

Appendices

This page intentionally left blank.

Functional Street Classification

Appendix A

Street/Road	Jurisdiction	Classification	From:	To:
1000 North Rd. (Old Colonial Road)	Bloomington	Collector	BR 51 / Main St.	1750 East Rd.
1600 East Rd.	Bloomington	Collector	910 North Rd.	1000 North Rd.
1750 East Rd.	Bloomington	Collector	1000 North Rd.	Morrissey Dr.
910 North Rd.	Bloomington	Collector	Alvis Rd.	1600 East Rd.
Allin St.	Bloomington	Collector	Division St.	Seminary St.
Alvis Rd.	Bloomington	Collector	Crestwicke Rd.	910 North Rd.
Bloomington Heights Rd.	Bloomington	Collector	Wylie Dr.	Washington St.
Brigham School Road	Bloomington	Collector	Morris Ave.	Main St.
Bunn St.	Bloomington	Collector	Woodrig Rd.	Oakland Ave.
Capodice Rd.	Bloomington	Collector	1000 North Rd.	Woodrig Rd.
Clearwater Ave.	Bloomington	Collector	BL-I 55/Veterans	Airport Rd.
Clinton Blvd.	Bloomington	Collector	Clinton Pl.	Empire St.
Colton Ave.	Bloomington	Collector	Empire St.	Washington St.
Cottage Ave.	Bloomington	Collector	Parkshore Dr. (MLKing Dr.)	Forrest St.
Crestwicke Dr.	Bloomington	Collector	BR 51 / Main St.	Alvis Rd.
Dinsmore St. (Brown St.)	Bloomington	Collector	Market St.	Washington St.
Eastland Dr.	Bloomington	Collector	Fairway Dr.	Hershey Rd.
Eldorado Rd.	Bloomington	Collector	Oakland Ave.	Lincoln St.
Emerson St.	Bloomington	Collector	Allin St.	Center St.
Euclid Ave.	Bloomington	Collector	Washington St.	Oakland Ave.
Fairway Dr.	Bloomington	Collector	Empire St.	Eastland Dr.
Forrest St.	Bloomington	Collector	Cottage Ave.	Hinshaw Ave.
Four Seasons Rd.	Bloomington	Collector	Oakland Ave.	Lincoln St.
Fox Creek Rd.	Bloomington	Collector	Cabintown Rd./ Danbury Dr.	North of 1050 Rd.
Grove St.	Bloomington	Collector	Mercer Ave.	BR 51 / Main St. (East St.)
Hinshaw Ave.	Bloomington	Collector	Forrest St.	Locust St.
Lafayette St.	Bloomington	Collector	BR 51 / Main St.	Morrissey Dr.
Lee St.	Bloomington	Collector	Emerson St.	Empire St.
Lee St.	Bloomington	Collector	Locust St.	Wood St.

Street/Road	Jurisdiction	Classification	From:	To:
Lincoln St.	Bloomington	Collector	BR 51 / Main St.	Hershey Rd.
Linden St.	Bloomington	Collector	Empire St.	Locust St.
Locust St.	Bloomington	Collector	Towanda Ave.	Cottage Ave.
McLean St.	Bloomington	Collector	Empire St.	Grove St.
Mercer Ave.	Bloomington	Collector	Washington St.	Hamilton Rd.
Morris Ave.	Bloomington	Collector	Hamilton Rd.	Brigham School Rd.
Oakland Ave.	Bloomington	Collector	Alexander Rd.	Fox Creek Rd.
Prospect Rd.	Bloomington	Collector	Empire St.	Oakland Ave.
Regency Dr.	Bloomington	Collector	Eastland Dr.	Oakland Ave.
Royal Pointe Dr.	Bloomington	Collector	Clearwater Ave.	Empire St.
Seminary Ave.	Bloomington	Collector	Allin St.	Cottage Ave.
Six Points Rd.	Bloomington	Collector	Alexander Rd.	Oakland Ave. (Silverton Way)
Springfield Rd.	Bloomington	Collector	Morris Ave.	Beich Rd. (Cabintown Rd.)
Washington St.	Bloomington	Collector	Morris Ave.	Bloomington Hts. Rd.
Wood St.	Bloomington	Collector	Rt.51 / Main St.	Morris Ave.
Woodrig Rd.	Bloomington	Collector	BR 51 / Main St.	Morrissey Dr.
Wylie Dr.	Bloomington	Collector	Enterprise Dr.	Bloomington Heights Rd.
1075 East Rd.	McLean County	Collector	County Highway 34	Stringtown Rd.
1350 North Rd. (Washington Street)	McLean County	Collector	Bloomington Heights Rd.	Urban limits (Mitsubishi extension)
County Highway 34 (Shirley Rd.)	McLean County	Collector	1155 East Rd.	U.S. Route 66
1425 East Rd.	Normal	Collector	Urban Limits (MPO Boundary)	Ziebarth Rd.
Adelaide St.	Normal	Collector	Gregory St.	Division St.
Beech St.	Normal	Collector	Raab. Rd.	College Ave.
Blair Dr.	Normal	Collector	Fort Jesse Rd.	College Ave.
Clinton Pl.	Normal	Collector	Fell Ave.	Clinton Blvd.
Cottage Ave.	Normal	Collector	Dr. Martin Luther King Dr.	Parkshore Dr.
Fell Ave.	Normal	Collector	Willow St.	Clinton Pl.
Grandview Dr.	Normal	Collector	College Ave.	Jersey Ave.

Street/Road	Jurisdiction	Classification	From:	To:
Gregory St.	Normal	Collector	Parkside Rd.	Cottage Ave.
Hovey Ave.	Normal	Collector	Kingsley Ct.	White Oak Rd.
Jersey Ave.	Normal	Collector	Towanda Ave.	Linden St.
Parkside Rd.	Normal	Collector	Raab Rd.	Hovey Ave.
Raab Rd.	Normal	Collector	Hershey Rd.	Towanda-Barnes Rd.
School St.	Normal	Collector	Raab. Rd.	Willow St.
Shepard Rd.	Normal	Collector	Veterans' Parkway	Hershey Rd.
Summit St.	Normal	Collector	Main St.	Linden St.
Towanda Ave.	Normal	Collector	Northtown Rd.	Raab Rd.
Virginia Ave.	Normal	Collector	Linden St.	Main St.
Wylie Dr.	Normal	Collector	College Ave.	Enterprise Dr.
Ziebarth Rd.	Normal	Collector	1425 East Rd.	Rt.51 / Main St.
Airport Rd.	Bloomington	Minor Arterial	Fort Jesse Rd.	Empire St.
Alexander Rd.	Bloomington	Minor Arterial	Oakland Ave.	Six Points Rd.
Beich Rd.	Bloomington	Minor Arterial	Springfield Rd. (Fox Creek Rd.)	Stringtown Rd.
Cabintown Rd.	Bloomington	Minor Arterial	Beich Rd.	Fox Creek Rd.
Clinton St.	Bloomington	Minor Arterial	Empire St.	Oakland Ave.
Dr. Martin Luther King Dr.	Bloomington	Minor Arterial	Cottage Ave.	Market St.
Emerson St.	Bloomington	Minor Arterial	Main St. (Center St.)	Towanda Ave.
Fairway Dr.	Bloomington	Minor Arterial	Towanda Ave.	Empire St.
General Electric Rd.	Bloomington	Minor Arterial	Towanda Barnes Rd.	BL-I 55/ Veterans' Parkway
Fort Jesse Road	Bloomington	Minor Arterial	Towanda Barnes Rd.	Hershey Rd.
Hamilton Rd.	Bloomington	Minor Arterial	Main St. / BR 51	E. to Ireland Grove Rd.
Hannah St.	Bloomington	Minor Arterial	Morrissey Dr.	Oakland Ave.
Hershey Rd.	Bloomington	Minor Arterial	Ireland Grove Rd. (Hamilton Rd.)	N. to Fort Jesse Rd.
Ireland Grove Rd.	Bloomington	Minor Arterial	BL 55 / Veterans Parkway	Towanda-Barnes Rd.
Linden St.	Bloomington	Minor Arterial	Division St.	Empire St.
Locust St.	Bloomington	Minor Arterial	Cottage Ave.	White Oak Rd.
Macarthur Ave.	Bloomington	Minor Arterial	Gridley St.	Livingston St.
Market St.(Rt. 9)	Bloomington	Minor Arterial	East St.	Hinshaw Ave.

Street/Road	Jurisdiction	Classification	From:	To:
Morris Ave.	Bloomington	Minor Arterial	Springfield Rd.	Market St.
Morris Ave.	Bloomington	Minor Arterial	Veterans' Parkway	Hamilton Rd.
Morrissey Dr.	Bloomington	Minor Arterial	1750 East Rd	Hannah St.
Oakland Ave.	Bloomington	Minor Arterial	Alexander Rd.	E. to Ireland Grove Rd.
Sale Barn Rd. (Hamilton Rd.)	Bloomington	Minor Arterial	Rt. 51	Morris Ave.
Six Points Rd.	Bloomington	Minor Arterial	Morris Ave.	Alexander Rd.
State St.	Bloomington	Minor Arterial	Washington St.	Oakland Ave.
Streid Dr.	Bloomington	Minor Arterial	Oakland Ave.	Ireland Grove Rd.
Stringtown Rd.	Bloomington	Minor Arterial	Beich Rd. (Old Rt.66)	1075 East Rd.
Stringtown Rd.	Bloomington	Minor Arterial	1075 East Rd.	Bloomingsdale Rd.
Towanda Ave.	Bloomington	Minor Arterial	Jersey Ave.	Empire St.
Towanda Ave.	Bloomington	Minor Arterial	Locust St.	Washington St.
Washington St.	Bloomington	Minor Arterial	Hershey Rd.	Morris Ave.
White Oak Rd.	Bloomington	Minor Arterial	Dr. Martin Luther King Dr.	Locust St.
County Highway 14	McLean County	Minor Arterial	Towanda-Barnes Rd.	2000 East Rd.
County Highway 36	McLean County	Minor Arterial	Towanda-Barnes Rd.	County Highway 27
County Highway 34	McLean County	Minor Arterial	U.S. Route 66	Urban Area Limit/MPO Boundary
County Highway 27	McLean County	Minor Arterial	County Highway 36	U.S. Route 150
Ireland Grove Rd.	McLean County	Minor Arterial	Towanda-Barnes Rd.	2100 East Rd.
Pipeline Rd.	McLean County	Minor Arterial	1900 North Rd.	I-55
Towanda Barnes Rd.	McLean County	Minor Arterial	Fort Jesse Rd.	Ireland Grove Rd.
Towanda Barnes Rd./CH 29	McLean County	Minor Arterial	Fort Jesse Rd./1600 North Rd.	2000 North Rd./Urban Area Limit
Towanda Barnes Rd.	McLean County	Minor Arterial	Ireland Grove Rd.	650 North Rd./Urban Area Limit

Street/Road	Jurisdiction	Classification	From:	To:
U.S. Route 66	McLean County	Minor Arterial	Airport Rd.	Urban Area Limit/MPO Boundary
U.S. Route 66	McLean County	Minor Arterial	Stringtown Rd.	County Highway 34
U.S. Route 150	McLean County	Minor Arterial	1750 East Rd.	Urban Area Limit/MPO Boundary
Airport Rd.	Normal	Minor Arterial	Fort Jesse Rd.	U.S. Route 66
Beaufort St.	Normal	Minor Arterial	Vernon Ave.	Main St.
College Ave.	Normal	Minor Arterial	Mitsubishi Motorway	Airport Rd.
Cottage Ave.	Normal	Minor Arterial	Gregory St.	Dr. Martin Luther King Dr.
Fort Jesse Rd.	Normal	Minor Arterial	Hershey Rd.	Beech St.
Gregory St.	Normal	Minor Arterial	Cottage Ave.	Main St.
Hershey Rd.	Normal	Minor Arterial	Fort Jesse Rd.	Taft Dr./(Shepard Rd.)
Linden St.	Normal	Minor Arterial	Urban limits N of 1900 N	Division St.
Mulberry St.	Normal	Minor Arterial	Maple St.	School St.
Northtown Rd.	Normal	Minor Arterial	Pipeline Rd.	BR 51 / Main St.
Old U.S. Rt. 66	Normal	Minor Arterial	Shelbourne Dr.	Urban limits
Raab Rd.	Normal	Minor Arterial	55/74/Rt. 51 (Parkside Rd.)	Towanda Ave.
Shelbourne Dr.	Normal	Minor Arterial	Summit St.	BL-I 55
Towanda Ave.	Normal	Minor Arterial	Raab Rd.	Jersey Ave.
Vernon Ave.	Normal	Minor Arterial	BL-I 55	Beaufort St.
White Oak Rd.	Normal	Minor Arterial	Urban limit South of Rt. 150	Martin Luther King Dr.
Willow St.	Normal	Minor Arterial	Beech St.	Main St.
BL-55 / Veterans Parkway	Bloomington	Principal Arterial	General Electric Rd.	I-55 South
Empire St.	Bloomington	Principal Arterial	Towanda Barnes Rd.	Lee St.
Empire St./Illinois Route 9	Bloomington	Principal Arterial	Towanda Barnes Rd.	2100 East Rd.
Hinshaw Ave.	Bloomington	Principal Arterial	Locust St.	Market St.
Lee St.	Bloomington	Principal Arterial	Empire St.	Locust St.
Main St. / BR 51	Bloomington	Principal Arterial	Division St.	S to 55/74
Market St.(Rt. 9)	Bloomington	Principal Arterial	Hinshaw Ave.	Mitsubishi /150
Towanda Ave.	Bloomington	Principal Arterial	Empire St.	Locust St.
U.S. 150/Mitsubishi Motorway	Normal	Principal Arterial	White Oak Rd.	150 / Rt 9 (Market)

Street/Road	Jurisdiction	Classification	From:	To:
BL-55 / Veterans Parkway	Normal	Principal Arterial	I-55	General Electric Rd.
Main St. / BR 51	Normal	Principal Arterial	1900 N. Rd & Rt. 51	Division St.
I-55	Normal	Urban Interstate	East of Pipeline Rd.	West to 74/55
I-55	McLean County	Urban Interstate	East of Pipeline Rd.	2000 North Rd.
I-55	Bloomington	Urban Interstate	Beich Rd.	Stringtown Rd.
I-74	McLean County	Urban Interstate	1750 East Rd.	Urban Area Limit/MPO Boundary S.E.
I-55 / 74 / Rt. 51	Normal	Urban Interstate	Intersection at Urban limits	Division St.
I-55 / 74 / Rt. 51	Bloomington	Urban Interstate	Division St.	BL-51/ Main St.
Main St. / BR 51	Bloomington	Principal Arterial	S to 55/74	Urban limits

JOINT RESOLUTION OF SUPPORT FOR FURTHER STUDY OF LONG-RANGE
TRANSPORTATION NEEDS ON THE EAST AND SOUTH SIDES OF THE
BLOOMINGTON-NORMAL URBAN AREA

WHEREAS the City of Bloomington, Town of Normal and County of McLean, hereinafter referred to as the Local Governments, recognize the need to provide safe, reliable and efficient transportation systems to support community and economic development for the benefit of citizens of their respective jurisdictions; and

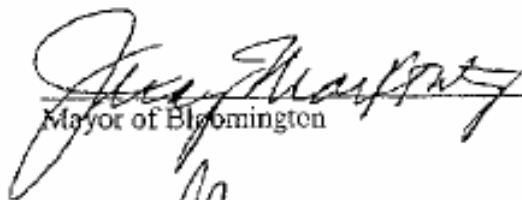
WHEREAS the Local Governments recognize a potential, long-range need for additional transportation capacity to serve the east and south sides of the Bloomington-Normal urban area; and

WHEREAS additional study will be required to determine specific types and possible locations of potential future transportation facilities; and

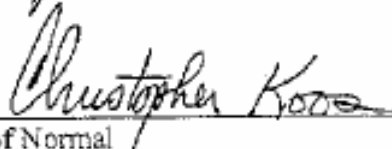
WHEREAS the cost of said additional study has been estimated to fall into the range of eight to ten million dollars (\$8-\$10 million);

NOW THEREFORE, be it resolved by the Board and Councils of these Local Governments to request that the Illinois Department of Transportation undertake a study of the long-range transportation needs on the east and south sides of the Bloomington-Normal urban area, and that study include preliminary engineering to evaluate any and all alternatives which may be identified through this continued planning process, including additional evaluation of alternatives identified in the Final Report on the East Side Corridor Study, Bloomington-Normal, Illinois.

BE IT FURTHER RESOLVED to jointly pursue State and Federal funding assistance in the amount needed to finance the cost of said study.



Mayor of Bloomington



Mayor of Normal



Chairman, McLean County Board

Appendix Table C-1
 Currently Programmed Projects in the Classified System
 (with State and/or Federal funding components)

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Detail
			Beginning (or cross street)	End				
2008								
C-07-04	C	CH 8	at I-55, Lexington		Patch and resurface	C	\$1,800,000	800,000 - HPS; 200,000 - IDOT; 500,000 County; 300,000 - MCMFT
N-03-03	N	College Avenue	Towanda Avenue		Traffic signal installation; intersection improvements	C	\$525,000	207,000 – HES; 318,000 – NMFT
S-08-04		Little Kickapoo Creek 1.1 Mi ; 5.9 Mi & 7.6 Mi E of US 51			Bridge Deck patch & surface replacement	C	\$658,000	658,000 - IDOT
S-08-02	S	US 150/Morrissey Drive	at Lincoln Street (Bloomington)		Intersection improvement	C	\$600,000	600,000 – IDOT
S-03-08	S	I-55 (Bus)	Morris Avenue	Greenwood Avenue, Cabintown Road	Land acquisition	LA	\$500,000	500,000 – IDOT
Annual Total							\$4,083,000	
2009								
B-06-06	B	Lincoln Street	Bunn Street	Morrissey Drive	Construct Urban Section	C	\$2,000,000	1,500,000-BMFT 500,000-State
C-07-04	C	CH 29 & 34	at I-55, Towanda		Patch and resurface 05- 00046-12-RP	C	\$1,400,000	400,000 - MCMFT; 700,000 County; 300,000 - IDOT

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Detail
			Beginning (or cross street)	End				
S-03-08	S	I-55	Morris Avenue, Greenwood Avenue & Cabintown Road		Intersection improvement	C	\$5,210,000	3768000 - NHS; 942,000 – IDOT; 500,000 - Local
S-07-02	S	U.S. Rt. 150	Kickapoo Creek (NW of Downs)		Bridge rehabilitation	C	\$2,525,000	2,020,000 – BRRP; 505,000 – IDOT
S-08-01	S	U.S. Rt. 51 (Bus)	Lafayette St.	Woodrig Rd.	Resurfacing (3R)	C	\$850,000	680,000 - STP (State); 170,000 - IDOT
S-10-01	S	Old US 66	SW of Towanda	N of Lexington	13.08 mi of resurfacing, cold milling	C	\$2,800,000	2,240,000-STP-R (State); 560,000-IDOT
Annual Total							\$14,785,000	
2010								
B-06-01	B	Hamilton Road	Timberlake Road	Main Street	Construct as 4-lane Urban Section 93-00295-03-PV	C	\$3,060,000	240,000-BMFT; 372,000 - IDOT; 2,448,000-STPU
S-06-01	S	I-74/I-55/US 51	N of I-55 BUS N Loop	E of US 51 at Bloomington	3.56 miles of resurfacing, patching, bridge repair	C	\$7,004,000	700,000 – IDOT; 6,304,000 – IM
Annual Total							\$10,064,000	
2011								
B-09-07	B	Woodrig Road	Main Street	Geneva Blvd	Construct Urban Section	C	\$741,000	630,000-BCIF 111,000 State
C-08-01	C	Pipeline Road	Zeibarth Road	Hudson Road	Widen and concrete overlay – 3 miles	C	\$1,200,000	240,000 – MCMFT; 960,000 - STR
N-11-01	N	Vernon Avenue	Sugar Creek		Construction Engineering	PE2	\$150,000	109,000-Major BR; 27,000-Local
N-11-02	N	Vernon Avenue	Sugar Creek		Bridge rehabilitation, construction engineering	C	\$1,550,000	1,237,000-Major BR; 313,000-Local
S-11-05	S	Old US 51	2.5 mi S of I-74	1 mi N of Heyworth	Resurfacing, cold milling	C	\$1,455,000	1,164,000-STP-S (State); 251,000-IDOT

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Detail
			Beginning (or cross street)	End				
S-08-03	S	U.S. Rt. 150	Woodford County Line	N of I-74 at Bloomington	Resurfacing, cold milling	C	\$1,255,000	940,000 – STP-R (State); 235,000 – IDOT
S-11-06	S	I-74	at I-55 Busn SB over I-74		Preliminary Engineering (Phase II)	PE2	\$350,000	350,000 - IDOT
S-09-01	S	I-55 NB	I-74EB & I-55 BUSN SW of Bloomington		Bridge Replacement	C	\$4,000,000	3,600,000 - IM; 400,000 – IDOT
Annual Total							\$10,701,000	
2012								
B-12-03	B	Fox Creek Road	Union Pacific RR		Bridge Replacement	C	\$1,100,000	440,000-BMFT 660,000 State
S-12-01	S	U.S. 51 Busn	Sugar Creek .8 mile N of IL 9 (Virginia Ave.)		Bridge replacement	C	\$470,000	376,000 - IDOT; 94,000 - NHS
S-11-02	S	I-74/I-55/US 51	E of US 51	3.1 mi SE of FAS 1480 (Downs Exit)	Resurfacing, bridge repair	C	\$9,650,000	8,321,000-IM; 924,000-IDOT
Annual Total							\$11,220,000	

\$50,853,000 Total
\$6,108,000 Local Share
\$9,411,000 State Share
\$35,334,000 Federal Share

Appendix Table C-2
Currently Programmed Bicycle Trail Projects

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Detail
			Beginning (or cross street)	End				
2008								
B-07-02	B	Constitution Trail	Grove Street	Lafayette Street	Construct Bike Trail on new alignment 05-00333-00-BT	C	\$1,698,000	698,000 - Local; 1,000,000-HPS
Annual Total							\$1,698,000	
2009								
B-07-01	J	Route 66			Construct Bike Trail Adjacent to Old Rte 66	C	\$104,000	104,000-BCIF
B-07-07	B	Constitution Trail	Lafayette Street	Hamilton Road	Construct Bike Trail on new alignment	C	\$1,000,000	400,000 BCIF 600,000- Enhancement
Annual Total							\$1,104,000	
2011								
B-07-07	B	Constitution Trail	Lafayette Street	Hamilton Road	Construct Bike Trail on new alignment	C	\$1,400,000	1,000,000-BCIF 400,000-IBPGP
Annual Total							\$1,400,000	
2012								
B-12-04	B	Constitution Trail	East Side		Construct Bike Trail on new alignment	C	\$2,200,000	1,500,000-BCIF 700,000-IBPGP
Annual Total							\$2,200,000	
TOTAL							\$6,402,000	Total
							\$3,302,000	Local Share
							\$1,700,000	State Share
							\$1,000,000	Federal Share

Appendix Table C-3
Currently Programmed Multimodal Center Project

Project No.	Jurisdiction	Project Description	Scope	Phase	Year Total	Funding Sources
N1570	N	Downtown Multimodal Transportation Facility 2005	Planning and design	E	\$2,729,454	1,474,454 - Fed. Transportation Funds; 463,000 - Ill 1st; 792,000 - NCIF
N1570	N	Downtown Multimodal Transportation Facility 2006	Construction; roadway improvements	C	\$12,711,000	8,782,500- Fed. Transportation Funds; 1,300,000 - IDOT (Gov Opp Funds); 2,628,500 - NCIF
N1570	N	Downtown Multimodal Transportation Facility 2007	Construction; roadway improvements	C	\$10,922,400	7,190,900 - Fed. Transportation Funds; 1,103,000 - IDOT; 2,628,500 - NCIF
					\$26,362,854	Total
					\$6,049,000	Local
					\$2,866,000	State
					\$17,447,854	Federal

Appendix Table C-4
 Anticipated Extensions and Improvements in Classified System
 Not Programmed, Federal and State Funds Not Yet Committed

Potential project parameters derived from City of Bloomington Comprehensive Plan, Town of Normal Comprehensive Plan, and the McLean County Regional Comprehensive Plan.

Table C-4A: Lower Range Cost Estimates

No.	PROJECT	FROM	TO	PROJECT DESCRIPTION	JUR.	(FT.)	CLASS.	Outyear Costs
B1	Mitsubishi Motorway	IL 9	County Highway 34	Construct new road facility	CTY	29,436	Principal Arterial	\$20,887,428
B2	.JC Parkway	IL 9	Six Points Rd.	Extend road facility	BLM	10,718	Collector	\$4,667,101
B3	Scottsdale Ave.	Fox Creek Rd.	[new minor arterial]	Extend road facility	BLM	1,325	Collector	\$577,065
B4	New minor arterial	Fox Creek Rd.	Scottsdale Ave.	Construct new road facility	BLM	3,427	Minor Arterial	\$1,653,276
B5	Rocksbury Dr.	Fox Creek Rd.		Extend road facility	BLM	2,783	Collector	\$1,211,607
B6	Hamilton Rd.	Morris Av.	Fox Creek Rd.	Extend road facility	BLM	3,532	Minor Arterial	\$1,704,224
B7	Hershey Rd.	Ireland Grove Rd.	Old Colonial Rd.	Extend road facility	BLM	10,238	Minor Arterial	\$4,939,448
B8	New collector	Ireland Grove Rd.	Sable Oaks Rd.	Construct new road facility	BLM	2,719	Collector	\$1,184,018
B9	New collector	Hershey Rd.	2100 East Rd.	Construct new road facility	BLM	21,970	Collector	\$9,566,408
B10	New collector	Hershey Rd.	Towanda-Barnes Rd.	Construct new road facility	BLM	11,421	Collector	\$4,972,877
B11	New collector	[B9]		Construct new road facility	BLM	4,895	Collector	\$2,131,233
B12	New collector	Fort Jesse Rd.	Cheneys Grove Rd.	Construct new road facility	BLM	28,222	Collector	\$12,288,500
B13	New Principal Arterial	IL 9	U.S. 150	Construct new road facility	BLM	30,249	Principal Arterial	\$21,464,408
B14	New collector	IL 9	Cheneys Grove Rd.	Construct new road facility	BLM	18,976	Collector	\$8,262,838
B15	New collector	[B24]	[B14]	Construct new road facility	BLM	7,075	Collector	\$3,080,747

No.	PROJECT	FROM	TO	PROJECT DESCRIPTION	JUR.	(FT.)	CLASS.	Outyear Costs
B16	Ireland Grove Rd.	Towanda-Barnes Rd.	2100 East Rd.	Extend road facility	BLM	10,644	Principal Arterial	\$7,553,194
B17	New collector	[B24]	2100 East Rd.	Construct new road facility	BLM	9,726	Collector	\$4,234,877
B18	Oakland Ave.	Towanda-Barnes Rd.	[B14]	Upgrade to urban standards	BLM	8,036	Minor Arterial	\$3,877,174
B19	New collector	[B24]	[B14]	Construct new road facility	BLM	7,128	Collector	\$3,103,737
B20	New collector	[B24]		Construct new road facility	BLM	2,138	Collector	\$931,121
B21	G.E. Rd.	Towanda-Barnes Rd.	2000 East Rd.	Construct new road facility	BLM	5,364	Minor Arterial	\$2,335,850
B22	New collector	Towanda-Barnes Rd.	2000 East Rd.	Construct new road facility	BLM	5,328	Collector	\$2,319,756
B23	Cornelius Dr.			Extend road facility	BLM	1,246	Collector	\$542,579
B24	New collector	[B22]	[B15]	Construct new road facility	BLM	20,856	Collector	\$9,081,305
B25	Towanda-Barnes extension	Cheneys Grove Rd.	1750 East Rd.	Construct new road facility and interstate interchange	BLM	18,517	Principal Arterial	\$13,139,410
B26	2000 East Rd.	[B8]	[B16]	Upgrade to urban standards	BLM	5,333	Collector	\$2,572,895
B27	New collector	Wylie Dr.	Mitsubishi Motorway at 1450 North Rd.	Construct new road facility	BLM	6,600	Collector	\$3,680,987
B28	New collector	Washington St.	Six Points Rd.	Construct new road facility	BLM	5,386	Collector	\$3,003,685
B29	New collector	[B2]	Mitsubishi Motorway	Construct new road facility	BLM	5,528	Collector	\$3,083,195
B30	New collector	[B2]	Mitsubishi Motorway	Construct new road facility	BLM	5,190	Collector	\$2,894,728
B31	New collector	[B2]	Mitsubishi Motorway	Construct new road facility	BLM	3,532	Collector	\$1,970,064
N1	New collector	n/a	n/a	Construct new road facility	NML	11,975	Collector	\$6,678,783
N2	New collector	Raab Rd.	n/a	Construct new road facility	NML	2,772	Collector	\$1,546,015
N3	New collector	[N1]	n/a	Construct new road facility	NML	2,878	Collector	\$1,604,910
N4	New collector	Raab Rd.	White Oak Rd.	Construct new road facility	NML	7,281	Collector	\$4,060,865
N5	Cottage Ave.	Gregory St.	Raab Rd.	Construct new road facility	NML	5,412	Collector	\$3,018,409
N6	New collector	Ziebarth Rd.	[N7]	Construct new road facility	NML	3,807	Collector	\$2,123,193
N7	New collector	Main St.	[N6]	Construct new road facility	NML	4,345	Collector	\$2,423,562

No.	PROJECT	FROM	TO	PROJECT DESCRIPTION	JUR.	(FT.)	CLASS.	Outyear Costs
N8	New collector	Northtown Rd.	Ziebarth Rd.	Construct new road facility	NML	5,333	Collector	\$2,974,237
N9	New collector	Northtown Rd.	Ziebarth Rd.	Construct new road facility	NML	8,242	Collector	\$4,596,817
N10	New collector	Northtown Rd.	Ziebarth Rd.	Construct new road facility	NML	5,354	Collector	\$2,986,017
N11	Kerrick Rd.	Linden St.	Pipeline Rd.	Construct new road facility	NML	7,983	Collector	\$5,987,713
N12	New collector	[N13]	[N13]	Construct new road facility	NML	2,994	Collector	\$1,669,696
N13	New collector	[N12]	Ziebarth Rd.	Construct new road facility	NML	5,634	Collector	\$3,142,090
N14	Ziebarth Rd.	[N13]	Airport Rd.	Upgrade to urban standards	NML	10,560	Minor Arterial	\$7,857,885
N15	New collector	Pipeline Rd.	[N19]	Construct new road facility	NML	5,454	Collector	\$3,041,968
N16	New collector	Pipeline Rd.	[N15]	Construct new road facility	NML	1,653	Collector	\$921,719
N17	New collector	Pipeline Rd.	Airport Rd.	Construct new road facility	NML	9,008	Collector	\$5,023,811
N18	New collector	Northtown Rd.		Construct new road facility	NML	3,912	Collector	\$2,182,089
N19	New Principal Arterial	Ziebarth Rd.	2000 East Rd.	Construct new road facility	NML	22,018	Principal Arterial	\$19,143,939
N20	New collector	U.S. 66	Airport Rd.	Construct new road facility	NML	2,249	Collector	\$1,254,480
N21	New collector	U.S. 66	Raab Rd.	Construct new road facility	NML	1,494	Collector	\$833,375
N22	Beech St.	Fraser Dr.	Towanda Ave.	Extend road facility	NML	3,084	Collector	\$1,719,757
N23	Northpointe Dr.	Fort Jesse Rd.	Wild Horse St.	Extend road facility	NML	4,050	Collector	\$2,258,654
N24	Shepard Rd.	Hershey Rd.	Towanda-Barnes Rd.	Extend road facility	NML	10,560	Collector	\$5,889,579
N25	New collector	Fort Jesse Rd.	Raab Rd.	Construct new road facility	NML	5,280	Collector	\$2,944,790
C1	Towanda-Barnes Rd.	Fort Jesse Rd.	County Highway 14	Upgrade to five-lane	MC	15,946	Principal Arterial	\$7,478,914
C2	East/South Side Facility	n/a	n/a	NEPA study and phase 1 engineering	MC		n/a	\$0
							Total	\$266,279,002

Table C-4B: Upper Range Cost Estimates

No.	PROJECT	FROM	TO	PROJECT DESCRIPTION	JUR.	(FT.)	CLASS.	Outyear Costs
B1	Mitsubishi Motorway	IL 9	County Highway 34	Construct new road facility	CTY	29,436	Principal Arterial	\$23,006,265
B2	JC Parkway	IL 9	Stringtown Road	Extend road facility	BLM	10,718	Collector	\$5,140,536
B3	Scottsdale Ave.	Fox Creek Rd.	[new minor arterial]	Extend road facility	BLM	1,325	Collector	\$635,603
B4	New minor arterial	Fox Creek Rd.	Scottsdale Ave.	Construct new road facility	BLM	3,427	Minor Arterial	\$1,820,985
B5	Rocksbury Dr.	Fox Creek Rd.		Extend road facility	BLM	2,783	Collector	\$1,334,513
B6	Hamilton Rd.	Morris Av.	Fox Creek Rd.	Extend road facility	BLM	3,532	Minor Arterial	\$1,877,102
B7	Hershey Rd.	Ireland Grove Rd.	Old Colonial Rd.	Extend road facility	BLM	10,238	Minor Arterial	\$5,440,510
B8	New collector	Ireland Grove Rd.	Sable Oaks Rd.	Construct new road facility	BLM	2,719	Collector	\$1,304,126
B9	New collector	Hershey Rd.	2100 East Rd.	Construct new road facility	BLM	21,970	Collector	\$10,536,832
B10	New collector	Hershey Rd.	Towanda-Barnes Rd.	Construct new road facility	BLM	11,421	Collector	\$5,477,329
B11	New collector	[B9]		Construct new road facility	BLM	4,895	Collector	\$2,347,427
B12	New collector	Fort Jesse Rd.	Cheneys Grove Rd.	Construct new road facility	BLM	28,222	Collector	\$13,535,055
B13	New Principal Arterial	IL 9	U.S. 150	Construct new road facility	BLM	30,249	Principal Arterial	\$23,641,774
B14	New collector	IL 9	Cheneys Grove Rd.	Construct new road facility	BLM	18,976	Collector	\$9,101,027
B15	New collector	[B24]	[B14]	Construct new road facility	BLM	7,075	Collector	\$3,393,260
B16	Ireland Grove Rd.	Towanda-Barnes Rd.	2100 East Rd.	Extend road facility	BLM	10,644	Principal Arterial	\$8,319,395
B17	New collector	[B24]	2100 East Rd.	Construct new road facility	BLM	9,726	Collector	\$4,664,466
B18	Oakland Ave.	Towanda-Barnes Rd.	[B14]	Upgrade to urban standards	BLM	8,036	Minor Arterial	\$4,270,477
B19	New collector	[B24]	[B14]	Construct new road facility	BLM	7,128	Collector	\$3,418,583
B20	New collector	[B24]		Construct new road facility	BLM	2,138	Collector	\$1,025,575

No.	PROJECT	FROM	TO	PROJECT DESCRIPTION	JUR.	(FT.)	CLASS.	Outyear Costs
B21	G.E. Rd.	Towanda-Barnes Rd.	2000 East Rd.	Construct new road facility	BLM	5,364	Collector	\$2,572,800
B22	New collector	Towanda-Barnes Rd.	2000 East Rd.	Construct new road facility	BLM	5,328	Collector	\$2,555,074
B23	Cornelius Dr.			Extend road facility	BLM	1,246	Collector	\$597,619
B24	New collector	[B22]	[B15]	Construct new road facility	BLM	20,856	Collector	\$10,002,520
B25	Towanda-Barnes extension	Cheneys Grove Rd.	1750 East Rd.	Construct new road facility and interstate interchange	BLM	18,517	Principal Arterial	\$14,472,282
B26	2000 East Rd.	[B8]	[B16]	Upgrade to urban standards	BLM	5,333	Collector	\$2,833,891
B27	New collector	Wylie Dr.	Mitsubishi Motorway at 1450 North Rd.	Construct new road facility	BLM	6,600	Collector	\$4,054,389
B28	New collector	Washington St.	Six Points Rd.	Construct new road facility	BLM	5,386	Collector	\$3,308,382
B29	New collector	[B2]	Mitsubishi Motorway	Construct new road facility	BLM	5,528	Collector	\$3,395,956
B30	New collector	[B2]	Mitsubishi Motorway	Construct new road facility	BLM	5,190	Collector	\$3,188,372
B31	New collector	[B2]	Mitsubishi Motorway	Construct new road facility	BLM	3,532	Collector	\$2,169,909
N1	New collector	n/a	n/a	Construct new road facility	NML	11,975	Collector	\$7,356,284
N2	New collector	Raab Rd.	n/a	Construct new road facility	NML	2,772	Collector	\$1,702,843
N3	New collector	[N1]	n/a	Construct new road facility	NML	2,878	Collector	\$1,767,714
N4	New collector	Raab Rd.	White Oak Rd.	Construct new road facility	NML	7,281	Collector	\$4,472,802
N5	Cottage Ave.	Gregory St.	Raab Rd.	Construct new road facility	NML	5,412	Collector	\$3,324,599
N6	New collector	Ziebarth Rd.	[N7]	Construct new road facility	NML	3,807	Collector	\$2,338,572
N7	New collector	Main St.	[N6]	Construct new road facility	NML	4,345	Collector	\$2,669,410
N8	New collector	Northtown Rd.	Ziebarth Rd.	Construct new road facility	NML	5,333	Collector	\$3,275,946
N9	New collector	Northtown Rd.	Ziebarth Rd.	Construct new road facility	NML	8,242	Collector	\$5,063,121
N10	New collector	Northtown Rd.	Ziebarth Rd.	Construct new road facility	NML	5,354	Collector	\$3,288,920
N11	Kerrick Rd.	Linden St.	Pipeline Rd.	Construct new road facility	NML	7,983	Collector	\$6,595,111
N12	New collector	[N13]	[N13]	Construct new road facility	NML	2,994	Collector	\$1,839,071
N13	New collector	[N12]	Ziebarth Rd.	Construct new road facility	NML	5,634	Collector	\$3,460,827

No.	PROJECT	FROM	TO	PROJECT DESCRIPTION	JUR.	(FT.)	CLASS.	Outyear Costs
N14	Ziebarth Rd.	[N13]	Airport Rd.	Upgrade to urban standards	NML	10,560	Minor Arterial	\$8,654,995
N15	New collector	Pipeline Rd.	[N19]	Construct new road facility	NML	5,454	Collector	\$3,350,547
N16	New collector	Pipeline Rd.	[N15]	Construct new road facility	NML	1,653	Collector	\$1,015,219
N17	New collector	Pipeline Rd.	Airport Rd.	Construct new road facility	NML	9,008	Collector	\$5,533,430
N18	New collector	Northtown Rd.		Construct new road facility	NML	3,912	Collector	\$2,403,442
N19	New Principal Arterial	Ziebarth Rd.	2000 East Rd.	Construct new road facility	NML	22,018	Principal Arterial	\$21,085,915
N20	New collector	U.S. 66	Airport Rd.	Construct new road facility	NML	2,249	Collector	\$1,381,736
N21	New collector	U.S. 66	Raab Rd.	Construct new road facility	NML	1,494	Collector	\$917,914
N22	Beech St.	Fraser Dr.	Towanda Ave.	Extend road facility	NML	3,084	Collector	\$1,894,211
N23	Northpointe Dr.	Fort Jesse Rd.	Wild Horse St.	Extend road facility	NML	4,050	Collector	\$2,487,773
N24	Shepard Rd.	Hershey Rd.	Towanda-Barnes Rd.	Extend road facility	NML	10,560	Collector	\$6,487,023
N25	New collector	Fort Jesse Rd.	Raab Rd.	Construct new road facility	NML	5,280	Collector	\$3,243,511
C1	Towanda-Barnes Rd.	Fort Jesse Rd.	County Highway 14	Upgrade to five-lane	MC	15,946	Principal Arterial	\$8,237,581
C2	East/South Side Facility	n/a	n/a	NEPA study and phase 1 engineering	MC		n/a	\$0
							Total	\$293,290,548

Appendix Table C-5
 State System Improvements within MPO Planning Area
 Programmed in State Improvement Program for 2008-2012

Project No.	Jurisdiction		Termini		Description	Phase	Total Project Cost	Funding Detail
S-08-04		Little Kickapoo Creek 1.1 Mi ; 5.9 Mi & 7.6 Mi E of US 51			Bridge Deck patch & surface replacement	C	\$658,000	658,000 - IDOT
S-08-02	S	US 150/Morrissey Drive	at Lincoln Street (Bloomington)		Intersection improvement	C	\$600,000	600,000 – IDOT
S-03-08	S	I-55 (Bus)	Morris Avenue	Greenwood Avenue, Cabintown Road	Land acquisition	LA	\$500,000	500,000 – IDOT
2008 Annual Total							\$1,758,000	
S-03-08	S	I-55	Morris Avenue, Greenwood Avenue & Cabintown Road		Intersection improvement	C	\$5,210,000	3768000 – NHS; 942,000 – IDOT; 500,000 – Local
S-07-02	S	U.S. Rt. 150	Kickapoo Creek (NW of Downs)		Bridge rehabilitation	C	\$2,525,000	2,020,000 – BRRP; 505,000 – IDOT
S-08-01	S	U.S. Rt. 51 (Bus)	Lafayette St.	Woodrig Rd.	Resurfacing (3R)	C	\$850,000	680,000 – STP (State); 170,000 – IDOT
S-10-01	S	Old US 66	SW of Towanda	N of Lexington	13.08 mi of resurfacing, cold milling	C	\$2,800,000	2,240,000-STP-R (State); 560,000-IDOT
2009 Annual Total							\$11,385,000	
S-06-01	S	I-74/I-55/US 51	N of I-55 BUS N Loop	E of US 51 at Bloomington	3.56 miles of resurfacing, patching, bridge repair	C	\$7,004,000	700,000 – IDOT; 6,304,000 – IM
2010 Annual Total							\$7,004,000	
S-11-05	S	Old US 51	2.5 mi S of I-74	1 mi N of Heyworth	Resurfacing, cold milling	C	\$1,455,000	1,164,000-STP-S (State); 251,000-IDOT

S-08-03	S	U.S. Rt. 150	Woodford County Line	N of I-74 at Bloomington	Resurfacing, cold milling	C	\$1,255,000	940,000 – STP-R (State); 235,000 – IDOT
S-11-06	S	I-74	at I-55 Busn SB over I-74		Preliminary Engineering (Phase II)	PE2	\$350,000	350,000 – IDOT
S-09-01	S	I-55 NB	I-74EB & I-55 BUSN SW of Bloomington		Bridge Replacement	C	\$4,000,000	3,600,000 – IM; 400,000 – IDOT
2011 Annual Total							\$7,060,000	
S-12-01	S	U.S. 51 Busn	Sugar Creek .8 mile N of IL 9 (Virginia Ave.)		Bridge replacement	C	\$470,000	376,000 - IDOT; 94,000 - NHS
S-11-02	S	I-74/I-55/US 51	E of US 51	3.1 mi SE of FAS 1480 (Downs Exit)	Resurfacing, bridge repair	C	\$9,650,000	8,321,000-IM; 924,000-IDOT
2012 Annual Total							\$10,120,000	
							Total	\$37,327,000
							Local	\$500,000
							State	\$7,268,000
							Federal	\$29,559,000

Appendix D

Strategies for transportation, as presented in the McLean County Regional Comprehensive Plan:

Table D-1			
Priority 1 Strategies For Transportation			
McLean County, Illinois			
Strategies	Explanation	Advantages	Disadvantages
Integrated land use and transportation planning	Provides for land use patterns, densities and designs that accommodate and support multi-modal transportation systems. Designates multi-modal transportation improvements to support and compliment planned areas of development.	Helps ensure mutually supportive land use and transportation planning and development to achieve healthy communities. Can increase transportation options. Could increase use of alternative modes of transportation and corresponding socio-economic and ecological benefits.	Requires nodes of higher density development around regional and sub-regional activity centers. Requires consideration of the needs of different modes of transportation in the design of structures and public facilities.
Access management	Provides for the appropriate spacing of intersections, traffic signals and access points on arterial and collector streets and roads. In rural areas, restricts side road access to arterial roads to one additional access point per one-half mile, exclusive of section line roads.	Safety.	Potential opposition.
Alignment/corridor studies	Determines specific road alignments, rights-of-way and subsequent housing setbacks for proposed arterial and collector roads. Where feasible, attempts to determine alignments on high priority roads prior to development proposals. May budget funds for alignment studies, or alignments may be determined as developments are proposed.	Provides a means to ensure preservation of adequate right-of-way. Ensures that houses will not be built too close to roads. Provides a basis for limiting direct access to collector and restricted access to arterial roads. Allows for better traffic flow throughout the transportation system.	Costs.

TABLE D-2
Priority 2 Strategies For Transportation
 McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Exactions/cost sharing	Developers responsible for road improvements within subdivisions and other costs as provided in County subdivision ordinance. Developers may pay inducements to County to provide fair share of off-site road improvements accessing the development. County may pay additional costs of oversizing roads to collector status. Developers may pay for alignment studies to allow for proposed development.		Some financial burden for road improvements placed on local government and developers. Shared costs for road improvements.
Coordinated site plan reviews	Involves affected agencies and jurisdictions in the review of major land use and transportation development projects.	Helps ensure that potential impacts are identified and that development projects are consistent with the objectives of all affected agencies and jurisdictions.	Review procedures would need to be adjusted. Could be more difficult to coordinate. Could lengthen review process.
Official maps	Identifies the locations of proposed public facilities, including streets and roads, for which land is to be reserved, dedicated or acquired.	Provides a basis for corridor and feasibility studies, and subsequent land acquisitions, dedications and exactions.	Is only one of several possible steps in the process of preserving rights of way. May conflict with private property interests.
Local street alignments	Employs loop streets, "T" intersections and "S" curves on local streets.	Turning movements slow and discourage through traffic without inhibiting local access or impeding local traffic flow. Offers potential for urban design enhancements.	Possible objection to potentially reduced number of cul de sacs which could result.
Expanded routes	Provides for the expansion of routes and/or services for alternative modes of transportation as land development and/or demand warrants.	Increases transportation options. Could increase use of alternative modes of transportation with corresponding socio-economic and ecological benefits.	Requires coordinated planning and development to ensure that land use and transportation development are mutually supportive.

**TABLE D-3
Priority 3 Strategies For Transportation
McLean County, Illinois**

Strategy	Explanation	Advantages	Disadvantages
Intermodal connectivity	Provides coordinated routing and provision of facilities and structures as needed to enable the efficient intermodal transfer of people and freight. Structures may include intermodal terminals. Facilities may include bicycle racks and parking along other transportation routes or terminals.	Encourages use of alternative modes of transportation. Integrated transportation system can enhance region's competitive position.	Requires coordination and cooperation among numerous service providers. Land use patterns and intensities may not compliment or support connectivity or transfer. Costs of structures and facilities.
Traffic volume analysis	Utilizes traffic volume data, projections and other relevant information to determine the need to improve roads to collector status.	Helps ensure timely construction of safe rural collector roads.	Staff time and other costs for traffic volume analysis.
Bike trail development	Developers provide a minimum of 15 feet of additional ROW for construction of separated bike trails consistent with County policies and adopted plans. Alignments to be determined as developments are proposed. Seeks funding, including grants, for bike trail construction.	Allows for future bike trail development in rural areas.	Developer expense for additional ROW. Requires bike trail alignments to be determined. Costs to pursue grant funds and to meet local match requirements for grants.
Right-of-way acquisition	Obtains a minimum of 86 to 120 feet of ROW for proposed collector roads, depending on terrain, and a minimum of 120 feet for arterial roads, with the maximum to be determined on the basis of terrain. Excess ROW may be reverted to adjacent property owners after road construction.	Provides a means to ensure preservation of adequate ROW. Avoids conflicts. Promotes appropriate planning for future development.	Funds and time required to obtain ROW.
Traffic calming	Includes a variety of measures designed to slow traffic on local streets and increase vehicular and pedestrian safety, such as curb extensions, special channelization, street width reductions when alleys are provided, traffic circles, speed hump, etc.	Can be a relatively low cost way to discourage through traffic and increase safety.	Some objections can be expected.
Promotional programs	Provides for the wide-scale distribution of information on the availability and advantages of alternative modes of transportation.	Increased public awareness can increase use of alternative transportation and provide corresponding socio-economic and ecological benefits.	Organization and implementation costs.

Table D-4 ADDITIONAL TRANSPORTATION STRATEGIES			
Strategy	Explanation	Advantages	Disadvantages
IDOT facilities design	Provides for the design of State of Illinois roadways to Illinois Department of Transportation (IDOT) specifications to accommodate projected traffic volumes within and between regions.	IDOT facilities are designed to high standards of safety and efficiency. Provides federal and state funding to develop area road projects.	New or improved road projects may conflict with local interests.
Information exchange program	Provides for periodic and systematic exchange of information between transportation agencies on planned short- and long-range road improvement plans and projects.	Provides a sound base of information among affected agencies. Can enhance public understanding and support for projects.	Large number of projects and agencies can make coordination difficult. Priorities and programming are subject to change.
Comprehensive planning	Includes long-range transportation plans for major internal traffic routes to support local and regional land use and development policies. Should include 25-year revenue projections.	Provides a means to coordinate local transportation planning and ensure funding eligibility. Provides a framework for corridor studies, rights of way preservation and facilities design.	Generalized in nature. Advisory only. Should reflect reasonable financial feasibility.
Local area facilities design	Provides for the design of internal streets which meet appropriate standards for their intended functions.	Helps ensure that facilities are designed to proper capacities and to proper standards for safety and efficiency.	Costs.
Transportation improvement program (TIP)	Provides a three-year listing of proposed transportation projects, costs and funding sources consistent with the comprehensive plan.	Presents a clear illustration of proposed projects and means of funding. Can be an effective means of implementing the transportation element of the comprehensive plan.	Time and resources to develop.
Corridor studies	Identifies roadway alignments from concepts illustrated on comprehensive plans and official maps. May include preliminary feasibility analysis.	The identification of specific alignments makes it possible to preserve rights of way for land acquisitions, dedications and exactions.	Costs. Jurisdictional issues. Potential opposition from land owners or the public.
Dedications	Developer or land owner dedicates land for right of way, often in exchange for other considerations.	Low or no cost way to acquire land needed for transportation right of way.	Not required unless included in an ordinance as an exaction.
Signalization	Provides traffic signals where warranted.	Provides a relatively high degree of safety at a relatively low cost.	Disrupts traffic flow on major streets.
Parking restrictions	Prohibits parking to provide additional traffic lane(s).	Low cost means to increase traffic capacity.	Reduces parking capacity. Can be a particular problem in downtown areas.
Intersection design	Provides a means to channelize traffic at intersections.	Can provide for the safe and efficient movement of greater traffic volumes.	Larger curb radii and greater distances across intersections can adversely affect pedestrian safety and convenience.
Traffic circles	Provides circular traffic islands at street intersections.	Can improve traffic flow by reducing the number and duration of complete stops required. Good safety record. Relatively low cost. Requires little or no energy to operate and maintain. Aesthetics.	Not commonly used in the Midwest. Can be intimidating to use when multiple lanes are employed or when more than two streets intersect.
Increased lane widths	Provides additional lane widths to accommodate bicyclists.	Makes streets more accommodating for bicyclists.	Added costs.

<p style="text-align: center;">Table D-4 ADDITIONAL TRANSPORTATION STRATEGIES</p>			
Bicycle lanes	Provides for additional widths and/or striping of lanes for bicyclists.	Makes streets more accommodating for bicyclists.	Added costs. Could increase bicycle traffic on roadways which could increase conflicts and liability issues.
Sidewalks	Provides for sidewalks on both sides of streets in urban areas.	Makes pedestrian transportation a more viable option. Reduces conflicts and safety risks.	Costs.
Pedestrian crosswalks	Provides striped or textured crossing lanes and/or signalization on major streets. Could provide curb extensions on local streets.	Makes streets more pedestrian friendly.	Costs. Can slow vehicular traffic flow.
Bus lanes	Provides dedicated lanes for buses on selected traffic arteries.	Can increase efficiency and attractiveness of bus service. Could increase transit usage with corresponding socioeconomic and ecological benefits.	Reduces lane capacity for other vehicles. May be considered less practical for smaller metro areas.
High occupancy vehicle (HOV) lanes	Provides designated lanes for ride sharing vehicles.	Potential for improved traffic flow for ride sharing vehicles. Makes ride sharing more attractive and could reduce traffic with corresponding socioeconomic and ecological benefits.	Enforcement. Reduces lane capacity for other vehicles. Less practical for smaller metro areas.
Cul de sacs	Provides turnarounds in lieu of connections to other streets.	No through traffic. Perceived sense of privacy. Potentially reduced traffic near the turnaround. Apparent market demand. Can be an effective design option for certain terrain and site conditions.	Impedes traffic flow and access by emergency vehicles. Potentially higher traffic volumes away from turnarounds. Hinders trash pickup and snow removal. Increases miles driven by service vehicles.
Land use planning	Encourages and plans for compatible land uses in and around the airport such as open space buffers, ex. corn fields, recreational development, ex. golf course, and certain commercial and industrial development, ex. Fed Ex to minimize traffic and noise conflict.	Minimizes traffic and noise pollution.	Cost of maintaining the open space and recreational developments.
Airport facilities	Provides airport terminal and facilities of sufficient size and capacity to meet projected air passenger and cargo service demands.	Increased efficiency of air transportation. Potential increased ridership levels.	Cost of maintenance and improvements.
Route expansions	Developing an expanded system of on-and off-road multipurpose bicycle-pedestrian routes.	Increased bicyclists and pedestrians. Potential for increased bicycle usage and corresponding benefits.	Costs of construction of additional trail segments.
Safety awareness programs	Educates bicyclists on the rules of the road and the use of safety equipment.	Greater public awareness of safety issues.	Costs of educational programs.
Comprehensive planning	Promotes land use patterns and transportation facilities that are conducive to non-motorized travel and	Improved bicycle-pedestrian designs.	Could lengthen review process of designs.
	transit oriented design with appropriate building orientations, setbacks and density patterns at selected locations.		
Sidewalks	Encourages walking by providing sidewalks of sufficient width on both sides of streets.	Improved accessibility. Increased bicyclists and pedestrians.	Cost of sidewalks.

Table D-4 ADDITIONAL TRANSPORTATION STRATEGIES			
Bicycle parking	Provides adequate bicycle parking at public facilities, downtowns, neighborhood shopping districts and retail centers.	Increased bicyclists.	Cost of parking facilities.
Design standards	Designs, constructs, operates and maintains bicycle facilities in accordance with the Guide for the	Compliance with established guidelines.	Enforcement of standards.
	Development of Bicycle Facilities published by the American Association of State Highway and Transportation Officials (AASHTO), the standards of the Illinois Department of Transportation (IDOT), and with the Americans With Disabilities Act.		
Maintenance and Improvements	Improves rail crossings, sewer grates, and traffic width for on-road bicycling. Provides routine maintenance practices that include the removal of debris.	Improved transportation routes for bicyclists and pedestrians.	Cost of repair.
Truck and Hazardous Wastes Routes	Limits and designates through truck traffic to those roadways that are designed and properly constructed to accommodate large and heavy vehicles hauling freight such as marked state routes in hopes to interfere as little as possible with local traffic movements and incompatible land uses.	Lessens interference with local traffic movements and minimizes conflicts with land uses.	Restrictive for the motor carriers.
Truck route provisions	Provides proper lane widths, construction, techniques and materials for designated truck routes.	Improved truck access. Fewer conflicts.	Costs. Restrictive.
Land use planning	Improved freight efficiency. Promotes land use planning, zoning and economic development policies that address access management, incident management, transportation demand management, and traffic operation improvements.		Time.
Rail safety awareness programs	Promotes public awareness of highway-rail crossing dangers. Promotes safer driving behavior.	Potential for greater public awareness and safety.	Costs of education programs. Difficult to gauge effectiveness.
At grade crossings	Provides at grade crossings in appropriate locations to help meet traffic demands.	Facilitates traffic flow. Much less costly than grade separations.	Cost of improvements. Not as safe or efficient as grade separations.
Land use planning	Locates major industrial land uses near railroad facilities.	Improved rail freight efficiency.	Advisory only.
Route coordination	Provides route coordination between public-private agencies to ensure improved passenger mobility and accessibility to goods and services through providing safe and efficient multimodal choices.	Increased ridership levels. Improved passenger mobility and accessibility to goods and services especially for the elderly, disabled, and economically disadvantaged. Increased goods movement. Increased public-private cooperation. Increased ridership levels and transportation alternatives.	Could lengthen coordination time.

<p style="text-align: center;">Table D-4 ADDITIONAL TRANSPORTATION STRATEGIES</p>			
Identifying bottlenecks	Identifies bottlenecks that interfere with the efficient operation of the intermodal industry and develops, evaluates, and implements improvements needed to address these bottlenecks.	Improved intermodal connectors and structures. Increased ridership levels and goods movement. Increased access and mobility.	Costs of improvements to intermodal connectors and structures.
Use of existing infrastructure	Utilizes present rail infrastructure and improves existing facilities as needed to provide expanded service.	Reduced costs for new services.	Cost of repairing and/or retrofitting facilities and structures.
Service amenities	Provides convenient arrival and departure schedules, high percentage of on time service and clean, comfortable and well maintained passenger cars.	Increased ridership levels.	Cost of improvements. Some factors are difficult to control, such as shared track usage.
High speed rail development	Develops High Speed Rail service between Chicago and St. Louis with scheduled stops in Bloomington-Normal.	Decreased travel times. Minimizes air pollution and highway congestion. Increased transportation alternatives.	Development and marketing costs. Safety issues. Closing of some crossings.
Feasibility study	Examines the feasibility of commuter transit with emphasis on rail transit.	Potential expansion of commuter transit between Peoria and Bloomington-Normal. Potential decreased travel times, minimization of air pollution and traffic congestion. Would provide an additional transportation alternative.	Engineering and development costs.
User survey	Surveys transit users to determine how the transit system can better meet their needs.	Can help identify any areas of needed improvements. Potential for improved service and corresponding increase in ridership.	Time and cost of conducting surveys.
Transit oriented development/design (TOD)	Accommodates and supports transit service through appropriate density patterns and building and street design.	Can significantly increase the number of people who have convenient access to transit service. Could significantly increase ridership levels. Higher intensity developments could provide greater rates of return on investments for developers.	Careful planning, design and marketing required to reduce public opposition to higher intensity development in selected locations. Ordinances may need to be amended.
Infill and redevelopment	Increases development activity in central city locations.	Can increase ridership levels in areas presently served by transit without requiring additional investments.	Development needs to be transit friendly (TOD).
Sheltered transit stops	Provides structures to protect users from the weather.	Lessens the negative impact of inclement weather on the use of transit.	Added capital and operating costs.
Density bonuses	Allows higher densities for TOD.	Potential for more transit oriented developments and corresponding expansions of transit service areas and increases in ridership levels.	Careful planning, design and marketing required to reduce public opposition to higher intensity development in some areas.
Parking regulation	May reduce parking requirements and/or increase parking fees for developments served by transit. May provide free parking at park and ride facilities.	Encourages the use of transit service.	Limited parking can be a deterrent to development and redevelopment.
Service area expansions	Extends transit to developing areas that feature TOD.	Makes the use of transit an option for a larger segment of the population.	Requires TOD and acceptable ridership levels.
Employer incentives	Employers provide incentives for employees to use transit, such as monthly transit passes in lieu of parking permits.	Encourages the use of transit. Can help alleviate parking shortages. Local governments could provide funding support to encourage employer participation. Federal and state incentives are already in place.	Resources required to organize and implement. Printing costs for monthly transit passes.
Bicycle racks	Provides bicycle racks at transit stops and possibly on buses as well.	Makes bicycling and transit usage more attractive options for a larger segment of the population.	Added costs. Could cause some delays when loading bicycles on buses.

<p style="text-align: center;">Table D-4 ADDITIONAL TRANSPORTATION STRATEGIES</p>			
Advance ticket purchases	Provides for automated ticket purchasing in sheltered public transit stations.	Makes the use of transit service more attractive by providing sheltered stations and by increasing efficiency through significantly reduced boarding times. Could increase transit ridership and corresponding social and environmental benefits.	Capital costs would most likely require initial implementation on a limited scale to test feasibility and results. Costs to print and reprint tickets.
Park and ride facilities	Makes transit connections to parking lots on the perimeter of the urban area.	Could reduce automobile traffic, congestion, parking shortages, drive times and pollution in the urban area. Could increase transit ridership.	Added costs to develop parking lots and extend transit service. Not as well suited for smaller metro areas due to the shorter drive times involved.

Public Outreach and Comment

Below are the minutes of the Technical and Policy Committees, pending approval in September 2007.

MINUTES
McLEAN COUNTY TRANSPORTATION STUDY TECHNICAL COMMITTEE
meeting on
Friday, June 15, 2007, 9:30 a.m.
 County Highway Department, 102 S. Towanda-Barnes Road, Bloomington, Illinois

Technical Committee Members Present (*italics indicated members represented by proxy*)

John Mitchell	County Engineer, McLean County: Transportation Technical Committee Chairman
<i>John Zeunik</i>	(by proxy John Mitchell) County Administrator, McLean County
<i>Tom Hamilton</i>	(by proxy Doug Grovesteen) City of Bloomington, City Manager
<i>Mark Peterson</i>	(by proxy Gene Brown) Town of Normal, City Manager
Doug Grovesteen	City of Bloomington, Director of Engineering and Water
Gene Brown	Town of Normal, City Engineer
<i>Paul Russell</i>	(by proxy Jennifer Sicks) Executive Director, McLean County Regional Planning Commission
<i>Peter Weber</i>	(by proxy Gary Gwin) General Manager, Bloomington-Normal Public Transit System
Jeannie Bland	IDOT District 5, Program Engineer
Darla Latham	IDOT District 5, Federal Aid Coordinator

Committee Members Not Present

Carl Olson	Director, Central Illinois Regional Airport
------------	---

Others Present

Katie Attrichter	Eastland Mall
Mercy Davison	Town of Normal
Phil Dick	McLean County Department of Building and Zoning
John Dolen	Property owner
John Donovan	Federal Highway Administration
Jill Doren	LIFE Center for Independent Living
Michael Malone	McLean County Chamber of Commerce
Dennis Markwell	IDOT District 5
Charlotte O'Donnell	McLean County Department of Building and Zoning
Becky Roberds	Property owner
Betsy Tracy	IDOT, Office of Planning and Programming
Sara Wilhelm	East Central Illinois Area Agency on Aging

Call to Order

Mr. Mitchell called the meeting to order at 9:37 a.m.

Minutes

Mr. Brown moved for approval of the minutes of the May 11, 2007 meeting of the Technical Committee, and was seconded by Ms. Bland. The minutes were approved as presented.

Items for Action

Mr. Mitchell opened the public hearing.

FY 2008 – 2012 Transportation Improvement Program

Ms. Sicks reviewed the contents of the draft Transportation Improvement Program and the process used in its development, noting that no comments from the public have been received on the draft during the 30-day period for public review.

Mr. Gwin noted that a revision to the text of page 27 was needed, specifically, the reference to the FY 2008 purchase of five buses as replacements should be deleted. Mr. Brown noted that the reference to Project No. N-09-01 should be deleted, as the project will not begin until 2011. Also, Mr. Brown noted that the Town has recently opened a new section of Constitution Trail connecting the campuses of Illinois State University and Heartland College, and asked that the new trail section be added to the maps in the document. Ms. Sicks noted that the changes would be made in the draft for presentation to the Policy Committee.

Mr. Mitchell solicited comments from persons attending the hearing. No comments were made.

Ms. Latham moved that the draft FY 2008 – 2012 Transportation Improvement Program be submitted to the Policy Committee with a recommendation for approval, and submittal to the Illinois Department of Transportation, the Federal Highway Administration and the Federal Transit Administration. The motion was seconded by Mr. Brown, and the motion was approved.

Long Range Transportation Plan 2035

Ms. Sicks reviewed the contents of the draft Long Range Transportation Plan 2035, noting that the draft is an update of the Plan adopted in April 2005. The draft has been revised to reflect the changed status of the East Side Highway corridor study, and to incorporate consideration of planning factors and other issues mandated by the provisions of SAFETEA-LU. These include the treatment of safety and security as individual planning factors, and the addition of environmental mitigation, operations and management, public participation and transportation for human services in the plan.

Ms. Sicks noted that the plan incorporates the revised public participation plan, slated for adoption as a separate document, and also incorporates a discussion of the development of the human services transportation plan for the urbanized area.

Ms. Sicks noted that newly revised material regarding safety and security issues and implementation, provided by consultants retained by IDOT to assist MPOs in reaching compliance with SAFETEA-LU, were received earlier in the week, and noted that she will include those materials, edited for application to McLean County, to the draft to be disseminated to the Policy Committee, upon consultation with the Technical Committee. Ms. Tracy noted that the draft plan should include sections set aside for discussion of safety and security as mandated by SAFETEA-LU. Reference may also be made to the participation of MCRPC in the IDOT crash geocoding project, as part of the safety section. Mr. Donovan noted that ongoing updates to the plan will permit the expansion of the safety and security provisions. Ms. Sicks noted that the plan maps will be revised to reflect the new section of Constitution Trail in Normal, as discussed in connection with the Transportation Improvement Program.

Mr. Mitchell noted that the illustration of the wind power generation areas should be removed from the map depicting environmentally sensitive areas, as the presence of wind turbines is not a significant environmental concern for surface transportation projects. Ms. Sicks noted that she will revise the map accordingly, for presentation to the Policy Committee.

Ms. Davison noted that the goals, objectives and policies delineated in the plan do not explicitly address the principles of context sensitive solutions in transportation, noting that the concept is discussed in connection to environmental mitigation. Mr. Mitchell noted that the application of context sensitive solutions is not required at the local level. Ms. Tracy noted that the use of CSS practices is encouraged at all levels, for mandated only for the state. The Committee concluded that Ms. Sicks should incorporate a section in the objectives and policies reflecting local use of the CSS concepts, for review and approval by the Policy Committee.

Mr. Mitchell solicited comments on the draft Long Range Transportation Plan 2035 from persons attending the hearing. Mr. Dolen and Ms. Roberds, identifying themselves as residents and owners of property on the east side of the urbanized area, inquired as to the source of the potential projects illustrated on the transportation plan map and enumerated in Appendix Table C-4, particularly in the vicinity of Cheneys Grove Road. Ms. Sicks noted that the potential street and road projects are derived from the proposed street system enhancements described in the Bloomington and Normal comprehensive plans, and in both the current and draft versions of the regional comprehensive plan. She further noted that the potential projects do not represent specific planned locations or road characteristics, but are a schematic representation of the extensions of the street network that would be required to serve projected growth.

Upon discussion, the Committee recommended that a notation regarding the derivation of the listed projects be added to Table C-4.

Mr. Grovesteen moved that the draft Long Range Transportation Plan 2035, revised as noted by the Committee, be submitted to the Policy Committee with a recommendation for approval, and submittal to the Illinois Department of Transportation, the Federal Highway Administration and the Federal Transit Administration. The motion was seconded by Mr. Brown, and the motion was approved.

Public Participation Plan

Ms. Sicks noted that the Public Participation Plan has been available for public review for two months, and that the document was extensively discussed by the Technical Committee at earlier meetings. She further noted that the process for considering amendments to the TIP has been revised to reflect review in regularly scheduled Technical Committee meetings, rather than in public hearings. Revision of the clause regarding the provision of interpreters or other assistance for persons with disabilities or poor English comprehension was made to specify that such assistance will be provided upon request.

Mr. Mitchell solicited comments from persons attending the hearing. No comments were made.

Mr. Grovesteen moved that the draft Long Range Transportation Plan 2035, revised as noted by the Committee, be submitted to the Policy Committee with a recommendation for approval, and submittal to the Illinois Department of Transportation, the Federal Highway Administration and the Federal Transit Administration. The motion was seconded by Ms. Bland, and the motion was approved.

Mr. Mitchell closed the public hearing.

Items of Information or Discussion

Schedule of Technical and Policy Committee meetings for FY 2008

The Committee agreed to continue scheduling meetings on a quarterly basis, on the first Friday of the last month of each quarter. Meetings of the Technical Committee for FY 2008 will be scheduled on September 7, 2007, December 7, 2007, March 7, 2008 and June 6, 2008.

That Which May Arise

Ms. Tracy and Mr. Donovan noted that they wish to see the Commission/Transportation Study bylaws reviewed and revised to provide for regular reports on the activities of the Transportation Advisory Committee to the Technical and Policy Committees. Ms. Sicks noted that the Transportation Advisory Committee has for many months been active in pursuing the goals of the proposed human services transportation plan. The status of the Transportation Advisory Committee will be added to the Technical Committee in September 2007.

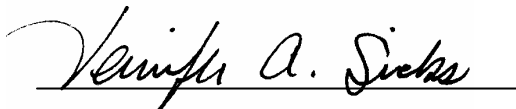
Ms. Tracy advised that the annual IDOT Fall Planning Conference will be held in Rockford on September 13 and 14, 2007. She encouraged all to attend.

Next Meeting

The Committee will meet next on September 7, 2007 at 10:30 p.m., at the McLean County Highway Department.

Adjourn

The meeting adjourned at 10:40 a.m.



Jennifer A. Sicks
Land Use/Transportation Planner
McLean County Regional Planning Commission

MINUTES
McLEAN COUNTY TRANSPORTATION STUDY POLICY COMMITTEE
meeting on
Friday, June 22, 2007, 10:30 a.m.
McLean County Highway Department
102 S. Towanda-Barnes Road, Bloomington, Illinois

Policy Committee Members Present (*italics indicated members represented by proxy*)

Don Fernandes	Chair, McLean County Regional Planning Commission
Stan Hoselton	Chairman, County Board Transportation Committee
<i>Steve Stockton</i>	(by proxy Doug Grovesteen) City of Bloomington, Mayor
<i>Chris Koos</i>	(by proxy Gene Brown) Town of Normal, Mayor
Dennis Markwell	IDOT District 5, Program Development Engineer

Others Present

John Donovan	Federal Highway Administration
Betsy Tracy	IDOT, Office of Planning and Programming
Jennifer Sicks	McLean County Regional Planning Commission

Call to Order

Mr. Fernandes called the meeting to order at 10:35 a.m.

Minutes

Mr. Markwell moved for approval of the minutes of the May 11, 2007 meeting of the Policy Committee, and was seconded by Mr. Brown. The minutes were approved as presented.

Items for Action

FY 2008 – 2012 Transportation Improvement Program

Ms. Sicks reviewed the contents of the draft TIP, advising that it describes a five-year investment of nearly \$130 million of federal, state and local funds in street, road and trail projects. The largest project in cost is the multimodal center in Normal, expected to cost approximately \$30 million. The program also includes \$64 million in spending for transit, for both operating costs and capital improvements, including the planned new administrative and garage facility for the Bloomington-Normal Public Transit System.

Ms. Sicks noted that the draft has been slightly revised pursuant to comments from the Technical Committee. She further noted that the Technical Committee has recommended the draft FY 2008 – 2012 TIP for approval by the Policy Committee.

Mr. Grovesteen moved that the FY 2008 – 2012 Transportation Improvement Program be approved, and submitted to the Illinois Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. The motion was seconded by Mr. Brown, and was approved.

Long Range Transportation Plan 2035

Ms. Sicks reviewed the contents of the draft Long Range Plan, noting that it has been substantially revised from the plan approved in April 2005. The draft updates the status of the East Side Highway Phase 1 corridor study. The draft plan also incorporates updated demographic information, and includes a number of additions reflecting the requirements of SAFETEA-LU. These include the treatment of safety and security as separate planning factors, and sections relating to environmental mitigation, transportation operations and management, public participation, and transportation for human services. New objectives and policies have been incorporated to reflect these areas of concern, and to reflect local interest in the principles of context sensitive design and solutions.

Ms. Sicks noted that the provisions of the plan refer to implementation activities to be pursued by the MCRPC and local governments and agencies. These include the ongoing development of the Human Services Transportation Plan, and MCRPC in safety-related initiatives such as the statewide crash data geocoding project.

Asked to elaborate regarding the crash data project, Ms. Sicks noted that MCRPC recently executed an agreement with IDOT to provide GIS-based location information for all crash incidents in McLean County in which fatalities or life-altering injuries occurred, i.e. incidents classified as K or A. MCRPC expects to also determine GIS location information for other crash incidents.

The Committee discussed the availability and use of crash data. Mr. Grovesteen noted that the City of Bloomington compiles extensive data on crash incidents, which may be incorporated into the project being undertaken by MCRPC for the State.

Ms. Tracy noted that the activities of the Transportation Advisory Committee should be included in the agendas of the Technical and Policy Committees, to permit the Transportation Study to review and evaluate plan implementation efforts being conducted through the Transportation Advisory Committee.

Mr. Markwell moved that the Long Range Transportation Plan 2035 be approved, and submitted to the Illinois Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. The motion was seconded by Mr. Grovesteen, and was approved.

Public Participation Plan

Ms. Sicks reviewed the Public Participation Plan, noting that the changes in MCRPC public participation practices therein reflect the requirements of SAFETEA-LU.

Mr. Brown moved that the Public Participation Plan be approved, and submitted to the Illinois Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. The motion was seconded by Mr. Grovesteen, and was approved.

Items of Information or Discussion

Policy Committee Schedule for FY 2008

The Committee discussed the meeting schedule for the coming fiscal year, adopting the following schedule for meetings, generally on the third Friday of the last month in each quarter:

September 21, 2007
December 14, 2007
March 21, 2008
June 20, 2008

Meetings will be held at 10:30 a.m., at the County Highway Department, unless otherwise determined. Meetings will be held when matters for the Committee's consideration have been forwarded by the Technical Committee.

Other

Mr. Markwell noted that legislation adopted by the General Assembly and awaiting action by the Governor may expand the reach of context sensitive solutions to local street improvement activities, and suggested that local staff monitor the progress of the legislation and familiarize themselves with its provisions. Mr. Mitchell advised that the legislation has been characterized in other venues as targeting bicycle facilities in urban areas; Mr. Markwell noted that the language in the bill may permit more expansive interpretation.

Mr. Grovesteen, Mr. Hoselton and the Committee discussed the use and impact of bicycle lanes on urban streets, and the standing of bicyclists as intended users of roadways.

Ms. Tracy advised that the Illinois Department of Transportation annual Fall Planning Conference will be held on September 13 -14, 2007 in Rockford. She noted that the schedule will include a peer discussion regarding the implementation of SAFETEA-LU.

New Business

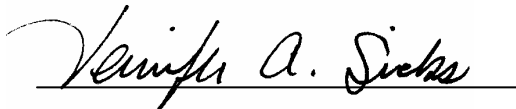
None.

Next Meeting

The next meeting of the Transportation Technical Committee is currently scheduled for September 21, 2007, at 10:30 a.m., at the McLean County Highway Department.

Adjourn

A motion for adjournment made by Mr. Brown and seconded by Mr. Markwell, and the meeting was adjourned at 11:40 a.m.



Jennifer A. Sicks
Land Use/Transportation Planner
McLean County Regional Planning Commission

The following entities received notice of the public comment period and public hearing regarding the TIP, including delivery of a mailed notice, included in this Appendix.

Circle City Cab 1001 W. Washington St. Bloomington, IL 61701	AAA Contractors Disposal Inc. 235 N. White Oak Rd. Normal, IL 61761	Western Avenue Community Center 600 N. Western Ave. Bloomington, IL 61701
Checker Cab In. 1508 S. Main St. Bloomington, IL 61701	Zeschke Delivery Service 1015 Elder St. Bloomington, IL 61701	Youthbuild McLean County 1111 W. Market Street Bloomington, IL 61701
Red Top Cab 208 E. Locust St. Bloomington, IL 61701	Kenney's Delivery Service 907 E. Grove St. Bloomington, IL 61701	Bloomington Parks and Recreation 115 E. Washington St. Bloomington, IL 61701
Beyer Twin City Cab 1001 W. Washington St. Bloomington, IL 61701	Bloomington-Normal Public Transit System 104 E. Oakland Ave. Bloomington, IL 61701	McLean County Wheelers P.O. Box 947 Bloomington, IL 61702-0947
United Van Lines 2130 W. College Ave. Normal, IL 61761	First Student Inc. 1103 ½ Croxton Ave. Bloomington, IL 61701	Twin City Cruisers Car Club P.O. Box 634 Bloomington, IL 61702-0634
Allied Van Lines 2021 Eagle Rd. Normal, IL 61761	Greyhound Bus Lines 527 Brock Dr. Bloomington, IL 61701	Bloomington Gold 705 E. Lincoln St. Suite 201 Normal, IL 61761
Atlas Van Lines 1103 Martin Luther King Dr. #4 Bloomington, IL 61701 Global Moving & Storage 107 Caroline St. Bloomington, IL 61701	Neville House 923 E. Grove Bloomington, IL 61701	McLean County Red Cross 1 Westport Ct. Bloomington, IL 61704
North American Van Lines 107 Caroline St. Bloomington, IL 61701	Occupational Development Center 1201 Bell St. Bloomington, IL 61701	Special Olympics Illinois 605 E. Willow St. Normal, IL 61761-2682
Elegant Limousines, Inc. 501 N. Main St. #3 Bloomington, IL 61701	PATH 201 E. Grove Bloomington, IL 61701	Normal Parks and Recreation 611 S. Linden Normal, IL 61761
Allstarz Limousines 416 S. Robinson St. Bloomington, IL 61701	Project OZ 502 S. Morris Ave. Bloomington, IL 61701	United Way 201 E. Grove Street Bloomington, IL 61701
Aaron's Party Bus & Limousine 1628 Commerce Pkwy Bloomington, IL 61704	The Children's Foundation 403 S. State Street Bloomington, IL 61701	Life Center for Independent Living 2201 Eastland Dr. Suite 1 Bloomington, IL 61704
	The Salvation Army 611 W. Washington St. Bloomington, IL 61702-3186	YWCA of McLean County 1201 Hershey Road Bloomington, IL 61704

Area Agency on Aging, Inc. 1003 Maple Hill Road Bloomington, IL 61701	Housing Authority of the City of Bloomington 104 E. Wood Street Bloomington, IL 61701	Cullinan Properties, Ltd.(College Hills) 211 Fulton Street, Suite 700 Peoria, IL 61602
Baby Fold 612 Oglesby Ave. Normal, IL 61761	IDHS, Office of Rehabilitation Services 207 S. Prospect Road Bloomington, IL 61704	USPS-Eagle Station 1211 Towanda Ave. Bloomington, IL 61701
Bloomington Township- John M. Scott Center 607 South Gridley, Suite C Bloomington, IL 61701	Job Connection 710 East Front Street Bloomington, IL 61701	Central Illinois Regional Airport 3201 CIRA Drive, Suite 200 Bloomington, IL 61704
Bloomington YMCA 602 S. Main St. Bloomington, IL 61701	League of Women Voters 905 N Evans St. Bloomington, IL 61701	McDonald's of Bloomington/Normal/McLean 1607 Commerce Parkway Bloomington, IL 61704-9608
B-N Area Convention & Visitors Bureau 3201 CIRA Drive, Suite 201 Bloomington, IL 61704	MADD McLean County P.O.Box 794 Bloomington, IL 61702-0794	Bloomington Public Library 205 E. Olive Street Bloomington, IL 61702-3308
Boys and Girls Club of Bloomington-Normal 104 E. Wood St. #303 South Bloomington, IL 61701	Marc 1606 Hunt Drive Normal, IL 61761	Chestnut Health Systems 1003 Martin Luther King Drive Bloomington, IL 61701
Career Link 207 E. Hamilton Road Bloomington, IL 61704	McLean County Center for Human Services 108 W. Market St. Bloomington, IL 61701	Eastland Mall 1615 E. Empire Bloomington, IL 61701
Catholic Charities 603 N. Center Bloomington, IL 61701	McLean County Chamber of Commerce 210 South East Street Bloomington, IL 61702-1586	Normal Public Library 206 W. College Ave Normal, IL 61761
Clare House 703 E. Washington Bloomington, IL 61701	McLean County Continual of Care 113 E. Macarthur Ave. Bloomington, IL 61701	Stark Excavating 1805 W. Washington Street Bloomington, IL 61701
Community Mental Health Council 1228 Towanda Ave. Bloomington, IL 61701	Mid Central Community Action 923 East Grove St. Bloomington, IL 61701	Heritage Enterprises 115 W. Jefferson St., Suite 401 Bloomington, IL 61702-3188
Habitat for Humanity of McLean County Illinois 410 N. Prairie St. Bloomington, IL 61701	Bloomington Bar Owners Association 513 N. Main Bloomington, IL 61701	Afni, Inc. 404 Brock Drive Bloomington, IL 61702
Home Sweet Home Ministries 303 East Oakland Avenue Bloomington, IL 61701	Crossroads Center 310 Wylie Drive Normal, IL 61761	Afni, Inc. 310 Wylie Drive Bloomington, IL 61701

Nestle USA Incorporated
2501 Beich Rd
Bloomington, IL 61704

The Pantagraph
301 W. Washington St.
Bloomington, IL 61702-2907

Verizon- Public Relations
1312 E. Empire
Bloomington, IL 61701

GROWMARK, Inc.
1701 Towanda Avenue
Bloomington, IL 61701

BroMenn Healthcare System
Marketing & Communications
P.O. Box 2850
Bloomington, IL 61702-2850

Country Insurance & Financial
Services
Public Relations
1701 Towanda Avenue
Bloomington, IL 61701

OSF St. Joseph Medical Center
2200 E. Washington
Bloomington, IL 61701-4323

State Farm Insurance
SB 1 Corporate Headquarters
1 State Farm Plaza
Bloomington, IL 61710



McLean County Regional Planning Commission
115 East Washington Street, Suite M103, Bloomington, Illinois 61701
(309) 828-4331 FAX: (309) 827-4773 WWW.MCPLAN.ORG

The McLean County Regional Planning Commission invites you to be part of the transportation planning process in Bloomington-Normal. The Commission, in cooperation with the City of Bloomington, the Town of Normal, McLean County, the Illinois Department of Transportation, the Federal Highway Administration and the Federal Transit Administration, is developing the following planning documents:

FY 2008 – 2012 Transportation Improvement Program

This document, prepared annually, describes the scope and projected cost of transportation projects planned for implementation over the next five years within the urban area, including streets, highways, bicycle facilities, transit and associated projects.

Long Range Transportation Plan 2035 update

This update of the Long Range Transportation Plan carries the plan horizon forward to 2035, and includes plans and projections for the future of transportation in McLean County.

Public Participation Plan

This is our plan for involving the community in transportation planning and decision-making.

This summer the Regional Planning Commission will continue development of a new, community-based plan to improve transportation choices for Bloomington-Normal. The Human Services Transportation Plan is the next phase in our program to coordinate and improve transportation services for people in our community with special needs, including older residents, persons with disabilities and individuals and families with lower incomes. Crafting the plan will involve social service agencies, faith-based organizations, transportation providers, local governments, planners and the public. We hope you will contribute your knowledge and experience regarding the transportation needs of your community.

Comments or questions?

Please contact Jennifer Sicks at 309-828-4331, x 24, or by email at jsicks@mcplan.org.

Public Hearing

The McLean County Transportation Study Technical Committee
will conduct a public hearing regarding the following:

FY 2008 – 2012 Transportation Improvement Program

Long Range Transportation Plan 2035 update

Public Participation Plan

June 15, 2007

9:30 a.m.

McLean County Highway Department

102 S. Towanda-Barnes Road

Bloomington, Illinois

Public comment period dates and draft documents were posted on the Commission website, www.mcplan.org. In addition, the following notices appeared in the Legal section of the classified advertisements in the Pantagraph. Certificates of publication may be inspected upon request.

April 28 & 30, 2007

Public Notice
McLean County Transportation Study
Long Range Transportation Plan 2030 Update
Public Participation Plan
April – June, 2007

The McLean County Regional Planning Commission (MCRPC), in accord with provisions of the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted August 10, 2005, has prepared a draft Public Participation Plan, and an updated draft of the Long Range Transportation Plan 2030 for the Bloomington-Normal Urbanized Area, originally adopted in April 2005. **The draft documents are available for public review from April 30, 2007 to June 14, 2007, inclusive,** at the MCRPC office in Government Center, 115 East Washington Street, Suite M103, Bloomington, Illinois, M-F from 8:30 a.m. to 4:30 p.m., and on the MCRPC web site at www.mcplan.org.

Following the public review period, **the MCRPC will hold a public hearing concerning the Public Participation Plan and the Long Range Transportation Plan 2030 updates.** Details regarding the hearing will be announced no later than two weeks prior to the scheduled date, through the MCRPC website and public notice in the Pantagraph. Comments on the draft plans should be submitted in writing to the MCRPC during the comment period, or at the public hearing. Comments on the plans will be considered for incorporation into the final document, as directed by the McLean County Transportation Study Policy Committee following the public hearing. Please direct questions or comments to Jennifer Sicks, Transportation Planner, MCRPC, at the above address, by telephone at 309-828-4331, ext. 24, or by email to jsicks@mcplan.org.

June 8, 2007

Public Notice

Transportation Improvement Program FY 2008 – 2012
Long Range Transportation Plan 2035 update
Public Participation Plan

The McLean County Regional Planning Commission will hold a public hearing concerning the above-listed documents on Friday, June 15, 2007, at 1:00 p.m. at the McLean County Highway Department, 102 South Towanda-Barnes Road, Bloomington IL. Comments should be submitted at the public hearing or to the MCRPC. If there are changes to the draft documents pursuant to the hearing, a subsequent notice of public hearing on the revised documents will be published. Please direct questions to Jennifer Sicks, Transportation Planner, MCRPC, 309-828-4331 or jsicks@mcplan.org.

June 11, 2007

Public Notice

**Transportation Improvement Program FY 2008 – 2012
Long Range Transportation Plan 2035 update
Public Participation Plan**

Notice of Change in Public Hearing Schedule

The McLean County Regional Planning Commission public hearing concerning the above-listed documents on Friday, June 15, 2007 has been rescheduled to 9:30 a.m. on that date.

The hearing will be held at the McLean County Highway Department, 102 South Towanda-Barnes Road, Bloomington IL. Comments should be submitted in writing at the public hearing or to the MCRPC. Please direct questions to Jennifer Sicks, Transportation Planner, MCRPC, 309-828-4331 or jsicks@mcplan.org.