

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

October 23, 2014

IN ATTENDANCE

Members:

Mr. Miller, Mr. Washington, Mr. Paarlberg, Mr. Jarvis, Mr. Bayston, Ms. Cowhig, Mr. Payton,
Mr. M. Blanchette, Mr. Bergdahl, Mr. Howell

Others:

Mr. Lammey and Mr. Olson, Kankakee County; 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.

ELECTION OF OFFICERS

Mr. Howell motioned to nominate Mr. Miller as chairman of the subcommittee and Mr. Washington as the vice-chairman of the subcommittee and to close nominations. Mr. Blanchette seconded the motion. Motion carried unanimously.

APPROVAL OF MINUTES

Mr. Bayston moved to approve the August 21, 2014 minutes, seconded by Mr. Blanchette. Motion carried.

2007-2011 LOCAL JURISDICTION CRASH DATA

Mr. Lammey said crash data and crash summaries will soon be distributed to the local jurisdictions, including municipalities, the County Highway Dept. and the townships.

PERFORMANCE MEASURES

Mr. Lammey explained that the 2008 through 2012 crash data was the most recent data that the Illinois Dept. of Transportation has provided the MPO with. The data showed the fatalities and serious injuries for the metropolitan planning area (MPA), as well as the fatality and serious injury rate per 100 million vehicle miles traveled, and the five year moving averages of fatalities

and serious injuries.

Mr. Lammey also explained that the MPO staff have concern about the data because the MAP-21 Highway Bill begins with 2007-2011 for the starting year of transportation safety performance measures. He also stated that there is concern for setting targets for performance measures that MPO staff cannot directly influence. Ms. Cowhig asked law enforcement is the major influence in areas such as distracted driving, and Mr. Lammey state that was the case.

Mr. Howell suggested that shoulders on the rural roads might be beneficial for reducing run-off-the-road crashes. Mr. Lammey explained that the right-of-way on many roads is too narrow to make the road wider, but also the ditches would have to be moved if the roads were widened.

LONG RANGE TRANSPORTATION PLAN

Mr. Meyer gave a presentation on the status of the Long Range Transportation Plan (LRTP). He informed everyone that the plan will be adopted on May 6, 2015 by the MPO Policy Committee. The February 19, 2015 meeting will be an open house starting at 4:00 PM until 7:00PM with a presentation at 5:00 PM.

Mr. Meyer explained the current projects that are included in the LRTP and that some will address the effects of the Illiana Expressway after it is constructed. The purpose is to help funnel through truck traffic to roads designed for trucks and will have less congestion than the roads that go through the center of the urban area.

The goal of those projects is to use Bourbonnais Pkwy as a base for an east-west bypass and a road on the eastern edge of the MPA as a north-south bypass. Another project is to narrow Cardinal Drive to slow traffic down because it is currently functioning as a road it was not intended to be. Bicycle lanes were a suggestion for creating more fringe along the corridor.

Mr. Paarlberg asked if the road on the map for the north-south connector was 5000N Rd or 4000N Rd. Mr. Meyer answered that it was 4000N Rd, and Mr. Howell also commented that it is the only road that connects Illinois Route 17 all the way to 9000N Rd. Mr. Howell also said it is good to have a defined location for a project because then it can be properly planned for in the future. Mr. Washington stated that being proactive was far better than being reactive.

Mr. Meyer explained the transit part of the LRTP and METRO's three scenarios, previously presented. He showed the expenses for METRO's current level of service. Mr. Howell asked what is included in the administration cost because it seemed like a fairly high percentage of total cost. For the three scenarios, METRO would have to replace 88 buses in the next 35 years if service was never changed. The second scenario, if METRO were to expand service to the north, a total of 106 buses would need to be replaced by 2040. The third scenario, if METRO were to make all routes 30 minute headways, a total of 98 buses would need to be replaced by 2040.

Mr. Jarvis asked if smaller buses could be purchased instead of larger buses as a way to cut costs in the future. Mr. Meyer explained that the actual cost of the bus and its maintenance varies very little by the size of the bus. The cost savings of having a smaller bus are very slight, and for times when the buses are packed, it is to the benefit of the operator and the riders to have the larger bus on the road.

Mr. Washington asked about the replacement of motor fuel tax as a funding mechanism, and was anything being considered for this issue. Mr. Meyer and Mr. Lammey both stated that a number of funding mechanisms are under discussion, but neither of them believed that the political will was present for any of the alternatives being discussed.

OLD BUSINESS

Mr. Jarvis asked if the current I-57 bridge replacement project was going to be stopping for winter soon, with the end of construction season. Mr. Lammey answered that the crews will be working through the winter to replace the bridge.

NEXT MEETING

The next meeting of the Land Use/Transportation Subcommittee is December 18, 2014 at 10:30 AM and will have the Long Range Transportation Plan Session #8.

ADJOURNMENT

Mr. Washington motioned to adjourn the meeting, seconded by Mr. M. Bayston. The meeting was adjourned at 12:07 PM.