
Liila Bagby, DATS Planner I
Vicki Haugen, Vermilion Advantage
Bob Westover, Vermilion Advantage
Tom Kelso, IDOT OP&P
Karen Shoup, IDOT OP&P
Betsy Tracy, FHWA
JD Stevenson, FHWA
John Paul Kohler, FHWA

II. Approval of Agenda

Motion to approve the agenda made by Amy Marchant 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 March 5, 2015.

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

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

IV. Public Comment Period

- a. Vicki Haugen from Vermilion Advantage introduced Bob Westover, who will be representing Vermilion Advantage and working with the MPO moving forward.

V. New Business

a. Items of Information:

1. DATS Federal Review- The FHWA review of the MPO took place on Wednesday, April 8 and Thursday, April 9. Betsy Tracy provided a quick summary of the review and the results to the Technical

Committee. A formal report and suggestions will be made in the future.

b. Discussion & Vote

- i. FY 15-18 TIP Amendment: IDOT TIP AMENDMENT
 1. IDOT is milling bicycle friendly, 8" rumble strips on Henning Road between Hilleary and Kennekuk County Park. 4-5 foot paved shoulders currently exist.
 2. David Schnelle noted that it would be nice to have these rumble strips included north of Kennekuk Park, as this is a high recreational bicycle riding route within the community.
- ii. FY16 UPWP Call for Projects
 1. Projects that were suggested for FY 16 projects include a Downtown Parking Study, Off-street River Trail, and Wayfinding and Signage Study.
 2. The eligibility of the wayfinding and signage study was deemed appropriate as long as it keeps a regional outlook.
 3. The FY 16 UPWP dictates what work will be accomplished during FY 16 by the MPO.
 4. An assumption was made in the budget, in determining that at least the same value of funds received in FY15, will be received in FY 16. This assumption was made at the direction of IDOT OP&P staff. We will know the outcome of funding by May 31, 2015.
- iii. FY16-19 TIP Draft
 1. Approval to be set out on 30 day public review.
 2. Received from CRIS FY 16-19 Tip Draft still waiting for draft from IDOT.
 3. No changes suggested.
- iv. LRTP Project Prioritization
 1. Director Marganski is excited to set this out for public review, keeping in mind missing two components. (The Performance Measures as established by MAP-21 Federal Regulations and the expanded project list) Will be added as an amendment.
 2. Bob Nelson suggested edits on the following pages 3, 4, 9, 19, 41, 59 and 61.
 3. David Schnelle questioned removing project 2 (S. Griffin over Stony Creek) since it is currently out to letting. Project will be removed from list.
 4. Jaclyn spoke with the Village of Tilton and project 14 (East Ross Lane) will be removed from list as well.
- v. Regional Bike Plan Update
 1. Two main focuses of this bike plan are connectivity around the city, and a link to the Kickapoo Rail Trail.
 3. Discussion of the increase in motorized bikes and golf carts on shared use paths and sidewalks, question of what other cities do to address this trend. It is up to zoning codes in each city.
 4. Because of our aging population maybe important to look at this trend. Suggestion made: maybe we need to address this and start looking at 10' instead of 8' wide shared use paths.

- c. Voice vote: A motion was made to vote on all items at the same time, this motion included approving the IDOT amendment, placing the FY16 UPWP Draft on Public Review, placing the FY 16-19 TIP on public review, placing the 2040 LRTP on public review, and placing the 2015 Regional Bike Plan on Public Review. Motion made by Amy Marchant second by Janet Payonk.

Yea 5 Nay 0 Absent 4 Abstain 0

VI. Old Business

a. Agency Reports

- i. Danville Mass Transit
 1. Building of Transfer Station approved to go to bid, waiting on some final documents. Then will take to city council for approval in May. Construction predicted to start in June or July.
- ii. City of Danville
 1. Projects have started back up, such as Bowman Ave.
 2. S. Griffin St. Bridge is out for letting
 3. Close to final approval for Danville High School Shared Use Path
- iii. Vermillion County
 1. Plows are off the streets now just cleaning the mess from the winter.
 2. Currently working on: resolving environmental issues, some historical projects on roadways, windfarm roads, and box culverts.
 3. Sweeping of funds will determine what projects will be completed this year.
- iv. Townships (Danville, Newell, Georgetown, Catlin)
 1. Done plowing working on patching.
- v. Towns (Tilton, Georgetown, Westville, Catlin, Belgium)
 1. No Report.
- vi. CRIS
 1. Getting shovel ready to build new facility. Funding is still unknown.
 2. Healthy aging site front entrance being redesigned thank you to David Schnelle for design work.
- vii. IDOT
 1. Bridge construction on US 136 will resume. Delayed because of section loss. The project is 41% complete right now.
- viii. FHWA
 1. Second round of TIGER Grant applications open. This year will have a pre-application deadline of May 4th. Final deadline June 5th. First deadline will help to determine eligibility.
- ix. Airport
 1. No Report. The MPO will try to encourage participation moving forward.

*Final discussion on performance of Seal coat on roads did others have issues. Yes, with seal coat and aggregate, could be because of double freeze unsure of reasons.

VII. Adjournment

- a. Motion to adjourn made by Jim Wilson and seconded by Amy Marchant.
- b. Meeting adjourned by DATS Technical Committee Vice Chairman David Schnelle at 11:11 am.

DATS - STU FUNDS

\$110,364.36 STU Unobligated Balance as of date below
 * Allotment included in Unobligated
 Balance

FY 2015	\$110,364.36	Allotment* Begin Bal.	TIP No
	\$110,364.36	End Bal.	

FY 2016	\$459,105.87	Allotment	
	\$569,470.23	Begin Bal.	TIP No
	\$569,470.23	End Bal.	

FY 2017	\$459,105.87	Allotment	
	\$1,028,576.10	Begin Bal.	TIP No
	\$1,028,576.10	End Bal.	

FY 2018	\$459,105.87	Allotment	
	\$1,487,681.97	Begin Bal.	TIP No
	\$1,487,681.97	End Bal.	

FY 2019	\$459,105.87	Allotment	
	\$1,946,787.84	Begin Bal.	TIP No
	\$1,946,787.84	End Bal.	

28-Apr-15

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 bike 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.	<input checked="" type="checkbox"/>
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.	<input checked="" type="checkbox"/>
Addresses at-grade railroad crossings and/or addresses access management and/or minimizes overall traffic delays 	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>
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.	<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)	
Roadway surface on minor arterial with multiple curves and must be maintained to provide safe roadway.	<input checked="checked" type="checkbox"/>

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.—

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“(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.

Prepared For

**Policy Committee
of the
Danville Area Transportation Study**

In Cooperation With

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

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Definitions:

Metropolitan Planning Organization (MPO): A forum for cooperative transportation decision-making for the metropolitan planning area.

Long Range Transportation Plan (LRTP): A document that projects the needs, issues, and priorities for the Danville Urbanized Area over at least a twenty-year time period. SAFETEA-LU mandates that the MPO update the LRTP every five years. Before a transportation project can receive funding, it must be consistent with the LRTP and included in the Transportation Improvement Program (TIP).

Transportation Improvement Program (TIP): A staged, multiyear, intermodal program of transportation projects that is consistent with the metropolitan transportation plan. (FHWA definition) The MPO updates the TIP each fiscal year.

Public Participation: An open process to seek out and encourage early and continuous public participation throughout the development of transportation plans and projects. It provides a mechanism whereby staff, citizens and decision makers can exchange information and ideas.

The Public: May include any individual, interest group, organization, or governmental agency other than the sponsoring agency, or any combination thereof. Every effort will be made to include minority, low income, elderly, and any other special interest groups.

Unified Planning Work Program (UPWP): An outline of the proposed tasks, schedules, and estimated costs associated with conducting the area's transportation planning research over a one- to two-year period. It identifies the funding sources for each project, lists the administrative activities necessary for the development of the LRTP and TIP, and is updated annually.

List of Acronyms:

- **DATS** Danville Area Transportation Study
- **EPA** Environmental Protection Agency
- **FHWA** Federal Highway Administration
- **FTA** Federal Transit Administration
- **PP** Participation Plan
- **MAP-21** Moving Ahead for Progress in the 21st Century Act
- **MPO** Metropolitan Planning Organization
- **LRTP** Long-Range Transportation Plan
- **TIP** Transportation Improvement Plan
- **UPWP** Unified Planning Work Program

I. Introduction

The purpose of this document is to present the procedures to be used by the Danville Area Transportation Study (DATS) to involve the public in the planning process. The intent of the participation plan is not simply to encourage public input, but to foster full public participation in the decision-making process. (Community Based Planning Under ISTEA, Bicycle Federation of America, 1993).

The Danville Area Transportation Study Metropolitan Planning Organization's (DATS MPO) Public Participation Program is an umbrella policy, encompassing the plans and programs of the Urbanized Area's transportation planning process. Public involvement is an integral part of the DATS MPO's planning efforts. The Public Participation Program is comprised of the public involvement programs for all major planning activities, including the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the on-going transportation planning (3C) process.

Meaningful public and stakeholder involvement is critical to the long-term success of the Danville Area Metropolitan Planning Organization. The objective of this participation plan is three-fold:

1. Ensure that transportation planning requirements and public involvement goals, as identified in federal regulations and state and regional plans and policies, are met.
2. Establish guidelines for public involvement that bridge statewide and metropolitan planning processes for current and future projects.
3. Detail how public comment will be obtained, distributed, considered, documented, acted upon, and evaluated.

The DATS MPO will seek public input through a myriad of techniques, including public notices, comment periods, charrettes, public hearings, newsletters, surveys, media relations, social media, and input from committees and commissions that are appointed by local member governments. The MPO will hold a forty-five (45) day public comment period for amendments to this Plan. The MPO's Public Participation Program will be consistent with the requirements of the *Moving Ahead for Progress in the 21st Century Act*.

Federal law requires all metropolitan planning areas with populations greater than 50,000 people to designate a Metropolitan Planning Organization (MPO) to develop transportation plans for the region. It also requires that a Public Participation Plan be created that affords the public a reasonable opportunity to participate in and comment on transportation plans.

Building off the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation, the transportation reauthorization bill

Moving Ahead for Progress in the 21st Century Act (MAP-21) continues to support previous federal public participation guidelines.

II. **Purpose**

The purpose of the DATS MPO Public Participation Program is to create an open decision making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process. This Program is designed to ensure that transportation decisions will reflect public priorities.

Meaningful public and stakeholder involvement is critical to the long-term success of the Danville Area Metropolitan Planning Organization. The objectives of this participation plan are established guidelines to:

- ❖ **Inform** the public in a timely manner of policies, progress of specific projects, and issues related to the planning process.
- ❖ **Involve** all stakeholders with early opportunities for participating in the decision-making process.
- ❖ **Attend** to citizen concerns and ideas
- ❖ **Learn** from collected information and stakeholders' ideas to develop consensus and resolve conflict, to generate better planning decisions.
- ❖ **Develop** an effective outreach process that includes an integrated feedback process for evaluation and improvement.
- ❖ **Reflect** regularly on the measured effectiveness of participation strategies, and make subsequent changes to seek greater future success.

III. **Goals & Objectives**

1. Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.
2. Maintain public involvement from the early stages of the planning process through detailed project development.
3. Use different combinations of public involvement techniques to meet the diverse needs of the general public.
4. Educate citizens and elected officials in order to increase general understanding of transportation issues.
5. Make technical and other information available to the public using the MPO website and other electronically accessible formats and means as practicable.
6. Employ visualization techniques to the various MPO planning activities.
7. Consult with State and federal agencies in the development of the MPO's planning projects.
8. Establish a channel for an effective feedback process.
9. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the MAP-21 guidance.

IV. General Policy Framework

It is the policy of the DATS MPO to have a proactive public involvement process that provides complete information, timely public notice, and full public access to DATS MPO activities at all key stages in the decision making process. It is also DATS MPO policy to involve the public early in the planning process, and to actively seek out the involvement of communities most affected by particular plans or projects. Furthermore, it is a goal of the Public Participation Program that the MPO's LRTP, TIP, UPWP, and any other planning projects, be developed in a manner that assures that the public, and affected communities in particular, are afforded ample opportunity to participate in the development of such plans.

▪ IV.A. Adequate Time for Public Comment

The MPO shall allow reasonable time for public review and comment at key decision points. These include, but are not limited to, action on the LRTP, TIP, and UPWP. Minimum notification periods shall be as follows:

- Amendments to the DATS MPO Public Participation Program- 45 days
- Adoption of the TIP & major TIP amendments- 30 days
- Adoption of the LRTP- 30 days
- Adoption of the UPWP & major UPWP amendments- 30 days
- Policy & Technical Committee meetings- 7 days

▪ IV.B. Method of Notifying the Public

The MPO shall use appropriate methods to notify the public of its activities and of opportunities for public involvement. Determination of which methods to use must be done for each individual transportation planning program or study. However, the minimum requirements are listed below:

- ◆ Legal notices in local newspaper (Commercial News)
- ◆ Updates on MPO website
- ◆ Mailing lists
- ◆ Press releases
- ◆ Periodic MPO newsletters
- IV.B.1. Schedule of Meetings: For regularly scheduled meetings, the annual schedule of meetings shall be filed with the City of Danville (the Lead Planning Agency) clerk's office and each municipality's clerk's office at the beginning of each calendar year.
- IV.B.2 Meeting Notices: A notice of each Policy & Technical Committee meeting shall be filed with every town clerk's office. A notice for MPO public involvement workshops or meetings shall be advertised in local newspapers.
- IV.B.3. Policy & Technical Committee Meetings Public Comment: Every Policy and Technical Committee meeting agenda by the DATS MPO will include an opportunity for public comment.

- *IV.B.4. Mailing Lists:* DATS MPO shall maintain a master mailing list for public involvement and outreach activities. The mailing list shall include broad representation of MPO member jurisdictions, multi-modal transportation groups, environmental justice communities, neighborhood groups, local and State agencies responsible for environmental protection, conservation, land use management, natural resources, historic preservation, etc. Notice of meetings shall be sent to all persons on the corresponding mailing list. Anyone may request that his or her name be added to a particular mailing list by indicating the particular list and providing either an email address or regular mail address.
- *IV.B.5. DATS MPO Website:* DATS MPO shall maintain a calendar of meetings and activities on its website. The MPO also shall make technical and other information available to the public using the MPO website and other electronically accessible formats and means as practicable. The website shall also include copies of appropriate reports, plans, maps and visualization information pertaining to MPO planning activities and programs.
- *IV.B.6. Visualization Techniques:* DATS MPO shall employ visualization techniques in disseminating information relating to the MPO planning activities. The goal of the MPO visualization policy is to help the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets, and land use information more effectively. Visualization techniques will vary, and could range from GIS displays to scenario planning tools.
- *IV.B.7. Legal Notices in Newspapers:* Anytime the MPO initiates a formal public comment period, notice of the opportunity to comment shall be posted in a legal ad in the area's major daily newspaper, and other media sources as appropriate.
- *IV.B.8. Interested Parties:* DATS MPO shall mail meeting notices to persons who have expressed a special interest in the MPO's overall transportation program, or specific studies.
- *IV.B.9. Additional Methods:* The DATS MPO shall give consideration to alternative methods of involving the public that are appropriate to specific projects. Such methods may include, but are not limited to newsletters, transportation related committees if MPO member jurisdictions, advertising in minority and alternative language newspapers, distributing information through public libraries, preparing press releases, etc.

V. **Strategies to Involve the Public in the Planning Process**

In general, input and participation from the general public will be sought as early in the process as practical. However, in some cases public involvement may not be fruitful before some groundwork has been performed.

With regard to the four points at which public involvement is mandatory (i.e., in development of the LRTP, TIP, and UPWP, and before their approval), the following will apply:

1. In Development of the LRTP:

- a. Special interest groups will be identified and targeted early in the process
- b. Public workshops will be held to introduce to the general public the planning process and explain to them the role they could play. Similar forums will be held throughout the development process, as needed, to ensure continued involvement and timely information.
- c. Meetings and discussions pertaining to the different phases of the transportation plan will be open to the public as they occur.

2. In Development of the TIP:

- a. Reviews of the draft TIP will be conducted every year, or as needed, using any of the forms listed in Appendix D: Checklist of Public Involvement Procedures
- b. DATS' processing of any comments received concerning the Danville Mass Transit Program of Projects satisfies the public hearing requirements outlines in 49 USC Section 5307 (c).
- c. Opportunities for citizen input in the prioritization of projects will be provided throughout the process.
- d. If deemed necessary, separate meetings may be held on any issue that is identified as particularly important and/or sensitive

3. Before Approval of the LRTP and TIP:

- a. If necessary, and depending on the nature and extent of the feedback received from the general public, DATS may hold a meeting to exclusively address/respond to public comments and input. This meeting should take place well before final approval.
- b. Upon approval of the draft LRTP, a 30-day comment period will be available where the general public may comment on the draft by writing, calling or visiting the MPO office, as noted on page 2. If a DATS meeting takes place during this period, such meeting may be used by the public to provide input and feedback.
- c. The final draft document will be made available to the public for review before final approval, dispersed throughout the urbanized area at easily accessible and ADA compliant locations. These locations consist of public libraries and government buildings. A list of these locations is provided via public notice in the local newspaper and on the DATS webpage. Necessary publicity will be initiated to bring to public attention the availability of the document for review. Public comments can also be received by MPO staff via the DATS website, telephone, fax, and postal mail.

- d. The website is a distributional tool that exhibits the LRTP for public accessibility, and collects input from interested parties. During the public review period, interested parties have the opportunity to contact MPO staff about any portion of the document through the website.
 - e. Any significant public comments will be documented and addressed in the final document.
 - f. Final approval of the LRTP, which signifies its adoption, will take place during a DATS meeting to be held before the applicable deadline.
 - g. Final approval of the TIP signifies approval of the Danville Mass Transit Program of Projects, which thus satisfies the program of projects requirements of the Urbanized Area Formula Program.
- 4. In Developing and Before Approving the UPWP:**
- a. Reviews of the draft UPWP will be conducted every year using any of the forms listed in Appendix D: Checklist of Public Involvement Procedures
 - b. The final draft document will be made available to the public for review before final approval, dispersed throughout the urbanized area at easily accessible and ADA compliant locations. These locations consist of public libraries and government buildings. A list of these locations is provided via public notice in the local newspaper and on the DATS webpage. Necessary publicity will be initiated to bring to public attention the availability of the document for review. Public comments can also be received by MPO staff via the DATS website, telephone, fax, and postal mail.
 - c. The website is a distributional tool that exhibits the LRTP for public accessibility, and collects input from interested parties. During the public review period, interested parties have the opportunity to contact MPO staff about any portion of the document through the website.
 - d. Upon approval of the draft UPWP, a 30-day comment period will be available where the general public may comment on the draft by writing, calling or visiting the MPO office. If a DATS meeting takes place during this period, such meeting may be used by the public to provide input and feedback.
 - e. Any significant public comments will be documented and addressed in the final document.

5. In Development of Title VI:

Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice #12898 state that no person or group shall be excluded from participation in, or denied the benefits of, any program or activity utilizing federal funds.

The Danville Area Transportation Study Metropolitan Planning Organization (DATS MPO) is required to identify any disproportionately high and adverse health or environmental effects of its program on minority and low-income populations. The DATS MPO is also charged with evaluating the MPO plans and programs for environmental justice (EJ) sensitivity, including expanding their outreach efforts to low-income, minority,

and other disadvantaged populations, as part of the United States Department of Transportation's certification requirements. The MPO's environmental justice initiatives accomplish this by involving the potentially affected public in developing transportation projects that fit harmoniously within their communities.

It is the policy of the DATS MPO to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI or the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities. It is also the policy of the DATS MPO to ensure that no person shall, on the ground of sexual orientation or gender identity, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

A copy of the DATS MPO Civil Rights Title VI Compliance Report can be found at the DATS MPO website, specifically at the following link:

VI. **Forms of Public Participation**

DATS MPO shall provide reasonable public access to technical and policy information used in the development of the Long-Range Transportation Plan, the Transportation Improvement Program (TIP), and related studies, plans, and programs.

Every effort will be made to ensure that the general public will be given ample time for comments and feedback. Where applicable, deadlines will be set. Because planning issues vary in complexity, input/participation periods and type of forum used will also vary. Such forums/mechanisms may range from information releases to joint planning and decision-making.

To ensure an efficient and fruitful public involvement process, the following means, or any combination thereof, may be used:

Public Notification: Public notice of a meeting shall be made at least seven days in advance of the meeting.

Mailing Lists: DATS maintains a list of all committees, subcommittees, units of government, and interested parties. Citizens may add their names to this list by notifying the DATS office, via the DATS website or through a committee member.

Copies of Documents: Copies of all documents created by DATS are available on the DATS website and at the DATS office for public review, including the Unified Planning Work Program (UPWP), Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and Public Participation Plan (P³). All local libraries are

also sent several drafts of planning documents for public review. Citizens may contact the MPO for copies of final updated documents.

Public Comment: DATS staff and committees welcome public input into their planning and review process. Citizens may submit written or verbal comments via comment cards provided with draft documents, email, on the website, during appropriate comment periods at public meetings or anytime by telephoning the DATS office or a committee member.

Open Meetings: All DATS meetings are open to the public. Notices are posted five days in advance of each meeting. If a person needs special assistance, DATS staff can be of assistance if provided with advance notice.

Public Forums: Public forums will be held during the preparation of the TIP, LRTP, and for significant amendments to these documents, in compliance with federal law.

DATS Attendance in Other Meetings: DATS staff attends other meetings held by agencies within the planning area to keep informed about public concerns and issues.

Presentations by DATS staff: Periodic presentations to organizations are made on DATS activities (i.e., City of Danville Council meetings).

DATS Website: DATS has taken advantage of the effectiveness of Internet communication by using its website to coordinate and promote various forms of public participation. It serves as a tool to notify the public of meetings and open forums, to disseminate plans and other documents, and to announce public review periods. Through the site, citizens may join the DATS mailing list, submit comments electronically, or download comment forms for hard-copy submissions. Efforts to maintain clear and up-to-date information will continue in order to provide everyone the opportunity to learn and voice opinions about the transportation planning process.

VII. Review Procedures/Reassessment of P.P.P.

Periodic review of public participation activities to evaluate program effectiveness is required by federal regulations (23 CFR 450.212(a) (7)). Overall evaluation of public participation efforts on a regular basis helps answer whether the program is meeting the key participation plan objectives. Specific evaluation measures can be used to quantify the level of public participation. This can help to determine under what circumstances public participation tools are effective or not. Through the evaluation process, a participation program can be refined and improved.

The evaluation of the MPO public participation programs will focus on an assessment of each program's overall success and effectiveness in achieving its participation goals. Strong participation numbers and inclusion of a broad range of interests is of particular concern to the MPO staff. Criteria have been established to accurately measure the

effectiveness of each of the recommended public participation tools in accomplishing these specific goals. Appendix E outlines the evaluation criteria, both qualitative and quantitative, that will be used to monitor each tool in the program and evaluate the effectiveness of the actual public participation activities undertaken throughout the process. The MPO will also solicit comments on the effectiveness of the Public Participation Plan through outreach programs to seek out and consider the needs of those traditionally under-served by existing transportation systems, including environmental justice (low-income & minority), elderly, and Limited English Proficiency households.

The MPO has developed four tools to measure the effectiveness of public outreach efforts. These tools, outlined in Appendix D, are mailing lists, public forums, open meetings and the internet. On all occasions, measures of public participation are recorded as numbers, statistics, and summaries of qualitative observations. The quantitative components include meeting attendance, number of hits on the internet site and number of suggestions received. The qualitative components measure the quality of information released by the MPO. Negative net changes or an absence of any positive net change in participation indicates a need to address our strategies.

The Participation Plan will be formally reviewed every five years and updated as necessary by the MPO to assure that it is promoting an effective process, which provides full and open access to all persons. After changes have been implemented, the revised Participation Plan will go through the MPO Committees- Technical and Policy- followed by a forty-five day comment period before final adoption. The Participation Plan's forty-five day comment period will be advertised in a local newspaper- the News Gazette. The document will be available for review at various locations throughout the Urbanized Area. All comments received will be reviewed, considered and incorporated, as appropriate. A report documenting the public participation plan and review process, including comments received, will be made part of the final P³ document, which will be available online and at the MPO's office.

The Participation Plan is intended to be a living document which can incorporate revisions and edits from the public. It is also designed to be flexible and offer a number of varied techniques for public participation. As the MPO evolves and tests these methods, staff will determine which strategies work best and build on these successes.

Appendix A: Code of Federal Regulations- Public Participation**Code of Federal Regulations: Public Participation in Metropolitan Transportation Planning**

23 CFR 450.316b (1):

The metropolitan transportation planning process shall: Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs and meets the requirements and criteria specified as follows:

- i. Require a minimum public comment period of 45 days before the public involvement process is initially adopted or revised;
- ii. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to central city and other local jurisdiction concerns);
- iii. Provide reasonable public access to technical and policy information used in the development of plans and TIPs and open public meetings where matters related to the Federal-aid highway and transit programs are being considered;
- iv. Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of plans and TIPs (in nonattainment areas, classified as serious and above, the comment period shall be at least 30 days for the plan, TIP and major amendment(s));
- v. Demonstrate explicit consideration and response to public input received during the planning and program development processes;
- vi. Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households;
- vii. When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the U.S. EPA's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP;
- viii. If the final transportation plan or TIP differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available;
- ix. Public involvement processes shall be periodically reviewed by the MPO in terms of their effectiveness in assuring that the process provides full and open access to all;
- x. These procedures will be reviewed by the FHWA and the FTA during certification reviews for TMAs, and as otherwise necessary for all MPOs, to assure that full and open access is provided to MPO decision-making processes;
- xi. Metropolitan public involvement processes shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs;

Appendix B: Components of Public Participation Process

PLANNING COMPONENTS	SCHEDULE OF MEETING/ACTIVITY	COMMENT PERIOD	DISCUSSION
Public Meetings			
Transportation Improvement Program (TIP)	Typically in March	30 days after approval of initial draft	All significant public comments will be included in each document, as specified in 23 CFR 450:Subpart C.
Long Range Transportation Plan (LRTP)	Updated every 5 years	30 days after approval of initial draft	
Participation Plan (PP)	Reviewed annually	45 days after approval of initial draft	
Supplemental Public Meetings			
Major TIP Amendments Major LRTP Amendments Major UPWP Amendments	As Appropriate	30 days after approval of initial draft	
Open Meetings			
Danville Area Transportation Study (DATS) Policy Committee	As Needed (A list of dates and times are available at the DATS office and the Website www.cityofdanville.org)		Administrative amendments to the TIP and other items not specifically requiring public involvement are discussed at policy and technical committee meetings.
(DATS) Technical Committee	As Needed (A list of dates and times are available at the DATS office and the Website, www.cityofdanville.org)		
Highway Transportation Subcommittee	As necessary		
Transit Transportation Subcommittee	As necessary		
Specific Project Subcommittees	As necessary		
Additional Public Information			
Technical Assistance	Provided Daily	Answering comments and requests is a continuous process.	
Staff Presentations	As requested		
Other	Newsletters, Internet website, brochures, attendance at other meetings, comment cards, etc.		

Appendix C: Methods of Public Participation

A variety of methods are available to DATS staff for ensuring equitable public participation in the planning practices. DATS staff utilizes as many of those methods listed below that are deemed appropriate to time constraints, scale of a project and the workload capacity available to staff. The suggestion of new methods is always welcome.

- Making meeting announcements on the DATS website, in local newspapers and through local media
- Creating citizen advisory committees
- Creating newsletters and/or brochures regarding DATS staff and committee activities
- Making available a summary, analysis and report of significant public comments
- Providing comment cards/box at libraries for all documents seeking approval
- Using surveys to measure public opinion and comments
- Using DATS website as a forum for draft and final documents
- Providing summaries of popular DATS documents on the website
- Holding public exhibits, open houses, conferences, and/or workshops concerning MPO and DATS activities
- Posting meeting announcement flyers at neighborhood locations and/or in local public buses
- Making a feedback page available to the public on the DATS website
- Making staff available for receiving public comments and questions

Appendix D: Evaluation Criteria

PP Tool	Quantitative	Qualitative
Mailing Lists	Number of Additions to a Mailing List	Concise and Clear Information Portrayed
	Diversity of Representation	Effectiveness of Newsletter Format
	Quantity of Educational Materials Distributed	
Public Forums	Number of Events/Opportunities for Public involvement	Effectiveness of Meeting Format
	Number of Comments Received	Public Understanding of Process
	Number of Participants	Quality of Feedback Obtained
	Number of Avenues Used to Reach Environmental Justice Audiences	Timing of Public Involvement
	Diversity of Attendees	Meeting Convenience: Time, Place, and Accessibility
		Was Public's Input Used in Developing the Plan?
Open Meetings	Number of Comments Received	Effectiveness of Meeting Format
	Number of Participants	Public Understanding of Process
	Number of Avenues Used to Reach Environmental Justice Audiences	Quality of Feedback Obtained
	Diversity of Attendees	Was Public's Input Used in Developing the Plan?
DATS Website Internet Site	Number of MPO Documents	Timeliness of Document Updates
	Number of Hits per Month	Announcement of Meetings
	Number of Public Comments and Suggestions Submitted	Effective format for information access
	Number of additions to a mailing list	Quality of Feedback Obtained
		Concise and Clear Information portrayed

Appendix E: Consultation Partners

Organization	Address (Danville, IL 61832, unless noted otherwise)
Ameren IP	POB 17070 Urbana, IL 61803
Aqua Illinois	1000 S Schuyler Ave Kankakee, IL 60901
Association of Metropolitan Planning Organizations	1730 Rhode Island NW, Suite 608 Washington, DC 20036
Catlin Planning Commission	113 Mapleleaf Dr. Catlin, IL 61817
City of Danville	17 W. Main St.
City of Danville Public Works Committee	17 W Main St
City of Georgetown	208 S. Walnut St. Georgetown, IL 61846
City of Westville	201 N. State St. Westville, IL 61883
Commercial-News	17 W. North Street
CRIS Senior Services	309 N. Franklin
Crosspoint Human Services	210 Avenue C
Danville Area Community College	2000 E. Main St.
Danville Mass Transit	101 N. Jackson St
Danville Planning and Zoning Commission	17 W. Main St
Danville Sanitary District	16161 Grape Creek Rd 61834
Danville Township	101 W. North St.
Danville Township Highway Department	101 W. North St.
Downtown Danville Incorporated	8 E. Vermilion St
Emergency Management Agency	2507 Georgetown Road Tilton, IL 61833
Federal Highway Administration, Illinois Division	3250 Executive Park Drive Springfield, IL 62703
Federal Transit Administration	200 W. Adams St. Suite 320 Chicago, IL 60606
Georgetown Planning Commission	208 S. Walnut St. Georgetown, IL 61846
Georgetown Township	1805 N. Main St. Georgetown, IL 61846
Georgetown Township Highway Department	208 S. Walnut St. Georgetown, IL 61846
Illinois Department of Transportation	2300 S. Dirksen Pkwy. Springfield, IL 62764
Newell Township	19 E. Liberty Lane Danville, IL 61832
Newell Township Highway Department	200 Illinois Street

	Bismarck, IL 61814
Pheasants Forever	17938 N. 680 East Rd. Fithian, IL 61844
School District 118	516 N. Jackson St.
School District 2	125 Ellsworth St. Westville, IL 61883
School District 4	400 W. West St. Georgetown, IL 61846
School District 5	701 1/2 W. Vermilion St. Catlin, IL 61817
The News-Gazette	137 N. Walnut St.
Tilton Economic Development Board	1001 Tilton Rd. Tilton, IL 61833
Vermilion Advantage	28 W North St
Vermilion County Airport	22633 N Bowman Avenue, Ste. 1 Danville, IL 61834
Vermilion County Board	6 N Vermilion St
Vermilion County Conservation District	22296-A Henning Rd. Danville, IL 61834
Vermilion County Emergency Telephone System Board	2 E. South St
Vermilion County Farm Bureau	1905 Route 150 W Ste. C
Vermilion County Highway Department	Route 150
Vermilion County Soil and Water Conservation District	1905 Route 150 W Ste. C
Vermilion County Transportation Subcommittee	6 N Vermilion St
Vermilion County Workforce Investment Board	6 N Vermilion St
Village of Belgium	22 Orlea St. Belgium, IL 61883
Village of Catlin	W Coml Catlin, IL 61817
Village of Tilton	1001 Tilton Rd Tilton, IL 61833

CERTIFICATE OF PUBLICATION IN

The Independent News

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

02/18/2015

PUBLIC NOTICE

DANVILLE AREA TRANS. STUD

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

PUBLIC NOTICE

**Danville Area
Transportation Study**
Public Participation Plan
will be available for a
forty-five (45) day public
review beginning Febru-
ary 16, ending April 3,
2015.

Available locations:
City of Danville City Hall
Georgetown Public Library
Danville Public Library
Westville Public Library
Catlin Public Library

<http://www.dats-il.com>
Please send comments
via telephone or email to:
217-431-2873
jmarganski@cityofdanville.org

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