



2045 Long Range Transportation Plan Update

Joint Policy & Technical Advisory Committee Meeting

June 21, 2021

AECOM

Agenda

1. Project Schedule – Key Activities/Dates
2. Planning and Evaluation Matrix
3. Potential LRTP Projects (for modeling)
4. Public Outreach – Survey #2



2045 Long Range Transportation Plan Update

Project Schedule – Key Activities/Dates

Overview

- **June / July**
 - Model potential roadway projects
 - Conduct project evaluation
 - Develop draft LRTP
- **August**
 - On-going Stakeholder and EJ/LEP outreach
 - Draft LRTP to SLATS Policy & Technical committee members for review
 - SLATS Policy & Technical Advisory Committee Meeting
 - Discuss draft (tentatively scheduled for August 23)
- **September**
 - Post draft LRTP for public review (tentatively August 30)
 - Public open house (format and date TBD)
- **October**
 - SLATS Policy & Technical Advisory Committee Meeting
 - Review/address public comments; adopt LRTP (tentatively October 4)



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Planning and Evaluation Matrix
























Overview

- Introduction of high-level project scoring into the LRTP process
- This is not a ranking of projects...it is a tool to help inform programming
- Methodology can be refined/expanded in future LRTP updates

Why is this necessary?

- Supports performance-based planning
 - Tie investment decisions back to the goals and objectives
- Informs project development and programming
 - Consistent review of potential projects
 - Partner agencies can conduct a preliminary review of a potential project
 - Understand where a project could be enhanced (resulting in a higher score)

Relating Key Themes to Goals

| <i>Themes Goals</i> | Complete Streets | New Mobility | Regional Transit | Transportation Equity | Economic Development |
|-------------------------|---|---|---|---|---|
| Economic Vitality | |  |  |  |  |
| System Preservation |  |  | | |  |
| Mobility and Access |  | |  |  | |
| Safety and Security |  | |  | | |
| Environment |  |  |  | | |
| Healthy Neighborhoods |  | |  |  | |
| Land Use Integration |  | | | |  |
| Equity |  | |  |  | |

Evaluation Matrix

| L RTP Goals | | Evaluation Measures | | Rating | | |
|--|---|--|---|---|---|---|
| | | | | 2 | 1 | 0 |
| Economic Vitality | Improves access to employment / Supports tourism | Direct and positive effect on planned or existing economic development activity, or discernibly increases the region's economic competitiveness to significantly attract new development, jobs and/or increase tourism. Directly improves employment access (including multimodal access). | Indirect and positive effect on planned or existing economic development activity, but no discernibly increase the region's economic competitiveness to significantly attract new development, jobs and/or increase tourism. Minor or no improvement to employment access. | No direct/indirect effect or has a negative effect on planned or existing economic development activity. | | |
| System Preservation | Maintains existing infrastructure / Utilizes technology to enhance operation efficiency / Supports redevelopment on existing transportation network | Directly addresses a critical or high priority existing infrastructure need (e.g. SO/SD bridge or pavement with a poor or lesser PASER/CRS rating), or is a targeted investment to enhance system performance and resiliency, and directly supports reinvestment in existing transportation assets, especially in the Adjusted Urbanized Area (AUA). | Indirectly or minimally addresses an infrastructure need (e.g. pavement with a fair or better PASER/CRS rating), or limited enhancements to system performance and resiliency. | Does not support system preservation, or does not enhance system performance. The construction of a new roadway facility would be scored a '0' for this category. | | |
| Mobility and Accessibility | Strengthens alternative transportation modes / Reduces congestion / Enhances network connectivity / Improves freight movements | Includes project-wide transit*, biking, and walking accommodations that meet or exceed facility design standards (national/federal/state), and targets improvements** to address corridors or intersections that are determined to be at or over-capacity, and (if applicable) targets improvements to more efficiently accommodate freight within the region. *If on an existing, planned or potential transit route. **Includes new or significantly improved corridor connections meeting all other requirements above. | Includes project-wide transit*, biking, and walking accommodations that meet or exceed facility design standards (national/federal/state), and reduces existing or projected future year travel delay/congestion or maintains baseline conditions, and (if applicable) indirectly enhances the movement of freight within the region. *If on an existing, planned or potential transit route. **Includes new or significantly improved corridor connections meeting all other requirements above. | Does not include project-wide transit*, biking, and walking accommodations. Does not address an existing or projected future year congestion or travel delay concern. Has no discernible benefit to the movement of freight. *If on an existing, planned or potential transit route. | | |
| Safety and Security | Potential to reduce crashes / Enhances safety for all transportation users | Directly targets a high crash location, or identified safety concern (including excessive motor vehicle speeds) in the LRTP, County or State HSP, ICE, corridor, TIA or similar study/data analysis. Crash Mitigation Factors (CMF) may also be used to inform appropriate solutions. Improvement also increases safety for transit users*, bicyclists and pedestrians. *If on an existing, planned or potential transit route. | Indirectly benefits a high crash location, or identified safety concern, or generally improves safety through implementation of current facility design standards. Potential safety benefits for transit users*, bicyclists, and pedestrians. *If on an existing, planned or potential transit route. | Does not specifically address a specific safety concern. | | |
| Environmentally Friendly / Healthy Neighborhoods / Land Use Integration | Minimizes negative impacts to existing land uses / Supports mixed-use, walkable neighborhoods, particularly access to parks and recreation / Consistent with growth and land use plans | No known environmental issues or avoids/significantly reduces negative environmental impacts. Project directly benefits neighborhood walkability/bikability (enhanced connection to jobs, schools, services, parks). Project is consistent with local land use and/or economic development plans, and planned future growth patterns. | Minimizes or mitigates negative environmental impacts. Project indirectly benefits area neighborhoods. Project is consistent with local land use and/or economic development plans, and planned future growth patterns. | Negative impacts to the environment are known, or are likely to occur. Adversely impacts area neighborhoods, or makes them less bikeable/walkable. Project is inconsistent with local land use and/or economic development plans, and/or contradicts planned future growth patterns. Project may also potentially prevent future projects from occurring. | | |
| Environmental Justice (EJ) and Equity | Advances equitable investments for EJ populations and persons with disabilities | Directly benefits or significantly benefits EJ populations/neighborhoods or persons with disabilities | Indirectly benefits EJ populations/neighborhoods or persons with disabilities | Does not benefit EJ populations/neighborhoods or persons with disabilities (0 points). Adversely impacts EJ populations/neighborhoods or persons with disabilities (-1 point). | | |



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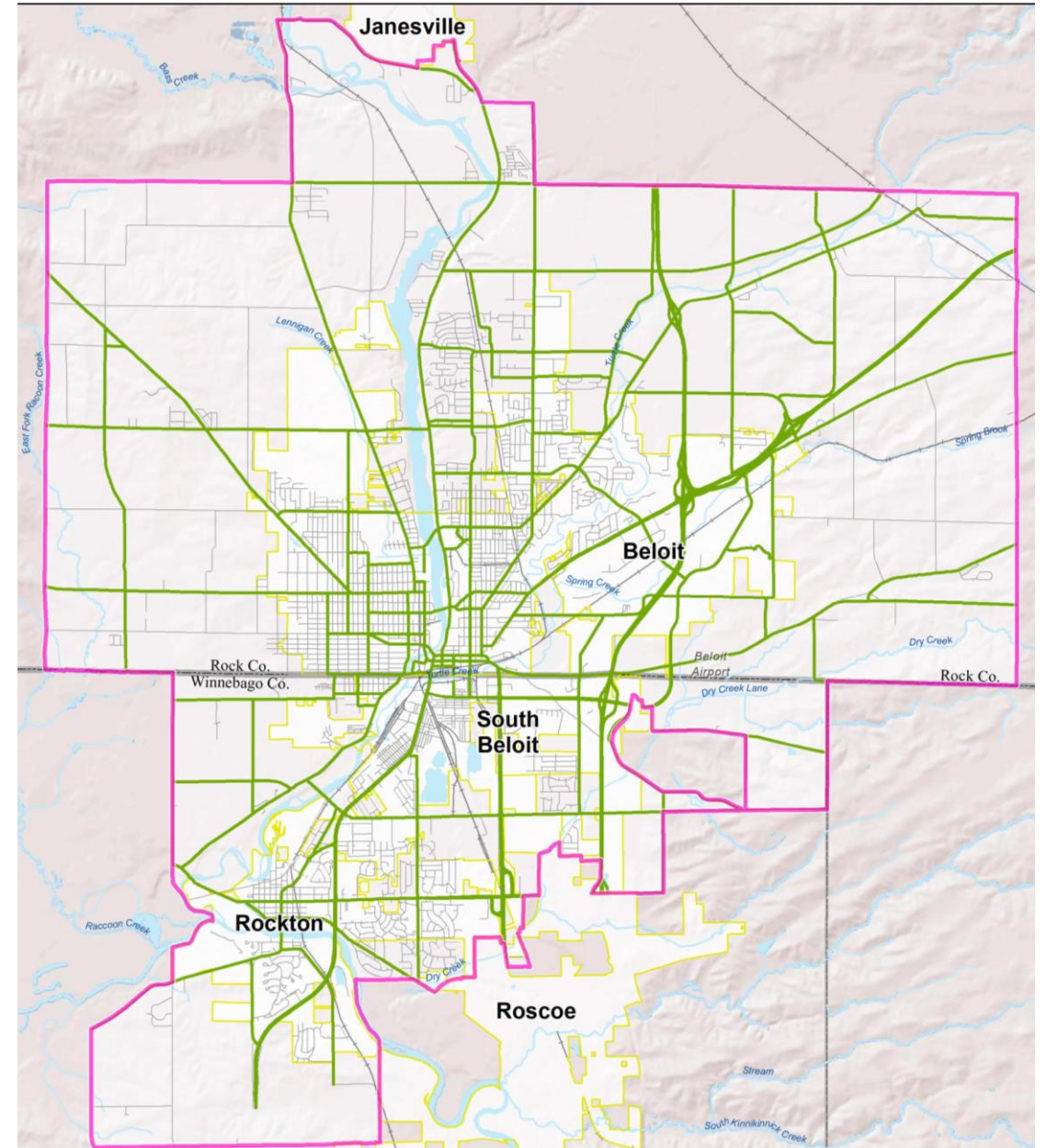
Potential LRTP Projects (for modeling)

Overview

- Current: Little to no congestion presents an opportunity to modify some streets
- Future year (2045) model scenarios
 1. Existing plus Committed Projects (E+C)
 2. Road Diet Projects
 3. Potential Roadway Improvements
 4. Combined (Road Diets and Roadway Improvements) (Scenarios 2 + 3)

2045 Existing plus Committed Projects (E+C)

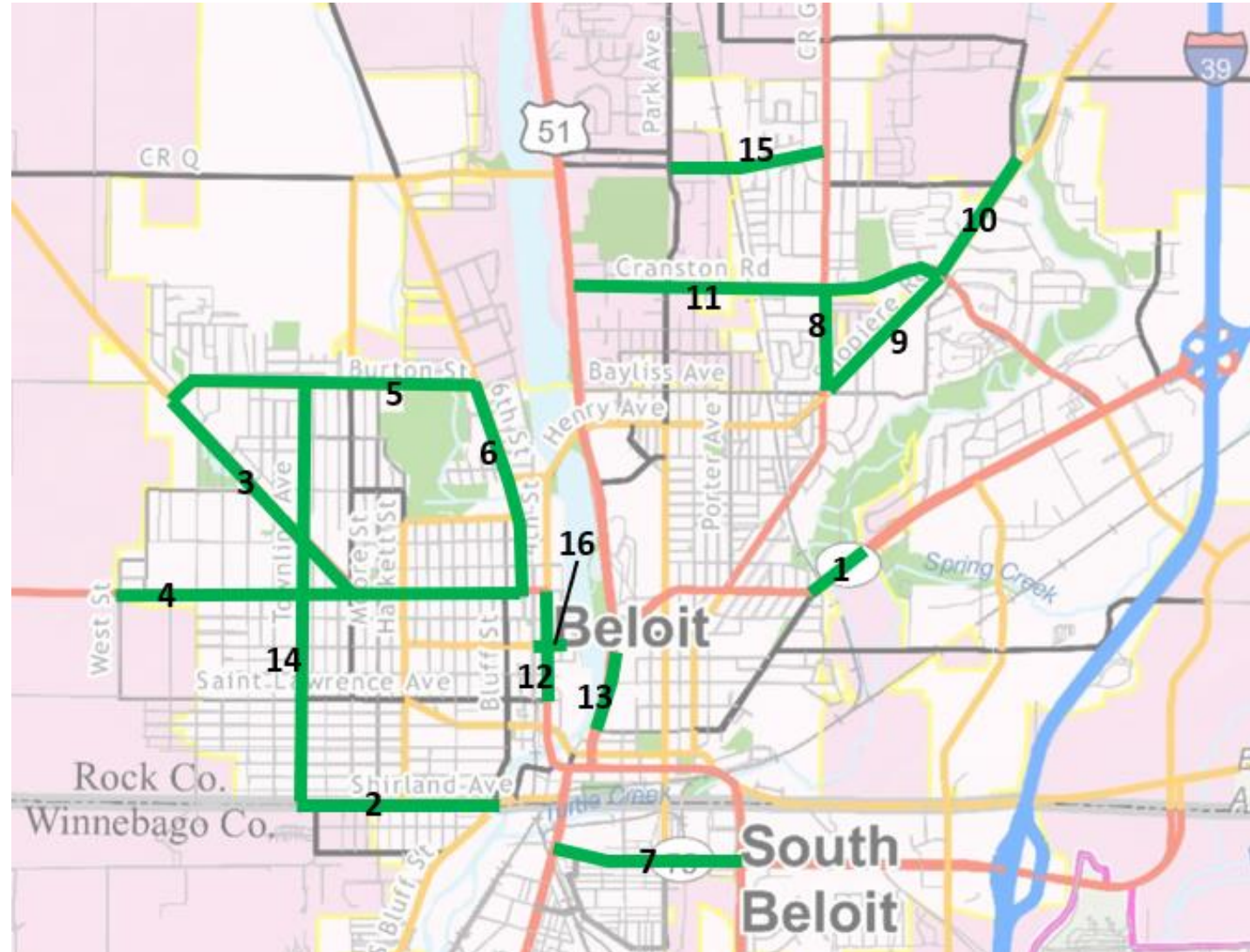
1. Similar results to current conditions
2. Checking model for special generators
 - Casino
 - Stadium
3. **Henry** from 51 to Prairie –
4 to 2 lanes with bike lanes and some parking
4. **Cranston** from Shopiere to Milwaukee
4 to 2 lanes with bike lanes and painted median
3. **Park** from Broad to north to Bayliss (and Broad south to Ingersol with South Beloit)
2 lanes with bike lanes and some parking



Road Diet Projects

Test impacts related to reducing capacity

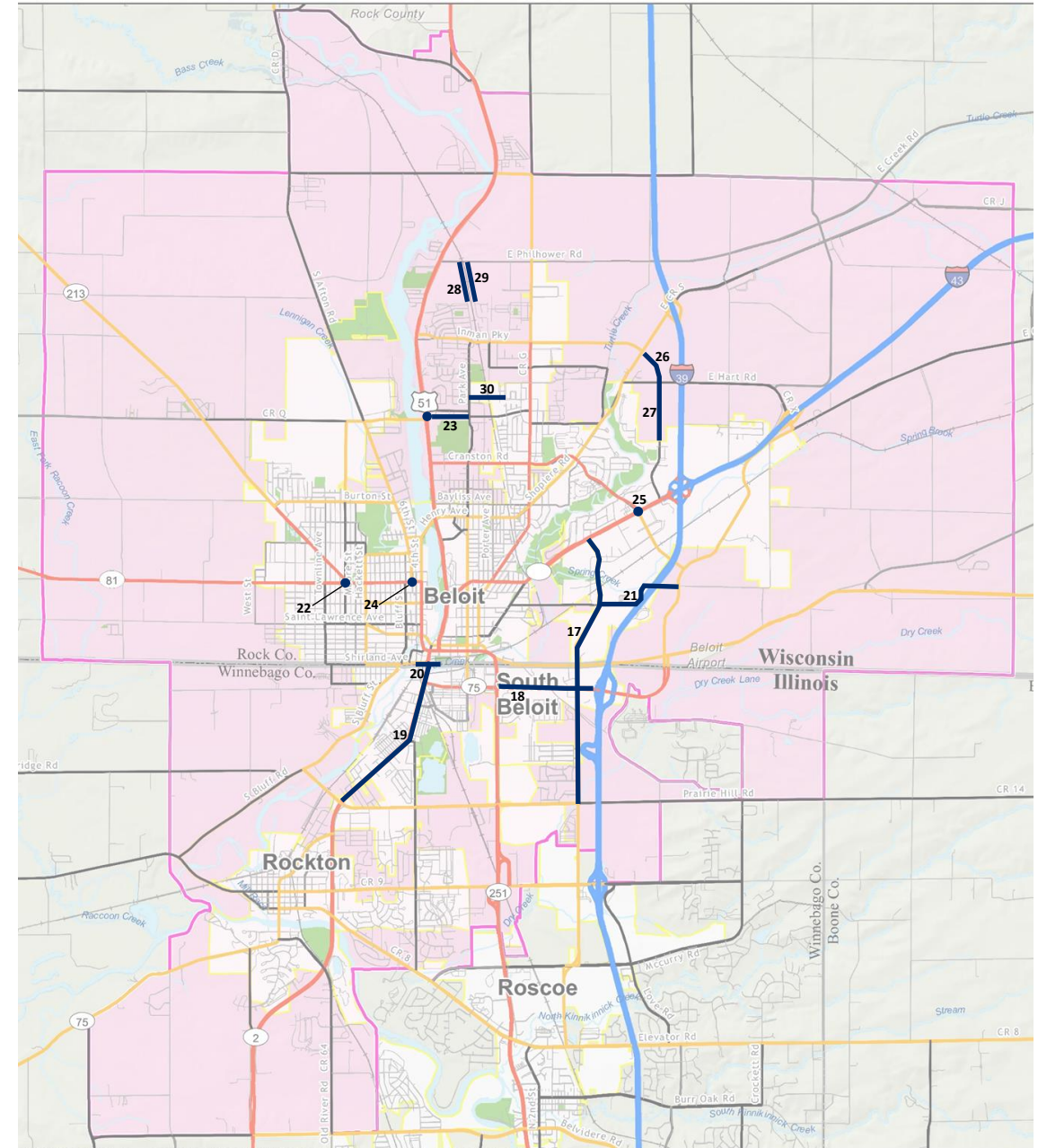
1. Milwaukee from Leeson Park to White Avenue
2. Shirland from Bluff to Townline – eastern limits dependent on stadium.
3. Madison from Liberty to Burton
4. Liberty from West to Fifth
5. Burton from Madison to Sixth
6. Sixth from Liberty to Burton
7. Gardner from Park (or potentially 251) to Blackhawk
8. Prairie from Shopiere to Cranston
9. Shopiere from Prairie to Cranston
10. Shopiere from Cranston to Murphy Woods
11. Cranston from Shopiere to 51
12. Fourth from W. Grand to Liberty
13. Pleasant from White to Bushnell or Public
14. Townline from Shirland to Burton
15. Elmwood from Park to Prairie (or Murphy Woods)
16. Portland from Fifth to Third to add bike lanes



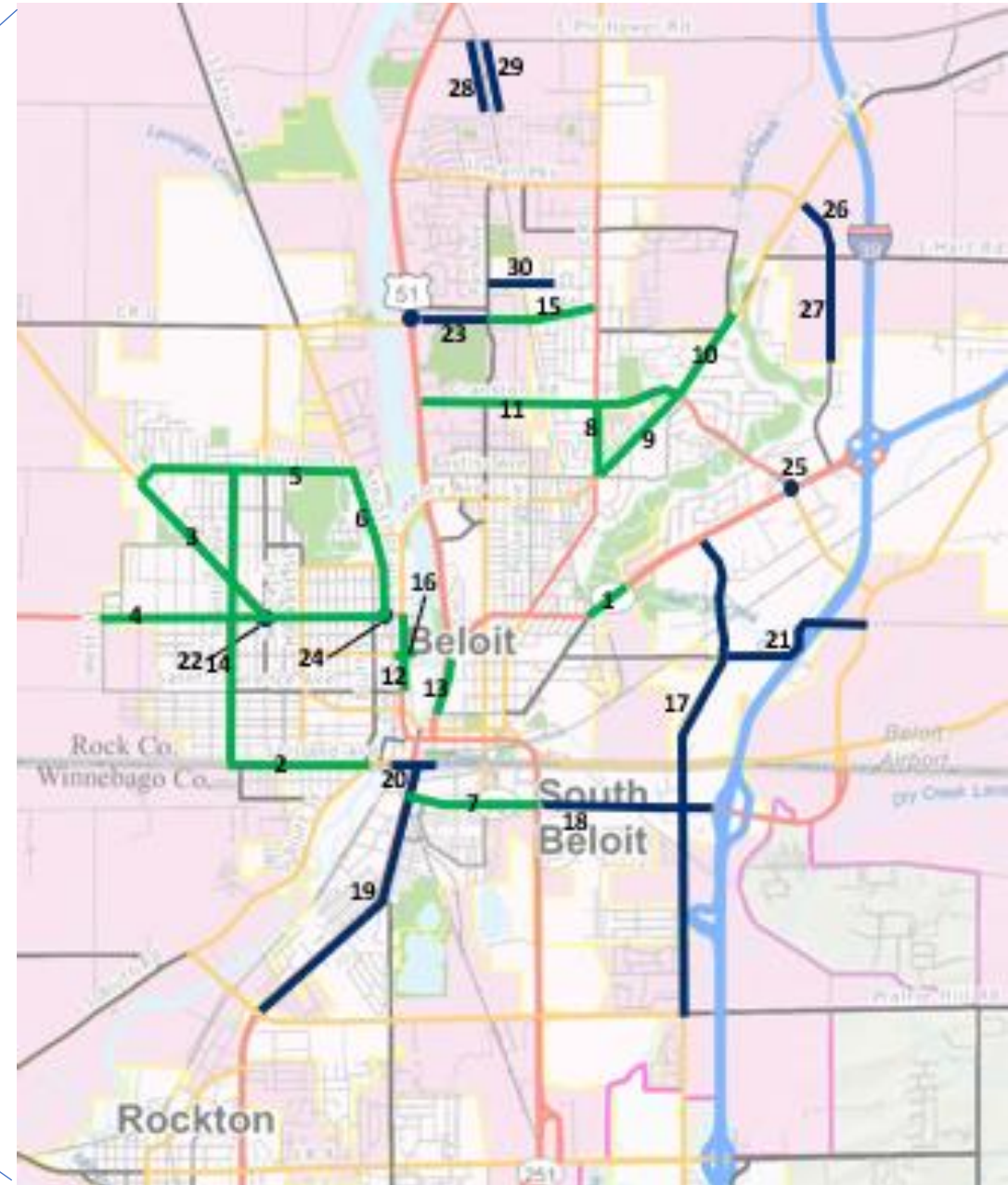
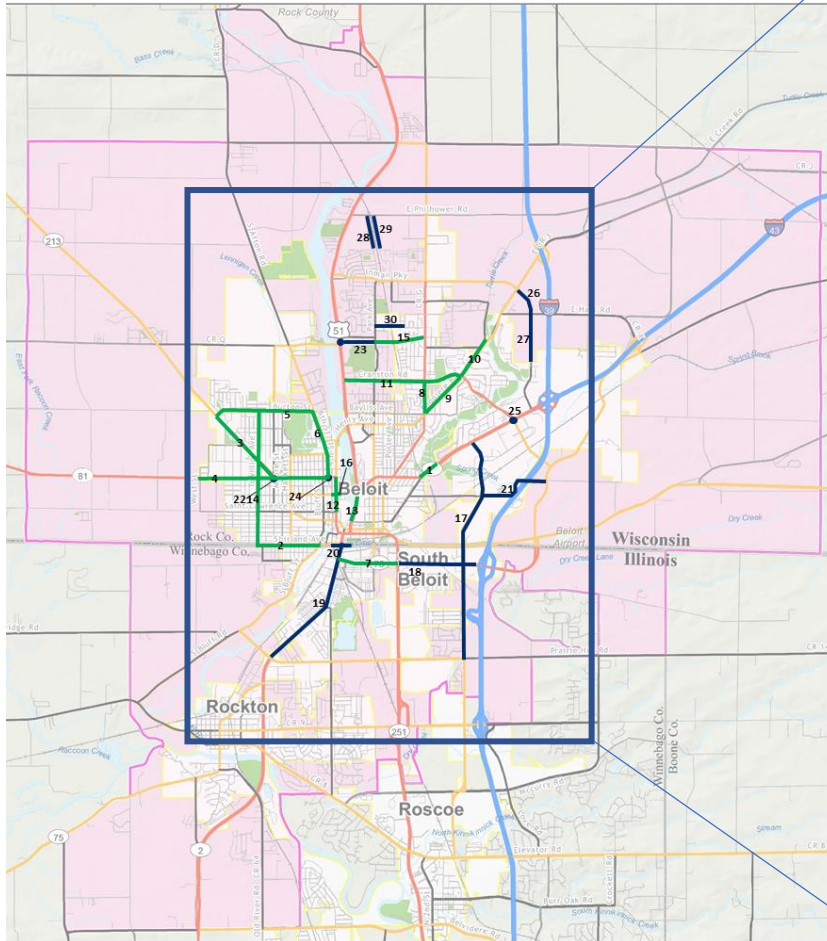
Potential Roadway Projects

Test impacts related to capacity and network connectivity.

17. Willowbrook from Milwaukee to Prairie Hill
18. Gardner (IL 75) from the interstate to 251
19. Blackhawk (IL 2/75) from Stateline to Prairie Hill Road (currently in PE1)
20. Shirland to Colby extension
21. Colley from Willowbrook to Gateway
22. Madison Road at Liberty (ICE study)
23. Elmwood/CTH Q and US 51 (ICE study)
24. Fourth and Liberty (ICE study)
25. Milwaukee Road frontage south frontage road closure (part of the Cranston Road corridor study)
26. BT extension to Hart Road
27. Winchester to Hart (possible frontage road along I-39/90 linking BT to Milwaukee Road)
28. Park Avenue extension to Philhower
29. Bartells Drive extension to Philhower
30. West Hart extension



Combined Model Projects



Committee Discussion

- Questions or comments related to these potential projects?
- Are there any additional projects to include, and potentially model?
 - From current plans?
 - Known traffic issues?
 - Accommodate potential future growth, or potential traffic concern?
- Fiscal constraint impacts.



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Public Outreach – Survey #2

Take Survey #2...and please spread the word!

SLATS2045LRTP.com





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Questions?