

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

August 21, 2014

IN ATTENDANCE

Members:

Mr. Miller, Mr. Paarlberg, Mr. Jarvis, Mr. Bayston, Ms. Cowhig, Mr. Bukowski, Mr. Payton,
Mr. M. Blanchette, Mr. Bergdahl, Ms. Dugan.

Others:

Mr. Greenstreet and Mr. Olson, Kankakee County; Mr. Fenton, The Herald; Jim Meyer, URS
Corp.

CALL TO ORDER

Mr. Miller called the meeting to order at 10:30 A.M.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF MINUTES

Mr. Bayston moved to approve the June 5, 2014 minutes, seconded by Mr. Payton. Motion
carried.

LONG RANGE TRANSPORTATION PLAN

Mr. Meyer gave a presentation on the Long Range Transportation Plan (LRTP). He informed
everyone that the plan needs to be adopted by May 2015, and the Metropolitan Planning
Organization (MPO) staff are looking to push the plan back, from March 2015. Instead of
having a draft available in October, as originally planned, it may be pushed back to December.

Mr. Meyer explained that under the Moving Ahead for Progress in the 21st Century (MAP-21)
requirements, all the objectives in the plan should be measurable. The only guidelines published
to date is for the safety section. The safety section uses 2007-2011 crash data. The reason the
five year period of data seems old is because it's a lengthy process to create quality crash data
and it's the most recent data available.

Mr. Meyer said he sent requests to the MPO members asking for project suggestions that will go
into the LRTP. These projects would include improvements as far out as 20-25 years. Regional

projects have included the need for a new river crossing, connections to the Illiana Expressway, and both a north-south and an east-west thoroughfare. Mr. Bergdahl asked if anyone knew if Will County had any intentions of building a new bridge across the Kankakee River because of the improvements that have been made to Manteno Rd. He said the improvements would make sense if they were planning on having a bridge built nearby.

Mr. Jarvis asked if passenger rail was a topic worth addressing in the plan. Mr. Meyer responded that typically for finding demand for rail, bus service is used ó which is currently in place by METRO. He continued to say that the current demand of the METRO commuter routes that connect to the CTA and Metra wasn't that great. The number of rides to Midway Airport have been steadily increasing. He added that in the future with the Illiana Expressway and the South Suburban Airport being built, demand may increase even more.

Mr. Paarlberg asked if Stuenkel Rd and the bridge over I-57 was related to the South Suburban Airport. Mr. Meyer thought the project had been programmed for quite some time and has finally gone to construction. Mr. Jarvis asked if a study had been done in Kankakee County for a new river crossing. Mr. Meyer said there wasn't one and in the absence of a transportation model, the study is a little more difficult, and only traffic volumes would have to be used.

Mr. Meyer informed everyone that under MAP-21 public transportation planning needs to be multi-modal. Bike plans are required and Kankakee City is currently updating their plan. Transit also needs a plan, and Mr. Meyer explained he met with METRO and they have three future scenarios.

The first scenario is not to change service ó maintaining the current routes and times. The second scenario called the "Strategic Investment Scenario," where METRO would increase their service area by adding a new ADA route, an additional bus to Midway Airport during peak hours, a new route to O'Hare Airport and eventually to the South Suburban Airport, and a route to the Will County employment centers. The third scenario would be to increase all routes to 30-minute headways. That would require additional buses and more drivers. The METRO Board meeting will be next week on August 26, 2014 to present the scenarios. They will also be presenting the scenarios at the MPO meeting next week on August 27, 2014. METRO is also planning to build a new transfer station in Kankakee.

Mr. Meyer presented the County Transportation Survey results with the committee. There were 177 responses. The topics with the highest support were to accommodate regional and local truck traffic and the need for an additional river crossing over the Kankakee River. Ms. Dugan asked how the survey was distributed. Mr. Meyer and Mr. Olson explained that the survey was distributed by note cards that were handed out and every meeting the MPO staff attended. Local agencies also sent out notices and posted on their websites the web link to take the survey. Mr. Meyer explained the reason for the survey was because Mr. Donovan from the Federal Highways Administration (FHWA) requested that the MPO seek out public involvement. As a fairly inexpensive means to get public opinion, Mr. Meyer suggested an online survey.

Ms. Cowhig asked if there was any information on how many riders receive a free or discounted fare for METRO. Mr. Meyer said he didn't have that data on hand, but would look into seeing if that data had been made available to URS Corp. and if not, he would request it. Mr. Bukowski mentioned that an intermodal freight facility would be beneficial to Kankakee County as a

revenue source. Mr. Bergdahl suggested making sure pedestrian and bicycle bridges were included in the plan for future projects. He said that if a state project was going to be planned, it might be possible to have the state build those bridges as part of the project if they are in the plan.

2007-2011 CRASH DATA

Mr. Olson gave a presentation on the crash data summary of State Roads. He explained that the crashes had been broken down by rural and urban area, based on the Metropolitan Planning Area (MPA) Boundary. The crashes were then summarized by route.

Mr. Olson explained that for each route in the document was a section cover page with a picture and an overview table of the crash data. The table included the total number of fatalities, serious injuries, crashes, causes of crashes, the use of safety devices, and the number of special vehicles (pedestrians, bicycles, motorcycles, and trucks).

Mr. Olson explained that following the cover page of each route was a detailed table that provided a breakdown of all the data summarized on the cover page. The detailed information shows key information for each crash. The table also has a crash number for each crash which corresponded with a crash location map that followed the detailed table in the document. The crash map shows where each crash happened on the route and if there was a fatality involved.

PERFORMANCE MEASURES

Mr. Olson explained one of the performance measures the MPO staff would be measuring in September. As part of MAP-21, the MPO needs to address congestion management along its roadways. Beginning this fall, for the first time, staff will be measuring travel time for specific corridors. The handout provided listed all of the corridors that were planned on being surveyed.

The travel time is recorded using a stopwatch to measure how long it takes to get from one end of town to the other, while also keeping track of how long traffic delay is at intersections. The purpose is to determine where traffic delays are happening and if the delays are acceptable or not. If the amount of delay time is deemed too long, then a means of reducing congestion will be addressed.

Ms. Cowhig asked how many times the measurement will be conducted. Mr. Olson responded that each route is measured from Point A to Point B and then again from Point B to Point A. Ms. Cowhig felt that the sample size was too small and that the survey could get the luck of the draw and have very little delay. Ms. Dugan expressed concern that the method of congestion management would be to increase speed limits to move traffic faster. Timing the traffic signals was mentioned as an appropriate means of easing congestion. Mr. Bukowski thought the travel times at 10:00 AM and 3:00 PM were too early for the midday and afternoon peak periods and should be considered for later in the day.

Mr. Olson asked the committee if any roads may have been overlooked that experience congestion. Mr. Bergdahl suggested that Schuyler Ave. be considered because it acts as a corridor through the center of town.

OLD BUSINESS

There was no old business

NEXT MEETING

The next meeting of the Land Use/Transportation Subcommittee is October 23, 2014 at 10:30 AM and will have the Long Range Transportation Plan Session #7.

ADJOURNMENT

Mr. Bayston motioned to adjourn the meeting, seconded by Mr. M. Blanchette. The meeting was adjourned at 12:00 PM.