

MINUTES

KANKAKEE COUNTY REGIONAL PLANNING COMMISSION LAND USE/TRANSPORTATION SUBCOMMITTEE

Kankakee County Administration Building, 2nd Floor Conference Room,
189 E. Court Street, Kankakee, IL 60901

June 5, 2014

IN ATTENDANCE

Members:

Mr. Washington, Mr. Paarlberg, Mr. Jarvis, Mr. Bayston, Ms. Cowhig, Mr. Stejkowski, Mr. Payton, Mr. M. Blanchette, Mr. Bergdahl, and Ms. Dugan

Others:

Mr. Lammey, Mr. Greenstreet, and Mr. Olson, Kankakee County; Mr. Koning, METRO; Mr. Fenton, The Herald; Ms. Phelps, Court Reporter, Eunice Sachs and Associates.

CALL TO ORDER

Mr. Washington called the meeting to order at 10:00 A.M.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF MINUTES

Mr. Bergdahl moved to approve the April 17, 2014 minutes, seconded by Mr. Bayston. Motion carried.

PUBLIC HEARING - FY 2015 TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Washington opened the meeting up to public hearing for the **FY 2015 Transportation Improvement Program** (TIP).

Mr. Lammey gave a presentation about the **FY 2015 TIP**. He explained that it is a required document to update every year under federal guidelines, that a public hearing is required and that the projects in the document must be fiscally constrained. Any transportation projects inside the Metropolitan Planning Area (MPA) that use federal funding must be included in the TIP. Ms. Dugan asked if the County had gone through the proper measures to publicize the public hearing. Mr. Lammey responded that the County has done everything required for a public hearing, including notice in the newspaper.

The **FY 2015 TIP** must cover a period of four years, and the current document covers 2015,

2016, 2017, and 2018. The document covers transit, highways, and pedestrian and bicycle projects. METRO and Kankakee County (contracted with SHOW BUS) are the two recipients for transit in the Kankakee Area. Mr. Lammey explained the difference between the Urbanized Area and MPA in relation to public transit and where METRO and SHOW BUS operate. The Urbanized Area is the area where METRO can operate its buses because it is the urban public transportation provider. SHOW BUS is required to have at least an origin or destination outside the urbanized area, which can be inside the MPA. The MPA is the area planned for in the Long-Range Transportation Plan and is covered in the TIP. The only funds for transit that have been "fiscally constrained" are the operating assistance funds. The requests for other projects and buses are not "fiscally constrained" until contracts have been executed.

The highway section of the TIP is sectioned by local highway projects and state highway projects. In Manteno, Maple Street has programmed funding to upgrade two intersection from Third Street to Park Street. Other local projects for FY16 include the engineering funding for the Industrial Drive extension and the Brookmont Boulevard Viaduct project. There are no local projects listed for 2017 and 2018. The interchange project at I-57 and 6000N Rd. is currently awaiting the decision from the Illinois Commerce Commission (ICC) for the section of the project related to the Canadian National Railroad crossing. Other state highway projects in for FY16, FY17, and FY18 include bridge replacements for St. George Rd., North St., and Larry Power Rd. where they cross I-57.

Currently, the projects planned for the bicycle and pedestrian section of the TIP is the trail on the east side of IL-50 near Northfield Square Mall, in FY15. The other project for FY16 is the riverfront trail phase 2B from Gregg St. to Wall St.

There was no public comment about the TIP.

Mr. Bergdahl moved to close the public hearing, seconded by Mr. Paarlberg. Motion carried.

2007-2011 CRASH DATA

Mr. Olson gave a presentation on the crash data in Kankakee County for the years 2007-2011. He explained that those years are currently in the scope for the **Long-Range Transportation Plan**. The presentation showed crash data for fatalities and serious injuries broken down by state roads, classified non-state roads, and non-classified roads and showed where those types of crashes were within the MPA and Kankakee County as a whole. He explained that only the state roads and classified roads were eligible for federal funding and that non-classified (typically local roads and side streets) are not eligible.

Mr. Lammey reminded everyone that April 2013 was when the Safety Committee was formed to try and increase safety on the roadways in Kankakee County. He also explained that the goal is to address safety county-wide and not just within the MPA. Mr. Olson also added that Kankakee County was ranked as sixteenth in Illinois with the highest number of fatalities and serious injuries. Working for increasing transportation safety for the entire county is also a goal of IDOT's zero fatalities program.

LONG-RANGE TRANSPORTATION PLAN

Mr. Lammey gave a presentation about the **Long-Range Transportation Plan** (LRP) in the absence of Mr. Meyer. He explained that the Land Use/Transportation Subcommittee (LUT) can

make recommendation to the MPO policy committee for the LRP. Some of the draft goals presented to the Land Use Subcommittee for consideration were:

1. The Kankakee region will prioritize the safety of the traveling public (all transportation modes) in order to develop a safe, well connected local and regional system that reduces crash exposure and advances the state's long-term goal of achieving zero deaths and serious injuries.
2. The Kankakee region will leverage existing and planned transportation infrastructure improvements (local and regional) to foster economic development opportunities throughout the County.
3. The Kankakee region will expand the existing multimodal transportation network to increase accessibility and mobility for the traveling public and enhance the movement of freight along designated transportation corridors.
4. The Kankakee region will continue to support the development of alternative transportation modes including public transportation, bicycling, and walking.
5. The Kankakee region will support transportation improvements that preserve the existing transportation infrastructure, enhance quality of life, and protect the environment.
6. The Kankakee region will support transportation investments that enhance transportation choice for minority populations, low-income, older adults, persons with disabilities.

Each of the goals have corresponding Objectives, Targets, Measures, and Strategies. Mr. Lammey asked that if there were any more goals that have not been included, to send them to the Planning Department before the MPO Meeting on June 25. Ms. Dugan suggested that a goal of a closer working relationship with the staff of District 3 of the Illinois Department of Transportation should be added.

Ms. Dugan expressed concern for transportation safety because it seemed that the implementation never gets performed. She asked if there was a better way to get those safety measures beyond the meetings and taking action on the safety recommendations. Mr. Lammey explained that there has been difficulty in the past with coordination and cooperation between the MPO and IDOT for implementing safety measures. Ms. Dugan asked if perhaps a political approach may be beneficial in order to secure funding for projects to make our roadways safer.

Mr. Lammey informed the committee that ranking criteria for future projects to aid in the selection process will be part of the Long-Range Transportation Plan. He explained that a number of ranking criteria had been suggested by the consultant:

1. Traffic Congestion
2. Safety
3. Regionalism
4. Accessibility
5. Mobility
6. Freight
7. Funding
8. Environmental
9. System Management
10. Economic Development
11. Public Input

Mr. Lammey explained that the ranking process is meant to be used as a guide in selection, and the top ranked project doesn't necessarily have to be the project chosen by the Policy Committee. He did remind the committee that the projects to be ranked must be fiscally constrained. He asked the committee to consider if some ranking criteria should be weighted differently than others.

Mr. Lammey told everyone that the County Transportation Public Input Survey has 170 responses and will be open through June 16. The draft LRP is scheduled to be completed by October. Then there will be another survey in the fall, after the draft LRP is released for public comment. Ms. Dugan asked if there was a better way of getting more public involvement, if perhaps a different venue might attract people to coming to the meeting. Mr. Lammey said in the past they've had night meeting at other locations and would consider that as a possibility.

Mr. Jarvis asked if it would be possible to make sure at least two meetings were scheduled before the release of the LRP for public comment. Mr. Lammey responded that there should be two meetings scheduled. Mr. Jarvis also asked if it would be possible to have joint meeting with the Policy Committee to better discuss and collaborate on the LRP. Mr. Lammey said he would look into arranging a joint meeting.

OLD BUSINESS

There was no old business

NEXT MEETING

The next meeting of the Land Use/Transportation Subcommittee is August 21, 2014 at 10:30 AM and will have the Long Range Transportation Plan Session #6.

ADJOURNMENT

Mr. Bergdahl moved to adjourn the meeting, seconded by Ms. Dugan The meeting was adjourned at 11:47 AM.