An Update to *Decatur Pathways 2030*

The Long Range Transportation Plan
for the
Decatur Urbanized Area Transportation Study (DUATS)

Long Range Transportation Plan 2035

December 2009

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In cooperation with:

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Decatur Park District
Decatur Public Transit System
Illinois Department of Transportation
Federal Highway Administration
Federal Transit Administration
Macon County Highway Department
Village of Forsyth
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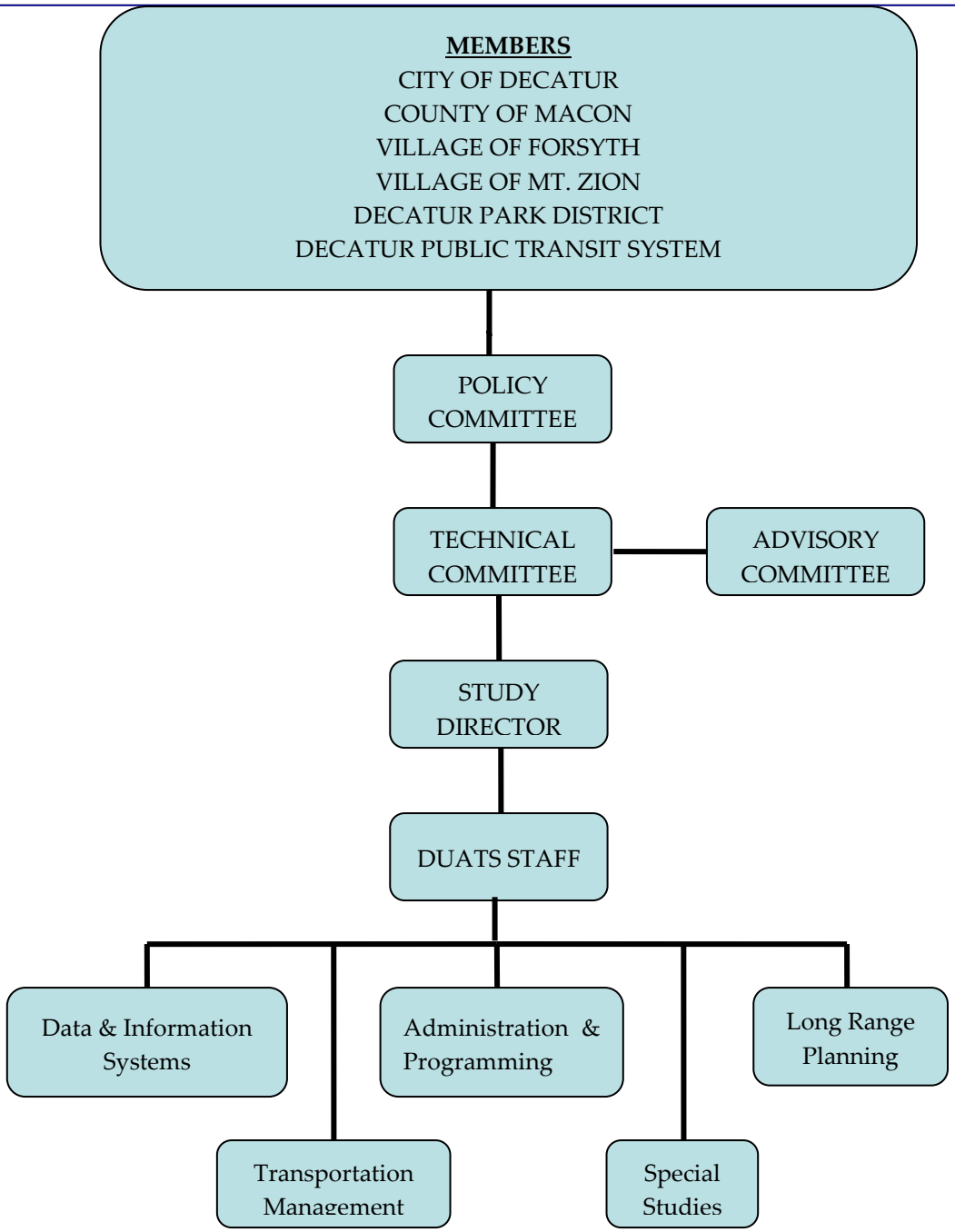
DUATS ARCHITECTURE



DECATUR URBANIZED AREA TRANSPORTATION STUDY

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Acronyms

AADT..... Average Annual Daily Traffic
ADA ..... Americans with Disabilities Act
ARRA ..... American Recovery and Reinvestment Act
BCI..... Bicycle Compatibility Index
CBD..... Central Business District (in Decatur)
CDBG ..... Community Development Block Grant
CH ..... County Highway
CHD ..... Macon County Highway Department
CIP..... Capital Improvement Plan
CITY ..... City of Decatur
COUNTY ..... Macon County
CRS..... Condition Rating Survey
CSS ..... Context Sensitive Solutions
DPD ..... Decatur Park District
DPTS ..... Decatur Public Transit System
DUATS ..... Decatur Urbanized Area Transportation Study
FAA..... Federal Aviation Administration
FHWA ..... Federal Highway Administration
FRA ..... Federal Rail Administration
FTA ..... Federal Transit Administration
FTZ..... Foreign Trade Zone
FY ..... Fiscal Year
GIS ..... Geographic Information Systems
HCV ..... Heavy Commercial Vehicle
HALIS..... High Accident Location Information System
IDOT ..... Illinois Department of Transportation
ICC ..... Illinois Commerce Commission
IDNR ..... Illinois Department of Natural Resources
IEPA ..... Illinois Environmental Protection Agency
ITS ..... Intelligent Transportation System
LRTP ..... Long Range Transportation Plan
LOS..... Level of Service
MFT ..... Motor Fuel Tax
MPA ..... Metropolitan Planning Area
RTP..... Recreational Trails Program
STIP ..... Statewide Transportation Improvement Program
TDP ..... Transit Development Program
TIP ..... Transportation Improvement Program
UWP ..... Unified Work Program
TEP ..... Transportation Enhancement Program
SAFETEA-LU..... Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
STP-R ..... Surface Transportation Program - Rural (local or state)
STP-U ..... Surface Transportation Program - Urban (local or state)
VPD..... Vehicles Per Day

CHAPTER 1. INTRODUCTION

This Update of the 2030 Long Range Transportation Plan (LRTP) was prepared by staff for the Decatur Urbanized Area Transportation Study (DUATS). DUATS is the Lead Agency for the Decatur metropolitan area. The LRTP addresses potential transportation improvements to the year 2035 for the Metropolitan Planning Area (MPA). The purpose of this plan is to identify, plan, and guide future year transportation decisions and improvements within the MPA.

The LRTP views transportation in terms of the movement of people and goods, not just vehicles. While the plan analyzes specific transportation modes (e.g. roadways, public transportation, bicycles/pedestrians, rail, and aviation), it stresses the interrelationships between modes and encourages the integration of the various transportation components into a system that efficiently and cost-effectively meets the mobility needs of the area's citizens, businesses, industries, and the traveling public. It also must take into account the interdependent aspects of transportation planning with other community planning activities such as land use, human and natural resources, economic development etc..

The LRTP is designed to be financially realistic. The recommendations are based on reasonable expectations and projections of available federal, state and local revenue. The LRTP does not assume that significant additional funding will be available beyond current funding levels. Furthermore, the plan is intended to be flexible and capable of responding to new or changing conditions. In a sense, the plan is a work in progress, and not a finished product. Land use and transportation studies are continuously being completed which may result in changes to the plan. Moreover, the plan must be updated at least every five years, and amendments may occur more frequently in response to the changing realities of an urban transportation system.

Perhaps most importantly, the LRTP reflects the vision and direction of local officials, relevant agencies, stakeholders, and the general public. The plan development has included public participation opportunities intended to assure the public was able to be involved in the planning process. The public provided valuable information needed to develop, maintain, and carry out an effective transportation plan. The public involvement process provides opportunities to educate the public about transportation planning, creating an informed community, which leads to better planning.

Long Range Transportation Planning

Transportation planning is a process for accommodating the linkages between land use, economic development, mobility, and environmental conditions to improve the quality of life for area citizens. The planning process is ***comprehensive***, examining the contribution of all transportation modes (e.g., roadways, transit, bicycles, pedestrians, rail operations, and aviation). The process is a ***coordinated*** effort between federal, state, local and private transportation providers. The process is also ***continuous***, anticipating and responding to the changing transportation needs within the community over the next twenty to twenty-five years.

The transportation planning process recognizes the interdependent relationship that exists between land use and transportation decisions. Rarely are transportation issues (i.e., congestion, circulation/accessibility problems, etc.) confined to one jurisdiction or unit of local government. Instead, the impact of transportation and development decisions often extend beyond defined city and

village boundaries and can have significant regional impacts. The designation of the MPA and the process of preparing the LRTP is intended to analyze the transportation system from a regional perspective and to identify appropriate solutions to address the area's future transportation demands. By doing so, individual communities are able to more effectively manage their transportation resources and meet their future needs.

Regional Planning

Transportation planning should have and is intended to have a major impact on development in the MPA. This Update intends to bring sustainable development characteristics to the forefront through the efficient use of resources including balanced land development and conservation and more compact land uses. Encouraging developments in and adjacent to existing municipalities promotes greater density which allows for the more efficient use of transportation funds. More dense and carefully planned residential, industrial, commercial and mixed use districts encourages the use of public transit and alternative transportation modes.

Somewhat in contrast, the type and location of transportation infrastructure has a powerful effect on the location and intensity of land use development. Therefore, it is crucial that the transportation plan be designed to support the land use plan, both in terms of location and intensity of service to be provided by different modes. Well planned and located transportation facilities combined with appropriate levels of service are vital to the success of a sensible development initiative, the efficient use of limited community resources, enhancement of local and regional security, improvement of the quality of life, providing an accessible and connected community, maintaining and improving the economy while helping to instill a sense of pride.

Community cooperation in the planning and development of transportation facilities and associated land use is imperative and is required. Governments and their citizens must cooperate to ensure efficient connectivity and the wise use of resources. The U.S. Department of Transportation mandates a comprehensive, cooperative and continuing approach to transportation planning in the MPA prior to receiving federal transportation dollars. The entity authorized to carry out this Federal mandate is the Decatur Urbanized Area Transportation Study (DUATS).

DUATS was formed in 1964 to handle the transportation activities in the MPA. The organization and structure of DUATS was re-authorized in 2002 through the execution of an intergovernmental agreement. Amendments to that Agreement were adopted in early 2006 in which the Lead Agency planning functions were moved from Macon County to the City of Decatur. DUATS is made up a Policy Committee, a Technical Committee, an Advisory Committee and staff. DUATS' mission, goals and objectives are guided by the Long Range Transportation Plan (LRTP), which is prepared at least every five years.

Transportation planning activities are undertaken by DUATS staff in cooperation with the Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and member entities. The Policy Committee makes final decisions regarding budget expenditures, project selection and other policy matters affecting the overall operation of DUATS. The Policy Committee includes the Mayor of Decatur, Macon County Board Chairman, IDOT Region 4 Engineer, Mayor of Forsyth, and Mayor of Mt. Zion. The Policy Committee is currently chaired by the Mayor of Decatur. Election of a chairperson and vice-chair happen every other year. The next elections are slated for June 2010. Any of the voting members, with the exception of the IDOT Regional Engineer, can be elected to chair the DUATS Policy Committee.

Under the general direction of the Policy Committee, the Technical Committee manages the overall transportation planning efforts for DUATS. This committee has the responsibility of professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee is comprised of thirteen members representing local governments within the MPA and IDOT District 7 personnel. The Technical Committee is currently chaired by the County Engineer. Elections occur every two years. Elections for Chair and Vice-Chair are scheduled for June 2010.

DUATS is the only intergovernmental planning entity in the County. It strongly encourages cooperation among the jurisdictions and strives for the betterment of the region. Interested parties, such as the League of Illinois Bicyclists, Decatur Bike Club, Macon County Environmental Resource Council, Macon County Farm Bureau, business, industry and other stakeholders, also provide input and help strengthen the cooperative, regional focus.

The long standing regional focus of DUATS took on a significant and historic aspect in 2005 when it was proposed that DUATS become the sponsoring agency for a countywide comprehensive planning initiative. One of the many goals of such an endeavor was to formulate a cooperative, mutually beneficial, unified plan that would not consider land use, housing, economic development, natural resources or transportation singularly, but would study and then formulate a plan that acknowledged the interdependence of jurisdictions within the County that would promote regional concepts to help bring about "one community," and would provide a more concrete and understandable relationship between transportation, land use and other community planning activities.

After gaining the approval of FHWA and IDOT, along with the unanimous support of the Decatur City Council and the Macon County Board the *Macon County – Decatur Comprehensive Plan* project was commenced in September 2006. In July 2009, the Draft Plan was placed on public display with the intent to have the Draft undergo an extensive public review and comment period. This multiple year planning study was shaped by the people of Macon County. Hundreds of personal contacts and interviews with local leaders were conducted. Focus groups and working group committees met numerous times to provide input and guidance on proposed goals and objectives. Town Hall meetings were held in July and September 2007 with over 500 interested citizens telling us their stories while educating us about areas and issues of importance to them. Presentations were made to civic and community groups by the staff. Out of this extensive public participation process came many recommendations. Those recommendations, along with an extensive factual analysis of our existing conditions, trends and comparison with other communities, were woven together to form the foundation for the Comprehensive Plan.

In August 2009, the *Macon County – Decatur Comprehensive Plan* became an official reality through its unanimous adoption by the Macon County Board and Decatur City Council. The adopted Plan recognizes the critical importance of community wide and interdisciplinary planning and the importance of coordinating land use and development activity with transportation planning. DUATS intends for the Comprehensive Plan and the LRTP to be complimentary in a time when fiscal and human resources are limited and transportation infrastructure needs are increasing.

There are two separate geographical boundaries as part of DUATS' transportation study area. These boundaries include the following.

- **Urbanized Area Boundary –** Established by the U.S. Bureau of the Census and updated every 10 years as part of the U.S. Census. Defined areas include a central city and contiguous

territory that combined has at least 50,000 people and a density of over 1,000 people per square mile. This area can be expanded by coordination between IDOT and local officials but must include all of the Census identified Urbanized Area. The Federal Highway Administration (FHWA) and the Governor must approve it. It is typically updated every three (3) to not more than five (5) years and may be done in conjunction with the LRTP update. This boundary is used to determine which projects are eligible for urban or rural funding. The Urbanized Area Boundary was reviewed and approved in December 2008.

- **Metropolitan Planning Area (MPA) Boundary –**The MPA must include all of the Urbanized Area and should include all contiguous areas that may become urbanized during the time frame covered in the 2035 LRTP. This boundary is established by agreement between DUATS and the Governor through IDOT. A copy of the boundary is provided to FHWA. This boundary is used to determine which projects are included in the Transportation Improvement Plan (TIP) and LRTP and therefore are eligible for federal funding. The MPA Boundary was reviewed and approved in December 2008.

Our Metropolitan Planning Area

The City of Decatur lies at the center of the MPA. There are seven municipalities located within its boundaries. They include Decatur, Forsyth, Harristown, Long Creek, Oreana, Mount Zion and Warrensburg.

Macon County is connected to the region and the country by a system of Federal, State and County highways as shown on Page 6. Interstate 72 wraps around the City of Decatur from the northeast to the southwest in a sixteen-mile partial loop providing a means of access from the interstate system to the major. Interstate 72 provides an east-west connection to the U.S. National Interstate Highway System. U.S. Route 51 is a four-lane limited access facility running north-south from south of Bloomington, Illinois through Macon County south to near Pana, Illinois. It continues south as a two lane route to the Ohio River. U.S. Route 36 provides access to and through Decatur from the east and feeds I-72. Illinois Route 48 is a two lane, state highway with a northeast-southwest orientation. Illinois Route 121 has a northwest-southeast orientation. Illinois Route 105 runs from its terminus in southwest Decatur east through the County and completes the spoke pattern that provides highway access to and from all areas of Macon County.

The minor arterial system combined with the principal arterial system creates a system that is at the high range of the Federal Highway Administration Guidelines. The collector road system, driven by the township level grid of rural roadways lies well above the accessibility percentage set by the FHWA.

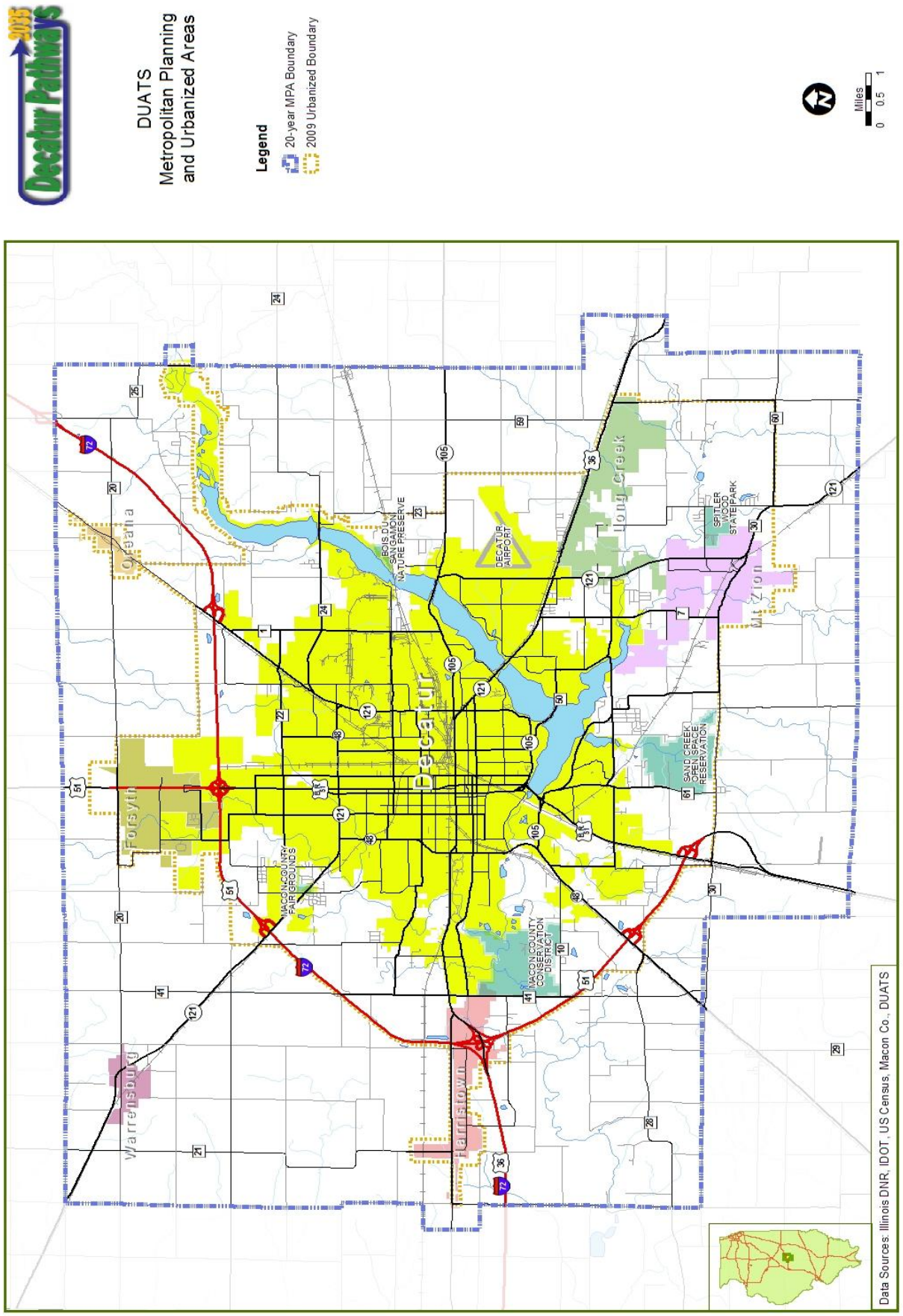
The current MPA boundary encompasses approximately 219 square miles. The Urbanized Area boundary encompasses approximately 103 square miles. Current population estimates for the MPA are 105,400 and 101,600 for the Urbanized Area. As mentioned above, the MPA contains the City of Decatur, the villages of Forsyth, Harristown, Long Creek, Mt. Zion, Oreana and Warrensburg. A map showing the boundaries of the MPA can be found on the following page.

Population projections done during the creation of the *Macon County – Decatur Comprehensive Plan* revealed that growth over the next twenty years will be modest. If these projections hold true over the life of this LRTP, transportation and infrastructure investments will have to be made wisely and with

prudence.

Since 1990, the MPA overall has experienced an increase in housing while simultaneously losing population. The increase in housing and loss of population has been unevenly distributed. During the past fifteen years population and housing units increased in Hickory Point, Oakley, and Mount Zion Townships. Population decreased, but housing units increased in Harristown, Whitmore, Long Creek and South Wheatland townships. The Villages of Forsyth and Mt. Zion experienced large percentage increases in population and housing. The City of Decatur lost population and housing units.

During this same fifteen year period, average home size increased while household size declined. Development trends have been toward the urban fringes which pulls the housing market and associated commercial development further from the existing, older core neighborhoods. This trend leaves certain areas with transportation and infrastructure that is underutilized, while requiring large investments in the construction and installation of new infrastructure to service new development. Correspondingly, the average commute time and average daily traffic has increased on certain routes.


DUATS
Metropolitan Planning
and Urbanized Areas
Legend
20-year MPA Boundary
2009 Urbanized Boundary
Miles
0 0.5 1
Decatur
Long Creek
Mt Zion
Forsyth
Warrensburg
Harristown
Oreana
DECATUR AIRPORT
SPITLER WOOD STATE PARK
SAND CREEK OPEN SPACE RESERVATION
MACON COUNTY CONSERVATION DISTRICT
MACON COUNTY FAIRGROUNDS
Data Sources: Illinois DNR, IDOT, US Census, Macon Co., DUATS

Governing Legislation

To a great degree, Federal legislation defines the LRTP planning process. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 recognized the economic and cultural diversity of metropolitan areas, and the need to provide metropolitan areas with more control over transportation decisions. ISTEA emphasized the efficient use and preservation of the existing transportation infrastructure, the inclusion of private citizens and stakeholders in the planning process, the synergistic relationship between all modes of transportation, and transportation linkage with the environment.

ISTEA was replaced by the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 reaffirmed much of what ISTEA set out to accomplish, including public involvement, linking land use to transportation planning, a multi-modal approach in developing transportation solutions, the need for increased mobility and transportation's key role in economic growth. TEA-21 added the requirement that the LRTP be financially constrained, meaning each transportation project and strategy identified in the plan is backed by clearly specified federal, state, local and/or private funding sources. It also shifted the evaluation of transportation systems from how well the system is physically operating to how well the system is meeting the needs of the users. It places the public and stakeholders at the center of the decision-making process, and views transportation in terms of the movement of people and goods, not just vehicles.

Superseding TEA-21 was the current authorization bill, SAFETEA-LU, Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users. SAFETEA-LU again affirmed much of its predecessor but added the requirement that DUATS become more proactive and assiduous in its assigned tasks and roles in order to enhance its relevance, expand transportation planning support services and become more assertive in seeking public input and creating working relationships with associates and partners in local and regional transportation and transportation related matters. It also requires DUATS to take into account safety, security, operations and maintenance, environmental mitigation, increasing intermodal connections, efficient freight movement and human services transportation in its planning activities.

Finally, ISTEA and TEA-21 and SAFETEA-LU are linked with the Clean Air Act Amendments of 1990 (CAAA). The CAAA recast the planning function to confirm that transportation planning will help and not hinder the region in meeting federal air quality standards. It encourages reduced auto emissions, and fewer trips by single-occupant vehicles, and it promotes the use of alternative transportation (transit and bicycles) as a more viable part of the transportation system. Making the receipt of federal funding dependent upon a region's ability to meet air quality standards reinforces the linkage between transportation planning and federal air quality standards. The MPA currently meets all air quality standards and is not subject to the regulations defined in the CAAA.

Study Process

The DUATS 2035 LRTP is a continuing, comprehensive, and cooperative plan for the future transportation system. The LRTP provides a blueprint to build upon an ever-evolving process of goal setting, deficiency analysis, and solution identification. The future transportation system will evolve as the area's priorities and conditions change, demographics shift and new technologies develop.

This LRTP defines a balanced program of capital development and systems operations. It provides a structure and planning process for examining how all modes of transportation can be integrated and

work collectively to serve the mobility and economic development needs of the MPA. This LRTP has been developed through the active participation and efforts of DUATS, FHWA, FTA, IDOT, the City of Decatur, the Decatur Park District, the Village of Forsyth, the Village of Mt. Zion, and Macon County government along with other local government, agency, and stakeholder input.

Transportation Work Products

To optimize use of transportation resources, transportation projects and programs must be carefully planned in advance. FHWA and FTA require DUATS to have a three "C" planning process that results in a transportation plan consistent with the needs of the area. The three primary products of this process are the Unified Work Program (UWP), the Transportation Improvement Plan (TIP), and the LRTP. These documents are described as follows:

- **Unified Planning Work Program –** The annually updated UWP outlines proposed tasks and estimated costs associated with conducting the area's transportation planning research plus the administrative activities necessary for the development of the LRTP and TIP.

- **Transportation Improvement Plan –** The TIP is an annually updated, short-range, four-year programming document which allocates funding for specific transportation projects and activities in the area. The TIP must include all projects that will use Federal and State funds within the MPA, including but not limited to; roadway, transit, bicycle, and pedestrian modes.

- **Long Range Transportation Plan –** The LRTP is the 25 year planning document that provides a framework for addressing the area's transportation needs. This includes an overview of existing and future needs, with defined strategies to meet those needs. This plan must be updated every 5 years.

Public Involvement

In compliance with SAFETEA-LU, the Public Involvement Plan (PIP) provisions of the 2030 LRTP were extensively amended in September 2007. During the review for this 2035 LRTP Update, it was determined that with current and anticipated staff levels, funding and transportation planning requirements those amendments included activities that were too aggressive and could not be maintained. This update intends to proactively encourage the involvement of citizens in the transportation planning process at a realistic and sustainable level.

Public involvement is critical to a transportation planning and the creation of the this LRTP. DUATS staff and local officials actively solicit comments from those who know the community best: the people who live and work here. Public involvement informs and educates the public about transportation planning which in turn leads to better planning. Public participation gives the public a sense of ownership of the plan. Regular meetings are held by the member entities, by planning and engineering professionals, by stakeholders and by other representatives of the community. It is a process of taking part in the transportation planning and decision-making that affects the community.

In September 2008, a group of interested social service providers and local officials began the process of exploring the alternatives for the provision of a rural transportation system. In November 2008, this group was extensively expanded to over 90 individuals representing the major social service providers, units of local government, transit users, stakeholders and other interested citizens and

became the Macon County Transit Partnership Group. DUATS intends to use this entity as an ongoing channel for public involvement in the transportation planning process.

DUATS 2035 LRTP Organization

- Chapter 1 provides background on the LRTP development process and information on the regional setting and transportation system
- Chapter 2 outlines the vision statement, goals, and objectives for the 2035 LRTP.
- Chapter 3 summarizes the existing transportation conditions and identifies transportation deficiencies within the MPA.
- Chapter 4 identifies the challenges and opportunities in transportation, land use, population and employment projections leading up to 2035.
- Chapter 5 addresses issues regarding planning for the safety of the transportation system.
- Chapter 6 identifies security issues.
- Chapter 7 involves a look at environmental conditions and mitigation strategy.
- Chapter 8 discusses the operation and management of the system.
- Chapter 9 examines efforts and initiative to engage the public in the transportation planning process.
- Chapter 10 includes efforts to improve human services transportation alternatives.
- Chapter 11 analyzes year 2035 conditions for the respective transportation modes and identifies issues and potential transportation improvements.
- Chapter 12 contains the financial capacity analysis that documents the region's ability to implement the potential transportation improvements.
- Chapter 13 identifies the recommended transportation improvements.

CHAPTER 2. GOALS AND OBJECTIVES

This chapter defines the vision statement and overall goals, and objectives used in developing the 2035 LRTP. A component of this LRTP is that the recommended improvements reflect the values of the area citizens, businesses, industries, and the traveling public. The goals and objectives provide guidance in the planning process and define the means by which specific transportation improvements are evaluated.

Vision Statement

The vision statement is a brief description of a desired future condition that is dependent on specific transportation policies and decisions. The vision statement defines the general direction of the transportation system if policies and strategies are implemented to address the goals and objectives. The vision statement frames the development of the goals and objectives which in turn drive the identification and implementation of the recommended transportation strategies and improvements. The vision statement is:

Vision Statement

DUATS will continue to develop a regionally integrated multi-modal transportation system to meet the values, needs, and goals of the area's citizens, businesses, industries
and the traveling public.

Goals and Objectives

Goals and objectives carry forth the focus of the community's vision. Goals and objectives are the result of providing opportunities for and listening to what the citizens, businesses, industries and institutions and other stakeholders believe are important. Their collective involvement and the correct translation of their opinions evolve into guidelines and recommendations that provide the various agencies with what should be constructed, how operations should function, and how best to maintain our transportation infrastructure.

The coming decades will provide us with a host of challenges. As congestion increases, drive times become longer, air quality is compromised and infrastructure costs increase it will take the collective community to adequately and fairly address the issues. At the same time many opportunities will present themselves. Our ability to meet the challenges and take advantage of the opportunities will be dependent upon public input.

Goals are general in nature. They pertain to area-wide or systemic issues and may overlap with other goals as impacts on the system as a whole must be considered. Decision-makers are the ones that assign priority to the various goals when making implementation decisions.
Goals developed for this LRTP are represented by a continuing and collaborative effort between units of local government, the Policy Committee, Technical Committee, stakeholders and the public. They reflect the collective vision that defines important transportation issues within the MPA. The goals provide the framework for this LRTP.

Objectives expand upon the goal by identifying types of actions that may alleviate the problem. Generally

there are several objectives associated with a particular goal. They too may overlap with each other.

SAFETEA-LU Planning Factors

SAFETEA-LU established planning factors that must be addressed. The planning factors are intended to provide a framework and direction on how the projects identified for inclusion in a LRTP should be prioritized. The following table shows the planning factors and identifies how the goals address them. The goals and objectives below are expanded later in the Plan.

Relationship of SAFETEA-LU Planning Factors to the 2035 LRTP Goals

Goals and Objectives	2035 LRTP Goals
1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	1
2) Increase the safety and security of the transportation system for motorized and non-motorized users.	1, 5
3) Increase the accessibility and mobility options available to people and for freight.	3, 4, 5
4) Protect and enhance the environment, promote energy conservation, and improve quality of life.	6
5) Enhance the integration and connectivity of the transportation system, across and between modes, for people and for freight.	1, 4
6) Promote efficient system management and operation.	1, 2
7) Emphasize the preservation of the existing transportation system.	2

SOURCE: SAFETEA-LU and DUATS

Goal and Objectives – #1

Goal	Objectives
1. Develop coordinated multi-modal transportation system that facilitates the safe, secure, and efficient movement of people and goods to, from, within, and through the Metropolitan Planning Area which fosters the growth of the local and regional economy.	a) Continue inter-jurisdictional land use and transportation planning in the MPA to improve and standardize the regional transportation system. b) Sustain coordinating planning practices that enhance our transportation system's security and safety to ensure access in the event of natural or national emergencies. c) Develop regional policies to encourage through trips on major streets (expressways and arterials) and discourage them on local streets. d) Continue the financially constrained 4-year TIP process and identify projects that would be developed if additional resources were available. e) Plan for intermodal terminals to foster efficient transfer of people and goods between and among various modes of transportation. f) Continue the corridors revitalization efforts of the City, County, and property owners in identifying visual enhancements, safety and access management issues. g) Promote community walk-ability by requiring alternate modes of transportation be incorporated into all new construction and major reconstruction projects and by increasing efforts to create dedicated bike and pedestrian allowing for the connection of people and places. h) Launch a freight consolidation study to encourage the joint use of rail facilities which could result in major increases in efficiencies, reductions in rail/vehicle conflicts and possible closure of certain rail crossings.

Goal and Objectives – #2

Goal	Objectives
2. Improve and maintain the existing transportation system to make the most efficient, safest and most cost-effective use of existing infrastructure investments.	a) Support projects that maximize the performance of existing transportation facilities. b) Utilize management systems to help develop procedures for continuing studies, facilitate periodic review, and revise long-range plans. c) Work to reduce traffic fatalities to less than 1.0 per 100 million vehicle miles travelled by 2015. d) Assist Decatur Park District in its efforts to retain, expand and enhance passenger and air freight services at the Airport. e) Improve efficiency of roadway facilities by changing traffic operations or improving route design to upgrade road capacity in congested and potentially congested areas. f) Establish a consistent system of road standards and classifications between municipalities within the MPA. g) Utilize life-cycle costing to aid transportation investment decisions. h) Minimize transportation expenditures through negotiations with public and private development groups. i) Maximize the utilization of existing infrastructure by encouraging innovative and compact development strategies and minimize future infrastructure development needs and construction costs through consistent coordination of regional land use decisions and by using transportation management techniques.

Goal and Objectives – #3

Goal	Objectives
3. Promote and expand utilization of regional facilities.	a) Continue to explore opportunities for passenger rail service that links the MPA with Chicago, St. Louis, and other metropolitan areas. b) Promote the MPA as a regional freight distribution center by enhancing existing and constructing new facilities using public-private development strategies. c) Develop a regional hierarchy of roads to concentrate major vehicular movements on uniformly spaced thoroughfares. d) Integrate air transportation with local travel modes. Promote the use of the Decatur Airport to efficiently and affordably serve regional and national passenger and cargo movements. e) Develop transportation centers and inter-city terminals to promote inter-modal travel and regional expansion.

Goal and Objectives – #4

Goal	Objectives
4. Develop and promote a countywide Public Transit System that provides area citizens with a competitive alternative to the private automobile.	a) Continue to support the efforts of the Macon County Transit Partnership Group as it works to provide services which meet the needs of special and at risk groups in the planning, design, and implementation of a countywide public transit system and related transportation facilities. b) Expand transit service between existing and future residential areas, employment centers and various transportation services and facilities. c) Seek additional funding for public transit endeavors to better serve existing needs and expand transit service for 2nd and 3rd shift employees and weekend users in the MPA. d) Search for funding and authorizations that would allow expansion of the transit system to other villages located in the MPA. e) Promote site planning and mutually beneficial land use development strategies and patterns that encourage the use of public transit and make public transit more efficient and easier to use. f) Expand cost effective transit services to serve regional activity centers during principle hours of operation.

Goal and Objectives – #5

Goal	Objectives
5. Promote alternative modes of transportation and related facilities including pedestrian walkways and bicycle paths.	a) Plan, develop, and promote bicycle and pedestrian facilities as viable and efficient forms of transportation for recreational use and commuting. b) Develop a system of safe, efficient and clearly marked, on-street bike lanes and off-street paths and trails throughout the MPA which connect residential areas, neighborhoods, schools, parks, service, shopping, and employment centers. c) Comply with the Americans with Disabilities Act and State of Illinois requirements by providing clearly marked and maintained walkways, sidewalks, crosswalks, ramps, and curb cuts along streets. d) Promote non-motorized transportation by providing safe, walk-able environments that include measures to separate pedestrian movements from vehicular traffic. e) Require new developments and major reconstructions to include the installation of sidewalks and other non-vehicular links and require that road and street improvements include replacement or construction of adequate alternative means for non-vehicular traffic.

Goal and Objectives – #6

Goal	Objectives
6. Coordinate land use and transportation improvements to insure compatibility and sensitivity with the social, economic, and ecological environments.	a) Review at least annually the Macon County-Decatur Comprehensive Plan to maintain that strong relationship between land use development and transportation improvements. b) Preserve adequate rights-of-way for future transportation facilities including the South East Beltway corridor through appropriate land use regulations and other legislative action(s). c) Minimize displacement and disruption of existing residential, employment, and tax base areas. d) Encourage project implementation that provides for coordinated management with other existing and planned transportation improvement and future land use plans. e) Avoid encouraging the penetration of neighborhoods by vehicular traffic not destined to the area in order to preserve the quality-of-life. f) Adopt transportation standards that are consistent with USDOT and IDOT design guidelines that incorporate context sensitive solutions where appropriate.

CHAPTER 3. EXISTING CONDITIONS

The existing transportation chapter contains a conditions report on the transportation network within the MPA including an evaluation of the individual transportation modes and the interaction and connectivity between them. Roadways, transit, bicycle/pedestrian, rail and air transportation are included.

Roadways

The MPA contains a typical grid road and street pattern network that is altered by topography, conservations areas, Lake Decatur and Interstate (I-) 72. The network is generally deemed in good condition. The MPA is connected to the surrounding rural areas and the region by a system of Federal, State and County highways. I-72 provides an east-west connection to the national interstate highway system. US 51, a four lane, restricted access highway between Bloomington to the north and Pana to the south. Illinois (IL) 48 travels northeast-southwest through Macon County, providing an alternate route between I-55 and St. Louis and I-57 and Chicago. IL 121 extends northwest and southeast between I-55 and Lincoln and I-57 and Mattoon. US 36 provides an important link between the City of Decatur east to the Illinois-Indiana border. IL 105 is another east-west route that extends from the junction of IL 48 in southwest Decatur, east to the Piatt-Macon County line.

As mentioned, topography, Lake Decatur and I-72 interrupt and are obstacles to the grid system. For example, there are five bridge crossing locations to facilitate the movement of traffic to areas primarily east and west of the Sangamon River and Lake Decatur. To the south, southwest, across the Sangamon River and its tributaries, traffic movement is limited to just a few bridge locations. Several residential developments throughout the MPA use curvilinear street patterns to limit pass through traffic and increase the amount of developable land.

Functional Classification

Functional classification is a process by which streets, roads and highways are grouped into "classes" which describes the service level provided and operation of roadways within the transportation network. The functional classification system facilitates the safe and efficient movement of people and goods.

The majority of the area's roadway mileage is within the jurisdiction of the City of Decatur. The State of Illinois has jurisdiction over the interstate, expressways and most of the major arterials. Many of the minor arterials and collectors, based on roadway mileage, is under jurisdiction of the Macon County Highway Department.

One area that lacks a sufficient number of high classification routes is in the east and southeastern portion of the MPA. This area is generally southeast of Lake Decatur, around Mt. Zion and Long Creek. The South East Beltway would address this concern by providing a major thoroughfare in the southeast portion of the MPA. The South East Beltway would have significant mobility benefits in terms of accessibility and traffic movement in the southeast and east portions of the MPA.

The Urban Classified System provides for the efficient movement of traffic. The system is well connected and provides for continuous traffic flow resulting in good circulation. Exceptions are found during peak travel periods on Lake Decatur bridge crossings, on Pershing between Woodford and Monroe Streets and Route 51, north from Mound Road through Forsyth.

There are further disruptions to the traffic flow involving freight rail movements through Decatur, involving all of the area's rail companies. Other areas of disruption are Brush College Road at Illinois Route 10 (William Street), Illinois Route 48, south bound, at the junction of Brush College Road and seasonal traffic delays on Brush College Road as grain trucks deliver product to ADM.

The map on Page 21 shows the various functional classifications of the roadways in the Decatur MPA.

Table 2 - Street Design Criteria

Principal Arterials (Interstates, Expressways, and Other Principal Arterials)

Service	Principal arterials provide a high degree of continuity of travel around the MPA.
Connection	Principal arterials typically connect to other principal arterials.
Form	Principal arterials normally have at least four lanes with a traffic median or turn lane.
Frequency	Spacing of principal arterials should relate to the need to connect major destinations.
Access	Properties abutting the principal arterial should not have direct access onto Arterials.
Land Use	Land uses adjoining Principal arterials should be protected from the negative effects of traffic by large setbacks and landscaping techniques including vegetative screens and berms.

Minor Arterials (Major Streets)

Service	Minor arterials provide continuous travel through the MPA.
Connection	Minor arterials provide connection to areas of high activity and connect the County Highway System to the road network.
Form	Minor arterials should have be a total of four lanes wide with opposing traffic separated by a median or two lanes wide with a third lane for turning movements.
Frequency	Minor arterials should occur no more often than one every mile intervals within the MPA.
Access	Access to minor arterials from abutting property should be limited to public roads.
Land Use	Land uses along minor arterials should be protected from the negative effects of traffic by large setbacks and landscaping techniques including vegetative screens and berms.

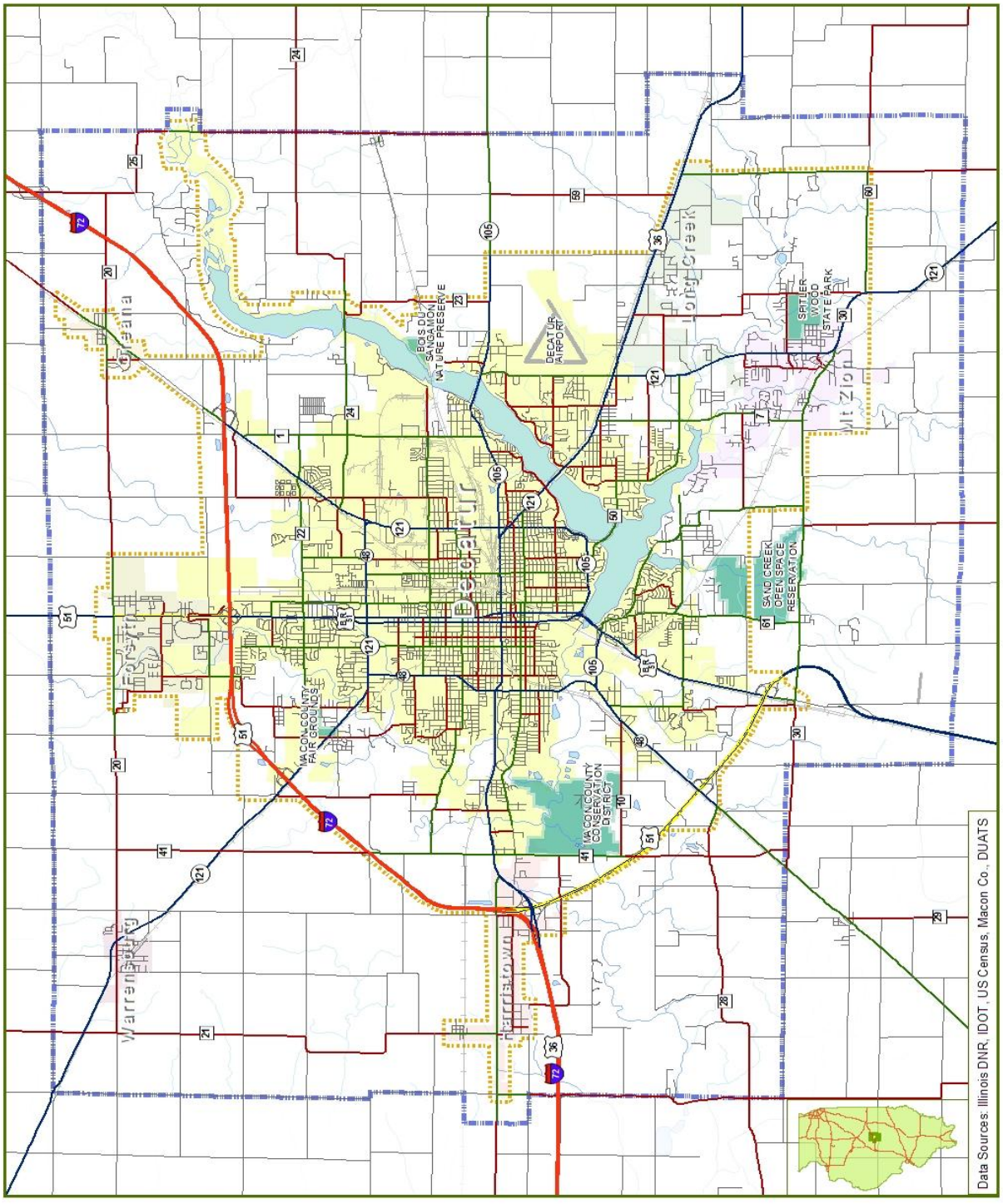
Urban Collector Streets and Roads

Service	Collectors link local streets and roads to minor arterials. Urban collectors should not provide a high degree of continuity for travel or serve as alternatives to minor arterials.
Connection	Collectors should collect traffic from local streets and distribute it to the minor arterials.
Form	Collectors vary from two to four lanes wide and are usually less than two miles in length.
Frequency	Collectors occur throughout the urban area.
Access	Abutting properties normally have access onto urban collectors.
Land Use	When urban collectors only provide connection between local streets and minor arterials no special land use considerations are needed.

Local Streets (Minor Residential Streets and Roads)

Service	Local streets provide for travel from individual properties to urban collectors.
Connection	Local streets connect local traffic to collectors.
Form	Local streets typically are no more than two lanes wide in residential areas.
Frequency	Local streets occur universally throughout the MPA.
Access	Properties are allowed direct access on to the local streets and roads.
Land Use	Local streets typically require no special land use considerations.

Functional Classification System (2009)



Average Daily Traffic Counts

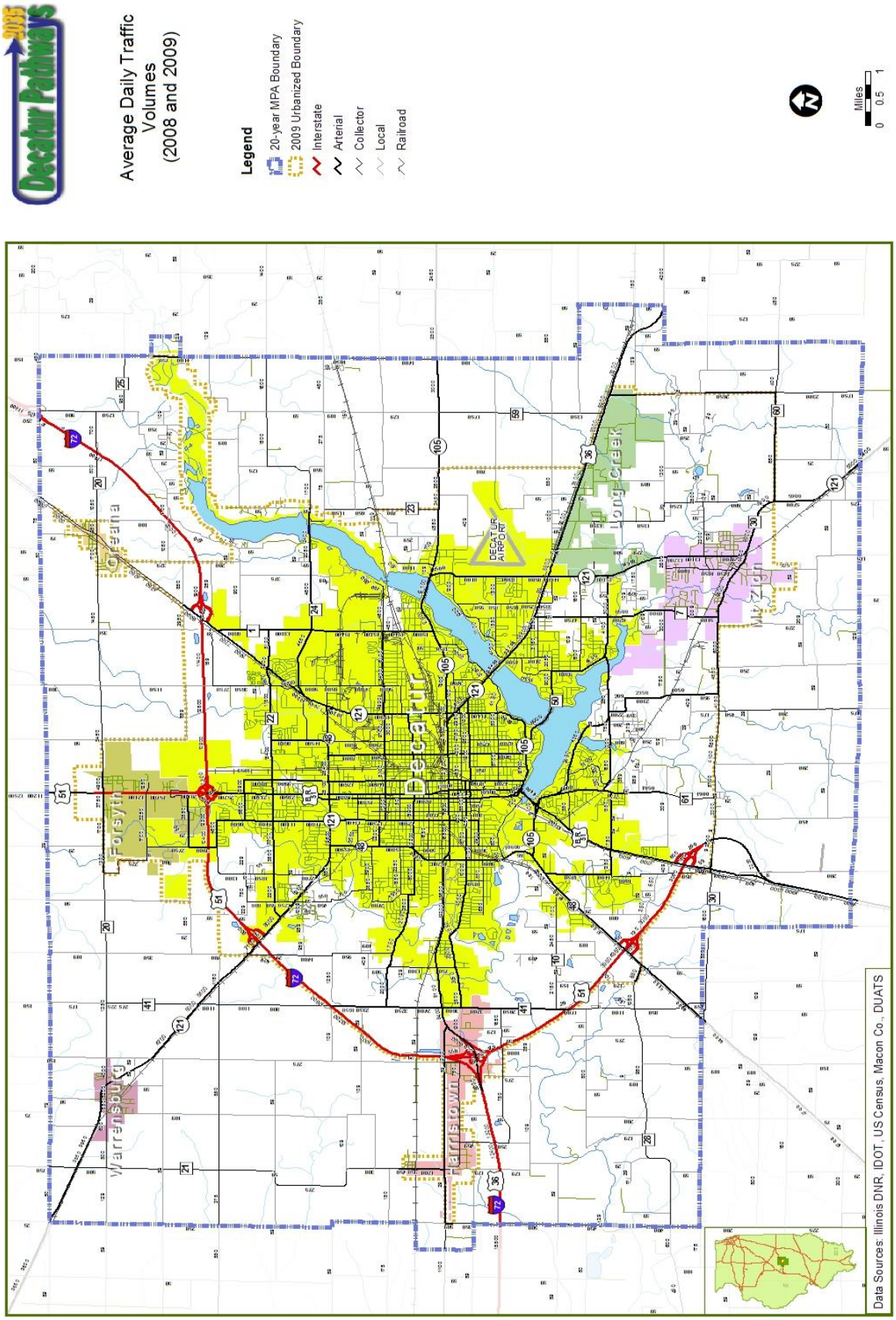
Average daily traffic (ADT) counts on Federal and State within the MPA were obtained from IDOT in the summer of 2009. The figures in parentheses represent the 2004 traffic counts. The interstate, freeways and arterials continue to carry the largest traffic volumes. The roadway segments with the highest 2009 ADT were at US Route 51 between I-72 and Barnett Street in Forsyth with 29,000 VPD (*28,700 VPD*) and Pershing Road at 24,800 VPD just east of Jasper Street (*28,400 VPD*). Interstate 72 carries between 11,400 VPD east of US Route 51 (*11,800 ADT*) and 12,400 VPD *(15,500 VPD*) near Harristown.

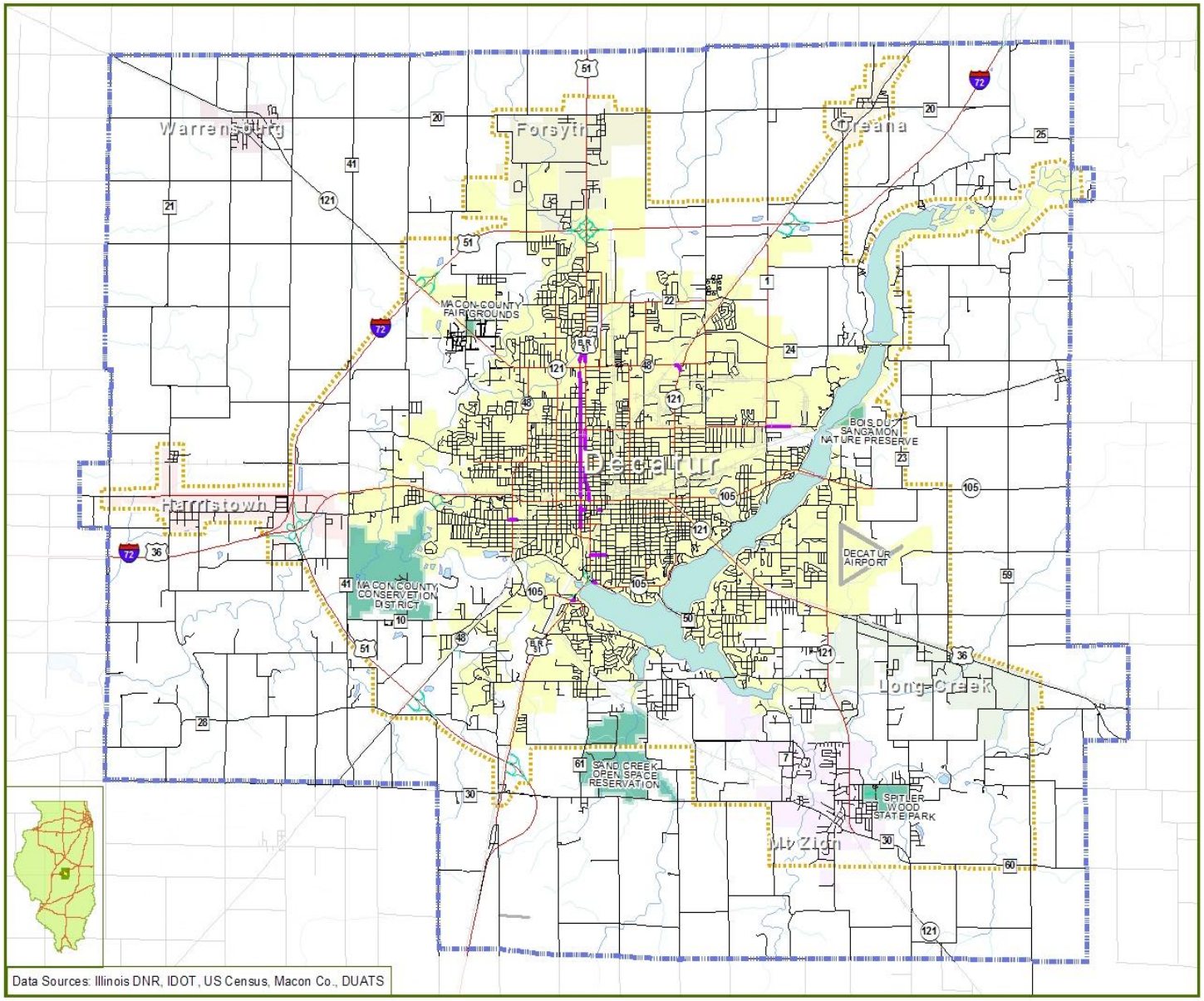
The three major bridges crossing Lake Decatur each experienced volume growth between 2000 and 2009. The largest increase was observed on the William Street Bridge which increased from approximately 4,000 VPD in 2000 to 13,300 VPD in 2009. The US 51 Bridge experienced the second highest growth increasing from 14,700 VPD in 2000 to approximately 29,400 in 2009. The US Route 36 Bridge decreased slightly from approximately 24,700 VPD in 2000 to 24,400 VPD in 2009 Selected ADT volumes for the MPA are displayed on Page 23.

A further analysis of segments at intersections shows the highest ADT counts through intersections occur at Pershing and Route 51 (Water and Main Streets) with 36,050 vehicles per day, Mound and Route 51 with 34,900, Route 51 and Barnett Avenue at 33,600 and Pershing and Jasper having an ADT 32,200.

Number of Lanes

The majority of roadways within the MPA are two-way roadways. Most of the mileage having an assigned functional classification are four lane, many with turn lane options. One exception is the Main Street/Water Street arterial couplet that runs north-south from south of the Decatur Central Business District (CBD) north to Pershing Road. Many segments along this one-way couplet have three or more traffic lanes and in places left and/or right turn lanes. The number of lanes within the MPA is shown on Page 24.


Decatur Pathways 2035
Average Daily Traffic Volumes (2008 and 2009)
Legend
20-year MPA Boundary
2009 Urbanized Boundary
Interstate
Arterial
Collector
Local
Railroad
Miles
0 0.5 1
Oreana
Long Creek
Mt. Zion
Forsyth
Warrensburg
Harristown
DECATUR AIRPORT
Data Sources: Illinois DNR, IDOT, US Census, Macon Co., DUATS



Number of Lanes (2009)

Legend

- 20-year MPA Boundary
- 2009 Urbanized Boundary

Number of Lanes

- 1
- 2
- 3
- 4
- Railroad

Miles
0 0.5 1

Truck Traffic

There are eight designated state truck routes within the MPA. State truck route classifications are generally based on truck weight, maximum load allowances, and vehicle size. There are three truck route classifications designated by IDOT with classifications I and II being present in the MPA. The following table identifies the designated truck routes within the MPA. The first two are Class I and remainder of the routes are Class II.

Designated Truck Routes within the MPA

Truck Route	From	To
I-72	Sangamon County Line	Piatt County Line
US 51	I-72 (Exit 133)	Business Route 51
US 36	I-72 (Exit 133)	Piatt & Moultrie Co. Lines
US 51	Dewitt County Line	I-72
BR 51	Through City of Decatur	
US BR 51 - US 51 exit	(North of Elwin) US 51 exit (South of Elwin)	
IL 48	(north segment) to Piatt County Line	I-72 (Exit 144)
IL 48	(south segment) Christian County Lin	US 51 exit, Taylorville Road
IL 105	Piatt County Line	22nd Street (Decatur)
IL 121	(north segment) Logan County Line	I-72 (Exit 138)
IL 121	(south segment) US 36 - Airport Rd. Intersection	Moultrie County Line

SOURCE: IDOT Designated State Truck Route System, January 2008, City of Decatur, DUATS.

Class I truck routes are approved for all load widths of 8'6" or less. Typically, Class I truck routes include interstate facilities as is the case in the MPA. Class II truck routes are approved for all load widths of 8'6" or less with a wheel base no greater than 55 feet. In general, trucks can typically travel on local roads within five miles of a designated Class II truck route and within one mile of a Class I truck route.

The primary truck route within the MPA is I-72. This route provides same-day access to more than 60 large markets including Chicago, St. Louis, Detroit, Minneapolis, Kansas City and Cincinnati.

Designated truck routes

Most of the designated truck routes directs truck traffic around the City of Decatur. The exceptions are US 36 which directs east-west truck travel through the northern boundary of Decatur's CBD and Business Route (BR) 51 from Route 51 to Eldorado Street (US Route 36). Both are Class II Truck Routes and carry significant truck traffic. The same is true for IL 48 between I-72 near Brush College Road and I-72 which carry substantial truck traffic to industries such as ADM and Caterpillar. U.S. Route 51 and Illinois Route 121 carry a large number of freight trucks through the villages of Forsyth and Mt. Zion respectively.

Through truck traffic in Decatur's CBD on Business Route 51 is a major concern given the large size of the vehicles and the negative aesthetic and environmental impacts such as interrupting traffic flow,

pedestrian safety, excessive fumes, noise, vibration and potentially harmful cargo. These impacts lead to significantly negative effects on the downtown business climate, pedestrians and shoppers. Travel disruptions and delays are common.

It is extremely important in analyzing transportation improvements, security, safety, environmental issues and maintenance that the utilization of roads and streets and the impact of through freight truck traffic be considered against other transportation modes and routes.

In 2006, the City of Decatur and numerous private investors embarked on a major, aggressive downtown redevelopment initiative. The initiative included the demolition of unsafe, obsolete buildings, the construction of a multi-million dollar office and retail complex and creation of park like open space on Water Street and utility and infrastructure improvements. The upper floors of a number of existing buildings have been converted into modern residential dwelling units. Retail stores have invested in façade and other business enhancements. The goal of this initiative is to provide a customer and pedestrian friendly environment in which to frame Decatur's CBD as a historic, cultural, governmental and entertainment center. Through freight truck traffic of BR 51 is a major deterrent to reaching this goal.

In response to the need for a viable alternate truck route, a Phase I route study was begun in 2006. It examined the general alternatives to moving through truck traffic off of BR 51 which would greatly reduce the adverse impact of have large commercial carriers hauling loads through the CBD. A follow-up and more detailed study was begun in 2008 and is on-going at the time of this LRTP. Both studies are seeking the best alternative for the CBD environment while seeking to avoid increasing the cost of hauling freight to and from industrial entities located in the east and northeast parts of Decatur, and to mitigate any potentially adverse impacts on property owners on or near the selected alternative truck route.

Truck Volumes

Truck volumes, or Heavy Commercial Vehicle (HCV) volumes, were provided by IDOT for the most recent years (2008 and 2009). Table 3-3 displays the ten highest truck volume locations identified within the MPA. HCV are divided into two categories, multi-unit vehicles (commonly referred to as semis) and single-unit vehicles.

Top Ten Truck Route Segments in the MPA

LOCATION	FROM	TO	SU	MU	HC = SU + MU	ADT
I – 72	U.S. 51	IL 48	550	2300	2850	10900
I – 72	IL 121	US 51	550	2250	2800	10400
IL 48	Brush College	I - 71	1350	1300	2650	13500
I -72	US 36	IL 121	450	2050	2500	10800
I – 72	I – 72 / US 51	W. Edge MPA	550	1700	2250	13200
I -72	N. Edge MPA	IL 48	450	1800	2250	10000
US 51	I- 72	Barnett Ave.	700	1250	1950	28800
US 51	Barnett Ave.	Weaver Road	900	1250	1900	18400
IL 48 & IL 121	Jasper St.	Woodford St.	1050	750	1800	23800
IL 48	I – 72	Cundiff Road	450	1300	1750	9400

Source: IDOT, DUATS

I-72 carries the highest truck volumes within the MPA. I-72/US 51, between IL 121 and US 36, had the highest truck volume at 3,000 per day. This represents nearly 23% of all traffic recorded at this location. In general, approximately 17% to 23% of all traffic observed on I-72 through the MPA were HCV. Other roadways within the MPA typically carry 7% to 12% HCV. Pershing Road was the highest non-interstate facility carrying approximately 2,600 HCV per day. This volume represents approximately 9% of the daily traffic along this roadway segment.

Capacity Analysis

The planning level capacity analysis used in 2004 to evaluate the existing roadway system was reviewed in 2009. The analysis compared existing traffic volumes to acceptable capacity levels based on number of lanes and functional classification. The calculated volume-to-capacity (v/c) ratio was then compared to the standards shown in the table below to reasonably determine streets and roads that are approaching-capacity, at-capacity, or over-capacity.

Planning Level of Service Standards

Planning Level of Service	Volume-to-Capacity Ratio
Approaching-Capacity	0.80 - 0.95
At-Capacity	0.96 - 1.10
Over-Capacity	1.11 or greater

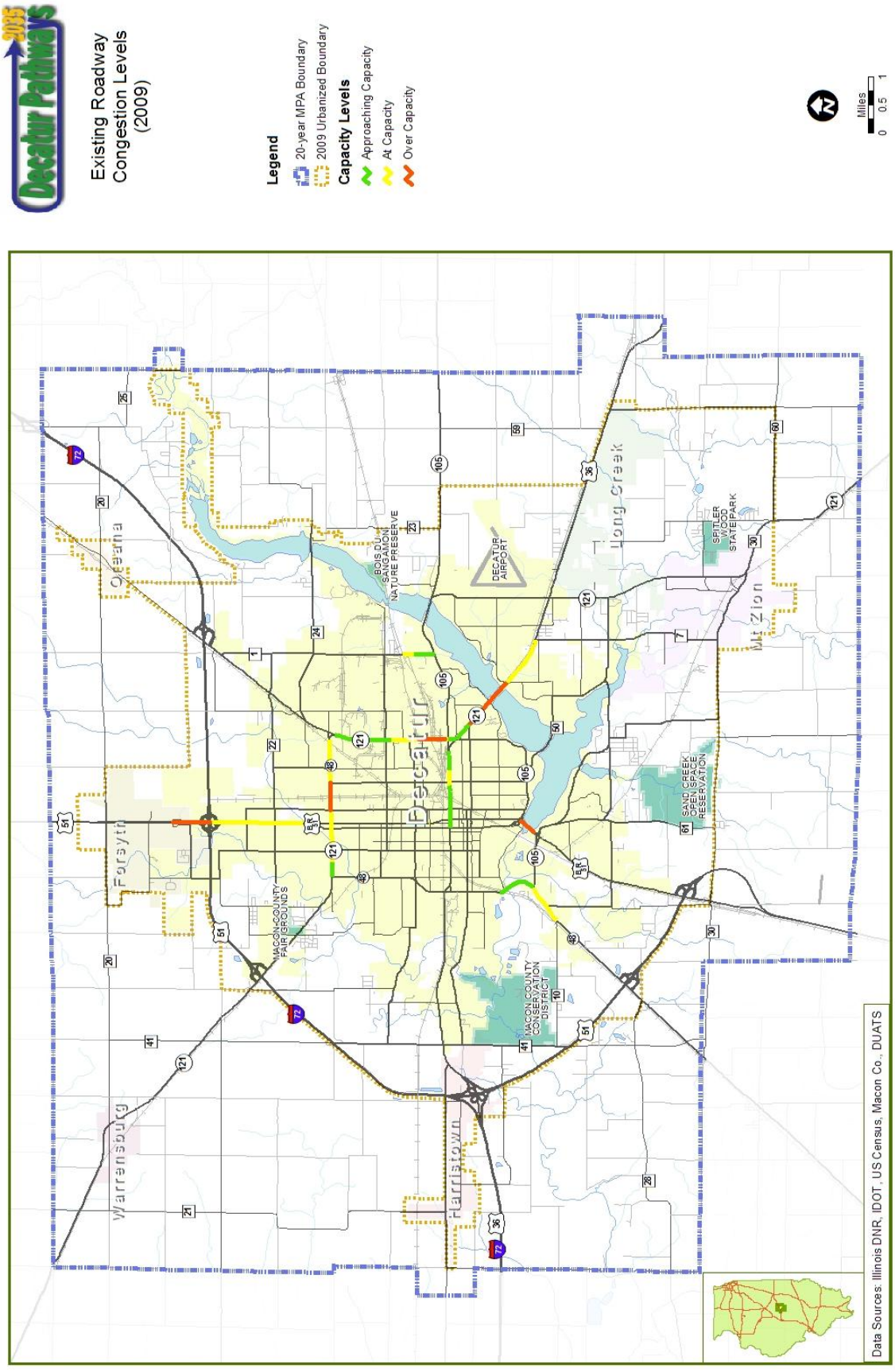
SOURCE: URS Corporation.

In the 2030 LRTP, 470 miles of streets and roads were analyzed to identify possible areas of traffic congestion within the MPA. That analysis showed that approximately 21 miles of roadway within the MPA were approaching-capacity, at-capacity, or over-capacity. Of this 21 mile total, 8.3 miles (39.3%) were identified as approaching-capacity and may not require immediate attention.

In 2009, DUATS compared similar conditions regarding average daily traffic count, number of lanes, functional classification, etc.. The factors and conditions were in almost all instances very similar to those found in 2004. Capacity and congestion segments remained essentially the same. DUATS continues to monitor roadway segments identified as approaching-capacity. In summary, less than three percent of the 470 miles of streets or roads are either at-capacity or over-capacity.

In all instances involving congestion and/or capacity, there is little in the way of imminent, economical solutions. In all instances the segments shown as congested, near or at capacity there is limited right of way to be utilized for additional lanes. Property improvements and land uses are very close or on the existing right of ways. Purchasing additional land and paying market price for the property improvements is financially problematic. Bridge widening cannot be economically justified. Widening the Lake Decatur crossings to allow additional lanes is financially prohibitive.

The terms “congested” and “near or at capacity” are by definition relative. Observation and experience define these terms more in terms of inconvenience within the MPA. Such conditions are rarely adverse. Typically, the terms equate to having to wait for a few multiple signal sequences for vehicles to move through a particular segment.


Decatur Pathways 2035
Existing Roadway Congestion Levels (2009)
Legend
20-year MPA Boundary
2009 Urbanized Boundary
Capacity Levels
Approaching Capacity
At Capacity
Over Capacity
Miles
0 0.5 1
Decatur
Long Creek
Mt Zion
Oreana
Forsyth
Warrensburg
Harristown
BOIS DU SANGAMON NATURE PRESERVE
DECATUR AIRPORT
SPITLER WOODS STATE PARK
SAND CREEK PRAIRIE RESERVATION
MACON COUNTY FAIRGROUNDS
MACON COUNTY CONSERVATION DISTRICT
Data Sources: Illinois DNR, IDOT, US Census, Macon Co., DUATS

Safety Analysis

High accident locations were identified for roadway segments and spot locations within the MPA. The crash data used to identify locations of interest for this LRTP was compiled from local and state agencies, including IDOT. The accident/crash data is presented for the period 2005 to 2007, which is the most current information available.

Segment Analysis

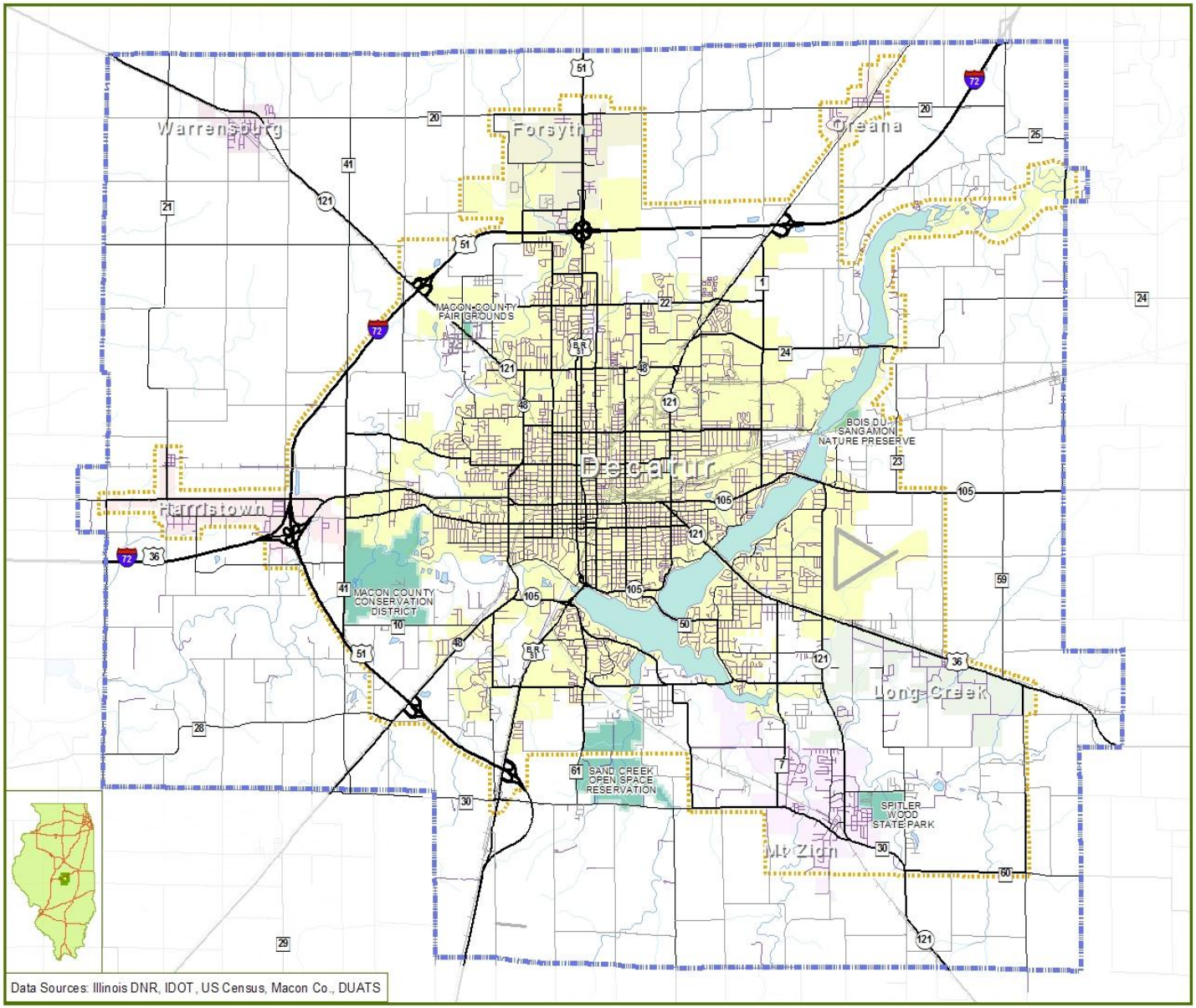
Roadway segments and intersection were reviewed in 2009 for obvious changes in frequency, patterns or other characteristics. The overwhelming majority of crashes happened within 50 feet of intersections. The figure below shows the intersection crash data between 2005 and 2007. There were a number of segments used by IDOT which have changed from those used in the 2030 LRTP, which makes direct correlations at times difficult. As a result of the changes in segment parameters and the fact that most crashes happen within 50 feet of intersections, DUATS presents the data in relation to intersections instead of by segment. High accident locations are shown on the map on Page 31.

Intersection / Spot Location Analysis

Intersection data supplied by IDOT and DUATS for the time period of 2005 through 2007 was analyzed. The table which follows displays the intersection and spot accident crash locations. The order of the ranking is not an indication of the relative danger of any particular location. Further analysis must be done on the following data to determine locations that pose a more significant risk for an accident. DUATS will then determine intersection and/or roadway segments that warrant some form of improvement based on the results of a more detailed study.

LOCATION	TOTAL CRASHES	SERIOUS INJURIES	FATALITIES
U.S. Route 51 & W. Barnett Ave., in Forsyth	146	3	0
Pershing Road and North MacArthur Road	71	1	0
Pershing Road and North Main Street	62	1	1
Eldorado Street and North 22nd Street	51	1	0
Eldorado Street and North Main Street	51	2	1
U.S. Route 36 and East William Street	50	2	0
Mound Road and North Water Street	47	0	0
Pershing Road and North Water Street	47	1	0
Eldorado Street and North Franklin Street	44	3	0
North Water St and Ash Avenue	41	1	0
East Mound Road at North M. L. King Jr. Dr.	40	4	0
East Pershing Road at North 22nd Street	40	3	0
West Grand Avenue at North Monroe Street	37	3	0
East Garfield Avenue at North Main Street	33	3	0
East Garfield Avenue at North Water Street	31	6	0
North 22nd St at N 27th St	18	0	1
Hubbard Avenue at N. Brush College Road	15	3	0
Hubbard Avenue at North 27th Street	14	1	1
East Eldorado Street at U.S. Route 36	11	0	1
IL Route 48 at South Wyckles Road	9	1	1
West Mound Road at North Taylor Avenue	8	0	1
Hubbard Avenue at North Woodford Street	6	0	1
East Cleveland Avenue at South Main Street	6	1	1
West Grove Road at U.S. Route 51	5	2	1
East Cantrell St at South 17th St	2	0	1
West Main Street at Elder Lane	1	0	1
West Washington Street at Strawn Road *	1	0	1
TOTAL CRASHES, INJURIES, FATALITIES	**887**	**42**	**13**

SOURCE: IDOT and DUATS



2035 Decatur Pathways

High Accident Spot Locations (2005 Through 2007)

Legend

- 20-yr MPA Boundary
- 2009 Urbanized Boundary

High Accident Locations

Total Crashes, 2005-2007

- 76 - 150
- 51 - 75
- 41 - 50
- 30 - 40

Miles
0 0.5 1

Access Management

Access management is an important concept that can help maintain acceptable levels of mobility and minimize exposure to potential crashes. DUATS needs to study the whole issue of access management on an MPA basis. Until recently, little or no attention was paid to access issues. Development along major streets and roads was allowed with no known access management standards. DUATS needs to adopt standards regarding curb cuts, drive entrances, etc., within the MPA. Recommendations and encouragement should be provided to local jurisdictions to control and limit access to major streets and roads. In reviewing reconstruction and major renovation of streets and roads, DUATS should strongly encourage local entities to study existing access and work to reduce the number of curb cuts.

DUATS reviewed the congested roadway segments and made comparisons to the locations having high accident rates. Four areas need a detailed study of the benefits of access management. Such a study would prove useful for planning roadway and corridor improvements. Access management standards and controls would increase safety by reducing traffic accidents and pedestrian injuries, permit the more efficient flow of traffic and provide much enhanced aesthetics. It should be noted that congestion as expressed in this LRTP are relative to the region, limited generally to twice daily and on a seasonal basis.

The first of the four areas in the MPA that should be scheduled for access management studies would be US Route 51 from the Hickory Point Mall area in Forsyth south to Pershing Road in Decatur. The area north of I-72 was rated as over-capacity and also contained the highest spot accident location within the MPA at Barnett Avenue (146 accidents in 2005 through 2007).

The US Route 51 corridor, south of I-72 to Pershing, is also at-capacity and includes a few spot and segment accident locations. This area will reviewed to determine if existing access points could be improved/eliminated to increase mobility and improve traffic safety. One area which has contributed to an slightly increase in the traffic volume on and near the intersection of US Route 51 and Mound Road was the development of a commercial center which contains a Target, Olive Garden and other businesses. The land on which these businesses now site was the former site of a public middle school.

The second location identified was Pershing Road between Oakland Avenue and 22nd Street. This east-west corridor includes several segments ranging from approaching-capacity to over-capacity. The corridor also includes several spot accident locations including in particular the intersections of Water and Main Streets at US Route 51. The segment between approximately Monroe Street and Jasper Street was identified as a high accident location. Generally, along its entire route, Pershing Road has a very large number of access points. Many businesses have multiple access points in relatively close proximity to other access points. This causes safety issues and confusion for drivers and pedestrians alike. DUATS believes that access management techniques would be beneficial to traffic operations along this corridor.

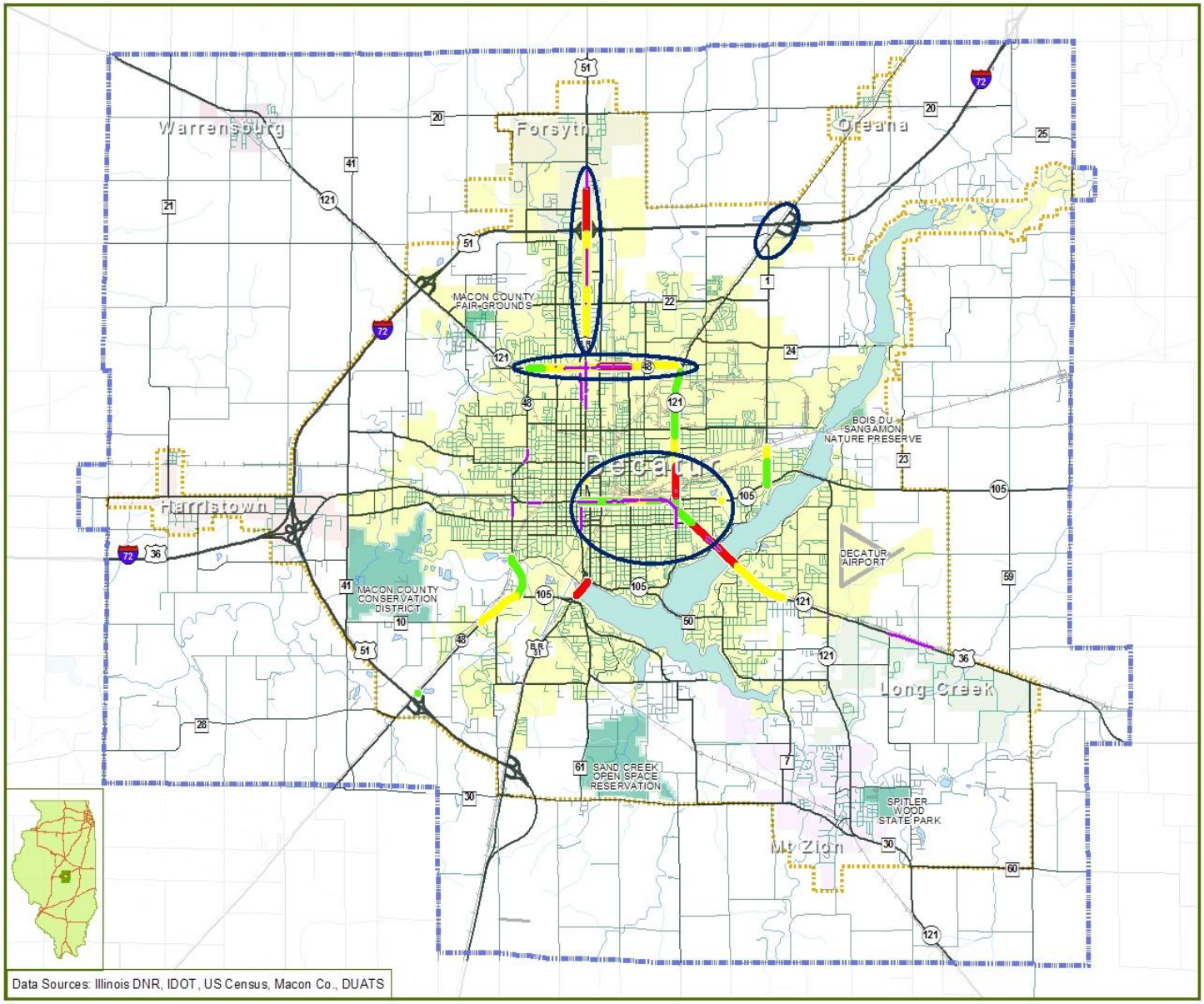
The third area involves Eldorado Street (US 36) from Business Route 51 east to 22nd Street, that portion of IL Route 121 from 22nd Street to Lake Decatur and a portion of 22nd Street north of US 36 to approximately E. Condit Street. Roadways in this area carry a large volume of traffic, large truck volumes, have multiple railroad crossings and numerous signalized, spoke style intersections with a very large number of access points. The area overall is at-capacity or over-capacity.

The area also includes several high accident spot locations. US 36 is also identified as a high segment accident location for much of the corridor including the Lake Decatur bridge crossing. 22nd Street also

has a high accident locations south of US 36.

The fourth location which deserves a detailed traffic flow and access management study is the Route 48, Boyd Road, I-72, Brush College Road area. Prior to 2007, development in the area included a car dealership on Boyd Road and a motel off of Brush College Road. In 2007, a Pilot Truck Stop was constructed at the northeast corner of Route 48 and Boyd Road. This resulted in a huge increase in traffic leaving and entering Route 48 from Boyd Road. Much of the increase is truck traffic. All of this occurs in close proximity to the eastbound off and on ramps of I-71. Additionally, vehicular traffic many times is backed up to the Boyd Road intersection from the traffic signal at Route 48 and Brush College Road. This results in congestion on Route 48 southbound and safety issues for vehicles northbound as they near the Boyd Road intersection.

The map on Page 34 identifies the four areas within the MPA that should undergo a detailed review to determine how access management could benefit traffic operations.



Potential Access Management Areas

Legend

- 20-year MPA Boundary
- 2009 Urbanized Boundary
- Interstate
- Arterial
- Collector
- Local
- High Accident Location Spots
- High Accident Location Segments

Capacity

- Over Capacity
- At Capacity
- Approaching Capacity

Potential Access Management Areas

Miles
0 0.5 1

Pavement Condition

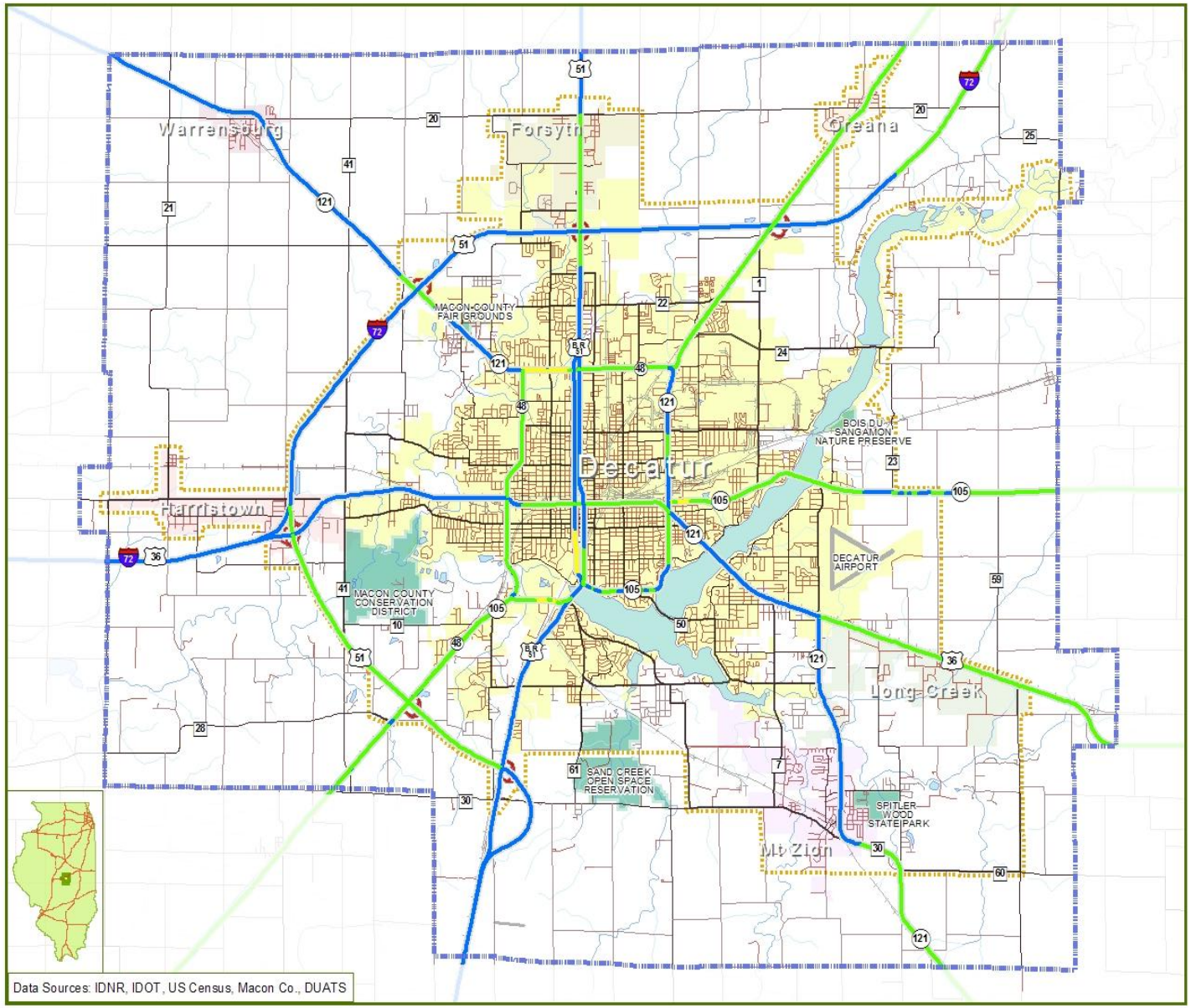
IDOT collects pavement condition data on Federal and State routes every two years. The data is reported in the Condition Rating Survey (CRS). The last pavement condition survey was conducted in 2007 and 2008. As part of the continuing transportation planning process, this information is placed in the GIS database and reviewed as it becomes available. For the purpose of the LRTP, the IDOT pavement ratings have been condensed into the following categories:

- Excellent
- Fair
- Poor
- Critical

Roadways classified as excellent can be described as being adequately maintained, recently built or reconstructed. They have a sound existing sub-base, base and surface. Fair roadways are described as having older surfaces that have been well maintained and are generally smooth, free of potholes, and devoid of high and low areas. Roadways classified as poor are those that should be scheduled for at least a surface overlay or other minor reconstruction. These roadways may remain in this condition for many years before deteriorating to a state of critical condition. Critical roadways are those where the pavement has deteriorated to the point that major reconstruction is probably warranted.

Within the MPA there were a total of approximately 158 miles of rated pavement. Of this total, nearly 96 miles (60.5%) were rated as excellent. Another 60 miles (38.1%) was rated as fair. Only 2 miles (1.4%) of roadways within the MPA were rated as poor while no miles of roads were rated in critical condition.

The map on the following page displays the 2008 and 2009 pavement condition ratings within the MPA.



Pavement Condition Ratings (2007 and 2008)

Legend

- 20-year MPA Boundary
- 2009 Urbanized Boundary
- Excellent
- Fair
- Poor
- Critical

Miles
0 0.5 1

Structural Condition

There are 249 numbered bridges or drainage structures within the MPA. These structures range in age from early steel truss bridges dating to about 1900 to modern reinforced concrete box culverts and bridges. The lengths range from the twenty-foot minimum that the State of Illinois uses to define bridges up to more than two thousand feet.

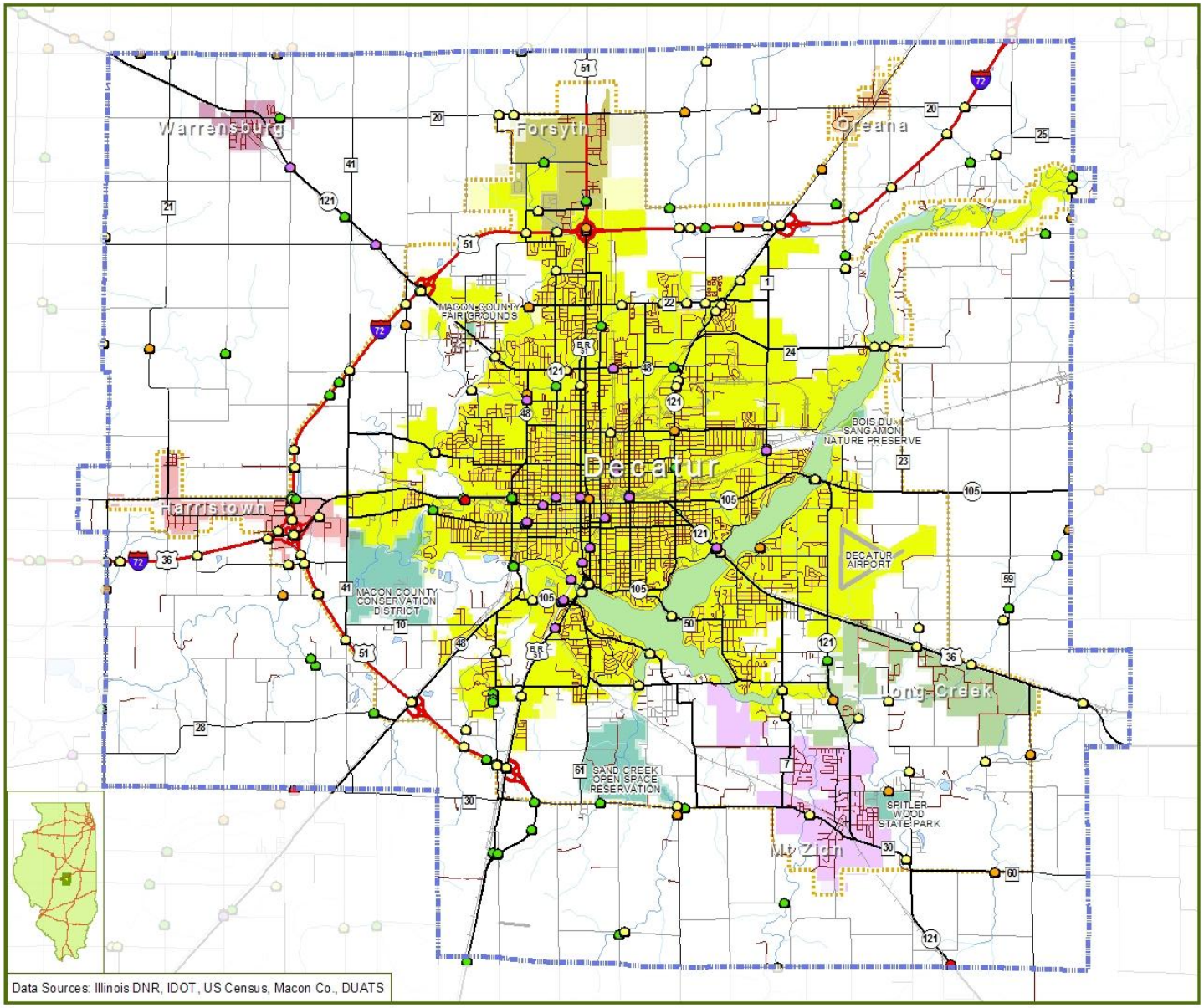
IDOT maintains 59 structures in the MPA, many of which were built in the late 1970's in conjunction with the I-72 and Route 51 Bypass project. Macon County maintains 17 bridges within the MPA while various townships within the MPA maintain another 18 bridges. The City of Decatur has maintenance responsibility over 16 bridges. Within the MPA there are also numerous railroad bridges that are maintained by the private rail companies.

The majority of bridges within the MPA meet the minimum standard vertical clearances. One exception is the City of Decatur maintained bridge located at Garfield over 22nd Street (058-6001). Several railroad overpasses within the MPA do not meet the minimum vertical clearance standards. These include overpasses at:

- N. Main at N&W RR
- E. Condit St. at RR
- W. Forrest St. at RR
- N. Jasper St. at RR
- Becker-E. Lake Shore Dr. at RR (US 36)
- W. Main St. at RR (Oakland)
- N. Monroe at N&W RR
- E. Prairie at IC RR
- N. Van Dyke at RR

Structural condition ratings are based on criteria provided in the Illinois Structure Information System (ISIS) manual. For the purpose of the LRTP, the ten general IDOT condition ratings were condensed into the following five rating categories.

- Excellent
- Good
- Fair
- Poor
- Critical



Structural Condition Ratings (2009)

Legend

- 20-year MPA Boundary
- 2009 Urbanized Boundary

Bridge Conditions

- Excellent
- Good
- Fair
- Poor
- No Data

Miles
0 0.5 1 2

Transit Operations

Transit service within the DUATS MPA is operated by the City of Decatur, Decatur Public Transit System (DPTS). Since September 2001, two in-depth transit studies focusing on the DPTS fixed-route service and paratransit service have been completed. As a result of these studies many changes, including a realignment of the fixed-route system, have been implemented. The following describes the existing transit operations within the DUATS MPA.

System Overview

The DPTS sub-contracts to First Transit which employs approximately 70 employees who operate the transit system. Of this total, there are approximately 45 part-time/full-time bus drivers, 5 to 6 van drivers, and additional personnel including mechanics and staff. The DPTS operates fifteen fixed bus routes, and accompanying paratransit service, serving primarily the City of Decatur with limited service to portions of the Villages of Forsyth, Harristown, and Long Creek. The DPTS also operates one trolley route which serves downtown Decatur. The photograph below shows the fixed-route service vehicles.

DPTS Fixed-Route Service Vehicles

The DPTS fixed-route service operates on a pulse system: all of the buses arrive at the Transit Center at the same time, to allow passengers to transfer between bus routes. With only a few exceptions, all of the bus routes "pulse" at :15 and :45 minutes past each hour throughout the service day. The Transit System operates Monday through Friday from 5:30 a.m. to 7:15 p.m. and Saturday from 6:30 a.m. to 7:15 p.m. There is no service currently provided on Sunday and on major holidays.

The DPTS also provides paratransit services to individuals with disabilities who are unable to access the fixed-route system. This paratransit service uses six wheelchair accessible vans operated by the DPTS and a subsidized taxicab program. Paratransit service is available during the same hours and days of operation as the fixed-route system, but operates on a demand-responsive basis.

Facilities

In 2002, the DPTS opened the Senator Severns Transit Center located at the corner of Jackson and William Street. This 5,000 square foot multi-modal facility serves as the primary transfer point for passengers using the DPTS. The Transit Center includes a number of amenities such as an indoor waiting area,

restrooms, and vending area. The Transit Center also includes a full-time, on-site DPTS employee who can provide route and schedule information. Transit users are also able to purchase transit tokens, passes and punch cards on-site. The Transit Center is intended to be used as a multi-modal facility, as a drop-off and pick-up point for a variety of privately operated services including:

- Taxi cabs,
- Inter-city bus lines, such as Greyhound; and
- Shuttle services which transport passengers to Amtrak stations and airports all over central Illinois.

The DPTS Administrative Office Building and Maintenance Garage is located at 555 East Wood Street in Decatur. The facility was constructed in 1996. The bus storage building at 100 Industry Court, located directly behind the Administrative Office Building, was constructed in 1980. The following photographs show the DPTS Transit Center and Administrative Office Building .

DPTS Senator Severns Transit Center

DPTS Administrative Office Building

Transit Services

The DPTS operates fixed-route transit routes, including one trolley route, and complementary paratransit service for people with disabilities. The following sections describe these services.

Fixed-Route Service

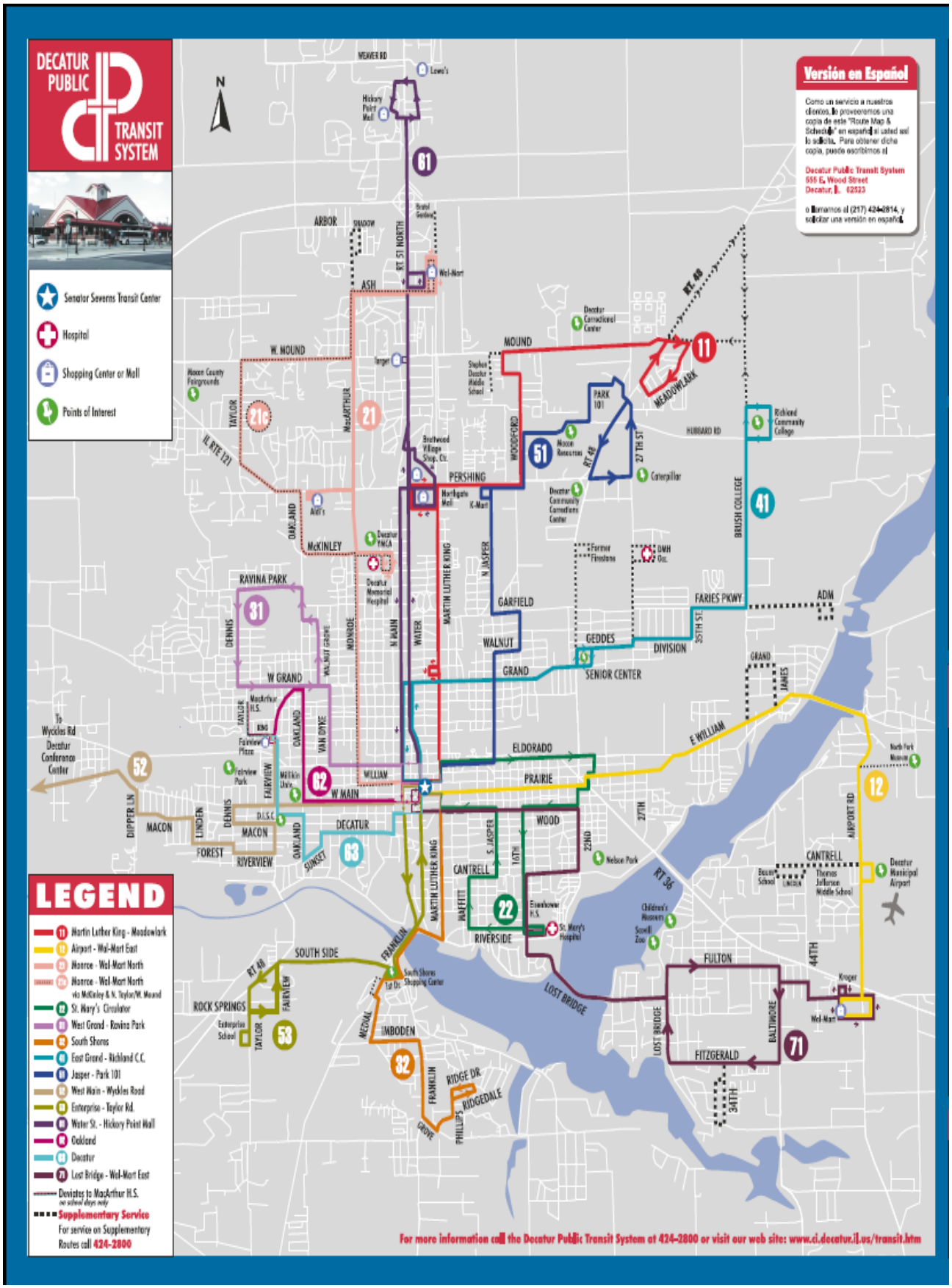
Fixed-route service is limited to the City of Decatur with one exception: Route 51, Water St - Hickory Point Mall. This route serves the Hickory Point Mall in the Village of Forsyth. Major destinations and service areas are identified in Table 3-9 for the respective transit routes. The fixed-route service is displayed in Figure 3-16.

Table 3-9. DPTS Fixed-Route Major Destinations / Service Areas

Route No.	Route	Service Areas
11	**Martin Luther King Drive - Meadowlark**	Martin Luther King Jr. Dr -- north of Eldorado / K-Mart / Cub Foods / Driver's License Facility / Wellington Way and Portage Place Apartment Complexes / Decatur Correctional Center / Meadowlark Subdivision
12	**Airport - Wal-Mart East**	Thomas Jefferson School/ Baum School / East Eldorado Street / St. Patrick's Elementary School/ Illinois Power (main office)/Wal-Mart Plaza East/ Decatur Airport
21	**Monroe - Wal-Mart North**	Decatur Memorial Hospital/Spring Creek Plaza Aldi's / Social Security Office / Wal-Mart Plaza North / Shadow Lane / Bristol Gardens
21c	**Monroe - Wal-Mart North** via McKinley & N. Taylor	Decatur Memorial Hospital/N. Oakland Ave./ Aldi's / Social Security Office / W. Mound Rd. / Wal-Mart Plaza North / Shadow Lane / Bristol Gardens
22	**St. Mary's Circulator**	E. Eldorado Street / A. E. Staley's / Pine's Shopping Center / Osco's at 16th and Cantrell / Eisenhower High School / St Mary's Hospital
31	**W. Grand - Ravina Park**	Van Dyke St. / Brintlinger's / Ravina Park Subdivision / MacArthur High School

32	**South Shores**	Martin Luther King Jr. Dr. south of Eldorado / South Water Treatment Plant / South Shores Shopping Center/Imboden Creek Nursing Home South Shores School / Holy Family School
41	**E. Grand - Richland Community College**	Insight Cable Office / DMH Occupational / ADM Corporate Office / Richland Community College
51	**Jasper - Park 101**	Longview Housing / Municipal Services Center K-Mart / Cub Foods / Driver's License Facility / Park 101 / Caterpillar Inc.
52	**West Main - Wyckles Road**	Millikin University / West End / W. Main St. / MacArthur High School / Fairview Plaza / Decatur Conference Center and Hotel
53	**Enterprise – Taylor Rd**	Illinois Power Plaza / South Shores Shopping Center / WAND - TV / Enterprise School / Decatur Township Office
61	**Water - Hickory Point Mall**	Insight Cable Office / CHIC Clinic / Brettwood Village Shopping Center/Wal-Mart North / Hickory Point Mall / Gold's Gym
62	**Oakland**	Millikin University / The Woods Apartments / MacArthur High School / Fairview Plaza
63	**Decatur**	W. Decatur St. / The DISC / Millikin University MacArthur High School / Fairview Plaza
71	**Lost Bridge – Wal-Mart East**	Eisenhower High School / St. Mary's Hospital / Airport Plaza (Kroger's) / Wal-Mart Plaza East

SOURCE: Decatur Public Transit System, August, 2009


DECATUR PUBLIC TRANSIT SYSTEM
Senator Severns Transit Center
Hospital
Shopping Center or Mall
Points of Interest
Versión en Español
Como un servicio a nuestros clientes, le proveeremos una copia de este "Route Map & Schedule" en español si usted así lo solicita. Para obtener dicha copia, puede escribirnos al
Decatur Public Transit System
555 E. Wood Street
Decatur, IL 62523
o llamarnos al (217) 424-2814, y solicitar una versión en español.
LEGEND
Martin Luther King - Meadowlark
Airport - Wal-Mart East
Monroe - Wal-Mart North
Monroe - Wal-Mart North via McKinley & N. Taylor/W. Mound
St. Mary's Circulator
West Grand - Ravina Park
South Shores
East Grand - Richland C.C.
Jasper - Park 101
West Main - Wyckles Road
Enterprise - Taylor Rd.
Water St. - Hickory Point Mall
Oakland
Decatur
Lost Bridge - Wal-Mart East
Deviates to MacArthur H.S. on school days only
Supplementary Service
For service on Supplementary Routes call 424-2800
For more information call the Decatur Public Transit System at 424-2800 or visit our web site: www.ci.decatur.il.us/transit.htm

DPTS Fixed-Route Major Destination / Service Areas

Route Number	Route	Service Areas
11	**Martin Luther King Drive - Meadowlark**	Martin Luther King Jr. Dr -- north of Eldorado / K's Merchandise / Office Depot / K-Mart North / Cub Foods / Driver's License Facility / Wellington Way and Portage Place Apartment Complexes / Decatur Correctional Center / Meadowlark Subdivision
12	**Airport - Wal-Mart East**	Thomas Jefferson School/ Baum School / East Eldorado Street / K-mart Plaza East / St. Patrick's Elementary School / Illinois Power (main office) / Wal-Mart Plaza East / Decatur Municipal airport
21	**Monroe - Wal-Mart North**	Decatur Memorial Hospital / Spring Creek Plaza / Social Security Office / Wal-Mart Plaza North / Circuit City Plaza
22	**St. Mary's Circulator**	E. Eldorado Street / A. E. Staley's / Pine's Shopping Center / Osco's at 16th and Cantrell / Eisenhower High School / St Mary's Hospital
31	**W. Grand - Ravina Park - W. Pershing**	Osco's at Monroe and Pershing / Social Security Office / French Quarter West / Aldi's / Brintlinger's / Ravina Park Subdivision / MacArthur High School
32	**South Shores**	Martin Luther King Jr. Dr. south of Eldorado / South Water Treatment Plant / South Shores Shopping Center / Imboden Creek Nursing Home / South Shores School / Holy Family School
41	**E. Grand - Richland Community College**	Insight Cable Office / DMH Occupational / ADM Corporate Office / Richland Community College
51	**Jasper - Park 101**	Longview Housing / Municipal Services Center / K-Mart North / Cub Foods / Driver's License Facility / Park 101 / Caterpillar Inc.
52	**West Main - Wyckles Road**	Millikin University / Holiday Inn
53	**Enterprise**	Illinois Power Plaza / WAND - TV / Enterprise School
61	**Water - Hickory Point Mall**	Insight Cable Office / CHIC Clinic / K's Merchandise / Brettwood Village Shopping Center / Wal-Mart Plaza North / Hickory Point Mall / Gold's Gym
62	**Oakland**	Millikin University / The Woods Apartments / Mac Arthur High School / Fairview Park Plaza
71	**Lost Bridge Wal-Mart East**	Eisenhower High School / St. Mary's Hospital / Airport Plaza (Kroger's) / K-Mart Plaza East / Wal-Mart Plaza East

SOURCE: Decatur Public Transit System, March 2004.

C:\My Documents\Jim Work\[tables.xls]transit areas served

Trolley Service

The DPTS operates one trolley route that serves downtown Decatur. The Downtown Trolley opened around the 2000 holiday season and transports approximately 3,000 riders per month. One trolley operates along the route which starts at the Transit Center on the hour, at 15 minutes past, at 30 minutes past, and at 45 minutes past the hour. The Downtown Trolley service begins at 7:00 a.m. on weekdays and at 8:00 a.m. on Saturdays. The last trip of the day starts at 6:00 p.m. The Downtown Trolley provides service to all major downtown parking lots and garages, and passes close by every downtown location. There is no charge to ride the Downtown Trolley.

Operation Uplift

All DPTS fixed-route buses are wheelchair accessible. However, the DPTS also provides Operation Uplift: complementary paratransit services for individuals with disabilities who are unable to use the fixed-route bus system because of their disabilities. This paratransit service uses wheelchair accessible

vans operated by the DPTS as well as subsidized taxicabs, under a formal agreement with one or more local taxicab companies. The rider may choose to use either the DPTS vans or the subsidized taxis. The rules and regulations of Operation Uplift apply equally to both.

Paratransit service is available during the same hours and days of operation as the fixed-route system, but operates on a demand-responsive, door-to-door basis. The geographic service area for Operation Uplift is all of the City of Decatur plus areas outside of the City that are within ¾ of a mile of a DPTS bus route. Individuals using Operation Uplift pay a one-way fare of $1.50. Personal care attendants or escorts may accompany an eligible rider. Personal care attendants may ride free of charge while escorts are required to pay $1.50 per one-way trip.

Individuals must apply for eligibility for Operation Uplift and submit proof of their disability. The following are categories of people who are eligible for Operation Uplift:

- Persons who are unable to board, ride, or disembark from a bus, even if the bus is wheelchair/handicapped accessible;
- Persons who cannot use buses without lifts or other accommodations. These persons are eligible for Operation Uplift only if accessible fixed route buses are not available on the route on which they need to travel; and,
- Persons with specific impairments or related conditions who cannot travel to a boarding location, or from a disembarking location to their final destination.

In general, persons with disabilities who are presently riding fixed-route buses are <u>not</u> eligible for Operation Uplift.

Fare Structure

The current DPTS fixed-route adult bus fare is 75 cents. In 2002, the DPTS implemented a 15 cent fare increase from the previous adult fare of 60 cents. Youths, ages 5 through 18 and those with an approved high school card, ride for a reduced fare of 60 cents. Individuals with disabilities are eligible to ride the fixed-route bus system for a reduced fare of 35 cents. Individuals 65 years of age or older, individuals with disabilities who are eligible for the State's Circuit Breaker program, and children less than 5 years of age ride for free. Free transfers are issued for connections with other DPTS routes. Table 3-10 summarizes the current DPTS fare structure for the fixed-route buses and for Operation Uplift.

DPTS Fare Structure

TYPE of FARE	CASH FARE	TOKENS	PUNCH CARDS[1]	MONTHLY PASSES[2]	SATURDAY PASSES[3]
BUS FARES:					
• Adult	75 cents	75 cents	$13.80	$27.60	$1.50
• Youth (age 5 – 18 and those with approved high school card)	60 cents	60 cents	$11.05	$22.10	$1.50
• Child (under 5 with a fare paying passenger)	FREE	N/A	N/A	N/A	N/A
• Disabled (with Medicare card or DPTS ID card)	35 cents	35 cents	$6.45	$12.85	$1.50
• Senior Citizen (65+ with ID card)	FREE	N/A	N/A	N/A	N/A
• Disabled, Circuit Breaker (with Circuit Breaker card)	FREE	N/A	N/A	N/A	N/A
• Transfer (restrictions apply)	FREE	N/A	N/A	N/A	N/A
OPERATION UPLIFT FARES:					
• Certified Disabled Rider	$1.50	N/A	$27.60	$55.00	N/A
• Escorts (if space is available)	$1.50	N/A	N/A	N/A	N/A
• PCA (Personal Care Attendant)	FREE	N/A	N/A	N/A	N/A

SOURCE: Decatur Public Transit System, August, 2009

[1] 20 rides.
[2] Unlimited rides, good only in the month of issue.
[3] Unlimited rides, good only for one Saturday.

Operational Characteristics

The current annual operating budget for the DPTS is approximately $5.7 million.[1] A comprehensive review of the fixed-route system was completed in September, 2001 and a study of the paratransit system was completed in September, 2003. This section summarizes some of the general findings regarding transit service within the DUATS MPA.

Ridership

In 2002 based on recommendations contained in the Planning Study, the DPTS implemented a comprehensive realignment of the fixed-route bus system. These changes went into effect soon after the DPTS received 13 new buses, and at the same time that the Senator Severns Transit Center was opened. Ridership had been decreasing for several years leading up to 2002. Starting in 2002 and the many improvements implemented then, ridership has grown significantly and continuously. Ridership in 2008 was 49% higher than bus ridership in 2001. The following table shows the number of bus riders by year, and the change and percentage change from the previous year, for calendar years 2001 through 2008.

DPTS Bus Ridership by Year – 2001 through 2008

Year	Passenger Count	Change	Percent Change
2001	843,325	----	----
2002	847,515	4,190	0.50%
2003	911,209	63,694	7.52%
2004	983,368	72,159	7.92%
2005	1,039,354	55,986	5.69%
2006	1,121,789	82,435	7.93%
2007	1,173,301	51,512	4.59%
2008	1,257,931	84,630	7.21%
Total		414,606	49.16%

The paratransit services of Operation Uplift, as previously described, include trips provided by DPTS vans and by subsidized taxicabs. Ridership for calendar years 2001 through 2008 is provided in table on the following page. The figures are broken down by vans and by taxicabs. Ridership on Operation Uplift was not affected by the changes implemented in the fixed-route bus system in 2002. The large changes in ridership are the result of major changes in the operations of the private taxicab companies, and the quality of service they have provided.

[1] City of Decatur, Illinois, Annual Budget, 2009-2010

In 2001 the DPTS vans carried 9,516 riders, compared to 44,975 riding in private taxicabs under Operation Uplift. By 2008 the number of van riders had grown by 115.01% to a total for the year of 20,464 riders. But during the same time, taxicab ridership dropped significantly, showing a 69.01% decrease. The DPTS staff have concluded that the large shifts show the riders' dissatisfaction with the quality of service provided by the various taxicab operators who have come and gone. The only taxicab company in Decatur at this time began operating in 2007. Four other companies have started and/or ceased operations since 2001.

Operation Uplift Ridership by Year – 2001 through 2008

Year	DPTS Vans	Taxicabs	Total	Change	Percent Change
2001	9,516	44,975	54,491	----	----
2002	8,743	45,162	53,905	-586	-1.08%
2003	12,372	40,881	53,253	-652	-1.21%
2004	14,290	34,989	49,279	-3,974	-7.46%
2005	17,416	22,146	39,562	-9,717	-19.72%
2006	19,445	15,427	34,872	-4,690	-11.85%
2007	21,095	12,956	34,051	-821	-2.35%
2008	20,464	13,939	34,403	352	1.03%
Total				-20,088	-36.86%

Vehicle Fleet

The DPTS currently has 32 buses and trolleys for fixed-route service and six vans for paratransit service. With the exception of the two DPTS trolleys, all transit system revenue vehicles were purchased using nearly 100% state and federal grant funds.

Under Federal Transit Administration (FTA) regulations, the 12 RTS buses placed in service in January, 1994, were eligible for replacement in 2006. The actual replacement year depends on the availability of funds and the amount of lead time the manufacturer needs to build and deliver the vehicles. In August, 2009, the DPTS took delivery of 5 new buses, and also placed an order for 4 additional buses, to be delivered around August, 2010. When these nine buses are in service, all of the 1993 RTS buses will be disposed of. At that time the DPTS will have 24 buses and trolleys available.

The DPTS fleet of wheelchair lift equipped vans was acquired over a period of years- 1999, 2003 and 2008. The last two vans were purchased as replacements for two vans purchased in 1993. FTA regulations allow the replacement of vans after only five years. So the1993 vans were eligible for replacement in 1998 and the 1999 vans were eligible for replacement in 2004. Again, the actual replacement year depends chiefly on the availability of funds. The DPTS has already applied for a grant for the purchase of two vans to replace the 1999 vans. Those vans are expected to be delivered around April, 2010. The following table displays the current vehicle inventory for the DPTS.

DPTS Vehicle Fleet Inventory

Fleet #	Year in Service	Make	Model / Type	Length	FTA Eligible Replacement
Fixed Route:					
9339	1994	TMC	RTS -06	35′	2006
9340	1994	TMC	RTS -06	35′	2006
9341	1994	TMC	RTS -06	35′	2006
9342	1994	TMC	RTS -06	35′	2006
9343	1994	TMC	RTS -06	35′	2006
9344	1994	TMC	RTS -06	35′	2006
9345	1994	TMC	RTS -06	35′	2006
9346	1994	TMC	RTS -06	35′	2006
9347	1994	TMC	RTS -06	35′	2006
9348	1994	TMC	RTS -06	35′	2006
9349	1994	TMC	RTS -06	35′	2006
9350	1994	TMC	RTS -06	35′	2006
1921	2001	Dbl K	Trolley	28′	2011
1922	2001	Dbl K	Trolley	28′	2011
9101	2001	Gillig	Low Floor	30′	2013
9102	2001	Gillig	Low Floor	30′	2013
9103	2001	Gillig	Low Floor	30′	2013
9104	2001	Gillig	Low Floor	30′	2013
9105	2001	Gillig	Low Floor	30′	2013
9106	2001	Gillig	Low Floor	30′	2013
9107	2001	Gillig	Low Floor	30′	2013
9108	2001	Gillig	Low Floor	30′	2013
9109	2001	Gillig	Low Floor	30′	2013
9110	2001	Gillig	Low Floor	30′	2013
9111	2001	Gillig	Low Floor	30′	2013
9112	2001	Gillig	Low Floor	30′	2013
9113	2001	Gillig	Low Floor	30′	2013
9914	2009	Gillig	Low Floor	30′	2021
9915	2009	Gillig	Low Floor	30′	2021
9916	2009	Gillig	Low Floor	30′	2021
9917	2009	Gillig	Low Floor	30′	2021
9918	2009	Gillig	Low Floor	30′	2021

Paratransit:

1004	1999	Nat'l Mobility Equalizer	18'	2004
1005	1999	Nat'l Mobility Equalizer	18'	2004
1009	2003	ElDorado Nat'l Aerolite	18'	2008
1010	2003	ElDorado Nat'l Aerolite	18'	2008
1013	2008	ElDorado Nat'l Aerolite	18'	2013
1014	2008	ElDorado Nat'l Aerolite	18'	2013

Transit Service Coverage

The DPTS is run by the City of Decatur and operates within the City limits with the exception of limited service to Forsyth, Harristown, and Long Creek. For the purpose of the LRTP, transit service is evaluated from the perspective of the entire MPA. The following sections analyze the existing public transit coverage in proximity to households/residences and non-residential destinations.

Proximity to Households/Residences

Transit coverage in proximity to households/residences was evaluated using Geographic Information System (GIS) applications to compare the existing transit coverage to the approximate number of households/residences served. A ¾ mile buffer (to represent the approximate walking distance to a transit stop) on each side of the transit routes was applied to identify the existing service area coverage.

In the year 2000 there were an estimated 46,283 households within the in MPA. Using an average household size of 2.345 results in an approximate population of 108,534 for the MPA. Of this total, approximately 37,013 (80.0%) households, or approximately 86,800 persons, fell within DPTS fixed-route service area. The map on Page 53 displays the transit service coverage in proximity to households/residences within the MPA.

Proximity to Non-Residential Destinations

Transit coverage in proximity to non-residential destinations (i.e., major or large employers, shopping areas, etc.) was evaluated using GIS applications to determine the approximate number of employees served by transit. A ¾ mile buffer (to represent the approximate walking distance to a transit stop) on each side of the transit routes was applied to identify existing service area coverage.

Existing DPTS service currently covers the majority of non-residential destinations within the MPA. Specifically, the Hickory Point Mall, the Decatur Airport, ADM and other major employers, currently have access via the DPTS fixed-route service. Of the estimated 57,664 jobs within the MPA for the year 2000, nearly 76% (43,825 jobs) were located within the DPTS service area. The map on Page 54 display the transit service coverage in proximity to non-residential destinations within the MPA.

he following table summarizes the existing DPTS service area coverage.

Table 3-14. Existing DPTS Service Area Coverage

MPA Estimated Year 2000 Population [1]	108,534
Population with ¾ Mile Buffer of Fixed Routes	86,795
Percent of Total Population within ¾ Mile Buffer	80.0%
MPA Estimated Year 2000 Employment	57,664
Employment with ¾ Mile Buffer of Fixed Routes	43,825
Percent of Total Employment within ¾ Mile Buffer	76.0%

Source: URS Corporation, 2030 LRTP, December, 2004, U.S. Census

[1] Assumes average household size of 2.345 used in the travel forecasting model and is consistent with the 2000 U.S. Census.

Areas of Concern

In October 2003, DPTS transit drivers provided specific concerns related to the DPTS. These concerns included specific railroad crossings that result in travel delays and areas where capacity/geometric improvements could be implemented to enhance transit operations. The following table summarizes their specific areas of concern.

Transit Areas of Concern

Railroad Crossings

- Martin Luther King Dr. (MLK) at:
  - Wood Street
  - Cerro Gordo Street
  - Peoria Avenue
- Oakland Ave. at Cerro Gordo St.
- E. Eldorado Street at:
  - 800 Block R.R. tracks
  - 22nd Street
- Prairie at 22nd Street
- Monroe Street at Garfield Avenue
- Faries Parkway at:
  - 27th Street
  - near Brush College Road
- Jasper Street at Garfield Avenue
- Water Street/Main Street at Johnson Street

Capacity / Geometric Concerns

- Van Buren at Water and MLK
- Church Street from McKinley to Kenwood
- Riverside from 16th Street to Maffit
- Maffit from Riverside to Cantrell
- Medial Drive in South Shores
- Ridge Drive and Ridgedale Drive
- Division St. between Samuel and 27th
- Dennis Street between Grand Ave. and Ravina Park Road
- Dennis Street between W. Main Street and Riverview Avenue
- Walnut between Jasper Street and Woodford Street
- Hayworth Street between Decatur and Sunset Avenue
- Prairie Street from East to 22nd St.
- William Street from the Pines to 105
- Oakland Avenue from Eldorado to Grand Avenue
- Fulton from C.C. Road to Baltimore

SOURCE: Decatur Public Transit System

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Bicycle Facilities

Bicycle facilities and trail systems are an increasingly important transportation mode for recreational and other trip purposes. They are also valuable community assets which greatly enhance the quality of life. They provide enhanced living environments, have been show to increase property values and corresponding tax revenues and help stabilize neighborhoods. These facilities provide connections between places and people. As added benefits, they provide open space, can reduce the amount and intensity of storm water runoff, provide a "filter effect" which reduces pollution and allow wildlife habitat to remain or be enhanced.

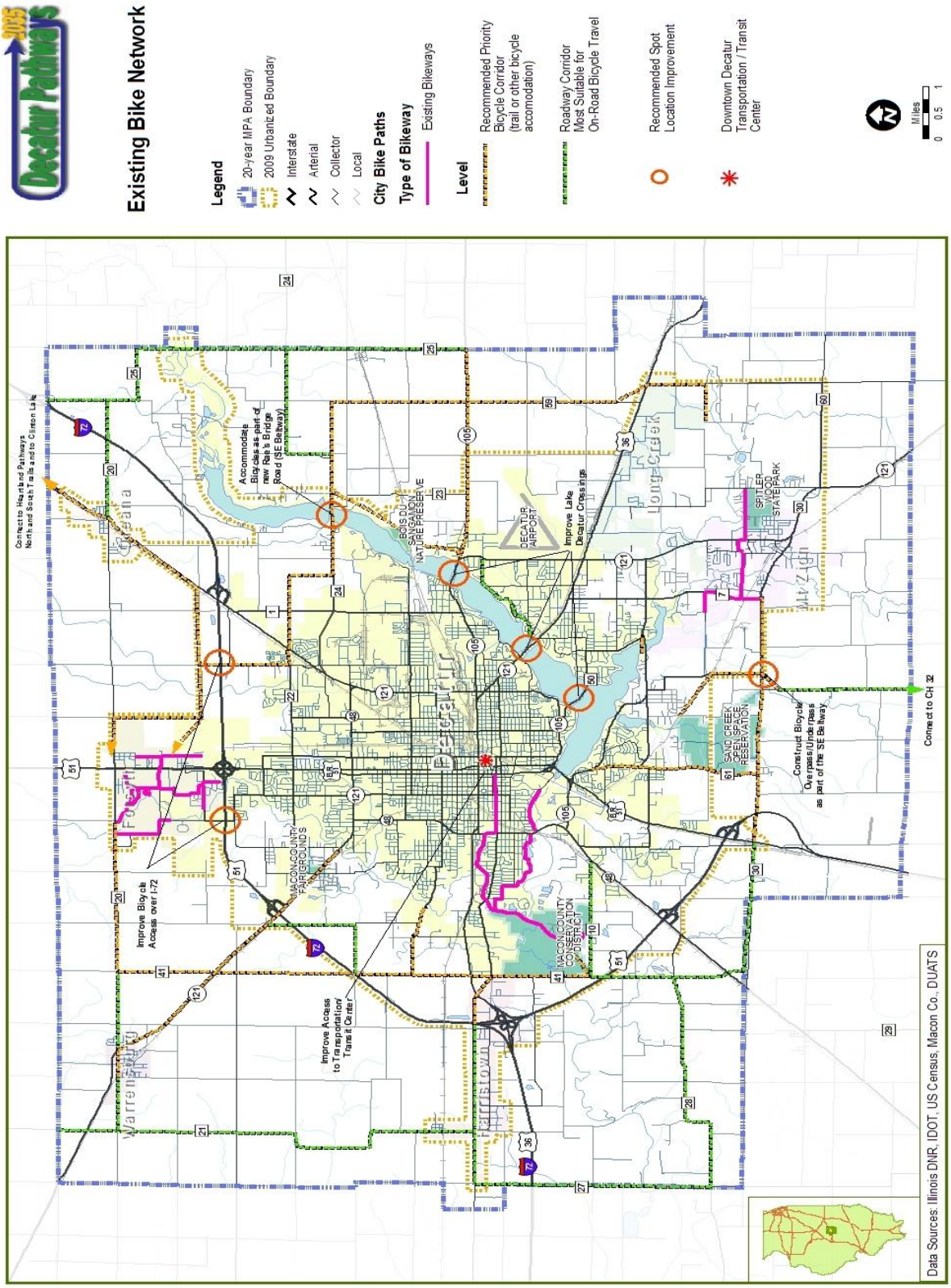
DUATS is in the process of updating the Decatur Metro Area Greenway Plan, which was created in 1998. Research and study that has been done on the Greenway Plan s existing and planned bicycle facilities were evaluated within the MPA. The following section summarizes the findings.

Current System Overview

The number of designated bicycle miles in the MPA has increased three fold since 2004, from the approximate nine miles to about eighteen miles currently. Of the current total, approximately 8.50 miles are in Decatur, 3 miles in Mt. Zion and about 7 miles are in Forsyth. The remaining bicycle trips within the MPA are generally made on existing streets and area roads.

The map on the following page shows the existing bicycle facilities in the MPA.

Existing Bicycle Network



Multi-use Trails/Paths

Well-planned and designed multi-use trails/paths can provide good pedestrian and bicycle mobility. The trails/paths can serve both commuter and recreational cyclists. Generally, the following points are essential to development of successful, multi-use trails. Trail planning in the MPA should address as many of the these factors as possible when making trail development decisions.

- They should be separate from vehicular traffic lanes with as few street or driveway crossings as possible to keep the conflict points to a minimum;
- To the greatest degree possible, paths should be located along a river, stream or other greenway in order to offer an aesthetic experience that attracts cyclists and pedestrians;
- They should make connections to areas such as shopping malls, downtown, schools, parks, employment centers and other community destinations;
- Well-designed street crossings, with measures such as bike and pedestrian activated signals, median refuges and warning signs for both motor vehicles and path users should be incorporated;
- Trip segments should be shorter than those provided by the road network and should make connections between dead-end streets or cul-de-sacs, or by providing short-cuts through open spaces;
- Proximity to housing and businesses increases visibility, accessibility and safety. Despite fears of some property owners, paths have not attracted crime into adjacent neighborhoods;
- Good design should include adequate width, sight distance, proper drainage and the avoidance of blind corners, steep slopes and other obstructions and impediments; and
- They must be properly maintained, which includes regular sweeping, brush control and repairs.

A primary bicycle facility is located between Fairview Park and Rock Springs Conservation Area in Decatur. This trail crosses Stevens Creek to Kiwanis Park and Sunset Avenue ending at the Environmental Center. In 2008, a connecting trail between Downtown Decatur and Millikin University was completed as part of the West Main Streetscape improvement project. An additional trail in Decatur was constructed on the north bank of the Sangamon River near Lincoln Park Drive, between the Lake Decatur Dam and Illinois Route 48.

As this LRTP was being written, the Decatur Park District had opened bids for Phase 1, covering over 4 miles, of the long planned Stevens Creek Bike Trail. For a variety of reasons the bids were all rejected. Phase 2 of the Trail are entering the engineering stage.
A new trail in Mt. Zion runs along the eastern part of Harryland Road south and east to near the entrance to Spitler Woods State Park. A few portions of this trail run alongside, but separately from the streets, with the remainder being a greenway.

Forsyth continues to incorporate trail facilities as part of most new developments. The Village has an extensive trail system which ties together residential, commercial and public locations such as the library and parks.

On-street Facilities

The majority of bicycle travel within the MPA takes place on the Area's streets and roads. Bicycle travel can be safely accommodated on streets or roads by planning and designating bicycle routes and providing on-street facilities such as striped bicycle lanes.

Two streets, Country Club Road from Airport Road to US 36 and Lost Bridge Road, in Decatur have a

painted curb lane to assist pedestrians and bicyclists. However, these lanes are not specifically designed for bicycles and their width, striping and pavement conditions vary along their course. There are no specified bike lanes in the MPA.

Current Bicycle Conditions

Current bicycle conditions within the MPA were reviewed to identify potential weaknesses and gaps in the existing bicycle network. The condition reporting was based on the Bicycle Compatibility Index (BCI).

Bicycle Compatibility Index

The BCI model is a national standard measuring bicyclist comfort levels based on specific roadway characteristics. These characteristics include the number of lanes, traffic volumes, travel speeds, and others. The BCI model has established level of service standards that quantify the varying compatibility of bicycle travel. The BCI level of service standards are outlined below.

Bicycle Compatibility Index Level of Service Standards

Level of Service	BCI Range	Compatibility Level (1)
A	<= 1.50	Extremely High
B	1.51 - 2.30	Very High
C	2.31 - 3.40	Moderately High
D	3.41 - 4.40	Moderately Low
E	4.41 - 5.30	Very Low
F	> 5.30	Extremely Low

C:\Documents and Settings\jmeyer\My Documents\Decatur LRTP\TECH MEMOS\[tables.xls]BCI_LOS

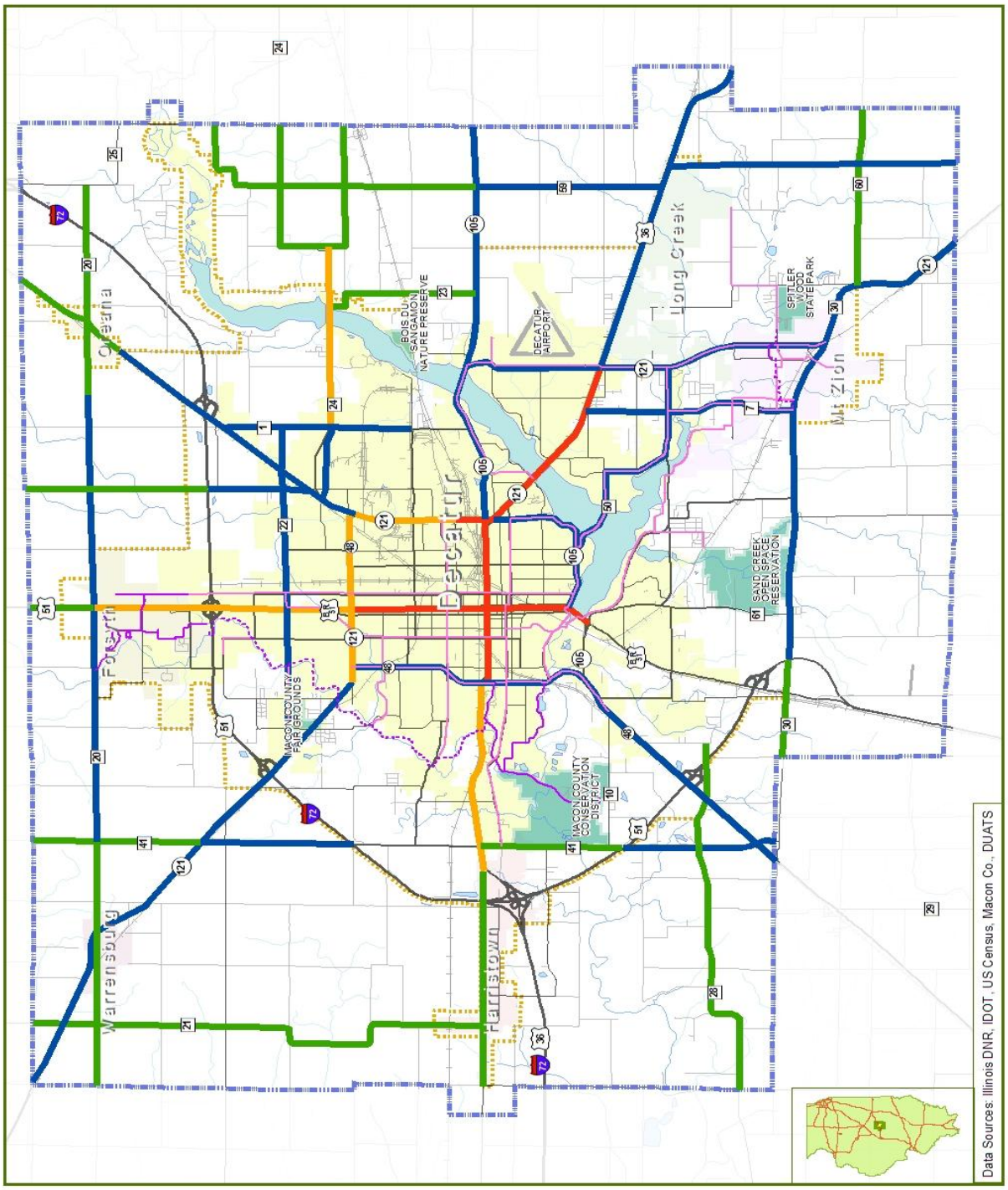
SOURCE: The Bicycle Compatibility Index: A Level of Service Concept, Implementation Manual, FHWA-RD-98-096, 1998.

(1) Qualifiers for compatibility level pertain to the average adult bicyclist.

Level of Service (LOS) A is represented by an index less than or equal to 1.50, indicating that a roadway is extremely compatible (or comfortable) for the average adult bicyclist. On the other end of the standard is LOS F, represented by an index greater than 5.30, indicating that the roadway is extremely incompatible (or very uncomfortable) for the average adult bicyclist. The BCI model recommends that where casual bicyclists are expected, the facility should be designed at LOS C or better.

The BCI results indicate that the most significant areas of concern are the Lake Decatur bridge crossings, and the US-51 and US-36/IL 121 crossings in particular. These were identified as having extremely low bicycle compatibility.

The following map shows the BCI evaluation for streets and road in the MPA.


Decatur Pathways 2035
Year 2035 Bicycle Compatibility Levels
Legend
20-year MPA Boundary
2009 Urbanized Boundary
Type of Bikeway
Existing Bikeways
Proposed Bikeways
Proposed City Bikeways
Compatibility
Very-Low
Moderately-Low
Extremely-Low
Acceptable
Miles
0 0.5 1
Oreana
Long Creek
Mt Zion
Warrensburg
Harristown
Forsyth
BOIS D' SANGAMON NATURE PRESERVE
DECATUR AIRPORT
SPITLER WOOD STATE PARK
SAND CREEK OPEN SPACE RESERVATION
MACON COUNTY FAIRGROUNDS
MACON COUNTY CONSERVATION DISTRICT
Data Sources: Illinois DNR, IDOT, US Census, Macon Co., DUATS

Spot Locations Deficiencies

In addition to the BCI, members of the Decatur Bicycle Club were contacted and meetings were held to get their input on identifying spot location deficiencies, locations that present concerns to cyclists and for their assistance in providing first had information regarding this mode of transportation. The specifics of those meetings regarding bicycle travel within the MPA are summarized below.

Comments from Decatur Bicycle Club

Members of the Decatur Bicycle Club (DBC) generally felt that there needs to be more done to provide for the safety and convenience of bicycle riders, to encourage more bicycle riding, and to educate the community with regard to the rules and laws associated with bicycle riding. They noted that many motorists think that it is illegal for bicyclers to be on the streets ('Go ride on the sidewalks where you belong!') and often display aggressive, dangerous behavior towards riders.

The DBC encourages the implementation of The Decatur Urbanized Area Comprehensive Bicycle Plan, 1996-2016 which is a supplement to the 1994-2014 Long Range Transportation Plan. This plan still seems very relevant. They also encouraged implementation of the DBC recommendations communicated to your office in a letter from Jim Johnson dated January 7, 2004. They advised that Mr. Johnson's recommendations remain relevant for this LRTP update.

Included here are a few of the suggestions generated by discussion among some of the DBC members at a meeting on August 13, 2009.

1. *Develop E W/ N S bike routes through the city. Maybe Wood St and Mound Rd for east-west. Maybe Monroe St and Jasper St for north-south.*
2. *Purchase abandoned railroad lines for future trails now.*
3. *All new or improved road/street projects make bicycle and pedestrian compatibility a priority.*
4. *Bike lanes marked and kept clean for riding with bicycles.*
5. *Bike lanes evenly paved without grate openings parallel to direction of travel.*
6. *Bridges should be crossable without riding in car traffic.*
7. *Signage for bicycle traffic.*
8. *Bike racks around the city and on buses.*
9. *Bike storage lockers downtown.*
10. *Trail maps, benches, and water fountains for riders convenience.*
11. *Roads and streets kept in good repair with even pavement.*

It was also suggested that it would be a good idea to have an alternate transportation advocate in the planning office to represent alternate transportation, to write grants, etc. This person should be actively involved both in the planning and in the implementation of ideas beneficial to people in the community who wish to utilize alternate transportation.
One of the most frequently mentioned concerns of bicyclists is the strong desire to provide safe and adequate crossings of Lake Decatur. The lack of adequate sidewalks or other facilities that would afford a safe means of crossing Lake Decatur is also supported by the BCI model and technical analysis The following pictures show the existing condition of the US Route 51 and US Route 36 crossings over Lake Decatur. High travel speeds, high traffic volumes, narrow shoulders and lack of adequate sidewalks make crossing Lake Decatur by any means other than motorized vehicle extremely difficult and very dangerous.

Accessibility to Community Resources

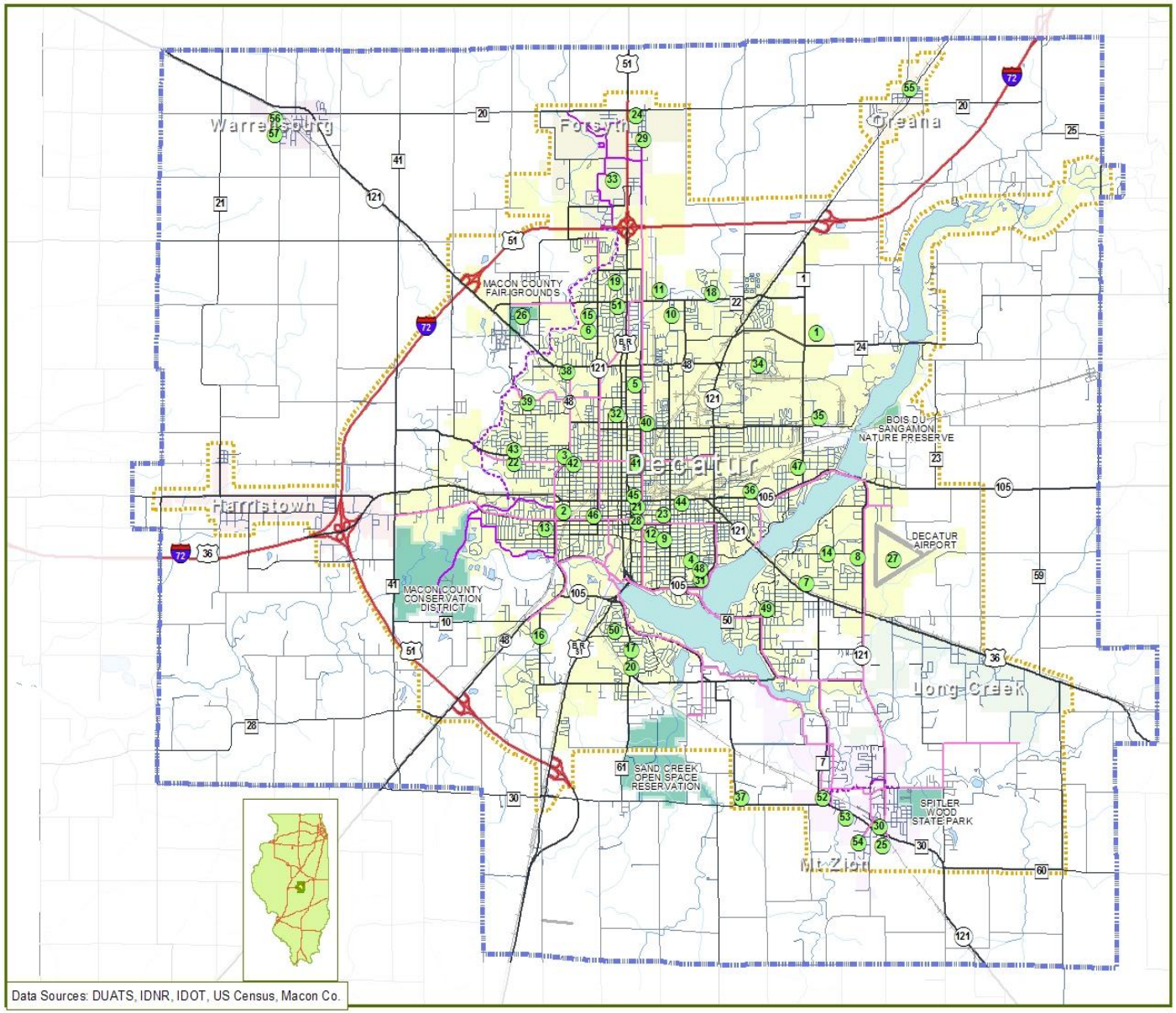
Accessibility to community resources such as schools, universities, libraries, and parks, commercial areas and employment centers are important aspects of any bicycle network. These community resources were overlaid with the existing MPA bicycle system to determine areas that may lack bicycle accessibility. Potential bicycle improvements will be identified to maximize bicycle connections to community resources. The map on the following page identifies the existing bicycle system in relationship to various community destinations and facilities.

Intermodal Connections

Intermodal connections currently require bicyclists to share roadways with automobiles, trucks, and buses in all but a very few locations. Safety and accessibility for cyclists and pedestrians is important. Future planning should strongly emphasize and require provisions for alternative modes of transportation in conjunction with new roadways or reconstruction whenever possible. Providing alternative modes of transportation needs to be a primary concern when making street and roadway improvements. Street and roadway design and construction should always provide accommodations for bikes and pedestrians.

Another consideration must be bicycle parking. For bicycles to be considered a viable travel option, it is necessary for major destinations to accommodate bicycle parking. One example of this is the bicycle parking provided at the Senator Severns Transit Center located at the corner of Jackson and William Street. Bicyclists are able to ride to the Transit Center, park their bicycle, and ride the DPTS buses. On a more negative note, there are no provisions for bicycle parking anywhere near the Decatur Civic Center. Since the Civic Center houses the majority of City offices, it should provide accommodations for the cycling public.

DPTS is considering the installation of bike racks on buses to further accommodate this intermodal transportation option.



2035 Decatur Pathways

Major Trip Attractions

Identification of Lcations is on the Following Page

Legend

- 20-year MPA Boundary
- 2009 Urbanized Boundary
- Attractions

Type of Bikeway

- City Proposed
- Proposed
- Existing

Miles
0 0.5 1

LIST OF MAJOR TRIP ATTRACTIONS SHOWN ON THE PREVIOUS PAGE

1. Richland Community College
2. Millikin University
3. MacArthur High School
4. Eisenhower High School
5. St. Teresa High School
6. Decatur Christian School
7. Hillside Bethel Christian School
8. Thomas Jefferson Middle School
9. Johns Hill Magnet School
10. Stephen Decatur Middle School
11. Stevenson Elementary School
12. Washington Elementary School
13. Dennis Elementary School
14. Michael E. Baum Elementary School
15. Parsons Accelerated School
16. Enterprise Elementary School
17. South Shores Elementary School
18. Lutheran School Association
19. Our Lady Lourdes
20. Holy Family Elementary School
21. St. Patrick Elementary School
22. Northwest Christian Campus
23. St. James Elementary School
24. Forsyth Elementary School
25. Mt. Zion Intermedaite School
26. Macon County Fairgrounds
27. Decatur Airport
28. Decatur Public Library
29. Forsyth Public Library
30. Mt. Zion Public Library
31. St. Mary's Hospital
32. Decatur Memorial Hospital
33. Hickory Point Mall
34. Caterpillar
35. ADM
36. Tate & Lyle
37. PPG
38. Pershing Pre-K Center
39. Franklin Elementary School
40. Harris Elementary School
41. Hope Academy
42. Durfee Magnet School
43. Oak Grove Elementary School
44. Robertson Charter School
45. Decatur Area Technical Academy
46. French Academy
47. Brush College Elementary School
48. Southeast Elementary School
49. Muffley Elementary School
50. Garfield Montessori School
51. Target Center
52. McCaughey Primary School
53. Mt. Zion Grade School
54. Mt. Zion High School
55. Oreana Elementary School
56. Warrensburg-Latham Sr/Jr High School
57. Warrensburg Elementary School

Rail Operations

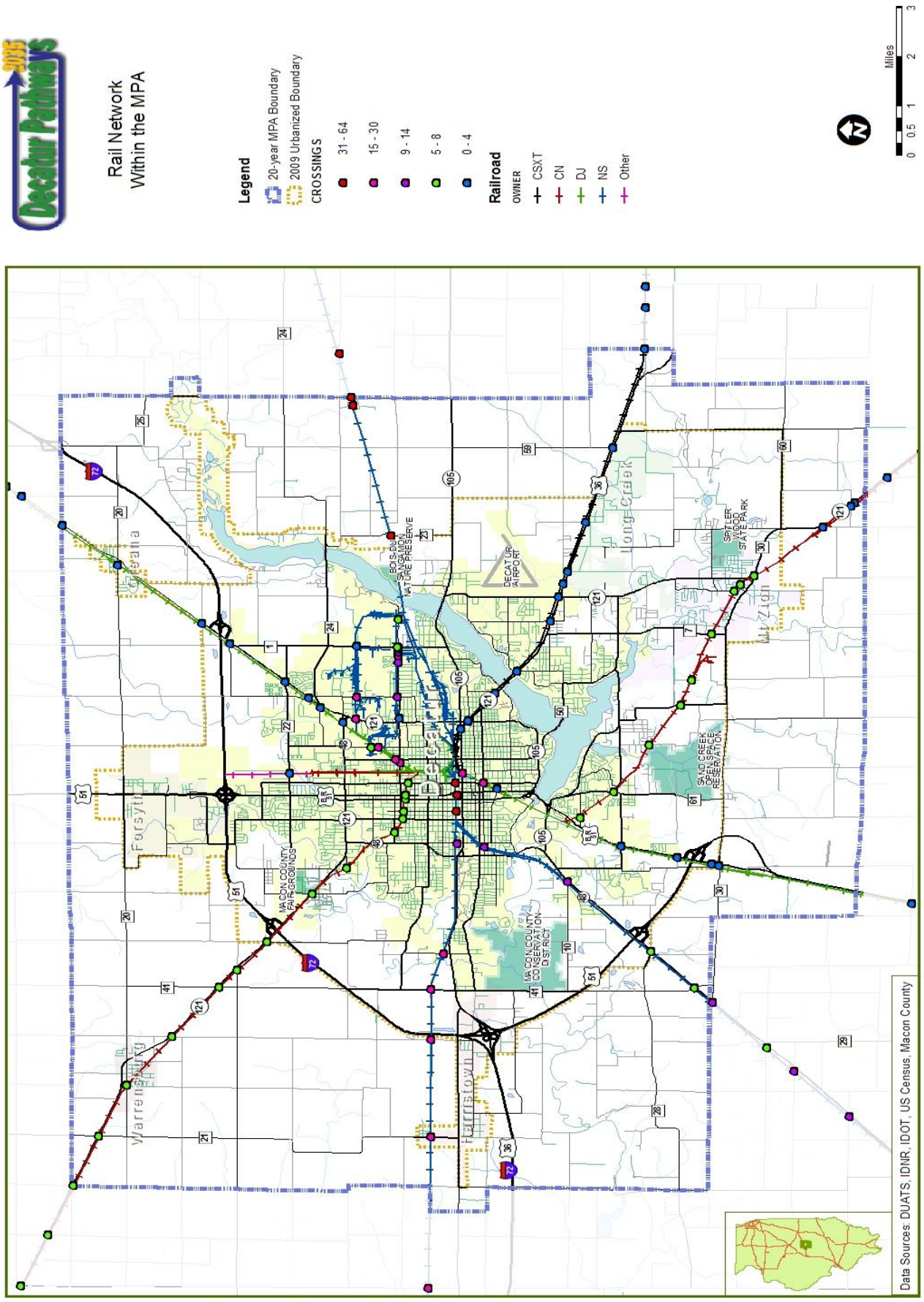
Rail is an extremely important element in the local transportation system. Several rail operations provide service to major employers in the area including ADM, Tate and Lyle and Caterpillar. The following section describes rail operations within the MPA.

System Overview

Seven rail lines currently form a radial spoke pattern as they pass through the MPA. Four railroads currently serve the Decatur area: Canadian National, Norfolk Southern Railway, CSX Transportation, and the short line Decatur Junction Railway Company. Decatur Junction operates between Assumption and Cisco while providing service to grain elevators.

Major employers such as ADM, Tate and Lyle and Caterpillar are primary rail users. ADM operates a railcar rebuilding facilities and owns a fleet of railroad cars comparable to that of the largest railroads in North America.

Norfolk Southern handles approximately 2,000 freight cars daily in and out of Decatur and carries over 70 million tons of goods annually. Major products being shipped include grain and food products, alcohol from corn and soybeans, and construction equipment. The following map show the existing rail operations in the MPA.


Decatur Pathways 2035
Rail Network
Within the MPA
Legend
20-year MPA Boundary
2009 Urbanized Boundary
CROSSINGS
31 - 64
15 - 30
9 - 14
5 - 8
0 - 4
Railroad
OWNER
CSXT
CN
DJ
NS
Other
Miles
0 0.5 1 2 3
Data Sources: DUATS, IDNR, IDOT, US Census, Macon County

At-grade Rail Crossings

In Macon County there is a total of 136 at-grade rail crossings. Of this total, 85 (61.0%) at-grade rail crossings are located within the MPA. A further breakdown of the 85 crossings within the MPA shows that over 80% are located in Decatur. This is important in that at-grade rail crossings can be a significant source of traffic delays depending on the number, length and speed of trains that operate per day along a particular corridor. Within the MPA the number of delays and extended overall travel delay associated with these crossings occurs regularly due to the large number of trains, the length of the trains, the relatively slow speed of trains in the urban environment and the high traffic volumes on the streets and roads.

Accident History and Prediction

Accident history and accident prediction at at-grade highway-rail crossings was reviewed for the MPA. Accident prediction is based on the findings from the Accident Prediction Report for Public At-Grade Highway-Rail Crossings as provided by the Federal Railroad Administration (FRA) Office of Safety Analysis Highway-Rail Crossing Safety & Trespass Prevention.

Accident prediction reports were originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. However, the accident prediction tool can also be used to identify particular crossings that may require physical safety improvements or enhancements.

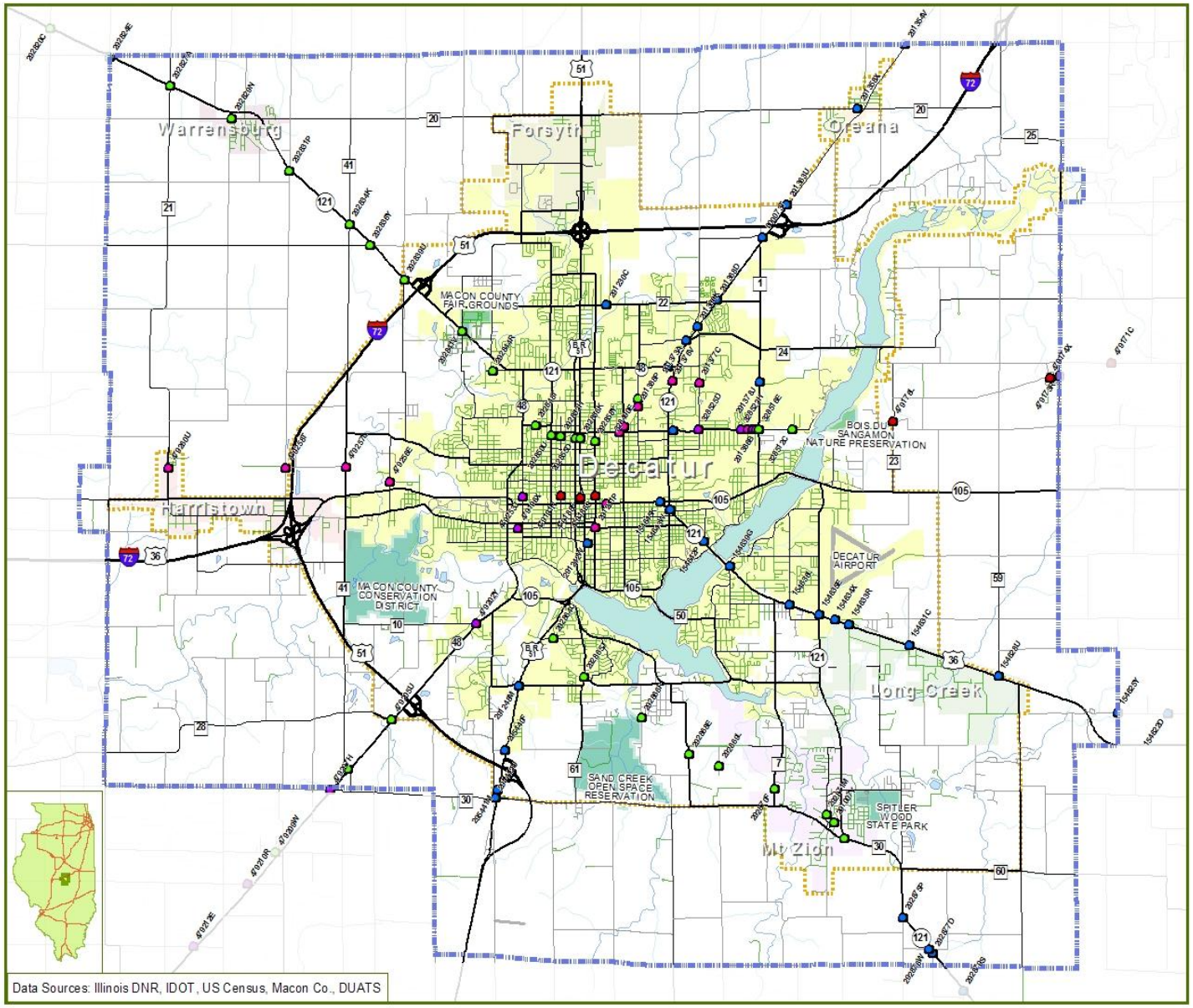
The accident prediction formula is based upon two independent factors (variables) which include (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. For the purpose of this analysis, the most recent five-year accident data was available from 2004 to 2008. At the date of this LRTP there was one reported accident in 2009.

The table on the following page identifies the number of train crossings per day. The map on Page 67 shows the location of the at grade rail crossings.

Highest Number of Train Crossing per Day

Rank	Crossing ID	RR	City	Crossing	Number of Trains per Day
1	479186S	NS	Decatur	M L King Jr Drive	64
1	479188F	NS	Decatur	Water Street	64
1	479191N	NS	Decatur	Edwards Street	64
4	479171C	NS	Decatur	Angle Crossing Road	51
4	479173R	NS	Decatur	Oakley Road	51
4	479174X	NS	Decatur	Shelby Road	51
4	479176L	NS	Decatur	Sangamon Road	51
8	291377C	CN	Decatur	27th Street	30
9	291236T	CN	Decatur	Eldorado Street	20
9	291239N	CN	Decatur	William Street	20
9	291241P	CN	Decatur	M L King Jr Drive	20
9	291376V	CN	Decatur	22nd Street	20
9	291388P	CN	Decatur	Woodford Street	20
9	291389W	CN	Decatur	Jasper Street	20
9	291390R	CN	Decatur	Garfield Avenue	20
9	328518T	NS	Decatur	Fairies Parkway	20
9	328519A	NS	Decatur	Fairies Parkway	20
9	328520U	NS	Decatur	Fairies Parkway	20
9	328521B	NS	Decatur	Fairies Parkway	20
9	479256E	NS	Decatur	Sunnyside Road	20
9	479257L	NS	Decatur	Wyckles Road	20
9	479258T	NS	Decatur	Glascow Road	20
9	479260U	NS	Decatur	Meridan Street	20
9	479262H	NS	Decatur	Meridian Road	20
9	479263P	NS	Decatur	Illinois Ct.	20
9	479265D	NS	Decatur	ML King Jr. Drive	20
9	479269F	NS	Decatur	Acom Road	20

SOURCE: Federal Rail Administration and DUATS.



Decatur Pathways 2035

At-grade Rail Crossing Locations

Legend

20-year MPA Boundary

2009 Urbanized Boundry

Railroad Crossings

- 31 - 64
- 15 - 30
- 9 - 14
- 5 - 8
- 0 - 4

Miles

0 0.5 1

It is important to understand that the accident prediction does not directly imply that particular crossings are the more dangerous than others. Rather, the data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. The accident prediction methodology is only one of the tools that might be used to determine where and how to focus attention for improving safety at public highway-rail intersections.

The following table summarizes the accident history at at-grade crossing locations in the MPA by year (2004 – 2008). As of the date of this LRTP there was one reported accident in 2009 at crossing ID 328512C, Norfolk Southern at Fairies Parkway.

CROSSING ID	RR	STREET	2004	2005	2006	2007	2008	TOTAL
328512C	NS	Fairies Parkway		1	1			**2**
499206B	NS	Wyckles Road					1	**1**
291378J	CN	Brush College Road					4	**4**
291377C	CN	27th Street					1	**1**
291373A	CN	Hubbard Avenue				1		**1**
292858Y	CN	MLK Jr. Drive				1		**1**
328516E	NS	Brush College Road		1		1		**2**
328522H	NS	Fairies Parkway				1		**1**
291241P	DJ	Wood Street			1			**1**
291384M	CN	Harrison Street			1			**1**
292856K	CN	Water Street		1				**1**
292850U	CN	Monroe Street		1				**1**
328520U	NS	Fairies Parkway	1					**1**
		TOTAL	**1**	**4**	**3**	**4**	**6**	**18**

Source: Federal Rail Administration & DUATS

Intermodal Connections

The MPA is well located in terms of having the ability and infrastructure in place to ship products to other parts of the country. With the exception of west coast destinations, such as Los Angeles and Seattle, most goods can be shipped to their destination within two days by either rail or truck. The table that follows displays the approximate travel time (in days) for rail and trucks.

Although existing surface transportation affords the ability to ship products quickly and with general ease, intermodal access is somewhat limited within the MPA. Currently, there is no rail access to the airport and there are limited rail spurs serving major industries such as ADM and Caterpillar. The track to the old Firestone plant is still in place serving some locations for steel unloading for a fabrication plant and for scrap dealers. One local business entity, G & D Integrated, recently completed a $5 million expansion. The expansion includes additional facilities for its container and logistics supply chain distribution network. Their network utilizes trucks, rail and ocean going containers which combined move over 10 million tons of freight per day. Much of this tonnage goes through the Decatur facility.

One possible location for an intermodal facility is located off the CSX track near the Business industrial park located south of the Decatur Airport. However, current rail traffic volumes would likely not warrant the development of an intermodal facility at this time. Further study and discussion is strongly encourage as to the location and future construction of an intermodal freight facility.

Distance and Travel Time

City	Miles	Days by Rail	Days by Truck
Atlanta	592	2	1
Chicago	179	1	1
Cincinnati	270	1	1
Cleveland	473	1	1
Dallas	764	3	2
Denver	901	2	2
Detroit	422	1	1
Indianapolis	165	1	1
Kansas City	344	1	1
Los Angeles	1,935	4	4
Memphis	380	2	1
Minneapolis	500	3	1
New Orleans	758	2	2
New York	906	2	2
St. Louis	120	1	1
Springfield	36	1	1
Seattle	2,075	4	4

SOURCE: DUATS.

Recent Improvements

Maintenance of rail infrastructure is principally the responsibility of the railroads. However, local jurisdictions, especially municipalities take an active role in working with rail operators on projects that will enhance the efficient movement of freight through the region.

Recent rail improvements within the MPA have focused on improving specific at-grade crossing locations. The most recent improvements include the improved crossing at E. Wood and MLK and on Route 36. These were completed in 2008 and 2009. No specific grade separated facilities have been identified for construction at this time.

Aviation

The following provides an overview of existing facilities and operations at the Decatur Airport. The airport is located approximately four miles east of downtown Decatur at 910 Airport Road. It is one of eleven primary airports in the State of Illinois.

System Overview

The Decatur Airport is owned and operated by the Decatur Park District. The Airport is one of only five park district-operated airports in the state of Illinois and the only park district-owned airport served by an air carrier (American Connection). The Airport encompasses an area of approximately 2,200 acres and includes over 5,000,000 square feet of pavement surfaces for aircraft operations (runways, taxiways and parking aprons) and 360,000 square feet of roads and vehicle parking areas. The Decatur Airport has the fourth-longest runway in the state at 8500' with two other runways measuring 6800' and 5300' in length.

The Decatur Airport is located along the east-central edge of the MPA. The airport maintains three runways. The primary runway, 6/24, at 8,500 by 150 feet, can accommodate large jet service. The surface of 6/24 is grooved asphalt and concrete. Runway 12/30 is 6,800 feet by 150 feet with a surface of grooved (partial) asphalt and concrete.

Runway 18/36 is 5,300 by 150 feet with a surface of grooved asphalt. All are served by a full taxiway system and monitored by a control tower. Two multiple storage hangers are on site to house some of the 125 base aircraft. One is 27,000 square feet and the other is 8,000 square feet. There are 115 T-hangers also on site.

The terminal includes two gates, baggage-handling conveyors, ticketing counters, automobile rental offices, and a restaurant with a capacity of 130 persons. Full snow removal capabilities are present and a fire station is located on the field allowing 24/7 operations.

A commuter airline provides service between Decatur and St. Louis. The Illinois Army National Guard maintains helicopters, as well as some fixed wing aircraft on site.

Facilities

The Decatur Airport Terminal Building is a 24,000 square foot ground level facility housing airline and car rental counters, seating areas for passengers and guests, baggage claim area, administrative offices and a restaurant/banquet facility. Close-in parking is available for visitors and travelers have the convenience of long-term parking at no-charge. The airport amenities/businesses include the following:

- American Connection Ticket Counter
- Avis Rent-A-Car
- "Main Hangar" Restaurant and Banquet Facility
- Lobby Seating Area
- Volunteer Information Desk
- Baggage Claim Area
- Advertising Displays
- Motel Courtesy Phone
- Business Center
- Airport Administrative Offices
- Foreign Trade Zone and U.S. Customs

Foreign Trade Zone #245

Foreign Trade Zone (FTZ) #245 was established at the Decatur Airport in 2000 with Decatur Park District being named as the "Zone Grantee". FTZs are designated sites where special customs procedures apply. The designated area is called a General Purpose U.S. FTZ, which for Custom purposes is considered outside the United States. This designation allows nearly any imported merchandise to be brought into a FTZ for manipulation, without paying U.S Customs or duties fees. This helps encourage U.S. companies to conduct business in the Decatur area by keeping the cost of imports and exports down. There is currently approximately $35 million of imports and $1 billion of exports to/from the Decatur area that could use this zone.

A Sub-Zone Site designation had been applied for by ADM with support of the Decatur Park District. Another potential use might involve naming an industry such as Caterpillar to handle earth-moving components for its worldwide market. This would have a positive impact on overall economic and land development efforts by offering an added service to companies considering expansion or relocating to a particular area. Companies involved in international trade who are both importing and exporting will be most interested in the program because it provides for duty-free treatment of imports while they remain in the Zone. Imported components re-exported, either unchanged or as a part of a final product, never become subject to U.S. Customs fees.

Department of Homeland Security

The Decatur Airport is designated a U.S. Customs Port and serves as an important regional freight hub. The U.S. Customs services corporate and general aviation aircraft at the airport. This is potentially a major growth factor for the airport. The U.S. Customs office became operational on August 29, 1999, funded through user fees and a Decatur Park District subsidy. When entries reach 25,000 per year U.S. Customs should fund the operation.

ADM, Caterpillar, and other like corporate flyers are the primary users of the Customs facility. Until recently, the airport also served as a hub for the UPS. Prior to the economic downturn, UPS made the Decatur Airport its primary facility for Illinois south of I-80 with more than ten million pounds of freight passing through each year.

ADM ships between South America and Canada and items destined for those locations can clear customs at the Decatur Airport. The presence of both Customs and the FTZ make the Decatur Airport unique from other regional airports and provides the business park and the region an excellent location and opportunity for growth.

Operational Characteristics

The Decatur Airport operates with a commercial airline service.

Decatur Airport Commercial Flight Schedule (2009)

Departures

Flight No.	Departs Decatur	Arrival		Type Aircraft	Frequency
		City	Time		
ZK 5207	**8:27 AM**	STL	9:09 AM	Beech 1900	Mon - Fri
ZK 5207	**8:57 AM**	STL	9:39 AM	Beech 1900	Sat
ZK 5221	**1:52 PM**	STL	2:34 PM	Beech 1900	Mon - Fri
ZK 5221	**1:52 PM**	STL	2:34 PM	Beech 1900	Sun
ZK 5205	**6:12 PM**	STL	6:54 PM	Beech 1900	Sun - Fri

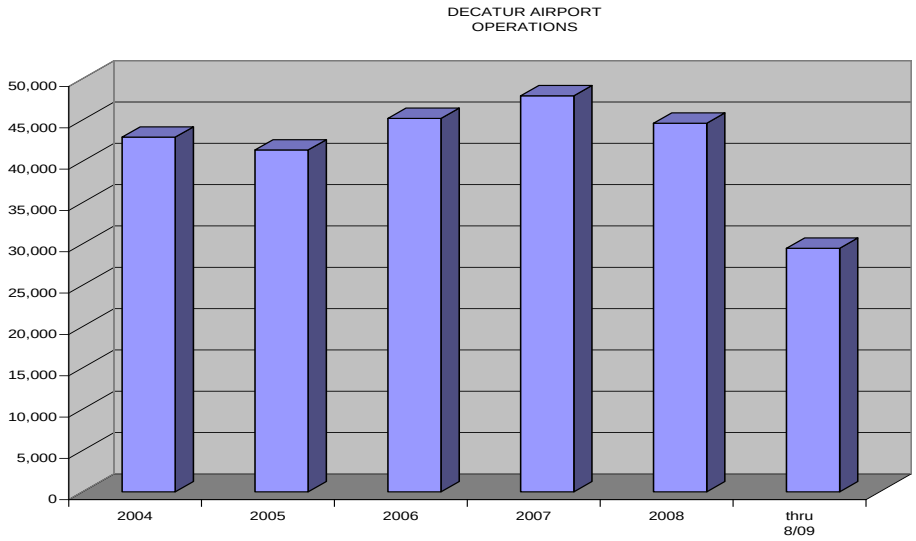
Departures

Flight No.	Departs Decatur	Arrival		Type Aircraft	Frequency
		City	Time		
ZK 5207	**8:27 AM**	STL	9:09 AM	Beech 1900	Mon - Fri
ZK 5207	**8:57 AM**	STL	9:39 AM	Beech 1900	Sat
ZK 5221	**1:52 PM**	STL	2:34 PM	Beech 1900	Mon - Fri
ZK 5221	**1:52 PM**	STL	2:34 PM	Beech 1900	Sun
ZK 5205	**6:12 PM**	STL	6:54 PM	Beech 1900	Sun - Fri

Operations

Primary users of the airport are general aviation and the military. The Decatur FBO offers aviation fuel sales, pilot lounge and quiet room, ramp/tie-down services, aircraft cleaning and hangars for aircraft storage. The total operations (take-offs and landings) for the Decatur Airport (years 2004 to 2009) are displayed on the next page.

Decatur Airport Operations (2004 – 2009)

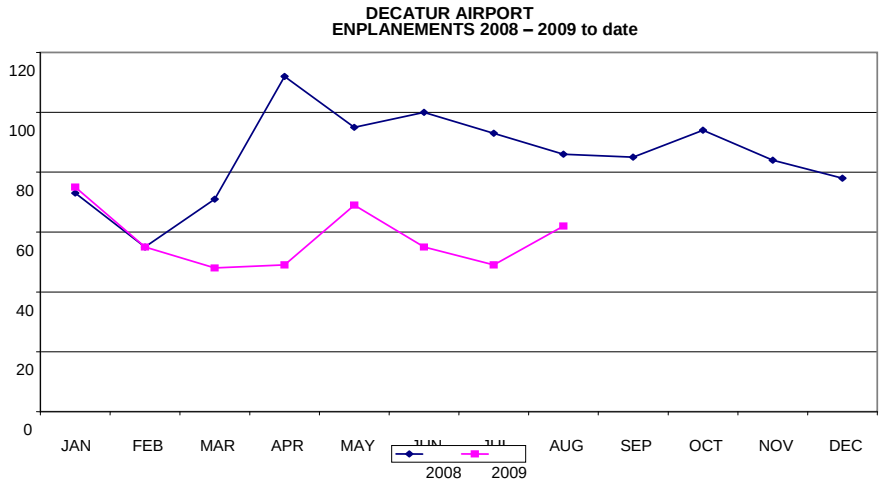


Between 2004 and 2008, operations averaged over 45,000 per year. During this five-year period, operations reached a high of approximately 48,000 in 2007.

Enplanements

The following figure displays the total enplanements in 2008 and the first eight months of 2009. The airport operates 3 passenger service flights per day to St. Louis, MO. This service has remained stable over the years and in 2008 the Decatur Airport served 1,026 passengers. This is important as 10,000 passengers per year is the threshold to be eligible for Federal Aviation Administration (FAA) funding and Primary Airport status.

Enplanements (2003)



Intermodal Characteristics

The surrounding land uses around the Decatur Airport are compatible with air service. In particular, close access to the Business Industrial Park is very beneficial. As part of the airport layout plan there is the possibility of a CSX rail spur to serve the industrial park. This would likely occur if the industrial park occupant needed rail service.

Accessibility

The Decatur Airport is located on the eastern edge of the city and can be accessed via U.S. Route 36, IL Route 105, and IL Route 121. There is no direct access to the airport by interstate or other limited-access highways. The SE Beltway is a potential improvement that would benefit the industrial park on Park District property by providing increased accessibility for passengers, commercial vehicles and other airport users.

DPTS provides fixed-route bus service to the Airport via Route #12–Airport– Wal-mart East. This route provides connection with the Severns Transit Center located in Decatur's CBD. Travel time is approximately 19 minutes between the two locations. The following chart shows the schedule of Route #12.

Route #12 Service to Decatur Airport

OUTBOUND		INBOUND	
Leave Transit Center	Arrive Decatur Airport	Leave Decatur Airport	Arrive Transit Center
5:32 (A)	5:57	5:46	6:13
6:15	6:51	6:34	7:10
7:15	7:51	7:34	8:10
8:15	8:51	8:34	9:10
9:15	9:51	9:34	10:10
10:15	10:51	10:34	11:10
11:15	11:51	11:34	12:10
12:15	12:51	12:34	1:10
1:15	1:51	1:34	2:10
2:15	2:51	2:34	3:10
3:15	3:51	3:34	4:10
4:15	4:51	4:34	5:10
5:15	5:51	5:34	6:10
6:15	6:51	6:34	7:10

SOURCE: Decatur Public Transit.

C:\My Documents\Jim Work\Decatur LRTP\[tables.xls]Transit_Aiport Connection

Shaded area denotes P.M. service.

(A) Does not operate on Saturday.

Recent Improvements

Within recent years, the Decatur Airport has had a number of improvements totaling nearly $13.5 million. Those improvements are shown below.

Project name	Estimated Cost	Status	Year
▪ ARFF vehicle & reimbursement for land parcel	$1,053,000	Complete	2007
▪ Taxiway G – Phase II	$2,780,000	Complete	2006
▪ Reconstruct & Widen Taxiway C	$2,125,000	Complete	2006
▪ Reconstruct portion of runway 6/24 & portions of Taxiways A & C	$ 887,000	Complete	2007
▪ Pavement Rehabilitation – South T-hangar area	$ 493,000	Complete	2006
▪ Reconstruct South Perimeter Road	$ 114,000	Complete	2006
▪ I Fly Project	$2,062,500	Complete	2004
▪ Airport Master Plan	$ 282,000	In Progress	2007
▪ Snow Removal Equipment	$ 529,000	Complete	2008
▪ Rehabilitate Taxiway A & Ramp	$ 869,000	In Progress	2008
▪ ARRA – Reconstruct intersection of Runways 6/24 & 12/30	$ 792,000	Complete	2009
▪ Construct a Water Main	$ 357,000	In Progress	2009
▪ Snow Removal Equip. & Accessories	$ 417,000	In Progress	2009
▪ Acquire land for Approach protection	$ 336,000	In Progress	2009
▪ Partial fence replacement	$ 226,000	In Progress	2009
TOTAL	**$13,322,500**		

Source: Decatur Airport, September 2009

The Decatur Airport has constructed a new taxiway (Taxiway G) at a total cost of $6.5 million. This project was the largest construction project in Decatur Airport history. The project began in the Fall 2003 and completed in Spring 2005. Taxiway G provides a full-length parallel taxiway to the primary Runway 6/24.

In 2000, the runway strength was increased to allow larger planes to use the airport. As a result, UPS was able to begin operating B757 service as opposed to B727 service that they had been using. The improvements also included a longer runway and wider runway needed to accommodate larger aircraft.

In terms of airport accessibility, a study was recently conducted to evaluate a Twin Bridge Road Connection that would improve the connection between the airport/business park and US 36.

CHAPTER 4. FUTURE CHALLENGES & OPPORTUNITIES

This chapter summarizes the future challenges and the opportunities to the year 2035. During the LRTP update period, potential and future conditions within the MPA were reviewed. Year 2030 population and employment projections were reviewed.

Projected 2035 Population and Employment

Two population and employment (land use) scenarios were developed for the purpose of this LRTP. The first scenario was a continuation of recent population and employment trends (baseline scenario). The second represented a higher population and employment growth scenario within the MPA (growth scenario). During the development of the Macon County – Decatur Comprehensive Plan, relative comparisons between the baseline and growth scenarios for Macon County and the MPA were reviewed. It was determined that the baseline estimates, projections and scenarios used in 2004 were valid and would be used for this LRTP.

With a forecast of limited growth, limited resources, uncertainty of the reauthorization bill and the goal of limiting growth outside the urban areas, the scenario models used in the 2030 LRTP were not used for 2035 LRTP or the transportation improvements proposed through 2035.

There have been no significant changes in population and employment bases or locations. While some businesses have ceased to exist, others have opened. In some cases land use has changed, but again the new land use was deemed to be of equal or roughly equal to the previous use in terms of traffic generation. An example of the latter would be the former site of Mound Middle School at the southwest corner of BR 51 and Mound Road. The site is now known as Mound Center, which currently includes a Target store and other commercial businesses. In the process of the land use change, intersection and roadway segments were improved significantly.

In reviewing the future year population, the review showed the MPA population continuing to increase at a faster rate than the rest of Macon County. In 2000, the MPA accounted for approximately 92% of the Macon County Population. This trend is likely to continue through the planning period, which would result in the MPA continuing to grow at a higher rate compared to the Macon County population.

Based on the baseline scenario population projections, Macon County would have approximately 118,600 persons in the year 2035. Approximately 110,300 would be located in the MPA. It was assumed that the MPA would continue grow at a faster rate than the Macon County population outside of the MPA.

Employment projections to the year 2035 were also reviewed for Macon County and the MPA. Unlike population data, it is very difficult to find reliable and accurate employment data/projections. Therefore, the employment projections were based on the actual and projected population data using an employment-to-population ratio.

Using the employment-to-population ratios the future year Macon County employment was estimated. The MPA employment was also needed so an MPA-to-County employment ratio was used. For the purpose of this study, it was estimated that approximately 96% of the Macon County employment fell within the MPA. It was further assumed that with each five-year interval that the MPA-to-County ratio increased by 0.2. Similar to the population projections, this slight increase in the ratio assumes that a higher percentage of the overall County employment falls within the MPA. It is estimated that Macon County would have an employment total of approximately 60,500. Of this total, approximately 59,000 of

these jobs would be located within the MPA.

Potential Transportation Improvements

The year 2035 population and employment projections for the MPA are a gauge to assist in evaluating future year transportation conditions and potential transportation needs. Population and employment are the two variables used to project future year traffic levels that are then used to identify capacity and other transportation related deficiencies. Potential transportation improvement projects were identified by the DUATS Technical Committee and approved by the Policy Committee. They were evaluated to determine how effective the potential improvements are in addressing possible transportation infrastructure deficiencies.

The following sections summarize the potential transportation improvements being considered over the next twenty-five years within the DUATS MPA.

Roadways

Three transportation improvement scenarios (committed, planned, and future projects) were identified for analysis as part of the 2035 LRTP. These scenarios attempt to address future year transportation deficiencies. The potential roadway improvement scenarios were defined as follows:

- **Committed Projects**[1] – For the purpose of this LRTP, committed projects are transportation improvements that are planned and likely to be constructed by 2013. These projects are fiscally constrained and closely correlate to the current TIP. The term "fiscally constrained" means that funding for a particular project is available or fully funded, the source of funding is known and has been committed by the sponsoring entity and it has been programmed in the applicable TIP.

- **Planned Projects** – For the purpose of the LRTP, planned projects are transportation improvements that are either planned, or desired, to be in place between the years 2013 and 2035. These projects may have some, but not all of the necessary funding available. Since they are not fiscally constrained or fully funded, they are included in this LRTP as Illustrative Projects.

- **Future Projects** – For the purpose of the LRTP, future projects are defined as potential transportation improvements that may be constructed after the year 2035. These projects have no known funding source and are Illustrative Projects.

The potential committed, planned and future transportation projects are summarized in Chapter 11.

[1] The term "Committed Projects" does not guarantee that these projects will be constructed. The term is used for the purpose of this LRTP to describe potential transportation improvements that could become part of the recommended transportation improvements as contained in the TIP.

Transit Operations

Within recent years, two comprehensive transit studies evaluating fixed-route and paratransit service within the Decatur Urbanized Area have been completed. Based on these studies, the DPTS implemented service changes including a restructuring of the fixed-route system. The DPTS constantly monitors service performance and when appropriate will make modifications to better serve the needs of the community.

In terms of potential transit improvements, no significant improvements have been identified beyond the normal vehicle replacement plan. Table 4-3 identifies the vehicle replacement schedule anticipated by the DPTS over the next twenty-five years. Additional improvements (i.e., extended night service, modified or new routes, etc.) are evaluated as the need arises with implementation tied very closely to available funding.

Transit Improvements

Vehicle Type	Improvement Description	Estimated Year
Buses	4 Replacement 35' Low Floor Buses	2010
	7 Replacement 30' Low Floor Buses	2013
	6 Replacement 30' Low Floor Buses	2017
	5 Replacement 30' Low Floor Buses and	
	4 Replacement 35' Low Floor Buses	2023
	7 Replacement 30' Low Floor Buses	2027
	6 Replacement 30' Low Floor Buses	2031
Trolleys	2 Replacement Trolley Replica Coaches	2016
Wheelchair-Lift Vans	2 Replacement Light-Duty Wheelchair-Lift Vans	2010
	2 Replacement Light-Duty Wheelchair-Lift Vans	2013
	2 Replacement Light-Duty Wheelchair-Lift Vans	2016
	2 Replacement Light-Duty Wheelchair-Lift Vans	2019
	2 Replacement Light-Duty Wheelchair-Lift Vans	2022
	2 Replacement Light-Duty Wheelchair-Lift Vans	2025
	2 Replacement Light-Duty Wheelchair-Lift Vans	2028
	2 Replacement Light-Duty Wheelchair-Lift Vans	2031
	2 Replacement Light-Duty Wheelchair-Lift Vans	2034

SOURCE: Decatur Public Transit System, August, 2009

Bicycles

In 1999, DUATS adopted the Decatur Urbanized Area Comprehensive Bicycle Plan, 1996-2016. It and the Metro Area Greenways Plan are currently being updated and will be merged into one planning document. It should be completed by the end of FY 2010. The plan is intended to provide priorities to local governments and bicyclists on ways to enhance the bicycle as a mode of transportation in the MPA. DUATS, Decatur Park District, Decatur Bike Club, other local agencies and interested persons will be reviewing the projects outlined in this plan and concur on their currency. The challenge to expanding the bike/pedestrian network will be funding. The new document is intended to be adopted by DUATS and incorporated by reference in the LRTP.

Future enhancement projects within the MPA include the completion of a connecting trail system. This system includes the Stevens Creek corridor and a trail around Lake Decatur that would connect to the Fairview Park and Rock Springs trails. These trails are planned to eventually tie into other trail systems as demand and financing allows.

The trail designed for the Stevens Creek corridor is of utmost importance. The right of ways have been acquired or land purchased, the construction engineering has been completed and work is ready to begin on Phase 1 (Fairview to Greendell Parks) as soon as final funding is secured. The trail facility around Lake Decatur is of very high importance as the Lake is focused for recreational development in the near future. And connections between existing trail segments are also priorities.

Rail Operations

The majority of rail improvements within the MPA are the responsibility of the individual rail companies. The most typical improvements consist of maintenance of at-grade rail crossings. More significant improvements could include the construction of grade separated facilities to separate rail and vehicular traffic. At this point in time the rail companies and local agencies have not identified any significant improvements within the MPA.

Aviation

The Decatur Park District identified improvement projects to be included in the 2035 LRTP. These projects were identified in October 2009, for implementation on a schedule yet to be determined. Land acquisition is considered an on-going process with no-time frame identified.

The improvements include a new entrance road connection, business/industrial park infrastructure, lengthening the primary runway, new runway lighting, a second cargo apron and lengthening the secondary runway.

CHAPTER 5. SYSTEM SAFETY

The SAFETEA-LU specifies that our transportation planning processes for the MPA "must address the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing inter-modal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving the State and local transportation decision makers more flexibility for solving transportation problems in our community. We are required to carry out a continuing, cooperative, and comprehensive transportation planning process that provides for consideration and implementation of projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users." DUATS adopted the following objectives in addressing safety in the MPA:

- To increase transportation system safety through improved facilities, vehicles, education, and training of the user,
- To promote implementation of transportation improvements that reduce crashes, and
- To identify and monitor/protect vital elements in the transportation network through the use of ITS advancements.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investments. One of these areas is Safety. SAFETEA-LU establishes a new core Highway Safety Improvement Program that is structured and funded to make significant progress in reducing highway fatalities. It creates a positive agenda for increased safety on our highways by almost doubling the funds for infrastructure safety and requiring strategic highway safety planning, focusing on results. Other programs target specific areas of concern, such as work zones, older drivers, and pedestrians, including children walking to school, further reflect SAFETEA-LU's focus on safety.

Since its inception, and through ISTEA and TEA-21, DUATS has maintained compliance with these mandates by completing documents such as the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and the Unified Work Program (UWP). With every reauthorization bill, however, new rules and practices are promoted which require DUATS and other government agencies to review their existing documents and make changes that renew compliance. Safety was one of the elements which needed to be revised according to the new regulations.

Although Safety was discussed in the 2030 LRTP, meeting the requirements contained in SAFETEA-LU mandates DUATS to detail certain safety planning activities.

Safety Goals

Safety of the transportation system has always been a large concern for DUATS. Ensuring safe and reliable conditions for all users of the transportation system has lead to many of the current initiatives in place. However many more safety concerns need to be addressed in the long term future of the region.

Motorized Transportation Safety Goals

- Reduce the number of traffic related deaths and severe crashes
- Reduce the number of teen deaths due to vehicular crashes
- Educate the public of the dangers of the transportation system
- Encourage all vehicular users to utilize safety belts and appropriate safety restraint devices
- Increase work zone safety
- Provide safe and accessible transit stops throughout the urbanized area
- Have accurate and detailed safety data to measure performance of the transportation network for motorized transportation.
- Incorporate the Transit System Safety Program Plan into metropolitan transportation plans.
- Complete and then monitor the TIP and STP-U project selection criteria to ensure that safety concerns are a high priority.

Non-Motorized Transportation Safety Goals

- Increase pedestrian and bicyclist safety by reducing the conflict with vehicular traffic in areas of high pedestrian or bicyclist volumes
- Increase and accommodate pedestrian and bicyclist safety by improving intersection design, markings and signage,
- Increase safety by promoting new sidewalks and bicycle and pedestrian trails in areas and along urban streets and roads where no such facilities exist and through the creation and improvement of crosswalks.
- Increase pedestrian safety by continuing to maintain and expand street lighting and sidewalk system signs in all areas
- Establish a sidewalk priority system that provides safe routes to schools in all new neighborhood developments, as well as working to retrofit older, existing neighborhoods.
- Have accurate and detailed safety data to measure performance of the transportation network for non-motorized transportation
- Encourage adequate pedestrian facilities so that it enhances the pedestrian environment and facilities access between destinations
- Further incorporate pedestrian and bicyclist into the DUATS organization
- Update and expand the Metro Greenways Plan which established a regional trails system
- Encourage non-motorized activities for daily commutes.

Safety Planning Activities

All transportation improvements, policies, and activities listed in this plan consider safety. Efforts to increase safety within DUATS will indirectly be carried out through long-range and short-range planning activities involving multiple jurisdictions. Examples of such activities include:

- Reduce the number of traffic related deaths to less than or equal to a rate of 1.0 fatality per 100 million vehicle miles traveled (100M VMT) by 2011.
- The State of Illinois “Five Percent Plan” required by SAFETEA-LU will also be included as input in the identification of key projects to advance traveling safety in the urbanized area.
- Every two years, DUATS will produce an Intersection Location Crash Report with specific information on fatal injury and property damage for those 20 intersections in the urbanized area

which had the highest number of fatalities, those which have had the most bodily injury and those that have had the highest property damage, in dollar amount.

- DUATS will work closely with all the safety stakeholders to find and implement safety measures to reduce traffic related fatalities.
- Study how existing bicycle facilities and bus stops can be realigned to reduce conflicts, especially in downtown areas.
- Target improving at-grade rail road crossings to grade-separated facilities near major intersections.
- Study the feasibility of on-street striped and marked bike lanes and their inclusion in the urbanized area transportation system.
- Encourage the provision of sidewalks on both sides of the street along with pedestrian refuge islands for crossing wide streets as well as clearly marked crosswalks with special lighting for visibility.
- Encourage traffic calming, narrow lane widths, etc., on appropriate streets to reduce the speed of motor vehicles.
- Encourage urban design which Increases pedestrian safety by maintaining and expanding street lighting and sidewalk systems in all areas.
- Encourage adequate pedestrian facilities in new developments that enhance the pedestrian environment, and facilitate access between destinations.
- Increase pedestrian safety by encouraging the reduction of vehicular traffic in areas with high pedestrian volumes, by providing incentives for motorists to carpool or use alternative transportation modes.
- Increase pedestrian safety by encouraging measure such as improving intersection markings and signage, especially in downtown areas, by installing accessible pedestrian signals where appropriate, and by implementing consistent crosswalk markings that are indicative of bicycle or pedestrian passage throughout the urbanized area.
- Increase pedestrian safety by supporting local jurisdictions in improving intersection design to better accommodate pedestrians.
- Coordinate with local agencies in promoting a sidewalk system that provides safe routes to schools in all new neighborhood developments, and retrofitting existing neighborhoods where feasible, including coordination of Safe Walking Route maps developed by local school districts.

DUATS completed the provisions of its agreement with the Illinois Department of Transportation by providing geo-coded database services which located all K (fatal) and A (serious injury) crashes within Macon County for the period of 2001 - 2004. In cooperation with the Macon County Sheriff's Office, Decatur Police Department and other law enforcement agencies, DUATS continues to locate crash data on the DUATS database system for all of Macon County. This information provides a single GIS data layer containing all crash information. The information is used by local engineers and officials to identify locations with a high likelihood of crashes. This data is proving to be an excellent resource by providing area, site and municipality specific maps showing crashes. Having this historical data aids in understanding crash location clusters, the dynamics which contributed to the crash and other correlations. This data is also used to identify sights that need further review and engineering work.

Desired Outcomes and Performance Measures

DUATS has developed maps and associated databases which visually display historical crashes by year and type, ADT counts, vehicle type, high crash locations and is using this data to compare of crash rates by fatal and non-fatal crashes to road type, ADT, mitigating circumstances, if any, adjacent land uses, road/street and access design and other analytical means, to obtain reductions in traffic related injuries and or deaths in the MPA.

CHAPTER 6. SECURITY

Background and Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) addresses the challenges facing our transportation system today – challenges such as improving safety and security, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing the future. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their planning areas.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment. One of these areas is Security, which is one of the eight Planning Factors noted in Sec. 450.306 of the February 14, 2007 regulations. The regulations state that the metropolitan transportation planning process shall provide for consideration and implementation of projects, strategies, and services that will address increasing the security of the transportation system for motorized and non-motorized users.

Since its inception DUATS has endeavored to maintain compliance with these mandates by completing documents such as the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and the Unified Work Program (UWP). With every reauthorization bill, however, new rules and practices are promoted which require MPOs and other government agencies to review their existing documents and make changes that renew compliance. Security was one of the elements which needed to be addressed/revised according to the new regulations.

SAFETEA-LU calls for the security of the transportation system to be a stand-alone planning factor, signaling an increase in importance from prior legislation, in which security was coupled with safety in the same planning factor. In *NCHRP Report 525, Surface Transportation Security, Volume 3, Incorporating Security into the Transportation Planning Process*, a survey among MPOs showed that the following focus areas have been identified with respect to transportation Security:

- Traffic modeling for evacuation plans
- Airport facility planning
- Emergency preparedness
- Statewide assessments of critical assets and vulnerable facilities
- Coordination with emergency responders

NCHRP Report 525 makes the following distinction between safety and security:
Safety – protection of persons or property from unintentional damage or destruction caused by accidental or natural events
Security – protection of persons or property from intentional damage or destruction caused by vandalism, criminal activity, or terrorist events

The report suggests the following provisions to incorporate security into the transportation planning process:

- Make security a distinct factor from safety in the transportation planning process

- Provide resources for transportation-related homeland security projects that would be identified through the regular transportation planning process, including those aimed at prevention, mitigation, response and recovery
- Provide resources to improve international freight security in and around key freight gateways and hubs, including intermodal and Strategic Highway Network STRAHNET connectors.
- Provide resources to expedite urgent highway and public transportation security projects to address imminent damage or to repair damage caused by a terrorist attack against the United States, including structural hardening, relocation of roads from underneath critical structures, property acquisition to create secure zones, or repairing or replacing a bridge or tunnel that has been damaged or destroyed by a terrorist attack.
- Encourage the use of monitoring systems (such as Intelligent Transportation Systems [ITS]) to check the status or condition of key surface transportation (highway and transit) facilities.
- Inclusion into the planning process of security related stakeholders such as local law enforcement agencies, fire departments and rescue squads, federal response agencies, and the Department of Homeland Security (DHS).

Addressing the Gaps in Security

SAFETEA-LU incorporated a new stand-alone factor to "increase the security of the transportation system for motorized and non-motorized users". DUATS needs to continue to study, create and establish relevant and specific goals, objectives and anticipated outcomes regarding existing and anticipated security and public safety issues.

- Review current statewide and metropolitan transportation plans for emergency planning/security elements
- Develop security goals and appropriate strategies in conjunction with the Macon County Emergency Management Agency (MCEMA).
- Continue to work with the Decatur Public Transit System (DPTS) to formulate appropriate security planning. The DPTS Security Program Plan (SPP) is anticipated to be completed prior to October 1, 2007. DUATS will work with DPTS to incorporate the SPP into the State and local transportation planning process.
- Define the role of the DPTS, DUATS and the State in promoting security,
- The MCEMA, a multi-jurisdictional entity, has in place a comprehensive evaluation of all critical facilities and has identified security and safety issues with regard to the various transportation system modes, including the public transit system, rail and freight carriers, airport, interstate system, NHS routes, and STRAHNET routes in the County. Potential security threats and the response to matters of security and public safety are contained in the Emergency Operations Plan (MCEOP), HazMat Appendix.

DUATS needs to address the following objectives with eventual incorporation in the 2030 LRTP:

- Consider, again, the need and possible benefit of developing a regional Intelligent Transportation Systems (ITS) plan that outlines stakeholders, their responsibilities and functions, and identifies projects that facilitate safety, security, and the dissemination of information.
- The MCEMA has an adopted plan for the MPA and the County that details hazardous material transport routes and planned actions which will be taken in the event of spillage, theft, or other occurrence that threatens public safety, public resources or infrastructure. The response planning is contained in the SPP, Containment Appendix.

- Emergency management personnel are continually invited to review and comment on public safety, general security and vehicle access as it related to new roadway construction and proposed developments or redevelopment areas.
- The MCEMA currently has in place plan(s) that details emergency routes and evacuation procedures at the County level.
- Educate the public about how they should use the area transportation system in case of an emergency and/or disaster.

Changes to the LRTP Regarding Security

The following steps are being undertaken to incorporate security as a stand-alone factor in the long-range transportation planning process and also to be in compliance with SAFETEA-LU:

- Incorporate security into the LRTP mission statement.
  *To provide a safe, **secure,** efficient, and economical transportation system that makes the best use of existing infrastructure, optimizes mobility, promotes environmental sensitivity, accessibility, and economic development, and enhances quality of life for all users.*
- Address security as a stand-alone factor in the list of planning factors
- Update security goals and objectives.

During the review and update of the 2030 LFTP, the following six areas were reaffirmed regarding implementation of the security goals in the 2035 LRTP.
The Macon County Emergency Management Agency (MCEMA) is the responsible entity regarding security planning, public safety and incident control. DUATS will work with MCEMA to address issues involved with developing a system wide transportation security plan.

- MCEMA has a comprehensive list of identified or potential security targets in the transportation infrastructure for the whole of Macon County. This information was created and is maintained in the GIS database.
- MCEMA has identified security targets outside of the transportation infrastructure.
- MCEMA has identified hazardous material transport routes, which may be found in the SPP, HazMat Annex.
- MCEMA has developed security event scenarios which are evaluated at the conclusion of the Annual Exercise Program.
- A GIS data stream has been developed which sets in place the prevention, protection, recovery and redundancy strategies for security event scenarios.
- Within the next three (3) moneys incorporate the Transit Authority's Emergency Response & Disaster Plan.

DUATS will revisit the need and potential benefit(s) of developing a regional Intelligent Transportation Systems (ITS) architecture plan as a tool to coordinate and Implement security strategies for the transportation system.

- Study the benefits of creating an ITS architecture plan.
- Implement transportation security related projects through the ITS architecture plan.
- Coordinate DUATS member agencies and other stakeholders in implementing transportation system security strategies using the ITS architecture plan as a framework.
- Incorporate security features in transportation system design.

- Consult the American Association of State Highway and Transportation Officials (AASHTO) guidelines on turning radii, street dimensions, and other factors that relate to emergency vehicles and their ability to traverse roadways.
- Continue to consult local fire departments and other emergency operations and management personnel early in planning and design phases where emergency vehicle access, public safety and resource security might be an issue.
- Plan pedestrian and bicycle facilities in secure areas and provide proper lighting.
- Consider security requirements with respect to surveillance, detection, containment, and emergency response when planning and designing transportation projects.

Provide complete transit security for both transit users and infrastructure.

- Install surveillance cameras, alarms and radio communications on all transit buses.
- Install surveillance cameras, alarms and security gates for transit facilities.
- Install shelters, lighting, emergency phones and surveillance for bus stops.
- Train transit employees to identify security threats and handle security events.

Continue to work with MCEMA in maintaining and enhancing the Emergency Plan, HazMat Appendix, and to continually monitor the system of emergency and evacuation routes which has been chosen for the region.

- Consult with MCEMA and local governments within urbanized area to determine the current system.
- Determine what changes need to be made to the system so that consistency is prevalent.
- Identify bottle necks on evacuation routes that could hinder response and recovery.
- Implement strategies to overcome bottlenecks.
- Implement public transit as a mode for evacuation.

MCEMA has developed a system of public information dissemination infrastructure for managing security events as contained in the EOP, Public Information Appendix, which may eventually include the following:

- Install evacuation route signs.
- Identify critical route choice decision-making locations and study the benefit of installing dynamic message signs which can be suited to specify relevant information during a security event.
- Create relevant materials that can be disseminated proactively and at the time of emergency-based on coordination of member agencies and other local agencies.

Desired Outcomes and Performance Measures

In cooperation with the Macon County Emergency Management Agency (MCEMA), local law enforcement agencies, health and other emergency responders, DUATS will maintain or have access to various texts, tables, charts, figures, graphs, maps and other data which has been collaboratively collected, verified and maintained which will support the goals and objectives of protecting the public safety, providing disaster assistance and protection of personal and public property, infrastructure and other assets. The texts, tables, charts, figures, graphs and maps would display, at a minimum, data that includes:

- MCEMA maintains a comprehensive list of critical and potential targets including public resources, critical care facilities, transportation infrastructure facilities. These facilities and corresponding attributes are maintained on the County GIS network. Permissions are being

negotiated for DUATS staff to access non-sensitive, personal or confidential information for transportation planning purposes.

- At least every two (2) years, DUATS will study the cost and benefit of implementing a regional Intelligent Transportation Systems (ITS) Architecture Plan.
- A an update to the DUATS and DPTS Security Plan was completed in 2007. It includes a list of security elements that have been identified and the measures and procedures which will be implemented.
- GIS will continue to be used for a number of Security purposes, such as emergency vehicle routing, transit vehicle routing, computer aided dispatch, and evacuation planning.
- The Illinois Emergency Management Agency (IEMA) is responsible for coordinating mitigation, preparation, response and recovery operations during disasters in the State of Illinois which affect land beyond the boundaries of Macon County. IEMA's central office is in Springfield, IL. There are 8 regional offices.

Illinois Homeland Security, located in Springfield, is the statewide wing of the Department of Homeland Security. The mission of this organization is for a better prepared state of Illinois in homeland security. This agency coordinates with other federal and state agencies such as Illinois Terrorism Task Force (ITTF), Illinois Department of Public Health (IDPH) etc., in dealing with security related incidents in the state. The ITTF has divided the state into twelve regions based on six criteria: population, existing state and regional response divisions, existing technical and specialist local regional and state response teams, critical infrastructure, minimum response times, and in depth regional and statewide coverage.

CHAPTER 7. ENVIRONMENTAL MITIGATION

A few years ago, federal transportation program authorizing legislation required that environmental impacts and mitigation become part of the long range metropolitan transportation planning process. The new requirements concern environmental mitigation activities. These regulations call for a discussion of potential environmental mitigation activities and potential areas to carry out these activities. This discussion may focus on policies, programs, or strategies rather than specific project levels actions.

Environmental considerations must be an integral part of transportation planning and design. All projects that include Federal funds, whether under state or local jurisdiction are administered by the Illinois Department of Transportation (IDOT) and must adhere to all state and federal environmental laws. Thus the majority of transportation projects require a plan to protect the natural and social environment surrounding these projects. IDOT has taken a proactive approach to preserving and protecting the environment in the face of constructing transportation projects. Because quality of life is vitally important to the citizens of the County, DUATS incorporates environmental mitigation policies and strategies in making transportation improvements. DUATS continues to foster positive relationships with environmental groups, government agencies and the public at large when discussing infrastructure projects and has worked to make part of the transportation planning process.

Environmental Goal

DUATS is committed to wise stewardship of transportation planning dollars and effective decision making, including project selection, which will be integrated and coordinated with land use, water, and natural resource planning and management. The *Macon County – Decatur Comprehensive Plan* encourages the establishment of environmental suitability as a key limiting factor in determining the nature and location of future development. This principle of environmental sensitivity applies to transportation planning and extension or major modification of the transportation system. The identification of a full range of environmental concerns will occur early in the transportation planning and project development process.

To meet these goals, DUATS has developed the objectives listed below:

- Maintain a transportation system and support those transportation system improvements that are environmentally responsible and support conservation of the regions natural, cultural, historic and aesthetic resources.
- Ensure that social, environmental, energy, regional and community, and other non-transportation goals, plans and programs affecting transportation are considered in all phases of the transportation planning process.
- Identify, implement or support public investment in transportation facilities and services that effectively address social, environmental and energy goals of the community.
- Evaluate innovative methods for mitigating the environmental impacts of transportation facilities and improvements.
- Encourage the shift of new developments that are typically scattered and are primarily vehicle oriented to areas that are transit and pedestrian oriented, that have existing transportation infrastructure in place and utilize conservation design techniques.

Illinois Department of Transportation
Environmental Mitigation Strategies and Procedures

The National Environmental Policy Act (NEPA) requires full disclosure of the impacts that federally funded transportation projects would cause to the surrounding environment. NEPA also requires that we first try to avoid impacts to resources. If impacts cannot be avoided, NEPA requires that measures be taken to minimize those impacts and that compensation or mitigation be provided for those impacts. As stated in its mission, the Illinois Department of Transportation (IDOT) is to provide safe, cost-effective transportation for Illinois in ways that enhance quality, promote economic prosperity, and *demonstrate respect for our environment*. Based in part on this mission and on the state and federal environmental laws, IDOT makes every attempt to minimize negative environmental impacts of its projects both during construction and after completion. IDOT policies, strategies and procedures are specifically designed to identify potential environmental impacts and to pro-actively take all reasonable steps to ensure the least environmental disruption or other negative consequences. There are several key areas in which environmental mitigation activities are focused. The following are the most commonly identified areas:

- Section 4(f) Lands
- Section 6(f) Land Conversions
- Cultural Resources (Historic Properties and Archaeological Sites)
- Threatened and Endangered Species (State and Federal) and Natural Areas
- Farmlands
- Wetlands
- Floodplains
- Noise Abatement
- Air Quality

Section 4(f) Lands

Section 4(f) of the USDOT Act of 1966 applies to any USDOT funded project which involves the use of any significant publicly owned public park, recreation area, or wildlife and waterfowl refuge and any land from an historic site of national, state or local significance. Special environmental analyses are required to determine if there is a feasible or prudent alternative to taking the proposed action involving the use of the 4(f) property. In addition, the project sponsor must demonstrate that all possible planning to minimize harm has occurred. These measures to minimize harm, which include mitigation, will be documented in the 4(f) evaluation. IDOT, as part of its Bureau of Design and Environment (BDE) manual has procedures in place for completing 4(f) evaluations that document these findings.

Section 6(f) Land Conversion

Section 6(f) of the Land and Water Conservation Fund Act of 1965 applies to any USDOT funded projects which involve the use of lands which have Land and Water Conservation (LAWCON) or Open Space Land Acquisition and Development (OSLAD) funds involved in their purchase or development. IDOT, as part of its BDE manual has procedures in place for handling 6(f) lands when developing highway projects. These procedures focus on early and on-going coordination with local officials as well as the Illinois Department of Natural Resources.

Cultural Resources (Historic Properties and Archaeological Sites)

When IDOT develops a federal funded/regulated project, appropriate measures are taken to avoid and/or minimize impacts on properties that are included in/or eligible for the National Register of Historic Places. Where such properties will be affected, the Advisory Council on Historic Preservation shall be afforded a reasonable opportunity to comment prior to project approval. Special efforts shall be made to minimize harm to any National Historic Landmark. The BDE manual contains specific procedures for minimizing harm to historic resources in cooperation with the Advisory Council on Historic Preservation and the State Historic Preservation Officer.

Threatened and Endangered Species/ Natural Areas

In the development of a project, special studies and coordination are required when the action may affect Federally-listed threatened and endangered species. Studies and coordination also are required for actions that may adversely impact State-listed species. IDOT also conducts studies and coordination activities on actions that may adversely impact areas included in or eligible for the Illinois Natural Areas Inventory. It is IDOT's policy that in the development of a project, an assessment shall be made of the likely impacts on species of plants or animals listed in the Federal and/or State level as threatened or endangered and on State-designated Natural Areas. Every effort is made to minimize the likelihood of jeopardizing the continued existence of listed threatened or endangered species or the destruction or adverse modification of a Natural Area. Efforts are also made to avoid negative impacts on areas of habitat designated as critical habitat or essential habitat. The BDE manual specifies procedures for avoiding and/or mitigating impacts on endangered or threatened species and Natural Areas including consultation with the U.S. Fish and Wildlife Service and the Illinois Department of Natural Resources.

Farmlands

In the development of a project, consideration is given to the impacts that the action will cause in conversion of farmland to non-farm uses. Under certain circumstances, coordination must be initiated with the U.S. Department of Agriculture, Natural Resources Conservation Service and/or the Illinois Department of Agriculture to evaluate the impacts on farmland and obtain the views of those agencies on alternatives to the proposed action. Proposed actions will be developed to be compatible with state, local government and private programs and policies to protect farmland. The BDE manual outlines coordination procedures and defines those lands subject to these provisions.

Wetlands Preservation

Protection and preservation of wetlands is an important environmental goal of IDOT. In this area, mitigation efforts are coordinated with other state and federal agencies and are clearly defined in both policy and procedures.

The Illinois Interagency Wetland Policy Act of 1989 (IWPA) includes the identification and delineation of jurisdictional wetlands. The Wetlands Group within the Illinois Natural History Survey performs this work under a statewide contract with the IDOT. Under the CWA (Clean Water Act) and IWPA, the IDOT must demonstrate that all measures were taken to first avoid and then minimize impacts to wetlands to the fullest extent practicable. Unavoidable impacts are mitigated by way of wetland compensation through either restoration or creation of wetlands. Methods used by the IDOT to restore or create wetlands follow the Illinois Wetland Restoration and Creation Guide. In addition to the INHS Wetlands Group the Wetlands Geology Section at the Illinois State Geological Survey provides technical assistance to the IDOT in locating, evaluating and monitoring compensatory wetlands. All IDOT wetland compensation plans include a commitment to monitor planned wetlands for attainment of performance standards. Departmental procedures for ensuring compliance with the CWA and IWPA are detailed in the IDOT

Wetlands Action Plan. There are no Wetland Compensation sites in the Decatur MPA.

Wetland Mitigation Bank Sites

The IDOT has also worked closely with the Illinois Department of Natural Resources (IDNR) to establish two wetland mitigation bank sites, including the 830-acre Morris site located in north-central Grundy County and the 1640-acre LaGrange site located in extreme northeastern Brown County. At these sites, wetlands will be restored in advance of unavoidable losses from highway projects. Impacts within the bank's approved service area may be mitigated at the bank. Instruments for both bank sites were prepared in accordance with the Federal Guidance for the Establishment, Use and Operation of Mitigation Banks. Other agencies involved in the development of these sites included the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency.

Floodplains

In the development of a federally funded project, special requirements are imposed by Executive Order 11988 when the project will entail a significant floodplain encroachment. These requirements are in addition to floodplain permit requirements and the special hydraulic analyses associated with determining bridge and culvert heights and widths for projects located in floodplains. A project that will result in significant floodplain encroachment will require the preparation of an Environmental Assessment or Environmental Impact Statement. Both the BDE manual and the IDOT Water Quality Manual provide additional information and procedures for projects involving floodplains.

Noise Abatement

Federal laws and regulations require that it is necessary to undertake special technical analyses to identify and evaluate the potential noise impacts a project will involve. Once a noise impact is identified, IDOT will evaluate feasible and reasonable noise abatement methods to reduce traffic noise impacts. Traffic noise can potentially be reduced by addressing the noise source, noise path or noise receiver. The BDE manual includes specific guidance and procedures for determining the need for noise abatement evaluations and the types of mitigation strategies that are appropriate for a variety of situations. The manual also specifies coordination requirements with local government and public participation procedures.

Air Quality

All transportation plans, programs, and projects which are funded or approved under Title 23 USC must be determined to conform with State or Federal air implementation plans as required by the Clean Air Amendments of 1990 and subsequent federal regulations. Such implementation plans describe how air quality standards will be achieved in those areas of a State in which standards are being exceeded. This requirement helps regulate projects and guarantees that any new projects may not cause or contribute to new violations of air quality standards, exacerbate existing violations, or interfere with the timely reduction of emissions as reflected in the State Implementation plan.

Illinois has areas in which standards are being exceeded for one or more criteria pollutants. Transportation-related criteria pollutants include ozone, carbon monoxide, nitrogen dioxide as well as both particulates and fine particulates (PM 10 and PM 2.5). These pollutants are modeled in non-attainment areas in order to determine the required conformity with air quality requirements. The Decatur Metropolitan Planning Are is an attainment area and is in compliance with air quality standards and within the parameters of transportation related pollutants.

GIS (Geographic Information Systems)

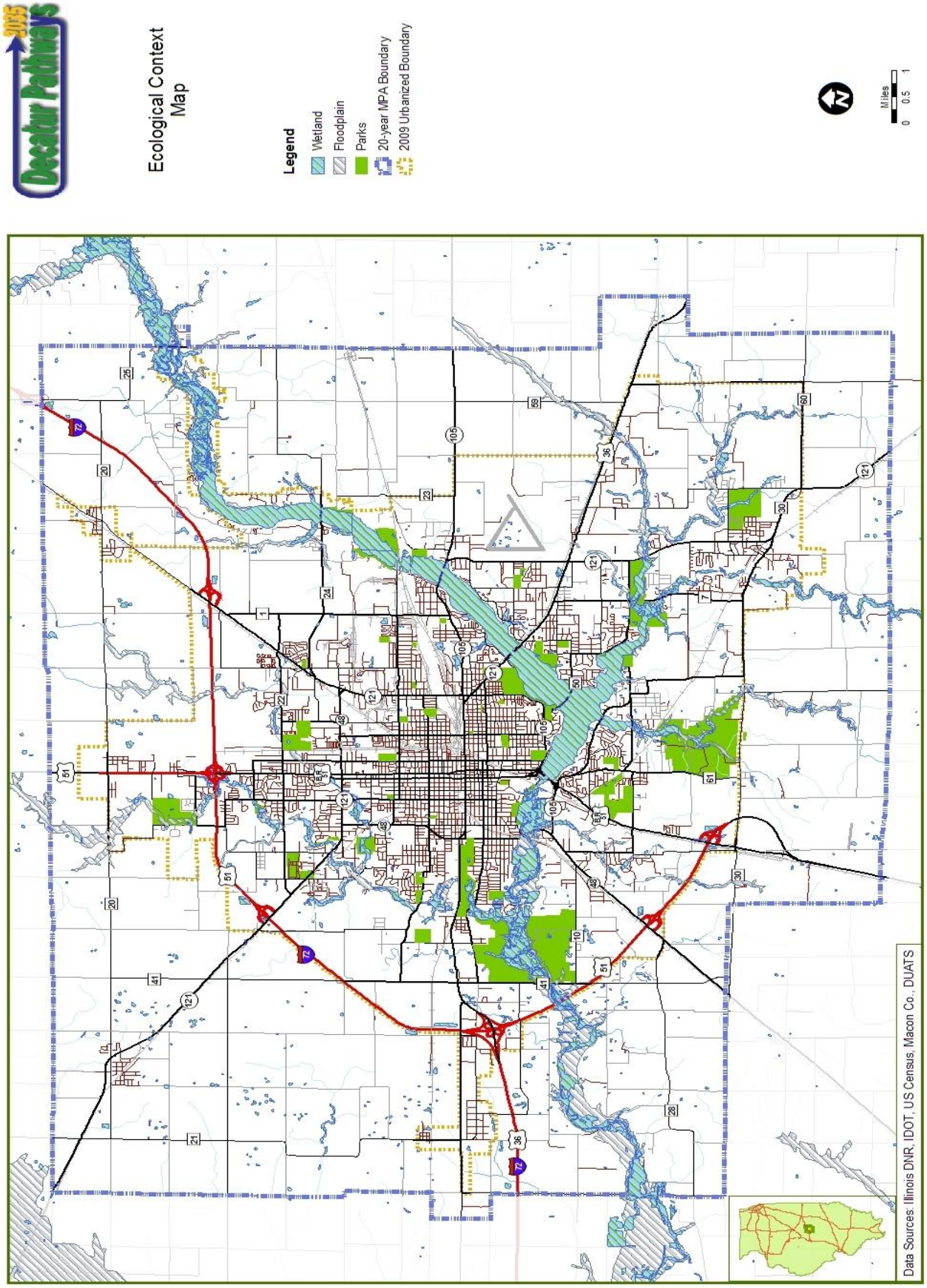
DUATS maintains a comprehensive series of GIS layers and associated databases pertaining to environmentally sensitive and geographically significant areas. The layers include floodplains, soils including those which are highly erodible, wetlands, oil and coal fields, conservation and recreation areas, greenways and brownfield/gray field site maps. The available layers and associated attribute tables continue to increase and grow more inclusive and accurate as GIS programming is enhanced and improved.

Layers are typically "laid over" the base map of choice. Normally the base map is aerial imagery or parcel maps. An infinite number of layers might be applied to the base map. There are different transportation related layers which can accessed for comparison purposes. By comparing the environmental and transportation layers at the same time, areas of critical concern and/or environmental incompatibility can be seen instantly. DUATS' mapping capabilities allow for immediate notice, for example, if a proposed road was on an alignment that would cross an environmentally sensitive area or a floodplain. DUATS cooperatively maintains a timely, state of the art aerial mapping series of at least 6" resolution, in full color and orthographically rectified. The layers depicting environmentally sensitive and geographically significant areas are available individually or collectively and are instantly available to be overlain on the MPA map. A pending intergovernmental agreement between Macon County, Decatur and the Macon County Soil & Water Conservation District would bring LIDAR (Light Detection And Ranging) to our GIS system. LIDAR, for example, will be extensively used in applications that require topographic information.

DUATS intends to continue to cooperate and coordinate planning activities with all applicable local, State, Federal and quasi-public environmental resource agencies.

EcoCat (Ecological Compliance Assessment Tool) is an on-line tool available through the Illinois Department of Natural Resources which may help determine potential environmental impacts of certain types of proposed projects. This online tool may be helpful in the early stages of an environmental review of certain transportation projects. EcoCat can be accessed at http://dnrecocat.il.us/ecopublic.

The map on the following page is an example of environmentally sensitive areas in the MPA. additional layers are formulated and added as time and opportunity warrant. The map shown is representative and is for illustrative purposes only.


Decatur Pathways 2035
Ecological Context Map
Legend
Wetland
Floodplain
Parks
20-year MPA Boundary
2009 Urbanized Boundary
Miles
0 0.5 1
Data Sources: Illinois DNR, IDOT, US Census, Macon Co., DUATS

Context Sensitive Solutions

Issues such as traffic congestion from home to work, suburban sprawl, preservation of scenic landscapes and historic neighborhoods, and the ability to use our transportation system to walk, bike, and access public transit are high priorities in terms of what people expect from transportation policy. Context Sensitive Solutions (CSS), a state requirement for IDOT, aims at addressing these concerns, and making sure that IDOT's transportation projects are designed to improve the quality of life for all who have a stake in the system. Travelers, communities, businesses, elected officials and many others are all "stakeholders" in our transportation system.

In August of 2005, IDOT implemented their current CSS Departmental Policy requiring that the principles of CSS be applied to the planning, design, construction and operation of all state projects involving new construction, reconstruction, and major expansion of transportation facilities. The CSS process works as a partnership between IDOT and stakeholders to come up with working solutions to our transportation needs. Stakeholders help IDOT understand their needs for, and concerns about, our transportation system. IDOT can then take this input, along with all of its other work and analysis, and use it to make planning and design decisions. The CSS process is also a key way to ensure that appropriate environmental mitigation activities are considered. A number of DUATS staff have attended CSS training.

Additionally, the development of the Comprehensive Plan includes environmental elements. The creation of these elements were an integral part of the multiple year comprehensive planning endeavor. This planning process utilized Context Sensitive Solutions as it continually engaged the public in planning for the future.

Mitigation Activities During Construction

IDOT strives to reduce the negative impacts of highway construction and rehabilitation projects by requiring contractors to adhere to related provisions in their Standard Specifications for Road and Bridge Construction. This document includes specific requirements in a number of areas related to the environment:

- Protection of existing plant material
- Removal of waste
- Temporary erosion control

In addition to these general provisions, some highway projects also include additional construction mitigation requirements which are consistent with the location and magnitude of the project, the types of impacted resources and other project specific issues. DUATS encourages, at a minimum, that a construction monitoring and control program be instituted on major construction projects that focuses on:

- Controlling construction dust – watering, street sweeping and chemical dust suppressants
- Reducing diesel emissions – emission control devices, cleaner fuels and idling restrictions
- Controlling erosion and sedimentation – special equipment and procedures
- Reducing noise and vibration – special drilling techniques and low-impact hammers

CHAPTER 8. OPERATIONS AND MAINTENANCE

Background and Introduction

DUATS is required to include and actively "promote efficient system management and operation" as a required planning factor in the MPA. Also, DUATS must develop "A [long-range] transportation plan…shall contain, at a minimum…Operational and management strategies to improve the performance of existing transportation facilities, relieve vehicular congestion and maximize the safety and mobility of people and goods." While federal law and regulation has required some focus on transportation system management and operations for a number of years, management and operations strategies such as incident response, special event planning, and work zone management have received relatively little attention. However, various constraints have highlighted the need for coordination of regional operations strategies in planning within the MPA. Among the factors affecting new highway and transit infrastructure capacity are:

- Environmental, Community, and Space Constraints – Within the MPA, there are very limited opportunities for highway or transit capacity expansion along congested corridors. The environmental and community impacts that would result from new or widened roadways go beyond what is acceptable. In most cases, there is little or no additional space within public right-of-ways and physical, privately owned improvements on or near to the existing rights of ways. These constraints on traditional infrastructure construction will require DUATS to seek new ways of enhancing the effective capacity and reliability of the existing transportation network.
- Funding Constraints - As transportation construction costs have increased, State and local budgets have become more strained. With limited growth expected within the period covered by the this LRTP and financial resources being stressed, DUATS plans for very few large scale transportation capacity projects.. At the time that project costs are increasing, growth potential is limited and existing infrastructure approaching or exceeding its design life, DUATS and local entities are facing infrastructure deterioration from years of deferred maintenance. These funding challenges and physical realities mean that local agencies will be required to spend more time and treasury on maintenance and rehabilitation of the existing transportation system.
- Inability to Respond to Short-term Problems - Major construction projects rarely deliver new capacity in the short term. In fact, some large-scale projects take well over a decade to complete. At the same time, transportation patterns are more diverse and less predictable than ever. New transportation challenges emerge unexpectedly as a result of economic shifts or short-term trends. Thus, there is a need for transportation solutions that can respond quickly to congestion, safety, and economic concerns.

DUATS is interested in improving the reliability and operating efficiency of the existing transportation system. An effective transportation system requires the provision of highway and transit infrastructure for movement of the public and freight. To a certain extent this requires the efficient and coordinated operation of the regional transportation network. In order to improve system efficiency, reliability, security and safety all of the entities, local, regional, State and Federal, must work together to spend the available funds on transportation improvements which effectively link planning, operations, maintenance and land use. This linkage is critically important to improving transportation decision-making and the overall effectiveness and efficiency of our transportation system.

Planning for Operations

"Planning for operations" can be defined as a set of activities with the intent of making investment decisions and/or establishing and carrying out plans, policies, and procedures that enable and improve transportation systems management and operation. For a regional transportation system Management and Operations (M&O) program to be effective, those directly responsible for operating the system must agree on what measures to use to assess performance, a concept for how the system should be operated on a regional basis, and how to make changes to achieve desired improvements and efficiencies in system operating performance.

The statutes and regulations that govern the transportation planning process have the flexibility to accommodate and, in fact, encourage M&O solutions. It has become clear that MPOs, State DOTs, and other agencies that lead transportation planning efforts can use the planning process as an important forum and tool for collaboration between planners and operators. Coordination between planners and operators helps ensure that regional transportation investment decisions reflect full consideration of all available strategies and approaches to meet regional goals and objectives.

DUATS' Management and Operations Goal

DUATS's goal is to link operations and planning of the regional transportation system to solve operational problems, improve system performance, and improve communication across transportation-related agencies. There are many programs in the DUATS region that, in order to be successful, must cross functional and jurisdictional boundaries; examples include corridor signal system coordination, pavement management, traveler information services, response to weather events, and emergency management. These programs depend on an unprecedented level of collaboration, coordination, and integration to achieve optimum performance and truly benefit the region's residents, businesses and travelers. DUATS planning for operations at the regional level is therefore a deliberate, collaborative, and coordinated activity that takes place when transportation agency managers responsible for day-to-day operations work together at a regional level with transportation planners.

Measuring Performance of the Regional Transportation System

One of the critical components in developing regional management and operational strategies is establishing performance measures. Performance measurement involves the act of developing specific transportation system performance criteria and quantitatively tracking those measures. Performance measures have many functions and can be used to:

- Identify what attributes of the transportation system are most important
- Provide information on current system conditions and performance
- Evaluate the success of implemented and on-going projects and programs
- Provide a matrix for communicating with decision-makers and the public about past, current, and expected future transportation system conditions
- Serve as criteria for investment decisions made in the transportation planning process

Efforts to focus on system performance often result in better recognition of the value associated with management and operational improvements. Data on system performance can highlight the value of investments in programs that minimize incident-related delays, provide information on real-time travel conditions, and improve emergency response times by showing how they can improve transportation system reliability and reduce travel times for customers.

Performance measures can also help link planning and operations by focusing attention on customer-oriented outcomes and elevating attention to M&O strategies within the transportation planning process. By focusing attention on system characteristics that are important to the traveling public, the issues faced by operators such as incident response, work-zone management, and provision of traveler information take on greater importance. Incorporating these issues into the planning process will help focus DUATS' planning on those issues which are of the highest importance to the traveling public in the region.

DUATS' Approach to Management & Operations

In order to integrate transportation system M & O into the regional planning process, DUATS will develop a program that identifies key transportation performance measures of relevance to the region, coordinate with transportation system operators and providers to collect appropriate data for those measures, compile and analyze the data and produce reports on the performance of the region's transportation system. This information will be used by DUATS to help develop Long Range Transportation Plans and Transportation Improvement Programs by facilitating the development of more cost-effective and performance-based transportation investments and actions.

Creation of Performance Measures

Performance measures developed for this region will be multimodal (e.g., highway, transit, non-motorized modes) and address a cross-section of key issues, including congestion, safety, mobility, reliability and accessibility. As DUATS' experience and capabilities related to M&O evolve, the number and categories of performance measures may be expanded to provide additional detail on the performance of the region's transportation system for planners, policy-makers and the public.

Performance measures can be grouped into three categories:

- Input measures - which generally address the supply of resources;
- Output measures - which address the delivery of transportation programs, projects, and services; and
- Outcome measures - which address the degree to which the transportation system meets policy goals and objectives.

While input and output measures are the easiest to implement, outcome measures focus on the effects that the traveling public most cares about - issues such as travel time and delay, safety, and reliability.

DUATS will initially focus on a core set of *output* measures. Using simpler output performance reporting can inspire the attention and collaboration necessary to design measures that address the most important aspects of the system performance. As DUATS gains experience and temporal data on various measures, a blend of both output and *outcome* measures may be preferable to using either type alone. Output measures provide an immediate indication of accomplishment for those activities whose benefits accrue over the long term (i.e., where "outcomes" are not immediately apparent). However, DUATS will attempt to monitor outcomes over the long term as data and expertise allow.

Categories of performance measures that DUATS will use to frame development of a set of core regional performance measures include:

Category	Examples of Possible Core Performance Measures
Safety	· Change in Number of K (Fatal) and A (incapacitating injury) types of crashes · Change in Number of Crashes/Million Miles Traveled · Pedestrian or Bike Accidents per Year · Number of Traffic Fatalities/Injuries within Region
Congestion & Reliability	· Change in average travel time between selected origins & destinations · Total hours of delay in region · Person-miles (or hours) of travel in congested conditions · Travel Time Index
Accessibility & Mobility	· Percent of region's population within ¼-mile (OR 15 minute walk distance) of transit services · Total transit ridership OR transit mode share · Number of access permits granted on congested roadway segments
Environmental	· Change in mobile source emissions (or appropriate proxy) · Change in energy consumption (or appropriate proxy) · Acres of wetlands created/impacted/banked due to transportation projects

The actual performance measures ultimately employed by DUATS will be dictated to a great extent by (1) the system operation and management priorities determined to be of highest importance by DUATS and its planning partners, (2) the extent to which data to support a particular measure can be obtained in a cost-effective and usable manner and (3) the number of staff and total staff hours available. The focus on management and operations requires more detailed data than has traditionally been analyzed by the DUATS. The system focus means that data on conditions are needed virtually everywhere on the transportation system, across jurisdictions and modes. Issues such as data formats, accuracy, consistency, and appropriate use can complicate the process of establishing inter- and intra-agency data sharing programs.

DUATS will work collaboratively with the Federal Highway Administration (FHWA), Illinois Department of Transportation (IDOT), units of local government and Decatur Public Transit System to address these challenges and develop a core performance measurement program. In particular, DUATS will work with IDOT to use information available through the Illinois Roadway Information System (IRIS) for developing and reporting performance measures. IRIS is a computerized database managed by IDOT in which a variety of condition and performance data is collected and maintained on all public highways as defined in Illinois Compiled Statutes.

CHAPTER 9. PUBLIC PARTICIPATION

DUATS is continuing its effort to make concerted effort to increase and enhance its position regarding public involvement. DUATS has committed itself to proactively engage the citizens of the County in assisting in our regional transportation planning and problem-solving activities.

This intent is based on the following principles:
1) Citizens should be reasonably versed on transportation issues and how transportation related decisions are made which use public tax dollars on public projects. Individuals and communities impacted by the outcome of public projects should want to have their opinions and perspectives taken into consideration.
2) Planners cannot maintain current and relevant knowledge about regional problems without spending time listening and learning from citizens who are directly affected.
3) Better planning is accomplished through a balance between local and regional priorities.

DUATS intends to more adequately and fully address these principals through communication, consultation, cooperation, and community outreach. At the present time communication, consultation and cooperation are principally accomplished through information sharing and discussion between the members of the Technical and Policy Committees. In order to encourage and expand the public's opportunity to participate in the planning process, positively address the principals, increase communication, consultation and cooperation and initiate a public outreach program, DUATS is committed to the following forms, formats and venues.

COMMUNICATION

The Web

DUATS' web presence is in conjunction with the City of Decatur's Economic & Urban Development Department, which is the Lead Agency. The main page will continue to be www.ci.decatur.il.us. Information about planning and problem-solving activities will be posted on the website for public review and comment. Copies of draft plans, reports, final publications, RFPs, meeting agendas, minutes, and more will also be available. The web page will have interactive features, allowing citizens to register their comments on an ongoing basis.

In keeping with DUATS' initiative to make all transportation materials and related information available to the public, individuals, businesses and interested groups will be encouraged to sign up and be placed on one or more existing distribution lists or to request that a new e-list be created. At least every year, or as determined appropriate by staff, DUATS will issue an update regarding various transportation and related plans and projects and will communicate improvements and progress as they occur within the Metropolitan Planning Area.

Media Relations

*D*UATS will provide notices of all regular and special meetings to the local media.

Citizen comment

DUATS will encourage citizens who want to comment on issues of concern or interest to do so during any committee meeting.

CONSULTATION

Committees

DUATS will continue to serve on various committees that directly and indirectly influence transportation and related areas of planning. A focus during FY 2010 and beyond will be to encourage and invite citizens interested in transportation planning to become active in areas such as bike-pedestrian paths, environment, and land use. DUATS members will be encouraged to continue to be active in groups which have areas of interest which intersect with DUATS' mission. DUATS members will build on the relationships developed through these committees and organizations and bring the citizen perspective to bear on transportation planning and projects.

Let Us Know

In FY2010, DUATS will initiate a new outreach program called "Let Us Know" in order to gather ongoing commentary from citizens about the region's transportation and related strengths and weaknesses. The initiative will be implemented in two ways.

First, the "Let Us Know" icon will appear on the DUATS home page. Anyone who visits the home page at any time will have the opportunity to click on the icon and register their comments about issues of concern. If the visitor desires a response, staff will respond accordingly. DUATS will maintain an electronic file of all comments.

Secondly, DUATS, will continue to be active and attend meetings of various civic, volunteer, business, neighborhood, and professional organizations to share transportation planning activities and related information. Past practice has been that staff responded to requests for public speakers. Staff is encouraged to be more proactive in marketing DUATS to community groups and this endeavor will continue. A list of approximately three hundred such groups is maintained by DUATS. The list includes organizations such as Rotary Clubs, Lion's Clubs, Kiwanis Clubs, AARP, neighborhood associations, neighborhood block groups, faith-based organizations, community development corporations, and many others.

Long Range Transportation Plans & Planning Updates

Every five years the long range transportation plan (LRTP) is updated. Staff will use a variety of techniques to ensure that a broad cross section of citizen and group perspectives are considered. These techniques may include focus groups, stakeholder meetings, issue forums, consultation with planning partners, web-based information exchanges, newsletters, and other public meetings.

This update cycle provides an excellent opportunity for coordination with the countywide Comprehensive Plan which was adopted by Macon County Board in July 2009 and by City of Decatur Council in August 2009. The extensive and lengthy community-based planning effort which resulted in the Comprehensive Plan addresses transportation related areas such as safety, access to jobs, access for persons with disabilities, land use planning, bicycle and pedestrian needs, etc.. It is intended that the applicable principles and objectives of the Comprehensive Plan, related to transportation, land use and development be incorporated in this LRTP.

During each LRTP revision or when major amendments are proposed or contemplated, relevant documents and maps will be sent to Federal, State and local resource agencies for their suggestions and comments. DUATS will supply the relevant documentation as early in the planning process as possible, but in no instance later than the required public comment period.

Likewise, DUATS intends to provide public notice in the newspaper and on its web site summarizing the context and general area(s) in which changes are proposed and pending. The notice will specifically invite

the public to comment. A minimum 30 day comment period will be provided for prior to any changes to the LRTP.

TIP Project Development

With the annual solicitation of project proposals for inclusion in the Transportation Improvement Program, staff reviews and makes recommendations regarding priorities and rank during the approved selection and prioritization process. Areas such as safety, ADT, level of service, lanes, jurisdictions benefiting and security are among the criteria used to select projects.

In the past, DUATS has programmed projects using an annual TIP cycle. An option that will be explored will be to move to a two (2) year TIP programming cycle beginning with in FY 2011 – FY 2014. The proposed TIP, including all relevant documents and maps will be sent to Federal, State and local resource agencies for their suggestions and comments. DUATS will supply the relevant documentation as early in the planning process as possible, but in no instance later than the beginning of the required 30 day public comment period.

From time to time, for a variety of reasons, it may become necessary to amend the TIP. Changes are classified as either administrative modifications or amendments.

Although an administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination in non-attainment and maintenance areas, DUATS intends to provide public notice in the newspaper and on its web site summarizing the context and general area(s) in which one or more administrative modifications are proposed and pending. The notice will invite the public to comment. It is being recommended that administrative modifications would require a 7 day notice and public comment period.

Amendments require opportunities for public review and comments. DUATS intends to continue to provide public notice in the newspaper and on its web site summarizing the context and general area(s) in which one or more amendments are being proposed and pending. The notice will invite the public to comment at one or more public meetings which times and places will be advertised in the newspaper and on the web site. It is recommended that the previously required 14 day notice and public comment period for amendments be reduced to 7 days.

Corridor and other planning studies

DUATS will continue to use techniques intended to ensure that residents, elected officials, businesses, and other interested persons and parties have the opportunity to be engaged, provide input and comment on all aspects of transportation planning studies. Techniques could include surveys, workshops, focus groups, stakeholder interviews, web based information and newsletters. Because each planning study is different and because the party or parties most interested in a particular study differ, DUATS will develop and then monitor an individualized plan for engaging citizens for any such study(ies), using an appropriate combination of the techniques above.

Public meetings

DUATS will host a minimum of two (2) public meetings in settings accessible to the public at large with every proposed update to the Long Range Transportation Plan. These meetings will take place during the required public comment period no more than 45 days and no less than 30 days before the proposed update is being presented to the Policy Committee for adoption. During the comment period, citizens will also be encouraged to comment on the proposed changes by e-mail, fax, or letter. A summary of all public comments received will be provided to the Policy Committee prior to their taking final action.

COOPERATION

DUATS intends to cooperate in any planning activities between local jurisdictions and/or the public which helps positively shape the future of Macon County. As soon as practical DUATS intends to participate in or create a number of cooperative planning working groups. All of the following focus areas are important to transportation planning and to the community. Some of the following areas of focus are already partially or wholly addressed by an existing group. In instances where a group exists, DUATS will partner with the existing entity rather than attempting to create a new group. If a group does not exist DUATS will facilitate its creation. The groups, as now envisioned, would have the following focus:

Macon County's Future

A county wide effort that puts local government, citizens and interested groups at the same table to consider alternative scenarios for the future land use and development of the County and its communities. Through quarterly or timely meetings and possibly through workshops, seminars and presentations held throughout the County, participants will be able to openly discuss factors and possible actions that would improve the County's future quality of life. The information obtained from these sessions would be used to monitor and provide an accountability tool for reviewing the Comprehensive Plan and its various elements. That information would useful in predicting the impact of various land use and development decisions on economic, social, and environmental factors of interest.

Access to Jobs

A working group with a focus on bringing transportation providers into the same environment with job-seekers, employers who are seeking access to a larger pool of workers, workforce development agencies, child care providers and others. Decatur's "central core" neighborhoods would most likely be the first priority. DUATS would need to develop and then maintain interactive, effective relationships with citizens, educational and social services agencies, employers and transportation providers in order to develop and continuously refine this strategy.

Decatur Metro Area Greenway Plan

is an effort to address the need for bicycle and pedestrian-friendly paths and trails throughout the MPA. DUATS has and will continue to extensively cooperate with the Decatur Park District, the County, the Villages of Forsyth, Mt. Zion, Decatur Bike Club, League of Illinois Bicyclists and other interested parties in updating and revising the March 1998 Plan. Citizen input is an important part of the planning process and will include several surveys, public meetings, and other promotions dedicated solely to bicycle and pedestrian issues.

Transportation Safety & Education

A concerted focus on education, enforcement, emergency response, and engineering. DUATS will support citizens, law enforcement, emergency response, emergency medical and safety personnel in order to provide education related to safety issues. Relying on their respective expertise and input will be consistently sought regarding streets, intersections, crossing, or other transportation segments which pose a safety hazard to one or more transportation modes. This information will be supplied to the Technical Committee for use in ranking projects and/or maintenance areas in the TIP process.

Water Resources

A group of citizens and professionals from throughout the region who work together to communicate the importance of a number of water-related issues, ranging from water quality to storm water management to

flood plain management. Together, they plan and recommend the implementation of policies and projects focused on water quality, watershed planning, and sustainable development issues for an audience of local government leaders and the consultants who serve them. DUATS will cooperate with citizens and citizen groups by providing technical assistance to them to enable them to voice their perspectives more effectively. This technical assistance includes teaching basic planning concepts to local communities, helping local community residents research issues such as brownfields clean-up, researching best practices to share with community groups, producing maps using GIS software to depict the incidence of problems and opportunities citizens encounter, and providing data from the Census and other sources to help citizens communicate factually and with up-to-date, correct information.

Community-Based Outreach

There are several groups of citizens who have historically been under-served. This is in part because they face barriers to access and that other segments of the population may not encounter. To identify these barriers and design appropriate initiatives to remove them, DUATS will work with members of the identified groups, such as persons with disabilities, low-income workers and job-seekers, senior citizens and the Macon County Transportation Partnership seeking solutions to overcoming the barriers.

EVALUATION OF THE PUBLIC PARTICIPATION PROCESS

DUATS staff will keep an ongoing computerized tally of the number and relevant demographic and geographic characteristics of citizens who participate in the activities described in this plan. On an annual basis, staff will also prepare a narrative report describing the way and extent to which citizens have impacted plans and project development. Staff will make a report to the Policy Committee and the community at the end of each fiscal year. The report will be available on the DUATS web site and in hard copy format.

DUATS will review this Public Participation Plan at least biannually and make necessary and/or appropriate amendments. Amendments require opportunities for public review and comments. DUATS intends to provide public notice in the newspaper and on its web site summarizing the context and general area(s) in which one or more amendments are proposed and pending. The notice will be provided at least 30 days prior to any final vote and will invite the public to comment at one or more public meetings, by email or by letter. Notice will be provided in the newspaper, on the web site and physically placed at the following locations.

- Decatur Public Library, Reference Desk, 130 North Franklin Street
- Economic and Urban Development Department, 3rd Floor, Decatur Civic Center
- County Board Office, Room 501, Macon County Office Building, 141 S. Main Street
- Forsyth Village Hall, 301 South Route 51
- Mt. Zion Village Hall, 400 Main Street
- Decatur Public Transit System Administration Building, 555 East Wood
- Decatur Park District, District Office, 620 East Riverside Avenue
- Senator Severns Transit Center, 353 East William Street
- Oreana Public Library, 214 West South Street
- Macon County Highway Department, 2405 N. Woodford Street
- Barclay Public Library, 220 S. Main Street, Warrensburg

Proposed amendments will be available for viewing on the DUATS website. The address for viewing is: http://www.ci.decatur.il.us/citygovernment/duats.htm

DEFINITIONS

Administrative Modification

A minor revision to the Long Range Transportation Plan (LRTP) or Transportation Improvement Program (TIP) that includes minor changes to project or project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in non-attainment and maintenance areas).

Amendment

A revision to the LRTP or TIP that involves a major change to a project included in the LRTP or TIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Typically, cost variations of more than 20% will be considered an "amendment" to the TIP. Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and re-demonstration of fiscal constraint.

Long Range Transportation Plan (LRTP)

A document that projects the needs, issues, and priorities for the Decatur Urbanized Area over at least a twenty-year time period. SAFETEA-LU continues the requirement that the LRTP be updated at least every five years. Before a transportation project can receive federal funding, it must be consistent with the LRTP and must be included in the TIP.

Public Involvement

An open process to seek out and encourage early and continuous public involvement through the development of transportation plans and projects. It is an ongoing process whereby staff, citizens and decision makers exchange information and ideas.

The Public

Any interested person, 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 other special interest groups.

Transportation Improvement Program (TIP)

A staged, multi-year, inter-modal program of transportation projects planned within the metropolitan planning area. The project must be consistent with the LRTP. SAFETEA-LU requires that the TIP cover a four (4) period. The TIP is updated annually.

Unified Work Program (UWP)

An annual document that summarizes the work areas that DUATS staff will focus on during the program year utilizing the available Federal, State and local funds. It includes the status of ongoing transportation planning activities and the accomplishments which are anticipated. The UWP details the anticipated expenditures for DUATS for the year. Work Program procedures contain a description of the functional responsibilities of each participating agency as well as a brief explanation of the means or methodology used to accomplish the work activities for all elements, which are ongoing or periodic in nature.

MEETINGS, OPERATIONS, & ADMINISTRATION OF DUATS

Public involvement is essential in deciding how federal and state transportation funds allocated to this area for streets, highways and mass transit, and other transportation related projects will be used. For that reason, DUATS has adopted the following steps to ensure the public's ability to participate:

1. All meetings are open to the public. All meetings will be held at places and times convenient to the public. Meeting rooms will be handicapped accessible. Meetings will not be held on legal holidays. Unless public notice indicates otherwise, meetings of the DUATS Technical Committee and Policy Committee will be held on the second Tuesday of each month at 10:30 AM, in the conference room at the Transit Administration Building located at 555 E. Wood Street, Decatur, Illinois. The DUATS Policy Committee meets on an as needed basis, typically on the 3rd Tuesday of the month at 10:30 AM.

2. All meetings will be held in accordance with the Illinois Open Meeting Act as referenced in the Illinois Compiled Statutes.

3. A mailing list of parties who are interested in transportation issues will be kept current by DUATS staff. The list may include leaders of business and industry; representatives of local government, public agencies and civic groups; representatives of citizen groups interested in transportation planning; and providers of transportation services (i.e. taxi, private transit, specialized transit, etc.), including transportation employee groups.

4. Copies of all transportation plans, TIP's, UWP's, LRTP's, and any amendments thereto, as well as any programs proposed for adoption will be put on display for public review and comment for at least 30 days, with the exception of TIP amendments which may be adopted after a 14 day comment period. Hard copies will be made available at the Decatur Public Library, City of Decatur's Economic and Urban Development Department, Macon County Board Office, Village of Forsyth, Decatur Public Transit Administration Building, Penny Severns Transportation Center, Village of Mt. Zion, Oreana Public Library, Macon County Highway Department, Decatur Park District Administrative Office and at the Barclay Public Library in Warrensburg.

5. Notices concerning the public review and comment period for the aforementioned transportation plans and programs will be by published in the Herald & Review and Decatur Tribune newspaper and by sending notices to any media outlet requesting such notice. Notices will also be available on the DUATS website. Additionally, notice will be sent to all parties whose names appear on the list of those interested in transportation issues.
6. Any written or oral comments received during the public review period will be considered before adoption of the plan or program. If the final version of the plan or program would be significantly different from the draft which was made available for public review, then the revised version will be put on display for public review and comment in accordance with item # 4 above. A summary, analysis, and report on the disposition of these comments will be placed in the final draft of the report.

For following DUATS staff members are available to provide additional information about any aspect of transportation planning.

Joselyn A. Stewart
Transportation Planner
Economic & Urban Development Dept.
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Telephone: 217.424.2782
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Mark L. Smith
Study Director & Senior Planner
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CHAPTER 10. HUMAN SERVICES TRANSPORTATION PLAN

An increasing number of people are unable to get to work, run errands, or reach medical services simply because they do not have access to reliable transportation. This group of transportation disadvantaged includes disabled individuals who cannot operate vehicles or travel outside of the home on their own because of medical conditions or limitations; people who cannot afford their own automobile; and people who live in areas without access to public transportation.

To enable these individuals to travel for employment, medical, education, and other needs, state and federal grants are used to provide transportation services that assist elderly persons, persons with disabilities and/or low-income persons get to their destinations. In urbanized areas, regular public transportation service and supplemental paratransit service is often available to meet many of these needs. In rural and smaller urban areas, however, public transportation service is less available and human service providers such as senior centers must often find other ways to provide their clients with transportation.

Numerous local programs supported by state and federal agencies provide separate transportation services, including services for the elderly, hospital access for low-income individuals, services for the physically and mentally disabled and transportation for job training or job access. In Illinois, there are numerous state and federal programs administered by a variety of different state agencies that provide funding to be used for public and human services transportation. The lack of coordination among these programs and providers has led to duplication of transportation and dispatching services and an inefficient use of needed transportation and human services funds.

Federal transit law, as amended by SAFETEA–LU, now requires that projects funded from the Section 5310 (Elderly and Disabled), Section 5316 (Job Access and Reverse Commute or JARC), and Section 5317 (New Freedom) programs be derived from a locally developed, coordinated public transit-human service transportation plan (HSTP). The HSTP is intended to maximize the collective coverage area of the targeted programs and increase service options, increase efficiency and address the needs through a process that includes representatives of public, private and nonprofit transportation and human services providers and the users of these services.

No known entities receive Section 5310, 5316 or 5317 funding at this time. However, DUATS has explored issues and conducted surveys which relate to the program objectives of these funding streams. In 2006, the Macon County Health Foundation, in cooperation with DUATS surveyed service providers and clients concerning transportation needs and issues. Service providers were in need of additional resources for transporting clients to medical appointments (88%), to social service agencies (53%), to shopping venues (48%) and to work (38%). Youth were generally less likely to need transit services. As the client's age increased the need for service increased and closely correlated to those expressed by service providers.

Also in 2006, DUATS supported the efforts of Illinois State University and the East Central Illinois Area Agency on Aging which conducted research on the areas of the County having the highest poverty rates, lowest median income and the highest concentrations of elderly and physically challenged individuals. The information has proved useful in our study of rural to urban transit needs and obstacles. DUATS staff has talked extensively with adjacent and nearby counties and communities on their transportation operations. Information and suggestions have been the main goal and outcome to date. At this time, DUATS feels that affiliating with an existing transit system/operator would be a better option than creating a new entity. Further study and discussion is warranted on this topic.

In 2008, the Macon County Transit Partnership Group (TPG) was created. The TPG has about 90 participants from throughout the County. This group is charged with studying and encouraging the creation of a Countywide transit entity or annexation to an existing and adjacent service provider. Either option would enhance the ridership options for persons with various physical and/or economic challenges.

References

The State and the MPO must follow all the requirements contained in the Federal Transit Administration (FTA) Circulars providing* Program Guidance and Application Instructions *for the Section 5310, 5316 and 5317 programs. Consolidated excerpts and web site addresses for the circulars are listed below.

Recipient Designation

For *Section 5310* funds, the state designates an agency with the requisite legal, financial, and staffing capabilities to receive and administer Federal funds under this program. The designated State agency is the recipient of all Section 5310 funds apportioned to the State, and applies to the Federal Transit Administration (FTA) for these funds on behalf of private non-profit agencies and eligible local governmental authorities within the State.

For *Section 5316 and 5317* funds, the state must designate a public entity to be the recipient for JARC and New Freedom funds.

- In urbanized areas with populations less than 200,000 and in non-urbanized areas, the State is the designated recipient. For these areas, the designated State agency is responsible for administering the JARC and New Freedom program.
- In urbanized areas over 200,000 in population, the recipient charged with administering the JARC Program must be officially designated through a process consistent with 49 U.S.C. Section 5307(a)(2):

  an entity designated in accordance with the planning process under sections 5303, 5304, and 5306, by the chief executive officer of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under section 5336 that are attributable to transportation management areas identified under Section 5303.

  The Urbanized Area Formula (Section 5307) designated recipient provides and coordinates transportation services for the region and is familiar with FTA's program oversight requirements; therefore, it is appropriate for the designated recipient for the JARC and New Freedom programs to be the same as the designated recipient for Section 5307 funds. Alternatively, the Metropolitan Planning Organization (MPO), State, or another public agency may be a preferred choice based on local circumstances. The designation of recipient should be made by the State in consultation with responsible local officials and publicly owned operators of public transportation. The recipient for JARC funds will apply to FTA for these funds on behalf of sub-recipients within the recipient's area.

Apportionment

Section 5310 (Elderly and Disabled) funds are apportioned among the States by a formula based on the number of elderly persons and persons with disabilities in each State.
Of the total *Section 5316 (JARC)* funds available, FTA apportions 60 percent among designated recipients in large urbanized areas; 20 percent to the States for small urbanized areas; and 20 percent to the States for rural and small urban areas under 50,000 in population. JARC funds are apportioned among the recipients by formula. The formula is based on the ratio that the number of eligible low-income and welfare recipients in each such area bears to the number of eligible low-income and welfare recipients in all such areas.

Of the total *Section 5317 (New Freedom)* funds available, FTA apportions 60 percent among designated recipients in large urbanized areas; 20 percent to the States for small urbanized areas; and 20 percent to the States for rural and small urban areas under 50,000 in population. New Freedom funds are apportioned among the recipients by formula. The formula is based on the ratio that the number of individuals with disabilities in each such area bears to the number of individuals with disabilities in all such areas. .

Coordination Requirements

Projects selected for funding under *Sections 5310, 5316 and 5317* must be derived from a locally developed, coordinated public transit-human services transportation plan developed through a process that includes representatives of public, private, and non-profit transportation and human service providers, participation by the public, and representatives addressing the needs of older adults, individuals with disabilities and low-income individuals.

Planning Requirements

Section 5310, 5316 and 5317 projects in urbanized areas must be included in the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). Projects outside urbanized areas must be included in, or be consistent with the Statewide Long-Range Transportation Plan and must be included in the STIP.
Program of Projects: The program of projects (POP) for *Section 5310, 5316 and 5317* identifies the sub-recipients and projects for which the State or designated recipient is applying for financial assistance. The annual POP the State submits to FTA for approval must indicate the total number of sub-recipients; identify each sub-recipient and indicate whether they are governmental authorities, or private non-profit agencies. In addition, the POP must include a brief description of each project, which includes the counties served by the project. The POP must show, for each project, the total project cost and the Federal share. The total Federal funding level for the POP cannot exceed the total amount of Section 5310 funds available. The program of projects must be identical to, or consistent with, listings contained in the applicable TIP and STIP.

The Coordinated Public Transit–Human Services Transportation Plan

Federal transit law, as amended by SAFETEA–LU, requires that projects selected for funding under the *Sections 5310, 5316 and 5317* be "derived from a locally developed, coordinated public transit-human services transportation plan" and that the plan be "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." The experiences gained from the efforts of the Federal Interagency Coordinating Council on Access and Mobility (CCAM), and specifically the United We Ride (UWR) Initiative provide a useful starting point for the development and implementation of the local public transit-human services transportation plan.

Development of the Coordinated Public Transit–Human Services Transportation Plan:

A. Overview: A locally developed, coordinated public transit-human services transportation plan ("coordinated plan") identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation. Local plans may be developed on a local, regional, or statewide level. The decision as to the boundaries of the local planning areas should be made in consultation with the State and the metropolitan planning agency, where applicable. The agency leading the planning process is decided locally and does not have to be the State. A coordinated plan should maximize the programs' collective coverage by minimizing duplication of services. Further, a coordinated plan shall be developed through a process that includes representatives of public and private and non-profit transportation and human services transportation providers, and participation by members of the public. Members of the public should include representatives of the targeted population(s) including individuals with disabilities, older adults, and people with low incomes. While the plan is only required in communities seeking funding under one

or more of the three specified FTA programs, a coordinated plan should also incorporate activities offered under other programs sponsored by Federal, State, and local agencies to greatly strengthen its impact.

B. Required Elements: Projects shall be derived from a coordinated plan that minimally includes the following elements at a level consistent with available resources and the complexity of the local institutional environment:

- An assessment of available services that identifies current transportation providers (public, private, and non-profit);
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Web Page Links:

Section 5310 Circular

- http://www.fta.dot.gov/laws/circulars/leg_reg_6622.html

Section 5316 Circular

- http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html

Section 5317 Circular

- http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html

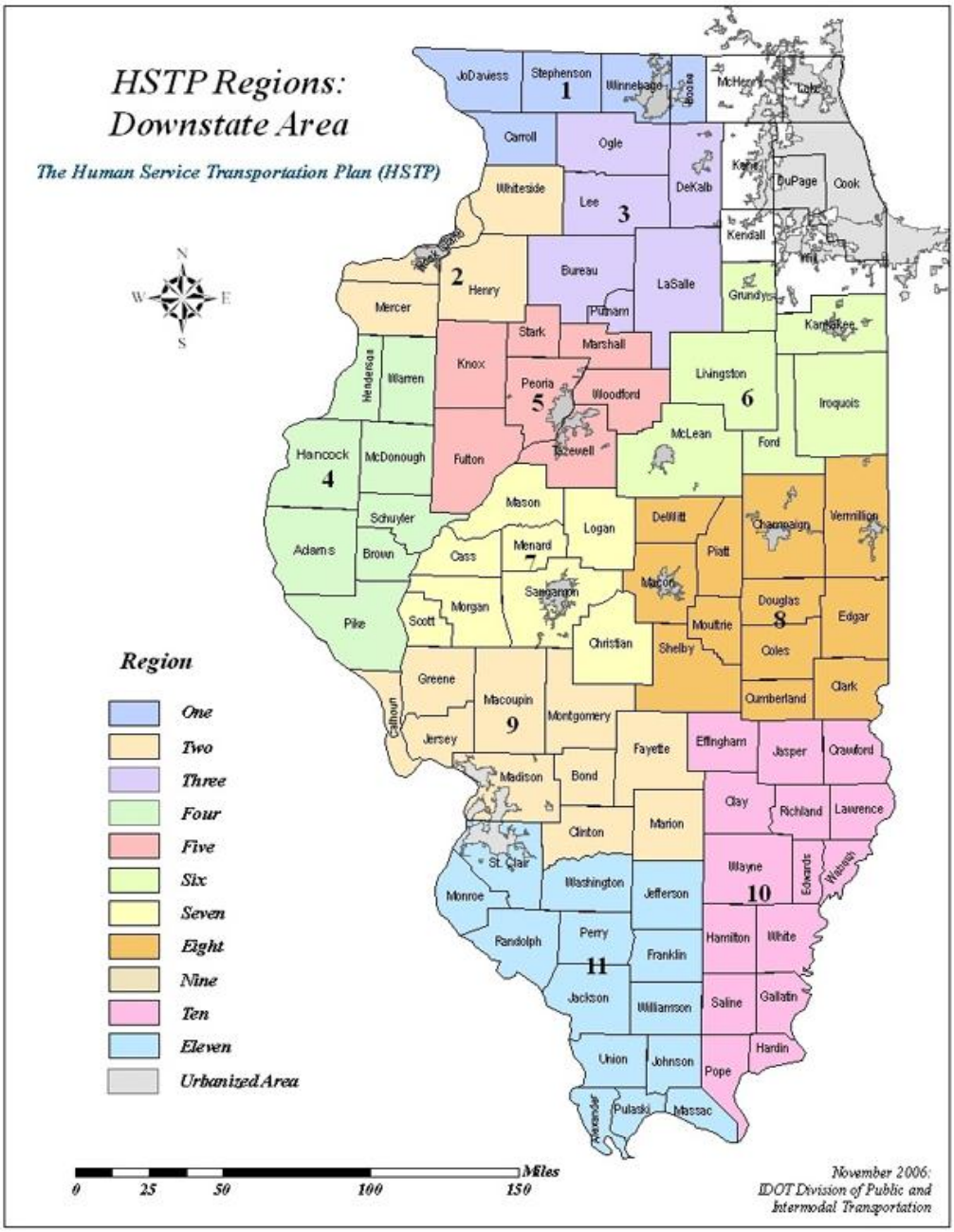
United We Ride - http://www.unitedweride.gov/

Implementation

At the federal level, the United We Ride (UWR) initiative was established to break down the barriers between programs and set the stage for local partnerships that generate common sense solutions. The overall goal of this effort is to make it easier for the customer to access public and specialized transportation services by reducing transportation service duplication, increase efficient transportation service delivery, and expand transportation access for older Americans, persons with disabilities, and individuals with low incomes. The HSTP is the tool identified in SAFETEA-LU to accomplish this goal.

Locally, DUATS would be responsible for ensuring that the new federal coordination requirements are met for the urbanized area. The Illinois Department of Transportation (IDOT) is responsible for those parts of the state that are outside the urbanized jurisdictions. IDOT has begun to implement the HSTP to be in compliance with the new requirements, which went into effect in FFY 2007.

Because Illinois has no formal rural public transportation planning infrastructure, IDOT has created a framework for developing the plan and project submission process for public and human services transportation funding. Through a combination of research and public involvement sub-state regions were established to facilitate the HSTP process (see map below). Each region will develop an HSTP to coordinate the delivery of services within its boundaries.



Coordination

Much of the developmental work within rural and small urban areas will be carried out by a regional coordinator working with regional review committees to develop the non-urbanized portion of the regional HSTP. In our urbanized areas, DUATS staff will function as the regional coordinator and the organizer of the urbanized area review committee. A key challenge will be integrating the rural HSTP with the urbanized the area HSTP within each region.

The primary role of DUATS will be to facilitate the review committee meetings, solicit feedback on the plan and projects for the urbanized portion of the region and to develop an urbanized area HSTP document. Another key responsibility will be to work with rural and small urban regional coordinator to integrate the HSTP activities of DUATS and the Regional Transportation Committee. IDOT will provide oversight for the program to ensure that the HSTP procedural guidelines are being met.

Process

The HSTP development process must, at a minimum, include stakeholders representing public, private and non-profit transportation service providers, human service providers, the public, representatives addressing the needs of older adults, individuals with disabilities and low-income individuals, planning organizations and/or county government representatives. In our urbanized area, DUATS staff would compile and analyze input and organize it into a readable report that will be reviewed and adopted by the Policy Committee. At a minimum, the plan must analyze and address the following issues.

- Identify the public and specialized transportation goals of the community
- Inventory of existing transportation services
- Asses human services transportation needs
- Analyze gaps in human services transportation service
- Recommend short and long-term transportation strategies to address service gaps and improve coordination

Once information on local needs and resources is complied and organized the plan needs to explore the following questions for the region.

- Where are we doing well?
- Where do we need to do better?
- What will it take to get to the next level of service provision?

Where there is agreement on needed improvements, strategies to implement the improvements and an action plan to accomplish the strategies needs to be developed. The action plan needs to include the following elements.

- A clear set of steps
- Identification of who is responsible for carrying out each step
- Timeline for tasks
- A strategy for communication within the group

Projects

In order to be eligible for federal funding, projects identified through the HSTP process must be included in the state STIP, a Regional Program of Projects (RPOP) in rural and small urban areas and in the TIP in urbanized areas.

- Projects for the Section 5316 (JARC), and Section 5317 (New Freedom) programs will be competitively selected using local criteria.
- All projects funded from the Section 5310 (Elderly and Disabled), Section 5316 (JARC), and Section 5317 (New Freedom) programs will be competitively selected regardless of who the designated recipient is.
- All projects funded from the Section 5310 (Elderly and Disabled), Section 5316 (JARC), and Section 5317 (New Freedom) programs will be reviewed and approved by IDOT and/or the State Oversight Committee (SOC).

The SOC is composed of agencies involved in the planning and provision of transportation, human service and economic development services. Representatives of the agencies listed below serve on the SOC.

- IDOT
- Rural Technical Assistance Center (RTAC), part of the Illinois Institute for Rural Affairs
- Illinois Department of Aging
- Illinois Department of Human Services
- Illinois Department of Healthcare and Family Services

- Illinois Department of Commerce and Economic Opportunity
- Lieutenant Governor's Office
- MPO representative (from the Springfield-Sangamon County Regional Planning Commission)
- Illinois Association of Regional Councils
- Illinois Public Transportation Association

In order to meet federal requirements, projects in urban areas under 200,000 population and rural areas that are requesting funds through Section 5316 (JARC) and 5317 (New Freedom) programs will be competitively selected and prioritized at the local level and then submitted to the State Oversight Committee for final review and state wide prioritization.

DUATS' Human Services Transportation Plan Approach

1. Currently no 5310, 5316 or 5317 funds are received by any entity in the Decatur Urbanized Area. At such time that the Decatur Urbanized Area is required to develop a HSTP, DUATS will be the entity responsible for developing the Plan. As such DUATS would have the following duties if in the future such funds were to be received.
2. Utilize the Macon County TPG to coordinate the public involvement process. Representatives of the public transportation provider(s), human service agencies, DUATS and users of transportation services are already serving in the capacity of advisory committee. The specific names of the human service agencies and transit users which will be included on this proposed committee is pending further local discussion in cooperative and collaboration with HSTP Region 6.
3. Implement a broad based proactive public involvement process to identify and catalogue existing services, determine unmet needs and identify potential strategies to meet those needs. The PPP as adopted by DUATS reflects the wishes and intent regarding a proactive approach to involving the public in all facets and at all stages of plan and project discussion and any subsequent projects.
4. Create a regional consensus on feasible strategies to enhance the effectiveness and efficiency of human service transportation provided in the County.
5. Coordinate with the HSTP Region 8 Coordinator to ensure the urbanized area boundary does not create a barrier to the delivery of seamless transportation services to the targeted populations.
6. Develop an Action Plan that clearly identifies the actions to be taken, the projects to be implemented and the persons/ agencies responsible for making the specified activities happen.
7. Amend the projects proposed for federal funding into the TIP.
8. Forward those projects to IDOT for review and approval.
9. Monitor and evaluate the effectiveness of implemented strategies and projects.
10. Adjust strategies to address new and/or previously undetected needs.
11. Amend the TIP to reflect projects selected for funding.
12. Update and/or revise the HSTP as necessary or appropriate. DUATS intends to review the HSTP annually .

CHAPTER 11. FUTURE CONDITIONS & INFRASTRUCTURE NEEDS

Population and Employment in 2035

In 2004, two population and employment (land use) scenarios were developed for the 2030 LRTP. The first scenario was a continuation of recent population and employment trends and was called the "baseline scenario". The second represented a higher population and employment growth scenario within the MPA and was the "alternative scenario". A comparison of the baseline and alternative scenarios for Macon County and the MPA in 2030 is shown below.

2030 Comparison of Baseline & Alternative Population and Employment Scenarios

		Year								
		1990	1995	2000	2005	2010	2015	2020	2025	2030
BASELINE SCENARIO	Macon County Population	117,206	116,555	118,077	117,881	117,599	117,965	118,220	118,400	118,600
	MPA Population	107,908	107,231	108,534	108,451	108,485	109,118	109,649	110,112	110,298
	Macon County Employment	54,142	54,350	59,817	57,762	57,624	58,983	60,292	60,384	60,486
	MPA Empolyment	51,976	52,285	57,664	55,798	55,780	57,213	58,604	58,814	59,034
ALTERNATIVE SCENARIO	Macon County Population	117,206	116,555	118,077	118,300	119,300	120,700	122,100	123,600	125,000
	MPA Population	107,908	107,231	108,534	108,836	110,054	111,648	113,248	114,948	116,250
	Macon County Employment	54,142	54,350	59,817	57,967	58,457	60,350	62,271	63,036	63,750
	MPA Empolyment	51,976	52,285	57,664	55,996	56,586	58,540	60,527	61,397	62,220

SOURCE: CADUS, Illinois Workforce Info Center, and URS Corporation, January 2004.

C:\Documents and Settings\jmeyer\My Documents\Decatur LRTP\Pop_Employ Projections\[POP_EMP PROJECTIONS TO 2030.xls]Table 4, Sum of Scenarios

In analyzing the future year population during the last LRTP process, the analysis showed that the MPA population was increasing at a faster rate than Macon County's. In 1990, the MPA accounted for approximately 92% of the Macon County Population. In 2008, it is estimated that the MPA accounted for approximately 94% of the Macon County population. This trend is anticipated to continue, which means that the MPA will continue to grow at a higher rate than the Macon County population between now and the year 2035.

In 2030, a baseline scenario population projection and an alternative scenario were used. Based on those scenarios, Macon County would have approximately 118,600 persons in the year 2030. Approximately 113,000 would be located in the MPA. The population projected in the alternative land use scenario would result in a Macon County population of 125,000. Of that total, the MPA population would be 119,100 in 2030. As was the case with the baseline scenario, it was assumed that the MPA would grow at a faster rate than the Macon County population.

Employment projections to the year 2035 were reviewed for Macon County and the MPA. Unlike population data, it is very difficult to find reliable and accurate employment data and employment projections. The employment estimates were foundationally based on the actual and projected population data originally produced for the 2030 LRTP, using an employment-to-population ratio. Although overall statistics have changed to a degree, a review of the data and ratios, shows that the overall changes have had little noticeable effect on the original 2030 results.

The Bureau of Labor Statistics along with comparisons of employment data and estimates by the Economic Development Intelligence System and Dept. of Commerce and Economic Opportunities, indicates that manufacturing employment has decreased by about 7% while employment in the service fields have increased 11% and the overall, total employment is slightly less than projected in 2004 (52,953 in 2009 versus 55,780 in 2004). The changes in population and employment figures and migrating location of households since 2004, relationally are not of significance for the purposes of this LRTP.

The previously estimated 96% of the Macon County employment fell within the MPA remains valid. As with population estimates, the assumption that with each five-year interval that the MPA-to-County ratio increased by a small amount (0.2 in the 2030 LRTP). Similar to the population projections, this slight increase in the ratio assumes a higher percentage of the overall County employment is within the MPA.

As noted in Chapter 1's reference to the recently adopted *Macon County – Decatur Comprehensive Plan* and in anticipation of a new transportation authorization bill, this LRTP update recognizes the critical importance of community wide and interdisciplinary planning. It recognizes that many factors influence transportation planning and improvement projects. This LRTP is intended to focus decision making not on transportation issues alone, but also in relation to existing and planned land use, housing, education, public infrastructure, environment and natural resources and economic development. Transportation planning should be cognizant of other plans and visions. Transportation planning can also be used to guide decision making.

This chapter summarizes the year 2035 conditions and identifies future year issues within the MPA. The analysis addresses respective transportation modes to identify potential deficiencies or weaknesses related to an individual mode, or to the overall transportation system. This section encourages the integration and development of projects which help in reducing congestion, increases safety, enhances security and strives to increase efficiencies in operating and maintaining the transportation system, reduces conflicts between transportation modes and takes environmental issues into consideration. The concerns are identified and potential improvements are presented for projects and areas within the MPA in order to assist in creating a more diverse and efficient transportation system that is better able to respond to future travel and transport demands in a cost effective and efficient manner.

Also, as noted in the Comprehensive Plan Macon County's population growth over the next 25 years will be very modest overall. Over the last 18 years, the County's housing stock has been increasing, but the population has been decreasing. The major loss of population has occurred in Decatur. Growth has been taking place in Forsyth, Mt. Zion and the unincorporated County within the urban fringe.

As a result of this decentralization, travel to work times have been increasing. Over time, if this trend continues and adequate planning is not undertaken, noticeable increases in ADT and congestion may result in the reduction in the area's overall quality of life.

This LRTP takes a slightly different and conservative approach to population figures over the next 25 and does not directly use either the baseline or alternative scenarios. It is anticipated that through the 2010 Census, Macon County's population will continue its decline. However, by 2015, the population will have begun to increase. Once population begins to rise, it is assumed that population in the MPA will increase at a faster rate than the rest of Macon County. The projected population figures are shown in the following chart.

YEAR	2000	2005	2010	2015	2020	2025	2030	2035
Population	114,906	112,450	111,957	112,207	113,797	115,836	116,693	118,360

Source: IL DCEO, URS, Carmiros & DUATS, September, 2009

The anticipated short term population declines, coupled with the existing pressures on government finances, make it extremely critical that transportation infrastructure and public facility investments be made very carefully, wisely and cooperatively.

Potential Transportation Improvements

The year 2035 population and employment projections for the MPA are presented simply to attempt to validate future year transportation improvements. Population and employment figures and indicators have not changed to a degree that would alter the variables used to project future year traffic levels in 2004. In some respects, capacity, congestion, safety, etc., issues were diminished due to factors such as the current recession, high fuel prices in 2008 and 2009 and the recent unemployment rates. These events kept the ADT from increasing and on a few corridors the ADT had decreased between 2004 and 2009 counts. Potential transportation improvements were identified and approved by the DUATS Technical and Policy Committees on August 19, 2009. The following sections summarize the potential transportation improvements being considered over the next twenty-five years within the MPA.

Three transportation improvement categories (committed, planned, and future projects) were identified as part of this LRTP. The categories provide a procedural process that is used to program and coordinate projects with the available funding based on the selection criteria. The transportation improvement categories are defined as:

- **Committed Projects** – For the purpose of this LRTP, committed projects are transportation improvements that are planned in a given fiscal year, are programmed in the current TIP, are fiscally constrained and are likely to be constructed by 2013.

- **Planned Projects** – For the purpose of this LRTP, planned projects are transportation improvements that are planned to be in place in 2014 or 2015. These projects may have a portion of their funding source(s) identified. Since they have less than 100% of the construction cost identified they not fiscally constrained and are considered "Illustrative."

- **Future Projects** – For the purpose of the LRTP, future projects are defined as potential transportation projects that may be constructed from 2015 to 2035 or beyond. They have no funding source(s) identified and are also included as "Illustrative."

The committed and future transportation improvement projects chosen on August 19, 2009 are summarized on Page 118 - 133. The location of these projects is displayed on the map found on Page 134. The following paragraphs explain the project estimates and the rationale for them.

The project costs shown in FY 2010 – 2013 were calculated based on the Year of Expenditure. Typically this involved including an "inflation factor" of 5% per year. With the fluctuations of material costs, availability of labor and other factors inherent in the construction planning process, those costs shown may or may not prove to be be accurate in the year the project is commenced.

The project estimates listed as "Planned" and "Future" were calculated using the best available information at the time this LRTP was written. Since no construction year is assigned to any of these projects and since many, if not most, are so out into the future, any cost calculations would be of very limited value.

The Maintenance and Operations cost estimates for revenue on Page 134 include a 3% "inflationary factor."

Roadway Improvement Projects

IDOT IMPROVEMENTS – Committed, Planned and Future

IDOT Committed for FY 2010

- Repaving 1.1 miles of U.S. Route 36, Railroad to IL Route 105

State STP-U	$ 960,000
State Matching Funds	$ 240,000
Total Project Cost	**$1,200,000**

IDOT Committed for FY 2011

- Bridge Rehabilitation U.S. 51 over I-72

Federal BRRP	$3,200,000
State Matching Funds	800,000
Total Project Cost	**$4,000,000**

- Patching, Repair and Resurfacing 4.8 miles of U.S. Route 36 from Bus. Route 51 west to Route 51

Federal NHS	$4,816,000
State Matching Funds	$1,204,000
Total Project Cost	**$6,020,000**

- Resurfacing 3.02 miles IL Route 48, from Bus. Route 51 To IL 105 and IL Route 48 to US 51.

Federal STP-U State	$1,808,000
State Matching Funds	$ 452,000
Total Project Cost	**$2,260,000**

IDOT Committed for FY 2012

- Bridge Rehabilitation, U.S. Route 51 at NSRR

Federal STP-U	$2,320,000
State Matching Funds	$ 580,000
Total Project Cost	**$2,900,000**

IDOT PLANNED PROJECTS

- Bridge Replacement, Route 51 (NB & SB)
  over Sangamon River, 1 mile south of Harristown

Federal STP-Rural Funds	$19,720,000
State Matching Funds	$ 4,930,000
Total Project Cost	**$24,650,000**

IDOT FUTURE PROJECTS

- Patching and Repaving 5.12 miles of I-72,
  1.5 miles east of IL Route 48, to 4.4 miles
  West of Piatt County line.

Interstate Maintenance	$7,920,000
State Matching Funds	$ 880,000
Total Project Cost	**$8,800,000**

- Culvert Repairs/Replacement and resurfacing
  13.35 miles of IL Route 48 from IL Route 121 to I-72

Federal STP-R Funds	$3,840,000
State Matching Funds	$ 960,000
Total Project Cost	**$4,800,000**

- Resurfacing 1.97 miles of IL Route 48,
  Marietta Street to South Side Drive

Federal STP-U Funds	$1,136,000
State Matching Funds	$ 284,000
Total Project Cost	**$1,420,000**

- Resurfacing 2.84 miles of IL Route 121 from
  Damon Avenue to Lakeshore Drive

Federal STP-U Funds	$2,120,000
State Matching Funds	$ 530,000
Total Project Cost	**$2,650,000**

- Resurfacing 3.19 miles of Main Street from
  County Highway 21 to Wyckles Road

State Funds	**$1,120,000**

IDOT FUTURE PROJECTS (continued)

- Resurfacing 9.67 total miles of Old Route 36 from Sangamon County line to U.S. Route 36 (The East 3.65 miles are in the MPA)

State Funds	**$ 3,690,000**

- Bridge Replacement, U.S. Route 51, Spring Creek at Main Street

Federal STP-U Funds	$ 2,488,000
State Matching Funds	$ 622,000
Total Project Cost	**$ 3,110,000**

- Bridge Replacement, Bus. Route 51, Spring Creek at Main Street

Federal STP-U Funds	$ 2,224,000
State Matching Funds	$ 556,000
Total Project Cost	**$ 2,780,000**

TOTAL IDOT PROJECTS **$69,400,000**

DECATUR IMPROVEMENTS – Committed, Planned and Future for 2035 LRTP

Decatur Committed for FY 2010

- MacArthur Bridge Replacement over Stevens Creek

ARRA Funds	$ 447,408
STP-U Funds	$ 352,592
City Matching Funds	$ 200,000
Total Project Cost	**$1,000,000**

- Eldorado Streetscape Enhancements, Church to Front Streets

Federal Enhancement Funds	$1,237,000
Local Matching Funds	$ 310,000
Total Project Cost	**$1,547,000**

- Garfield Ave. Bridge over CNRR, Reconstruction

ARRA Funds	$ 792,000
City Matching Funds	$ 198,000
Total Project Cost	**$ 990,000**

- Lost Bridge Road Improvements
  - Jointly Funded between Decatur and County Highway

Decatur MFT Funds	$ 475,000
County Highway MFT Funds	$ 675,000
Total Project Cost	**$1,150,000**

Decatur Committed for FY 2011

- South Shores Bridge over Sand Creek, Reconstruction

STP-U Funds	$1,040,000
City Matching Funds	$ 260,000
Total Project Cost	**$1,300,000**

DECATUR FUTURE PROJECTS

◆ Brush College Road Improvements $11,400,000 – **$13,600,000**

Phase 1: Study to construct an overpass structure over Norfolk Southern Railroad or replacing the existing narrow underpass with a new bridge to accommodate more lanes on Brush College Road.
Phase 2: Preparation of designs, acquiring rights-of-way and relocating utilities.
Phase 3: Construction of the improvements.

Potential Funding Sources: STP-U, Capital Bill, ICC, Grade Crossing Protection Fund, General Funds, Cost Sharing with Railroads.

◆ Downtown Truck Route Relocation

Funding Source(s) Unknown	
Truck Route Improvements	$2,360,000
Jurisdictional Transfer	$2,332,000
Total Project Cost	**$4.692,000**

Would relocate the Downtown portion of the existing truck route from Main and Franklin Streets to Martin Luther King (MLK) Drive using Wood Street as the connection. Improvements are proposed to the MLK and Wood Street intersection to make the truck route safer and more efficient route for large trucks. A left turn ramp is proposed that will avoid an at-grade railroad crossing.
Potential Funding Sources: STP-U, Capital Bill, ICC, Grade Crossing Protection Fund, General Funds.

◆ Center Street Bridge over Stevens Creek
Funding Source(s) Unknown **$1,150,000**

◆ 27th Street Reconstruction- Fairies Parkway to Route 48
Funding Source(s) Unknown **$6,900,000**

◆ Jasper Street Reconstruction, Eldorado to Pershing Road
Funding Source(s) Unknown **$1,700,000**

DECATUR FUTURE PROJECTS (continued)

- Jasper Street Underpass Reconstruction
  Funding Source(s) Unknown

Utility Relocation	$ 1,300,000
Underpass Reconstruction	$ 8,000,000 - **$ 13,000,000**

- Ash Avenue Extension, MLK Drive to Route 48
  Funding Source(s) Unknown

Engineering	$ 2,000,000 - $ 2,400,000
Right of Way & Construction	$16,000,000- **$ 20,000,000**

TOTAL DECATUR PROJECTS **$74,500,000**

MOUNT ZION IMPROVEMENTS – Committed, Planned and Future for 2035 LRTP

Mount Zion Committed for FY 2010

- Construction of the Main Street and Henderson Street By-Pass

Federal ARRA Funds	$1,229,600
Municipal Matching Funds	$ 307,400
Total Project Cost	**$1,537,000**

Mount Zion Committed for FY 2011

- Wildwood Courts

Capital Investment Fund and/or Bonds	**$ 226,000**

Mount Zion Future Projects

- Main Street Bridge Rehabilitation

Federal Funds	$ 400,000
Municipal Matching Funds	$ 100,000
Total Project Cost	**$ 500,000**

- Construction of 0.217 miles of Fletcher Park Road, east/west section

Village MFT Funds	**$ 460,800**

- Construction of 0.18 miles of Fletcher Park Road, north/south section

Village MFT Funds	**$ 404,300**

- Construction of Phase 2, Henderson Street

DCEO Funds	$ 330,000
Local Funds	$ 305,000
Total Project Cost	**$ 635,000**

- Lewis Park Drive Extension **$ 142,200**

- Dee Lee Lane **$ 104,900**

Mount Zion Future (continued)

◆	Crestview Addition	**$ 237,700**
◆	East Roberts Street	**$ 139.300**

TOTAL MOUNT ZION PROJECTS **$ 4,400,000**

FORSYTH IMPROVEMENTS – Committed, Planned and Future for 2035 LRTP

Forsyth Committed Projects in FY 2010

- West Hickory Point Drive Reconstruction, from Rout 51, to south on Hickory Point Road

Federal STP-U Funds	$ 647,800
Local Matching Funds	$ 162,000
Total Project Costs	**$ 809,800**

- Improvements on Illiniwick Road (CH #20)

Local Funds	**$ 90,000**

Forsyth Committed Projects in FY 2011

- Smith Street Reconstruction to CH #20 (Phase IV)

Local Funds	**$ 650,000**

- Magnolia and U.S. Route 51 Intersection Study

Local Funds	**$ 50,000**

- Highland Avenue Overlay

Local Funds	**$ 90,000**

- Forsyth Estates Overlay

Local Funds	**$ 125,000**

- Lucile Avenue Paving

Local Funds	**$ 90,000**

Forsyth Committed Projects in FY 2013

- Christopher Drive Drainage Improvements

Local Funds	**$ 115,000**

- Moon Street Reconstruction

Local Funds	**$ 270,000**

- West Cox Street (Possible in FY 2013)

Local Funds	**$ 250,000**

FORSYTH FUTURE PROJECTS

- East Cox Street Extension (Phase 3)
  Funding Source(s) Unknown **$3,400,000**

- Koester Dr. and E. Hickory Point Road Intersection Study
  Jointly Funded Project Between Forsyth and Decatur
  Funding Source(s) Unknown
  - Forsyth $ 350,000
  - Decatur $ 75,000
  Total Project Cost **$ 425,000**

- Sawyer Road Imp., C. H. #20 South Cox Street Extension
  Funding Source(s) Unknown **$ 650,000**

- Oakland Avenue Extension (C.H. #20 North to Shallenbarger
  Funding Source(s) Unknown **$1,300,000**

- Hickory Point Road and U.S. Route 51 Intersection Study
  Funding Source(s) and Estimated Amount Unknown **$ 0**

- Frontage Road Construction, East Side of U.S. Route 51 from
  Weaver Road to C.H. #20.
  Funding Source(s) Unknown **$1,250,000**

- Bike Trail Construction, Extension of West Hickory Point Rd.,
  West to Oakland Avenue, North to Hickory Point Est.
  Proposed Joint Funding Between Forsyth, Decatur
  Park District and DUATS
  Funding Source(s) and Estimated Cost Unknown **$ 0**

TOTAL FORSYTH PROJECTS **$9,600,000**

COUNTY HWY IMPROVEMENTS – Committed, Planned & Future for 2035 LRTP

County Highway Committed Projects in FY 2010

- C.H. #20, West of Forsyth, Twin Bridges Reconstruction

ARRA Funds	$ 480,000
County Matching Funds	$ 120,000
Total Project Cost	**$ 600,000**

- C.H. #41, Wyckles Road Resurfacing

Engineering & Planning (Co. Hwy Fund)	$ 250,000
Right of Way (Co. Hwy Fund)	$ 20,000
STP-Rural Funds	$1,120,000
TARP Funds	$ 280,000
County Matching Funds	$ 200,000
Total Project Cost	**$1,870,000**

- Lost Bridge Road Improvement

Jointly Funded between Decatur and County Hwy.

Decatur MFT Funds	$ 475,000
County Highway MFT Funds	$ 675,000
Total Project Cost	**$1,150,000**

- Wyckles Road Bridge over Sangamon River,
On County Highway #41, 1 mile south of Harristown

Federal HBP Funds	$1,568,184
County Highway Matching Funds	$ 392,046
Total Project Cost	**$1,960,230**

- Elwin - Wyckles Road Curve Reconstruction

Illinois Capital Earmark Funds	$3,000,000
County Matching Funds	$ 600,000
Total Project Cost	**$3,600,000**

- Baltimore Avenue, C.H> #7, Micro-surfacing, 19,500'

County Highway Funds	**$ 210,000**

- Sangamon Road, C.H. #23, at Angle Road
Curve Reconstruction

County Highway Funds	**$ 400,000**

County Highway Committed Projects in FY 2011

- Wyckles Road, C.H. #41, Reconstruction from U.S. Route 36 north to IL Route 121

STP-R Funds	$2,080,000
TARP Funds	$ 280,000
County Matching Funds	$ 240,000
Total Project Cost	**$2,600,000**

- Country Club Road, C.H. #63, Resurfacing, 2,900'

County MFT Funds	**$ 120,000**

- Sangamon Road, C.H. #23, Resurfacing, 14,000'

County MFT Funds	**$ 200,000**

- Ocean Trail Road in Long Creek Twp., Bridge Replacement

TBP Funds	$ 260,000
County Matching Funds	$ 65,000
Total Project Cost	**$ 325,000**

- Baltimore Ave., County Highway #7, Bridge Replacement over Findley Creek

HBP Funds	$1,200,000
County Bridge Funds	$ 300,000
Total Project Cost	**$1,500,000**

- Baltimore Ave., County Highway #7, Bridge Deck Replacement over Big Creek

HBP Funds	$ 800,000
County Bridge Funds	$ 200,000
Total Project Cost	**$1,000,000**

County Highway Committed Projects in FY 2013

- Hill Road in Harristown Township, Reconstruction

TBP Funds	$ 200,000
County Bridge Funds	$ 50,000
Total Project Cost	**$ 250,000**

COUNTY HIGHWAY FUTURE PROJECTS

- Country Club Road Reconstruction
  Between Intersection of Lost Bridge Road and
  U.S. Route 36, including the construction of a
  Bike and Pedestrian Path
  Proposed Joint Funding between
  County Highway and Park District

- Road Reconstruction	$3,500,000
- Path Construction	$ 500,000 *
Total Project Cost	$4,000,000
Funding Source #1 Capital Bill Earmark	**$1.100,000**
Remaining Funding Source(s) Unknown	

- Franklin Street, County Highway #61, White-topping
  County MFT Funds **$2,400,000**

- County Highway #20 in Forsyth, Reconstruction
  Between Oakland and Sawyer Roads
  Funds Source(s) Unknown **$10,000,000**

- County Highway #7, Reconstruction
  Between Fitzgerald and U.S. Route 36
  Funding Source(s) Unknown **$3,000,000**

- County Highway #20 in Warrensburg, Reconstruction
  Funding Source(s) Unknown **$5,000,000**

- SE Beltway, Final Engineering
  Funding Source(s) Unknown **$18,000,000**

COUNTY HIGHWAY FUTURE PROJECTS (continued)

- SE Beltway, Phase 1, Construction **$ 95,000,000**
- SE Beltway, Phase 2, Construction **$ 85,000,000**
- Various Structure Reconstruction or Replacement **$ 14,400,000**

TOTAL COUNTY HIGHWAY PROJECTS **$249,700,000**

* Also reflected on Park District Projects Page

DECATUR PARK DISTRICT PROJECTS

Park District Committed Projects in FY 2010

- Engineering Work for the West End Bridge Project in Fairview Park
  - Park District Funds **$ 50,000**

- Stevens Creek Bike Trail from Fairview Park to Greendell Park
  - Federal Enhancement Funds $1,795,930
  - Park District Matching Funds $1,904,070
  - Total Project Cost **$3,700,000**

PARK DISTRICT FUTURE PROJECTS

- West End Bridge, Fairview Road, Fairview Park
  - Funding Source(s) Unknown **$ 850,000**

- Bike Trail Project in conjunction with Country Club Road Reconstruction Project
  - Funding Source(s) Unknown **$ 500,000**

- West End Road Reconstruction, Fairview Park
  - Funding Source(s) Unknown **$ 80,000**

- Twin Bridge Road Project
  Reconstructing and widening from U.S. Route 36, north to the Decatur Airport (1), OR from north end of Twin Bridge Road west to Airport Road (2)
  Funding Source(s) Unknown
  - Total Project Cost (1) **$2,500,000**
  - Total Project Cost (2) **$1,250,000**

- Fairies Park Road Reconstruction and Repaving
  - Funding Source(s) Unknown **$ 325,000**

TOTAL PARK DISTRICT PROJECTS **$7,500,000**

MACON COUNTY CONSERVATION DISTRICT (MCCD) PROJECTS

MCCD Projects Committed for FY 2010

- Rock Springs Trail Improvements
  Replacement of 2 foot bridges

- National Recreational Trails Funding	$ 31,600
- MCCD Matching Funds	$ 7,900
- Total Project Cost	**$ 39,600**

MCCD FUTURE PROJECTS

- Ft. Daniels Trail Improvement
  Replacement of 3 trail structures

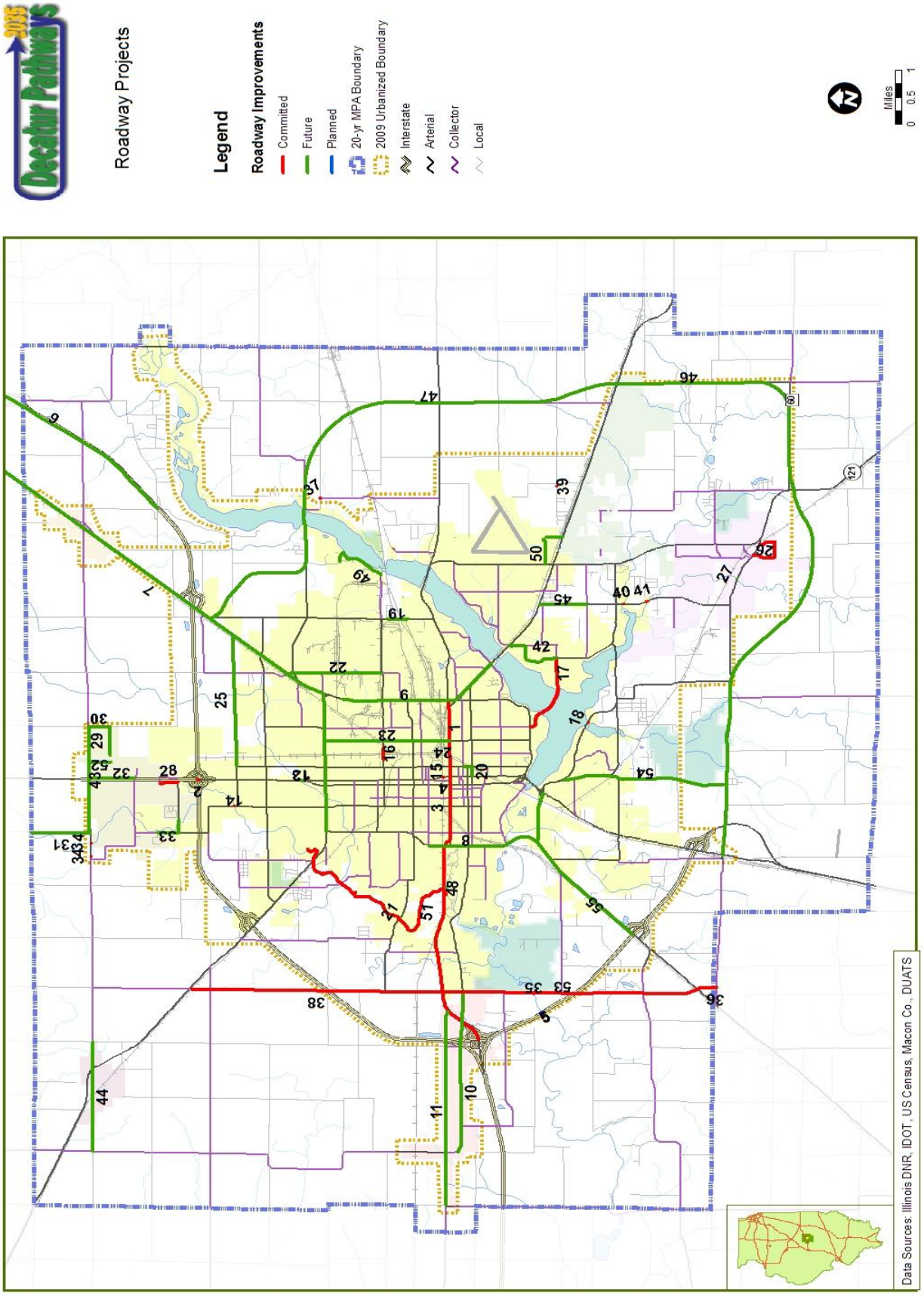
- Funding Source(s) Unknown	**$ 88,000**

TOTAL MCCD PROJECTS **$ 127,600**

ANTICIPATED GENERAL MAINTENANCE & OPERATIONS

(The following figures are rounded. The 25 year projections assume a constant 3% increase in the base amount, cumulative over the planning period of 2010 through 2035)

Entity	FY 2010	2010-2035
◆ IL Dept of Transportation w/in MPA	$ 175,000	**$ 6,400,000**
◆ County Highway	$ 720,000	**$ 27,700,000**
◆ Decatur	$3,000,000	**$115,000,000**
◆ Forsyth	$ 30,000	**$ 1,200,000**
◆ Harristown	$ 35,000	$ **1,350,000**
◆ Long Creek	$ 90,000	**$ 3,500,000**
◆ Mount Zion	$ 50,000	**$ 2,000,000**
◆ Oreana	$ 35,000	**$ 1,400,000**
◆ Warrensburg	$ 40,000	**$ 1,500,000**
◆ Township Road Districts w/in MPA	$ 600,000	**$ 23,000,000**
TOTAL MAINTENANCE & OPERATIONS	**$4,775,000**	**$183,000,000**


Roadway Projects
Legend
Roadway Improvements
Committed
Future
Planned
20-yr MPA Boundary
2009 Urbanized Boundary
Interstate
Arterial
Collector
Local
Miles
0 0.5 1
Data Sources: Illinois DNR, IDOT, US Census, Macon Co., DUATS

PROJECTS LIST WITH NUMBERS CORRESPONDING TO THE PREVIOUS MAP

(This list does not include studies and general projects less than $250,000)

(Projects in **BOLD** are Committed and use YOE cost figures. Illustrative projects are estimates.)

IDOT Projects

1.	**Repaving 1.1 miles of U.S. Route 36, Railroad to IL Route 105**	**$ 1,200,000**
2.	Bridge Rehabilitation U.S. 51 over I-72	$ 4,000,000
3.	Repair/Resurface 4.8 mi. Rt. 36, Bus. Rt. 51 to Route 51	$ 6,020,000
55.	Resurfacing 3 mi. Rt. 48, Bus. 51, IL 105 & Rt. 48 to US 51	$ 2,260,000
4.	Bridge Rehabilitation, U.S. Route 51 at NSRR	$ 2,900,000
5.	Bridge Replacement, Rt. 51 (NB & SB) over Sangamon River	$24,650,000
6.	Patch/Repave 5 mi. of I-72, Beginning 1.5 mi. E. of Rt. 48	$ 8,800,000
7.	Repair/Resurface 13 mi. of Rt. 48, Rt. 121 to I-72 at Argenta	$ 4,800,000
8.	Resurface 2 miles of IL Route 48, Marietta St. to South Side Dr.	$ 1,420,000
9.	Resurface 3 miles of IL Route 121, Damon Ave. to Lakeshore Dr.	$ 2,650,000
10.	Resurface 3 miles of Main Street from C.H. 21 to Wyckles Road	$ 1,120,000
11.	Resurface 10 mi. of Old Route 36, Sangamon Co to U.S. Route 36	$ 3,690,000
12.	Bridge Replacement, U.S. Route 51, Spring Creek at Main Street	$ 3,110,000
13.	Bridge Replacement, Bus. Route 51, Spring Creek at Main Street	$ 2,780,000

Decatur Projects

14.	**MacArthur Bridge Replacement over Stevens Creek**	**$ 1,000,000**
15.	**Eldorado Streetscape Enhancements, Church to Front Streets**	**$ 1,547,000**
16.	**Garfield Ave. Bridge Reconstruction over CNRR**	**$ 990,000**
17.	**Lost Bridge Road Improvements**	**$ 475,000**
18.	South Shores Bridge Reconstruction over Sand Creek	$ 1,300,000
19.	Brush College Road Improvements	$13,000,000
20.	Downtown Truck Route Relocation	$ 4,692,000
21.	Center Street Bridge Replacement over Stevens Creek	$ 1,150,000
22.	27th Street Reconstruction- Fairies Parkway to Route 48	$ 6,900,000
23.	Jasper Street Reconstruction, Eldorado to Pershing Road	$ 1,700,000
24.	Jasper Street Underpass Reconstruction	$13,000,000
25.	Ash Avenue Extension, MLK Drive to Route 48	$20,000,000

Mount Zion Projects

26.	**Construction of Main Street / Henderson Street By-Pass**	**$ 1,537,000**
27.	Main Street Bridge Rehabilitation	$ 500,000

Forsyth Projects

28.	**Reconstruct West Hickory Point Drive**	**$ 809,800**
52.	Smith Street to CH #20 (Phase IV)	$ 650,000
29.	East Cox Street Extension (Phase 3)	$ 3,400,000
30.	Sawyer Road Imp., C. H. #20 to South Cox Street Extension	$ 650,000
31.	Oakland Avenue Extension, C.H. #20 N. to Shallenbarger	$ 1,300,000
32.	Construct Frontage Rd., E. Side Rt. 51, Weaver Rd. to C.H. #20	$ 1,250,000
33.	Bike Trail Ext., W. Hickory Pt. Rd., to Oakland then North	(No Estimate)

County Highway Projects

34.	**Twin Bridges Reconstruction, C.H. #20, West of Forsyth**	**$ 600,000**
53.	**Resurface C.H. #41, Wyckles Road**	**$ 1,870,000**
17.	**Lost Bridge Road Improvements**	**$ 1,150,000**
35.	**Wyckles Road Bridge over Sangamon River**	**$ 1,960,230**
36.	Reconstruct Elwin - Wyckles Road Curve	$ 3,600,000
37.	Reconstruct Curve Sangamon Rd., C.H. #23, at Angle Rd.	$ 400,000
38.	Reconstruct Wyckles Road, C.H. #41, Rt. 36 to Rt. 121	$ 2,600,000
39.	Bridge Replacement on Ocean Trail Rd., Long Creek Twp.	$ 325,000
41.	Bridge Replacement over Findley Creek, Baltimore Ave., C.H. #7	$ 1,500,000
42.	Deck Replacement over Big Creek Baltimore Ave., C.H. #7	$ 1,000,000
42.	Country Club Road Reconstruction & Bike	$ 4,000,000
54.	Franklin Street, C.H. #61, White-topping	$ 2,400,000
43.	Reconstruct C.H. #20 in Forsyth, Oakland Ave. to Sawyer Rd.	$10,000,000
45.	Reconstruct C.H. #7, Fitzgerald St. to Rt. 36	$ 3,000,000
44.	Reconstruct C.H. #20 in Warrensburg	$ 5,000,000
46.	Construct SE Beltway, Phase 1, Rt. 48/Brush College to Rt. 36	$ 95,000,000
47.	Construct SE Beltway, Phase 2, Rt. 36 to Elwin	$ 85,000,000

Park District Projects

51.	**Stevens Creek Bike Trail (Phase 1), Fairview to Greendell Park**	**$3,700,000**
48.	West End Bridge, Fairview Road, Fairview Park	$ 850,000
42.	Bike Trail in conjunction with Country Club Rd. Reconstruction	$ 500,000
50.	Twin Bridge Road Project	$ 2,000,000
49.	Repair/Repave Fairies Park Road	$ 325,000

Transit Operations

Within recent years, two comprehensive transit studies evaluating fixed-route and paratransit service within the Decatur Urbanized Area have been completed. Based on these studies, the DPTS implemented service changes including a restructuring of the fixed-route system. The DPTS constantly monitors service performance and when appropriate will make modifications to better serve the needs of the community.

In addition the normal vehicle replacement plan DPTS has secured approval and $191,000 in funding for the following 3 transportation related projects.

- $143,000 will be invested to repair/remodel the bus barn, including updating the plumbing, electrical, heating and air conditioning systems, remodeling the restrooms and offices, and sealing and painting the exterior walls;
- $18,000 will go toward repairing and sealcoating the asphalt parking areas and driving lanes on the north side of the Transit Administration Building; and
- $30,000 will be spent for the installation of a water recycling system in the bus washer to reduce the amount of water used in washing buses.

The following table identifies the vehicle replacement schedule anticipated by the DPTS over the next twenty-five years. Additional improvements (i.e., extended night service, modified or new routes, etc.) are evaluated as the need arises with implementation tied very closely to available funding.

TRANSIT IMPROVEMENTS

Vehicle Type	Improvement Description	Estimated Year
Buses	4 Replacement 35' Low Floor Buses	2010
	7 Replacement 30' Low Floor Buses	2013
	6 Replacement 30' Low Floor Buses	2017
	5 Replacement 30' Low Floor Buses and	
	4 Replacement 35' Low Floor Buses	2023
	7 Replacement 30' Low Floor Buses	2027
	6 Replacement 30' Low Floor Buses	2031
Trolleys	2 Replacement Trolley Replica Coaches	2016
Wheelchair-Lift Vans	2 Replacement Light-Duty Lift Vans	2010
	2 Replacement Light-Duty Lift Vans	2013
	2 Replacement Light-Duty Lift Vans	2016
	2 Replacement Light-Duty Lift Vans	2019
	2 Replacement Light-Duty Lift Vans	2022
	2 Replacement Light-Duty Lift Vans	2025
	2 Replacement Light-Duty Lift Vans	2028
	2 Replacement Light-Duty Lift Vans	2031
	2 Replacement Light-Duty Lift Vans	2034

SOURCE: Decatur Public Transit System, August, 2009

Bicycles

In 1999, DUATS adopted the Decatur Urbanized Area Comprehensive Bicycle Plan, 1996-2016. It and the Metro Area Greenways Plan are being merged into one planning document. The newly updated and merged Plan is intended to be used in assisting local governments and interested parties make decisions and to place priorities on ways to enhance the bicycle as a mode of transportation in the MPA. It is also intended to provide information on which trails and road segment should be sought first and in what order.

Future enhancement projects for the MPA include expanding and connecting the trail system. This system includes the Stevens Creek corridor and a trail around Lake Decatur that would connect to the Fairview Park and Rock Springs trails. Forsyth and Mt. Zion continue to expand their bike and pedestrian trails as opportunity and funding come available. These trails are intended to interconnect with other trail systems. The principal priority project currently is Phase 1 of the Stevens Creek Bike Trail. Engineering, approvals and right of way acquisition is complete. The project was put out for bid early in 2009, but bids came in considerably over the engineering estimate. The project has been put on hold until final financing can be secured. Phase 2 of the trail is presently being engineered. Trail facilities around Lake Decatur are also of very high importance as the Lake is focused for recreational development in the near future.

Trail improvements have been complemented from the northwest corner of Spitler Woods State Park to Baltimore, north to Harry Land Road and west to Southbrook Drive. Partial funding for this trail was provided by the State of Illinois. As funding becomes available, the State will be encourage to participate with local entities to further the construction of bike and pedestrian ways along with other alternative modes of transportation.

The Village of Forsyth continues to expand its network of trails as the municipality grows. Recent additions have included paths along new streets on the Village's west side and connections on the north side.

Decatur recently dedicated a dedicated bike path along the newly reconstructed West Main Street. This path runs parallel to Main Street and extends from the CBD to Millikin University. Another path in Decatur includes an approximately one mile path along Lincoln Park Drive which was constructed by the Decatur Park District.

The State of Illinois has a comprehensive trail plan. The MPA is not currently connected to the statewide trail plan. However, as opportunities and financing become available, connecting trail corridors will become a higher priority.

Rail Operations

Rail improvements within the MPA are principally the responsibility of the individual rail companies. In the past, most of the improvements consisted of track and at-grade rail crossing maintenance. However, at recent Technical and Policy Committee meetings the idea of creating an ad hoc group to study the rail network and its interface with the surface transportation network has been discussed.

The scope of this issue would include improving rail movements, crossing improvements, freight consolidation, transload/intermodal facilities, freight logistics improvements, possible rail crossing closures, passenger rail accommodations and possibly brownfield cleanup and abandoned site redevelopment, highway corridor improvements and other areas and issues yet to be determined.

Convening this discussion group would require the interest and participation of both the public and

private sectors. The group would need to include representatives of the railroads, business, industry, municipal, County and other local government representatives and other interested entities. This item will be addressed and hopefully initiated in the first quarter of calendar year 2010.

Aviation

The Park District maintains an updated version of the Airport Layout Plan, which proposes improvements which are planned to occur over the next 25 years. The improvements are intended to enhance the capabilities of the facility as an engine for economic growth, provide efficient and cost effective passenger and freight movement and enhance the quality of life of the community. The Decatur Park District identified improvement projects to be included in the 2035 LRTP. These projects were identified in October 2009, for implementation on a schedule yet to be determined. Land acquisition is considered an on-going process with no-time frame identified.

The improvements include a new entrance road connection, business/industrial park infrastructure, lengthening the primary runway, new runway lighting, a second cargo apron and lengthening the secondary runway.

Roadways and 2035 Projected Traffic Volumes

The travel demand forecasting model (TRANPLAN) used in 2004 to evaluate future year transportation improvements during the development of the 2030 LRTP was not used in this LRTP update. It was determined that conditions had not changed to the degree which would warrant the expense of modeling. During the process of reviewing the 2030 LRTP population, ADT, employment and physical transportation infrastructure were evaluated. It was determined that an additional modeling run would serve no useful purpose given the demographics and physical infrastructure at present and as projected. There were no significant changes in any of the variables affecting transportation planning. The proposed projects on which the modeling and scenarios used in 2004 were based were significantly changed. All but a few High Priority Projects in 2004 were deleted from this LRTP. If conditions warrant and variables change significantly in coming years the use of modeling software may be necessary.

There are approximately six miles of roadway are identified as operating at-capacity while between about 20 miles were identified as approaching-capacity. The number of miles approaching-capacity is slightly lower than observed in the year 2004. It is important to note that the majority, if not all, of the roadways identified as approaching-capacity provide a high level of mobility. The classification of approaching-capacity is intended to identify areas that could either reach capacity or exceed capacity if additional traffic is generated by new or larger developments. These roadway segments are highlighted so they can be monitored to ensure that these segments do not reach an over-capacity condition. At the same time it should be understood that congestion and capacity are by nature relative. The traffic congestion and capacity issues raised are not a severe problem.

Future Year Issues

Areas of Congestion

The committed, planned, and future projects proposed will not eliminate all roadway segments operating over-capacity. In total, approximately 7.0 miles of roadways in the year 2035 will remain over-capacity. As a result, the year 2035 the roadway network would have slightly more than the amount of traffic operating over-capacity as it does today.

As mentioned previously in this LRTP, capacity, whether over or under is relative. Within the MPA, congestion issues tend to be confined to the morning and evening commute and to holiday/seasonal times of the year. Typically, over-capacity translates into travel delay, which might easily be conveyed as a vehicle having to wait through two or more traffic light sequences. Areas that would remain operating over-capacity include:

- **US 51 Bridge over Lake Decatur** – The proposed SE Beltway has the potential to pull approximately 1,700 VPD from the US 51 Bridge crossing. However, traffic volumes would still exceed the LOS F threshold and this segment will remain classified as over-capacity.

- **US 36/IL 121 Bridge over Lake Decatur** – It is projected that the traffic volume on this segment will increase by about 5,000 VPD. The proposed SE Beltway could pull as many as 6,000 VPD off of this segment which would result in a traffic volume of 30,000 VPD, which is approximately the same level of traffic using the US 36/IL 121 Bridge today.

- **IL 121 (22nd Street)** – A short segment of 22nd Street remains over-capacity as a result of the street narrowing from four-lanes to three-lanes.

- **US 51 (near Hickory Point Mall**) – A segment of US 51, near the Hickory Point Mall, remains classified as over-capacity. Even with the potential transportation improvements, the area will continue to attract high traffic levels and likely will remain over-capacity.

- **Pershing Road (IL 48)** – Pershing Road is estimated to operate over-capacity through the planning period.

Truck Traffic/Freight Movement

Truck traffic is an important mode in an area's transportation system as the movement of goods is critical in supporting area businesses and industries. However, truck traffic can often conflict with other transportation modes, planning goals, and quality of life issues. As such, it is important to balance the efficient movement of goods while preserving a high quality of life throughout the MPA.

Current truck patterns result in a significant amount of truck traffic in the downtown Decatur area. Along with truck traffic are the related impacts of noise, air pollution, and damage to roads. Plans are being formulated for alternative truck routes around Decatur's CBD. This would involve rerouting through truck traffic off of South Main and South Franklin Streets between Eldorado Street (U.S. Route 36) on the north and possibly Wood Street on the south.

Another concern mentioned by freight carriers is the lack of a through connection between the Decatur Airport and I-72. Improved access to I-72 from the airport would better facilitate freight movement within and through the MPA and could support economic development within the region.

Safety

Safety is a critical consideration of any transportation improvement. Crash data was used to identify high accident locations along corridor segments and at spot locations within the MPA. Accidents, or crashes, are often the cause of many congestion problems within an area's transportation system. Ways to improve safety throughout the MPA should be identified and continually monitored. Improving travel safety within the MPA should be a primary concern of any transportation improvement within the MPA.

Potential Improvements

Potential roadway improvements were evaluated to help address transportation deficiencies within the MPA. Projects identified as potentially having the most significant impact on the transportation system are listed below.

SE Beltway

The SE Beltway has shown the potential to benefit traffic operations throughout the MPA. The Beltway would help meet several of the MPA goals including increased accessibility and mobility, improved movement of freight, and potentially supporting economic development opportunities.

One potential improvement associated with the SE Beltway could be the re-routing of truck traffic. Currently, a significant percentage of trucks travel through Decatur's CBD to access business and industry principally in the northeast area of Decatur. Providing access via the Beltway would help reduce truck traffic in the CBD thus improving traffic mobility for other vehicles, improve environmental conditions, reduce nuisances and providing improved travel conditions for pedestrians and bicyclists.

The Beltway would provide sorely needed and much improved access between Decatur Airport and I-72.

Its construction would also help traffic operations near the intersection of IL 105 (William Street) and Brush College Road. Truck traffic from ADM and Caterpillar often use this intersection to travel along IL 105 to enter/leave the MPA. Currently a bottleneck exists along Brush College Road (road narrows to two-lanes to accommodate a rail overpass) just north of IL 105 (William Street). Re-routing truck traffic to Reas Bridge Road, as part of the SE Beltway project, would eliminate traffic congestion near the bottleneck, would reduce truck operations at the intersection of William Street and Brush College Road, and would improve travel conditions near the commercial area and elementary school located just south of the bottleneck.

Truck Restrictions

The SE Beltway was identified as having potential benefits of reducing truck traffic in Decatur's CBD. The construction or provision of an alternative truck routes would alleviate many of the problems and issues that currently exist in the DBD.

Access Management

Access management has been shown to have significant benefits in preserving roadway/intersection capacity while improving traffic safety. Specific corridors within the MPA have been identified for the implementation of access management studies and possible improvement techniques. All of the areas identified for access management attention are high accident locations, have numerous and closely spaced access points and some have confusing intersection configurations. These corridors should be closely monitored.

An access management policy should be formulated which would applicable throughout the MPA. Adoption of such a policy would over time improve traffic flow, increase safety and help with traffic operations.

System Management

Transportation System Management (TSM) and Intelligent Transportation Systems (ITS) offer potential solutions to transportation deficiencies by avoiding costly capacity improvements. TSM projects such as isolated intersection improvements (i.e., adding turn lanes, geometric improvements, etc.) can often alleviate capacity problems along an entire corridor. ITS applications (i.e., traffic signal interconnects,

signal preemption, etc.) can be used to improve traffic flow and provide priority to emergency vehicles. These techniques should be considered as part of any potential roadway improvements.

Transit Operations

Accessibility

Transit coverage within the MPA was identified as being very good for existing year conditions. Transit operations were also reviewed in terms of accessibility to year 2030 population and non-residential destinations to identify any potential areas that might require attention in future years. The following highlight the findings for population and non-residential developments.

Population

The 2004 conditions analysis showed that approximately 80 percent of the population within the MPA falls within a ¾ mile distance of an existing transit route. Future year projections show that in the year 2035 the transit service coverage (under existing conditions/routes) would drop slightly to between 78 percent and 79 percent of the population. Further breakdown shows that between 46 percent and 48 percent of the additional population within the MPA would fall within existing service boundaries. The following table summarizes the accessibility to population for the existing year conditions and the projected 2035 baseline scenario, based on the 2004 analysis.

Accessibility to Population

	Year	
	2000	2035
DUATS MPA Estimated Population [1]	**108,534**	**116,250**
Increase (compared to year 2000)		7,716
Percent Increase (compared to year 2000)		7.1%
Population within 3/4 Mile Buffer of Fixed-Route	**86,795**	**87,609**
Increase (compared to year 2000)		814
Percent Increase (compared to year 2000)	4.3%	
Percent of Total Population within 3/4 Mile Buffer	**80.0%**	**79.4%**
Percent of Additional Population within 3/4 Mile Buffer	**46.1%**	**48.4%**

SOURCE: DUATS Review, September 2009.

[1] Assumes average household size of 2.345 which was used in the 2004 travel forecasting model and is consistent with the 2009 conditions and with the 2000 U.S. Census.

Non-Residential Destinations (Employment)

Based on the modeling done in 2004, the existing conditions analysis showed that nearly 76 percent of employment within the MPA was within a ¾ mile distance of a transit route. The year 2035 scenarios, again based on the 2004 modeling) show that, with the estimated employment increase in the MPA, between 73 percent and 75 percent of DUATS employment would be within a ¾ mile distance of a transit route, under existing conditions/routes. The following table summarizes the year 2035 accessibility to non-residential destinations based on the 2004 analysis.

Accessibility to Employment

	Year	
	2000	**2035**
DUATS MPA Estimated Employment	**57,664**	**59,034**
Increase (compared to year 2000)		1,370
Percent Increase (compared to year 2000)		2.4%
Employment within 3/4 Mile Buffer of Fixed-Route	**43,714**	**44,434**
Increase (compared to year 2000)		720
Percent Increase (compared to year 2000)		1.6%
Percent of Total Employment within 3/4 Mile Buffer	**75.8%**	**75.3%**
Percent of Additional Population within 3/4 Mile Buffer		**52.6%**

SOURCE: DUATS Review, September 2009.

The 2004 analysis further showed that using the baseline scenario, of the additional employment between now and year 2035, approximately half would fall beyond existing transit service boundaries.

Future Year Issues

The DPTS constantly monitors transit operations and implements service changes to best meet the needs of the area citizens. In planning for transit operations over the next twenty-five years, the following issues should be addressed in continuing to provide a high level of transit service to the citizens of Decatur as well as other residents living within the MPA.

Supporting Economic Development

The DUATS supports economic growth for the region and job opportunities with livable wages for all residents. Transit operations can support programs that help individuals move from welfare to work and can help employers fill existing jobs.

Many new jobs are located in growing outlying areas of the MPA which are often not served by existing

transit routes. Commercial development that is common along major highways at the edges of the urbanized area is especially dependent on low-income residents to fill the entry-level jobs in retail, restaurants, hotels, and other businesses. By law, current transit services are primarily available in Decatur and are limited or non-existent in many neighboring villages and outlying areas, making it difficult for city residents to travel by transit to jobs outside of the City. This creates a job-housing mismatch that could potentially be mitigated by increasing and improving public transportation services.

Access for the Older Adults, Disabled, and Disadvantaged Populations

Public transportation is a vital component in providing mobility to older adults, disabled, and disadvantaged in the Decatur urbanized area. Public transportation can provide the basic mobility needed to access employment opportunities, health care facilities, daily shopping activities, and other basic community services.

The Americans with Disabilities Act (ADA) of 1990 is civil rights legislation that was intended to remove barriers that limit community opportunities for disabled individuals. The ADA requires fixed route transit operators to provide complementary paratransit services for persons with disabilities who are unable to use the fixed route bus system. FTA requires that this service be provided to and from locations within a ¾ mile distance on either side of a bus route, even if that is beyond the normal service area for the transit system. For Decatur that means that ADA paratransit service is provided to most of the Village of Forsyth and to part of the villages of Harristown and Long Creek. The ADA also mandated changes in fixed-route transit services to make them more accessible to persons with disabilities, such as the use of wheelchair lifts and audible stop announcements on buses.

Projects to improve accessibility to public transportation, including new and repaired sidewalks, bus shelters and benches, and improved transit signage should all be considered and incorporated into the transportation planning process. Furthermore, creating accessible transit centers, vehicles, and services would help reduce the number of riders needing to use more expensive, dedicated paratransit resources. In addition, design elements intended to provide access for people with disabilities create a more "consumer friendly" system, the benefits of which extend to the general population.

Expanded Services

Year 2035 population and employment projections suggest that the areas of Forsyth and Mt. Zion could see substantial residential and non-residential growth over the next twenty-five years. The construction of the SE Beltway could create residential and employment opportunities in the Southeast area of the MPA that would fall beyond current transit service boundaries. This further emphasizes the future year need for transit service to be extended beyond current boundaries to connect area residents with new job opportunities.

The DPTS Planning Study, completed in September 2001, concluded that there appears to be little demand in the County to warrant the extension of public transportation beyond the current city boundaries in the near future.[3] The study further found that the single biggest desire of city residents was for extended service hours and Sunday service.[4] Opportunities for service expansion should be closely monitored to identify potential areas to be served by transit.

Schedule Adherence

The DPTS Planning Study, completed in September 2001, identified schedule adherence as a concern.[5] This was also supported by bus drivers who noted several locations throughout the service area that resulted in travel delays. Among the concerns were at-grade rail crossings that frequently resulted in travel delays. Given the pulse system used by DPTS, that coordinates transfers at the downtown Transit Center, it is extremely important that the individual transit routes adhere to the set schedule. Opportunities to

minimize or eliminate travel delay for transit vehicles should be considered in any transit planning studies as well as potential rail and/or roadway improvements.

Potential Improvements

Potential transit improvements were identified to help improve operations within the MPA. The DPTS Planning Study identified five points as the basis for transit system recommendations. These improvements included the following:

- Minimize loops on routes and thereby eliminate some of the poorest performing route segments in the system;
- Emphasize additional service in the central city area where the greatest propensity for ridership exists;
- Offer extended service hours and Sundays across the system;
- Call for the development of Decatur Area Ride, a service that will allow for extended service in low density areas and provide broader coverage for DPTS services; and,
- New service to Mt. Zion.

[3] Decatur Public Transit System Planning Study, September 2001, page 78, Section 7.8.
[4] Decatur Public Transit System Planning Study, September 2001, page 74, Section 7.3.
[5] Decatur Public Transit System Planning Study, September 2001, page 71, Section 7.2.

Some of the recommendations listed above have been implemented by DPTS, such as eliminating loops and extending service hours. Other potential improvements and potential recommendations that should be considered to improve transit operations throughout the MPA include the following.

Creation of a Regional Transit Board

Currently, DPTS service covers primarily the City of Decatur with limited service to Forsyth, Harristown, and Long Creek. In order to extend public transportation beyond existing limits, the creation of a regional transit board to oversee transit operations should be considered. The proposed transit board would consist of representatives from Decatur, Macon County, Forsyth and Mt. Zion, as well as other interested communities and agencies.

The most significant obstacle to the extension of service is funding. Potential new service areas would need to contribute funds to cover operating and capital costs. A regional transit board could be in a position to better address future year transit needs for the entire MPA.

Additional Transfer Facilities

One potential service enhancement would be the development of additional transfer facilities throughout the MPA. The DPTS planning study considered the development of community transit centers that would be located on the perimeter of the service area boundary. Individuals living beyond the service boundaries could access the community transit centers via proposed route deviation/demand response zones. For example, paratransit vans could be used in the less populated areas at the edge of the MPA, taking riders to and from community transit centers that are served by fixed route buses.

While existing transit operations may not warrant additional transfer facilities, the consideration of additional transfer facilities should be monitored within future transit planning activities to determine if such improvements would improve transit mobility throughout the MPA.

Bicycles on Buses

Bicycle on buses programs encourage the integration of travel between bicycle and transit vehicles. Bicycle on buses allows a cyclist to mount the bicycle on the front of the transit vehicle and then ride the bus to the desired location. Such programs would provide increased accessibility to cyclists throughout the MPA and in some instances could help individual's access job opportunities that might otherwise be inaccessible.

Transit Oriented Development (TOD)

Transit Oriented Development (TOD) encourages land use and development decisions/ policies that support transit operations and ultimately help promote transit usage. Encouraging dense, mixed-use developments that are easily accessible via walking or bicycling can promote transit usage. Context Sensitive Solutions (CSS) can also encourage and promote alternative transportation modes such as public transit. Providing new/repaired sidewalks, or other pedestrian/bicycle friendly facilities that would link to transit services, can be incorporated with roadway or other transportation improvements and can ultimately help support transit operations by providing improved connections.

Bicycle Compatibility Index

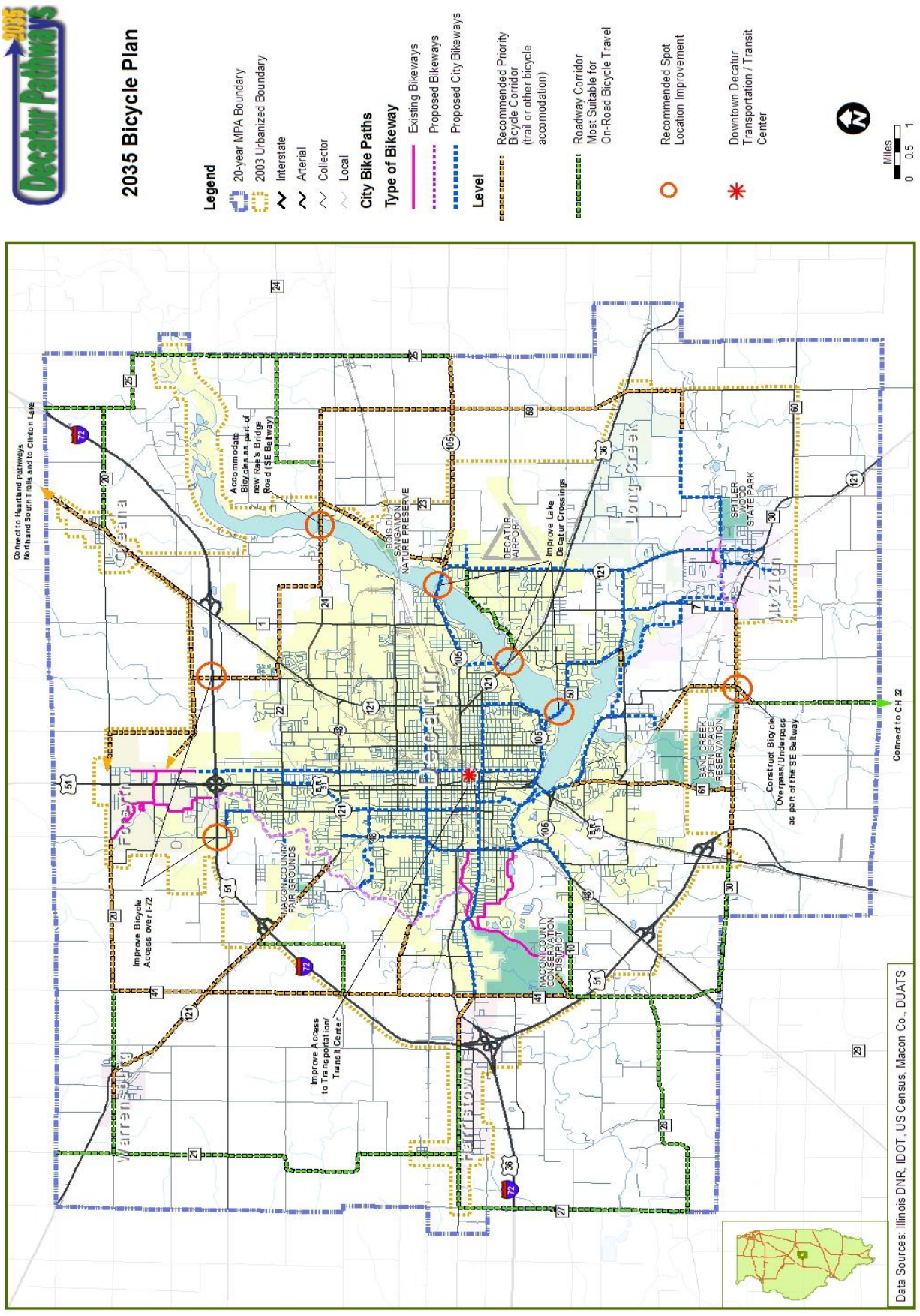
The BCI review was completed using the year 2030 traffic projections to identify potential changes that may occur in the bicycle compatibility between existing year conditions and year 2030 conditions. Upon review, with roadway conditions having changed very little, the BCI is continued from 2030 out to 2035. The BCI analysis done in 2004 measured on-road facilities only and did not factor in the presence or construction of off-road bicycle facilities (such as multi-use trails that might run parallel to a roadway corridor). The following section summarizes the bicycle analysis.

Year 2035 Bicycle Compatibility

In 2004, Year 2030 traffic projections were used to evaluate the potential bicycle compatibility throughout the MPA. Those projections continue through 2035. The use of the BCI helped to identify potential transportation corridors where bicycle improvements or enhancements may be warranted.

It was found that the majority of roadways within the MPA dropped from generally acceptable bicycle compatibility for existing conditions to a moderately low compatibility for year 2035 conditions. This would indicate that the average bicyclist would feel somewhat to very uncomfortable if riding strictly on roadways within the MPA. The BCI analysis highlighted the need for improved bicycle and pedestrian crossings of Lake Decatur, most major collectors and arterials and over I-72. Comments from Decatur Bike Club members and persons interested in alternative modes of transportation also cite the lack of sidewalks in many areas of the MPA. The following map displays the results of the year 2030 BCI analysis which is continued to 2035.

Based on this analysis, potential bicycle corridors are identified within the MPA. The corridors are depicted on the map on next page. Corridor segment priorities will be detailed in the Metro Greenways Plan 2010 update and are intended to be incorporated by reference into this LRTP.


2035 Bicycle Plan
Legend
20-year MPA Boundary
2003 Urbanized Boundary
Interstate
Arterial
Collector
Local
City Bike Paths
Type of Bikeway
Existing Bikeways
Proposed Bikeways
Proposed City Bikeways
Level
Recommended Priority Bicycle Corridor (trail or other bicycle accomodation)
Roadway Corridor Most Suitable for On-Road Bicycle Travel
Recommended Spot Location Improvement
Downtown Decatur Transportation / Transit Center
Miles
0 0.5 1
Connect to Heartland Pathways North and South Trails and to Clinton Lake
Accommodate Bicycles as part of new Rale's Bridge Road (SE Beltway)
BOIS DU SANGAMON NATURE PRESERVE
DECATUR AIRPORT
Improve Lake Decatur Crossings
SPITLER WOOD STATE PARK
SAND CREEK OPEN SPACE RESERVATION
Construct Bicycle/ Overpass/Underpass as part of the SE Beltway
Connect to CH 32
Improve Bicycle Access over I-72
MACON COUNTY FAIR GROUNDS
MACON COUNTY CONSERVATION DISTRICT
Improve Access to Transportation/ Transit Center
Data Sources: Illinois DNR, IDOT, US Census, Macon Co., DUATS

Future Year Issues

Lake Decatur Crossings

As identified in the existing conditions and future year conditions analyses, Lake Decatur crossings are a primary concern regarding bicycle travel within the MPA. To provide a true regional bicycle network will require improved Lake Decatur crossings.

One potential improvement is the coordination of bicycle facilities into the design of the SE Beltway. A specific design issue relating directly to bicycle travel is incorporated into the design of a new bridge crossing over Reas Bridge Road. The new bridge crossing is planned to be four lanes and should accommodate bicyclists and pedestrians. Other existing Lake Decatur crossings should also be evaluated to determine how they might be retrofitted to provide adequate bicycle and pedestrian accommodations.

Bicycle Travel in Downtown Decatur

The current multi-use trail system serves primarily the outer edges of the MPA. Bicycle travel in downtown Decatur is limited by existing roadway configurations which do not support bicycle travel. One recent project helps in providing a safe route to the CBD, that being the construction of the dedicated bike and pedestrian way along West Main Street to Millikin University. Opportunities to improve bicycle travel along existing roadways should be considered as part of any roadway reconstruction project throughout the MPA.

A detailed bicycle and pedestrian study should be completed in FY 2010 which will provide updated, potential linkages between the CBD, the transit center and other destinations. Consistent signage, bicycle parking, and on-street facilities should be identified and provided in various locations in the CBD to improve bicycle travel in the downtown area.

Safe Routes to School

Safe Routes to School is a category which was included as part of the new Federal transportation legislation. In 2009, Decatur was awarded a Safe Routes to School grant for sidewalk improvements in the vicinity of Harris Elementary School. Providing safe routes to school is an important consideration and should be incorporated in the planning and development of the MPA bicycle network.

Potential Improvements

Context Sensitive Solutions

Context Sensitive Solutions (CSS) is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings - its "context". Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects improve safety and mobility for the traveling public, while preserving and enhancing the scenic, economic, historic, and natural qualities of the settings through which they pass.[2] Potential CSS applications should include prioritizing bicycle and pedestrian improvements with any new or improved roadway projects. Bicycles and pedestrians should be a primary consideration in any transportation planning project within the MPA rather than being considered as an afterthought to roadway improvements.

[2] IDOT Website. (http://www.dot.state.il.us/css/basics.html)

Bicycles on Buses

As discussed in the transit operations section, bicycles on buses is a program that supports intermodal connections and increased accessibility throughout the MPA. A bicycle on buses program allows a bicyclist to transport a bicycle on the front of a transit vehicle. This program helps expand the existing MPA bicycle network by allowing bicyclists to travel along areas that otherwise might be inaccessible for bicyclists. This program would immediately help alleviate issues, such as the Lake Decatur crossings and bicycle travel downtown, while more permanent solutions and improvements are identified and implemented to improve bicycle travel.

Bicycle Connections to New Development

New developments should be required to address bicycle and pedestrian accessibility. Efforts should be taken to connect residential developments with existing and planned bicycle facilities. New development, particularly in commercial areas, should provide adequate bicycle parking facilities to encourage bicycle travel.

Comprehensive Review of Bicycle Facilities

An updated comprehensive review of existing and planned bicycle facilities should be completed to identify current levels of bicycle usage and the most appropriate corridors for bicycle and pedestrian facilities. The existing bicycle planning document was developed in the late 1990's. A comprehensive and detailed update of that document should be completed in FY 2010. It will greatly benefit bicycle planning and network development within the MPA.

Rail Operations

Future year rail operations have historically been the primary responsibility of the rail companies. But, recently it appears that there is a willingness to explore some cooperative stances which could prove beneficial to the rail companies, local governments and the traveling public. The following issues that need to be addressed as part of the transportation planning.

However, an opportunity may exist which could address each of the items individually, yet do so in a collective manner. It is being proposed by the Technical Committee to engage the major parties and stakeholders to begin an ongoing dialogue which would focus on studying the rail network as a whole. The objectives would include increased cooperation and communication between the parties, sharing of infrastructure, rail improvements, rail crossing improvements, freight consolidation, trans-load opportunities, improved freight logistics, passenger rail opportunities, highway/rail corridor improvements, with an added benefit of being able to close a number of at grade rail crossings. The discussion is intended to start early in FY 2010.

Future Year Issues

At-Grade Crossings

Traffic operations at at-grade rail crossings is a primary concern within the MPA. Local agencies should continue to coordinate continuing maintenance with the private rail companies and existing at-grade crossings should constantly be monitored to determine if upgrades in traffic control devices or other improvements are needed (i.e. install gates, install flashing lights, grade separation, etc.).

Intermodal Opportunities

The MPA has the potential in future years to become a primary area for the movement of freight/goods within the region. The existing rail service already in place and close access to the Decatur Airport and nearby industrial park make the MPA an ideal location for an intermodal facility. The presence of the Foreign Trade Zone and Customs at the Decatur Airport is also a significant resource to support intermodal opportunities.

Construction of the SE Beltway and the widening of US 51 (outside the MPA) would further support potential intermodal connections. Finally, a rail spur accessing the Airport industrial park would promote intermodal connections.

Travel Delays

Existing rail operations, and specifically at-grade rail crossings, within the MPA often result in travel delays for motorists and transit vehicles. Some at-grade crossings in the MPA exceed 60 train operations per day. Assuming a conservative estimate of 2 minutes of delay per train crossing would result in potentially two hours of travel delay per day at some at-grade crossings.

Travel delays would increase over the next twenty-five years if rail traffic increases. The development of an intermodal facility would almost certainly increase rail operations and would further add to the travel delays. The related impacts of increase rail traffic in the MPA, in particular with the construction of an intermodal facility, need to be addressed.

Intermodal Facility

The extensive rail network in the MPA and the lack of adequate intermodal facilities, make the area a prime candidate for an such a transportation facility. While current freight levels may not warrant such a facility, this should be closely monitored to determine when and if an intermodal facility should be constructed. An intermodal facility could benefit the area by supporting economic development throughout the region.

Grade-Separated Facilities

One potential improvement that would benefit both rail and roadway operations would be the study and construction of grade-separated facilities (i.e., rail overpasses or underpasses) at certain locations. Construction of grade-separated facilities is most areas within the MPA be difficult due to right-of-way restrictions, land acquisition costs, and the expense of the separation. The private rail companies would obviously need to support such improvements.

One particular crossing that was identified for possible grade separation in the 2030 LRTP was the at-grade crossing along Eldorado Street (between Front and Hilton). Additional grade separation along 22nd Street and 27th Street are other possible locations to consider. Grade-separated facilities could greatly reduce travel delays for the various transportation modes including private vehicles, transit buses, and ground freight movement.

Passenger Rail

Over the past year, DUATS has been involved with a local initiative intended to bring Amtrak passenger rail service to Decatur. There has not been passenger service available to the community decades. The benefits of such service are obvious. However, community ridership and support will be crucial in attempts to initiate service. Preliminary plans on how to address the issues have been completed. A formal request for a feasibility study are pending delivery to IDOT. It is hoped that this request will be completed and delivered in the early part of 2010.

High Speed Passenger Rail

In June, 2009, the Director of the Midwest High Speed Rail Association (MWHSRA), various dignitaries and interested citizens attended a public meeting on the potential and possibilities of constructing passenger high speed rail between Chicago and St. Louis. The currently proposed route would run between Champaign and Springfield on a dedicated rail line. MWHSRA was promoting the rail project as supporting train speeds as high as 220 MPH. According to MWHSRA such service is economical, efficient, and an investment well worth making. At 220 mph, a high speed train could transport passengers from Chicago to Decatur in an hour and five minutes. A study commissioned by the Midwest High-Speed Rail Association has demonstrated that this is an attainable and valuable goal for Illinois transit. The study explored the feasibility of a route from Chicago to Saint Louis via major population centers in the corridor between those cities. The findings concluded that a rail route through Decatur, an important center of business in Illinois, would be optimal and allow for electrically powered trains that could operate at such high speeds. This high speed rail project would also bring jobs, revenue, and fast transit options to the citizens of Decatur. This event is part of a larger daylong rally that will also involve events in Champaign-Urbana and Springfield.

Current federal funding does not support 220 mph service. The study's proof of the feasibility of 220 mph service will hopefully inspire an even greater federal commitment to high speed rail funding.

Planning for and possibly constructing such a massive transportation project would take on immense significance in the MPA and the region. Existing freight lines are numerous, the number of trains in and out of the MPA daily is large and safety, security, operation, etc., would warrant a substantial investment of time, finances and cooperation. Even with the obstacles, it is in the MPA's best interest to pursue high speed passenger rail service in Decatur.

New Technology

New technology in rail operations, such as at at-grade crossings should be identified and considered for possible application within the MPA. This technology could include simply installing new gates and flashing lights to improve safety. It may also involve yet to be defined technology which would improve logistical efficiencies.

Airport Operations

Continued investment in the Decatur Airport is necessary to maintain and enhance its position as a passenger facility and airfreight hub of regional significance. The following are future year issues regarding the Decatur Airport that need to be considered as part of the transportation planning process.

Future Year Issues

Airport Expansion

Expansion plans are critical to the continued development and success of the Decatur Airport. Coordinated land use and transportation planning is needed to ensure that airport expansion plans can be implemented. In particular, it is important that new commercial and residential development does not encroach on the airport. Furthermore, the proposed alignment of the SE Beltway needs to accommodate future airport expansion.

Development of the Industrial Park

A goal of the region is to attract new businesses and industries to the area. A goal of the LRTP is to support economic development opportunities within the MPA. Development of the airport and industrial park are considered important to attracting new economic development opportunities to the area.

Improved Accessibility

The Decatur Airport is located on the eastern edge of the city and can be accessed via U.S. Route 36, IL Route 105, and IL Route 121. There is currently no direct access to the airport by interstate or other limited-access highways. Improved accessibility is critical to the continued development of the Decatur Airport.

Potential Improvements

Surrounding Development

It is important to discourage additional residential development around the airport through zoning changes, especially on the north side of the airport where noise levels are likely to be greatest and potential exists for more noise-compatible land uses, such as light industry and air freight operations. The update of the airport master plan will identify airport expansion plans which will coordinate the future development of the airport with surrounding land uses and related transportation projects.

Accessibility Improvements

The construction of the SE Beltway could greatly improve accessibility to the Decatur Airport and the industrial park. The final alignment did take into account future runway extension plans and should provide primary access to the airport via IL Route 105 (E. William Street) or U.S. Route 36. If the SE Beltway is not built, or is delayed for several years, it is important to explore other alternatives to improve accessibility for vehicles and for truck access between I-72 and the airport and industrial park. Improved access will facilitate freight movement within the MPA.

Another important roadway improvement is the construction of the Twin Bridge Road project near U.S. Route 36. This project will improve access between the route and the airport/industrial park. This project is currently in the design stage and should be constructed in the near future.

As an alternative, constructing a road between the north end of Twin Bridge and Airport Road would also provide much needed and improved access to the south portion of the Airport property. Both options are included in this LRTP.

Intermodal Facility

The industrial park is an ideal location for intermodal transfers between ground, rail, and air transportation. A detailed study should be considered to identify the feasibility of developing an intermodal facility within the MPA.

CHAPTER 12. FINANCIAL CAPACITY AND ANALYSIS

This chapter summarizes the financial analysis of potential transportation investments. Estimated revenue from existing and proposed funding sources is compared with estimated project costs of constructing, maintaining, and operating the total (existing and planned) transportation system to the year 2035.

Background

Historically, LRTP's often contained "wish lists" of projects that had very little chance of ever being constructed. The planning regulations of ISTEA and TEA-21 brought about a change that required MPOs to consider the financial implications of their planning efforts. To this end, the federal planning regulations put in place the requirement for financial constraint of these documents. In 23 CFR 322(b)(11), it is stated that transportation plans shall:

> Include a financial plan that demonstrates the consistence of proposed transportation investments with already available and projected sources of revenue. The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan. The estimated revenue by existing revenue source (local, State, Federal, or private) available for transportation projects shall be determined and any shortfalls identified. Proposed new revenues and/or revenue sources to cover shortfalls shall be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends.

Federal planning regulations require that LRTP's be fiscally constrained in that all transportation projects proposed to be constructed or equipment that was to be purchased would have to include the specific funding sources that would pay for the improvements or equipment. Those projects that did not have funding sources and amounts attached could still be included in the LRTP but only as an Illustrative or future project.

This LRTP has projects which are fiscally constrained, those that are partially constrained and others that are so long range they have an estimated cost based on 2009 dollars.

Funding for DUATS transportation maintenance, improvement and transit projects come from a variety of Federal, State, local and private sources. The Federal government is the primary source of funding for transportation systems in the United States. These funds come from federally assessed user fees, motor and aviation fuel taxes, and landing fees. They are apportioned back to the states on a formula basis. The primary source of revenue at the Federal and State levels includes motor fuel taxes, vehicle registration fees, special motor carrier fees, parking fees and toll fees. Finance at the county and municipal levels are primarily based on property taxes, sales taxes, and special assessments. The private sector, such as developers and business associations, often support transportation projects through impact fees, right-of-way donations, and cost sharing.

Federal, State, local agencies and private developers have invested hundreds of millions of dollars in the DUATS transportation system over the past several decades. In the late 1990's, programs such as

TEA-21 and Illinois FIRST significantly increased Federal and State funding authorizations above previous levels. However, the cost of maintaining the existing transportation infrastructure is continually increasing as the facilities age. The challenge that DUATS faces in the future is to balance the maintenance of the existing transportation infrastructure with a possibly declining population, potential fund decreases, expected increases in the cost of materials and maintenance, while at the same time identifying adequate funding for the construction of new transportation facilities.

Roadways

The following sections compare the total costs against estimated funding levels.

Roadway Improvement Costs

Roadway improvement and costs were identified using the current TIP (FY 2010 to FY 2013), Capital Improvement Plans (CIP) and the August 2009, Technical and Policy Committees decisions. For those projects not included in the TIP, general planning level construction and right-of-way costs were developed using general cost estimates provided by the member entity responsible for the particular project(s). In some case, such as the SE Beltway project, cost estimates were obtained from this project's on-going study since the corridor has been identifying and Federally approved.

It is important to consider the following when reviewing future project cost estimates. First, it is extremely difficult to identify a specific year in which any particular project might be constructed. Therefore, all estimated costs are based on the best available estimates available at this time. Second, project details regarding design, engineering, and construction are most often not specific enough and therefore, the estimated costs represent a very general planning level estimate. As projects proceed to the detailed planning and engineering phases, which will result in more accurate estimates, the project cost estimates contained in this LRTP should be updated.

For the purpose of the LRTP analysis, projects were grouped into three categories. The categories were identified as committed projects (construction is probable between 2011 and 2013), planned projects (construction possible 2013 to 2035) and future projects (construction possible beyond 2035). The category terminology (committed, planned and future) was used simply for classifying the various transportation projects. It does not guarantee that any particular project will actually be constructed. Furthermore, there is no guarantee that a specific project will be constructed during the time frame identified. The design, engineering, and construction of the specific roadway improvements identified in this LRTP depend heavily on the availability of transportation funds and many other factors.

Based on the identified projects and estimated costs, it is projected that the roadway and trail improvement projects over the next 25 year period will total approximately $415.5 million in 2009 dollars. The SE Beltway alone is estimated to account for approximately one-half of this total at an estimated $198 million. The potential roadway improvement costs are summarized below.

Projects in **BOLD** are Committed while all others are considered Illustrative. The Committed projects are shown in their respective Year of Expenditure dollars, while all others are shown as an estimated cost based on the best information available. As noted on the previous page, these projects are so far into the future that cost estimates, even adjusted for inflation, simply cannot be assumed to be truly accurate.

Roadway and Trail Improvement Cost Estimates (2009 Dollars)

IDOT Projects

- **Repaving 1.1 miles of U.S. Route 36, Railroad to IL Route 105 ..... $ 1,200,000**
- Bridge Rehabilitation U.S. 51 over I-72 ..... $ 4,000,000
- Repair/Resurface 4.8 mi. Rt. 36, Bus. Rt. 51 to Route 51 ..... $ 6,020,000
- Resurfacing 3 mi. Rt. 48, Bus. 51, IL 105 & Rt. 48 to US 51 ..... $ 2,260,000
- Bridge Rehabilitation, U.S. Route 51 at NSRR ..... $ 2,900,000
- Bridge Replacement, Rt 51 (NB & SB) over Sangamon River $24,650,000
- Patch/Repave 5 mi. of I-72, Beginning 1.5 mi. E. of Rt. 48 ..... $ 8,800,000
- Repair/Resurface 13 mi. of Rt. 48, Rt. 121 to I-72 at Argenta ..... $ 4,800,000
- Resurface 2 miles of IL Route 48, Marietta St. to South Side Dr. ..... $ 1,420,000
- Resurface 3 miles of IL Route 121, Damon Ave. to Lakeshore Dr. ..... $ 2,650,000
- Resurface 3 miles of Main Street from C.H. 21 to Wyckles Road ..... $ 1,120,000
- Resurface 10 mi. of Old Route 36, Sangamon Co to U.S. Route 36 ..... $ 3,690,000
- Bridge Replacement, U.S. Route 51, Spring Creek at Main Street ..... $ 3,110,000
- Bridge Replacement, Bus. Route 51, Spring Creek at Main Street ..... $ 2,780,000

Decatur Projects

- **MacArthur Bridge Replacement over Stevens Creek ..... $ 1,000,000**
- **Eldorado Streetscape Enhancements, Church to Front Streets ..... $ 1,547,000**
- **Garfield Ave. Bridge Reconstruction over CNRR ..... $ 990,000**
- **Lost Bridge Road Improvements ..... $ 475,000**
- **South Shores Bridge Reconstruction over Sand Creek ..... $ 1,300,000**
- Brush College Road Improvements $13,000,000
- Downtown Truck Route Relocation ..... $ 4,692,000
- Center Street Bridge Replacement over Stevens Creek ..... $ 1,150,000
- 27th Street Reconstruction- Fairies Parkway to Route 48 ..... $ 6,900,000
- Jasper Street Reconstruction, Eldorado to Pershing Road ..... $ 1,700,000
- Jasper Street Underpass Reconstruction $13,000,000
- Ash Avenue Extension, MLK Drive to Route 48 ..... $20,000,000

Mount Zion Projects

- **Construction of Main Street / Henderson Street By-Pass ..... $ 1,537,000**
- **Repaving Wildwood Courts ..... $ 226,000**
- Main Street Bridge Rehabilitation ..... $ 500,000
- Constructing 0.217 mi. of Fletcher Park Rd., E/W section ..... $ 460,800
- Constructing 0.18 mi. of Fletcher Park Rd.., N/S section ..... $ 404,300
- Construction of Phase 2, Henderson Street ..... $ 635,000
- Lewis Park Drive Extension ..... $ 142,200
- Repair/Resurface Dee Lee Lane ..... $ 104,900
- Reconstruct Crestview Addition ..... $ 237,700
- Reconstruct East Roberts Street ..... $ 139,300

Forsyth Projects

- **Reconstruct West Hickory Point Drive ..... $ 809,800**
- **Illiniwick Road (CH #20) Improvements ..... $ 90,000**
- Smith Street to CH #20 (Phase IV) ..... $ 650,000
- Magnolia and U.S. Route 51 Intersection Study ..... $ 50,000
- Highland Avenue Overlay ..... $ 90,000
- Forsyth Estates Overlay ..... $ 125,000
- Lucile Avenue Paving ..... $ 90,000
- Christopher Drive Drainage Improvements ..... $ 115,000
- Moon Street Reconstruction ..... $ 270,000
- West Cox Street Improvements ..... $ 250,000
- East Cox Street Extension (Phase 3) ..... $ 3,400,000
- Koester Dr. and E. Hickory Point Road Intersection Study ..... $ 425,000
- Sawyer Road Imp., C. H. #20 to South Cox Street Extension ..... $ 650,000
- Oakland Avenue Extension, C.H. #20 N. to Shallenbarger ..... $ 1,300,000
- Hickory Point Rd./Rt. 51 Intersection Study (No Estimate) ..... $ 0
- Construct Frontage Rd., E. Side Rt. 51, Weaver Rd. to C.H. #20 ..... $ 1,250,000
- Bike Trail Ext., W. Hickory Pt. Rd., to Oakland then N. (No Estimate) ..... $ 0

County Highway Projects

- **Twin Bridges Reconstruction, C.H. #20, West of Forsyth ..... $ 600,000**
- **Resurface C.H. #41, Wyckles Road ..... $ 1,870,000**
- **Lost Bridge Road Improvements ..... $ 1,150,000**
- **Wyckles Road Bridge over Sangamon River ..... $ 1,960,230**
- **Reconstruct Elwin - Wyckles Road Curve ..... $ 3,600,000**
- Micro-surfacing, 19,500' of Baltimore Ave., C.H. #7 ..... $ 210,000
- Reconstruct Curve Sangamon Rd., C.H. #23, at Angle Rd. ..... $ 400,000
- Reconstruct Wyckles Road, C.H. #41, Rt. 36 to Rt. 121 ..... $ 2,600,000
- Resurface 2,900'of Country Club Road, C.H. #63 ..... $ 120,000
- Resurface 14,000' of Sangamon Road, C.H. #23 ..... $ 200,000
- Bridge Replacement on Ocean Trail Rd., Long Creek Twp. ..... $ 325,000
- Bridge Replacement over Findley Creek, Baltimore Ave., C.H. #7 ..... $ 1,500,000
- Deck Replacement over Big Creek Baltimore Ave., C.H. #7 ..... $ 1,000,000
- Reconstruct Bridge on Hill Road in Harristown Township ..... $ 250,000
- Country Club Road Reconstruction & Bike ..... $ 4,000,000
- Franklin Street, C.H. #61, White-topping ..... $ 2,400,000
- Reconstruct C.H. #20 in Forsyth, Oakland Ave. to Sawyer Rd. $10,000,000
- Reconstruct C.H. #7, Fitzgerald St. to Rt. 36 ..... $ 3,000,000
- Reconstruct C.H. #20 in Warrensburg ..... $ 5,000,000
- SE Beltway, Final Engineering ..... $ 18,000,000
- Construct SE Beltway, Phase 1, Rt. 48/Brush College to Rt. 36 ..... $ 95,000,000
- Construct SE Beltway, Phase 2, Rt. 36 to Elwin ..... $ 85,000,000
- Replace/Reconstruct Various Bridges and Structures ..... $ 14,400,000

Park District Projects

- **Engineering Work for West End Bridge in Fairview Park ..... $ 50,000**
- **Stevens Creek Bike Trail (Phase 1), Fairview to Greendell Park $3,700,000**
- West End Bridge, Fairview Road, Fairview Park ..... $ 850,000
- Bike Trail in conjunction with Country Club Rd. Reconstruction ..... $ 500,000
- West End Road Reconstruction, Fairview Park ..... $ 80,000
- Twin Bridge Road Project ..... $ 2,000,000
- Repair/Repave Fairies Park Road ..... $ 325,000

MCCD Projects

- **Rock Springs Trail Improvements ..... $ 39,600**
- Ft. Daniels Trail Improvements ..... $ 88,000

Projected Revenues

Projected revenues, or funding estimates, were developed to identify gaps between the estimated roadway improvement costs and estimated funding levels to the year 2035. As with the estimated roadway improvement costs, the estimated funding levels are extremely difficult to predict. The projected funding levels provided in the following table are intended to provide a general comparison between the estimated roadway improvement costs and estimated funding levels. It should be noted that the estimated maintenance costs and funding sources are displayed in year 2009 dollars to provide a consistent comparison to the estimated roadway improvements, which are also presented in year 2009 dollars.

The estimated funding resources reasonably available over the next twenty five years are shown below. The "Total Estimated Funding Resources" reasonably expected to be available, shown below, is the sum of four funding sources. These funding sources are Surface Transportation Urban (STU), Surface Transportation Rural (STR), Highway Bridge Program (HBP) and Motor Fuel Tax (MFT). MFT funds as used in this LRTP are equated to the amounts reported to DUATS by the various units of government that were typically spent on "maintenance and operations" within their respective jurisdictions in the base year of FY 2010, which is shown in the column "Annually" on Page 134. Those figures are in FY 2010 dollars.

Funding amounts for STU, STR and HBP over the past four years are shown below.

	STU	STR	HBP
FISCAL YEAR			
2010	785,000	314,453	719,883
2009	777,129	317,875	503,083
2008	755,667	309,298	478,752
2007	633,142	255,286	449,512

It was assumed that no more than 25% of the SRT funding would be allocated for projects within the MPA. The estimated revenues were projected out over the 25 year planning horizon. It was assumed that 75% of the HBP funds would be spent on projects within the MPA. A 3% annual increase in those funds was assumed to occur over the life of the LRTP, beginning with FY 2010. Likewise, MFT funds were assumed to increase 3% over the 25 years period.

Based on these assumptions, the total amount of funding reasonably expected to be available through 2035 can be shown as follows.

STU	$ 30,264,106	
SRT	$ 3,030,782	(25% of $12,123,126)
HBP	$ 20,815,241	(75% of $27,753,655)
MFT	$ 185,000,000	
TOTAL	**$ 239,110,129**	

As of FY 2010, there were unobligated fund balances totaling just over $2,000,000. It was further assumed that very conservatively there would be allocations of general revenues, Tax Increment Finance funds, rail crossing improvements, signal maintenance, township bridge funds, etc., would be $15,000,000 over the course of the planning period. The sum of the totals on the previous page, the unobligated fund balances and general operations and maintenance funds from various reasonable sources would bring the total projected revenue for the period of 2010 to 2035 to $256,100,000

The total estimated cost of roadway and trail improvements are the sum of the projects listed on Pages 157 - 159. A summary of the projected costs and assumed funding sources is shown in the following table.

Estimated Total Project Costs & Assumed Funding Resources

Total Estimated Cost of Roadway and Trail Improvements	$415.5 Million
Total Estimated Funding Resources Reasonably Available	$256.1 Million
Difference Between Estimated Costs and Funding (-)	**$159.4 Million**

Of the projects on Pages 157 – 159, $238 million are what could be considered “new construction” and not maintenance or operations. Taking the total $415.5 million, subtracting the $238 million in new construction, leaves projected and estimated maintenance and operational expenses of $177.5 million. Subtracting the $177.5 million from the estimated $256.1 million in funding reasonably expected to be available over the next twenty-five years to maintain the existing transportation infrastructure, leaves a balance of $78.6 million for new construction projects.

Federal Funding Sources

The list of Federal Fund Keys, revised in March 2009, defined approximately 30 funding categories, including 18 main categories and 16 subcategories. Some of the funding categories are funded either solely by the Federal government or solely by IDOT, but most funding categories are funded by both agencies. While the percent of federal funding for a project varies by category, the Federal government

typically provides 80 percent of the funding, with 20 percent of the funding matched by IDOT or a local agency.

Of the 30 categories, DUATS has direct input into four Federal funding categories. Funding for all other categories is determined by IDOT (through a statewide ranking process), by the Federal government, or is not applicable to DUATS. The four categories that the MPO has direct input and/or selection responsibility include:

Highway Bridge Program (HBR) - HBP Funds are provided to replace or rehabilitate structurally deficient bridges on or off the system for the safe and expeditious transportation of the general public. The funds are allotted to districts based on a formula involving square footage of eligible bridges. Local governments are required to provide a twenty percent match.

Surface Transportation Urban (STU) – This category is for transportation needs within urbanized areas with populations less than 200,000 and greater than 5,000. Funding is 80 percent Federal and 20 percent State and Local. Funds are allocated by census population and projects are selected by DUATS. STP-U is administered by the State of Illinois for DUATS. STU money is allotted to MPO's for transportation projects such as road construction, reconstruction and bridge rehabilitation Ten percent of all STU funds must be used for safety projects, which can be used for rail crossing improvements, signals, and other accident-reducing methods of transportation improvement.

Surface Transportation Rural (STR) – This category is for transportation needs outside urbanized areas with populations less than 200,000 and greater than 5,000. Funding is 80 percent Federal and 20 percent State and Local. STR money is made available for transportation projects such as road construction, reconstruction and bridge rehabilitation in the more rural areas.

Surface Transportation Enhancements (STE) – Ten percent of STU funding is available for enhancements such as] bike and pedestrian facilities, preservation of historic sites, scenic beautification and other transportation related projects. The MPO must submit a letter stating their support of the project, identifying funding, and attesting that the project is consistent with long range transportation plans.

This is not to say that other funds and funding sources are not available. This LRTP did not attempt to include sources that were not reasonably expected to be available or those that typically contribute a very small amount to the funding resource pool.

State Funding Sources

State funding is administered by IDOT. Among the most common forms of funding are the following:

Motor Fuel Tax (MFT) – The MFT is collected on each gallon of gas that is purchased. The State of Illinois levies a tax of 19.0 cents per gallon of gasoline and 21.5 cents per gallon of diesel fuel for operating motor vehicles and boats. The tax is included in the selling price so the user of the motor fuel ultimately pays the tax. The tax is collected by the Department of Revenue and distributed to local governments. To qualify for funding, municipalities must be incorporated. Municipalities receive their funding based on population. Counties receive their allotment based on total license fees

in the county. Townships must levy a 0.08 percent road and bridge tax to be eligible to receive the money. Township allocations are based on total township mileage.

Truck Access Routes – Truck access routes have a special funding category available for designated truck routes which may receive up to $30,000 per lane-mile and $15,000 per intersection for the improvement of access.

Illinois Commerce Commission (ICC) – Another special funding source, offered by the State of Illinois (Illinois Commerce Commission), can be used for rail crossings that are at grade with a street. This funding can be used for new or upgraded rail crossings.

Economic Development Funds – Economic Development funds may be used for transportation projects if the new or improved facility will attract or create jobs. This program can be used for industrial, commercial and recreational projects if the project is necessary.

Likewise there are numerous other funding sources that may be available. This LRTP did not take into account those funds which could not be reasonably expected to be available for the general maintenance of existing infrastructure and/or construction of new roads or trails.

The available funding sources also do not take into account all funds that may be received by a particular entity in any given year. For example, some communities use all of the MFT funding for maintenance, while others use it for what they classify as "new construction." This LRTP requires less reliance on funding sources that cannot be reasonably expected to be available. The amount available for new construction is much less than was included in the 2030 LRTP. With the passage of SAFETEA-LU, which was not in effect in 2004, the requirement for fiscal constraint and reasonable expectation is required.

Local Funding Sources

The basis of local funding of transportation projects in the local municipalities and Macon County is primarily through Federal and State allocations and block grants. Additional revenues come from property taxes, sales taxes, special assessments, and special tax districts. General funds for roadway maintenance may be obligated from the general property, sales and other tax proceeds for transportation purposes. While this represents a funding source, the trend in local government is to use general fund property tax proceeds for operation and maintenance of general government. Additional funding includes:

Township Bridge Program – Township Bridge Program funds are used to construct bridges twenty feet or more in length for the safe transportation of school children, the movement of agriculture equipment and products, rural mail routes, and the traffic needs of the general public. Funds are allocated to each eligible road district based on the total township mileage. Townships must levy a 0.08 percent road and bridge tax to qualify for the allocation.

Bonds – Transportation projects may be financed utilizing bonded indebtedness. This method allows a unit of government to raise capital through the sale of public bonds to be repaid with interest using general property tax receipts, motor fuel tax, or revenue from the project upon completion. The City of Decatur has utilized this financing alternative to complete several public transportation projects.

Tax Increment Financing (TIF) – The TIF technique captures all increases in property tax resulting from improvements to a property until such time as allowable project expenses have been paid. Proposed improvements and planned expenditures are defined in a plan and must meet eligibility requirements under the enabling legislation. City governments define the TIF district and program in consultation with units of local government impacted by the proposed district.

Capital Improvement Program (CIP) – Funding for near-term (one to five years) transportation projects are identified in the State's multi-year program, a municipalities' Capital Improvement Program (CIP) and Macon County's CIP. Estimates of near-term transportation funding is based on appropriated levels of federal funding, cash flows of state funding sources, and city and county bonding programs and general revenue sources.

Private Sector Funding Sources

As a community grows, vacant land or farmland is often converted to urban uses. As part of that growth, land developers pay the cost of infrastructure development including streets. Particularly as it relates to commercial development and industrial development, developers pay a large share of arterial and collector street widening, enhancement, or rehabilitation. The continued enforcement and management of growth through subdivision code administration minimizes the cost to the community.

When developing major roadways, units of local government may negotiate with private interests to share in the development costs of arterial or collector streets that provide direct benefit to private interests. The amount of money available using this technique is limited only by the degree of commitment from the private sector and the willingness of the private sector to share in those costs.

Impact fees are costs assigned to new development for the maintenance of existing facilities. Developers pay these fees with costs generally passed on to the eventual owners of the property.

Under Illinois law Special Service Taxing Districts may be established for the purpose of construction and financing public improvements within a defined service area. It could be the practice of local governments in Macon County to respond to citizen inquiries requesting that of special taxing district(s) be created to fully assess interest within the proposed district. Projects that could be considered under this financing method could include street lighting, street construction or rehabilitation, and sidewalk construction.

A Special Assessment District is established under Illinois law for the purpose of financing and providing certain public facilities. A special assessment district is established through a judicial process that attempts to fairly allocate costs between private and public interests. These funds have typically been used for utility projects and not transportation projects.

Transit Operations

A feasible transit service relies upon secure funding sources and sufficient revenue to support the continuing operation and potential expansion of public transportation services. The purpose of this analysis is to evaluate the financial feasibility of the DPTS to the year 2035. Transit operations can be divided into two categories. The first is operating costs and the second is capital improvements. These categories are described in the following sections.

Operating Costs

Operating costs for the DPTS service were approximately $5.2 million in FY 2009. The primary funding sources for operating costs are provided at the Federal and State levels. Federal funding over recent years has accounted for approximately 22% of the DPTS operating costs. The State of Illinois currently reimburses the DPTS for 65% of eligible operating costs. Additional funding, making up about 13% of operating expenses, is provided by the City of Decatur from property tax revenues, and by other revenues generated by the Transit System including bus fares, transit passes, advertising revenues and concession revenues.

In order to analyze potential future year transit financial conditions, it is necessary to make some assumptions regarding future year operating costs and funding sources. Operating costs and funding sources over the past five years were reviewed to identify a potential trend. Total operating costs for the DPTS were shown to increase at an average of approximately 6.42% per year over the last five years. During this same time revenues increased at a higher rate, due mainly to the State's change from the 55% to 65% reimbursement rate beginning in 2008. It is assumed that State funding will remain at the 65% reimbursement rate through 2035. Therefore, the amount of State revenues will increase at the same rate as operating expenses. Federal funding levels increased at approximately 7.73% per year over the past five years.

The City of Decatur funding levels remained constant at approximately $151,000 per year for many years. Then in City fiscal year (CFY) 2006-2007 it increased to $198,468, and in CFY 2007-2008 it increased again to $214,204 where it remains to date. City funding levels increased at approximately 9.06% per year over the past five years.

Transit System revenues, including bus fares, transit passes, advertising revenues and concession revenues, are currently 9.58% of operating expenses. Since the main element, fares, change only every few years, the percentage rises in the year of a fare increase and then gradually declines until the next fare increase. The next fare increase is tentatively scheduled for 2010.

While the above percentages could be used to project future year financial conditions, it is felt that these values would provide an unrealistic view of future year conditions. Therefore, assumptions regarding operating costs and funding sources were identified and are displayed in the following table.

Transit Operating and Funding Level Assumptions

Years	Operating Costs	Funding Source			
		FTA	State	City	Revenues
Percentage Increase (2010 to 2035)	6%	4%		2%	
Percent of Expenses (2010 to 2035)			65%		10%

SOURCE: Decatur Public Transit System, August, 2009.

It is important to point out that many variables need to be considered. Specifically, these assumptions do not take into account additional service expansion or other improvements, such as increased weekend or evening service, which would add to the total operating costs and revenues. Furthermore, it is extremely difficult to estimate potential funding levels over the next twenty-five years as there could be significant changes (either positive or negative) in any one, or all, of the primary funding sources. However, based on these assumptions the estimated operating costs, along with estimated funding sources, between now and the year 2035 were calculated. The results of this analysis are shown in table on Page 182.

Estimated Operating Costs and Funding Sources ($1,000)

Year	Estimated Operating Costs	Estimated Sources of Funds					Estimated Deficit	Percent Funded
		FTA	State	City	Revenues	Total		
2010	5,722	1,240	3,719	215	548	5,722	0	100%
2011	6,065	1,290	3,942	219	607	6,058	7	100%
2012	6,429	1,341	4,179	224	643	6,387	42	99%
2013	6,815	1,395	4,430	228	681	6,734	81	99%
2014	7,224	1,451	4,696	233	722	7,101	123	98%
2015	7,657	1,509	4,977	237	766	7,489	168	98%
2016	8,117	1,569	5,276	242	812	7,899	218	97%
2017	8,604	1,632	5,592	247	860	8,332	272	97%
2018	9,120	1,697	5,928	252	912	8,789	331	96%
2019	9,667	1,765	6,284	257	967	9,272	395	96%
2020	10,247	1,836	6,661	262	1,025	9,783	464	95%
2021	10,862	1,909	7,060	267	1,086	10,323	539	95%
2022	11,514	1,985	7,484	273	1,151	10,893	620	95%
2023	12,205	2,065	7,933	278	1,220	11,496	708	94%
2024	12,937	2,147	8,409	284	1,294	12,134	803	94%
2025	13,713	2,233	8,914	289	1,371	12,807	906	93%
2026	14,536	2,322	9,448	295	1,454	13,520	1,016	93%
2027	15,408	2,415	10,015	301	1,541	14,272	1,136	93%
2028	16,333	2,512	10,616	307	1,633	15,068	1,264	92%
2029	17,312	2,612	11,253	313	1,731	15,910	1,402	92%
2030	18,351	2,717	11,928	319	1,835	16,800	1,551	92%
2031	19,452	2,826	12,644	326	1,945	17,741	1,712	91%
2032	20,619	2,939	13,403	332	2,062	18,736	1,884	91%
2033	21,857	3,056	14,207	339	2,186	19,788	2,069	91%
2034	23,168	3,178	15,059	346	2,317	20,900	2,268	90%
2035	24,558	3,306	15,963	353	2,456	22,077	2,481	90%
Total	338,493	54,947	220,020	7,239	33,825	316,031	22,462	93%

SOURCE: Decatur Public Transit System, August, 2009.

Based upon the analysis, it was estimated that the operating expenses over the next twenty-five years would total over $338 million. During this same time period the potential funding sources total nearly $316 million. This scenario would leave a total deficit of approximately $22 million over the next twenty-five years. Again, several factors should be considered as part of this projection, such as the number of fare increases during the twenty-five year period, other potential funding sources, and expansion of service or the service area.

This analysis highlights the importance of securing adequate revenues and funding sources to maintain a high level of transit operations within the MPA. Further- more, the analysis identifies other potential concerns that need to be considered over the next twenty-five years. The potential $22 million gap between the estimated operating costs and projected funding levels could result in one or more of the following.

- Transit fares would need to be increased to generate additional funds to cover increasing operating costs. Increasing transit fares is never a popular decision but is one that is necessary to offset rising operating costs.
- If funding levels do not increase at a higher rate than the projected levels, some elements of the transit service may need to be eliminated or scaled back to reduce operating costs.
- Without additional funding sources it would be extremely difficult to extend the hours of transit operation to provide later service.
- Without additional funding sources it would be extremely difficult to expand service beyond current service boundaries to other areas of the MPA.
- Additional funding from other communities would be necessary to provide expansion of transit service throughout the MPA.

Capital Improvements

The major capital improvement expense identified for the transit component of the DUATS 2035 LRTP is the regularly scheduled replacement of transit vehicles. Over the next twenty-five years, it is projected that approximately 39 new buses will be needed. Other planned improvements include the replacement of two trolleys that is anticipated around the year 2016. Finally, the plan also identifies the replacement of approximately 18 new vans between 2010 and 2035. The total estimated cost, as shown in Table 6-5, is approximately $19.7 million.

Transit Improvement Cost

Vehicle Type	Improvement Description	Estimated Cost ($1,000)	Estimated Year
Buses	4 Replacement 35' Low Floor Buses	1,400	2010
	7 Replacement 30' Low Floor Buses	2,450	2013
	6 Replacement 30' Low Floor Buses	2,361	2017
	5 Replacement 30' Low Floor Buses and	2,350	
	4 Replacement 35' Low Floor Buses	2,056	2023
	7 Replacement 30' Low Floor Buses	3,702	2027
	6 Replacement 30' Low Floor Buses	3,572	2031
	SUBTOTAL	**17,891**	
Trolleys	2 Replacement Trolley Replica Coaches	454	2016
	SUBTOTAL	**454**	
Wheelchair Lift Vans	2 Replacement Light-Duty W/C-Lift Vans	104	2010
	2 Replacement Light-Duty W/C-Lift Vans	114	2013
	2 Replacement Light-Duty W/C-Lift Vans	124	2016
	2 Replacement Light-Duty W/C-Lift Vans	136	2019
	2 Replacement Light-Duty W/C-Lift Vans	149	2022
	2 Replacement Light-Duty W/C-Lift Vans	162	2025
	2 Replacement Light-Duty W/C-Lift Vans	177	2028
	2 Replacement Light-Duty W/C-Lift Vans	194	2031
	2 Replacement Light-Duty W/C-Lift Vans	212	2034
	SUBTOTAL	**1,372**	
TOTAL VEHICLE IMPROVEMENT COSTS		**19,717**	

SOURCE: Decatur Public Transit System, August, 2009

Additional capital improvements have also been identified in the current TIP (FY 2010 to 2013) and are displayed in the following table. The capital improvement costs identified for the FY 2010 to FY 2013 total approximately $381,000.

Transit Capital Improvements (TIP 2010 to 2013)

Year	Project Description	Total Cost ($1,000)	Source of Funds ($1,000 FTA	State	City
FY 2010	**Bus Camera Systems:** Install 6-camera security video systems in 15 2001 buses and trolleys	93.0	93.0	0.0	0.0
FY 2010	**Transit Center Security Cameras:** Install security cameras inside and around the exterior of the Transit Center	11.4	11.4	0.0	0.0
FY 2010	**Paratransit Scheduling Software:** Purchase software for scheduling and dispatching of paratransit vehicles	25.0	25.0	0.0	0.0
FY 2010	**Security Gate:** Install a motorized security gate to the maintenance / bus barn area	17.5	17.5	0.0	0.0
FY 2010	**Van Camera Systems:** Install 4-camera security video systems in 6 paratransit vans	28.8	28.8	0.0	0.0
	FY 2010 Sub-Total	**175.7**	**175.7**	**0.0**	**0.0**
FY 2012	**Purchase 1 Service Vehicle** (Sedan)	25.0	25.0	0.0	0.0
FY 2012	**Purchase 1 Service Vehicle** (12 Passenger Van)	30.0	30.0	0.0	0.0
FY 2012	**Construct Maintenance Storage Building**	150.0	150.0	0.0	0.0
	FY 2010 Sub-Total	**205.0**	**205.0**	**0.0**	**0.0**
	TOTAL: FY 2010 – FY 2013	**380.7**	**380.7**	**0.0**	**0.0**

SOURCE: Decatur Public Transit System, August, 2009

Additional capital improvements beyond the current TIP projects could include the purchase of

additional transit vehicles to provide service to other areas of the DUATS MPA. Any expansion of public transportation to new areas, outside of the current DPTS service area, would likely require additional vehicles. Extending service would not only require the initial capital expense but as previously mentioned would also result in an increase in operating expenses.

As no specific plans are identified to extend transit service in the near future, no capital cost estimates beyond the current TIP are identified. Capital improvements, such as purchasing additional buses or paratransit vans, would rely heavily on the type and amount of service that would be provided. This would require a detailed planning study to determine the exact service needed and the capital and operating costs associated with any proposed transit service improvement.

Transit Funding Sources

The FTA administers the two primary funding programs that are applicable to the current transit service provided by the DPTS in the DUATS MPA: Section 5307 Urbanized Area Formula program and Section 5309 Capital Investment program. The FTA also provides the Section 5310 Elderly and Persons with Disabilities Program and the Job Access and Reverse Commute Program that can provide some targeted and limited funding. There are several other categories of Federal public transportation funding that are available, such as the flexible highway programs. The State of Illinois also provides significant
funding in the form of the Downstate Public Transportation Fund.

Illinois Downstate Public Transportation Fund

The State's Downstate Public Transportation Fund provides reimbursements to transit operators for a percentage of their public transit operating expenses. Eligible participants are defined by the Downstate Public Transportation Act. In 2008 the state increased its funding for transit operations from 55% up to 65% reimbursement for eligible transit operating expenses.

Section 5307 (Urbanized Area Formula Program)

Section 5307, the Urbanized Area Formula program (49 U.S.C. 5307), makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. For urbanized areas under 200,000 in population, the Section 5307 formula apportionments are based on population and population density. Eligible purposes for Section 5307 funds include:

- Planning, Engineering design and evaluation of transit projects and other technical transportation-related studies;
- Capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and,
- All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Section 5309 (Capital Investment Program)

Section 5309, the transit capital investment program (49 U.S.C. 5309), provides capital assistance for three primary activities:

- New and replacement buses and facilities;
- Modernization of existing rail systems; and,
- New fixed guideway systems.

Section 5309 funds, as they relate to the DUATS MPA, are used generally for replacement of buses and improving/maintaining existing transit facilities. Funds are allocated on a discretionary basis. Eligible purposes for Section 5309 funds, as identified by the FTA, include:

- Acquisition of buses for fleet and service expansion;
- Bus maintenance and administrative facilities;
- Transfer facilities;
- Bus malls;
- Transportation centers;
- Intermodal terminals;
- Park-and-ride stations;
- Acquisition of replacement vehicles;
- Bus rebuilds;
- Bus preventive maintenance;
- Passenger amenities such as passenger shelters and bus stop signs;
- Accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers, shop and garage equipment; and,
- ♦ Costs incurred in arranging innovative financing for eligible projects..

Section 5303 (Metropolitan Planning)

Section 5303, Metropolitan Planning program (49 U.S.C. 5303), provides funding to support the cooperative, continuous, and comprehensive planning program for making transportation investment decisions in metropolitan areas. According to the FTA, State DOTs and MPOs may receive funds for purposes that support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; increasing the safety and security of the transportation system for motorized and non-motorized users; increasing the accessibility and mobility options available to people and for freight; protecting and enhancing the environment, promoting energy conservation, and improving quality of life; enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight; promoting efficient system management and operation; and emphasizing the preservation of the existing transportation system.

Funds are apportioned by a complex formula to States that includes consideration of each State's urbanized area population in proportion to the urbanized area population for the entire Nation, as well as other factors. States can receive no less than .5 percent of the amount apportioned. These funds, in turn, are sub-allocated by States to MPOs by a formula that considers each MPOs urbanized area population, the individual planning needs, and a minimum distribution.

Special Programs/Grants

New Freedom

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

States and public bodies are eligible to be designated recipients. Eligible sub-recipients are private non-profit organizations, State or local governments, and operators of public transportation services including private operators of public transportation services.

Capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities.

Job Access and Reverse Commute Legislation

The Job Access and Reverse Commute (JARC) grant program assists states and localities in developing new or expanded transportation services that connect welfare recipients and other low-income persons to jobs and other employment related services. Job Access projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low-income persons. Reverse Commute projects provide transportation services to suburban employment centers from urban, rural and other suburban locations for all populations.

Flexible Funds for Highway and Transit Flexible Funding

Flexible funds are certain legislatively specified funds that may be used either for transit or highway purposes. The idea of flexible funds is that a local area can choose to use certain Federal surface transportation funds based on local planning priorities, not on a restrictive definition of program eligibility. Flexible funds include FHWA STP funds and Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Federal Transit Administration (FTA) Urban Formula Funds.

FTA provides funds for transit projects. FTA funding can be used for a variety of transit improvements such as new fixed guideway projects, bus purchases, construction and rehabilitation of rail stations, maintenance facility construction and renovations, alternatively-fueled bus purchases, bus transfer facilities, multimodal transportation centers, and advanced technology fare collection systems

STP-U and STP-Rural funds provide the greatest flexibility in project funding. These funds may be used (as capital funding) for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intra-city bus terminals and bus facilities. As funding for planning, these funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures.

The National Highway System (NHS) provides funding for a wide range of transportation activities.

Eligible transit projects under the NHS program include fringe and corridor parking facilities, bicycle and pedestrian facilities, carpool and vanpool projects, and public transportation facilities in NHS corridors, where they would be cost effective and improve the level of service on a particular NHS limited access facility.

Bicycle Facilities

The bicycle element of the LRTP looked at expanding the bicycle network within the MPA by constructing new facilities to connect with existing facilities. The Metro Area Greenways Plan identified proposed trails locations and cost estimates. Some of these proposed facilities have been carried forward for planning in the 2035 LRTP. As mentioned previously, the Greenways Plan and the DUATS Bicycle Plan are being updated and will be merged into one document. That updated, consolidated plan will more closely look at the potential corridors, set priorities and provide updated cost estimates. The figures below are rough cost estimates.

Bicycle Improvement Cost Estimates

ID #	Project	Responsible Agency	Estimated Cost (2004 Dollars)	Status
1	Finley Creek Conservation Area Trail	Decatur Park District	$ 750,000	No plans currently in progress.
2	Lake Shore Trail	Decatur Park District	$ 2,800,000	No plans currently in progress.
3	Rock Springs Trail	Decatur Park District	$ 750,000	No plans currently in progress.
4	Spitler Woods Trail Head	Mt. Zion	$ 500,000	No plans currently in progress.
5	Stevens Creek Corridor Trail	Decatur Park District	$ 2,400,000	Phase 1 (Fairview to Ravina) - Spring 2005
6	Improve bridge crossings over I-72	Decatur / Forsyth	No Cost Identified	No plans currently in progress.
7	Chandler Park to Scovill Park	Decatur Park District	$ 1,000,000	No plans currently in progress.
8	Fairview Park to Downtown	Decatur Park District	$ 500,000	No plans currently in progress.
9	Fairview Park to Forsyth	Decatur Park District	$ 5,500,000	Engineering in progress - to be completed by 2010
10	Fairview Park to Harristown	Decatur Park District	$ 500,000	No plans currently in progress.
11	Fairview Park to Scovill GC	Decatur Park District	$ 250,000	No plans currently in progress.
12	Finley Creek Cons. Area to Baltimore Rd	Mt. Zion	$ 750,000	No plans currently in progress.
13	Fort Daniels to Spitler Woods	Greenway Coalition	$ 1,500,000	No plans currently in progress.
14	Kiwanis to Lincoln Park	Decatur Park District	$ 400,000	50% complete
15	Montezuma to Oakland Avenue	Forsyth	$ 400,000	No plans currently in progress.
16	Mt. Zion Park to Girl Scouts	Mt. Zion	$ 500,000	No plans currently in progress.
17	Neighborhood Park to Spitler Woods	Mt. Zion	$ 1,000,000	No plans currently in progress.
18	Neighborhood Park to Finley Creek Cons. Area	Mt. Zion	$ 1,000,000	No plans currently in progress.
19	Nelson to Faries Park	Decatur Park District	$ 2,500,000	No plans currently in progress.
20	IL 121 connect to IL 36	Mt. Zion	$ 1,000,000	No plans currently in progress.
21	South Shores to Big Creek	Decatur Park District	$ 2,000,000	No plans currently in progress.
22	Woodland Drive to High School	Decatur Park District	$ 500,000	No plans currently in progress.
		TOTAL	**$ 26,500,000**	

SOURCE: Local Agencies, DUATS 2025 LRTP, and URS Corporation.

c:\My Documents\Jim Work\Decatur LRTP\Transportation Projects_Cost Estimates_Sept04.xls]Bicycle Projects _Table 6-7

Source: Decatur Metro Greenways Plan, 1998

This LRTP recognizes the need for additional bicycle improvements. Of particular interest to cyclists and pedestrians alike is the need for safe access/mobility across Lake Decatur , crossing I-72 and many other areas within the MPA that lack sidewalk or any provisions for alternative transportation. It is a significant concern throughout the MPA and many areas are accessible only by vehicles. A detailed planning and engineering study would be needed to identify the most feasible solution to accommodate bicycle travel across existing and planned Lake Decatur bridge crossings. As these studies are conducted, the detailed recommendations and cost estimates should be updated in the LRTP.

Bicycle Funding Sources

Illinois Transportation Enhancement Program (ITEP)

Ten percent of the Surface Transportation Program funds are for projects that serve to enhance the transportation system. The enhancement program allows transportation projects to include alternative transportation modes, including bicycles. The goal of the ITEP is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities. Under ITEP, the IDOT works jointly with other state agencies, local governments, interest groups and citizens in enhancing the transportation system and building more livable communities.

According to IDOT, the Illinois Transportation Enhancement funds are fully programmed through 2004. Reauthorization legislation to continue Enhancement funding beyond 2004 is being drafted nationally for consideration. For these reasons, IDOT is not accepting applications for new transportation enhancement projects until after the reauthorization legislation is passed and the federal funds become available. Expectations are that the enhancement program will again be funded at or above the levels provided under TEA-21. In all likelihood, the transportation enhancement funds will not be available until mid to late 2005. Transportation Enhancement funds are a major funding source for bicycle projects as nearly half of its dollars in Illinois go to bicycle and pedestrian improvements.

Illinois Bicycle Path Grant Program

The Illinois Bicycle Path Grant Program was created in 1990 to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Project applications are limited to land acquisition or trail development along a single trail corridor. Bicycle routes sharing existing roadway surfaces are not eligible for funding consideration under this program.

Agencies eligible for assistance under this program are any unit of local government with statutory authority to provide lands for public bicycle path purposes. This includes, but is not limited to; counties, townships, municipalities, park districts, conservation districts and forest preserve districts. Federally funded projects only in Phase I or Phase II engineering are not eligible for Bicycle Path funding consideration.

The Bicycle Path grant program provides up to a maximum of 50% funding assistance on approved local project costs. The maximum grant assistance for construction projects is limited to $200,000 per annual request. There is no maximum grant amount limit for acquisition projects other than the established annual state appropriation level for the program.

Recreational Trails Program (RTP)

The Federal RTP was created through the National Recreational Trail Fund Act (NRTFA) enacted as part of the ISTEA and re-authorized by the TEA-21. The RTP provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. By law, 30% of RTP funding allocated to each state must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either.

In Illinois, RTP funds are administered by the DNR in cooperation with IDOT and FHWA. The Illinois Greenways & Trails Council serves as the official "state trails advisory board" as required by NRTFA. Eligible applicants include federal, state and local government agencies and not-for-profit organizations. The RTP program can provide "up to 80%" federal funding on approved projects and requires a minimum 20% non-federal funding match.
Eligible projects include:

- Trail construction and rehabilitation;
- Restoration of areas adjacent to trails damaged by unauthorized trail uses;
- Construction of trail-related support facilities and amenities such as trail head parking, restrooms, rest areas, signage, etc.; and
- Acquisition from willing sellers of trail corridors through easements or fee simple title.

Community Development Block Grant (CDBG) Funds

CDBG funds are allocated to metropolitan areas by the Federal government on a formula basis. These funds must be used to principally benefit low and moderate-income persons and must be an eligible activity as defined by program regulations. Historically, these funds have been used in the MPA to help with the replacement of sidewalks of eligible low and moderate-income neighborhoods.

Other Grants

Other grants to assist in motorized recreational trails include the Local Government Snowmobile Program, the Snowmobile Trail Establishment Fund, and the Off-Highway Vehicle (OHV) Recreation Trails Program. Additional information on these programs is available from IDOT.

Rail Operations

The majority of rail improvements within the MPA are the responsibility of the individual rail companies. No significant capital investments, outside the continued maintenance of at-grade rail crossings within the MPA, have been identified as part of the this LRTP.

At this point in time there are no plans to construct any new grade-separated facilities within the MPA. The development of an intermodal freight facility within the MPA would require detailed planning to determine if the area could support and benefit from such a facility.

Rail Funding Sources

Funding for rail and freight facilities comes primarily from private sources. It is possible that some economic development grants could be used to construct intermodal facilities or other projects that would attract or create jobs. With the growing emphasis on freight movement, more attention will be required to be paid to this transportation sector in the future.

Aviation

The Decatur Park District identified improvement projects to be included in the 2035 LRTP. These projects were identified in October 2009, for implementation on a schedule yet to be determined. Land acquisition is considered an on-going process with no-time frame identified.

The improvements include a new entrance road connection, business/industrial park infrastructure, lengthening the primary runway, new runway lighting, a second cargo apron and lengthening the secondary runway.

Aviation Funding Sources

The Decatur Airport is one of five airports in Illinois under control of a local park district. The annual operating expense over recent years has been between $1.0 and $1.3 million. The average capital expenditures over the last three years run between $150,000 and $500,000, based on Decatur's Park District Bond Issue. IDOT and the Federal Aviation Administration (FAA) also fund some projects as in the runway overlay project on runway 18/36.

CHAPTER 13. RECOMMENDATIONS

This chapter summarizes the updated recommendations to the transportation improvements and policies. The LRTP addresses all transportation modes and is intended to be a financially constrained plan. Those projects that are deemed important, are planned for a future year, but are not fiscally constrained are included as "Illustrative Projects" on the basis that at some point in the future these projects may become fiscally constrained. The improvements and policies for the respective transportation modes are described in the following sections.

Roadway

At their Joint meeting on August 19, 2009, the Technical and Policy Committees adopted an almost completely new set of Planned and Future Projects. Those projects are depicted on the map on Page 134. These projects were not evaluated nor chosen using the travel demand forecasting model to determine the future year impacts on the regional transportation system. As previously stated, it was deemed unnecessary at this time. The projects were chosen based on the Capital Improvement Plans of the several DUATS entities.

The several specific roadway improvement projects were identified as having the most benefit to traffic operations within the MPA. This is not to suggest that the additional roadway projects, not included in this update, do not have benefits to the area transportation system. Instead, the priority projects chosen are those that were identified as having the greatest benefit to the regional transportation system. More importantly, the LRTP is intended to serve as a working document that should be reviewed annually and can be updated at any time to reflect the changing needs and priorities of the MPA. Over the next twenty-five years many things will change which could result in the addition, deletion, or modification of the priority improvements.

The priority improvements total an estimated $415.5 million in 2009 dollars. $238 million is proposed for projects that can be considered new construction and $177.5 million would be focused on maintenance of the surface transportation system. The financial assumptions and calculations show that approximately $190.5 million, in 2009 dollars, would be available, meaning that $13 million might be used for so called new construction. There would be an unfunded balance of projects totaling $225 million.

The SE Beltway accounts for a total estimated cost of $198 million in year 2009 dollars. This amount includes $18 million in engineering costs. The Beltway project has a total estimated construction cost of $180 million in 2009 dollars. The most important portion of the SE Beltway project is from Brush College Road to U.S. Route 36 and is labeled as the first phase. The estimated cost to construct this part of the Beltway is estimated at approximately $95 million in 2009 dollars. The remaining portion from U.S. Route 36 to Elwin would be Phase 2 and would be constructed following the initial phase. Phase 2 is estimated at to cost $85 million in 2009 dollars.

Under the assumed aforementioned funding scenario, if the SE Beltway and the Ash Avenue projects were not included in the future projects list, there appears to be adequate funding to meet the priority obligations between now and 2035.

The SE Beltway has the potential to greatly increase accessibility in the southeast sector of the MPA, improve freight access and movement to the Airport, potentially relieve truck traffic through Decatur's CBD and to promote economic development throughout the MPA and region. As such, it is recommended that the Phase 1 be given a higher relative priority than Phase 2.

Another high profile priority project is the extension of Ash Avenue from Martin Luther King, Jr. Drive to IL Route 48. It is intended that this extension would have an eastern limit alignment that would involve an intersection connection with Brush College Road and/or the SE Beltway at IL Route 48. This project would open up the whole northeast area north of the between the north existing Decatur City limits and I-72 for mixed use development.

In addition to the specific roadway improvements identified below, additional recommendations and policies related to the transportation and roadway network are identified on the following pages. The additional recommendations/policies highlight other activities that should be considered to help maintain efficient and effective roadway operations throughout the MPA, meet the provisions of SAFETEA-LU and address, at least preliminarily, the anticipated provisions in a new transportation authorization bill. DUATS believes that this update provides ample reporting of existing conditions, presents the 2035 conditions in a realistic manner and lists the proposed future transportation improvements in a fiscally constrained fashion. Those projects which have been deemed important or a priority, but are not currently constrained, are included and identified as "Illustrative Projects," which are may be fiscally constrained at some point in the future.

	Issue	Proposed Recommendations / Policies
1)	**Roadway Improvements / Maintenance.**	Support the implementation of the recommended roadway projects identified on the previous page. Monitor the priority projects to determine if projects should added, modified, or deleted. Continue to emphasize the maintenance of the existing roadway facilities within the MPA. ▪ Local agencies and the DUATS technical committee should utilize new technology, including GIS, to better monitor facilities such as pavement condition and structural condition.
2)	**Truck Traffic / Freight.**	Better accommodate truck traffic and freight movements within the MPA and improve access to areas outside the MPA. ▪ Construct the SE Beltway to provide increased accessibility within the MPA. Designate the SE Beltway as a primary truck route and limit truck traffic in areas such as downtown Decatur. ▪ Support the widening of US 51, outside of the MPA, from 2-lane to 4-lane to I-70. This improvement would increase regional accessibility to/from the MPA and would help support economic opportunities within the MPA. ▪ Explore alternatives to better accommodate truck traffic along Brush College Road and E. William Street (IL 105). Identify potential capacity enhancements for the Brush College Road subway (2-lane restricted area under the Norfolk and Southern Railroad) or identify alternative truck routes to avoid this area. ▪ Continue the alternate route study to determine the most appropriate route in order to eliminate through truck traffic from Decatur's CBD. ▪ Study the existing truck routes in the MPA to determine if they might be altered to reduce conflicts between traffic modes and to improve efficiencies.

3) Design Considerations. Support roadway design standards that strengthen the functional classification system. Periodically review the standards to determine those that should be eliminated, updated, or new standards that should be added.

- Arterial roadways should generally be spaced every mile. In more densely developed areas with uses that attract a greater number of trips (such as a CBD or large retail or employment centers) arterials may need to be more closely spaced.
- Housing density should play a key role in determining roadway spacing. The greater the density (expressed in dwelling units per acre) the more closely spaced streets should be. In no case should residential blocks exceed 500 feet. The optimum spacing falls in the range of 300 feet to 400 feet. This provides a greater number of travel paths, reduces travel speed on residential streets, and promotes pedestrian travel and the use of transit.
- As appropriate, implement traffic calming techniques to discourage drivers from using local residential streets for cut-through traffic. This supports the goal of maintaining a high quality of life within the MPA.
- At every opportunity, transportation improvements should be sensitive to the existing and planned environment. Steps should be taken to preserve features such as trees. Planning for improvements should involve CSS and plans should include aesthetic characteristics to make the improvements and corridor visually pleasing. Landscaping should be an integral part of the finished improvements.
- Design of all improvement should include alternate facilities for pedestrians and bicyclists.

4) Capacity Concerns.

When capacity deficiencies are identified, alternative solutions to adding new capacity should be considered and evaluated prior to new construction.

- Transportation System Management (TSM) strategies should be considered at spot locations and at intersections and along corridors that are operating at or over-capacity. TSM strategies could consist of adding or extending turn-lanes and/or improving/upgrading traffic control devices to improve traffic flow.
- Intelligent Transportation System (ITS) strategies should be considered along identified corridors. Traffic signal optimization and/or signal interconnects often reduce intersection delays and ultimately reduce corridor or system wide delays.
- Access management techniques should be explored to improve traffic flow along identified corridors. Access management should consist of closing or consolidating access points to promote a high level of traffic flow ultimately helping to preserve traffic capacity and improve safety.
- Potential improvements to parallel routes may reduce travel demand along congested corridors and could save potentially expensive capacity improvements. Such improvements should be considered early in the study phase of any proposed transportation improvement project.

When demand exceeds capacity, and mitigation measures are determined to be unsuccessful, new capacity should be evaluated and implemented to maintain a high level of mobility within the MPA. In these cases, it is important to consider the regional impacts of adding new capacity such as the effects new capacity may have on nearby existing roadways, neighborhoods, schools, and businesses.

- Find an appropriate modeling tool to help evaluate the regional impacts of potential any transportation improvements.

Travel Demand Management (TDM) programs should be implemented to promote efficient transportation within the MPA. A TDM program should be coordinated with other transportation modes including transit operations.

5) Safety.

Identify and implement appropriate Intelligent Transportation System (ITS) applications within the MPA to maintain or enhance travel safety.

- Identify priority corridors for implementation of signal preemption that gives priority to emergency vehicles.
- Identify potential technical improvements at at-grade rail crossings to ensure a high level of traffic, pedestrian, and bicycle safety.

Access management techniques should be explored as a possible solution to improve traffic safety. Access management could consist of closing existing access points, consolidating access points, and implementing right-in, right-out access points to maintain a high level of traffic safety along major corridors.

Transit Operations

Transit is a critical component of any transportation system. It provides mobility to captive as well as choice riders and connects many individuals to jobs, schools, community centers/resources, and daily shopping activities. As such, it is important that the DUATS support the continued development of the DPTS services and encourage the expansion of public transportation beyond current DPTS service area boundaries.

Transit service demand and ridership levels do not currently warrant widespread DPTS improvements or service expansion. This is supported by the DPTS Planning Study that concluded service expansion might not be warranted for another ten years. However, it is still important to identify potential future year transit needs and potential improvements that could be needed over the next twenty-five years.

The DPTS Planning Study identified four goals for transit service in Decatur[7]. The goals included:

1. Ensure reliable and affordable public transportation to citizens of Decatur.
2. Provide efficient service.
3. Provide service plan to meet future demand.
4. Ensure best use of available resources.

In support and expansion of these goals the following recommendations and policies are proposed for transit operations within the MPA. The proposed recommendations and policies are summarized in the following table.

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[7] Decatur Public Transit System Planning Study, pages 69 and 70, Final Report – September, 2001.

Proposed Transit / Paratransit Recommendations / Policies

1) Administration and Funding.

a) Create an inter-governmental partnership or regional transit board needed to initiate transit service in areas beyond DPTS service boundaries to key activity centers throughout the DUATS MPA.

- Encourage participation of surrounding communities in the transit planning process.
- Explore the potential for enacting a regional funding mechanism for public transportation. Financial support from surrounding com-munities is critical to initiate transit service throughout the MPA.

b) Support increased state and federal funding for transit/paratransit services within the DUATS MPA.

c) Support innovative partnerships between highway and transit agencies to broaden the range of eligible activities their funds can support.

d) Continue to explore opportunities for funding/grants from programs such as welfare reform and Medicaid/ Medicare.

2) Service Enhancements.

e) Provide an expanded level of transit/paratransit services to meet existing and future year community transportation needs.

- Explore opportunities to extend appropriate transit service (i.e., fixed route service, paratransit/dial-a-ride services, flexible routes, community circulators, vanpools, and/or carpools) to adjacent communities outside the City of Decatur, including Forsyth and Mt. Zion with potential service also to Harristown and Long Creek.

f) Extend service hours to meet the needs of employees and patrons of major retail, commercial, and/or entertainment centers.

- Implement extended evening and weekend fixed-route bus service as ridership demands warrant and funding becomes available.
- Explore opportunities to implement night service hours using demand responsive vehicles, including subsidized taxi and DPTS vans.

g) Maintain and enhance service standards for routing, on-time performance, route productivity, frequency of operation, special populations' needs and other standards to ensure the provision of quality services.

- Automate performance data collection systems, (e.g. using automatic vehicle location systems and automatic passenger counters) to support and improve planning and management analyses.

h) Acquire vans and develop a marketing program to create vanpool/carpool programs in the DUATS MPA and surrounding area, as demand warrants.

- Target large employers with employees that arrive and depart from work at the same time such as ADM, Caterpillar, and A.E. Staley.

3) Land Use and Development Considerations.

i) Actively promote and adopt design standards, polices, and principles, including Transit Oriented Development (TOD), throughout the MPA.

- Require all new development, especially within ¼ mile walking distance of bus routes, to provide sidewalks and curb cuts that comply with ADA standards and requirements.
- Support the repair and upkeep of existing sidewalks to provide better connections to transit facilities.
- Provide safe and comfortable waiting areas at bus stops, including such elements as shelters, benches, bike racks, and curb ramps. Provide communication elements such as improved signage and enlarged schedules at major transit stops throughout the MPA.

j) Encourage local agencies to include public transportation needs in their review of major commercial and residential developments to ensure transit/
paratransit needs are sufficiently addressed. Such review will help to promote transit friendly design and encourage transit usage throughout the MPA.

k) Monitor the progress and implementation of the proposed SE Beltway to determine the appropriate type and level of transit service needed to meet
the transportation needs along this corridor.

- Focus on connecting the MPA residents to new employment opportunities created by the construction of the SE Beltway.

4) Vehicle Maintenance and Expansion.

l) Continue scheduled vehicle replacements in order to maintain a modern transit/paratransit fleet in good working condition. Replace buses and vans whose design life has expired as soon as funding becomes available.

m) Implement a bus fleet expansion plan to meet the increased levels of geographic coverage and service frequency. Begin identifying potential expansion plans now so barriers to new service implementation can be identified and addressed.

5) Safety.

n) Identify improvements, including the use of new technology, to enhance passenger safety on buses and at the Transit Center.

- Install on-board video equipment on all new (replacement) buses to provide an increased level of security.
- Install on-board video equipment on existing buses and at the Transit Center to provide an increased level of security. Implement this improvement when funding is available.

- Consider the implementation of Global Positioning Systems (GPS) to help monitor transit and paratransit vehicle locations. Specific route location can help in the event of an emergency and can also help improve transit route efficiency. Implement this improvement when funding is available.

6) Intermodal Connections.

o) Continue to work to establish linkages between DPTS and taxi services and intercity motor coach services by offering accommodations and providing connections at the downtown Transit Center.

p) Support projects that encourage the integration of transit and bicycles.

- When demand warrants and as funding permits, implement a bicycle on buses program to encourage increased accessibility for bicyclists throughout the DUATS MPA. Initial implementation of a bicycle on buses program should focus specifically on routes serving Millikin University, Richland Community College, and Hickory Point Mall.
- Improve bicycle connections to/from the DPTS Transit Center and monitor bicycle parking needs. Increase bicycle parking at the Transit Center as bicycle parking demand warrants.

q) Integrate community transit/paratransit centers with existing or planned activity centers (shopping centers, office districts, etc.) as focal points where public transportation services converge and users can transfer among the various transit services. The characteristics of each center should be tailored to reflect the needs of the specific communities in which they are located.

Bicycle/Pedestrian Facilities

Existing bicycle travel within the DUATS relies primarily on on-road bikeways and is supplemented with bike trails through and/or adjacent to parks and green spaces. This LRTP update includes a number of proposed bicycle routes and identifies a number of corridors that should be considered for future year bicycle facilities including multi-use trails. These recommendations do not necessarily mean that the list will be the same in the soon to be completed the Decatur Metro Area Greenway Plan. Rather these corridors were identified to serve the broadest population bases, the most generators and attractors and to provide the foundation for future corridor improvements. The areas identified include the central business district, regional shopping centers, parks and educational campuses. The LRTP is intended to support the continuing development of the previously identified bicycle corridors within the MPA and the update to the Decatur Metro Area Greenway Plan.

In addition to the bicycle facilities previously identified, this LRTP identifies additional priority corridors, spot location improvements, and roadways most suitable for on-road bicycle travel. These additional corridors and improvements are intended to expand the existing and planned bicycle network beyond existing limits to better serve the entire MPA.

The bicycle plan focuses on the potential to expand the bicycle or multi-use trails beyond the current and or previously identified limits. Over the next twenty-five years opportunities will arise to incorporate bicycle travel into planned roadway projects. Specifically, the SE Beltway is a project that should accommodate bicycle travel, in particular along Reas Bridge Road and the Lake Decatur crossing. The close proximity of this bridge crossing to the Richland Community College makes this an ideal location for a bicycle facility. Bicycle accommodations along the southern alignment of the SE Beltway (along CH 30) are being considered. The potential improvements should strongly consider the construction of bicycle and pedestrian underpasses and/or overpasses to help provide mobility in the area.

A list of corridors and potential improvements are displayed on the following map. The table that follows summarizes the proposed bicycle and/or pedestrian recommendations and policies for application within the MPA.

Proposed Bicycle/Pedestrian Recommendations / Policies

Issue	Proposed Recommendations / Policies
1) Regional Bicycle Planning.	Continue proactive regional bicycle planning to coordinate development of a bicycle network that serves all areas of the MPA and connects to statewide bicycle facilities beyond the MPA boundaries. ▪ Complete the update of the Greenways Plan and continually identify weaknesses and identify critical linkages to public facilities, schools, recreational areas, retail and employments centers and the Transit Center. ▪ Identify and preserve potential rights-of-way that could be used to develop bicycle/pedestrian facilities. Specifically, abandoned rail corridors should be identified and preserved as potential linkages to the existing and planned DUATS bicycle network. ▪ Early in the planning stage of potential improvements, provisions for pedestrians and cyclists should be strongly considered. ▪ Explore opportunities to expand the DUATS bicycle network beyond the MPA boundaries to connect to Statewide facilities. Specifically, support the development of a bicycle trail along the IL 48 corridor, through Oreana, to connect to the Heartland Pathways North and South trails as well as the Clinton Lake area.
2) Lake Decatur Crossings.	Explore opportunities to improve and accommodate bicycle and pedestrian travel across Lake Decatur. Design and construct bicycle/pedestrian facilities as part of any new Lake Decatur bridge crossings. ▪ The construction of a proposed new Reas Bridge Road crossing, as part of the SE Beltway project, should be designed and constructed to accommodate bicycles and pedestrians. Such a connection should tie into the Richland Community College, which is located in close proximity to the proposed SE Beltway. ▪ Explore opportunities to modify existing bridge crossings, to better accommodate bicycle and pedestrian travel.

3) Safe Routes to Schools.

Prioritize bicycle and pedestrian improvements along corridors connecting to schools within the MPA.

- Inventory existing bicycles/pedestrian facilities by identifying condition of sidewalks, crosswalks, presence of traffic control devices, traffic volumes, posted speed limits, and observed speed limits. Identify appropriate routes for bicycle and pedestrian travel.
- Continue to pursue Safe Routes to School awards throughout the MPA.

4) Land Use and Design Considerations.

Local agencies should adopt policies that emphasize and promote bicycle/pedestrian travel.

- Amend, or adopt, building codes and development standards to emphasize bicycle/pedestrian travel. Building codes could be amended to require bicycle parking/racks as part of the building design or site plans. Terminal facilities to make riding more attractive should also be encouraged.
- Apply Context Sensitive Solutions (CSS) as appropriate to help support pedestrian and bicycle travel. Specifically address pedestrian and bicycle travel as part of any roadway improvement.
- Adopt aggressive street repair policies that help support bicycle and pedestrian travel.
- Designate and post bicycle route signs to increase awareness of motorists to share the roadway with bicyclists.

Encourage the integration of land uses and mixed-use development. This type of development supports pedestrian and bicycle travel and would improve connections to transit stops.

Incorporate bicycle facilities in the design and construction of major roadway improvements throughout the MPA. Accommodate bicycles specifically in the construction of the SE Beltway.

- Accommodate bicycle travel along the SE Beltway. Construct an underpass/overpass to facility north-south bicycle travel across CH 30.

5) Intermodal Connections.

Support projects that encourage bicycle connections to DPTS services throughout the MPA.

- Implement a bicycle on buses program to encourage increased accessibility for bicyclists throughout the MPA. Begin by providing bicycle on buses specifically on routes serving Millikin University, Richland Community College, and Hickory Point Mall.
- Improve bicycle connections to/from the DPTS Transit Center and monitor bicycle parking needs. Increase bicycle parking at the Transit Center as bicycle parking demand warrants.
- Bicycle on buses program can address Lake Decatur crossings and bicycle travel in the downtown area while more permanent solutions can be identified and implemented.

Rail Operations

Rail improvements are generally the responsibility of the individual rail companies that operate the respective rail lines through the MPA. Rail operations, as they relate to roadway network, generally focus on the maintenance of existing at-grade rail crossings. In some cases a particular at-grade rail crossing may warrant improved traffic control devices or possibly a grade separated facility.

Table 7-5 summarizes the proposed rail recommendations and policies for consideration within the MPA.

Proposed Rail Recommendations / Policies

	Issue	Proposed Recommendations / Policies
1)	**At-Grade Crossings.**	Monitor at-grade rail crossings to provide a high level of safety and mobility for motorists, bicyclists and pedestrians. Identify high priority crossings that could be considered for improved traffic control devices and potential grade separated facilities. ▪ Identify transit routes and at-grade crossings to determine the potential travel delays resulting from at-grade rail crossings. Continue routine maintenance and upkeep of the existing rail infrastructure. Create an inter-jurisdictional committee of local government, railroads and other stakeholders to explore the potential for intermodal connections, increases in freight efficiencies, possible trans-load operations, possible at grade crossing closures and other improvements which would increase the effectiveness and importance of rail service in the MPA and in the region.
2)	**Intermodal Connections.**	Promote the Decatur area as a regional freight distribution center by enhancing existing and constructing new facilities using public-private development. ▪ Promote the expanded use of the Decatur Airport and industrial park to serve regional and national freight/cargo movements. Promote the construction of a rail spur serving the industrial park. ▪ Explore the possibility of a container handling facility within the MPA to remain competitive in freight movement. A Container On Flat Car/Trailer On Flat Car (COFC/TOFC) facility would support economic development within the MPA. Identify and preserve abandoned rail corridors that could be used for potential bicycle and/or multi-use trails. Keep close communication with the rail companies to identify plans to abandon rail lines within the MPA.

Airport Operations

Continued investment in the Decatur Airport is necessary to maintain and enhance its position as a passenger facility and airfreight hub of regional significance. The Plan recommends the following actions to improve the position of the MPA as a regional air transportation center. Table 7-6 summarizes the proposed recommendations and policies.

Proposed Aviation Recommendations / Policies

Issue	Proposed Recommendations / Policies
1) Accessibility.	Provide direct access between the airport and I-72 and or other major arterials. ▪ Improve truck access to/from the airport to encourage and enhance freight movement within and beyond the MPA. ▪ Coordinate the alignment of the SE Beltway with runway extension plans and provide access to the airport via IL 105 and US Route 36 ▪ Construct the planned roadway improvements along US 36/IL 121 and Twin Bridge Road.
2) Airport Operations.	▪ Extend the primary runway to 12,000 feet to accommodate larger aircraft, especially cargo aircraft. ▪ Extend the secondary runway to 8,500 feet. ▪ Discourage additional residential development around the airport through zoning changes, especially on the north side of the airport where noise levels are likely to be greatest and potential exists for more noise-compatible land uses, such as light industry and air freight operations. ▪ Develop the north business park and passenger terminal, including an entrance from IL 105.
3) Service Providers.	▪ Obtain a second air service provider. ▪ Research the potential for International Charter service.
4) Intermodal Connections.	Develop the industrial/business park and promote it as an intermodal freight transportation hub with connections to air, rail, and truck modes.