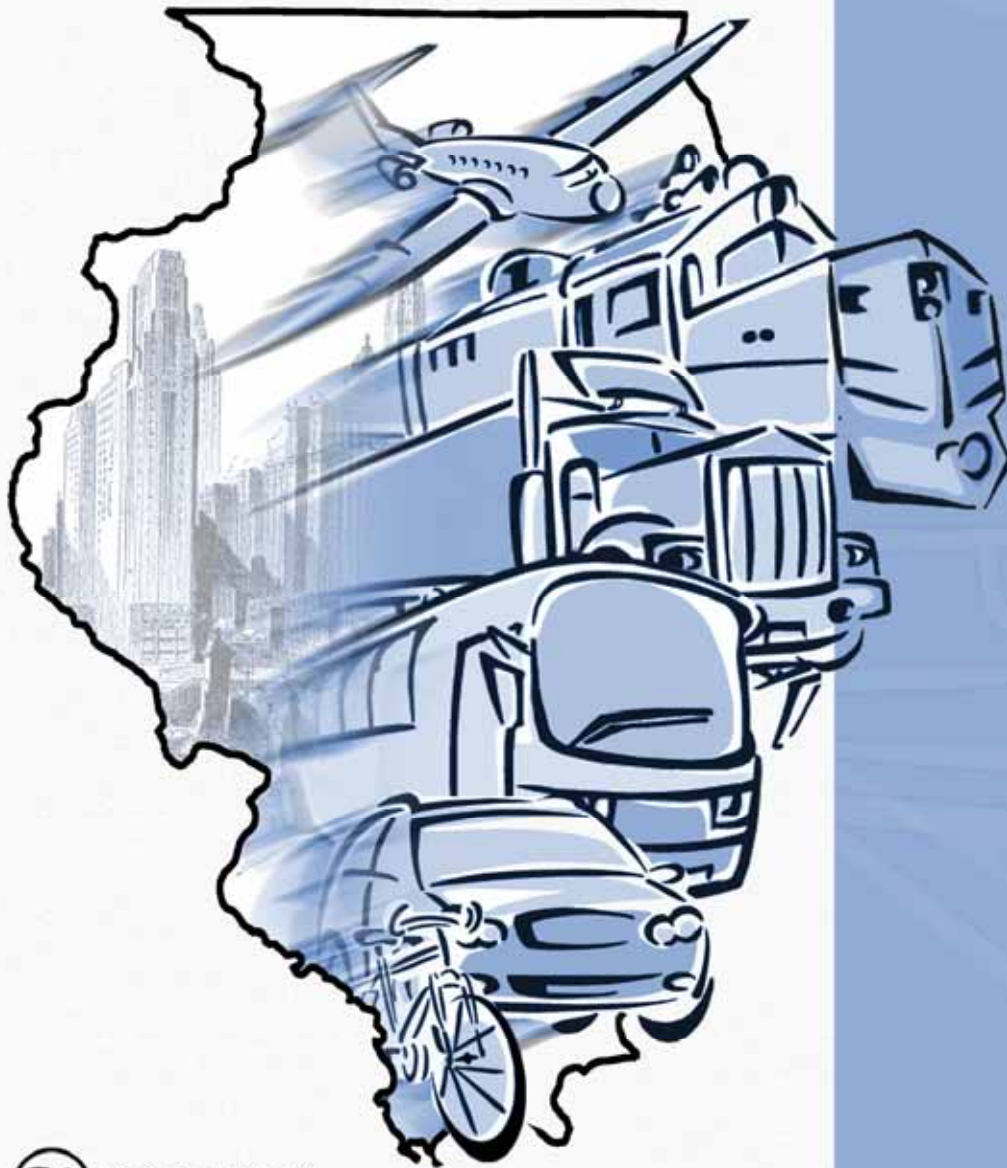


Illinois State Transportation Plan

Special Report: Metropolitan Planning Organizations



Metropolitan Planning Organizations

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1.0 Background

1.1 The State's Metropolitan Planning Organizations

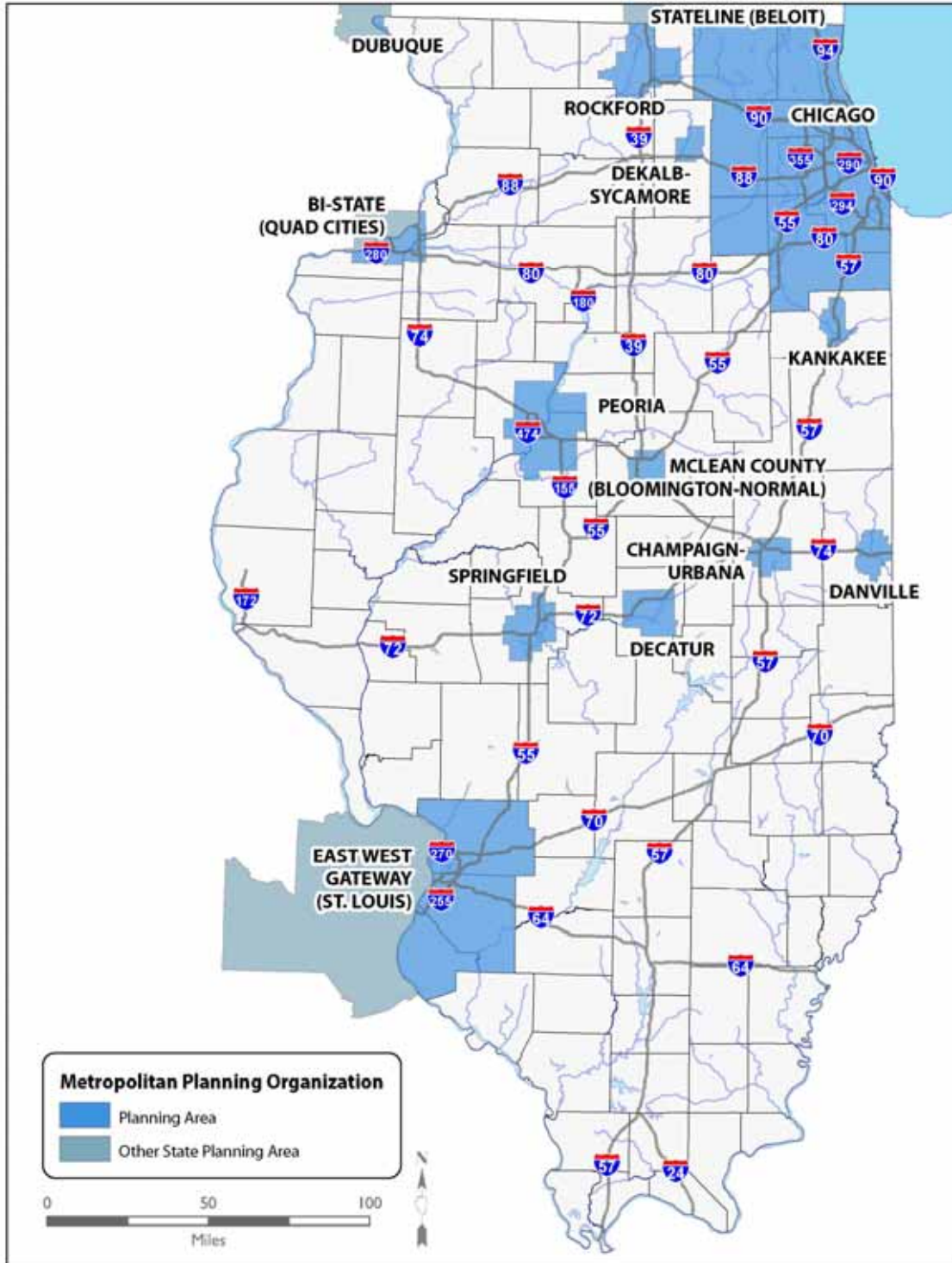
In Illinois, there are 14 Metropolitan Planning Organizations (MPO) responsible for transportation planning. A MPO is a regional organization that serves as a forum for regional transportation investment decision making by coordinating transportation planning for all transportation providers within its area of jurisdiction. As required by federal law, an MPO is established when an urbanized area reaches a population of 50,000 or more.

MPO members include local officials, representatives from regional transportation providers and appropriate state and federal officials. The MPO helps its member agencies (counties, municipalities, townships, transit providers, and the state) to develop a coordinated and comprehensive response to the region's transportation needs.

The 14 Illinois MPOs are listed alphabetically below and are shown in Figure 1. A synopsis of each Illinois MPO is contained in Section 4.

1. The Bi-State Regional Commission (BSRC) covers the Quad Cities urbanized area that includes Davenport and Bettendorf, Iowa; East Moline, Moline, and Rock Island, Illinois; and a number of other smaller communities. Website: www.bistateonline.org/index_ie.shtml
2. The Champaign-Urbana Urbanized Area Transportation Study (CUUATS) is part of the Champaign County Regional Planning Commission (CCRPC). CUUATS plans for the Champaign, Urbana, Savoy and Bondville urbanized area. Website: www.ccrpc.org
3. The Metropolitan Planning Organization Policy Committee is the designated MPO for the northeast Illinois region of the Round Lake Beach-McHenry-Grayslake, IL-WI and the Chicago, IL-IN urbanized areas. In 2005, the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) merged to form the Chicago Metropolitan Agency for Planning (CMAP) which integrates land use and transportation planning for the seven counties of northeastern Illinois. The planning area includes Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties and one township (Aux Sable) in Grundy. CMAP coordinates with the two adjacent MPOs: the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and the Northwestern Indiana Regional Planning Commission (NIRPC). Website: www.cmap.il.gov

Figure 1 : Metropolitan Planning Organizations



4. The Danville Area Transportation Study (DATS) is staffed by the city of Danville and covers the Danville urbanized area. Communities in this area are Belgium, Catlin, Danville, Georgetown, Tilton, and Westville. Website: www.cityofdanville.org/COD/Maps/DATS%20home.htm
5. The Decatur Urbanized Area Transportation Study (DUATS) is part of the city of Decatur. DUATS is responsible for transportation planning in the Decatur urbanized area, which includes the communities of Decatur, Forsyth, Harristown, Long Creek, Mount Zion, and Oreana. Website: www.ci.decatour.il.us/citygovernment/duats.htm
6. The DeKalb-Sycamore Area Transportation Study (DSATS) is a relatively new MPO and is housed in the DeKalb city administration. DSATS covers the DeKalb urbanized area which includes the communities of DeKalb, Sycamore, and Cortland. Website: www.cityofdekalb.com/ComDev/DSATS.htm
7. The Dubuque Metro Area Transportation Study (DMATS) is part of the East Central Intergovernmental Association (ECIA). Most of this MPO is in Iowa, but it includes the Illinois community of East Dubuque. Website: new.ecia.org/municipalities/transplanning/transportationplanning.html
8. The East-West Gateway Council of Governments (EWGCC) is the MPO that covers the St. Louis urbanized area in Missouri, and three Illinois counties – Madison, Monroe, and St. Clair. The Alton urbanized area is covered by the East-West Gateway, as Alton is in Madison County. Website: www.ewgateway.org/
9. The Kankakee Area Transportation Study (KATS) is housed under the Kankakee County Regional Planning Commission. KATS members include the communities of Aroma Park, Bourbonnais, Bradley, Kankakee, and Sun River Terrace. Website: planning.k3county.net/transportation.htm
10. The McLean County Regional Planning Commission covers the communities of Bloomington, Downs, Normal, and Towanda, which make up the Bloomington-Normal urbanized area. Website: www.mcplan.org/
11. The Rockford Area Transportation Study (RATS) is part of the city of Rockford. Communities in the RATS jurisdiction include Belvidere, Cherry Valley, Loves Park, Machesney Park, New Milford, Roscoe, Timberlane, and Winnebago. The Rockford urbanized area is adjacent to the Beloit, Wisconsin, urbanized area and therefore coordinates with the Stateline Area Transportation Study (SLATS). Website: cityofrockford.net/government/works/index.cfm?section=planning&id=977

12. The Springfield Area Transportation Study (SATS) is part of the Springfield-Sangamon County Regional Planning Commission (SSCRPC) and covers the Springfield urbanized area. Communities include Chatham, Clear Lake, Grandview, Jerome, Leland Grove, Riverton, Rochester, Sherman, Southern View, Spaulding, and a very small section of Williamsville. Website: www.co.sangamon.il.us/departments/regionalplanning/Transportation/default.asp
13. The Stateline Area Transportation Study (SLATS) covers the Illinois communities of Roscoe, Rockton and South Beloit. SLATS is part of the city of Beloit, Wisconsin. The Beloit urbanized area is adjacent to the Rockford urbanized area, and portions of the community of Roscoe are covered by both MPOs. Website: beloit.govoffice3.com/index.asp?Type=B_BASIC&SEC={0112CC00-DA16-4D34-A23D-3D42B497E7A2}
14. The Peoria / Pekin Urbanized Area Transportation Study (PPUATS) is part of the Tri-County Regional Planning Commission. The MPO covers the Peoria-Pekin urbanized area, which includes approximately another dozen communities. Website: www.tricountyrpc.org/

1.2 MPO Responsibilities

Federal law requires all MPOs to develop and adopt three documents – the Transportation Improvement Program, the Regional Transportation Plan, and an annual Unified Planning Work Program. In addition, MPOs in urbanized areas with more than 250,000 in population and MPOs in air quality non-attainment areas have additional required documents.

The Transportation Improvement Program (TIP) must detail and include all federally-funded transportation improvements to the regional transportation network that are schedule to occur in the next four to six years. The improvements identified in the TIP must be “financially constrained,” meaning the total amount of expected costs cannot exceed the total amount of expected revenues. The TIP must include a description of the project with details on the cost and the source(s) of revenue.

The Regional Transportation Plan (RTP) identifies the major transportation investments, improvements or enhancements that are projected to be accomplished during the next 20 or more years. Generally, only those improvements that are considered to be regionally significant are to be included in the plan because the RTP is intended to identify long-term capital investments and strategies that will help address future transportation demand.

To help define what types of improvements should be included in the long range transportation plan, the federal regulations define eight considerations (called planning factors) that the MPO must address when including improvements in the plan. The planning factors to be considered are listed below:

- (A) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) Increase the safety of the transportation system for motorized and nonmotorized users;
- (C) Increase the security of the transportation system for motorized and nonmotorized users;
- (D) Increase the accessibility and mobility of people and for freight;
- (E) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- (F) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) Promote efficient system management and operation; and
- (H) Emphasize the preservation of the existing transportation system.

In developing the RTP, the MPO uses future population and employment growth forecasts and projected land uses in developing future transportation demand projections. From these forecasts, and in consultation with the region's transportation planning agencies and other stakeholders, the MPO defines a set of regionally significant improvements, including new investment and operational strategies.

Like the TIP, the RTP must be financially constrained to ensure that the cost of the proposed improvements do not exceed the anticipated revenues. Prior to including proposed improvements in the long range plan, the MPO must develop a financial plan that details expected operating, maintenance and capital costs for the existing network and the proposed improvements. This financial plan must be based on reasonable expectations of costs as well as revenues.

For those areas that are classified as non-attainment areas for air pollutants (areas that do not meet national ambient air quality standards for ozone and/or fine particulate matter) an estimate of the impact of the improvements on the region's air quality must be conducted. Both the RTP and the TIP must be analyzed to ensure that the improvements won't exceed a determined pollution level. In Illinois, this requirement applies to the Metro East St. Louis and the northeast Illinois regions.

The final requirement for all MPOs is the development of a Unified Planning Work Program (UPWP) which identifies planning studies and tasks that will be completed in one to two years. These studies and tasks include the development of the required MPO documents (RTP, TIP, and UPWP) as well as other planning and implementation

studies, such as travel surveys, safety studies or analyses of proposed a new bus lines or roadways.

Another important responsibility of each MPO is the requirement to actively engage the public in the development of its various plans and programs. The MPO is required to develop, implement and document a public participation plan. The participation plan must provide meaningful opportunities for the general public; representatives from affected public agencies; the freight industry; bicycling, pedestrian and disability communities; private transportation providers; public transportation employees; traditionally underserved (low-income and minority) groups; and other interested parties to review and provide input on the regional transportation planning process and products.

1.3 State and MPO Coordination Requirements

The federally prescribed continuing, cooperative and comprehensive (3-C) transportation planning process requires the state and the MPOs to coordinate their plans and programs. To facilitate this effort, the FHWA and FTA establish guidance on how the state and MPOs are to coordinate activities.

For the State Transportation Plan, regulations specify that the state:

- Must coordinate planning activities with the designated MPOs¹;
- Is “encouraged to rely on information, studies or analyses provided by MPOs” for the transportation system located in the MPO’s jurisdiction²
- Develop the plan “in cooperation with the affected MPOs.”³

The state must also coordinate with other groups, such as federal land management, and statewide trade and economic development planning agencies, other states, and Indian tribal governments, as appropriate, and non-metropolitan area local and elected officials.

The regulations for MPO coordination are similar. MPOs must:

- Coordinate all plans with the statewide planning process;⁴
- Ensure that the RTP is consistent with the Strategic Highway Safety Plan;⁵

MPO must consult with a broad array of state and local agencies with jurisdiction over land use management, natural resources, environmental protection, conservation, and

¹ Code of Federal Regulations, Title 23, Part 450, Subpart B 450.208 (a) (1). All code references are found at <http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=%2Findex.tpl>

² Ibid

³ Code of Federal Regulations, Title 23, Part 450, Subpart B 450.214 (f)

⁴ Code of Federal Regulations, Title 23, Part 450, Subpart C 450.306 (d)

⁵ Code of Federal Regulations, Title 23, Part 450, Subpart C 450.306 (h)

historic preservation. Others that must be involved in the process include the region's public transportation providers and agencies or other non-emergency transportation providers that receive money from sources other than the U.S. Department of Transportation. Federal land management agencies and Indian tribal governments must also be consulted if their areas fall within the MPO planning area.

2.0 Summary of Plans

2.1 Planning Horizons

All of the state's MPOs have long range transportation plans in place, with horizon years that vary from 2025 to 2035. For air quality non-attainment areas, long-range transportation plans must be updated every four years; while in all other areas, plans must be updated every five years. All MPO long-range transportation plans must have a minimum planning horizon of 20 years.

2.2 Plan Contents

Most MPO long range transportation plans start with goals and objectives to guide future investment and decisions. A number of the MPO plans use the eight planning factors from the federal legislation as their goals; other plans have developed goals and objectives independent of the planning factors but meet the requirement for the factors to be considered by addressing the issues throughout the plan.

All plans incorporate forecasts of future population, households, and employment for the region. These socio-economic projections of growth or decline serve as input into the transportation decisions made for the area. In addition, MPOs need to reflect regional land use and development goals and plans.

As required by federal law, the MPOs must work toward developing a multi-modal transportation plan. All plans must be coordinated with local public transportation providers, ensuring the inclusion of future public transportation in the plan. There must also be a bicycle and pedestrian component in the plan and some discussion on intermodal connections. Rather than going into extensive detail for each potential improvement, the plan addresses each mode on the larger system level.

2.3 Specific MPO Issues

A review of all the RTPs of each MPO generated the following list of issues and concerns.

2.3.1 Demographics

One concern for most of the MPOs is the need for transportation facilities and services to respond to the aging of the population. Changes are likely to include an increased demand for transit services and for safety improvements on the roadways.

MPOs in smaller urbanized areas with universities (Champaign-Urbana, Bloomington-Normal, DeKalb-Sycamore) and large numbers of college-age students face increased demand for public transit and other non-auto modes, as a way to increase the mobility of the students.

2.3.2 Development

Most of the MPOs are facing expanding urbanized areas accompanied by declining densities of households and population. This development pattern tends to require greater investments in new transportation facilities and other infrastructure.

Many of these MPOs recognized the land use/transportation connection and the need for more coordinated planning. Balancing the demand for new development and transportation infrastructure is a consistent challenge.

2.3.3 Freight Transportation

All the MPOs recognize that increased freight movement by trucks will add to the traffic-related issues that need to be addressed on their roads. However, the communities with rail, water and air freight facilities also recognized the need to plan for the needs of these modes and the intermodal connections between them as well.

2.3.4 Funding

One issue that affects all MPOs is funding. However, the way the MPOs address the funding issue varies widely. Demand for improvements and enhancements to roads, transit service, and bicycle and pedestrian accommodations competes for funds with the need to maintain and operate the existing systems.

Some MPOs focus on the issue of funding equity between modes while others point out that current available funding is inadequate to address the needs of the region. The requirement for the locals to match the federally-funded projects (typically 20%) was also addressed in several plans. Specific issues that present significant funding challenges include river crossing bridges and investment in transit capital and operating assistance.

2.3.5 Governance

One issue that affects the Rockford-Beloit-Janeville area is the fact that these three urbanized areas are growing together and may become one large, bi-state metropolitan

area. This may result in the long-term need for one MPO that combines the Rockford Area Transportation Study, the State Line Area Transportation Study, and the Janesville MPO in Wisconsin. In the short term, it requires extensive coordination between these three MPOs and their member communities to ensure that the network is seamless and that improvements do not work at cross purposes.

2.3.6 Intercity Travel

Some MPOs, without existing passenger rail service, were interested in the possibility of providing intercity passenger rail service on existing freight rail lines. Most MPO plans address the connections to areas outside of their communities.

2.3.7 Safety

Safety is another common concern, in all areas. The aging population raises safety concerns, not only for elderly drivers but also for elderly pedestrians. Safety was cited as a planning factor, and MPOs recognized that improvements to the existing network need to enhance safety conditions overall.

3.0 Programs

The relationship between the Illinois Department of Transportation (IDOT) and the state's MPOs is one of cooperation. In all of the MPOs, representatives from IDOT serve as members of the Policy and Technical Committees. In addition, representatives of IDOT serve as technical advisors to the MPO. IDOT participation in the MPO planning process ensures that state priorities are considered in MPO programs and that local MPO priorities are considered in the state's programs.

At focus group meetings for the State Transportation Plan held in spring 2007, the MPOs and transit operators expressed a desire for more coordination and improved communication with the Department. Other requests included technical assistance for identifying future trends, a point person or department for Intelligent Transportation Systems strategies, more transit funding, and a more consistent funding sources in general.

4.0 Illinois MPO Synopses

A synopsis of each MPO follows below. The information provided was obtained directly from each MPO.

4.1 Bi-State Regional Commission

Policy Committee:

- City of Bettendorf, Iowa
- City of Davenport, Iowa
- City of East Moline, Illinois
- City of Moline, Illinois
- City of Rock Island, Illinois
- Scott County, Iowa
- Rock Island County, Illinois
- Rock Island County Metropolitan Mass Transit District (MetroLINK)
- Iowa Department of Transportation
- Illinois Department of Transportation

Cities of Buffalo, Eldridge, LeClaire, Princeton, and Riverdale in the Iowa portion and Carbon Cliff, Coal Valley, Colona, Hampton, Milan, Oak Grove, Port Byron, Rapids City, and Silvis in the Illinois portion select a representative from their jurisdictions (Iowa and Illinois separately) to represent them on the Policy and Technical Committees. Ex-officio members include Federal Highway Administration Iowa and Illinois Divisions and Federal Transit Administration – Region 7. [Note: Bi-State Regional Commission is the MPO and also the Regional Planning Commission (RPC).]

Planning Documents:

- Cooperative Memorandum of Agreement – January 16, 1995
- Public Participation Plan – May 22, 2007
- Quad City Area 2035 Long Range Transportation Plan – March 22, 2006, with a horizon year of 2035
- Davenport-Rock Island-Moline Iowa-Illinois Urbanized Area FFY08-11 Transportation Improvement Program – May 22, 2007 and includes four years of projects

Urbanized Area Overview:

The Quad City Area, also known as the Davenport-Rock Island-Moline Metropolitan Statistical Area (MSA), is a metropolitan area with a population of 376,019 (2000 Census). This area is located in both the states of Illinois and Iowa and is bisected by the Mississippi River. The Quad City Area is midway between Minneapolis on the north and St. Louis on the south and is 160 miles west of Chicago. The area's 300-mile market of nearly 37 million people comprises 15 percent of the nation's population. This makes it the largest 300-mile market west of Chicago. Major employers in the area include the

Rock Island Arsenal, Deere & Company, Genesis Health System, Trinity Regional Health System, Tyson Fresh Meats and Alcoa, all employing over 25,400 workers.

The population of the Rock Island and Scott counties was at its height in the 1980s with a population of 325,990. As the decade closed, there was a drastic decline in population with the loss of 10,000 jobs due to the devastating decline of the farm implement industry. The 1990 Census population of the Quad City Area was 299,702 and has progressively risen to 308,042 by 2000. The city of Davenport, Iowa is the largest community with a population of 98,359. As with many metropolitan areas, the number of households is rising while the number of persons per household is falling. The 2000 Census reported a total of 123,046 households in Scott County, Iowa and Rock Island County, Illinois. The average persons per household in 2000 are 2.44, compared with 2.51 in 1990. Additionally, the median age is increasing from 28.9 years in 1980 to 36.6 years in 2000. The composition of the Quad City Area population by race is represented as follows: White 87%; Hispanic (of any race) 6%; African American 6%; some other race or two or more races 3%; and all other categories (American Indian, Asian, and Native Hawaiian) 2%.

Transportation Issues Overview:

The Quad City Area is served by four interstate highways, five U.S. Highways, ten state highways and a variety of local streets. I-80 and I-280 encompass the majority of the urbanized area. I-74 bisects the metropolitan area north and south. The Mississippi River bisects the area east and west. While a source of scenic beauty, recreation, and commercial navigation, area rivers in the Quad Cities act as impediments to free movement of vehicular traffic. The bridge crossings over the Mississippi River in the urbanized area range in age from approximately 34 years to 111 years and provide a total of eighteen (18) lanes for traffic. Maintenance responsibilities continue to restrict the available lanes due to regularly scheduled and unexpected repairs.

A major investment study in 1998 concluded that for adequate crossing capacity to be available, tolls must be removed from the Centennial Bridge, the I-74 Bridge must be widened to six lanes, and a new bridge must be built between East Moline and Bettendorf. Between 1997 and 2005, reconstructive work, toll removal and successful transfer of jurisdiction for the Centennial Bridge/U.S. 67 from the city of Rock Island to the Illinois and Iowa Departments of Transportation have occurred. Currently, a final Environmental Impact Statement (EIS) and Record of Decision are anticipated for I-74. I-74 Bridge design, approach work and construction will be costly. Continuing efforts to secure funding will be an area priority. Coordination of design and engineering and funding and legislative needs for a new bridge will continue. The longer term implementation of the East Mississippi River bridge strategy will also continue.

In addition to river crossing issues, the area is beginning to deploy Intelligent Transportation System (ITS) technologies, such as dynamic message signs, highway

advisory radio, traffic cameras and sensors, etc., to aid in congestion reduction and air quality improvements as part of incident management program.

Rail, transit, air service, and trail issues are also important. Efforts are underway to create passenger rail service between Chicago and Quad Cities as part of the Midwest Rail Initiative. Rail infrastructure improvements may also be used for better freight movement. This includes relocation of the Iowa Interstate switching yards in the Illinois Quad Cities. Trail development coordination to complete a contiguous system that incorporates the American Discovery Trail (ADT) and Mississippi River Trail (MRT) will also continue. Transit needs will continue to be studied including transit alternatives and efficient transit corridors. Promoting air service and terminal improvements will be provided. Transportation amenities on and along the rivers in the Quad Cities will also be considered as needed. The importance of freight movement as it pertains to the various modes must also be considered. Other freight concerns will be addressed as needed and staff participates in an industry freight roundtable coordinated by the regional economic development marketing organization.

Transportation Initiatives:

The following outlines important transportation initiatives being undertaken by Bi-State Regional Commission and its members and local partners as part of the implementation of the long range planning goals:

- I-74 Mississippi River Corridor Study – Final Environmental Impact Statement and Record of Decision
- Quad City Area Incident Management Plan
- Amtrak Feasibility Study for Passenger Rail Service Between Chicago and Quad Cities
- Illinois Quad City Rail Station and Switchyard Relocation Study
- Quad City International Airport (EA) for Primary Runway Improvements
- Bi-State Region Transit Development Plan (Human Services Transportation Plan - HSTP)
- I-80/Middle Road, Bettendorf, Iowa Interchange Justification Study
- Kimberly Road Extension Feasibility Study, Davenport, Iowa
- U.S. 67 Old Commercial Business Corridor Study, Davenport, Iowa
- Illinois 92 Corridor Study, Rock Island, Illinois
- Scott County Evacuation Plan
- Quad City Area Wayfinding Signage Implementation
- American Discovery Trail (ADT) and Mississippi River Trail Implementation

4.2 Champaign Urbana Urbanized Area Transportation Study

Policy Committee:

- Village of Savoy
- Champaign County Board
- City of Champaign
- City of Urbana
- CU Mass Transit District
- IDOT District 5 Office
- University of Illinois

Planning Documents:

- Cooperative Memorandum of Agreement – June 2001
- Champaign Urbana Urbanized Area Transportation Study Public Participation Plan – approved June 27, 2007
- Champaign Urbana Urbanized Area Transportation Study Long Range Transportation Plan – June 27, 2007, with a horizon year of 2025
- Champaign Urbana Urbanized Area Transportation Study Transportation Improvement Program – June 27, 2007, and includes four years of projects

Urbanized Area Overview:

The CUUATS urbanized area covers approximately 40 square miles and includes Champaign, Urbana, Savoy, and Bondville. From 1990 to 2000, the Champaign-Urbana-Savoy metropolitan area for which CUUATS serves as MPO experienced a growth in population of approximately 6,318 inhabitants. The total population for the Champaign-Urbana-Savoy urbanized area in 1990 was 115,248, including University of Illinois students. 2000 Census figures indicated that the population figure for the Champaign-Urbana-Savoy-Bondville area was approximately 123,885.

Population and employment projections along with spatial analysis data for the area suggest continued growth, which will increase pressure on existing and proposed roadways and public transportation services.

**Table 1: Champaign Urbana Urbanized Area Communities:
Population and Area**

	2000	1990	% Change	Area (square mile)
Champaign	67,512	63,502	6.31%	17.0
Urbana	37,362	36,344	2.80%	11.0
Savoy	4,476	2,674	67.39%	1.5
Bondville	455	354	28.53%	0.25
Total	109,805	102,874	6.74%	29.75

Transportation Issues Overview:

In the Long Range Transportation Plan (LRTP), federal, state, and local resources are expended to meet the demand by supporting alternative transportation modes, improving existing systems, identifying new roadway alignments, and encouraging urban development patterns that existing roads and transit service can accommodate. Long range system-wide and specific area planning continue to be the principal focus of CUUATS transportation planning activities as staff continues to provide the services that enable local governments and their representatives to form decisions regarding the area's transportation needs and how to meet them.

Transportation Initiatives:

Major projects receiving federal, state, and local attention include the following efforts:

- Implement the 2025 Long Range Transportation Plan (LRTP)
- Implement the Greenways and Trails Plan
- Implement the Regional Intelligent Transportation System (ITS) architecture for Champaign-Urbana-Savoy-Bondville urbanized area
- Update the CUUATS transportation model
- Complete the Staley/Rising corridor study
- Develop the University Avenue corridor study
- Collaborate with Campus Area Transportation Study (CATS) agencies on the implementation of a safety improvement on the campus district
- Complete the St. Mary's Road Corridor Study

As part of this work, the MPO is coordinating with CUUATS member agencies to have plans consistent with local government comprehensive plans as well as other regional agencies' plans.

The Long Range Transportation Plan 2025 calls for the preservation and development of a multimodal transportation system that is responsive to the mobility needs of the

people and changes in land use. Based on this framework and within the next 18 months, CUMTD will complete a Long Range Mobility Implementation Plan for the urbanized area.

Based on the Illinois Tomorrow Grants awarded to the city of Champaign and the city of Urbana, two major projects will receive special attention during FY2008. The city of Champaign through CCRPC/CUUATS will complete the Staley/Rising Corridor Study to look at land use opportunities in the corridor, to better define arterial management actions, and to facilitate a public discussion that will help lead to a consensus on an appropriate vision for the corridor that is sensitive to the natural, built, and human environment. The city of Urbana through CCRPC/CUUATS will be examining how safety and mobility can be improved in the University Avenue corridor for all transportation modes through access management, intelligent transportation technologies, and other context sensitive solutions. In addition, this study would determine how economic revitalization can occur through innovative streetscaping, landscaping, and façade improvements that focus on the pedestrian scale, drawing motorists off the roadway corridor and into the community. These studies are jointly funded by IDOT, local agencies and CCRPC. The MPO provides technical support as needed for these planning efforts. Once complete, these studies may form the basis for additional planning tasks by local governments with technical assistance from the MPO. Also, CCRPC/CUUATS received a grant to complete a Corridor Study for St. Mary's Road in the university District to develop/ identify short-term and long-term recommendations for the different modes of transportation based on proposed land-use plans for the area.

CUUATS also developed a travel demand model that allows the MPO to identify capacity needs and revise new development alternatives to implement in concert with the implementation of the LRTP. The CUUATS travel demand model is expected to provide a better approach for evaluation of transportation demand and level of service of the transportation network for a variety of planning projects. Efforts are focused on refining the travel demand model as CUUATS continues to move toward the use of microcomputers and geographic information system technology to improve the transportation planning process and travel forecasting procedures.

Assistance to local agency members in the areas of grant applications, travel forecasting, traffic studies, traffic impact assessments, traffic simulation, access management, corridor analyses, and other areas of transportation planning that contribute to a comprehensive and consistent metropolitan transportation planning process will continue to represent a significant portion of the CUUATS initiatives.

4.3 (Chicago Metropolitan Agency for Planning) - Metropolitan Planning Organization Policy Committee

Policy Committee:

- Chicago Department of Transportation (CDOT)
- Council of Mayors
- Cook County
- DuPage County
- Kane County
- Lake County
- McHenry County
- Will County
- Chicago Metropolitan Agency for Planning (CMAP) - two representatives
- Regional Transportation Authority (RTA)
- Chicago Transit Authority (CTA)
- Metra
- Pace
- Class I Railroads
- Private Providers
- Illinois Department of Transportation (IDOT)
- Illinois State Toll Highway Authority (ISTHA)
- Federal Highway Administration (FHWA) - non-voting
- Federal Transit Administration (FTA) - non-voting

Planning Documents:

- Cooperative Memorandum of Agreement – 2000
- Memorandum of Understanding regarding transportation planning and programming - 2007
- Public Participation Plan - 2007
- Long Range Transportation Plan – 2007 with a horizon year of 2030
- Transportation Improvement Program – 2006 and includes six years of projects

Urbanized Area Overview:

During the period from 1970 to 2000, the region's population grew by 1.1 million people. It is estimated that between 2000 and 2030, the region's population will grow by another 1.8 million persons, significantly faster than in previous decades. The CMAP anticipates that this growth will occur both in mature and established areas as well as on the urban fringe. In addition to increased demand for transportation service, the very nature of the population's transportation needs will also change. While managing the increased strain on already congested portions of the transportation system, future transportation resources must also address public health and safety concerns as well as long-term environmental and community sustainability. The 2030 RTP addresses these issues with a balance of capital recommendations and non-capital strategies.

Transportation Issues Overview:

CMAP is now developing the region's first truly comprehensive plan for land use and transportation. The agency has committees at the policy, advisory, coordinating, and working levels that play integral roles in these planning processes.

Northeastern Illinois faces many challenges as the 21st Century unfolds. Saddled with aging infrastructure and inadequate transportation funding, the metropolitan area experiences the third worst traffic delays in the nation. Congestion will increase as the region adds nearly 2 million people and 1.2 million jobs over the next 25 years. Experts estimate that residents currently spend 253 million hours and 151 million gallons of fuel sitting in traffic jams, at a cost to the region of \$4 billion annually. Chicago's economy benefits from having the world's third busiest rail hub – handling 37,500 freight cars per day and moving one-third of the rail freight in the country. But, routes through Chicago have become bottlenecks, slowing freight movement and reducing the region's competitive edge. The U.S. Department of Transportation estimates that freight movements will double nationally over the next 20 years, further exacerbating the problem.

Northeastern Illinois has built the nation's second largest public transportation system, but resources are lagging as costs increase for both capital improvements and operations. Although over \$60 billion is expected to be available to invest in the region's transportation system over the next 25 years, over three-quarters of those dollars must be used to maintain the existing system.

Transportation Initiatives:

CMAP's 2008 work plan includes many transportation initiatives in addition to the work on developing our comprehensive plan. The regional greenways and trail plan is being updated from its 1997 version. The plan will include objectives, actions, priority greenway and trail connections, other green-related maps and description, GIS analysis and discussion of the updated map, charts, and other related content. Additionally CMAP is working on collecting and distributing important regional data such as:

- Household Travel and Activity Inventory
- Datasets of Transportation System Infrastructure
- Local Crash Data in GIS format

This data will be available to interested parties and used for internal developments of an advanced travel model in order to effectively model transportation improvements to the region. Some strategic transportation initiatives CMAP will undertake as part of their 2008 work plan are:

- Intelligent Transportation Systems
- Congestion Management Process
- Highway and Transit Assistance
- Bicycle and Pedestrian Plan Implementation
- Freight Analysis

For more information on initiatives undertaken by CMAP please see the 2008 work plan at: http://www.cmap.illinois.gov/uploadedFiles/about/FY08_workplan_11-26-07.pdf

4.4 Danville Area Transportation Study

Policy Committee:

- City of Danville
- City of Georgetown
- Village of Tilton
- Vermilion County
- Illinois Department of Transportation

Planning Documents:

- Cooperative Memorandum of Agreement - January 7, 2003
- Danville Area Transportation Study Public Participation Plan - December 21, 2006
- Danville Area Transportation Study Long Range Transportation Plan – September 15, 2005, with a horizon year of 2030
- Danville Area Transportation Study Transportation Improvement Program - May 17, 2007, and includes four years of projects

Urbanized Area Overview:

Danville: As of the 2000 Census there were 33,904 people, 13,327 households, and 8,156 families residing in the city with an average household size of 2.35 and an average family size of 3.01. The median household income was \$30,431; the median family income was \$39,308; and the per capita income was \$16,476. Danville is the principal city of the Danville, Illinois Metropolitan Statistical Area and the Vermilion County seat.

Illinois Route 1, U.S. 136 and U.S. 150 intersect in Danville and I-74 passes through the south end of town. The general aviation community is served by the Vermilion County Airport. Danville is known as a major railroad intersection with at least four different tracks entering town from different directions, resulting in many crossings throughout the town. CSX Transportation, Norfolk Southern Railway, and Kankakee, Beaverville and Southern Railroad all operate rail lines that pass through Danville.

Catlin: As of the 2000 Census there were 2,087 people, 824 households, and 618 families residing in the village with an average household size of 2.53 and an average family size of 2.93. The median household income was \$46,210; the median family income was \$51,136; and the per capita income was \$19,164.

Georgetown: As of the 2000 Census there were 3,628 people, 1,470 households, and 1,004 families residing in the city with an average household size of 2.47 and an average family size of 3.00. The median household income was \$33,852; the median family income was \$37,310; and the per capita income was \$14,275.

Tilton: As of the 2000 Census there were 2,976 people, 1,322 households, and 823 families residing in the village with an average household size of 2.25 and an average family size of 2.83. The median household income was \$31,810; the median family income was \$37,727; and the per capita income \$16,276.

Belgium: As of the 2000 Census there were 466 people, 185 households, and 113 families residing in the village with an average household size of 2.52 and an average family size of 3.21. The median household income was \$32,500; the median family income was \$35,357; and the per capita income was \$16,038.

Westville: As of the 2000 Census there were 3,175 people, 1,420 households, and 903 families residing in the village with an average household size of 2.24 and an average family size of 2.81. The median household income was \$34,654; the median family income was \$47,083; and the per capita income was \$17,538.

Transportation Issues Overview:

The major issues facing the Danville metropolitan region are potentially increasing congestion issues along the Illinois Route 1 corridor and lack of access to developable land. These issues are being addressed through several studies and proposed infrastructure improvements. Many of the workers travel to Danville for employment and are faced with a lack of route choices to their destinations. The other problem is that developable land is not accessible and hinders the economic growth of the region.

Transportation Initiatives:

Several proposed infrastructure improvements have been included in the long range transportation plan and then migrated to the transportation improvement program. The MPO is hopeful to see these projects come to fruition in the near future to alleviate

pressures on the major Illinois Route 1 corridor. There are also many studies that are underway to provide the member agencies with detailed insight into specific locations for improvement. These studies provide valuable decision making information for the transportation professionals and elected officials. The transit system has been expanded into Tilton and Georgetown to fill the need of the public for employment and recreation. Before these two additional transit routes, transit was confined to the municipality of Danville.

4.5 Decatur Urbanized Area Transportation Study

Policy Committee:

- City of Decatur
- Village of Forsyth
- Village of Mt. Zion
- Macon County
- Illinois Department of Transportation

Planning Documents:

- Cooperative Memorandum of Agreement – Early 2002; amended March 2006
- Public Participation Plan -.September 18, 2007
- Long Range Transportation Plan – November 2004 with a horizon year of 2030
- Transportation Improvement Program – June 25, 2007, and; includes four years of projects

Urbanized Area Overview:

The urbanized area, as defined by the U.S. Census Bureau, covers approximately 103 square miles. The defined area includes the municipalities of Decatur, Forsyth, Harristown, Long Creek, Mt. Zion and Oreana. The combined 2000 population within the Urbanized Area was 101,600. This represents a 1.1% decrease in population from 1990 to 2000.

The 20-year Metropolitan Planning Area (MPA) contained a 2000 population of 105,420 people and encompasses 219 square miles. The MPA experienced a similar 1.1% population decrease between 1990 and 2000.

Population figures released by the Census Bureau for July 1, 2005, show the continued loss of population both in and outside the MPA from the 2000 figures. The Census Bureau reports the county lost 8,273 people. Staff calculates the MPA includes 6,574 fewer individuals in 2005 than in 2000. Staff also calculated that the urbanized population decreased by 12,393.

Decatur is the principal general commercial, service, and industrial region in the county. Forsyth is predominately residential with a very large retail base. Mt. Zion is also mostly residential with a sizeable segment of service and retail. Argenta, Harristown, Long Creek and Oreana are mostly residential, with small, select retail establishments.

Table 2: Decatur Urbanized Area Population by Municipality, 2000 – 2005

Municipalities	2000	2005	Change	Change %
Decatur	81,860	77,836	-4,024	-4.9
Argenta	921	852	-69	-7.5
Forsyth	2,434	2,762	+323	+13.5
Harristown	1,338	1,259	-79	-5.9
Long Creek	1,364	1,319	-45	-3.3
Mt. Zion	4,845	5,032	+187	+3.9
Oreana	892	951	+59	+6.6

Transportation Issues Overview:

Although population showed a slight decrease, the trends in vehicle miles of travel, frequency of trips and employment opportunities indicate that the area will continue to put general and segment specific demands and stress on the surface transportation system. Also, conflicts between rail, truck freight and automobiles are increasing. Finally, general land use conflicts, exurban residential development and aging infrastructure are all issues affecting the health, safety, and welfare within the MPA.

Transportation Initiatives:

1. DUATS is the lead and sponsoring agency for the continuing, county wide comprehensive planning project.
2. The Safe Routes to School initiative is being formulated for inclusion in the next round of awards.
3. The 1999 – 2003 Decatur Metro Greenways Plan is being updated.
4. Staff is conducting an implementation study for improving the aesthetics, infrastructure, etc., of the six federal and state routes that traverse the MPA.
5. Staff and a consulting team are conducting a major, in-depth study of the downtown portion of U.S. 36 (Eldorado St.) as part of an Enhancement Grant.
6. Staff continues to study traffic and assess the impact involving jurisdictional changes of the central city portion of U.S. 51 and the rerouting of through truck traffic from the downtown area.

4.6 DeKalb-Sycamore Area Transportation Study

Policy Committee:

- City of DeKalb
- City of Sycamore
- Town of Cortland (non –voting member)
- DeKalb County
- NIU Board of Trustees
- Illinois Department of Transportation

Planning Documents:

- Cooperative Memorandum of Agreement – January 16, 2003
- Public Participation Plan - July 25, 2007
- Long Range Transportation Plan – July 25, 2007, with a horizon year of 2030
- Transportation Improvement Program – May 30, 2007, and includes four years of projects

Urbanized Area Overview:

The DeKalb-Sycamore Area Transportation Study (DSATS) is the federally recognized Metropolitan Planning Organization (MPO) for the urbanized area consisting of DeKalb, Sycamore, Cortland, and the surrounding area. DSATS was formed in 2003 following the US Census Bureau's designation of DeKalb as an "urbanized area" with a combined population exceeding 50,000. The City of DeKalb Community Development Department provides staff for the DSATS program.

Transportation Issues Overview:

The transportation issues facing the region are outlined in the TIP (page 8) and include: Functional Clarification; Capacity Improvements; Access Management; and Roadway Policy Recommendations.

Transportation Initiatives:

The list of initiatives undertaken by the MPO and its member agencies includes: bus shelters, Human Services Transportation Plan, purchase of vehicles for Voluntary Action Committee (VAC), purchase of trip scheduling software for VAC, Safe Routes to School grant process, Average Daily Truck Traffic Study, and Average Daily Traffic Study.

4.7 The Dubuque Metro Area Transportation Study (DMATS)

Policy Committee:

- City of Dubuque, Iowa
- City of Asbury, Iowa
- City of East Dubuque, Illinois
- Keyline Transit
- Regional Transit Authority
- Jamestown Township, Wisconsin
- East Central Intergovernmental Association (ECIA)
- South West Regional Planning Commission (SWRPC), Wisconsin
- Dubuque County, Iowa
- Jo Daviess County, Illinois
- Grant County, Wisconsin
- Iowa Department of Transportation
- Illinois Department of Transportation
- Wisconsin Department of Transportation
- The cities of Peosta, Centralia, Sageville, in Iowa (one representative is selected by these communities to represent them on the Policy Committee)

Planning Documents:

- Cooperative Memorandum of Agreement – Not Available
- Public Participation Plan –June 14, 2007
- Long Range Transportation Plan – October 12, 2006, with a horizon year of 2031
- Transportation Improvement Program – June 14, 2007, and includes four years of projects

Urbanized Area Overview:

The Dubuque Metropolitan Area is a tri-state MPO located at the boundary intersections of the states of Iowa, Illinois, and Wisconsin. The major transportation routes in, around, and through this area include U.S. 151, 61, 52, and 20; all coming to a junction at the base of the Julien Dubuque Bridge over the Mississippi River; the Mississippi River itself; the Illinois Central Railroad; and the I & M Rail Link. The Dubuque area was the first area settled in Iowa in the early years. The early settlement was primarily motivated by lead mining, trading, and river transportation of people and products. In the years following, this area added a rail transportation center where major railroad companies converged on the Mississippi River banks for easier distribution of product.

Highway transportation soon followed, adding to the already present modes of transportation in the Dubuque Metropolitan Area, improving the economy even more. This economic improvement in turn beckoned people to converge on the area, increasing highway usage. Highway transportation has developed into the major form of transportation in the area where the other modes of transportation still exist but perhaps not at the same level as in the earlier years of the settlement.

The DMATS boundary was expanded from 102.69 square miles to 207.27 square miles (101.8 % increase) in March 2003 to reflect the increased urbanized area identified in the 2000 Census. While the DMATS overall population increased only 9.76% (6,850 persons) (9.76 %) between 1990 and 2000, the increase of the elder population group (70+ years) increased by 13.1% (992 persons) in the same timeframe. This shift in the age distribution makes the special transportation needs of this age group more important and could indicate the need for more viable transit services within the region now and over the next 30 years. There was a steady increase in employment from 38,375 in 1990 to 46,745 in 2000. The median household income increased by 36.1% and the number of households increased by 26.6% between 1990 and 2000. Even though there is an increase in number of households, the household size decreased from 2.52 in 1990 to 2.37 in 2000.

Transportation Issues Overview:

The Dubuque Metropolitan Area encompasses the normal transportation issues along with two others that are not typical to most of the cities. First, the unique geographic location of the Dubuque metropolitan area in northeast Iowa, northwest Illinois, and southwest Wisconsin provides a variety of natural advantages and challenges for the regional transportation system. The topography of the landscape mostly consists of rolling hills and steep bluffs divided by the Mississippi River. The landscape has further impacted how the transportation system has evolved. For example, the street networks in downtown Dubuque and East Dubuque are in the form of a traditional grid pattern. These locations tend to be the areas where settlement first occurred and consist of mostly flat topography adjacent to the Mississippi River. Adjacent to these flat, low lying areas are steep bluffs and rolling hills making the traditional use of the grid street pattern no longer a feasible option.

Second, the geographic formations of the DMATS Mississippi River region result in unique challenges to the different modes of transportation. Barge traffic is a major mode of transportation within the DMATS region. However, barge industry officials consider the Corps of Engineer's 70-year old lock and dam system outdated and inefficient. Barge traffic experiences lengthy delays while passing through Dubuque's lock and dam system.

Iowa Highway 32/Southwest Arterial is an important project that will provide access from the southern edge of the city of Dubuque to the western edge, help alleviate traffic congestion in the downtown area, and reduce truck traffic along the major connectors

through the city of Dubuque, and open up the area along the path to economic growth for the MPO region.

The U.S. 20 Julien Dubuque Bridge is a major traffic bottleneck in the region. The two-lane design of the bridge causes both safety and capacity problems on this major east-west arterial. An additional bridge is being designed adjacent to the Julien Dubuque Bridge to double the capacity and increase the safety on U.S. 20 over the Mississippi River.

Other challenges in the DMATS area include the U.S. 20 corridor from Peosta to the Julien Dubuque Bridge on Iowa side and Julien Dubuque Bridge to Freeport on Illinois side. Insufficient capacity, inadequate access management, uncoordinated traffic signals, steep grades, and heavy truck traffic all contribute to the need to improve the safety and efficiency of this major transportation corridor.

Rail, transit, air service, and trail issues are also important. Efforts are underway to create passenger rail service between Chicago and Dubuque. Rail infrastructure improvements may also be used for better freight movement. Trail development coordination to connect local trail systems with American Discovery Trail (ADT) and Mississippi River Trail (MRT) will also continue. Transit needs, promoting air service, and terminal improvements and transportation amenities on and along the rivers in the area are among the transportation issues in DMATS area.

Transportation Initiatives:

The following list identifies the important transportation initiatives being undertaken by DMATS and its members and local partners as part of the implementation of the long range planning goals:

- U.S. 20 Corridor Study
- East Dubuque Comprehensive Transportation Plan
- Dubuque Area Incident Management Plan
- Amtrak Feasibility Study for Passenger Rail Service Between Chicago and Dubuque
- Passenger Rail Platform Study.
- Dubuque Airport Primary Runway Improvements and terminal location.
- DMATS Transit Development Plan (Human Services Transportation Plan - HSTP)
- Iowa 32 SW Arterial Environmental Assessment & Preliminary Engineering
- Iowa 32 NW Arterial Corridor Study
- East-West Corridor Study
- DMATS ITS Plan
- DMATS Tri-State Trail Plan

4.8 East-West Gateway Council of Governments

Policy Committee (Voting Members):

- East St. Louis, Illinois
- Madison County, Illinois
- Monroe County, Illinois
- St. Clair County, Illinois
- Southwestern Illinois Council of Mayors (representative selected by the membership)
- Regional Citizen from the county of Madison, Illinois (appointed by the Chairman of the County Board)
- Regional Citizen from the county of St. Clair, Illinois (appointed by the Chairman of the County Board)
- Southwestern Illinois Metropolitan and Regional Planning Commission
- City of St. Louis, Missouri - Mayor
- City of St. Louis, Missouri - President, Board of Aldermen
- Jefferson County, Missouri
- St. Charles County, Missouri
- St. Louis County, Missouri
- St. Louis County Municipal League (representative selected by the membership)
- Franklin County, Missouri
- County or municipal official from the county of St. Louis, Missouri (appointed by the County Executive)
- County or municipal official from the county of St. Charles, Missouri, (appointed by the County Executive)
- County or municipal official from Franklin and Jefferson counties, Missouri, (rotating appointment by the Presiding Commissioners of Franklin and Jefferson counties respectively)
- Regional Citizen from the county of St. Louis, Missouri (appointed by the County Executive)
- Four Regional Citizens from the following jurisdictions:
 - City of St. Louis, Missouri (appointed by the Mayor)
 - County of Madison, Illinois, (appointed by the Chairman of the County Board)
 - County of St. Clair, Illinois, (appointed by the Chairman of the County Board)
 - The Illinois portion of the East-West Gateway Council of Governments area (appointed by the Governor of the State of Illinois)

Policy Committee (Non Voting Members):

- Illinois Department of Transportation
- Missouri Highway and Transportation Department
- Illinois Department of Commerce and Economic Development
- Designee of the Governor of the State of Missouri
- The Chair or a member of the Metro Board of Directors appointed by the Chair

Planning Documents:

- Cooperative Memorandum of Agreement – May 1, 2007
- Public Participation Plan –June 27, 2007
- Long Range Transportation Plan – June 29, 2007, with a horizon year of 2035
- Transportation Improvement Program – June 29, 2007, and includes four years of projects

Urbanized Area Overview:

There are 229 municipalities in the St. Louis metro area ranging in population from 21 to 348,189. Sixty-one of those municipalities are in the Illinois portion of the region. The median statistics for communities in the St. Louis region are:

• Municipal Population, 2000	2,756
• Municipal Population Change, 1990 - 2000	-1.0%
• Municipal Land Area (square miles)	1.95
• Municipal Household Income, 1999	\$42,540
• Municipal Housing Units	1,180
• Housing Unit, median municipal year built	1961
• Municipal Gross Rent	\$517
• Municipal Owner-occupied Housing Value	\$79,400

Source: US Census

Transportation Issues Overview:

The St. Louis region is addressing several issues including the lack of transportation funding, identifying new funding sources, construction of a new Mississippi River Bridge, transportation safety (particularly fatal crashes), and accessibility and mobility issues related to elderly and disabled individuals.

Transportation Initiatives:

Identify methods to raise revenues in the Missouri and Illinois portion of the region to address the many critical transportation needs in the region including preservation of the existing system, system expansion, and the many mass transit needs of the region.

The Great Streets Initiative is one of our efforts to strengthen communities by helping local governments implement principles of good planning and design. What makes this project unusual is that we are not stopping at issuing a guidebook or manual for communities, but we are offering actual planning assistance from national experts and our own staff to help communities turn those design principles into real projects.

Gateway Green Light is an arterial management system currently being developed in the Missouri portion of the region with discussion of building the system into the Illinois portion of the region. Gateway Green Light will allow for the coordination of traffic signal systems across jurisdictional boundaries to provide a seamless signal system.

4.9 Kankakee Area Transportation Study

Policy Committee:

- The Village of Aroma Park
- The Village of Bourbonnais
- The Village of Bradley
- The City of Kankakee
- The County of Kankakee
- The River Valley METRO Mass Transit District
- The Illinois Department of Transportation

Planning Documents:

- Cooperative Memorandum of Agreement - February 10, 1983
- Public Participation Plan - August 22, 2007
- Long Range Transportation Plan - October 27, 2004, with a horizon year of 2030
- Transportation Improvement Program - June 27, 2007, and includes four years of projects

Urbanized Area Overview:

The communities in the urbanized area are the villages of Aroma Park, Bourbonnais, and Bradley, the city of Kankakee, and portions of unincorporated Kankakee County. The total population of the urbanized area according to the latest available information is 63,500. The most recent population for the individual communities is shown below.

- City of Kankakee 27,491
- Village of Bourbonnais 16,381
- Village of Bradley 14,254
- Village of Aroma Park 821

The village of Sun River Terrace is within the urbanized area but is not a current member of the MPO.

Transportation Issues Overview:

One of the major emerging issues faced by Kankakee County is the rapid growth of intermodal freight facilities in neighboring Will County. An industrial corridor located along I-57 between exit 322 (Manteno) and exit 315 (Bradley) is also generating an increasing number of trucks. As a result, the region has experienced a sharp increase in truck traffic, particularly east-west through the Kankakee Urbanized Area and through the eastern portion of Kankakee County. There are a number of two-lane rural facilities where trucks make up more than 50% of the total traffic on the road. This growth in truck traffic is becoming a safety issue that must be addressed soon.

Transportation Initiatives:

The region has made a major effort to promote an additional interchange to I-57 to allow truck traffic to access the Interstate system without using the local highway network. An Amtrak/truck accident in 1999 that left 11 dead raised the visibility of the issue and highlighted the safety needs aspects of the proposal advocated by local leaders. The Federal Highway Administration has given conditional approval for such an interchange at 6000 N. Road. Additionally, the region is planning for an improved east-west roadway corridor along 6000 N. Road.

A continuing initiative has been to secure increased state funding for the operating expenses of the River Valley METRO Mass Transit District. When the original earmark for METRO was set for the Downstate Operating Assistance Program, the service levels were about half what was envisioned for the system at maturity. Since that time the area has been attempting to get the earmark raised to the level needed to fund the system at maturity.

The MPO is engaged in a comprehensive effort to obtain and aggregate local crash data and distribute the information through the internet in GIS format to give local agencies greater access and use of the crash data. The MPO is committed to making data available for safety initiatives.

4.10 McLean County Regional Planning Commission

Policy Committee:

- McLean County
- City of Bloomington
- Town of Normal
- Illinois Department of Transportation
- McLean County Regional Planning Commission

Planning Documents:

- Cooperative Memorandum of Agreement – Executed January 13, 1979, amended September 9, 2005
- Public Participation Plan – June 22, 2007
- Long Range Transportation Plan – June 22, 2007, with a horizon year of 2035
- Transportation Improvement Program – June 22, 2007, and includes five years of projects

Urbanized Area Overview:

The metropolitan planning area encompasses the twin communities of Bloomington and Normal; since the 2000 Census, the villages of Downs and Towanda have also been included in the planning area. Bloomington, with a 2006 population of 75,000, is the largest municipality in the county, and is home to several large institutions and commercial entities, including Illinois Wesleyan University, State Farm Insurance Company, and Country Insurance. The town of Normal, with a 2005 population of 50,000, is home to Illinois State University, a campus of over 20,000 students, as well as Mitsubishi Motors of America, a large manufacturing facility requiring substantial freight service. Both Bloomington and Normal have experienced rapid growth in recent years, making McLean County the fastest growing county in downstate Illinois. The two universities, several large employers and a generally affluent population have spurred the development of a quality of life that continues to attract new residents.

Transportation Issues Overview:

The thousands of employees at State Farm’s primary corporate campus in southeast Bloomington and the concentration of regional commercial locations along Veteran’s Parkway are among the principal drivers of transportation demand. The urban area is served by I-55, I-74, and I-39; the community’s central location and the presence of the Central Illinois Regional Airport make Bloomington – Normal a transportation nexus for the entire state and midwest region. The community’s role as a regional employment and commercial center creates transportation demand for trips into the urbanized area. Planning for the transportation needs of a rapidly growing community will continue to be critical, as will the maintenance of the considerable existing transportation infrastructure.

Transportation Initiatives:

Bloomington and Normal are both engaged in redeveloping their downtown cores and have recently completed a study of the Main Street/U.S. 51 corridor that traverses the communities. Implementation of the study focuses on integrating land use decisions and the various transportation functions of U.S. 51 and on expanding the availability of alternative transportation modes. The local governments, led by McLean County, are also conducting a Phase 1 engineering study of possible highway options to serve development areas on the rapidly growing east side of the urban area. Bloomington and

Normal also continue cooperating on the expansion of bicycle trails and routes. The Normal redevelopment plan includes a proposed multimodal center which will serve rail, intercity bus, and transit passengers and provide a transfer point for other modes. Local jurisdictions continue their longstanding practice of consultation and cooperation on transportation issues relating to new development initiatives through an intergovernmental development review committee process managed by the Regional Planning Commission.

4.11 Rockford Area Transportation Study

Policy Committee:

- Winnebago County
- Boone County
- City of Rockford
- City of Loves Park
- City of Belvidere
- Village of Machesney Park
- Illinois Department of Transportation

Planning Documents:

- Cooperative Memorandum of Agreement – July 24, 2003
- Public Participation Plan – April 24, 2003
- Long Range Transportation Plan – July 28, 2005, with a horizon year of 2035
- Transportation Improvement Program – July 27, 2007, and includes four years of projects

Urbanized Area Overview:

The socio-economic factors that primarily affect transportation are population, households or dwelling units, and employment. The jurisdictions within the Rockford MPA and their respective populations are listed below, along with the population increase from 1990-2000. As shown in Table 3, the Rockford MPA has had significant population increase due to both population growth and the expansion of the Rockford MPA boundaries; Boone County and the city of Belvidere were brought into the MPA as a result of the 2000 Census.

Table 3: Rockford Area Population

Jurisdiction	1990 Population	2000 Population	Population Change	Percent Change
Rockford	142,815	150,115	7,300	5.1%
Unincorporated	NA	54,474	NA	NA
Machesney Park	19,042	20,759	1,717	9.0%
Loves Park	15,457	20,142	4,685	30.3%
Roscoe	2,079	6,241	4,162	200.2%
Winnebago	1,840	2,958	1,118	60.8%
Cherry Valley	1,615	2,191	576	35.7%
New Milford	463	541	78	16.8%
Belvidere	16,049	20,860	4,811	30.0%
Poplar Grove	743	1,368	625	84.1%
Timberlane	NA	234	NA	NA
Caledonia	NA	199	NA	NA
Total:	238,846	280,082	41,236	17.3%

The Rockford Metropolitan Statistical Area (MSA) is designated by the U.S. Bureau of the Census and includes all of Winnebago and Boone Counties. The Rockford MSA is larger than the Rockford Metropolitan Planning Area (MPA). In comparison, the population of the Rockford MPA was 87.2% of the MSA in the Year 2000. For forecasting purposes, the MSA data provides a better tool since most forecasts are done on a county basis. The forecasts are then allocated to smaller transportation analysis zones for the purpose of using the transportation model to determine impact and needs on the transportation systems.

Population, households and employment are essential inputs to determine regional transportation impacts and future needs. Table 4 shows the forecast of population, dwelling units and employment for the MSA.

Table 4: Rockford Area Forecasts

	2000 Actual	2010 Forecast	2025 Forecast	2035 Forecast	2000-2035 Increase	2000-2035 % Increase
Population	321,090	348,570	393,750	429,130	108,040	33.6%
Households	123,030	136,910	154,030	165,930	42,900	34.9%
Employment	195,770	207,501	219,840	280,850	85,080	43.4%

Transportation Issues Overview:

The Rockford area communities and the MPO are exploring several issues concerning future growth. While most of the new development has occurred in the outlying edges of the urban area, the 2035 LRTP anticipates that redevelopment will begin to show an increase in employment and dwelling units in the urban core. Also, the region is currently growing at a greater rate than has been seen in the past, and different growth

patterns are expected in the future. The population in the Rockford MSA grew by 3.0% between 1970 and 1980 and by only 1.7% between 1980 and 1990. However, between 1990 and 2000 the growth rate accelerated to 12.8%. This accelerated growth rate is expected to continue through 2035. RATS is in the process of reviewing how and where growth will occur.

The growth occurring in the Region will place a strain not only on the transportation system but on other municipal infrastructure as well. Municipal and county land use regulations will impact how and where growth will occur. The various land use practices of the government agencies in the Region will play an important part in this growth. It is important that consideration be given to linking land use and transportation.

Transportation Initiatives:

The Rockford area MPO is currently facing many challenges.

- The Rock River Valley has essentially become a contiguous urban area from Janesville, Wisconsin, to Belvidere, Illinois, encompassing three existing MPOs. While merging these MPOs may be desirable, air quality issues at the state line need to be resolved.
- The encroachment of Chicago area related development could trigger explosive growth in travel within the urban area, resulting in the type of congestion that has plagued the western suburbs. Transit investment for commuter travel is projected to be expensive because of the lack of investment in rail infrastructure of the past 30 years.
- Growth in air, truck and rail freight will require additional resources to maintain a quality transportation system. Private investment at Daimler-Chrysler, Global III Intermodal Hub in Rochelle, UPS, and other logistics companies at the Chicago/Rockford International Airport will necessitate a robust analysis of multi-modal issues in the long range transportation plan.
- The proposed changes in environmental regulations represent the greatest unknown and the potential for significant changes in the planning process.
- Other potential changes on the horizon may include:
 - Annexation battles in Boone County due to the lack of boundary agreements.
 - Balanced growth planning against the development pressure of expanding Chicagoland.
 - Global competitiveness for Illinois industry will require an investment strategy that can leverage private, federal and state funding.
 - Safety and security may require non-traditional transportation strategies.
 - A fundamental shift in national transportation policy and decision-making from the states to regions may dramatically change the authority of the MPO.

The Policy Committee is approaching these challenges as an opportunity to evolve into a regional decision making body that goes beyond simply meeting federal transportation planning requirements. The addition of economic development agencies to the MPO technical committee has fostered a renewed interest in regional land use planning, and the impact of freight transportation has caused implementing agencies to look regionally at site selection factors. The residential growth in the eastern portions of the MPO has caused agencies to look at the effects on the environment, school enrollment, taxes, and the life cycle cost of infrastructure. The emergence of these issues puts the MPO in a position to provide a strong leadership role.

However, to meet the demands of this role, the structure of the MPO must evolve. The Rockford MPO looks to the recent changes to the Chicago MPO as a model for the evolution of RATS. The Policy Committee has directed staff to research and prepare recommendations for the transformation of the RATS organization and mission. This work is planned to be completed in 2007.

Other major initiatives in the region include:

- Springfield Avenue Study: A land use and transportation analysis for the city of Rockford and Winnebago County of this corridor.
- Illinois Route 173 (Boone County) Study: An analysis of land use changes related to Illinois Route 173 and I-39/I-90.
- Illinois Route 2 (North Main Street – Rockford) Study: Due to recent land use/redevelopment projects along this section of Illinois Route 2, the city retained a consulting firm to review its land use plan and to provide an updated plan that reflects a vision for this corridor that provides for more neighborhood redevelopment opportunities and growth potential.
- Illinois Route 173 (Machesney Park) Study: An on-going land use and transportation analysis of continuing growth along this corridor.
- Illinois Route 251/Kishwaukee Street (Rockford) Study: An analysis of the land use and economic and transportation challenges along one of the older urban corridors that provides entry to the central city.
- Flora Neighborhood/Tollway Station Point Plan (Belvidere/Boone County): This sub-area update to the City/County 1999 Land Use Plan will evaluate the land use implications of the possible connection of commuter rail service and refine the vision of the immediate area around the planned Irene Road interchange at I-90.
- Boone County/Winnebago County Transportation Planning Study (TPS): A technical report with the land use projections and transportation model analysis through 2025 and displays of future cross-sections of six different corridors and four separate intersections in the RATS MPA.

4.12 Springfield Area Transportation Study

Policy Committee:

- Sangamon County
- City of Springfield
- Village of Chatham
- Springfield Mass Transit District (SMTD)
- Springfield Sangamon County Regional Planning Commission
- Illinois Department of Transportation

Planning Documents:

- Cooperative Memorandum of Agreement – September 21, 2007
- Public Participation Plan – June 26, 2007
- Long Range Transportation Plan – March 31, 2005, with a horizon year of 2030
- Transportation Improvement Program – June 26, 2007, and includes four years of projects

Urbanized Area Overview:

The SATS metropolitan planning area lies within Sangamon County and is comprised of Springfield and its surrounding area as well as a number of smaller villages including Chatham, Clear Lake, Grandview, Jerome, Leland Grove, Riverton, Rochester, Sherman, Southern View, and Spaulding.

The largest community is the city of Springfield, which covers approximately 60 square miles and serves a population of almost 112,000 (2000 census). This population comprises almost 60% of the county population. Springfield is a Home Rule community managed by a mayoral/aldermanic form of government. The city is served by three federal and six state highways, including I-55 and I-72. It supports 41 motor freight terminals, 25 local carriers, 35 intrastate carriers, and 74 interstate carriers, and is also home to the Abraham Lincoln Capital Airport. Passenger rail service is provided by Amtrak trains, which operate between St. Louis and Chicago, and freight by five rail lines with daily switching. The major employer is the state of Illinois, but the local economy is also dependent upon medical care, retail trade, financial services and tourism. Because of its tourism industry, Springfield supports a large number of non-resident travelers, most of which arrive by auto, with a smaller number coming by bus, air and rail. A significant portion of Springfield's morning and evening vehicular traffic is made up of commuters from surrounding communities who work in the city.

The village of Chatham is the second largest community in the service area, covering five square miles and serving a population of slightly more than 10,000 (2005 special census). Chatham makes up approximately 5% of the county population. Chatham is

not a Home Rule community and is managed by a President and Board of Trustees. The village is served by two federal and one state highway, including I-55. It supports 11 motor freight terminals, 25 local carriers, and 69 interstate carriers. Rail and air service are available through facilities in neighboring Springfield. One freight rail line serves Chatham with switching as needed. The major employer in the village is the Ball Chatham School District, with the local economy predominately made up of local retail and service establishments as well as an air conditioning and refrigeration company.

Grandview, Jerome, Leland Grove and Southern View are small communities that have developed within the Springfield area and are adjacent to, or even surrounded by, the city of Springfield. The remaining villages of Clear Lake, Riverton, Rochester, Sherman and Spaulding developed as small farm communities which have turned into “bedroom” communities of Springfield as the city has grown.

Transportation Issues Overview:

The transportation issues facing the Springfield area are delineated in the Region’s Long Range Transportation Plan. A summary of those issues are:

1. To support economic vitality:
 - A regional comprehensive plan is necessary to manage long-term growth, to support regional economic development efforts.
 - Railroad consolidation to enhance efforts to revitalize downtown and foster needed transit-oriented development on Springfield’s near east side.
 - Improve access to the Central Illinois Medical District.
2. To increase safety:
 - Add lanes on I-55 through the Springfield area segment to match the number of lanes to the north and south.
 - The upgrading of the following roads:
 - West Jefferson west of Illinois Route 4 to four- lane expressway.
 - West Wabash west of Koke Mill to I-72 to a five-lane urban highway.
 - Dirksen Parkway north of Clearlake to Ridge Ave. to a five-lane urban highway.
 - 6th Street from Stevenson to I-55 to six lanes.
3. To increase accessibility and mobility:
 - Improve pedestrian mobility by including sidewalks on all streets.
 - Improvement of mass transit funding to support evening and home-to-work transit service.
4. To protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency:

- Implement high-speed rail service to tie Springfield to St. Louis and Chicago to reduce auto fuel use and provide significant local economic advantages by improving rail service for tourists and others doing business in the capital.
 - Development of the Sangamon Valley Hike/Bike trail.
5. To enhance integration and connectivity:
 - Develop an east/west connector to enhance road system integration and connectivity.
 - Construct a multi-modal transit center to move bus transfers off of the street in the city-center and provide a transfer point from rail to bus and/or automobile.
 6. To promote efficient system management and operation:
 - Develop a travel demand model for the Metro Planning Area.
 7. To emphasize preservation of existing system:
 - Better management of entrance corridors.

Transportation Initiatives:

SATS and its member agencies have taken on and completed a number of initiatives.

Administrative efforts included the updating of the SATS Bylaws and service agreements to address issues related to the expansion of the urbanized area to include several new communities. Other planning activities included:

- Update SATS Long Range Plan to coordinate it with special studies and the City of Springfield Comprehensive Plan.
- Reviewed and updated the Public Participation Plan.
- Reviewed and updated the boundaries for the SATS Urban Area and MPA.
- Reviewed and updated the roadway classification and the Regional ITS Architecture.
- Provided assistance to the SMTD regarding annexation issues.
- Complete geocoding locations of Class “K” and “A” crashes as part of the Local Crash Data Collection Program.
- Developed a Human Service Transportation Plan for the MPA.
- Collected socio-economic and land use data for Springfield and Sangamon County, including up-to-date census data and traffic analysis zone data.
- Began work on Natural Hazards Mitigation Plan.
- Assistance to Quantum 5 Initiative infrastructure planning effort and review of city of Springfield land subdivision ordinance.

Major Roadway Projects for which funds were obligated in FY-2006 include the following.

- MacArthur Extension: Junction Circle to I-72.

- MacArthur Blvd: Highland Ave. to South Grand Ave.
- Old U.S. 36: at Camp Butler Road.
- Old U.S. 36: at 7th St. Ramp South Edge of Riverton.
- Old U.S. 36: Sangamon River at SW edge of Riverton.
- Taintor Road: Peoria Rd. to Sangamon Ave.
- Taintor Road: at Browning Road.
- Wabash Ave.: East White Oaks Mall Entrance to Corbin St.
- Wabash Ave.: Corbin St. to Park Ave.
- I-55: from New City Road to 0.2 mile North of Southwind Rd., and Sherman Rd. to 0.6 mile North of Fancy Creek.
- Amos Ave.: Over Town Branch Overflow North of Jefferson.

Major Transit Projects include the following.

- SMTD evening bus service.
- Design and engineering of multi-modal transit center.

Special projects include:

- Updated transit marketing material, including SMTD main and regular route and schedule brochures.
- Began planning for solicitation of vendor for development of MPA Transit Demand Model.
- Developed Comprehensive Plan for the village of Sherman.

4.13 Stateline Area Transportation Study

Policy Committee:

- City of South Beloit, Illinois
- Village of Rockton, Illinois
- Rockton Township, Illinois
- Winnebago County, Illinois
- City of Beloit, Wisconsin
- Town of Beloit, Wisconsin
- Town of Turtle
- Rock County, Wisconsin
- Illinois Department of Transportation
- Wisconsin Department of Transportation

Planning Documents:

- Cooperative Memorandum of Agreement – Under development, anticipated approval July 1, 2008
- Stateline Area Transportation Study Public Involvement Plan - September 9, 2007
- The Stateline Area Transportation Study Long Range Transportation Plan - September 11, 2006, with a horizon year of 2035
- The 2007 Stateline Area Transportation Study Transportation Improvement Program - January 1, 2008, and it has four years of scheduled/listed projects and two “out years” of anticipated projects.

Urbanized Area Overview:

The SLATS Illinois communities of Rockton and South Beloit, as well as Roscoe which was assigned to the Rockford Area Transportation Study in the 2000 census, are experiencing very rapid growth, anticipated to be in the range of 40% to 60% between 2000 and 2010. This places a great deal of pressure on the local state and county highway systems. There is also a significant amount of commercial growth in these communities affording local destinations generating increased local trips.

The communities in Wisconsin including the city of Beloit and the towns of Beloit and Turtle are experiencing population increases, estimated to be about 10% for the period 2000 to 2010 for the city. There is currently a great deal of industrial development in the area of east Beloit adjacent to the I-39/I-90 and I-43 and a significant amount of commercial development as well. The city of Beloit is increasingly becoming a destination for journeys to work with many of those trips being made by employees living in Illinois.

Census Populations & Population Projections by Year / Jurisdiction, 1960-2035											
Year	City of Beloit	Town of Beloit	Town of Turtle	Rockton Township	Village of Roscoe	Village of Rockton	South Beloit	All Areas Including Roscoe	All Areas Excluding Roscoe	Rock County	Winnebago County
1960	32,847		3,632	8,179		1,833	3,781	58,667	58,667	113,915	209,765
1970	35,729		2,532	8,554	1,070	2,099	3,804	62,970	61,900	131,970	246,623
1980	35,207	8,395	2,703	9,163	1,388	2,313	4,088	63,244	61,856	139,420	250,884
1990	35,573	9,182	2,456	10,470	2,079	2,928	4,072	64,356	62,277	139,510	252,913
2000	35,775	7,038	2,444	13,561	6,244	5,296	5,225	75,583	69,339	152,307	278,418
2010	39,505	7,788	2,018	14,392	9,369	7,575	8,350	76,073	69,324	160,722	290,799
2020	43,235	8,538	1,773	16,009	12,494	9,925	11,475	79,866	71,496	169,154	305,159
2030	46,965	9,288	1,527	17,626	15,619	12,275	14,600	83,658	73,667	177,586	319,519
2035	48,830	9,663	1,160	18,435	17,181	13,450	16,162	85,555	74,753	181,802	326,699

Transportation Issues Overview:

Winnebago County and the city of Beloit are addressing local transportation problems created by rapid growth in the SLATS area in Illinois by adding to the capacity of county highways and city streets.

Transportation Initiatives:

Winnebago County efforts include widening Hononegah Road and adding capacity to Rockton Road and Willowbrook Road.

The city of Beloit has assigned funds to Wisconsin Avenue, Freeman Parkway and Inman Parkway. Rock County will be doing work on Shopiere Road in conjunction with Beloit.

IDOT will be working on Illinois Route 75 in Rockton. SLATS believes that capacity expansion is also needed on Illinois Route 2. Signals, other traffic control devices, and warning signs should be installed to provide better traffic flow and safety along Illinois Route 2.

The Wisconsin Department of Transportation (WisDOT) is doing environmental impact work for the I-39/I-90 add lanes capacity improvement for which construction is currently not programmed. WisDOT will also perform work on the Henry Avenue Bridge in Beloit. Coordination between WisDOT and IDOT will be needed to ensure synchronization of capacity enhancements to I-39/90 in both states. WisDOT is also looking at improving I-43 to Milwaukee from I-39/I-90 and the I-43 and I-39/I-90 interchange.

The Beloit Wisconsin/Illinois Bypass Study needs to be finished to give Beloit the option to proceed with either state should funds become available.

SLATS is also promoting the use of transit by preparing a Cross-Town Route Study for the Beloit Transit District. This study proposes a new circumference route to augment the current hub and spoke routing system. In the future, SLATS will be preparing the next Transportation Development Plan for the Beloit Transit District.

Also, SLATS is working on the Stateline Mass Transit District Study that helped establish a new transit district in North-Central Winnebago County for the city of South Beloit and the villages of Roscoe and Rockton.

Finally, SLATS is managing the South Central Wisconsin Commuter Transportation Study that is examining the feasibility of adding regional commuter services to North-East Illinois, the Harvard METRA station, and/or service between the city of Madison/Dane County, Janesville, Beloit, and Rockford/Winnebago County. This study examines rail, bus, and van options and will likely continue with a new phase next year to better define commuter options, examine priorities for the preservation of potentially

abandoned rail lines, and coordinate with regional commuter studies in Madison/Dane County and Rockford/ Winnebago County. In the future, the study may develop into a complete Alternatives Analysis.

4.14 Peoria / Pekin Urbanized Area Transportation Study

Policy Committee:

- Peoria County
- Tazewell County
- Woodford County
- City of Peoria
- City of Pekin
- City of East Peoria
- City of Washington
- Village of Bartonville
- Village of West Peoria
- Village of Morton
- Village of Peoria Heights
- Village of Creve Coeur
- CityLink
- Illinois Department of Transportation

Planning Documents:

- Cooperative Memorandum of Agreement – 1978 (in the process of being updated)
- Public Participation Plan – May 24, 2007
- Long Range Transportation Plan – June 20, 2007, with a horizon year of 2030
- Transportation Improvement Program – June 20, 2007, and includes four years of projects

Urbanized Area Overview:

The city of Peoria is the county seat of Peoria County and is located on the banks of the Illinois River in the central part of the state. Situated at the junction of I-74 and I-474, Peoria is serviced by other thoroughfares including U.S. 24 and Illinois Routes 6, 9, 29, and 116. Peoria is home to some 112,936 residents. Originally known as Fort Clark, Peoria derived its new name in 1825 from one of the major tribes of the Illinois Indian confederacy. The village was incorporated as a town in 1835 and then as a city ten years later. During the early years of the 20th century, Peoria was known as one of the largest

manufacturers of liquor in the nation and was a prominent stop on the Vaudeville circuit. The city today has become synonymous with "mainstream America" and representative of midwestern culture, often being used as a national test market for new products and opinion surveys in which the phrase "Will it Play in Peoria" became famous. The city is home to Bradley University, Caterpillar World Headquarters, three very large hospitals, and a plethora of other establishments and historic sites.

The city of Pekin is the county seat of Tazewell County and is located on the banks of the Illinois River in the central part of the state and has a population of 33,857. In Pekin, approximately 96% of commuters drive to work. More than 30 businesses and industrial firms call Pekin home including Pekin Insurance, Pekin Hospital and Aventine Renewable Energy. City topography is marked by river bluffs, gently rolling terrain, and mature wooded areas. Pekin is serviced by major transportation corridors including Illinois Routes 9 (Court Street) and 29, in addition to the anticipated Veterans Drive Corridor to bypass the city to the south and east. The city is well known for its Marigold Fest as well as the Dirksen Congressional Center.

The city of East Peoria is located on the banks of the Illinois River in Tazewell County and has a population of 22,638 residents. The city is home to Illinois Central College, the ParaDice Casino & Hotel and a large Caterpillar factory. In East Peoria, 95% of commuters drive to work. The city is serviced by major transportation corridors including I-74 and I-474, U.S. 150 and 24, and Illinois Routes 8, 29, and 116. East Peoria is known for the Festival of Lights parade and display.

The city of Washington is located in Tazewell County and has a population of 10,841. In Washington, 95% of commuters drive to work. The city is serviced by major transportation corridors including U.S. 24 and Illinois Route 8. Washington is well known for their historic downtown square, extensive trail system, and newly constructed 5-Point Community Center.

The village of Bartonville is located in Peoria County and has a population of 6,310. In Bartonville, 95% of commuters drive to work. The village is serviced by major transportation corridors including I-474 and U.S. 24. Located on the banks of the Illinois River, Bartonville is home to the Greater Peoria Regional Airport and many large manufacturing and industrial facilities.

The village of West Peoria is located in Peoria County with a population of 4,762. In West Peoria, 96% of commuters drive to work. The village is flanked by major transportation corridors including I-74 and Illinois Routes 116 and 8 (Farmington Road), which lies within city limits. The village of West Peoria is well known for its excellent 4th of July Parade and celebration.

The village of Morton is located in Tazewell County and has a population of 15,198. In Morton, 95% of commuters drive to work. Situated at the junction of I-74, I-155, and I-

474, Morton is serviced by other thoroughfares including U.S. 150 and Illinois Routes 98 and 121. The Village is home to a large Caterpillar Factory and Libby Pumpkin Pie Filling Factory from which the Village so aptly names itself the “Pumpkin Capital of the World.”

The village of Peoria Heights is located in Peoria County and has a population of 6,635. In Peoria Heights, 97% of commuters drive to work. Peoria Heights is serviced by major transportation corridors including U.S. 150 and Illinois Routes 29 and 40. Peoria Heights is known for its quaint shop lined downtown and adjacent Tower Park, in which one can experience outstanding views of the region atop a converted water tower. Grandview Drive in Peoria Heights was called “The World’s most beautiful drive” by President Teddy Roosevelt in 1910 and to this day is still an amazing street with inspiring views and grandiose homes.

The village of Creve Coeur is located in Tazewell County and has a population of 5,233. In Creve Coeur, 94% of commuters drive to work. Creve Coeur is serviced by major transportation corridors including I-474 and Illinois Route 29. The village of Creve Coeur is well known for their eagle watching sites along the Illinois River by the lock and dam.

Tazewell County was named for Lyttleton W. Tazewell, U.S. senator from Virginia. The estimated population of the county in 2004 was 129,132; an increase of 0.50% from the 2000 census. Tazewell County is benefited by a large number of major transportation corridors which include I-74, I-474, I-155, US 150, US 24, and Illinois Routes 8, 9, 26, 29, 98, 116, and 121. Tazewell County is home to the first white settlement in Illinois. In January 1680, Robert de LaSalle and 33 fellow explorers landed their canoes on the eastern bank of the Illinois River near present-day Creve Coeur. They built a winter refuge in the southeast quarter of section one of Pekin Township. Today, the junction of I-474 and Illinois Route 29 is within a mile or so of the site.

Woodford County was named for Woodford County Kentucky. The estimated population in 2004 was 36,967, an increase of 4.22% from the 2000 census. Eureka is the county seat, with a population of 4,945. Woodford County’s major transportation corridors include I-39, U.S. 24, U.S. 150, and Illinois Routes 26, 89, 116, 117 and 251. Woodford County is home to Eureka College, the college home of President Ronald Regan.

Peoria County was named for an Indian tribe. Peoria County is one of 102 counties in Illinois. The estimated population in 2004 was 182,418; a decrease of 0.55% from the 2000 census. The city of Peoria is the county seat, with a population of 112,936. Peoria County’s major transportation corridors include I-74, I -474 circling the urbanized area, U.S. 24, U.S. 150, and Illinois Routes 6, 8, 9, 29, 40, 78, 90, 91, 116, 117 and 251. Peoria County is home to many great sites including Wildlife Prairie State Park and Jubilee Park, formerly Jubilee College.

Transportation Issues Overview:

The Peoria-Pekin Urbanized Area is a region growing in size and population. With growth comes the need for additional access and an increase in the movement of people and goods. As needs become more apparent, issues arise in addressing these needs. The transportation issues affecting the region primarily involve roadway, transit and non-motorized transportation.

Roadway issues tend to dominate local discussions regarding transportation. A main concern for of the Urbanized Area is a need for freeway access on the eastern side of the region, including a northern bridge crossing near Mossville. Closely related to the lack of freeway access to the East is the need for better connections to the Chicago Metro Region. Additionally, obtaining better access to Macomb to the west is a desire of the region as is creating better interstate access to Pekin. In conjunction with freeway access, continual improvements to the local system are always in need. Like many older cities and regions issues of balancing maintenance of the current system and system enhancements to meet new demand continue to be a primary concern.

Transit access, availability and frequency are a concern for many local communities within the PPUATS area. Currently Peoria, West Peoria, Peoria Heights, East Peoria and Pekin are relatively well served by mass transit. However, many of the outlying communities such as Washington, Morton, and Bartonville have no mass transit services to serve their communities. Para-Transit, also known as door-to door transit, serves the rural portions of the Tri-County Area well. However, there are many residents within the urbanized area that do not have access to any type of transit. As gas prices increase and the general population becomes older, the need for transit will continue to rise. Adding transit services and expanding the current system to be more regional will help to further the mobility of Tri-County area residents in the coming years.

Another challenge for the region is to establish a non-motorized transportation network. There are many trails throughout the region; however, many of them do not connect to one another. In addition, very few of the trails were built for accessing employment; most trails are strictly recreational in nature. Resolving this issue will be a task that needs to be addressed in the coming years.

Whether it be a roadway, transit or non-motorized issue, an extensive amount of work and planning are necessary for any issue to be addressed and resolved. It is the intention of Tri-County Regional Planning Commission (TCRPC) and PPUATS to address these issues through a variety of initiatives. By starting the planning process now through different initiatives, many of the issues and needs may be resolved.

Transportation Initiatives:

The TCRPC in conjunction with PPUATS is working in many facets of transportation to advance the region. Some current initiatives include:

- Eastern Bypass – TCRPC is working to advance the construction of the Eastern Bypass around the Peoria Metropolitan Area. The bypass would connect Illinois Route 6 over the Illinois River near Mossville to the eastern side of the river to I-74. It would complete the I-474 loop around the city.
- Tri-County Regional Transit Plan – TCRPC is working with local communities to determine what the most feasible regional transit system may look like and try to implement any parts of the plan that a community may desire.
- Human Services Transportation Plan – TCRPC has taken on the effort of planning for coordinated paratransit for a seven county region and the Peoria-Pekin Urbanized Area. The plan will guide projects to further paratransit in the region and coordination amongst the paratransit providers. The HSTP plan will directly correlate with projects to be funded with Job Access, Reverse Commute, and New Freedom Programs through the FTA.
- Surface Transportation Urban (STU) – The PPUATS organization has recently undergone a STU Funding round. The most recent round utilized quantitative scoring criteria to evaluate projects. This was the first time that this type of criteria had been utilized by PPUATS. The STU Funding round funded projects through 2014 utilizing approximately \$7 million in funding.
- Non-Motorized Transportation – TCRPC is involved with numerous non-motorized transportation plans and trails, including a proposed extension of the Rock Island Trail to connect with the Quad Cities and Bloomington-Normal via the Hennepin Canal and Route 66 Trails. In addition, in conjunction with PPUATS and the Regional Greenways & Trails Task Force, TCRPC is beginning the update and adoption of a regional non-motorized transportation plan. The plan will update existing bicycle and trail plans and maps and then focus on the implementation of a connected regional network by prioritizing projects and working with jurisdictions to identify funding sources. Ideally this plan will be incorporated into, and adopted with, the next update of the LRTP.
- Travel Demand Model – The TCRPC is currently in the early processes of creating a Travel Demand Model for the Peoria-Pekin Urbanized Area. The model will be of great benefit to many of the planning activities that are done at the Commission from STU project evaluations to land use planning.